

Spatial Planning Progress and Public Consultation on Proposals

Meeting: Kaipara District Council (**Public Excluded**)
Date of meeting: 26 September 2019
Reporting officer: Paul Waanders, District Planner

Reason for confidentiality: LGOIMA Part 1, Section 7(2)(j) to prevent the disclosure or use of official information for improper gain or improper advantage.

Purpose/Ngā whāinga

To inform Council of the progress with the Spatial Plan Project (Dargaville, Maungaturoto and Kaiwaka) and to obtain delegation to the Chief Executive to release and consult on this Project's options proposal.

Executive summary/Whakarāpopototanga

The Spatial Planning project (Dargaville, Maungaturoto and Kaiwaka) will have reached the Proposal stage and public consultation will be required before recommendations are submitted to Council. Delegation is sought for the Chief Executive to release the Draft for consultation during the 2019 local body triennial election phase and the time while the new Council is embedded.

Recommendation/Ngā tūtohunga

That Kaipara District Council:

- a) Notes the progress report on the Spatial Plan Project (Dargaville, Maungaturoto and Kaiwaka).
- b) Delegates the Chief Executive to release the draft report for public consultation during the 2019 local body triennial election phase and the time while the new Council is embedded.

Context/Horopaki

AR & Associates Ltd and Campbell Brown have been appointed to undertake the spatial planning for key urban areas in Kaipara. In Dargaville, Maungaturoto and Kaiwaka, initial public consultation has been undertaken. The consultants are in the process to develop an options proposal for urban development which will be consulted on with the staff and the public during the 2019 local body triennial elections timeframe. During the election phase and the time while the new Council is embedded this consultation has to proceed and delegation for the Chief Executive is requested to release this options proposal to be consulted on.

Discussion/Ngā kōrerorero

The Kaipara West Project (Dargaville, Maungaturoto and Kaiwaka) has progressed through an engagement process supported by an 'Enquiry by Design' and 'Draft Assessment' exercise with staff held on 18 July 2019 with public and targeted meetings on:

- 30 July 2019 in Dargaville with identified stakeholders, followed by Mana Whenua consultation in the afternoon and a public drop-in session in the evening.
- 31 July 2019 discussions with identified stakeholders in Maungatūroto for the Kaiwaka community and the Maungatūroto community and a public drop-in session in the evening.
- 1 August 2019 workshop with Council to identify those matters of importance and provide direction. (Report and Slide show are attached to the Minutes of the Briefing Minutes of 1 August 2019).
- Session with the youth of Kaipara has been arranged in the week 9-13 September 2019 with visits to Otamatea, Dargaville, Westmount and Ruawai High schools as well as Northtec.
- Mana Whenua follow-up consultation was identified as a necessity and three Marae have been visited between 9-13 September 2019 and extended for the whole district in November 2019.
- 11 September 2019 Dargaville public had the opportunity to discuss proposals.
- 12 September 2019 in the morning Maungaturoto and in the afternoon Kaiwaka.

The project has moved into phase 4 and the release of the documents will be required.

A Draft Options Paper has been made available before the public meetings with the summary document attached as **Attachment A**.

KAIPARA SPATIAL PLANNING OF DARGAVILLE, MAUNGATUROTO AND KAIWAKA - ISSUES, VISION AND PRINCIPLES ENGAGEMENT

2. Overview of Project - Timeline



- After the public consultation on the Draft Options Paper work on the Spatial Plan will commence and a consultation document is proposed to be delivered to the latter end of October 2019 (Phase 5). (**Attachment D as a Draft**)
- Public engagement is planned for November 2019 and it is anticipated that the Draft Spatial Plan will be delivered by the end of 2019 for review and finalisation in February 2020 (Phase 6).
- Adoption of the Spatial Plan is anticipated in April 2020. (Phase 7)

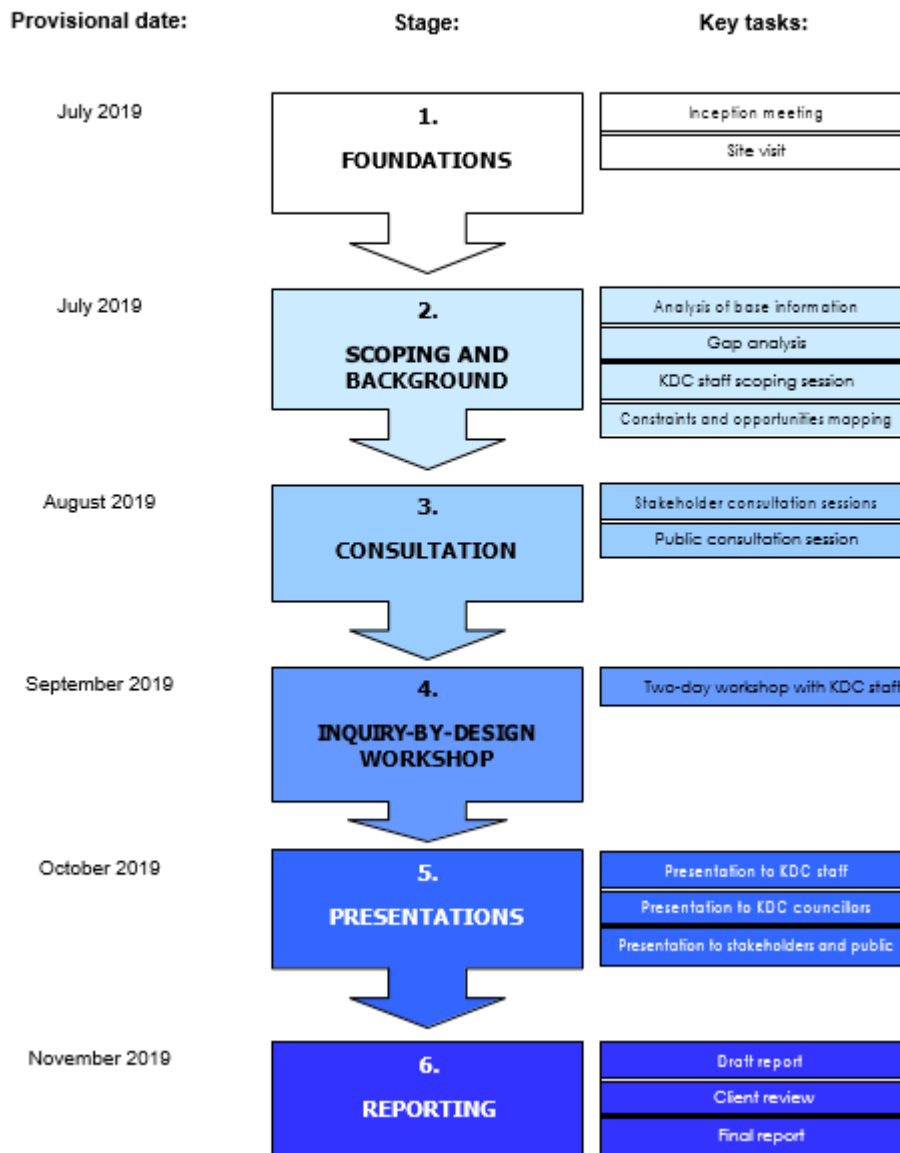
Several dates fall within the 2019 local body triennial elections and during the time the new Council will be undertaking its internal embedding, but during this time processing and progressing of the Spatial Plan is required which requires decisions.

The Kaipara East Project (Mangawhai) follows close on the heels of the Kaipara West project with the advantage of many existing projects such as the Mangawhai Community Plan and previous Structure Planning exercises being available. The contract was entered into on 9 July 2019 and follows an 'Enquiry-by-Design' process (Details attached as **Attachment B**).

- The first staff engagement process took place on 29 July 2019 followed with a
- Scoping meeting on 30 August 2019 attended by staff in preparation of the public engagements
- Mana Whenua meeting took place on 30 August 2019 attended by Te Uri O Hau
- Two public invited meetings were conducted on 30 August 2019 discussion and evaluating previous work with the addition of new views on planning in the Mangawhai area
- On 31 August 2019 an open public meeting was conducted which became a drop-in activity with interaction with the public on an individual basis. (This was Stage 3 of the Methodology) (Short report in **Attachment C**)

PRELIMINARY

METHODOLOGY AT A GLANCE



- Stage 4 of the process will be happening on 17 and 18 October 2019 in Mangawhai - delayed by a month due to clashing of calendars.
- Spatial Plan proposals are to be developed and submitted to Council and if acceptable to be presented to the public in November 2019 with the consideration to have this during the holiday time when more people can participate. That decision will be made as part of the assessment of the proposal.

Several dates fall within the 2019 local body triennial elections and during the time the new Council will be undertaking its internal embedding but during this time processing and progressing of the Spatial Plan is required which requires decisions.

Options

Policy and planning implications

During the local body election and thereafter the new elected Council will require some time to get embedded and be able to undertake business as usual activities. The Spatial Planning Projects need to progress through the public consultation phases and decisions to release these documents have to be made during this time. The Chief Executive should be delegated to assess the reports for release so the process can seemingly progress.

Financial implications

There are no financial implications as both these projects are approved projects.

Risks and mitigations

The risk of delegation is the fear that untested and politically sensitive proposals will be publically debated without the elected members' endorsement. However, as this is a non-statutory process and formal decisions will be made at a later stage the unfettered public's view will be valuable.

Significance and engagement/Hirahira me ngā whakapāpā

The decisions or matters of this report do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed during several public meetings and the website.

Next steps/E whaiake nei

On the approval of the delegation to the Chief Executive the dates for public engagements will be set and events will be advertised. These will probably take place late November and the first week in December 2019.

Attachments/Ngā tapiritanga

| | Title |
|---|--|
| A | Draft Option Papers Dargaville, Maungaturoto and Kaiwaka Spatial Plan |
| B | Mangawhai Spatial Planning Methodology |
| C | Mangawhai Project Update |
| D | Draft Options Assessment Dargaville, Maungaturoto and Kaiwaka Spatial Plan |

Paul Waanders, 06 September 2019

KAIPARA SPATIAL PLANNING CONSTRAINTS AND OPPORTUNITIES_ DISCUSSION PAPER

Rev 8 | 5 September 2019

Produced for



by



Kauri is New Zealand's largest and most famous native tree. The kauri is related to the conifer tree and only grows in the sub-tropical northern part of the North Island.

Drivers Tip:
Keep an eye in the mirror and let the locals pass safely.



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1.0

Introduction

1.1 | Introduction

This constraints, challenges, insights and opportunities discussion paper brings together phases two and three of Kaipara Spatial Planning for Dargaville, Maungatūroto and Kaiwaka. It is both a descriptive collection of the constraints and opportunities analysis, a summary of the rich engagement from workshops and community open days and a precursor to some of the options that will be considered in the next phase. The purpose of this document is to utilise it as a tool for agreeing on the work to date, seek feedback on the direction of travel and inform partners, stakeholders and community representatives of the process to encourage further involvement.

The last section is the start of our early thinking on the options to tackle the big issues that each town has to overcome to enable sustainable development. A framework for the options assessment to initially run a longlist of residential, town centre/commercial and industrial options and then to refine this down to a shortlist.



2.0

Overview

2.1 | Overview

WHAT IS THE KAIPARA SPATIAL PLAN PROJECT?

The Kaipara District Council wishes to enable sustainable development for the communities of Dargaville, Maungatūroto and Kaiwaka through a spatial planning process which will flow into a future statutory District Plan change. A spatial plan is a holistic approach to developing and improving a place to improve the future social, economic, cultural and environmental wellbeing.

Wellbeing can be measured through many different indicators such as council surveys, health data, environmental monitoring and economic information.

PROJECT OBJECTIVES

- Assess the key constraints, challenges and opportunities for urban development within the district including environmental and landscape values;
- Balance the social, economic, cultural and environmental drivers in each centre;
- Address the needs and aspirations of the community, Council and partners for how growth and regeneration can be accommodated and leveraged;
- Engage with project partners, stakeholders and the wider community to understand, evaluate and consider all views; and
- Provide a level of certainty for infrastructure providers, communities and potential developers while allowing enough flexibility to respond to changing demands and circumstances.

INDICATIVE TIME-LINE



WHY ARE THE SPATIAL PLANS BEING DEVELOPED?

The purpose of the spatial plan is to create a framework for future development in these three Kaipara District towns and to help leverage growth and development opportunities associated with the overflow of the Auckland region’s growth and the latent tourism potential. This planning will also enable and support other agencies in health, education and business to provide the right services at the right time.

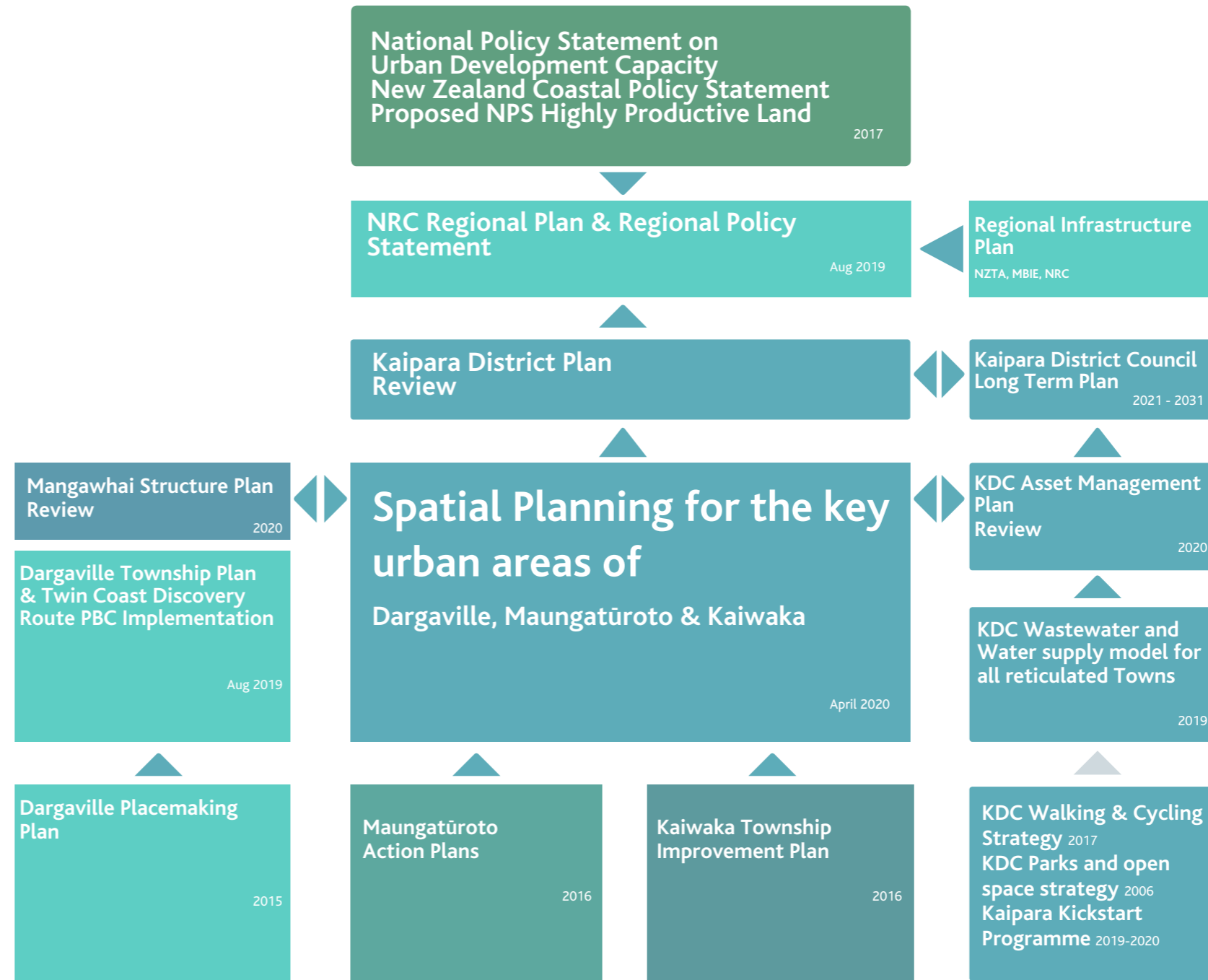
The spatial plan intends to support the future well being of existing residents and future residents who may make the choice to live in these centres, including those who have not been born yet.

A LIVING DOCUMENT

This spatial plan has a 30 year planning horizon to not only align with Council’s 30 year Infrastructure Strategy (2021-51) but allows the land use changes to evolve in a staged and considered manner. This spatial plan is intended to be monitored, reviewed and updated as required to ensure it remains current and continues to provide community and decision makers with the information needed to make informed decisions about these Kaipara centres.

2.2 | Kaipara District Spatial Planning Work Streams

The Kaipara District spatial planning workstreams diagram attempts to show the inputs (i.e. Dargaville Placemaking Plan) and outputs (District Plan review) from this spatial plan process. It also shows the alignment and close relationship with infrastructure planning and delivery to enable the key upgrades required to implement the spatial plan .



2.3 | Who is Involved?

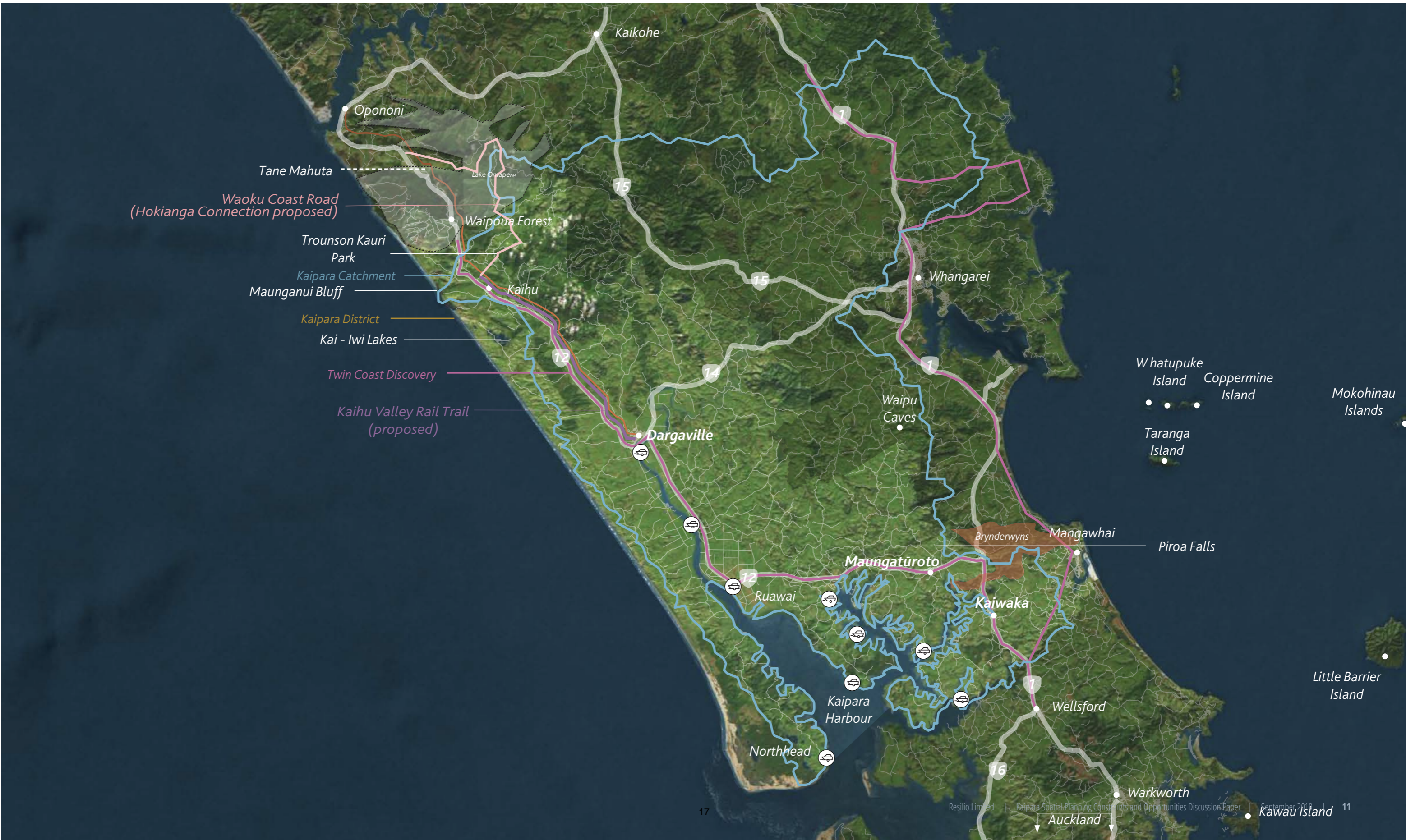
This diagram shows the decision making structure for this spatial planning project. It is important that a multi-layered project like this one has clear lines of communication and accountability. This diagram demonstrates that before each key milestone is signed off that the appropriate level of decision making has reviewed and approved it.



2.4 | Regional Context



2.5 | Kaipara context



3.0

Planning Overview

3.1 | Overview

WHAT IS THE PROBLEM WE ARE ATTEMPTING TO FIX?

Subdivisions that are occurring are often on the edge of the urban area and present difficulties with integrating into a future urban form and pattern

In the past 9 years, the development pattern in the Kaipara District has been centred on the growth of Mangawhai (Heads, village and countryside) and in rural land subdivisions. The towns of Dargaville, Maungatūroto and Kaiwaka have had small subdivisions but these have generally been on the outer edge, with large 1200m sections. Refer to subdivisions map from 2000 to 2019.

As a result of this trend, the additional capacity in the infrastructure to support growth in the towns has not been created. This cyclic effect unfortunately has caused potential subdivision activity within the towns, in recent times to be turned down.

This table shows a quick analysis of the recent Building Consents for new residential dwellings in Kaipara (in the town and rural area). This is direct from Kaipara District Council's consent system. Refer to Building Consents for new residential dwellings in Kaipara table.

The data shows that Mangawhai is nearly two-thirds of the district's residential building consents. However Kaiwaka, Dargaville and Maungatūroto have bubbled away at an average of 26, 14 and 12 building consents per year, combining to nearly 20% of the district.

There are limited spatial guidelines outside the District Plan rules for encouraging quality residential and business development

One of the prime reasons for this spatial planning exercise is to

investigate what development conditions and enabling infrastructure will be required to turn the rural land subdivisions development trend, from dispersed to one where development is attracted to the centres. By attracting the right type of development and/or growth to the centres, this can reinvigorate them with quality housing and more business opportunities. By having the clear spatial and design guidance for residential, business and community spaces, people who are wishing to invest will be able to realise the current potential and the future District Plan direction.

There is an appetite to develop in these areas but investment is constrained by infrastructure at capacity for four waters, state highway policies and existing land use zoning

The four waters infrastructure - water supply, wastewater, stormwater and stop bank management are all needing significant upgrades in future years. Dargaville needs to source a quality water source that does not compete with other agriculture uses. Maungatūroto needs a staged upgrade of its wastewater treatment plant and potential more space for treatment. It also needs to investigate increased capacity with its water supply. Kaiwaka does not have a public water supply which is critical to creating a safe and resilient future community. If all three towns are to develop sustainably, then a thorough stormwater catchment analysis is required to ensure that future development does not propagate the current siltation problems that are occurring in the Kaipara Harbour.

New Zealand Transport Agency (NZTA) is the road controlling authority for all State Highways in New Zealand. All other roads are either managed by territorial councils or are private. All three towns have a State Highway traversing through their centre. Dargaville and Kaiwaka have proposed and adopted township plans designed to manage the effects that the state highway traffic has on them.

Land owners who wish to develop in Maungatūroto and Kaiwaka have experienced difficulty in gaining access from NZTA in the past. Maungatūroto has a distinctive near 90 degree bend on the gateway to the town from the western side, which is problematic for large freight vehicles.

Realising the areas' economic potential including, local production, industry and tourism

The three towns that are the focus of this spatial planning are some of the main employment drivers in the Kaipara District. Mangawhai has been growing faster in the past 8 years, but the three towns account for over half of the jobs in the District. Collectively they have grown by 720 jobs between 2000 and 2018, with Kaiwaka the highest growth rate with an annual rate of 4.3% per year. There is limited industrial zoned land within all three towns with many industrial businesses in the Kaiwaka area choosing to locate their business in the rural zoned land. This could be for a variety of reasons. However, anecdotal evidence suggests that industrial land being offered in Wellsford and outside Whangarei is becoming attractive for certain types of businesses. An analysis of the point of difference between the different Kaipara business land options and the neighbouring areas will be undertaken at a later stage. Refer to Industry Employment Count in Kaipara District table

Kaipara District at present does not have its own Economic Development Strategy or Tourism Strategy relying on the government and Northland Inc. Te Tai Tokerau -Northland Economic Development Strategy (and subsequent action plans). It therefore does not have a tailored strategy and associated promotions infrastructure to harness and connect the domestic and international visitors to the many hidden charms and experiences that the District has. The progress of the wharf and cycle trail Provincial Growth Fund bids (as part of the Kaipara Kickstart programme), is part of

3 Planning Overview

enabling infrastructure but a wider strategy and tourism provider collaboration is needed (which could be community or sector led).

There are environmental, cultural and community concerns about development – where it could occur, the type of development that might occur and the change this could bring

“The secret of change is to focus all your energy not on fighting the old but on building the new” - Socrates

Everyone deals with change differently. For smaller communities dramatic change can be difficult to adjust to. It is therefore important that clear communication channels and transparent processes are established and used to engage and involve people with key decisions about their place. The first engagement exercise was very important to start to build trust, find out where the environmental and community sensitivities are and use the knowledge of partners and stakeholders to shape the spatial options. These engagement themes are covered in each of the centres further into this paper.

BUILDING CONSENTS FOR NEW RESIDENTIAL DWELLINGS IN KAIPARA TABLE

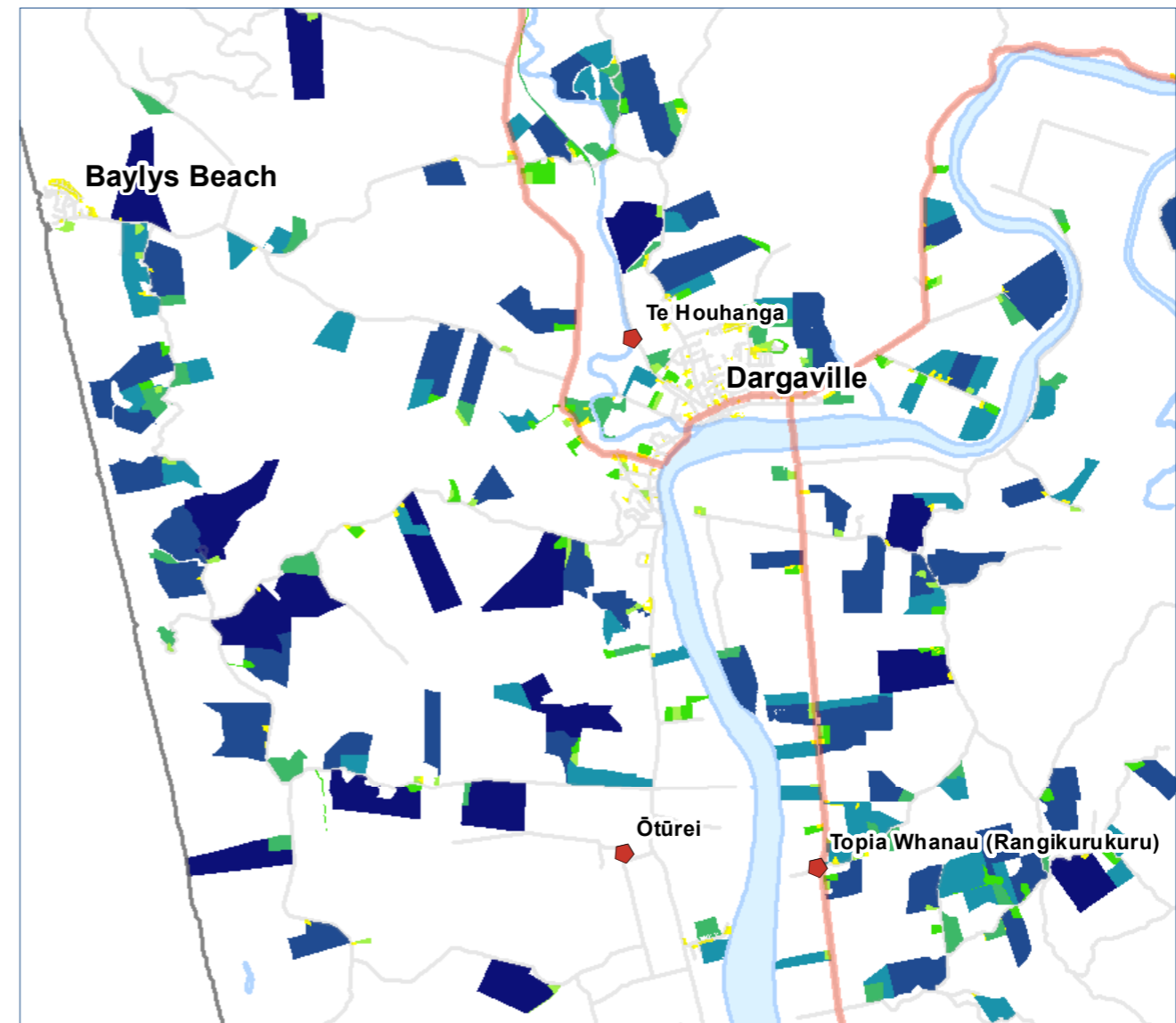
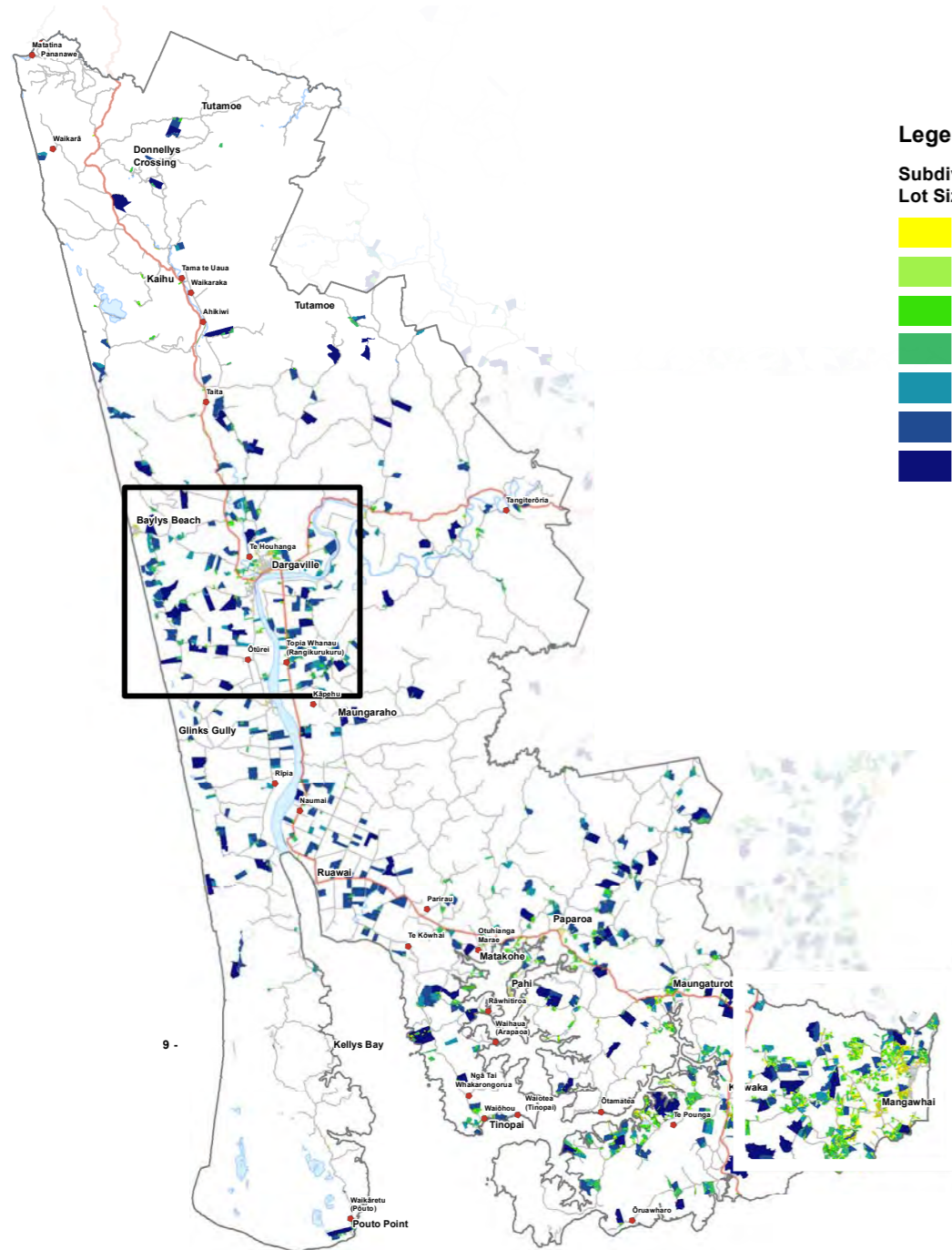
| LOCATION | 2015 | 2016 | 2017 | 2018 | 2019 | Total |
|----------------------|------|------|------|------|------|-------|
| Mangawhai | 100 | 144 | 159 | 146 | 127 | 676 |
| Mangawhai Heads | 16 | 36 | 66 | 56 | 55 | 229 |
| Kaiwaka | 14 | 30 | 24 | 31 | 33 | 132 |
| Dargaville | 9 | 13 | 12 | 15 | 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 |

3 Planning Overview

Subdivisions Map from 2000-2019



4.0

Mana Whenua Engagement

4.1 | Mana Whenua Engagement

A hui with Kaipara settlement Iwi, Hapū and marae representatives, Kaipara District Council staff and the spatial planning project team was held on Tuesday 30 July 2019 at the Dargaville War Memorial Hall. The background and purpose of the Kaipara Spatial Plan in key urban areas and its role to assist decision making surrounding the future development of Dargaville, Maungatūroto and Kaiwaka was discussed initially. The floor was then open for Mana Whenua to speak and outline their concerns and aspirations.

OVERVIEW

- A summary of the Hui/forum was presented to Kaipara District Council on Thursday 1 August 2019
- The engagement event supported an honest exchange
- The engagement has opened the door for new and ongoing relationship with Hapū / Mana Whenua at a marae level
- It is important to get an engagement process right that supports authentic relationships and partnerships
- This is the start of something exciting and marae representatives look forward to further engagement
- More information and understanding is needed on the District Plan, its policies, objectives and what the review holds for Mana Whenua
- Marae engagement will be an extensive process that will require greater resourcing beyond current Kaipara Spatial Planning - Dargaville, Mangatūroto and Kaiwaka

KEY THEMES DISCUSSED

- Developing and fostering relationships
- Bringing our people home
- Papakāinga and warm and dry homes
- Marae - restoration, appropriate zoning and infrastructure
- Education
- Industry and workplace opportunities

KEY THEMES

- The conversation was wide ranging. Rather than a verbatim record of the discussion, this section attempts to distill the key themes that emerged.

RANGAPŪ | PARTNERSHIP

ASPIRATIONS

- Iwi and Hapū would like cultural input into all levels of governance within the Kaipara Spatial Plan project.
- Inclusiveness to affirm partnership status with council - create stronger, fairer, and more inclusive relations with marae entities
- To see images that are important to Māori reflected in Kaipara Spatial Plan imagery - Showing a consciousness of the partnership

CONSIDERATIONS

- Earlier notification of any further engagement expectations with pre-meeting reading package where possible
- Visit marae for further engagement - important to reach out to whole Iwi or Hapū as opposed to only making contact with Iwi chairperson and associated entities
- Understand and consider Māori 'Lore' - legends and traditions specific to the Kaipara district
- Speak to Māori in clear uncomplicated language to avoid misunderstandings

RANGITIRATANGA | SELF DETERMINATION

ASPIRATIONS

- Kaipara Māori aspire to be comfortable in their own rohe.
- Create a process and systems that are for Māori by Māori which are also inclusive and effective for non-Māori.

CONSIDERATIONS

- Mana Whenua were initially unclear what a spatial plan was. On explanation, Mana Whenua recommended a spatial plan or masterplan be developed for Kaipara Marae. This would be an

important and fruitful exercise to assist local Iwi and Hapū's own growth and development.

HAUKĀINGA | HOME

ASPIRATIONS

- Warm, healthy and affordable housing - Provision for Papakāinga and Kaumātua housing
- Increasing housing choice, improving existing housing so that they are warm & dry and employment for residents and returning whanau - supporting ahi kā (keeping the home fires burning)

CONSIDERATIONS

- Pathways to develop Papakāinga are considered arduous and discouraging - involving complicated multi leveled land-use rules and regulations, funding guidelines and infrastructure challenges. This can be frustrating when attempting to progress initiatives in and around the marae. Mana Whenua would like to include in the Spatial Plan a framework that assists with the process of developing Papakāinga. The spatial planning framework could potentially provide the basis for a future regulatory framework to be considered through the district plan review.

WHENUA | LAND AND TAIAO | ENVIRONMENT

ASPIRATIONS

- Self-sufficiency on own land.
- Protect the Northern Wairoa River edge and adjacent fertile land from the effects of climate change i.e increased potential of extreme flooding .
- To keep culturally and environmentally insensitive development away from Māori land and water ways i.e, concerns over the

4.1 | Mana Whenua Engagement

adverse effects (known and unknown ones) of the proposed turbines in the mouth of the Kaipara Harbour, and conflicting land-use establishing in (or in the vicinity of) culturally sensitive areas such as water bodies, maunga and around Māori land / Marae.

- Make things visible so it can be seen and monitored, not underground and/or underwater.

CONSIDERATIONS

- Ensure Māori land is zoned properly i.e, appropriate to use/Māori lore.
- More attention to land-use and protocols surrounding spatial relationships between various zones adjacent to Māori owned land and areas of significance to Māori.
- Support with issues surrounding impoverished marae, in particular noting those under threat of flooding and needing infrastructure servicing solutions.
- Mana Whenua do not want to see Kaipara being regarded as a testing ground for experimental development and become a dumping ground for failed infrastructure.
- Issues surrounding areas of Dargaville being located on low-lying, flat, flood-prone land and the demand for landowners to remedy situation i.e, Rising water table surrounding Te Houhanga marae and the requirement to fund connection to the public reticulated system as septic system is no longer workable.

MĀTAURANGA | KNOWLEDGE AND EDUCATION OPPORTUNITIES

ASPIRATIONS

- Formulation of educational programmes and opportunities that are directed towards young Māori men and returning whanau, based on Kaipara kaupapa and tikanga.

CONSIDERATIONS

- Increase signage written in Te Reo - road, park, interpretive etc.
- Enquire into the Rangatahi voice - discover their aspirations - Attend upcoming Rangatahi Conference? High School workshop planned for future engagement period.
- Populations with high percentage of Māori generally consist of a high number of young people.

MAHI | WORK AND EMPLOYMENT OPPORTUNITIES

ASPIRATIONS

- Become the food basket of the North with a focus on;
 - Fishing and kai moana industries
 - Market garden industries
 - Waipoua forest, cultivation opportunities
- Tourism opportunities to showcase authentic Māori experiences
- Create more industry and workplace opportunities from a Māori perspective

CONSIDERATIONS

- Tinopai was professed as the centre of the universe - a locally devised resource management plan has been created to advise development in the area.
- The hui missed hearing voices of Rangatahi and employed workers due to the time of the day hui was held.

4 Mana Whenua Engagement

4.1 | Mana Whenua Engagement

4.1 | Marae of Kaipara District

- KEY**
-  Marae
 -  Maunga
 -  Waka Landing
 -  Portage
- Kaipara Marae Sites**

- | | |
|--|--|
| 1. Pananawe Tiopira Roadway, Waipoua Forest Settlement, Northland | 13. Naumai 4936 SH 12, Northland, Northland |
| 2. Matatina Nathans Rd (Waipoua River Road), Northland | 14. Parirua 87 Tana Rd, Northland |
| 3. Waikarā 333 Waikara Rd, (Marae down Kerr Road), Northland | 15. Te Kōwhai 864 Te Kowhai Road, Northland |
| 4. Tama Te Uaua 5 Kaihu Wood Rd, Northland | 16. Rāwhitiroa 91 Karakanui Rd, Tinopai, Northland |
| 5. Waikaraka 166 Kaihū Wood Road, Northland | 17. Waihaua 449 Arapaoa Road, Matakoho, Northland |
| 6. Ahikiwi 202 Ahikiwi Rd, Northland | 18. Ōtamatea 97 Tanoa Road, Whakapirau, Northland |
| 7. Taīta 1968 State Highway 12, Kaihu, Northland | 19. Te Pounga 130 Nathan Road, Oneriri, Northland |
| 8. Tangiterōria 95 Pukehuia Road, Tangiterōria, Northland | 20. Ngā Tai Whakarongorua 37 Chadwick Rd, Northland, Northland |
| 9. Te Houhanga 85 Station Road, Northland | 21. Waiotea End of Ngatoto Road and across beachfront, Kaipara, Northland |
| 10. Ōtūrei 11 Otūrei Settlement Road, Dargaville, Northland | 22. Ōruawhoro 959 Ōruawhoro Road, Wellsford, Northland |
| 11. Kāpehu Off Sills Rd, Mititai, Northland | 23. Waikāretu 6424 Pouto Rd, Te Kōpuru, Northland |
| 12. Rīpia 1627 Pouto Road, Repia, Northland | 24. Waiohou End of Ngatoto road, Northland |
| | 25. Otuhianga |



5.0

Design Principles

5.1 | Introduction to Design Principles

Design principles help to guide the possible future development of Dargaville, Kaiwaka and Maungatūroto. The design principles are organised under two headings, the Te Aranga Design Principles and Community Design Principles.

The key objective of the Te Aranga Māori Design Values and Principles is to enhance the protection, reinstatement, development and articulation of Mana Whenua cultural landscapes and to enable all of us (Mana Whenua, matāwaka, tauiwi and manuhiri) to connect with and to deepen our collective appreciation of 'sense of place'. The following core Māori values have informed the development of the outcome-oriented Te Aranga Māori Design Principles:

- Rangatiratanga
- Kaitiakitanga
- Manākitanga
- Wairuatanga
- Kotahitanga
- Whanaungatanga
- Maturanga

While the Te Aranga Design Principles are well recognised throughout New Zealand it is important to note, that in keeping with the principle Mana Rangatiratanga, it should not be assumed that Mana Whenua want to use these principles to inform their contribution to the spatial design process. Whether to use this framework or not should be confirmed as part of the initial engagement with the relevant Iwi authorities.

In the instance that the Te Aranga Principles are adopted for this project, through further engagement and detailed discussion with Mana Whenua, a range of opportunities will be identified, prioritised and refined. The details of how Te Aranga Design Principles will be specifically applied to this project will emerge through that process.

In the instance that the Te Aranga Principles are not the desired framework to use by Mana Whenua, then local Iwi/Hapū will inform council how they want to participate in and contribute to the development of the Spatial Plan.

5.2 | Te Aranga Design Principles

MANA RANGATIRATANGA - AUTHORITY

The status of Iwi and hapū as Mana Whenua is recognised and respected.

ATTRIBUTES

Provides a platform for working relationships where Mana Whenua values, world views, tikanga, cultural narratives and visual identity can be appropriately expressed in the design environment. High quality Treaty based relationships are fundamental to the application of the other Te Aranga principles

WHAKAPAPA - NAMES AND NAMING

Māori names are celebrated.

ATTRIBUTES

Recognises and celebrates the significance of Mana Whenua ancestral names.

Recognises ancestral names as entry points for exploring and honouring tūpuna, historical narratives and customary practises associated with development sites and their ability to enhance sense of place connections.

TAIAO - THE NATURAL ENVIRONMENT

The natural environment is protected, restored and / or enhanced.

ATTRIBUTES

Sustains and enhances the natural environment.

Local flora and fauna which are familiar and significant to Mana Whenua are key natural landscape elements within urban and / or modified areas.

Natural environments are protected, restored or enhanced to levels where sustainable Mana Whenua harvesting is possible.

MAURI TŪ - ENVIRONMENTAL HEALTH

Environmental health is protected, maintained and / or enhanced.

ATTRIBUTES

The wider development area and all elements and developments within the site are considered on the basis of protecting, maintaining or enhancing mauri.

The quality of wai, whenua, ngahere and air are actively monitored. Community well-being is enhanced.

MAHI TOI - CREATIVE EXPRESSION

Iwi/hapū narratives are captured and expressed creatively and appropriately.

ATTRIBUTES

Ancestral names, local tohu and Iwi narratives are creatively reinscribed into the design environment including: landscape; architecture; interior design and public art.

Iwi / hapū mandated design professionals and artists are appropriately engaged in such processes.

TOHU - THE WIDER CULTURAL LANDSCAPE

Mana Whenua significant sites and cultural landmarks are acknowledged.

ATTRIBUTES

Acknowledges a Māori world view of the wider significance of tohu / landmarks and their ability to inform the design of specific development sites.

Supports a process whereby significant sites can be identified, managed, protected and enhanced.

Celebrates local and wider unique cultural heritage and community characteristics that reinforce a sense of place and identity.

AHI KĀ - THE LIVING PRESENCE

Iwi / Hapū have a living and enduring presence and are secure and valued within their rohe.

ATTRIBUTES

Mana Whenua live, work and play within their own rohe.

Acknowledges the post Treaty of Waitangi settlement environment where Iwi living presences can include customary, cultural and commercial dimensions.

Living Iwi / Hapū presences and associated kaitiaki roles are resumed within urban areas.

5.3 | Community Design Principles

KAITIAKITANGA / GUARDIANSHIP / STEWARDSHIP

Local residents and community groups are encouraged/supported to lead community wide initiatives including but not limited to community planting groups, citizen science programmes, cycle safety events etc.

ENGAGEMENT

Work with the public throughout the development of the Kaipara Spatial Planning project process to ensure the public understands the complexity, constraints and challenges associated with their community and so that their concerns and aspirations are consistently understood and considered.

DIVERSITY

Work towards developing a healthy, diverse and 'complete' community that allows all members to live, work, play and learn within the community as they choose.

INTEGRATION OF USES

Ensure that uses are integrated together (rather than separated) to ensure that complemented uses are co-located and the town centre can become an appealing destination that encompasses the economic and social needs of residents and visitors.

CONNECTIVITY

Connect the Kaipara centres to their landscapes, embracing their distinctive features. A connected network of walkways, cycleways and streets will allow for easy movement into and through the towns and the surrounding landscape.

LEGIBILITY

Create a network of streets, parks and civic spaces that are understandable and contribute to the visual character and legibility of the townscape

ACCESSIBILITY

Create barrier-free environments that enhance social interaction. Kaipara centres become accessible to as wide a user group as possible, including children, elderly and people with health conditions or impairments.

RESILIENCE + ADAPTATION

Kaipara centres are responsive to and have strategies in place to adapt to unforeseen / unexpected events including issues relating to sea level rise, extreme weather events, changing market conditions, economic contraction and changes in demographic trends.

CELEBRATION

Places and spaces are provided for community and cultural activation including activities such as community events, markets, and cultural and seasonal celebrations.

TREASURED

The stories, unique elements and local identity are revealed, maintained and/or enhanced within the design and aesthetics of the townscape.

SAFETY

Kaipara centres provide a safe network of paths, facilities and open spaces consistent with the Ministry of Justice's Seven Qualities of Safer Spaces: access; good surveillance and clear sightlines; clear and logical layout; a mix of activity; a sense of ownership; high quality environments; and where necessary, active security measures.

REVITALISATION

Recognise the importance of Kaipara centres heritage, conservation and landscapes, improving function and quality of life for local residents, whilst reinforcing the towns distinctive sense of place and community.

FEASIBILITY + VIABILITY

The spatial plan provide value for money outlining a wide range of realistic development opportunities and regeneration projects with multiple pathways for implementation.

6.0

Dargaville

6.1 | Introduction

The Kaipara District has a population of approximately 22,000 residents (to be updated in October 2019 when latest Census data is available). The District has both a western and eastern coastal boundary with a strong relationship to the Kaipara Moana/Harbour. Dargaville is the largest settlement in the District, with a population of approximately 5,000 people (to be updated in October 2019 when latest Census data is available). There was a 4.6 percent decrease in population between 2006 and 2013 Census. The median age (half are younger, and half older, than this age) is 44.5 years for people in Dargaville. The median age in Kaipara District is 45.3 years. 24.9 percent of people in Dargaville are aged 65 years and over, compared with 20.0 percent of the total Kaipara District population. 20.6 percent of people are aged under 15 years in Dargaville, compared with 20.0 percent for all of Kaipara District.

The town was named after timber merchant and politician Joseph Dargaville (1837–1896). It's previous Māori name was Kaihu.

Dargaville is home to the Kaipara District Council (100 employees) and the Southern Fern Farms processing factory (200 employees).

6.2 | Site Overview

Dargaville township is located between two bends of the Northern Wairoa River. It has State Highway 12 that goes through the town crossing the river with a prominent bridge. The town has several west coast settlements nearby, including Baylys Beach which has seen some subdivisional activity in the past 5 years. Dargaville has a branch railway line that was previously used for carting forestry logs. It is currently mothballed and does not sustain any freight use. Dargaville is a service town for the western part of the Kaipara District with the nearest significant population centre 1 hour drive away to Whangarei.

6.2 | Site Overview



SCALE 1:50000



5000M

6.3 | Physical Analysis - Land form, land stability + slope

This plan provides an overview of the landform and geotechnical constraints and opportunities for development. The map considers geohazards, susceptibility to liquefaction and soil settlement. The Darkest grey indicates the least suitable land for development. The map is based on information from the website www.environment.govt.nz/scinfo and a Geotechnical Assessment report from ENGEO Limited.

6.3 | Physical Analysis - Land form, land stability + slope



KEY



The map generated with Land Susceptibility to geohazards: Approximate limits of interpreted land instability areas. The geomorphic mapping performed for this study should be considered reconnaissance level effort, and is intended to provide a generalized delineation of geohazards for planning-level site evaluations.

Liquefaction Susceptibility: Although there is a relatively low risk for strong seismic shaking in the Northland region, the Holocene and Pleistocene alluvial deposits, and the Pliocene to Early Pleistocene aged fixed dune deposits within the study area may contain loose sandy soils. Due to the presence of sandy soils, and in combination with assumed high groundwater levels, the map considers liquefaction and lateral spread under seismic conditions to be a risk, particularly within the young Holocene alluvial deposits which generally consist of soft and poorly consolidated mud, sand and gravel.

Settlement Susceptibility: Young Holocene alluvial deposits (Q1a) are mapped within the low-lying areas on the map and make up more than half of the surface soils within the study area. Similar to the Pleistocene Alluvium, these deposits comprise mud, sand and gravel, with peat and organic beds. These soils, however, are considered to be soft and poorly consolidated. Given the likely presence of organic material and soft clay layers, the map considers these areas to have a high potential to experience consolidation settlement under loading.

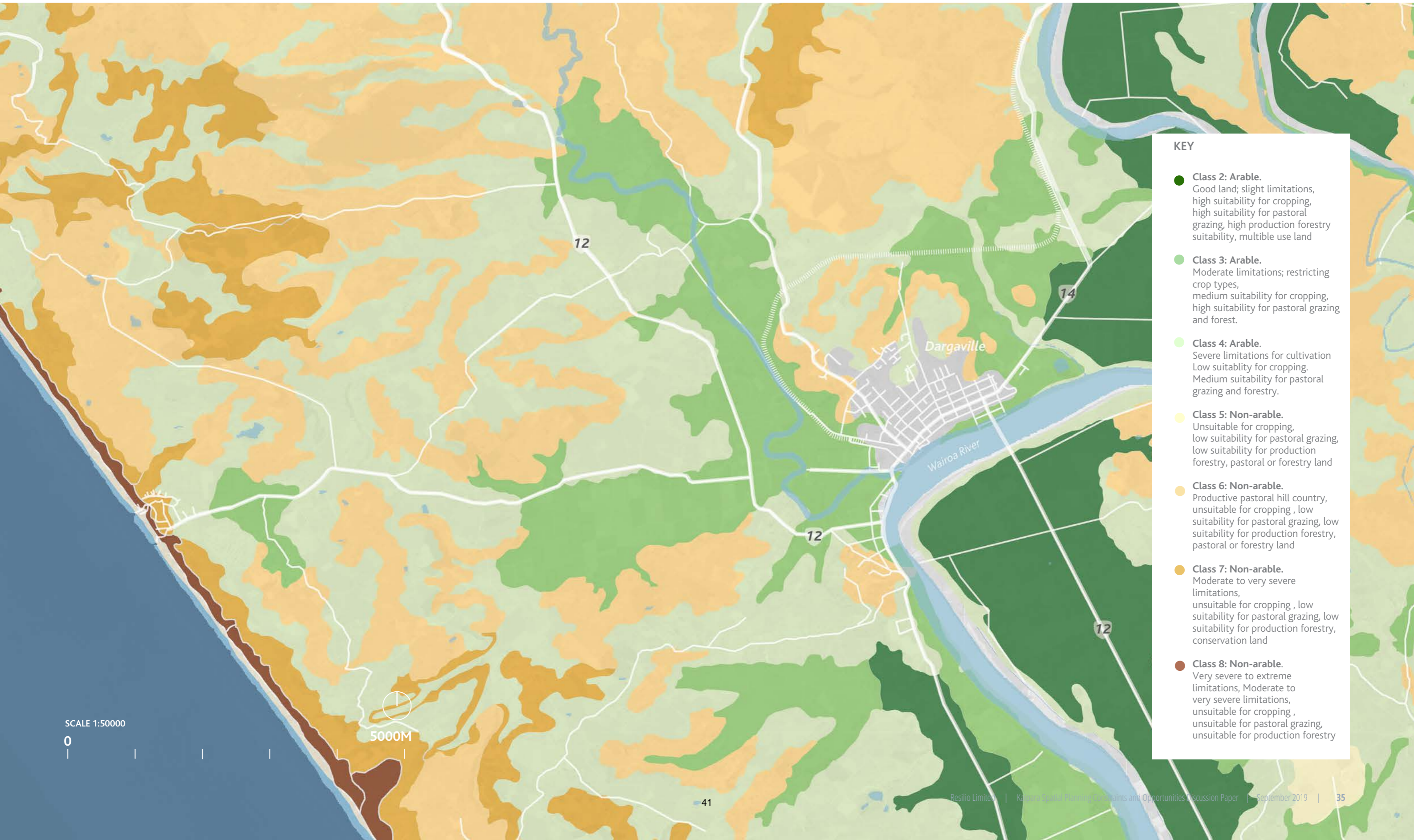
Source: Geotechnical Assessment – Dargaville, Kaipara District: ENGEO Auckland 10 May 2019



6.3 | Physical Analysis - Soils + land use capability

This plan provides an overview of the land most suitable for cultivation. The information is based on information from Land use capability (LUC) handbook the website (ourenvironment.scinfo.org.nz). LUC land into classes from 1 to 8. 1 is the most suitable for production and 8 is the least suitable. Classes 1 - 4 are suitable for multiple productive uses including extensive cropping, grazing and forestry. Classes 5 and 6 are suitable for grazing and/or forestry. Classes 7 and 8 are not suitable for productive uses.

6.3 | Physical Analysis - Soils + land use capability



KEY

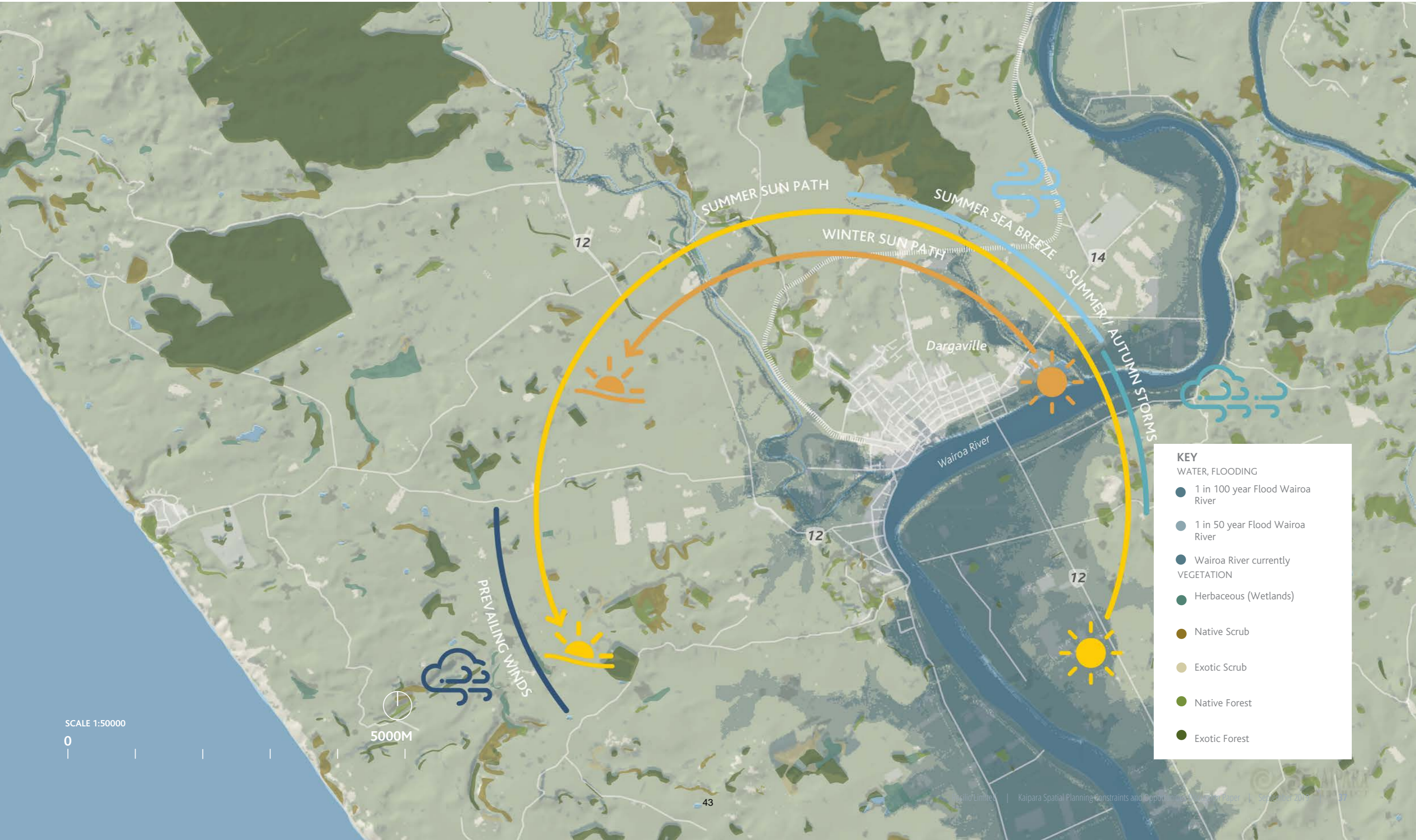
- Class 2: Arable.**
Good land; slight limitations, high suitability for cropping, high suitability for pastoral grazing, high production forestry suitability, multiple use land
- Class 3: Arable.**
Moderate limitations; restricting crop types, medium suitability for cropping, high suitability for pastoral grazing and forest.
- Class 4: Arable.**
Severe limitations for cultivation Low suitability for cropping. Medium suitability for pastoral grazing and forestry.
- Class 5: Non-arable.**
Unsuitable for cropping, low suitability for pastoral grazing, low suitability for production forestry, pastoral or forestry land
- Class 6: Non-arable.**
Productive pastoral hill country, unsuitable for cropping, low suitability for pastoral grazing, low suitability for production forestry, pastoral or forestry land
- Class 7: Non-arable.**
Moderate to very severe limitations, unsuitable for cropping, low suitability for pastoral grazing, low suitability for production forestry, conservation land
- Class 8: Non-arable.**
Very severe to extreme limitations, Moderate to very severe limitations, unsuitable for cropping, unsuitable for pastoral grazing, unsuitable for production forestry

SCALE 1:50000
0 5000M

6.3 | Physical Analysis - Water, flooding and vegetation

This plan illustrates the type and extent of existing vegetation cover and areas prone to flooding in the local area. The areas of flooding include typical flooding and larger flooding events - 1 in 50 year and 1 in 100 year events. The information is based on information from the website ourenvironment.scinfo.org.nz.

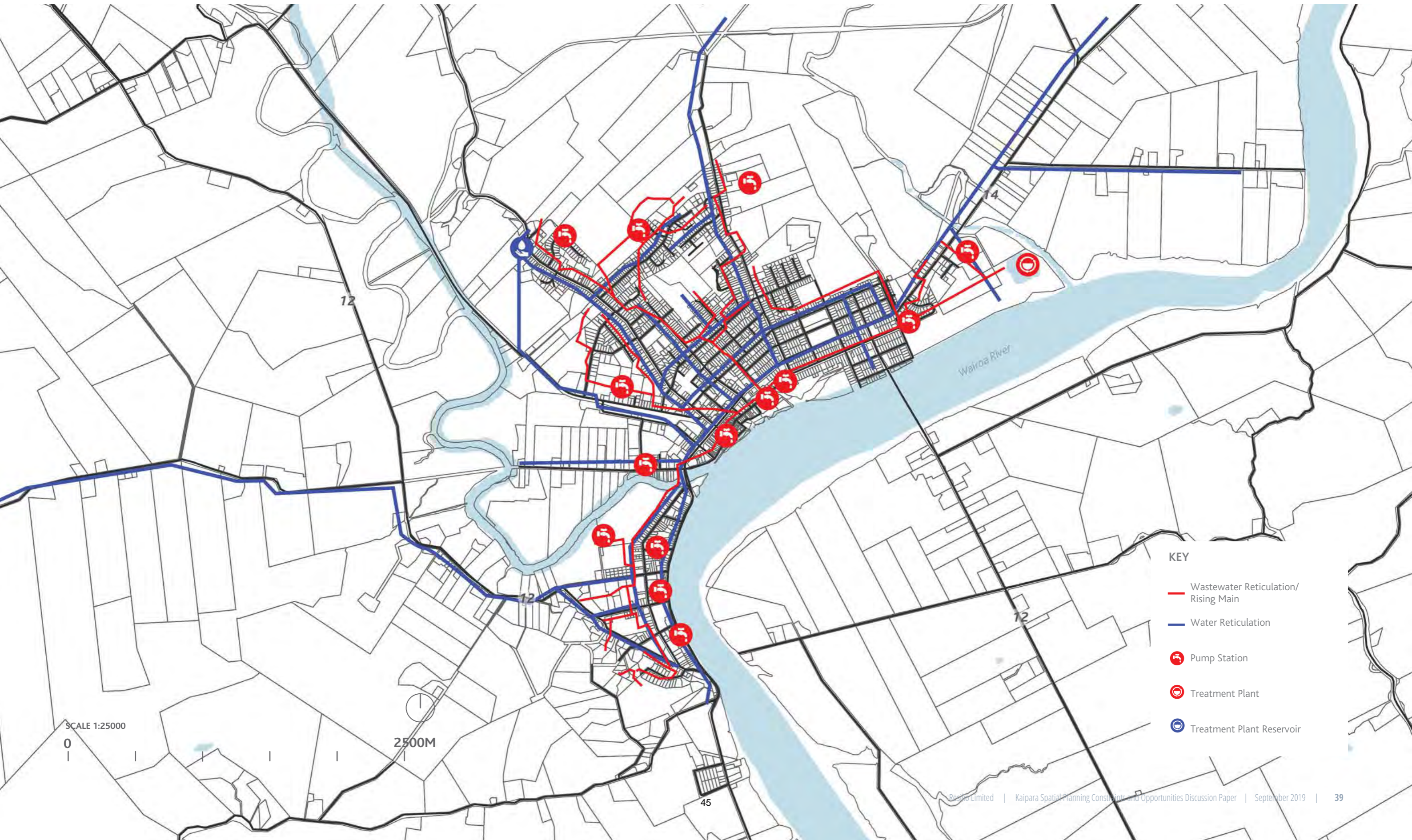
6.3 | Physical Analysis - Water, flooding and vegetation



6.3 | Physical Analysis - Infrastructure + utilities

This plan illustrates the extent of the main freshwater and wastewater networks including pump stations, treatment plants and reservoirs. The information is based on Kaipara District Asset Management Plans

6.3 | Physical Analysis - Infrastructure + utilities



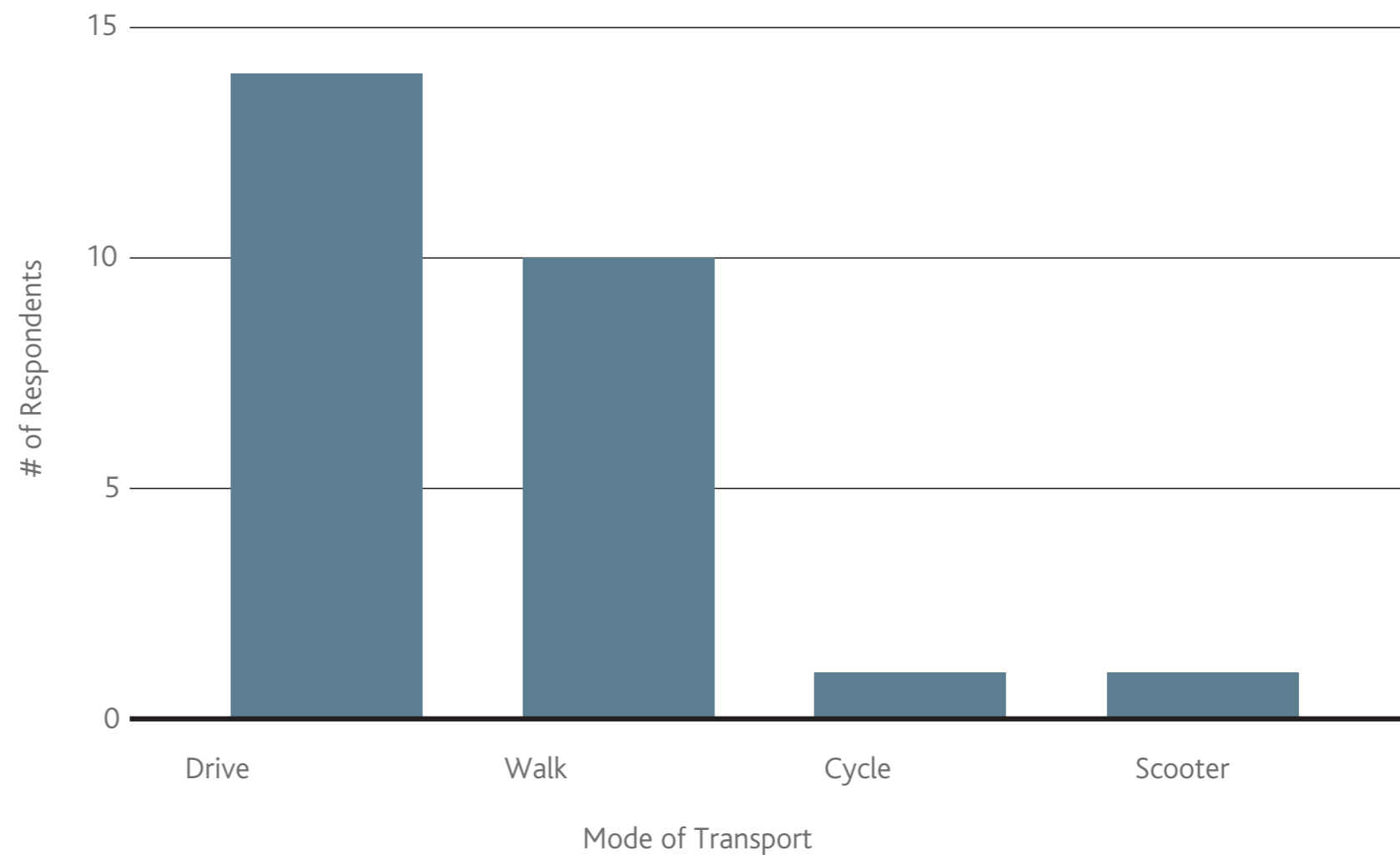
- KEY
- Wastewater Reticulation/
Rising Main
 - Water Reticulation
 - Pump Station
 - Treatment Plant
 - Treatment Plant Reservoir

SCALE 1:25000
0 2500M

6.3 | Physical Analysis - Circulation + access

HOW YOU GET AROUND IN DARGAVILLE

This plan illustrates the main infrastructure, public transport and the travelling distance at 15 minutes for bicycles and pedestrians. The Cadastral, Road and Aerial photo information is based on GIS Information from LINZ (Land Information New Zealand) Database and Targomo. Targomo analyses travel distance for Cars, Bicycles and Pedestrians.



6.3 | Physical Analysis - Circulation + access

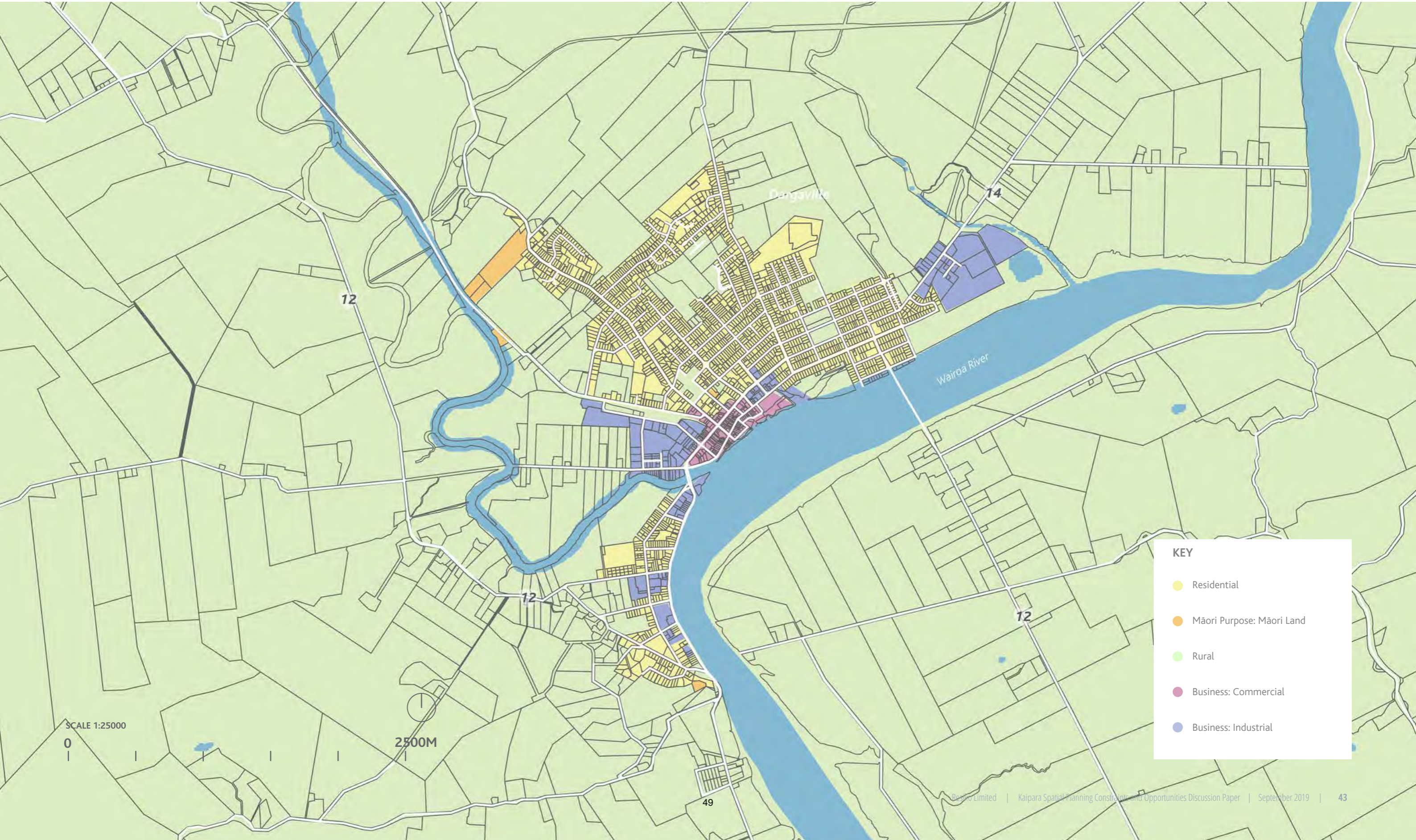


6.3 | Physical Analysis - Planning + land-use

This plan provides an overview of the Kaipara District Plan land use zones including Residential, Māori Purpose, Business Commercial and Business Industrial and Rural usage.

- The information is taken from the Kaipara District Plan

6.3 | Physical Analysis - Planning + land-use



KEY

- Residential
- Māori Purpose: Māori Land
- Rural
- Business: Commercial
- Business: Industrial

SCALE 1:25000

0

2500M

6.3 | Physical Analysis - Constraints and opportunities

6.3 | Physical Analysis - Constraints and opportunities



SCALE 1:50000
0

5000M

KEY
SUITABILITY FOR DEVELOPMENT

Less suitable for development

More suitable for development

6.4 | Engagement

WHAT PEOPLE VALUE

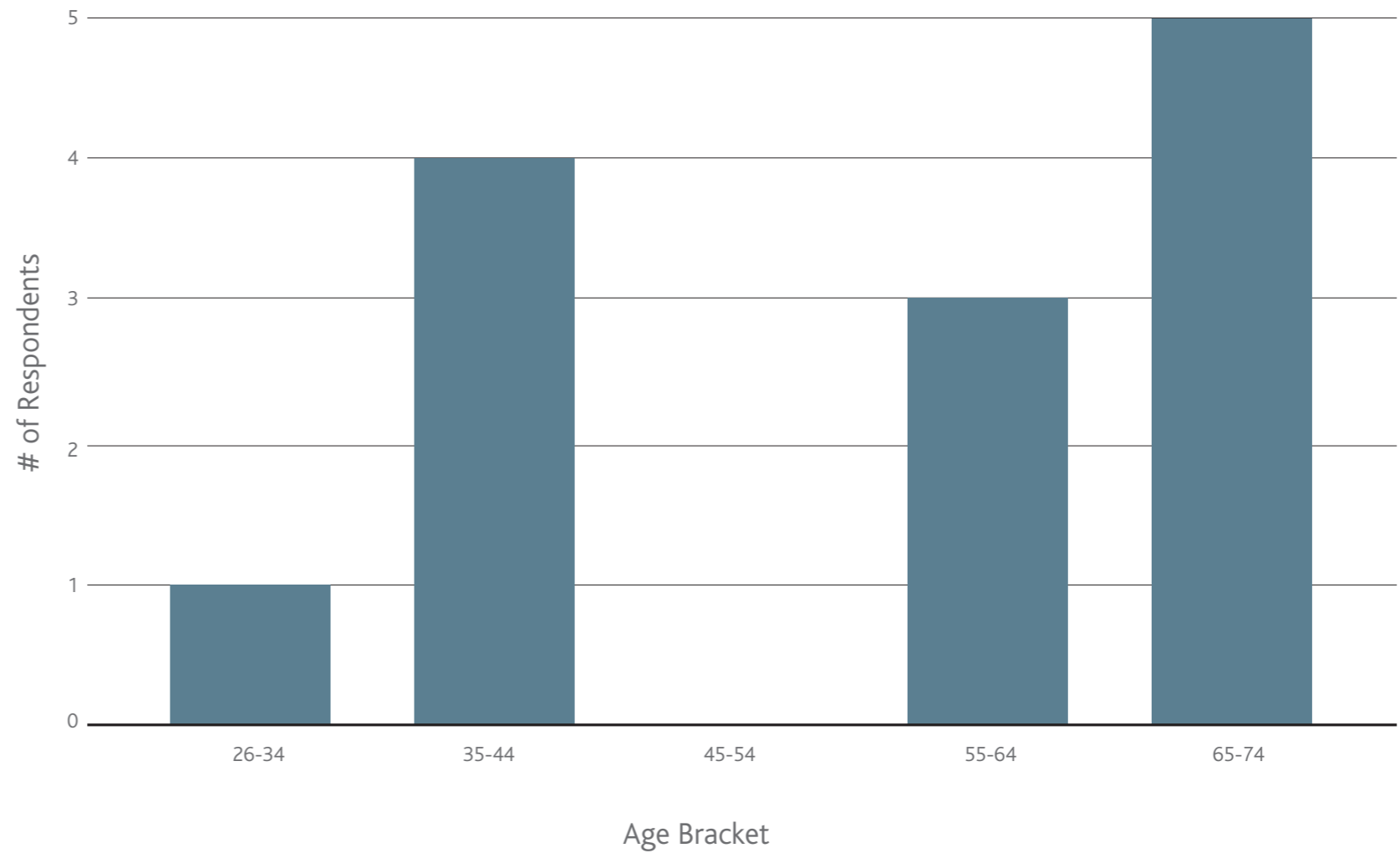
Community - the survey mirrored previous District Plan engagement, which conveyed that people cherished the pace of life (i.e. no traffic or parking hassles), great friendships and community spirit, with all the services at your doorstep. People were concerned about any changes to government services (i.e. health and education) and recognised the importance of the Council’s main office in the town.

WHAT WOULD YOU LIKE TO CHANGE ABOUT DARGAVILLE?

Town Centre - people had the most comments about improving the Dargaville’s town centre / CBD with feedback ranging from cleaning up the main street shops/ buildings, cleaning up graffiti and promoting the character of the place. Several people wanted the main street moved to higher ground due to the risk of flooding.

Recognising the beauty of the riverfront, tree planting, cleaning up reserves, painting shops & bridges and improving the walking and cycle connections were other common themes.

AGE BRACKET OF SURVEY RESPONDANTS 2019



6.4 | Engagement



6.5 | Stakeholder session ideas - Work, Live and Learn

Lack of tertiary education choices

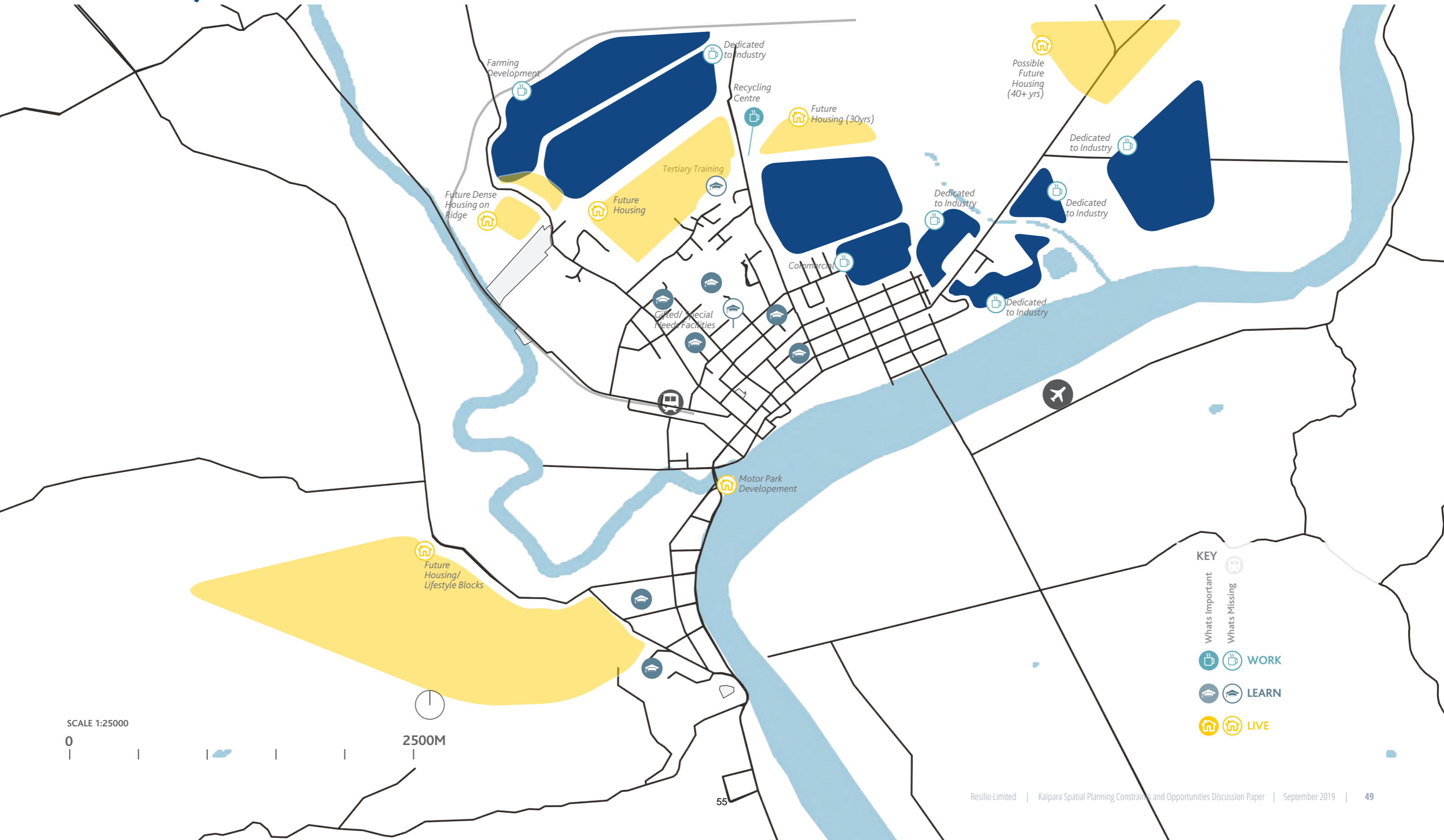
The lack of tertiary education choices provided by Kaipara's main tertiary provider - Northtec was seen as constraint to encouraging young people to stay in Dargaville or the District. Progress has been made in recent years to match the employment needs of some of the large employers (i.e. construction and agriculture) to the courses offered at Northtec both in the town campus and the main campus in Whangarei. Young people's activities were also mentioned as an area for improvement in both stakeholder and survey feedback.

Lack of land and infrastructure available for industry and manufacturing

Feedback centred around finding suitable flood-free land for industrial activities located near transport routes and able to be serviced by the necessary infrastructure. Discussions also covered the feasibility of lifting land to accommodate a variety of businesses and whether the Dargaville Airport could be upgraded for freight purposes.



6.5 | Stakeholder session ideas - Work, Live and Learn



SCALE 1:25000
0 | | | | | 2500M

KEY
Whats Important
Whats Missing
WORK
LEARN
LIVE

6.5 | Stakeholder session ideas

- Play, Community and Infrastructure

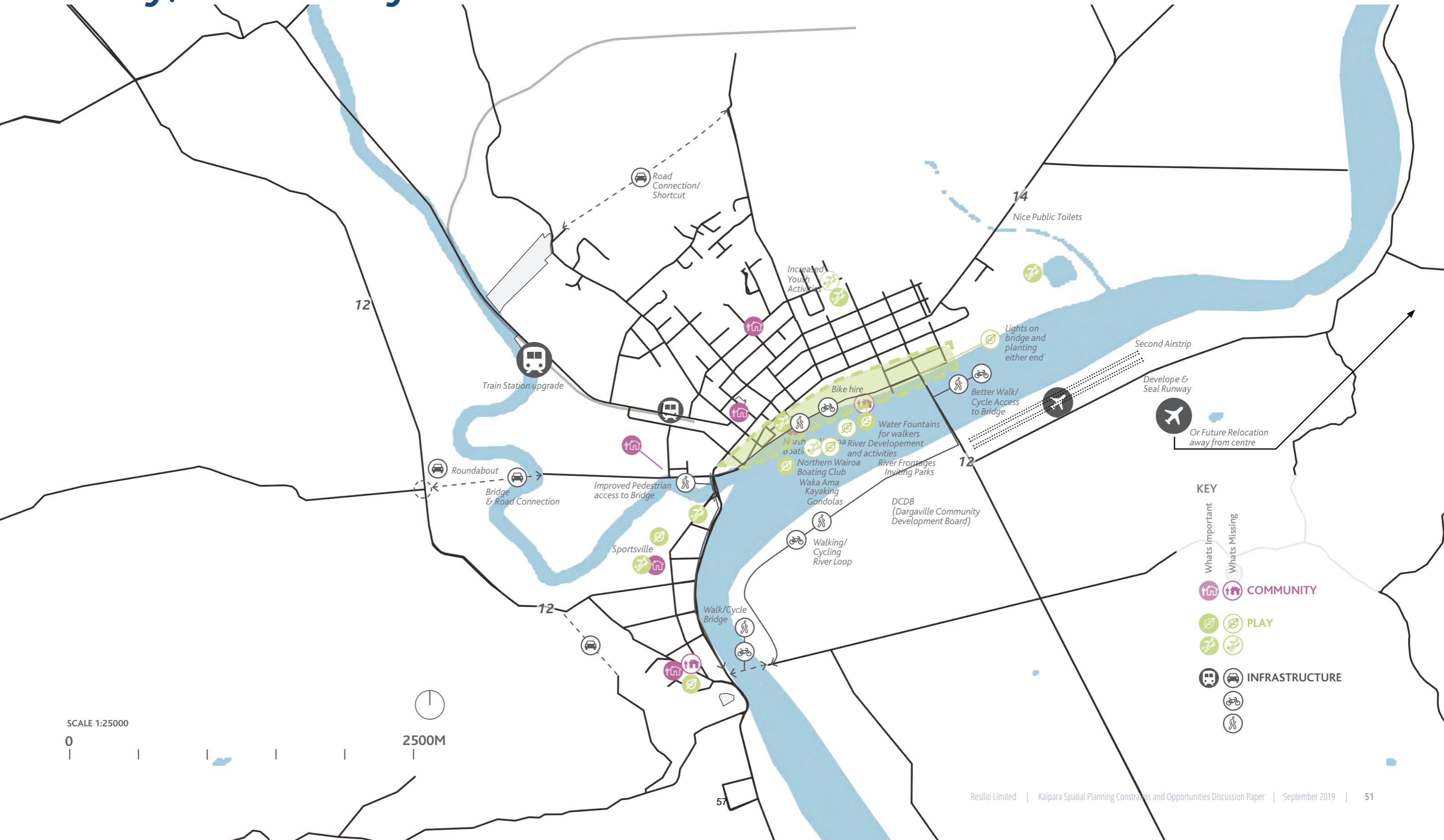
Impacts of flooding and climate change

People were concerned about how Council is going to manage the stopbanks and drainage to account for sea level rise & flooding, which ultimately affects where growth can/can't go. Many developed areas of Dargaville are prone to flooding and a decision on what to do with these areas needs to be considered.

Lack of infrastructure (4 waters)

Concerns were raised about failing infrastructure sometimes caused by high water table (i.e. Spring Street) and drainage management including the stopbanks. People were also concerned that the costs to deal with dealing with the infrastructure challenges (coupled with the lack of zoned land) may force some businesses out of town.

6.5 | Stakeholder session ideas - Play, Community and Infrastructure

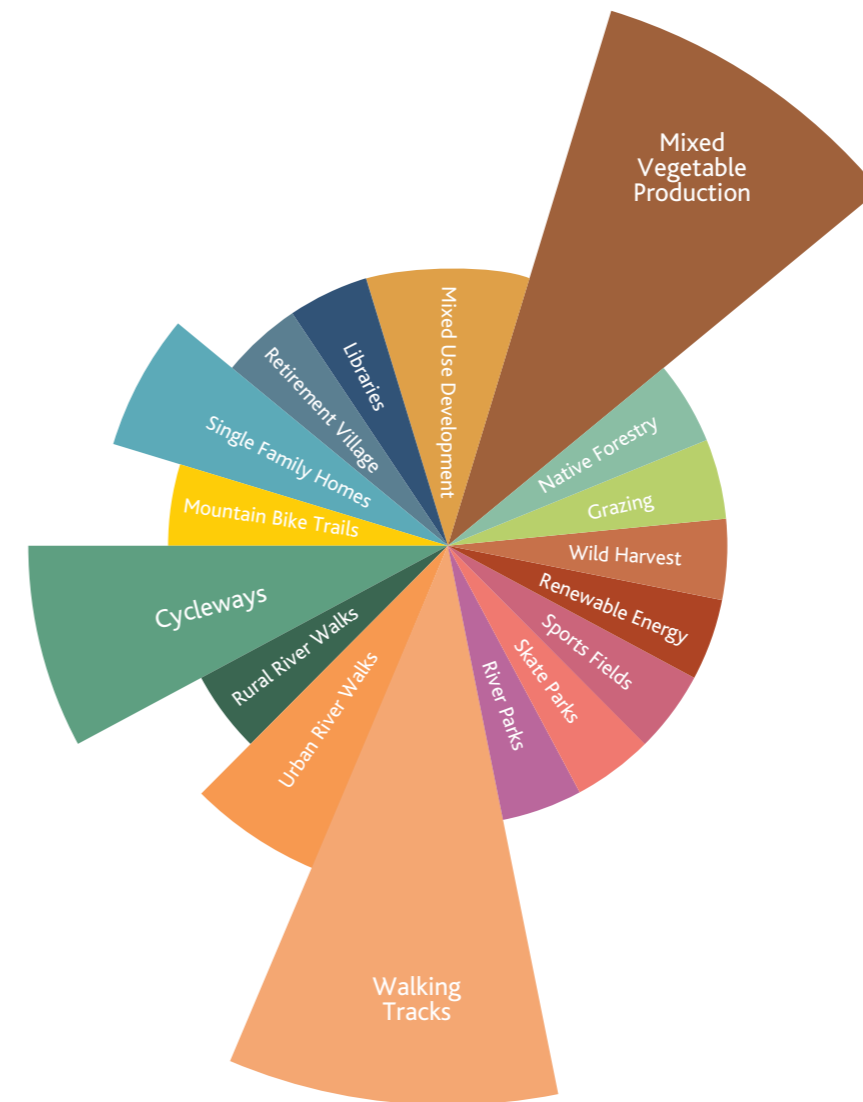


6.6 | What you told us - Your Aspirations for Dargaville

ASPIRATIONS

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

ASPIRATION THEMES FROM FEEDBACK



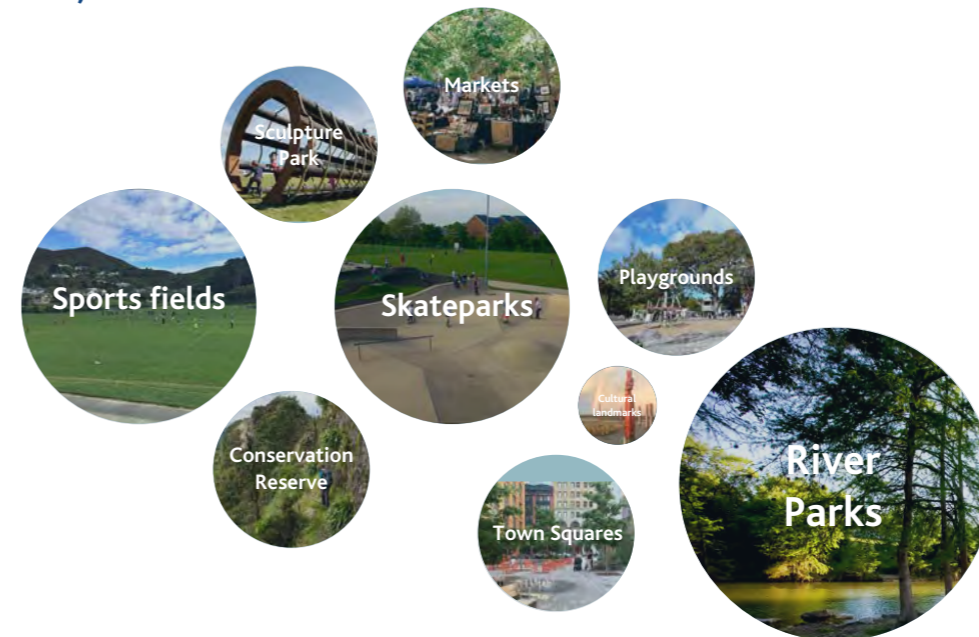
6.6 | What you told us - Your Aspirations for Dargaville

The relative size of the circle indicates the popularity of these features for the community

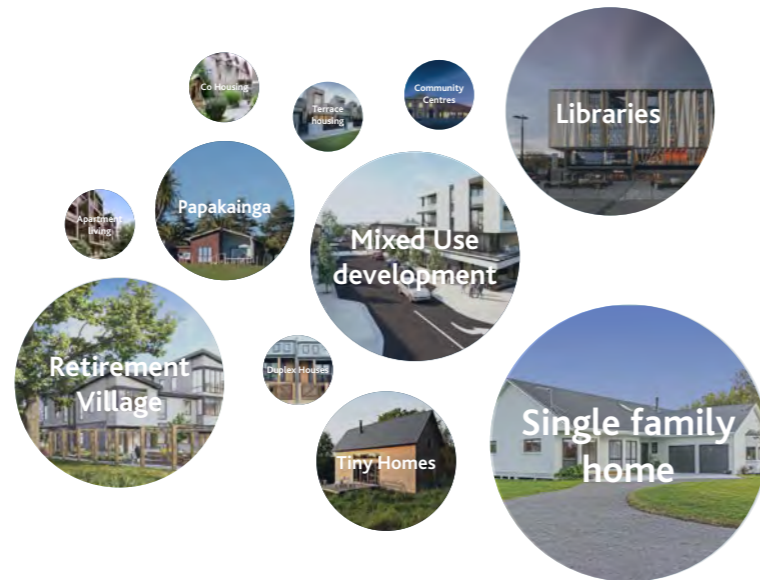
PRODUCTIVE LANDSCAPES



PARKS, RESERVES + OPEN SPACES



BUILT ENVIRONMENT

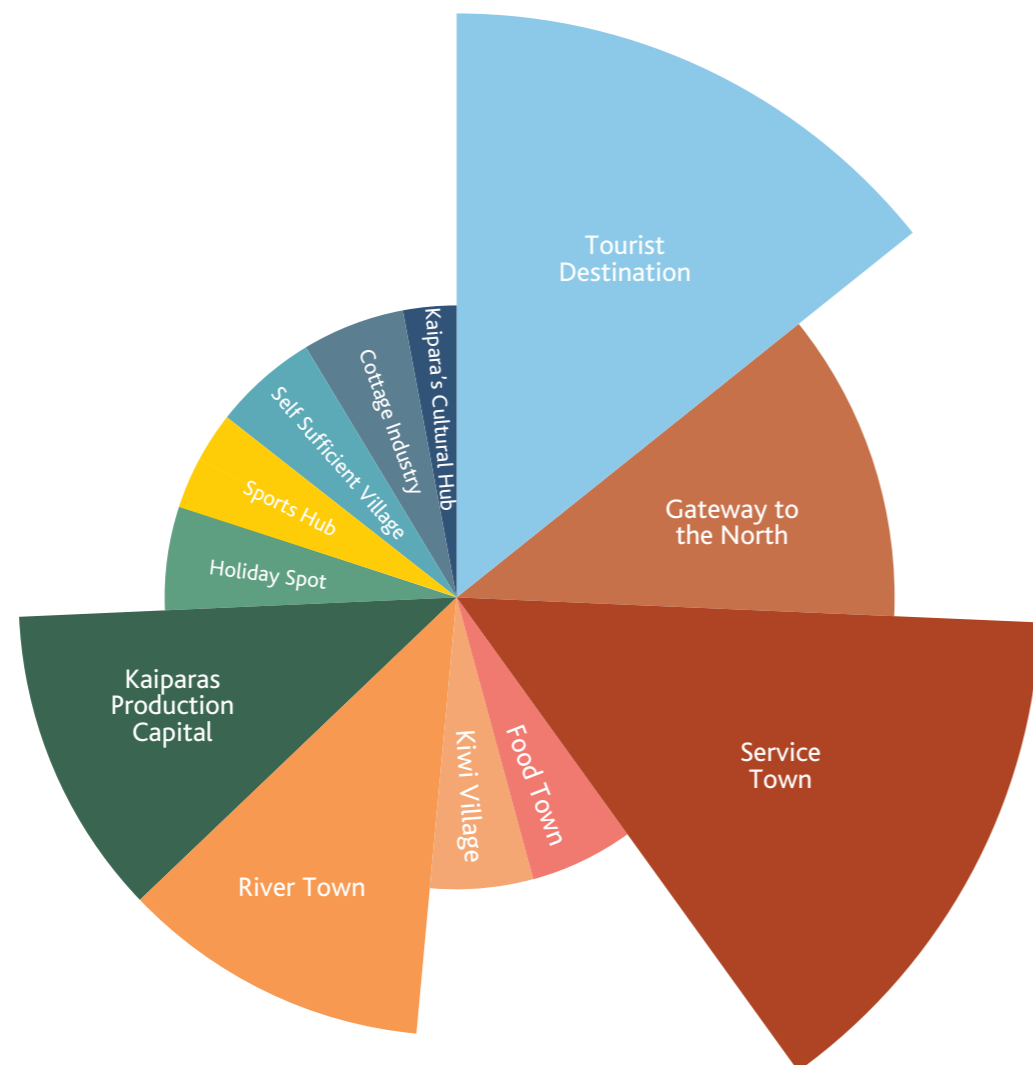


STREETS + PATHWAYS



6.7 | What you told us - Your Vision for Dargaville

THEMES ON YOUR VISION FOR DARGAVILLE



DRAFT VISION FOR 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.

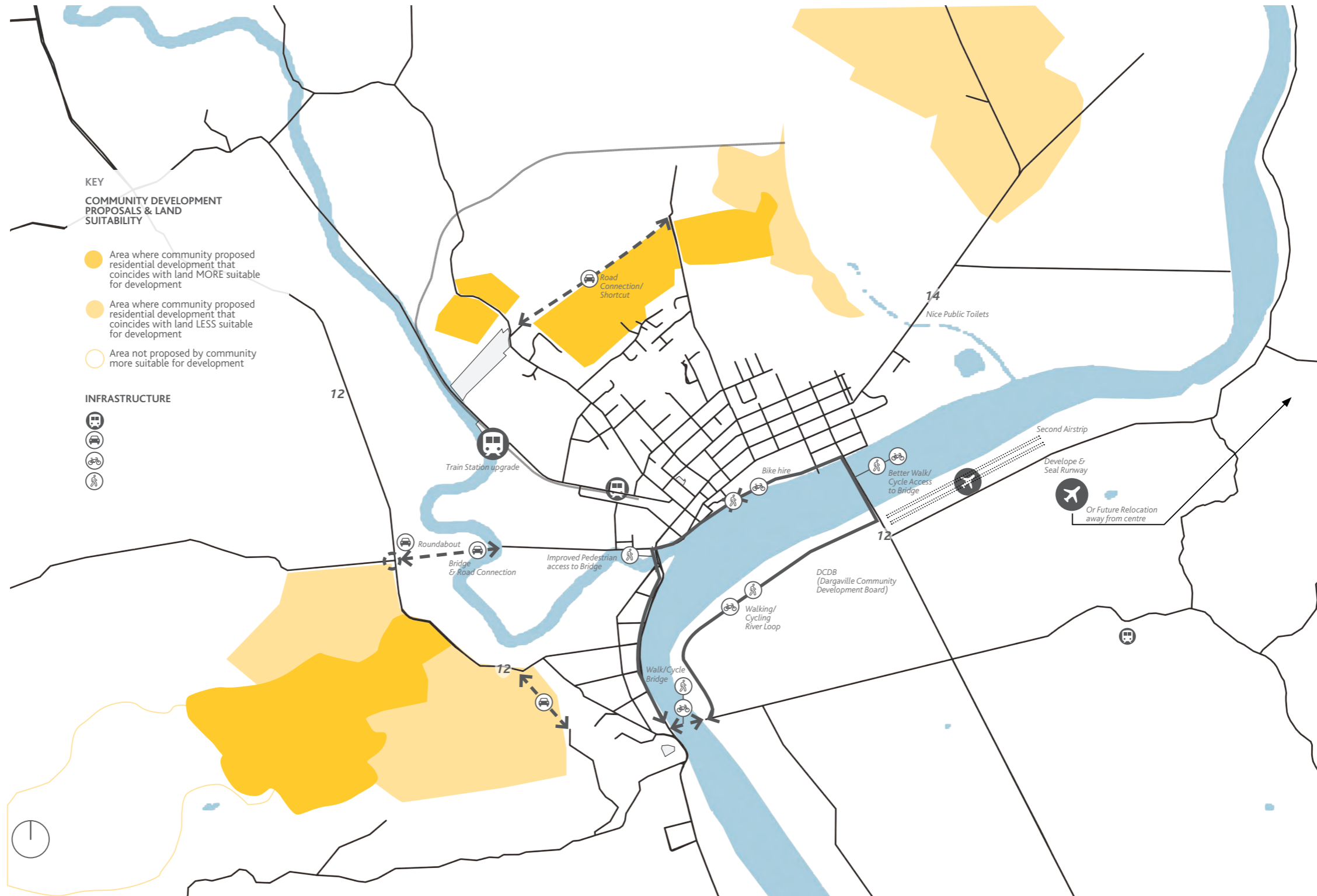
6.7 | What you told us - Your Vision for Dargaville

The relative size of the circle indicates the popularity of these features for the community



6.8 | Early Insights_ Dargaville Residential Area

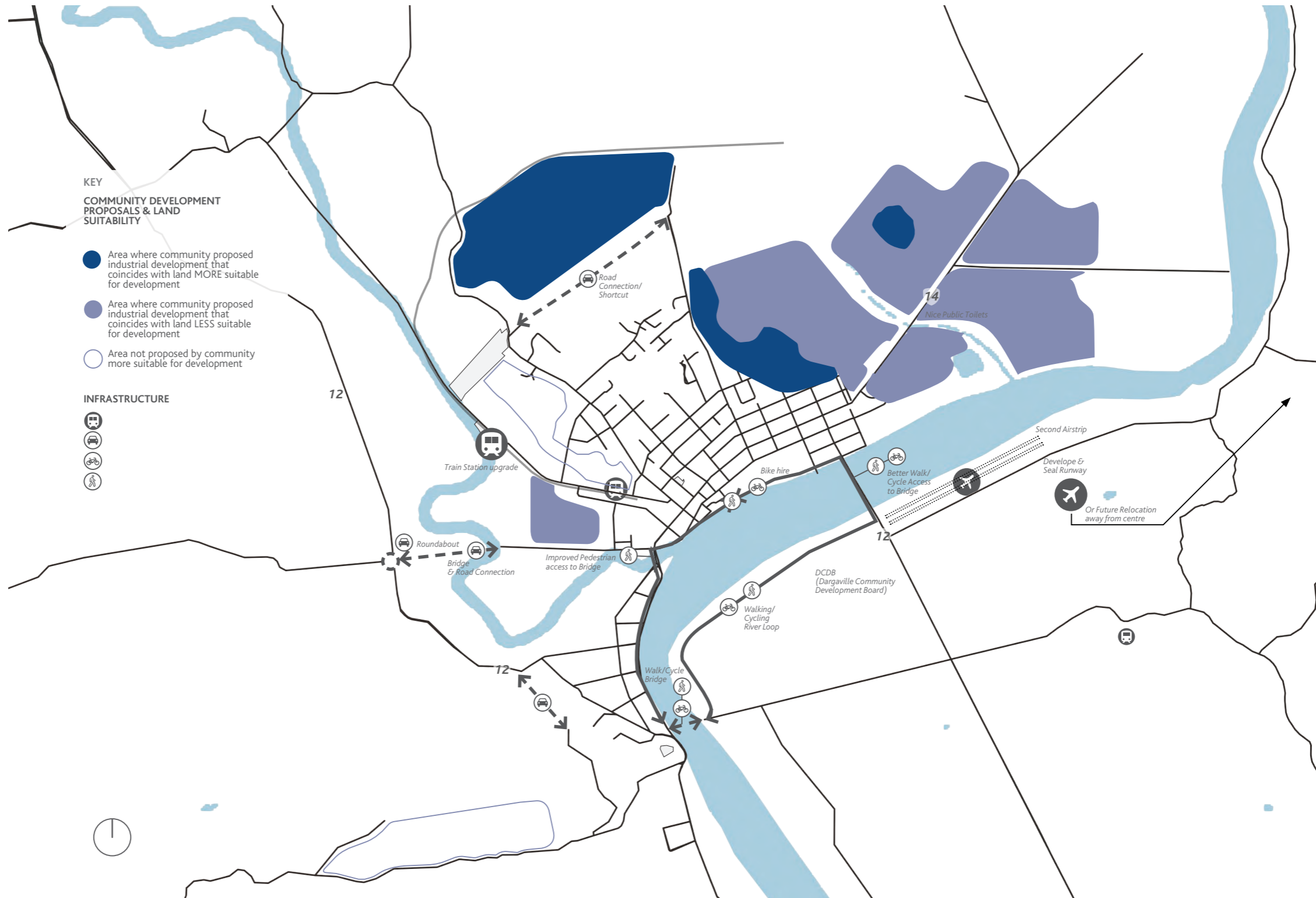
Initial observations suggest that there are significant low lying flood constraints surrounding Dargaville due to the proximity of the Northern Wairoa and Kaihu Rivers and the low lying nature of the surrounding catchment. The high cost to subdivide some of the flood prone land close to the existing urban area will be a challenge for both developers and the Northland Regional Council in processing these types of consents. We will need to therefore be very deliberate in a strategy to concentrate development in sections within the existing urban area, redevelopment of sites within the town centre and appropriate areas that are well serviced by the roading network and do not present significant flooding and development cost. In addition, the density levels for each of these areas will need to consider the community principles and site context, character, choices and feasibility (it might be zoned but unable to be developed).



6.8 | Early Insights_ Dargaville Industrial Area

Existing zoned industrial land in Dargaville presents flooding risk which is causing existing businesses to relocate, reducing the likelihood of new businesses coming into town as they cannot receive adequate insurance cover which is resulting in underutilised properties. Options will be drawn up that shows:

- existing areas ringfenced with new development areas lifting the RL levels of the overall industrial area
- encouraging industrial activity away from the existing areas in a new higher land area (Mount Wesley Coast Road is one option)
- repurposing land next to the railway line for an inland port type activity and distribution hub (multiple location options)

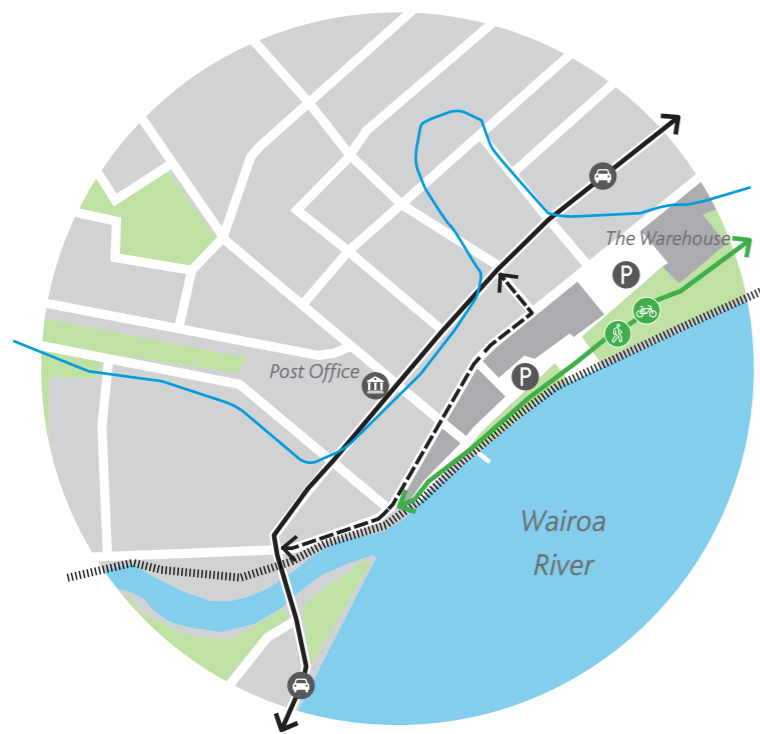


6.8 | Early Insights_ Dargaville Town Centre

The existing flood mapping data shows significant flooding in the 50 and 100 year flood events in the lower section of the Dargaville Central Business District. With additional climate change modeling still being defined, the extent of the impacts could be greater. This presents a risk to how much public and private investment you apply to this commercial area. The question we are asking is whether there are options on moving the focus away from this low lying land to a higher area. The project team is interested in whether the Council would consider a staged high street type environment on Hokianga Road centred around anchor investment in a new civic and office area?

The other option is to provide more protection using higher stopbank alternatives with reclaiming carparking for parks / flood protection which could have a softer more green focused riverfront.

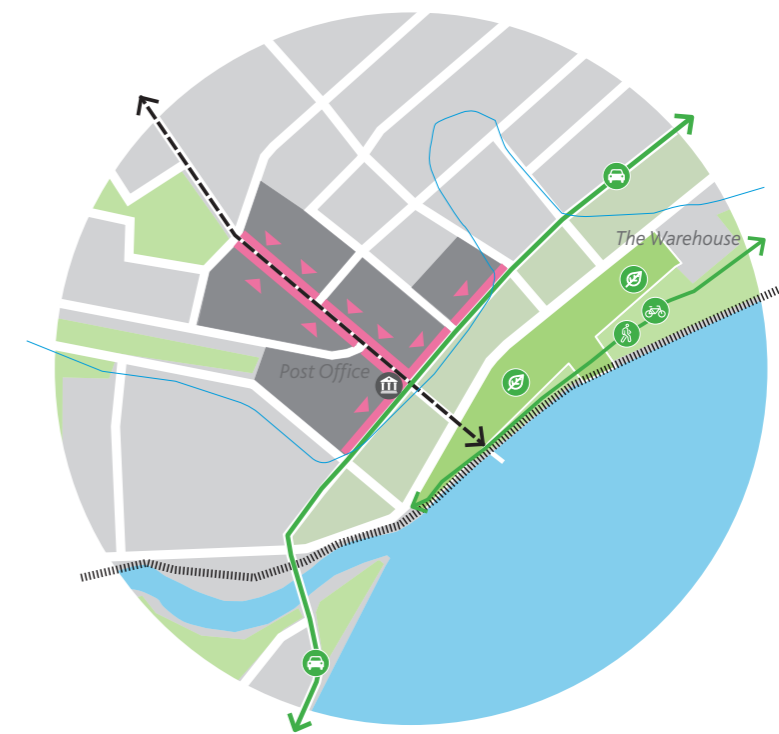
Current Situation



OPTION 1 Upgrade Main Street & Bund



OPTION 2 Refocus Main Street

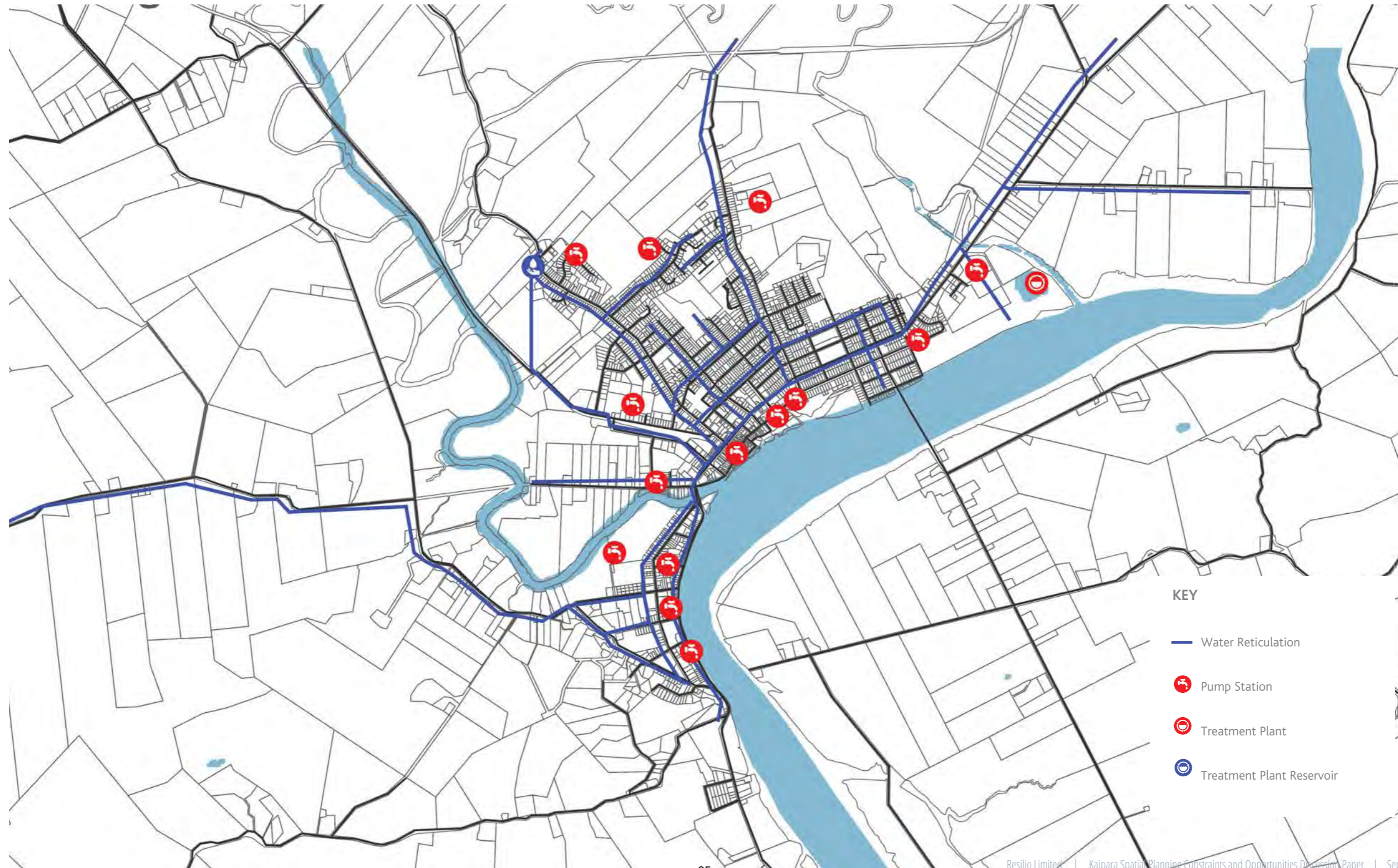


KEY

- Main street
- 100yr flood
- Heritage
- Raised bund
- Parking
- Main vehicle thoroughfare
- Cycle trail
- Walking trail
- Managed Retreat
- Planted vehicle thoroughfare
- Frontage
- Planted route
- Current bund

6.8 | Early Insights_ Dargaville Water Supply

Dargaville suffers from a lack of quality water supply in the drought years and there are often restrictions. Rezoning significant industrial and residential land may not resolve the economics of upgrading the water supply but it could assist. Consideration of a shortlist of water supply options is required to know whether future spatial options discussed are feasible.



7.0

Maungatūroto

7.1 | Introduction

Maungatūroto means Maunga: mountain; tū: to stand; roto: lake.

On the 4th September 1863 the first European settlers of Maungatūroto arrived in Auckland and then came north via boat to Mangawhai. Bullock carts brought them as far as Kaiwaka and then again by boat to Maungatūroto.

Today Maungatūroto is a growing town with a strong sense of community with the logo “the heart of the Kaipara”. Maungatūroto has been known for forward thinking and future planning. This is evident in community projects such as the Country Club, the War Memorial Hall and the retirement village. Many groups work together in the town like the Country Club Trust and the various service groups like the Lions & Salvation Army.

One of the other main groups is the Maungatūroto Residents Association. The Association runs many projects like the local free magazine, the Christmas parade, the

recently built children’s playground and is currently working with the Council on a main street public toilet upgrade. There are four schools and an early child care centre, numerous shops and all the essential services such as an ambulance station, fire brigade and a medical centre.

7.2 | Site Overview

Maungatūroto is situated on a ridgeline, traversed by State Highway 12 with views to the tidal Kaiwaka River. It is approximately 15 kilometres from State Highway 1 turn off at the foot of the Brynderwyn hills. It has a train station on the North Auckland Truck Railway line on the western end of the town. In this area is one of two industrial zoned areas which support the main employers in the town. The other area is on the eastern end with a large Fonterra milk processing factory the main company. The main social infrastructure is at the primary school (off Gorge Road), high school and the country club (both situated on Bickerstaff Road). The country club is an ex golf course that now houses meeting facilities, sportsfields, theatre and bowling club. The wastewater treatment plant and oxidation pond is also located near the country club land adjacent to the river.

7.2 | Site Overview



SCALE 1:15000

0

1500M

7.3 | Physical Analysis - Land form, land stability + slope

This plan provides an overview of the landform and geotechnical constraints and opportunities for development. The map considers geohazards, susceptibility to liquefaction and soil settlement. The Darkest grey indicates the least suitable land for development. The map is based on information from the website ourenvironment.scinfo.org.nz and a Geotechnical Assessment report from ENGEO Limited.

7.3 | Physical Analysis - Land form, land stability + slope



KEY

→

Risk high Risk moderate Risk medium Risk low

The map generated with Land Susceptibility to geohazards:

Approximate limits of interpreted land instability areas. The geomorphic mapping performed for this study should be considered reconnaissance level effort, and is intended to provide a generalized delineation of geohazards for planning-level site evaluations.

Liquefaction Susceptibility:

Although there is a relatively low risk for strong seismic shaking in the Northland region, the Holocene and Pleistocene alluvial deposits, and the Pliocene to Early Pleistocene aged fixed dune deposits within the study area may contain loose sandy soils. Due to the presence of sandy soils, and in combination with assumed high groundwater levels, the map considers liquefaction and lateral spread under seismic conditions to be a risk, particularly within the young Holocene alluvial deposits which generally consist of soft and poorly consolidated mud, sand and gravel.

Settlement Susceptibility:

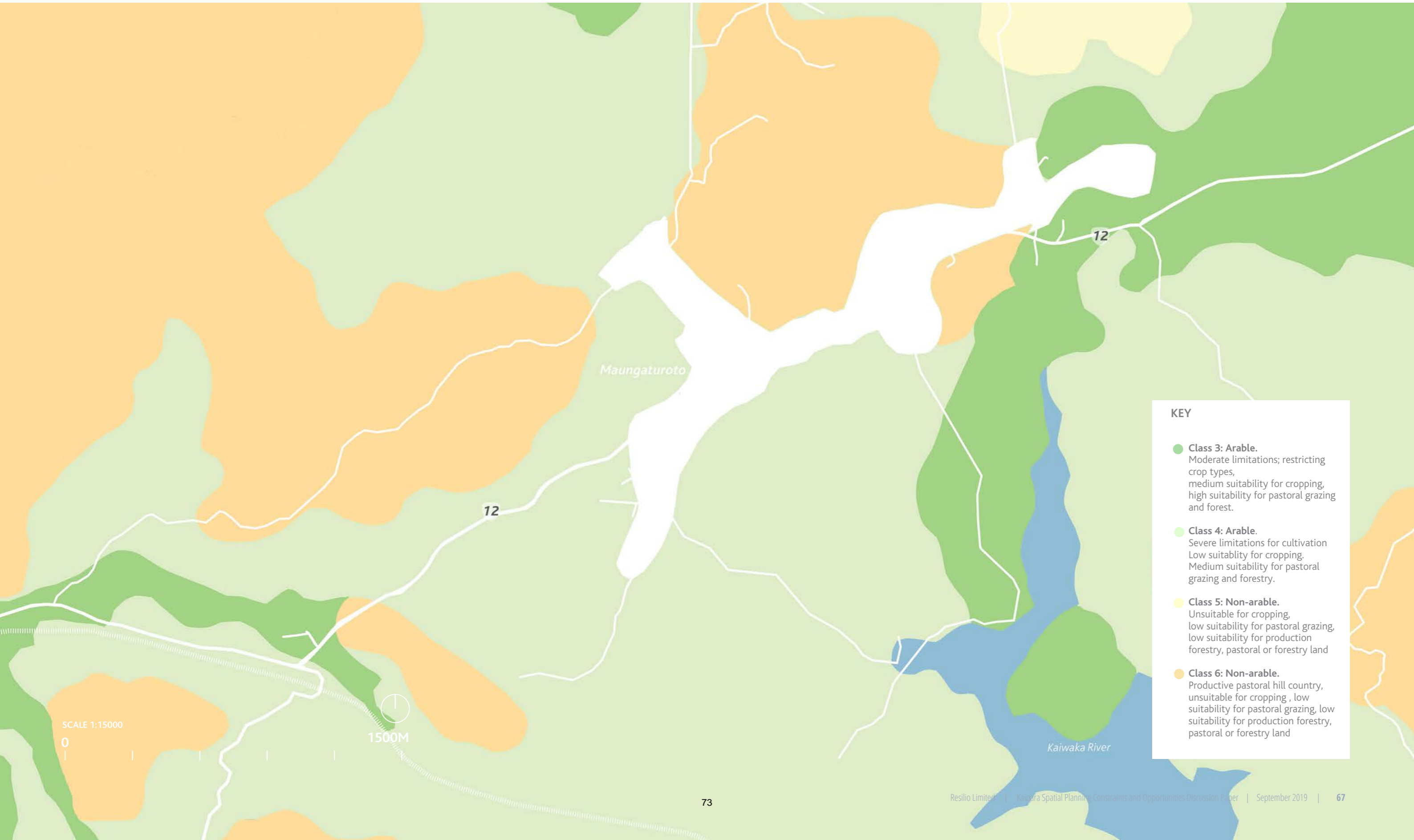
Young Holocene alluvial deposits (Q1a) are mapped within the low-lying areas on the map and make up more than half of the surface soils within the study area. Similar to the Pleistocene Alluvium, these deposits comprise mud, sand and gravel, with peat and organic beds. These soils, however, are considered to be soft and poorly consolidated. Given the likely presence of organic material and soft clay layers, the map considers these areas to have a high potential to experience consolidation settlement under loading.

Source: Geotechnical Assessment – Dargaville, Kaipara District: ENGEO Auckland 10 May 2019

7.3 | Physical Analysis - Soils + land-use

This plan provides an overview of the land most suitable for cultivation. The information is based on information from Land use capability (LUC) handbook the website (ourenvironment.scinfo.org.nz). LUC land into classes from 1 to 8. 1 is the most suitable for production and 8 is the least suitable. Classes 1 - 4 are suitable for multiple productive uses including extensive cropping, grazing and forestry. Classes 5 and 6 are suitable for grazing and/or forestry. Classes 7 and 8 are not suitable for productive uses.

7.3 | Physical Analysis - Soils + land-use



KEY

- Class 3: Arable.**
Moderate limitations; restricting crop types, medium suitability for cropping, high suitability for pastoral grazing and forest.
- Class 4: Arable.**
Severe limitations for cultivation Low suitability for cropping, Medium suitability for pastoral grazing and forestry.
- Class 5: Non-arable.**
Unsuitable for cropping, low suitability for pastoral grazing, low suitability for production forestry, pastoral or forestry land
- Class 6: Non-arable.**
Productive pastoral hill country, unsuitable for cropping, low suitability for pastoral grazing, low suitability for production forestry, pastoral or forestry land

7.3 | Physical Analysis - Water, flooding and vegetation cover

The plan below illustrates the type and extent of existing vegetation cover and areas prone to flooding in the local area. The areas of flooding include typical flooding and larger flooding events - 1 in 50 year and 1 in 100 year events. The information is based on information from the website ourenvironment.scinfo.org.nz.

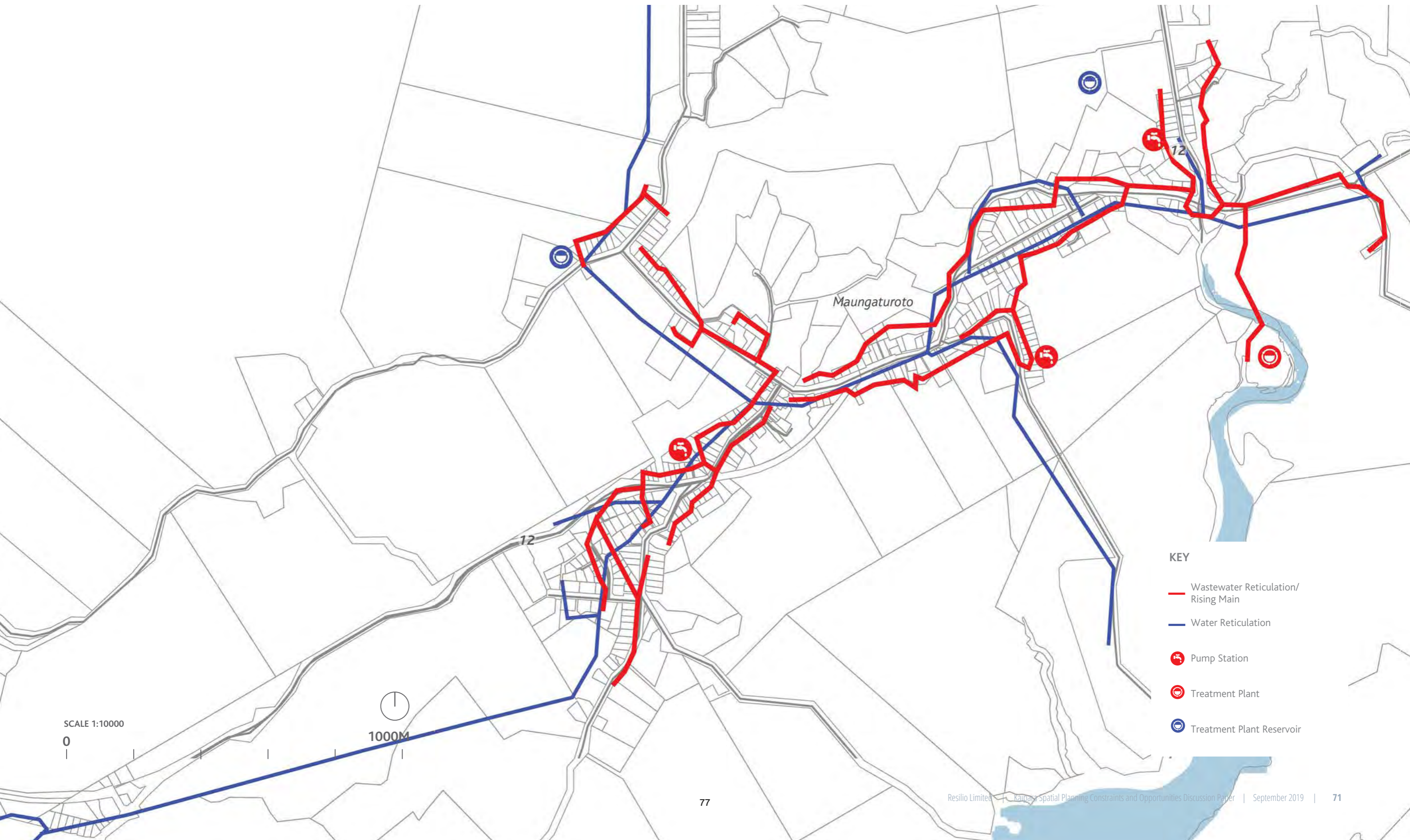
7.3 | Physical Analysis - Water, flooding and vegetation cover



7.3 | Physical Analysis - Infrastructure + utilities

The plan below illustrates the extent of the main freshwater and wastewater networks including pump stations, treatment plants and reservoirs. The information is based on Kaipara District Asset Management Plans

7.3 | Physical Analysis - Infrastructure + utilities



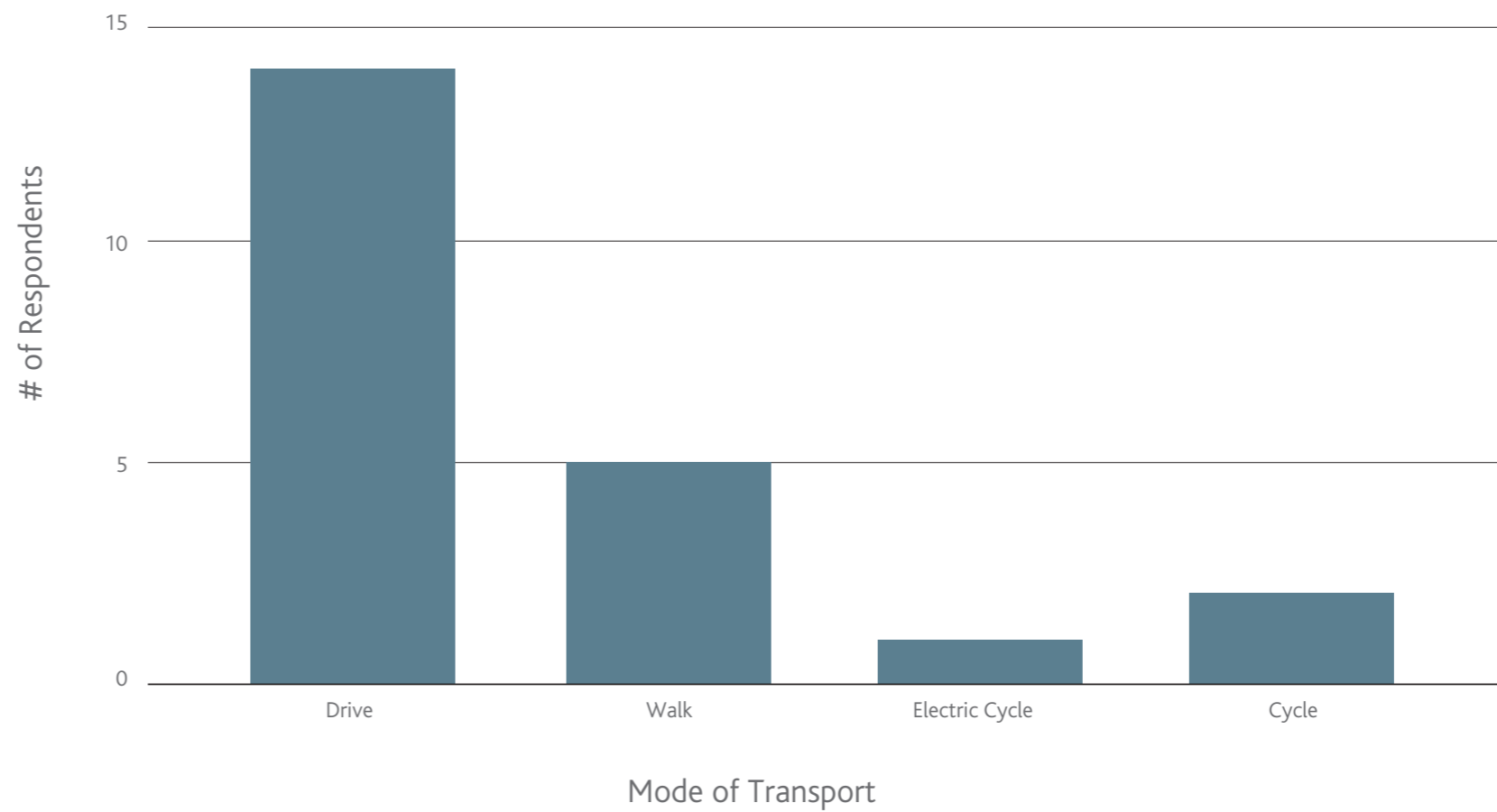
- KEY**
- Wastewater Reticulation/
Rising Main
 - Water Reticulation
 - ⊕ Pump Station
 - ⊙ Treatment Plant
 - ⊕ Treatment Plant Reservoir

SCALE 1:10000
0 1000M

7.3 | Physical Analysis - Circulation + access

The plan below illustrates the main infrastructure, public transport and the travelling distance at 5 minutes and 15 minutes for bicycles and pedestrians. The Cadastral, Road and Aerial photo information is based on GIS Information from LIZNZ (Land Information NewZealand) Database and Targomo. Targomo analyses travel distance for Cars, Bicycles and Pedestrians.

HOW YOU GET AROUND IN MAUNGATŪROTO IN 2019



7.3 | Physical Analysis - Circulation + access



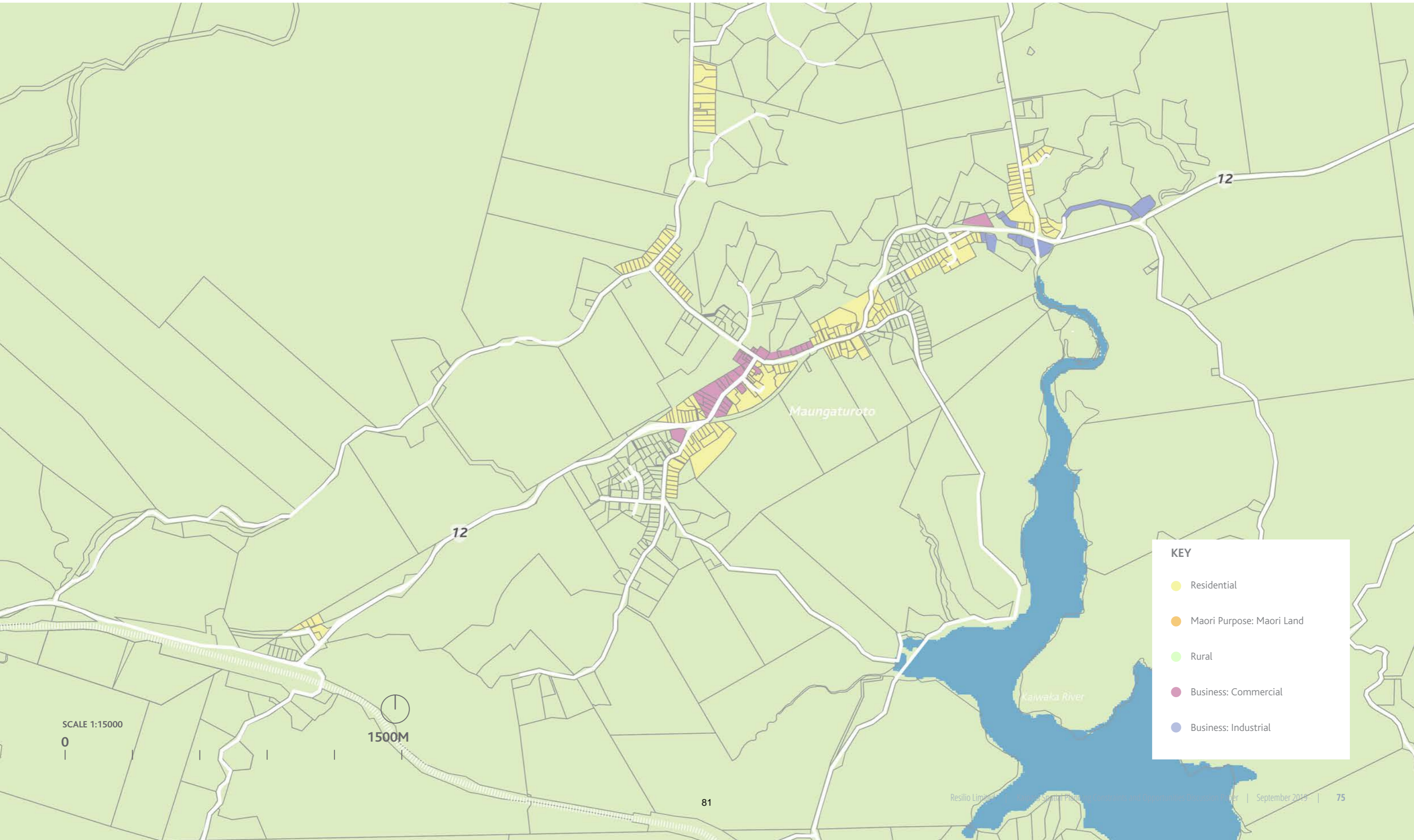
KEY

- Main roads
- 🚲 Biking radius 15min
- 🚶 Walking radius 15min

7.3 | Physical Analysis - Planning + land-use

This plan provides an overview Kaipara District Plan land use zones including Residential, Maori Purpose Business Commercial and Business Industrial and Rural usage. The information is based on Kaipara District Plan.

7.3 | Physical Analysis - Planning + land-use

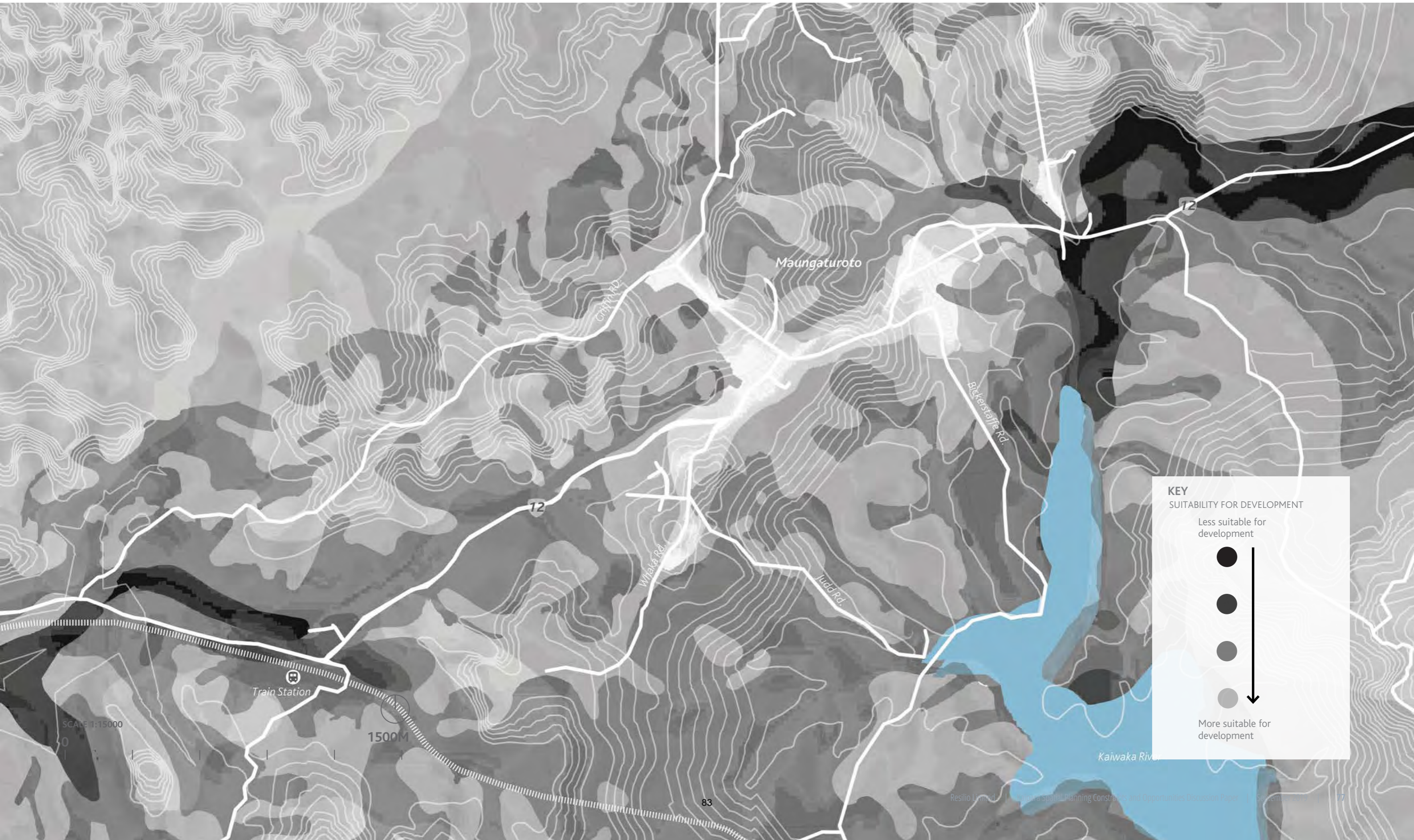


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1500M

7.3 | Physical Analysis - Constraints and opportunities

7.3 | Physical Analysis - Constraints and opportunities



SCALE 1:15000

1500M

7.4 | Engagement

What do you value about Maungatūroto?

The Community - underline feeling is the friendly attitude of people in town and rural area. People valued the sense of belonging and cited the many community assets such as the library, country club, wharf, hall and op shop as examples of why it is special.

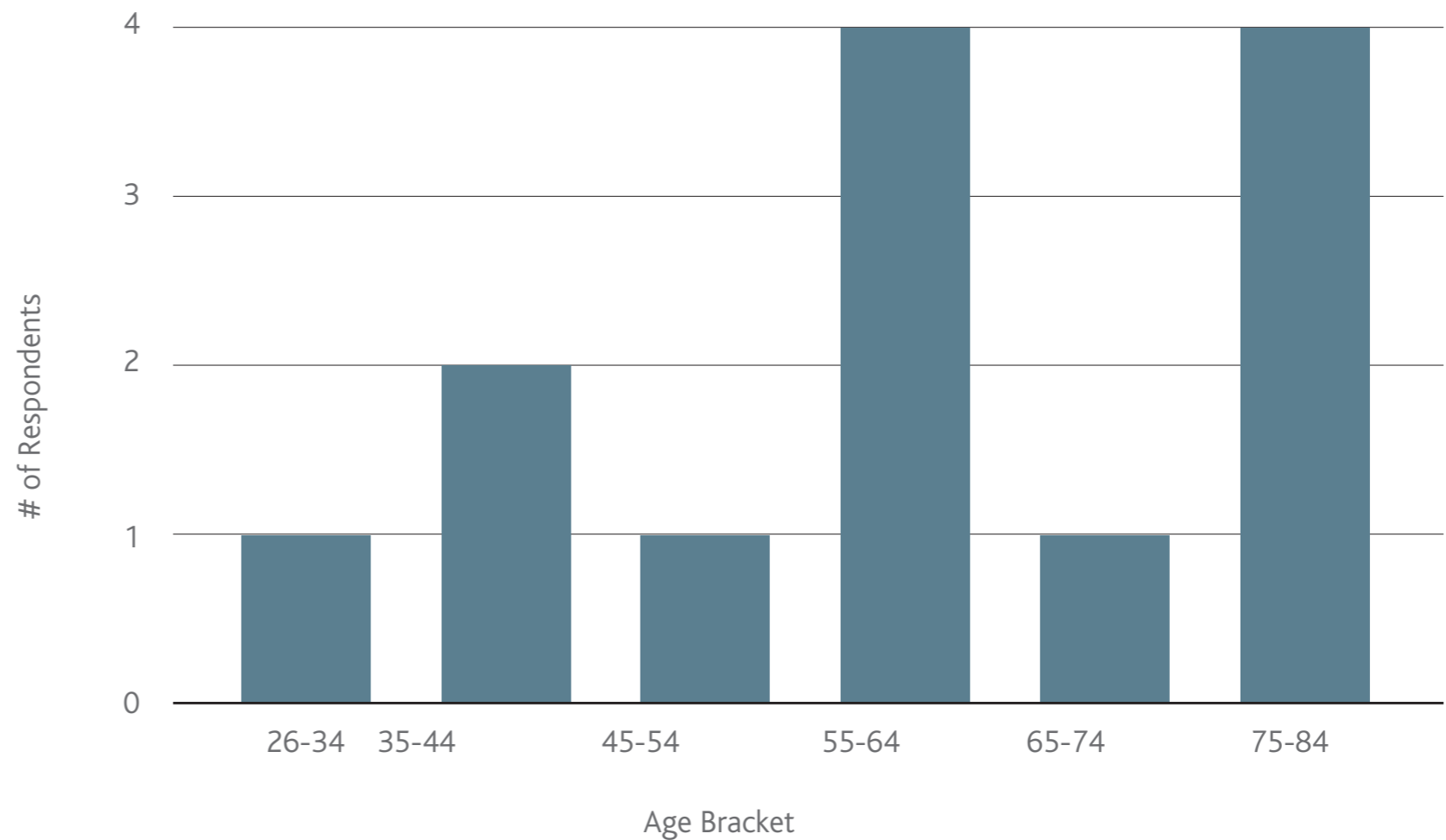
What would you like to change about Maungatūroto?

Connectivity - "the various activities in the town are somewhat isolated and some connectivity would be an advantage" Survey Response (75-84 age group). This statement is backed up by many other similar comments such as connected township, condensed subdivision and bypass town. People were also concerned that as the town grows that it does not lose its rural values and 'heart of the Kaipara' feel.

The stakeholder sessions feedback:

Topography, slope and instability restricting development opportunities The stakeholders noted that the majority of the town's zoned residential and business land was on the ridgeline adjacent to the State Highway and that development elsewhere has been problematic and frustrating. People were keen to see development in the appropriate areas with solid geotechnical and slope stability, close to the existing town (i.e. easy walking distance) and connect through to places of interest such as the wharf, High School, Country Club and Rail Village area.

AGE BRACKET OF RESPONDANTS



7.4 | Engagement



7.5 | Stakeholder session ideas - Work, Live + Learn

LACK OF APPROPRIATE ZONING

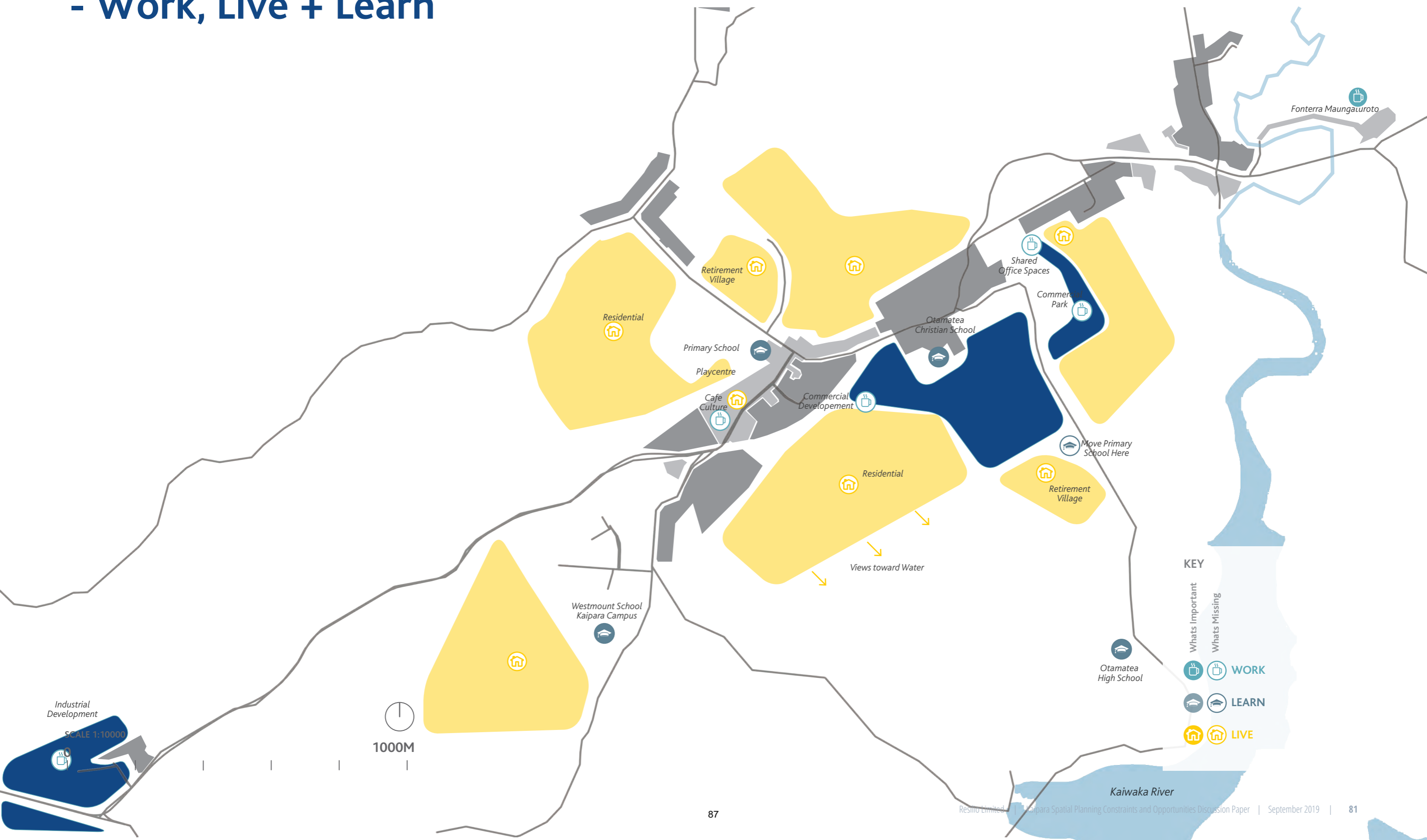
Community representatives were keen to see more retail shops, businesses close to the main street, tourism accommodation providers and appropriate residential zoning for new subdivisions in the land close to the existing urban boundary. They were split on where the most appropriate place for further industrial activity should take place between the east and west of the town.

LACK OF EDUCATIONAL AND CAREER OPPORTUNITIES FOR YOUTH

Even though there is plenty of employment providers in the town and a strong business network, there were concerns that that as the town grows that post High School education facilities could be located within the town to cater for the strong manufacturing and agricultural sectors.



7.5 | Stakeholder session ideas - Work, Live + Learn



7.5 | Stakeholder session ideas

- Play, Community and Infrastructure

7.5 | Stakeholder session ideas

- Play, Community and Infrastructure



7.6 | What you told us - Your Aspirations for Maungatūroto

The relative size of the circle indicates the popularity of these features for the community

ASPIRATIONS

1. A town that is a good place to live, work and play for multiple generations
2. A service town supporting surrounding communities
3. Keep Maungatūroto's unique identity and character
4. Increase population
5. Improve and enhance connection to railway and waterways
6. Increase opportunities for safe and connected walking and cycling

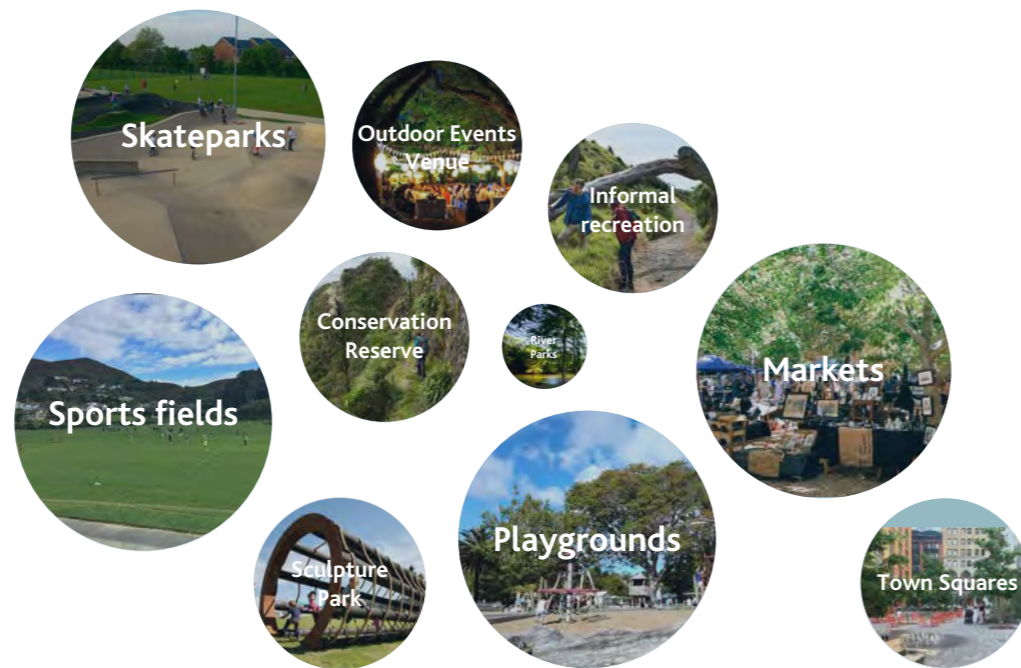
THEMES ON YOUR ASPIRATIONS FOR MAUNGATŪROTO



7.6 | What you told us - Your Aspirations for Maungatūroto

The relative size of the circle indicates the popularity of these features for the community

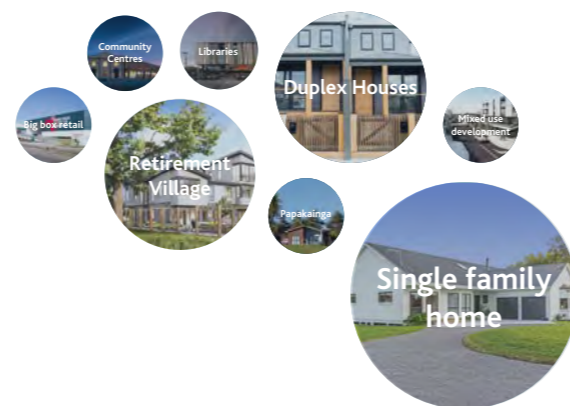
PARKS, RESERVES + OPEN SPACES



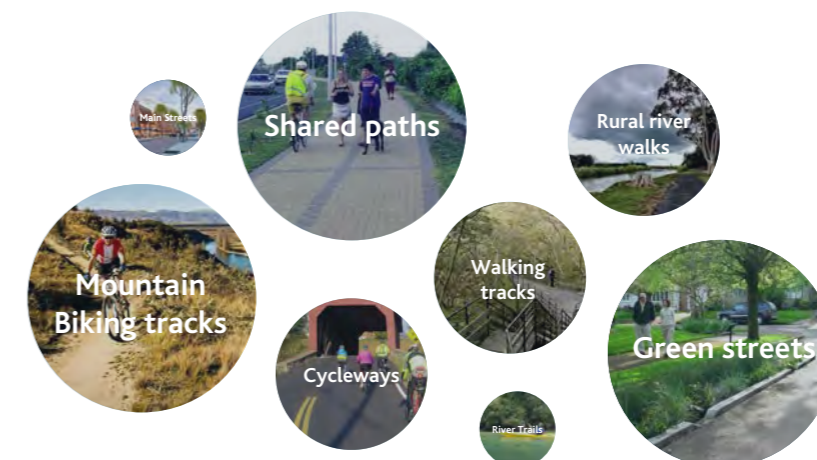
PRODUCTIVE LANDSCAPES



BUILT ENVIRONMENT

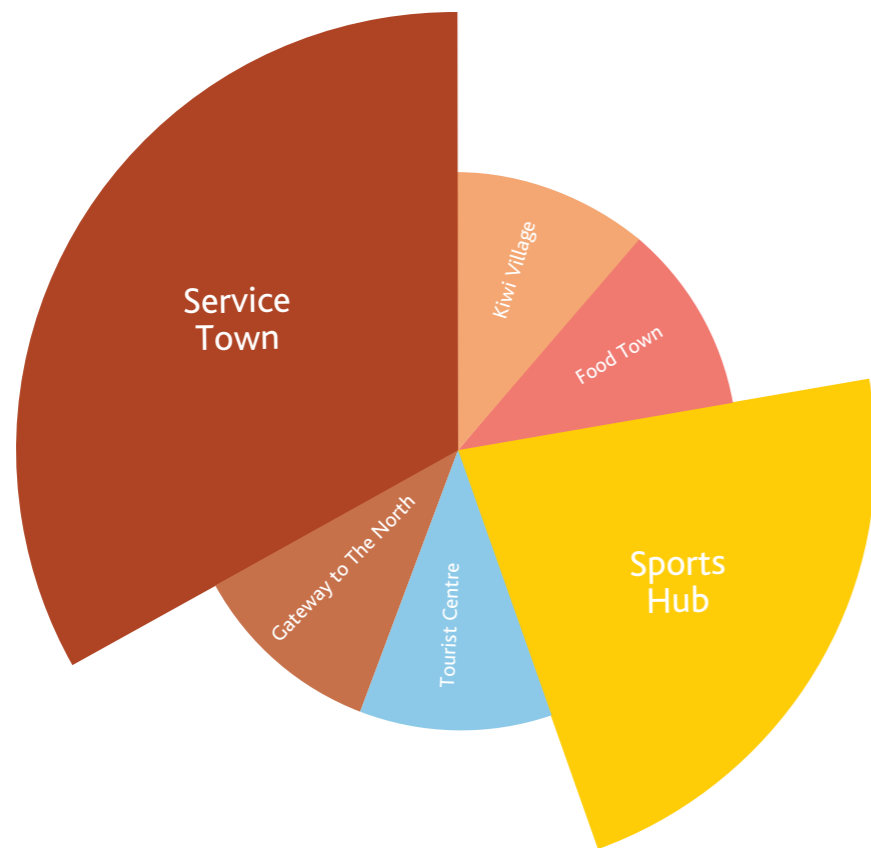


STREETS + PATHWAYS



7.7 | What you told us - Your Vision for Maungatūroto

THEMES ON YOUR VISION FOR MAUNGATŪROTO



DRAFT VISION FOR MAUNGATŪROTO

In 2050, Maungatūroto will continue to be a vibrant community with a strong business and manufacturing hub, excellent walking and cycling connections to new residential areas and a busy main street that has diverse attractions for locals and visitors alike.

7.7 | What you told us - Your Vision for Maungatūroto

The relative size of the circle indicates the popularity of these features for the community



7.8 | Early Insights

GROWING THE TOWN CENTRE

Maungatūroto's high street like many New Zealand towns that straddle the State Highway, stretches from Gorge Road intersection through to just past Whaka Street. Whilst it houses important community infrastructure such as the medical centre and primary school, it is very long and the centre of concentrated activity is spread. This is important in retail terms to encourage people to walk to cluster of shops and be able to enjoy the ambience that a high street offers. In addition, the state highway performing both a place and movement function presents a nature tension for the town that is difficult to manage. This is manifested in people including school children having to be very careful when crossing the road as there are limited safe crossing points. The near 90 degree turn near Gorge Street is both a hindrance for large truck and trailer vehicles but does slow the traffic through the main retail area. The main street however has limited space to grow and the availability of easy pull off areas for parking is constrained (some by the natural topography of the ridgeline). There is an opportunity to utilise the paper road and grow the town centre to the south and potentially quicken the freight traffic to Maungatūroto's industrial area to the west. Options on whether to keep this paper road and grow mixed use developments either side or whether a more feasible option of redeveloping some of the non-retail large footprint properties, which would add depth and parking in behind maybe a better alternative. Bypasses sometimes seem the best alternative but often yield the worst urban design and place outcomes.

MAUNGATŪROTO RESIDENTIAL AREAS

The majority of the existing residential development is adjacent to the state highway, along the ridgeline thereby affording excellent rural or Kaiwaka River views. As a result of this type of rippon residential development, the walkability of the town is somewhat limited to those that are within 500 metres of the main street. This therefore forces most people into cars to access the schools and main street shops. The options around new residential areas will need to consider the biophysical constraints, community principles and suitability /feasibility of a range of housing choices. This will be essential to not only increasing the viability and vibance of the town centre but offer the range of housing to suit the current and future demographics of the town. As connections to Auckland's motorway and rail network improve the Auckland housing market effect will eventually reach Kaiwaka and Maungatūroto as they become more commutable. Options around density ranges for the possible residential areas will therefore by a key consideration.



















MAUNGATŪROTO INDUSTRIAL AREAS

The Maungatūroto Industrial areas are split between the two main entrances to the town along the State Highway network. In the stakeholder workshops, we heard that businesses that rely on long haul freight businesses often miss delivery schedules due to the extra time to travel through the town and back on State Highway 1 (truck driver legal hour limits). The unknown nature of the Ministry of Transport and Provincial Growth Fund support of the Auckland to Whangarei railway line upgrade makes allocating the appropriate space for industrial activities difficult. The industrial activities at the west end of the town are also not serviced by the town's reticulated system, which is another consideration on options to grow this existing area. Other flat areas which have poor quality soils are not readily available in Maungatūroto. Allocating the appropriate area where some of the non retail activities which current reside in the main street but which could easily relocate, could be a useful starting point to predict the amount of future space and potential activities.

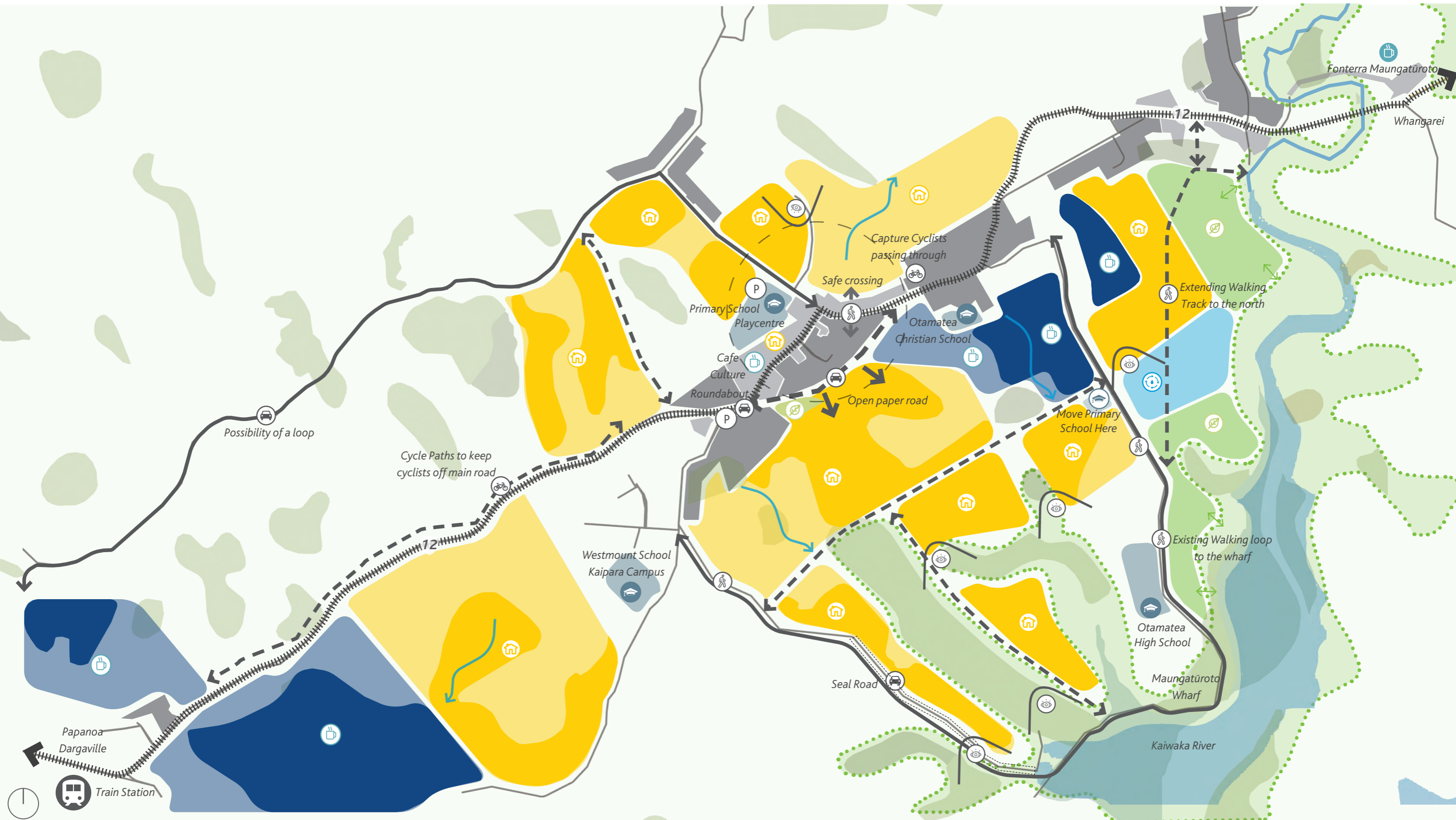
MAUNGATŪROTO'S WALKING, CYCLING AND RESERVES

The upgrade of the Maungatūroto Wharf in time for the 150 year celebrations was an important milestone for the community. People informally walk along the Country Club land, down to the wharf and back-up Judd Road to the town centre. This type of loop track could also be extended to the north side following Gorge Road, Griffin Road and back along the stream to the town centre if there is future subdivision or cycle trail proposals. Protecting and preserving these recreational and tourism attractive routes that tie into water access and link to key community infrastructure such as schools and sporting facilities was discussed during the engagement community workshops. Linking the passive, recreational and coastal reserves should also form part of the future development strategy for the town. Each reserve or open space will play a different role depending on the nature of future land uses, cultural, conservation and environmental values.

KEY COMMUNITY DEVELOPMENT PROPOSALS & LAND SUITABILITY

-  Area where community proposed residential development that coincides with land MORE suitable for development
-  Area where community proposed industrial development that coincides with land MORE suitable for development
-  Area where community proposed industrial development that coincides with land LESS suitable for development
-  Area where community proposed residential development that coincides with land LESS suitable for development
-  Recreation area (Playground, open space, picnic area) where community proposed
-  Green + hydrological Network (ecological function)
-  Landcover
-  Highway (Mainroad Connection to the wider area)
-  View
-  Existing Residential area
-  Existing Commercial area / Industry area
- INFRASTRUCTURE**
-  Train connection proposed by community
-  Car connection proposed by community
-  Cycle connection proposed by community
-  Walk connection proposed by community (safe crossing)
-  Central Parking proposed by Community
-  Overland flow lines
-  Wastewater

7.8 | Early Insights



8.0

Kaiwaka

8.1 | Introduction

Kaiwaka was settled by Europeans in 1859 and the landscape was changed with their arrival. Kaiwaka became a trading and commercial point from this time on. Kauri bush was felled for timber or dug up for Kauri gum and the land was cleared for pastoral farming.

In 1913 the Kaiwaka section of the North Auckland Trunk Railway was opened, and met with a great celebration. Kaiwaka was without roading until the 1930's when gravel roads were formed and motor vehicles began to take the place of rail.

Today Kaiwaka is a rural township, located approximately halfway between Auckland and Whangarei with a population of 579 at the last 2013 Census.

Kaiwaka's location means the town supports the surrounding rural sector. Kaiwaka also provides a convenient rest stop for travellers using State Highway 1. Shops are clustered throughout the township along the State Highway, rather than in one central accessible area. Historically the main retail and commercial part of the township has been centred along Kaiwaka- Mangawhai Rd and has since spread out along SH1.

The township itself spans either side of SH 1 for approximately 1.5km. As SH 1 is the primary route between Auckland and Whangarei, the street environment within the township is characterised by high volumes of traffic, including a high proportion of heavy freight vehicles(12% heavy vehicles).

- Sourced from *The Kaiwaka Improvement Plan*

8.2 | Site Overview

Kaiwaka sits on the edge of the Kaiwaka River and has State Highway 1 which bisects its existing residential, business and recreational zoned land. Kaiwaka forms an important link with Mangawhai which is approximately 15 minutes drive away. Kaiwaka has a primary school, bus station and a train coting on the main Auckland-Whangarei railway line.

8.2 | Site Overview



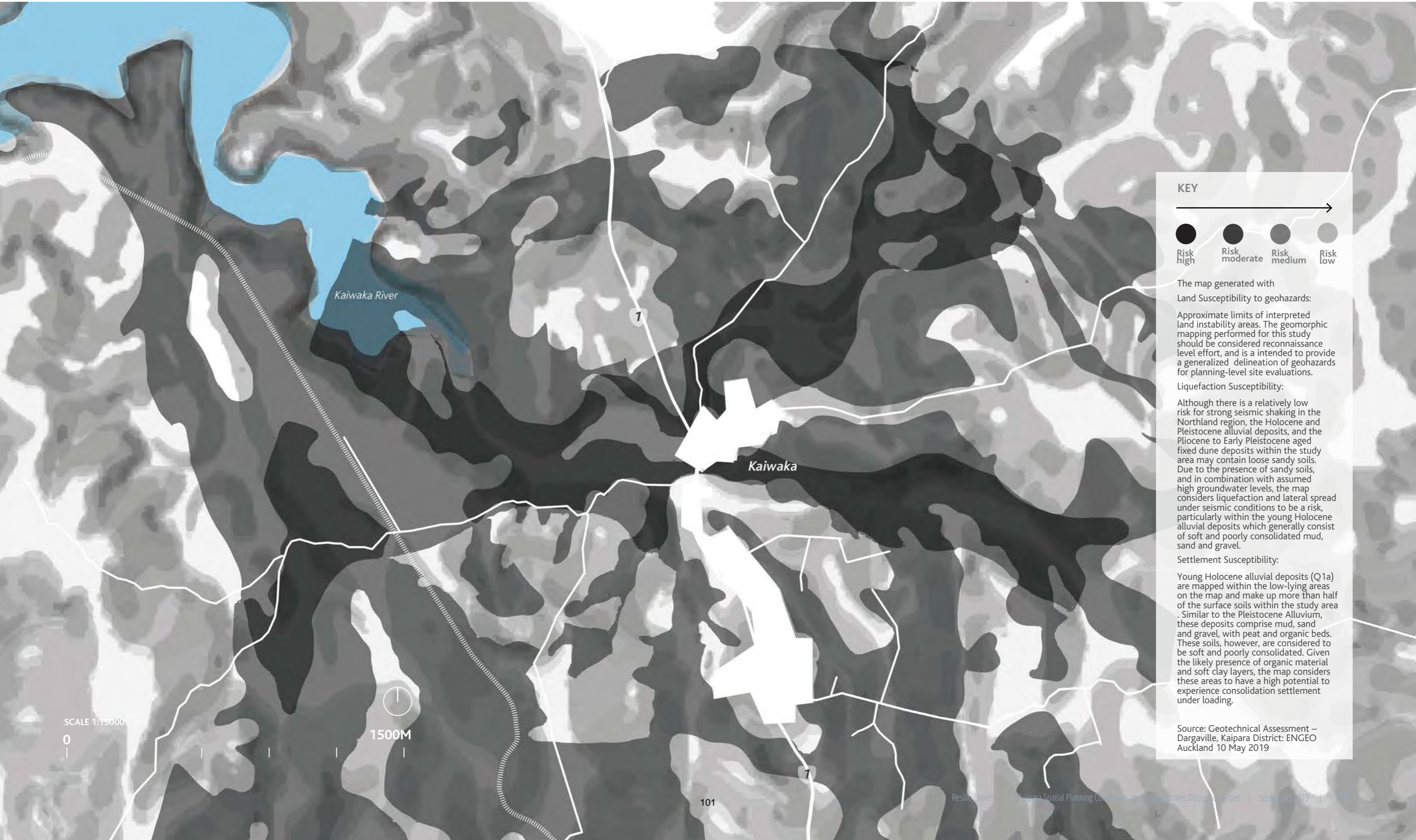
SCALE 1:15000

0 1500M

8.3 | Physical Analysis - Land form, land stability + slope

This plan provides an overview of the landform and geotechnical constraints and opportunities for development. The map considers geohazards, susceptibility to liquefaction and soil settlement. The Darkest grey indicates the least suitable land for development. The map is based on information from the website ourenvironment.scinfo.org.nz and a Geotechnical Assessment report from ENGE0 Limited.

8.3 | Physical Analysis - Land form, land stability + slope



KEY

→

● Risk high ● Risk moderate ● Risk medium ● Risk low

The map generated with
Land Susceptibility to geohazards:

Approximate limits of interpreted land instability areas. The geomorphic mapping performed for this study should be considered reconnaissance level effort, and is intended to provide a generalized delineation of geohazards for planning-level site evaluations.

Liquefaction Susceptibility:

Although there is a relatively low risk for strong seismic shaking in the Northland region, the Holocene and Pleistocene alluvial deposits, and the Pliocene to Early Pleistocene aged fixed dune deposits within the study area may contain loose sandy soils. Due to the presence of sandy soils, and in combination with assumed high groundwater levels, the map considers liquefaction and lateral spread under seismic conditions to be a risk, particularly within the young Holocene alluvial deposits which generally consist of soft and poorly consolidated mud, sand and gravel.

Settlement Susceptibility:

Young Holocene alluvial deposits (Q1a) are mapped within the low-lying areas on the map and make up more than half of the surface soils within the study area. Similar to the Pleistocene Alluvium, these deposits comprise mud, sand and gravel, with peat and organic beds. These soils, however, are considered to be soft and poorly consolidated. Given the likely presence of organic material and soft clay layers, the map considers these areas to have a high potential to experience consolidation settlement under loading.

Source: Geotechnical Assessment – Dargaville, Kaipara District: ENGeo Auckland 10 May 2019

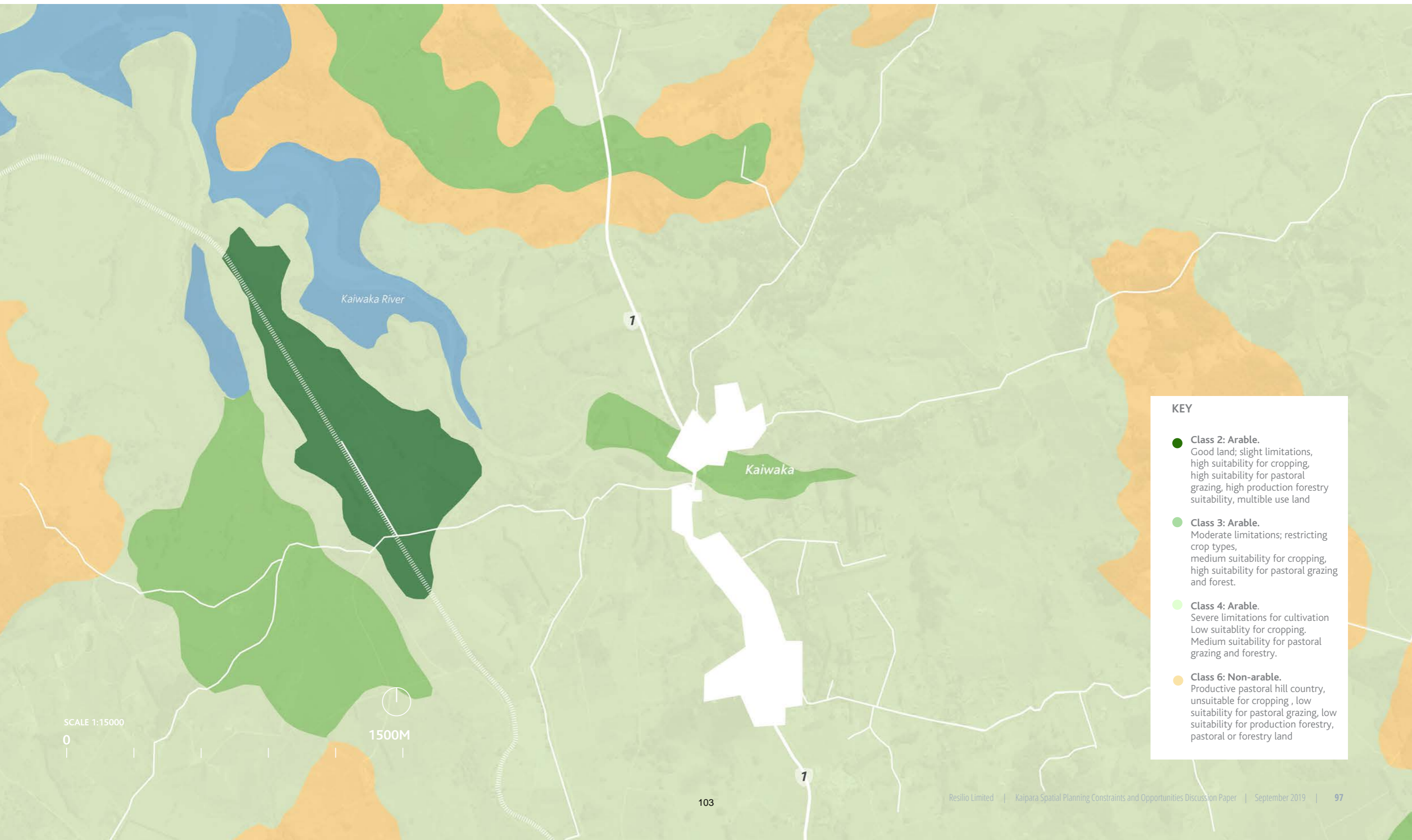
SCALE 1:15000
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1500M

8.3 | Physical Analysis - Soils + land-use capability

This plan provides an overview of the land most suitable for cultivation. The information is based on information from Land use capability (LUC) handbook the website (ourenvironment.scinfo.org.nz). LUC land into classes from 1 to 8. 1 is the most suitable for production and 8 is the least suitable. Classes 1 - 4 are suitable for multiple productive uses including extensive cropping, grazing and forestry. Classes 5 and 6 are suitable for grazing and/or forestry. Classes 7 and 8 are not suitable for productive uses.

8.3 | Physical Analysis - Soils + land-use capability



KEY

- Class 2: Arable.**
Good land; slight limitations, high suitability for cropping, high suitability for pastoral grazing, high production forestry suitability, multiple use land
- Class 3: Arable.**
Moderate limitations; restricting crop types, medium suitability for cropping, high suitability for pastoral grazing and forest.
- Class 4: Arable.**
Severe limitations for cultivation Low suitability for cropping, Medium suitability for pastoral grazing and forestry.
- Class 6: Non-arable.**
Productive pastoral hill country, unsuitable for cropping, low suitability for pastoral grazing, low suitability for production forestry, pastoral or forestry land

8.3 | Physical Analysis - Water, hydrology and vegetation cover

The plan below illustrates the type and extent of existing vegetation cover and areas prone to flooding in the local area. The areas of flooding include typical flooding and larger flooding events - 1 in 50 year and 1 in 100 year events.

-The information is based on information from the website ourenvironment.scinfo.org.nz.

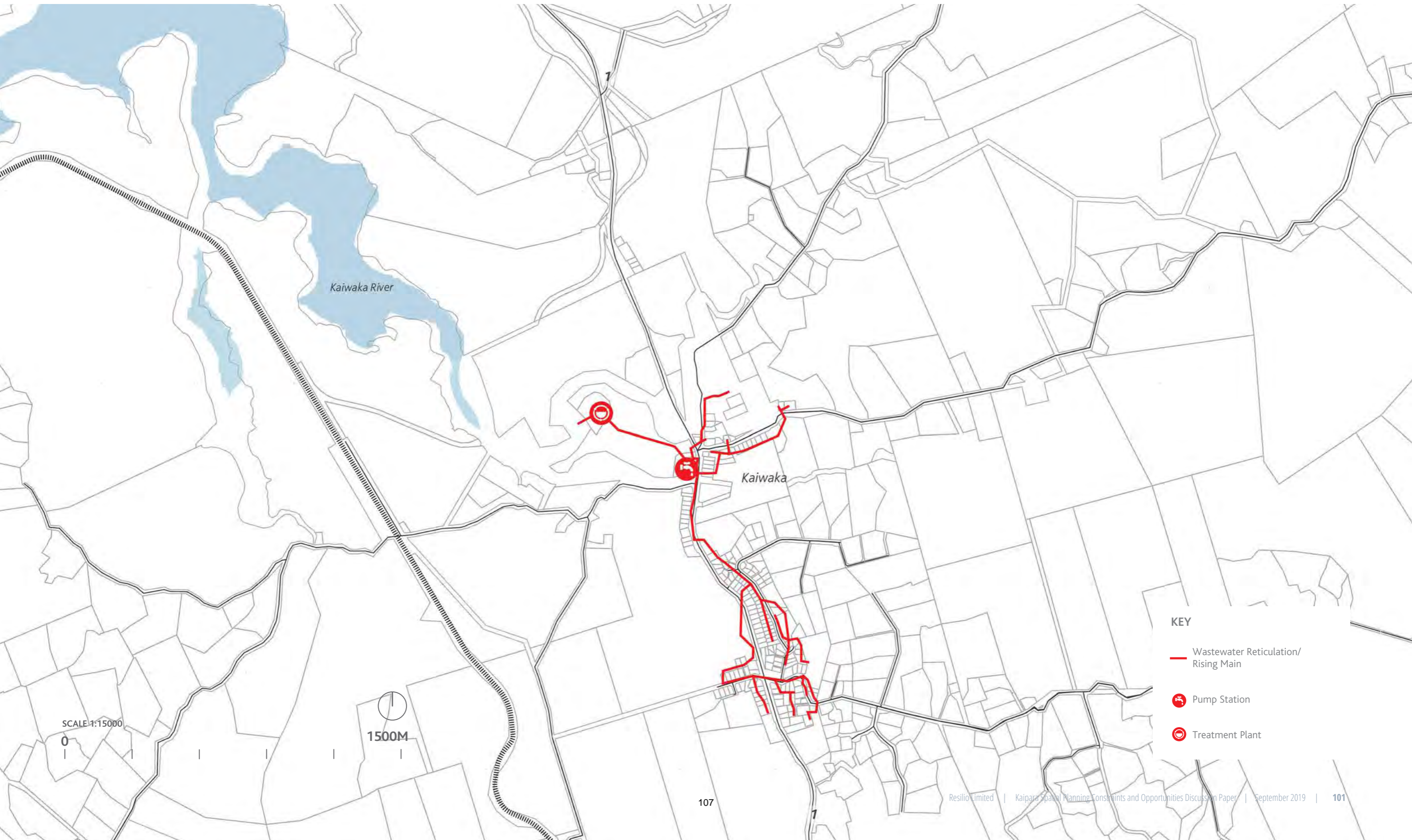
8.3 | Physical Analysis - Water, hydrology and vegetation cover



8.3 | Physical Analysis - Infrastructure + utilities

The plan below illustrates the extent of the main freshwater and wastewater networks including pump stations, treatment plants and reservoirs. The information is based on Kaipara District Asset Management Plans

8.3 | Physical Analysis - Infrastructure + utilities



- KEY**
- Wastewater Reticulation/
Rising Main
 - Pump Station
 - ⊙ Treatment Plant

SCALE 1:15000
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1500M

8.3 | Physical Analysis - Infrastructure + utilities

The plan below illustrates the main infrastructure, public transport and the travelling distance at 5 minutes and 15 minutes for bicycles and pedestrians. The Cadastral, Road and Aerial photo information is based on GIS Information from LIZNZ (Land Information NewZealand) Database and Targomo. Targomo analyses travel distance for Cars, Bicycles and Pedestrians.

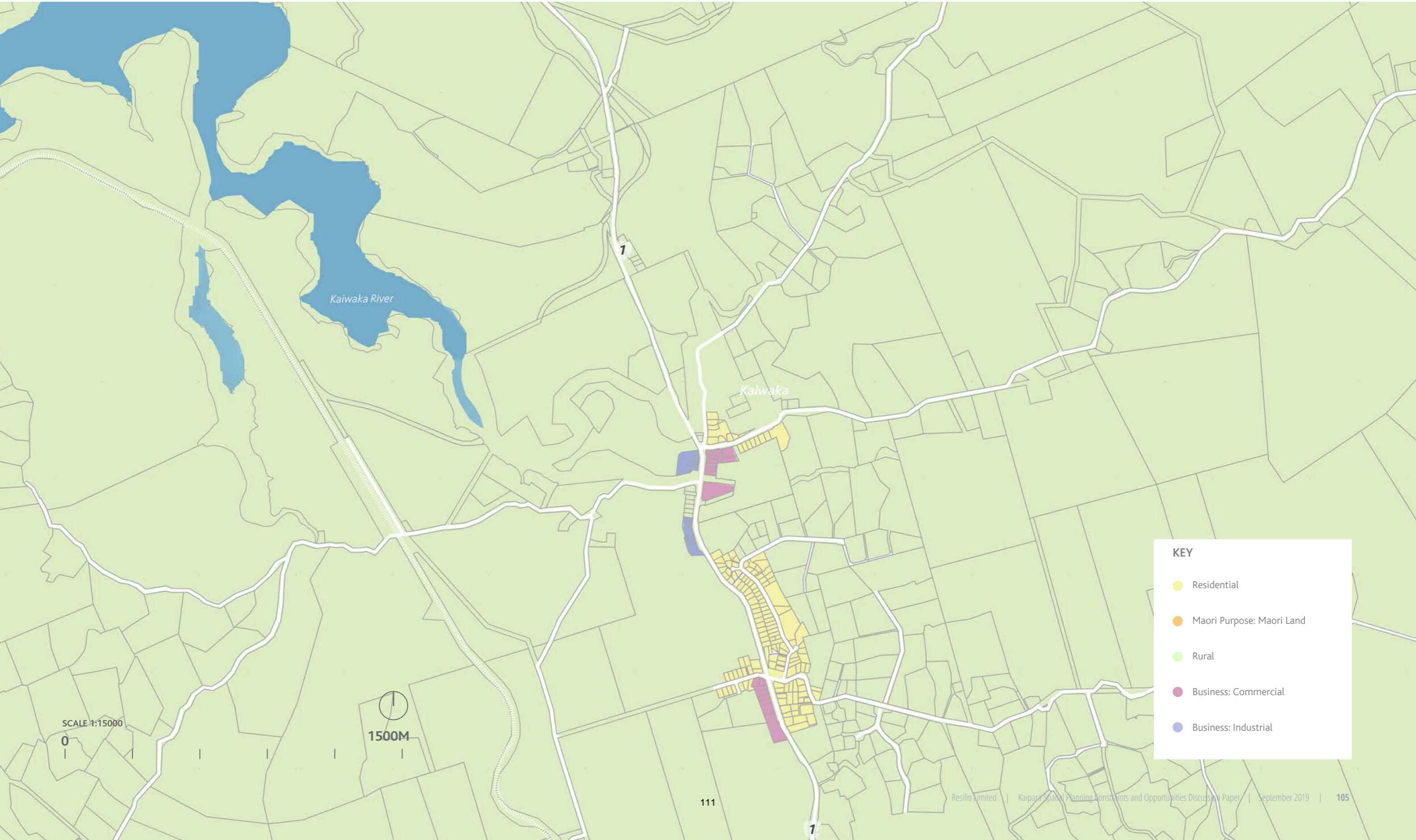
8.3 | Physical Analysis - Infrastructure + utilities



8.3 | Physical Analysis - Planning + land-use

This plan provides an overview Kaipara District Plan land use zones including Residential, Maori Purpose Business Commercial and Business Industrial and Rural usage. The information is based on Kaipara District Plan.

8.3 | Physical Analysis - Planning + land-use



8.3 | Physical Analysis - Constraints and opportunities

8.3 | Physical Analysis - Constraints and opportunities



SCALE 1:15000
0 1

500M

8.4 | Engagement

OVERVIEW OF ENGAGEMENT KAIWAKA

There was an excellent turn out for the Kaiwaka stakeholder session but unfortunately limited survey response for the community session (perhaps because it was based in Maungatūroto). Further surveys are expected in the next week which may give some insights.

- Community Survey Themes
- What do people value - (to come)
- What would you like to change about Kaiwaka? (to come)

8.4 | Engagement



8.5 | Stakeholder session ideas

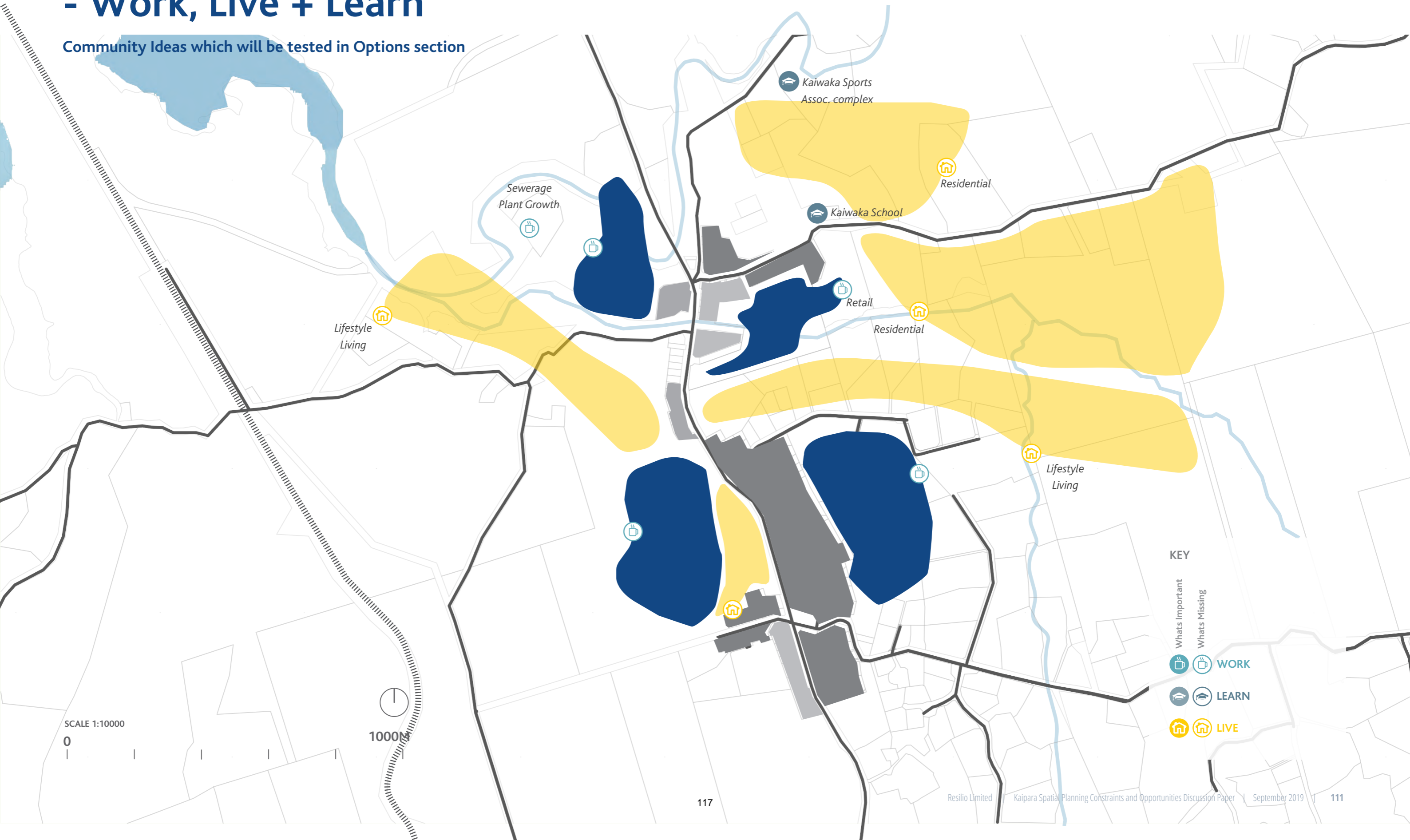
- Work, Live + Learn

AWAITING RESULTS FROM SURVEY



8.5 | Stakeholder session ideas - Work, Live + Learn

Community Ideas which will be tested in Options section



KEY

- What's Important
- What's Missing
- WORK
- LEARN
- LIVE

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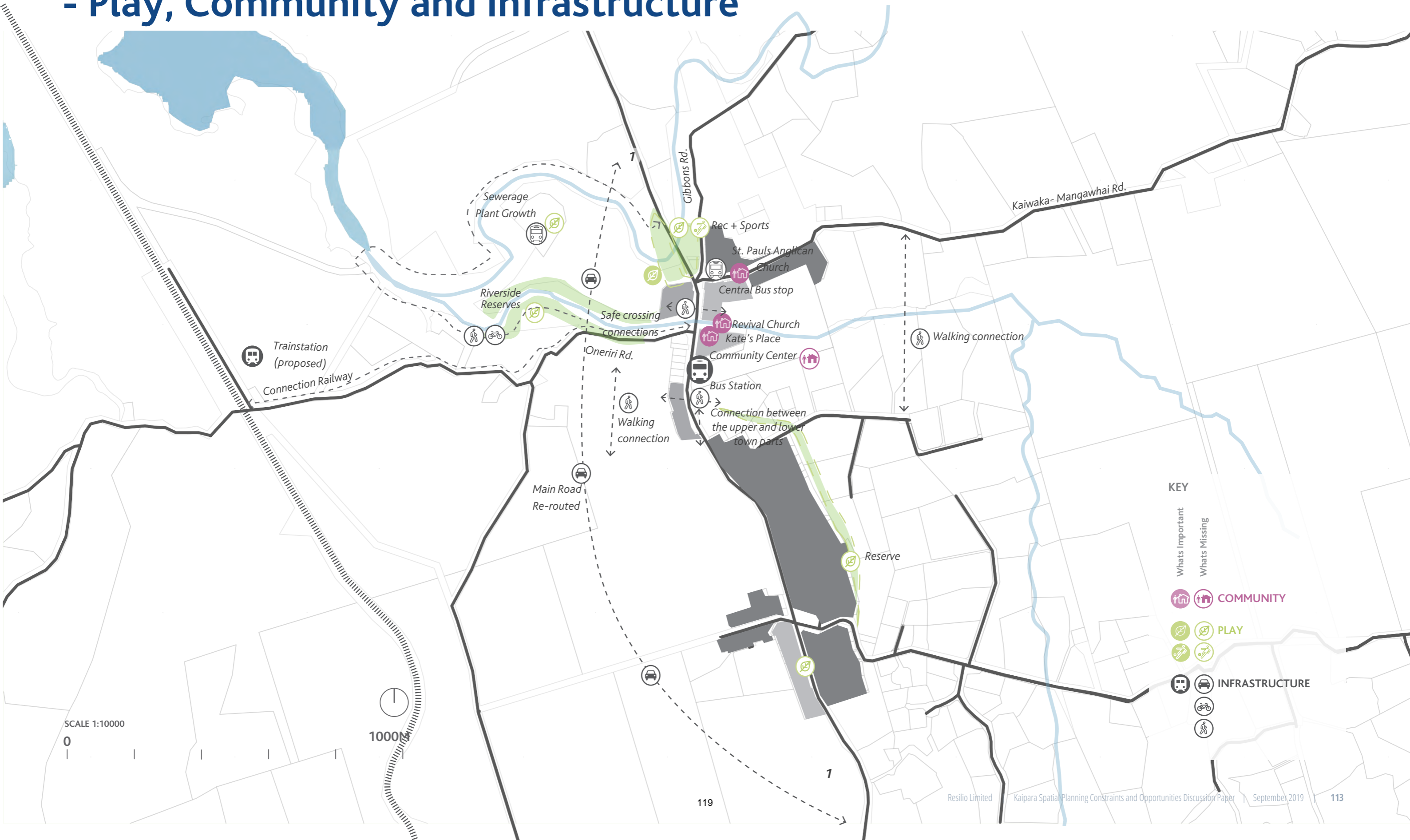
1000m

8.5 | Stakeholder session ideas - Play, Community and Infrastructure

AWAITING RESULTS FROM SURVEY

8.5 | Stakeholder session ideas

- Play, Community and Infrastructure



KEY

What's Important
What's Missing

COMMUNITY

PLAY

INFRASTRUCTURE

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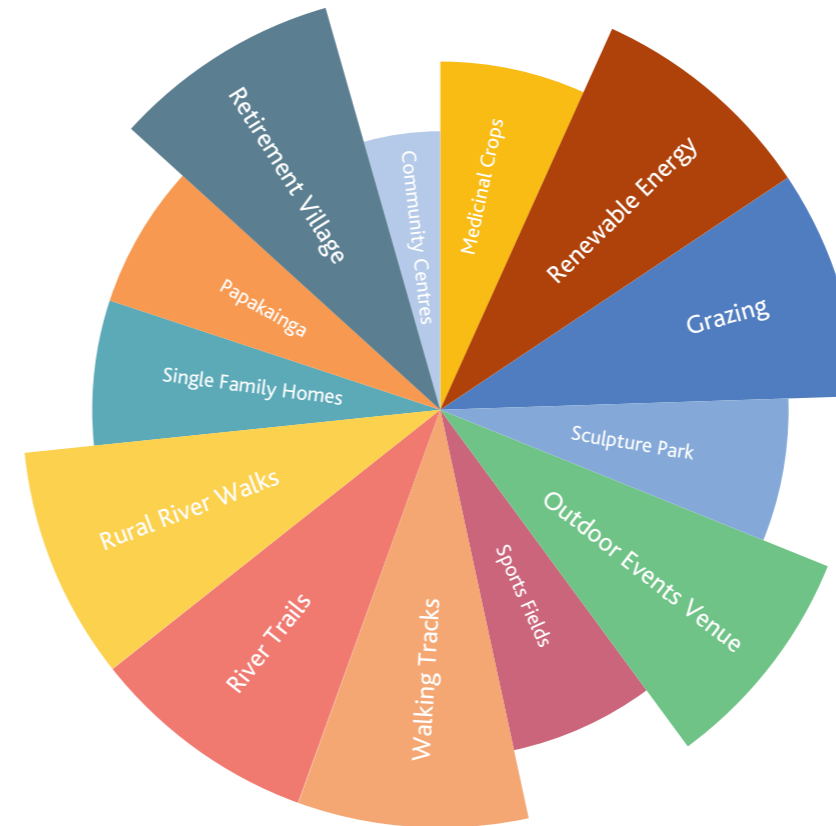
8.6 | What you told us - Your Aspirations for Kaiwaka

The relative size of the circle indicates the popularity of these features for the community

ASPIRATIONS

1. Making Kaiwaka a creative destination - "The little town of delights"
2. Recognised as the key entry point and gateway to Kaipara and Northland
3. Developing an active, connected walkable community
4. Develop a river park, playground and town square
5. Increase opportunities for commercial, industry and manufacturing

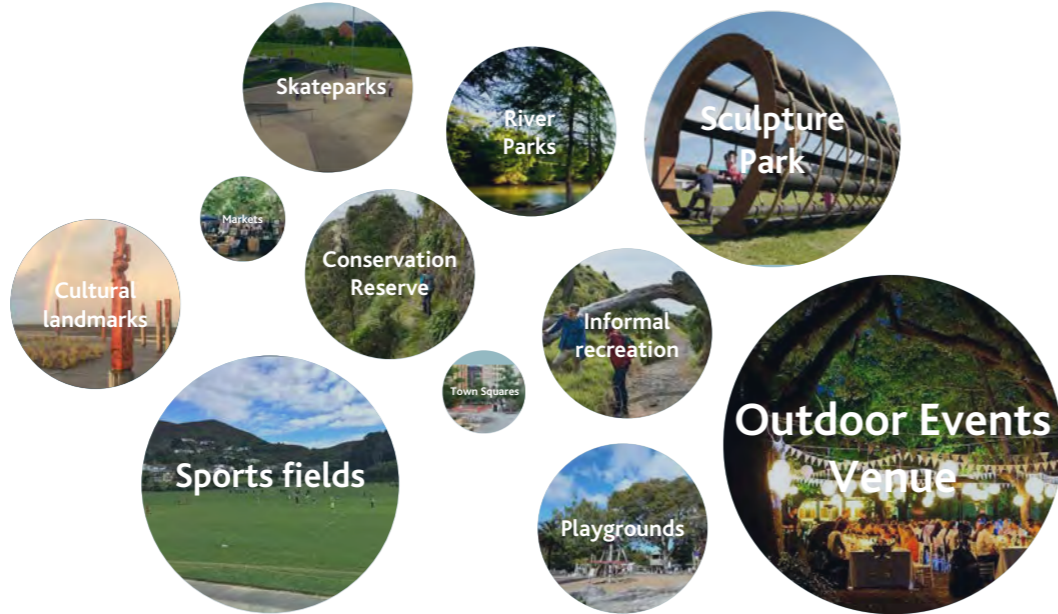
THEMES ON YOUR ASPIRATIONS FOR KAIWAKA



8.6 | What you told us - Your Aspirations for Kaiwaka

The relative size of the circle indicates the popularity of these features for the community

PARKS, RESERVES + OPEN SPACES



PRODUCTIVE LANDSCAPES



STREETS + PATHWAYS



BUILT ENVIRONMENT



8.7 | What you told us - Your Vision for Kaiwaka

THEMES ON YOUR VISION FOR KAIWAKA



DRAFT 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.

8.7 | What you told us - Your Vision for Kaiwaka

The relative size of the circle indicates the popularity of these features for the community



8.8 | Early Insights

State Highway One

The state highway currently dissects the town - prioritises movement over place function. The place function of the state highway as a street could be recognised with a large speed reduction & environmental interventions. This would improve safety, amenity and character along the road and allow for more east-west movements through the town [Mangawhai to Kaiwaka / west coast - train station].

Kaiwaka Town Centre

With the State Highway bypass for Kaiwaka not currently in the 30 year planning horizon, the future growth options of the town centre linking into the existing and future residential areas needs to be defined. The existing main street also doubles as a State Highway. This has created a condition of large ribbon type development stretching along the highway, with poor urban form and limited pedestrian and cycle connections. Coupled with limited development areas due to topography and flood risk, the town is not presenting its attributes in a cohesive and concentrated manner. The feedback from the engagement workshops was that NZTA were holding back potential development, placing restrictions on existing land use rights and not investing in the Kaiwaka Township Plan that has been adopted back in November 2016. This presents both a risk and opportunity to consider options for a safer, attractive and better connected town centre. The location and form of the town centre will need to be assessed against the community principles, proximity to social infrastructure, access linkages, market viability, types of retail activity and changing demographics.

Kaiwaka Residential Areas

The existing residential area is centred around the eastern side of the State Highway in a cul de sac subdivision. There is low lying land that restricts a natural extension to this area. There are opportunities to provide connections to the existing roading network and bridge through to Kaiwaka Mangawhai Road. Other options for residential development are in the western side of Kaiwaka between Oneriri Road and Haste Lane, in the northern outskirts, and in the satellite high amenity settlement off Mountain Road.

Kaiwaka Industrial Areas

Kaiwaka's industrial business activity is scattered in two areas, one in the town centre adjacent to Kaiwaka Mangawhai Road and the other in the rural zoned area outside the town, with Kauri Park Nursery the main company. The current trend of industrial type activities in the rural zone, especially along Kaiwaka Mangawhai Road is a symptom of limited zoned land within the existing town. Similar to Maungatūroto, finding flat land close to transport links is a key parameter when considering new industrial areas. Options to create new industrial areas will be evaluated and could include:

- in the northern area just out of town
- beside the rail line
- expanding the existing industrial areas
- entrance to the town from the Auckland side

Kaiwaka Walking, Cycling and Reserves

The existing walking and cycling network is constrained by a busy state highway and limited footpath network. There are also limited safe crossing points with the exception being the recently completed track underpass under the Kaiwaka River Bridge. There is a great opportunity to create a riverside walking and cycling route adjacent to the Kaiwaka River potentially looping back to the main street. Access arrangements would need to be negotiated with landowners and consideration of the future alignment of the Maungatūroto to Mangawhai cycle trail. Future reserves that are created for stormwater purposes not only provide a filtration purpose but are an important ecological and environmental space. They can also form part of a greenways network and a buffer between land use activities and provide pedestrian and cycling connections.

Kaiwaka Water Supply

Even though Kaiwaka has a small private water supply scheme, the majority of water supply for drinking and fire fighting is via private tanks. This presents higher costs to development and reduces the overall resilience to preventing a serious fire event. A scheme to deliver water supply to the new growth areas and eventually service the existing town needs to be aligned with the spatial planning, including the value for money and viability assessments. There may have to be innovative solutions thought through with reuse of existing raintanks for non-potable water use, to ensure existing assets continue to have a purpose.

8.8 | Early Insights

Community Ideas which will be tested in Options section



9.0

Paparoa

9.1 | Overview

Paparoa which is a settlement approximately 12 kilometres west of Maungatūroto, has many beautiful heritage buildings and was once the civic base for the Otamatea County Council. An interested group from the Paparoa community attended the Maungatūroto stakeholder session to voice their views on the future of Paparoa. The worksheets and discussion are summarised in the following section.

Paparoa is not currently in the scope of this spatial planning exercise but it is important to understand its future role and function. Further analysis is required similar to the towns that are part of the scope to understand the constraints and opportunities associated with the settlement and whether sustainable development could be accommodated. This analysis is scheduled to be included in a wider Kaipara District spatial plan process at some stage in the near future

PAPAROA - EMERGING THEMES

ISSUES, CHALLENGES, INSIGHTS AND OPPORTUNITIES

- Flooding of road and main shops
- Lack of visibility and directional signage to Paparoa
- Lack of appropriate zoning
- Lack of medical services

VISIONS AND ASPIRATIONS

- Maintain and enhance village atmosphere and character including heritage
- Build on existing creative community and facilities
- Connecting communities through walking and cycling trails
- Maintain and enhance connection to the river

10.0

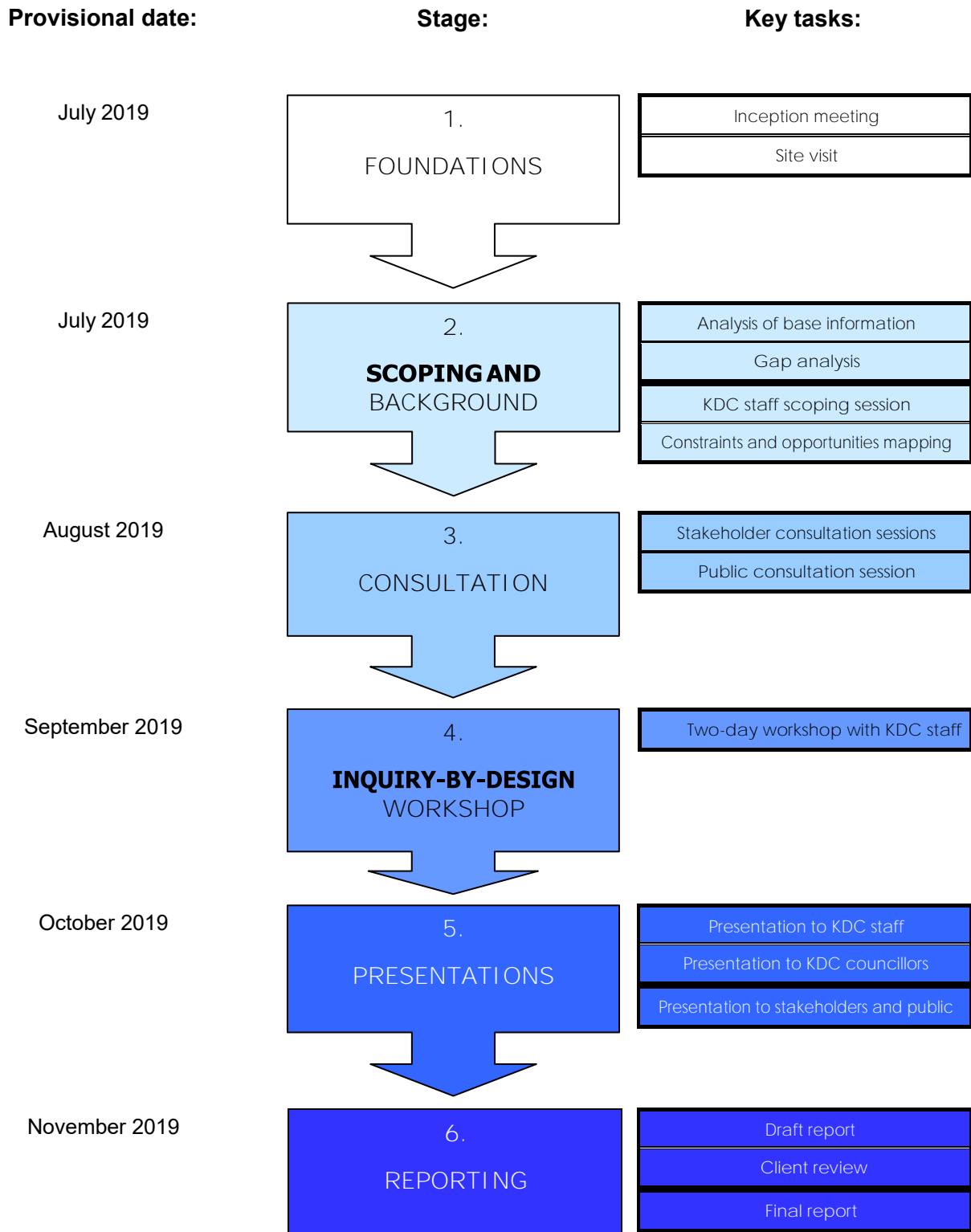
Next Steps...

10.1 | Overview

THE NEXT IMMEDIATE STEPS FOR THIS SPATIAL PLANNING PROCESS IS TO:

- Formulate an options framework to enable an assessment of a longlist to shortlist of residential, business and open space options for each town
- Seek feedback on this document to assist with the next phase of options assessment
- Seek urban design peer review of the document to counter 'group think', assist with direction and challenge ideas
- Engage with mana whenua through three organised hui on this process, the District Plan review and other aspects that were covered in the first hui
- Engage with young people through high school boardgame activity and focus group with tertiary students and working youth
- Engage with the partner, stakeholder and community group around the options assessment and test assumptions and ideas
- Update demand and supply analysis to enable a basis for yield scenarios
- Present draft options at elected member meeting on 26 September 2019
- Prepare options and content for public consultation in November 2019.

METHODOLOGY AT A GLANCE



This process is described in more detail on the pages following.

METHODOLOGY IN DETAIL

1. FOUNDATIONS

STAGE 1: FOUNDATIONS: JULY 2019

| |
|-------------------|
| Inception meeting |
| Site visit |

Inception meeting

The project will commence with an inception meeting between the client team and the consultant team. During this meeting the following items will be confirmed:

- The project structure, lines of communication, responsibilities, deliverables, timeframes, and project contract.
- Available background information, studies, reports, data etc.
- Identification of outstanding information.
- Base map requirements.
- Who attends each project stage.
- Workshop venue and catering needs.
- Actions related to consultation, including identification of groups to consult, and communications and invitations.
- Approach to Mana Whenua consultation, as advised by the Council's iwi liaison officer.

Site visit

A site visit to Mangawhai will be undertaken by the client and consultant teams. This will include the current urban areas as well as potential future urban areas.

2. SCOPING AND BACKGROUND

STAGE 2: SCOPING AND BACKGROUND: JULY 2019

| |
|---------------------------------------|
| Analysis of base information |
| Gap analysis |
| KDC staff scoping session |
| Constraints and opportunities mapping |

Analysis of base information

During this stage relevant information will be gathered and analysed, including, but not limited to, the following:

- Hazards;
- Other constraints;
- Infrastructure capacity;
- Economic data;
- Demographic data;
- Community facilities needs;
- Public open space needs (both passive and active recreation); and
- Movement issues.

Gap analysis

The team will identify any required information not available. If possible, the client team will undertake or commission work to gather this information.

KDC staff scoping session

A session will be held with relevant KDC staff to identify the scope of the spatial planning exercise. First ideas for directions and potential outcomes will be identified.

Constraints and opportunities mapping

The consultant team will translate technical background information into a spatial context for Mangawhai. These constraints and opportunities maps will be used for the next stage (consultation) and will form the basis for the ultimate deliverables.

3.

CONSULTATION

Stakeholder consultation sessions

Public consultation session

STAGE 3: CONSULTATION: AUGUST 2019

Stakeholder consultation sessions

The consultant team will be undertaking stakeholder consultation sessions of approximately 90 minutes each. We propose engaging with focus groups that bring together stakeholders who have specialist knowledge of key sectors, in order to learn their views on issues, opportunities and priorities for one or more of the three key urban areas. The exact composition of stakeholder groups will be confirmed during Stage 1, but the following stakeholder meetings of up to 25 persons, could be considered:

- Kaipara District Councillors.
- Representatives of community groups, the elderly, youth, and education.
- Representatives of environmental, sports and recreation groups.
- Representatives of business and commercial sector, retailers, large landowners, developers, and large institutions.

In addition to the above, Mana Whenua consultation will be carried out in accordance with the agreed approach.

Public consultation session

An evening session will be held to hear the views of the general public on the growth of each of the settlement. This will be an interactive session where groups get to design and present their ideas for their town.

The aims of these sessions are to:

- Provide information to the general public on the project purpose.
- Engage members of the public in a group design session where they are invited to produce ideas for the study areas. Their outputs are reviewed and areas of commonality, contradiction, and innovation are highlighted.
- Build a relationship with the public to draw on in later stages.

If handled well this can be very constructive and meaningful, and generate goodwill towards the project.

The ideas of the above session will be documented and fed into the technical workshop. Further consultation will take place later in the process, including presentations to all stakeholders and the public, while the Council may publish the report/s online for feedback.

4.

INQUIRY-BY-DESIGN
WORKSHOP

Three-day workshop with KDC staff

STAGE 4: INQUIRY-BY-DESIGN WORKSHOP: SEPTEMBER 2019

Two-day workshop with KDC staff

This phase of the project will determine the core spatial planning directions for the urban area. It will consist of a two-day intensive, inter-disciplinary workshop which Kobus Mentz will lead, with the support of Wayne Bredemeijer and Michael Campbell. Also other consultant team members will contribute planning and design expertise and knowledge.

Council staff will be actively involved and form part of the workshop team.

If run well, the benefits of the workshop will be:

- Coordinated outcomes with good synergies achieved by addressing a wide range of issues simultaneously.

- Future continuity and ownership by involving Council staff in a meaningful manner.
- Transformative and deliverable outcomes by testing options and assessing their ability to be implemented.

The workshop process will flow from: understanding the context, generating options, to developing a preferred strategy, and the actions and policies required to implement it. Special attention will be paid to infrastructure, land constraints, and population and employment growth.

A provisional programme is as follows:

Day 1

- Short technical briefings will be given by relevant Council officers and other specialists representing them. Presenters must describe the current situation, trends and offer provisional strategy suggestions for their discipline area. Briefings are likely to be required from the discipline leads responsible for infrastructure, traffic, planning, economic development, parks and recreation, and community development.
- Small teams associated with the above topic areas will then produce their disciplines' 'ideal strategies' for the area. This is purposely single-discipline, in order to achieve depth in understanding, as early integration can be shallow. Groups will be asked to explore the range of responses from business-as-usual to highly aspirational.
- The topic groups will report their outcomes to the whole workshop.
- A group discussion will then explore the inter-relationships, synergies and tensions. Together a number of strategy options will be formulated. These will range from business-as-usual through to highly aspirational and sustainable.

Day 2

- Option groups will be formed with cross-discipline representation to develop the respective strategy options. Where discipline representation is limited, specialists may need to circulate between groups.
- The options will be reported back into the wider group.
- The group will discuss their merits and evaluate them by discipline.
- By the end of the day a preferred option will be selected. This may comprise of a hybrid between previous options.
- The preferred option will be developed, described and quantified.
- The key actions will be prioritised with consideration of how transformative and deliverable these are.
- The technical discipline groups will document the actions and policy implications for their respective topics.
- The workshop outcomes will conclude with a summary of the workshop presented to an audience possibly including councillors, senior management, and all workshop participants.

Council Commitment

For a quality outcome the Council should ensure good attendance of the workshop by at least one representative from each technical discipline (or groups of related disciplines) at any given time.

Assumptions

We have assumed the following in relation to this phase:

- Urbanimplus will lead the workshop.
- Urbanimplus will provide stationery for the workshop.
- The client will be responsible for providing the venue, any refreshments and base maps.
- The client will be responsible for any advertising, promotion or otherwise, and the logistical coordination of workshop participants.

5.

PRESENTATIONS

STAGE 5: PRESENTATIONS: OCTOBER 2019

After the workshop the outputs will be developed to a high standard, with supporting artist impressions and diagrams. The focus will be on options for spatial planning directions for Mangawhai, with indication of the consultant team's preferences.

These outcomes will be presented, in the form of a datashow, to the following groups:

Presentation to KDC staff

Presentation to KDC councillors

Presentation to stakeholders and public

- Presentation 1: Council staff - they come first so that any technical irregularities can be corrected.
- Presentation 2: Councillors - they come before the public so that areas of sensitivity can be resolved.
- Presentation 3: Public and stakeholders - this is carried out in the evening, with feedback encouraged.

The presentation or a short version thereof will be posted on the Council's website and public feedback solicited.

6.

REPORTING

STAGE 6: REPORTING: NOVEMBER 2019

Presentation feedback will inform possible revisions to the spatial plan for Mangawhai.

Following this, a report will be collated. While the exact content will be agreed during Stage 1 of the project, it is assumed that the report will outline the strategy and vision behind it, and summarise the findings, conclusions and recommendations with their rationale. It will be an easy to read, full colour, A4 document, illustrated with maps and diagrams

Draft report

Client review

Final report

Council staff will provide one round of internally coordinated feedback on the draft spatial plans. The final report will then be submitted to the Council.

DATE: 6 September 2019
TO: Paul Waanders
FROM: Michael Campbell (Director, Campbell Brown Planning Limited)
SUBJECT: Project Update – Mangawhai Spatial Plan

As requested, we provide an update on the status of the Mangawhai Spatial Plan project.

Figure 1 below provides a brief outline of the project methodology for the Mangawhai Spatial Plan as a whole. At this point, we have completed up to Stage 3, noting however that information scoping and gap analysis is ongoing.

The project team has received significant background information and technical reporting for the Mangawhai area. This includes the Mangawhai Community Plan, together with a range of background documents that have informed this plan. We have also received a range of technical reports and plan overlays that set out the environmental constraints and opportunities of Mangawhai. This information will be considered in formulating the Mangawhai Spatial Plan. The combined inception meeting and scoping sessions have been completed.

The project team has also completed the first phase of consultation with the community. The feedback provided to date has been summarised and forms very useful information to feed into the Spatial Plan.

It is clear from a review of the population data that Mangawhai has been experiencing high growth. The current population of Mangawhai is estimated at 4,480 people. This is up 6.5% from the previous year, with 5.8% growth over the past 5 years. Significant growth has occurred in the rural edge of Mangawhai. While there is a large amount vacant residential zoned land, this theoretical availability has constraints, and the project team is still working through the capacity analysis to determine the current development capacity of land in Mangawhai.

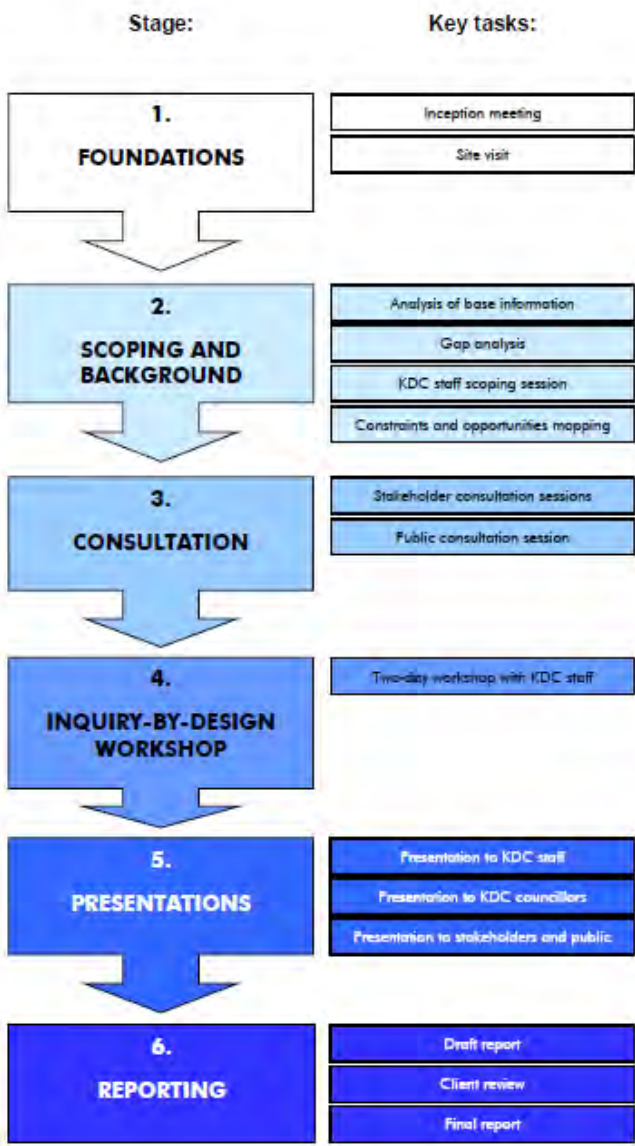
It is proposed to hold a two-day Inquiry by Design Workshop with Council staff on 17 and 18 October (Stage 4). This phase of the project will determine the core spatial planning directions for Mangawhai. It will consist of a two-day intensive, inter-disciplinary workshop with the consultant team and Kaipara staff members who will contribute planning and design expertise and technical knowledge.

Options that will be considered are:

- Opportunities for intensification of the existing urban area (Intensification around existing business nodes/ Infill housing / Minor dwellings);

- Opportunities to provide and protect land for future urban growth (residential and business zone expansions);
- Opportunities for managing and meeting rural lifestyle living demand;
- Opportunities for the provision of additional business/employment land for Mangawhai;
- The protection of productive rural land and areas of significance in terms of cultural, environmental and community concerns;
- Reconcile growth with infrastructure;
- Transport and cycle connections;
- Test thresholds for community facilities;
- Iwi issues as a narrative

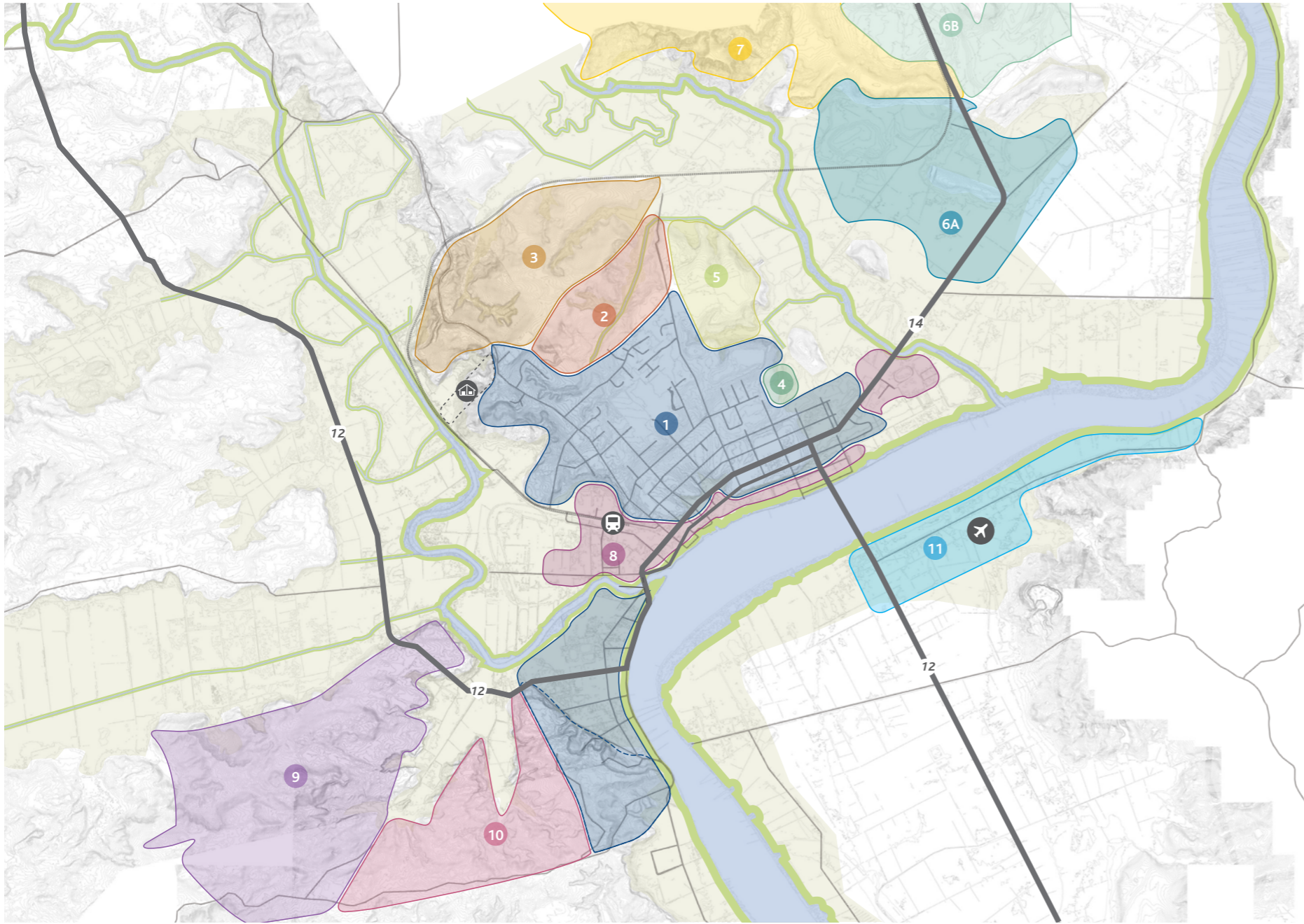
Following the Inquiry by Design Workshops, there will be further community engagement. The focus of the presentations will be on presenting options to the community for spatial planning directions for Mangawhai, with an indication of the consultant team's preferences.



2.1 | Overview of Dargaville - Character Study

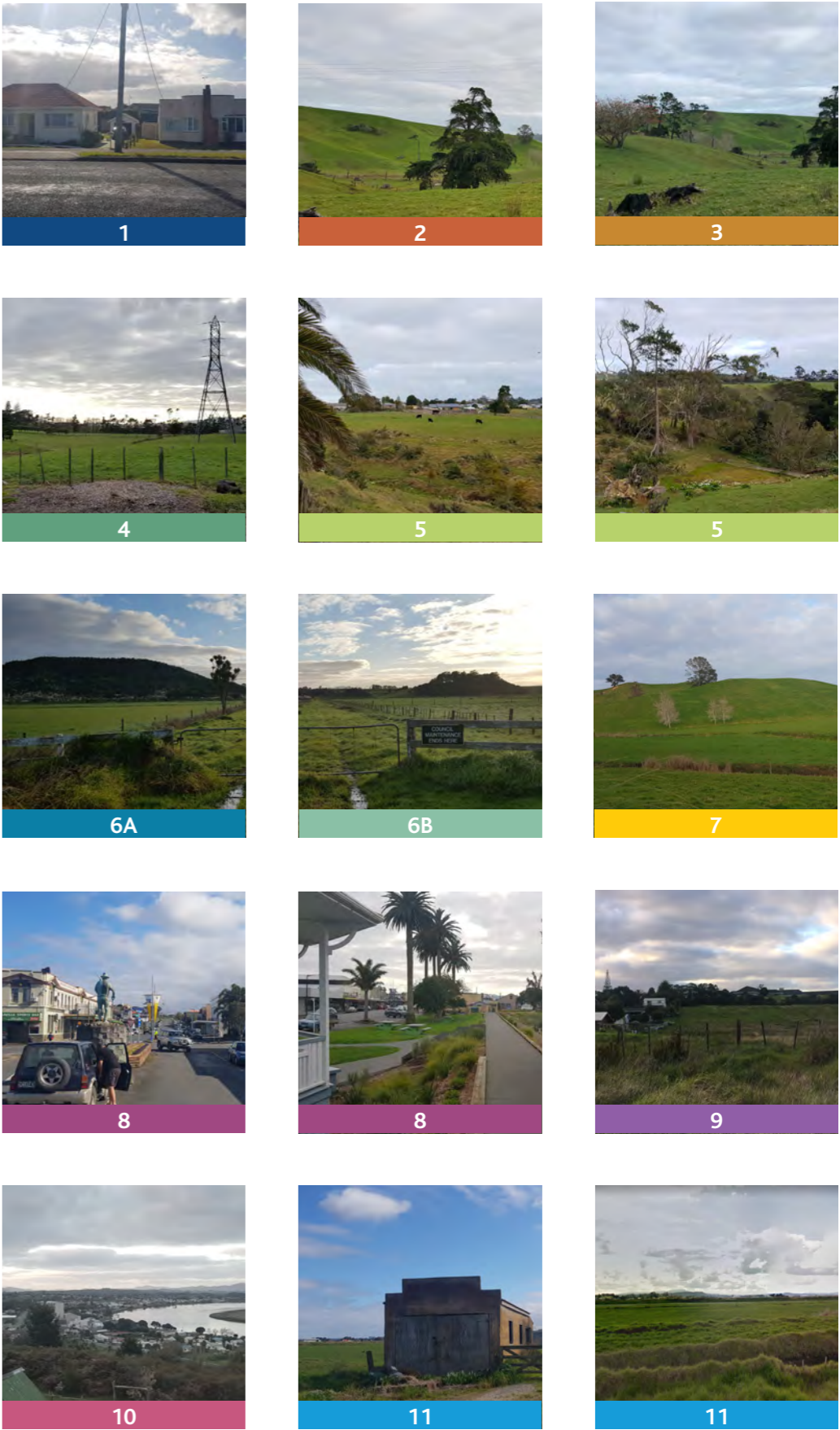
In 2050, Dargaville's diverse community supports a burgeoning business sector which is at the heart of Kaipara District's food production and provides the visitor infrastructure for nearby natural and cultural tourism attractions.

2.2 | Overview of Dargaville - Character Study



Character Areas

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



2.3 | 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.

Pros

- Making the town centre more diverse and vibrant for residents and visitors, will increase the amount of businesses and commercial viability (especially retail businesses).
- More investment in town centre walking and cycling connections as there would be more people living close to the town centre, river and education facilities.
- Redevelopment and enabling new residential development on higher ground in close proximity to the town centre can be achieved relatively easily and does not place significant strain on the existing infrastructure.
- Existing residents could subdivide their properties, thereby re-investing in their place and provide additional housing, especially rental housing which is in short supply.
- Mixed use zoning allows for re-purposing of buildings tailored to where the demand might be in the future.
- Small amount of residential greenfield allows for traditional family living options to be progressed without making the infill & mixed use conversions commercially unviable.
- Extends the industrial zoning to a site which is close to the town centre (i.e. live, work and learn) with links to railway line and State Highway.

Cons

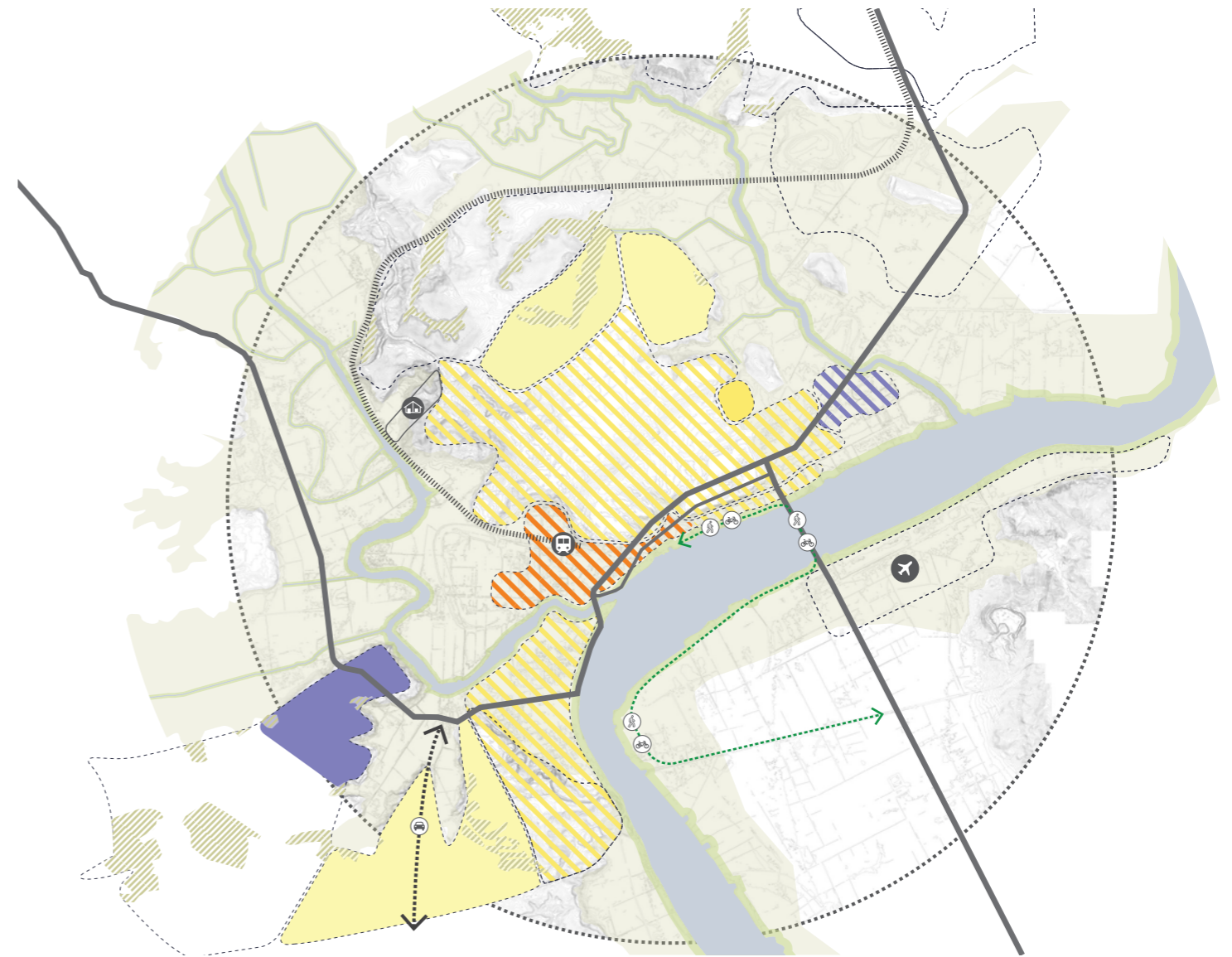
May not inject enough new land to stimulate the Dargaville residential market over the coming 30 year timeframe. Requires trialing new housing types such as townhouses, terrace housing, duplex and studio conversions. High cost to defend town centre and lift industrial land - who would pay and who gets the benefits?

Bunding would require additional maintenance for Council (increased operational expenditure costs). Repurposing existing heritage and historic significant buildings into office and residential spaces requires investment and other incentives to make these market-attractive options (further investigation to substantiate this type of conversion is required).

Considerations

- What type of guidelines and council processes will be needed to ensure new housing and commercial buildings are of suitable quality while still being cost effective?
- How does this option align with the Dargaville Branch line and New Zealand Transport Agency (NZTA)-led Dargaville Township Improvement Plan?
- Will re-enforcing the existing bund and lifting the floor level of buildings be enough to mitigate the effects of flooding?

Areas of Focus



Key

- ➔ Road Network
- ||| Rail Network
- ✈ Airport
- 🚂 Train Connection
- 🚗 Road Connection
- 🚶 Walking Connection

- 🚲 Cycle Connection
- 🏠 Maori Site
- 🏭 Existing Intensified Industrial
- 🏭 Proposed Industrial
- 🏭 Existing Intensified Commercial
- 🏭 Proposed Commercial

- 🏠 Existing Intensified Residential
- 🏠 Proposed Low Density Residential
- 🏠 Proposed Medium Density Residential
- 🏠 Proposed High Density Residential
- 🏠 Mixed Use Development

- 🌊 Waterways
- 🌿 Green Infrastructure
- ➔ Future Road Connections
- ➔ Future Walking and Cycle Connections

2.4 | 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.

Pros

- Council's proposed joint venture office project frees up office space for other businesses and allows for increased employment in the town centre.
- The new industrial area is on higher ground and away from the floodplain, thereby reducing the amount of potential siltation (run-off) from any future development.
- The industrial area is big enough to allow for growth of industrial business activities, with good access to existing infrastructure via the State Highway and Dargaville Branch Line.
- Preserving the green fingers allows for a pedestrian and cyclist shared path that could provide a loop route from Hokianga Road, to the Awakino River and linking into the existing town centre along the Northern Wairoa River.

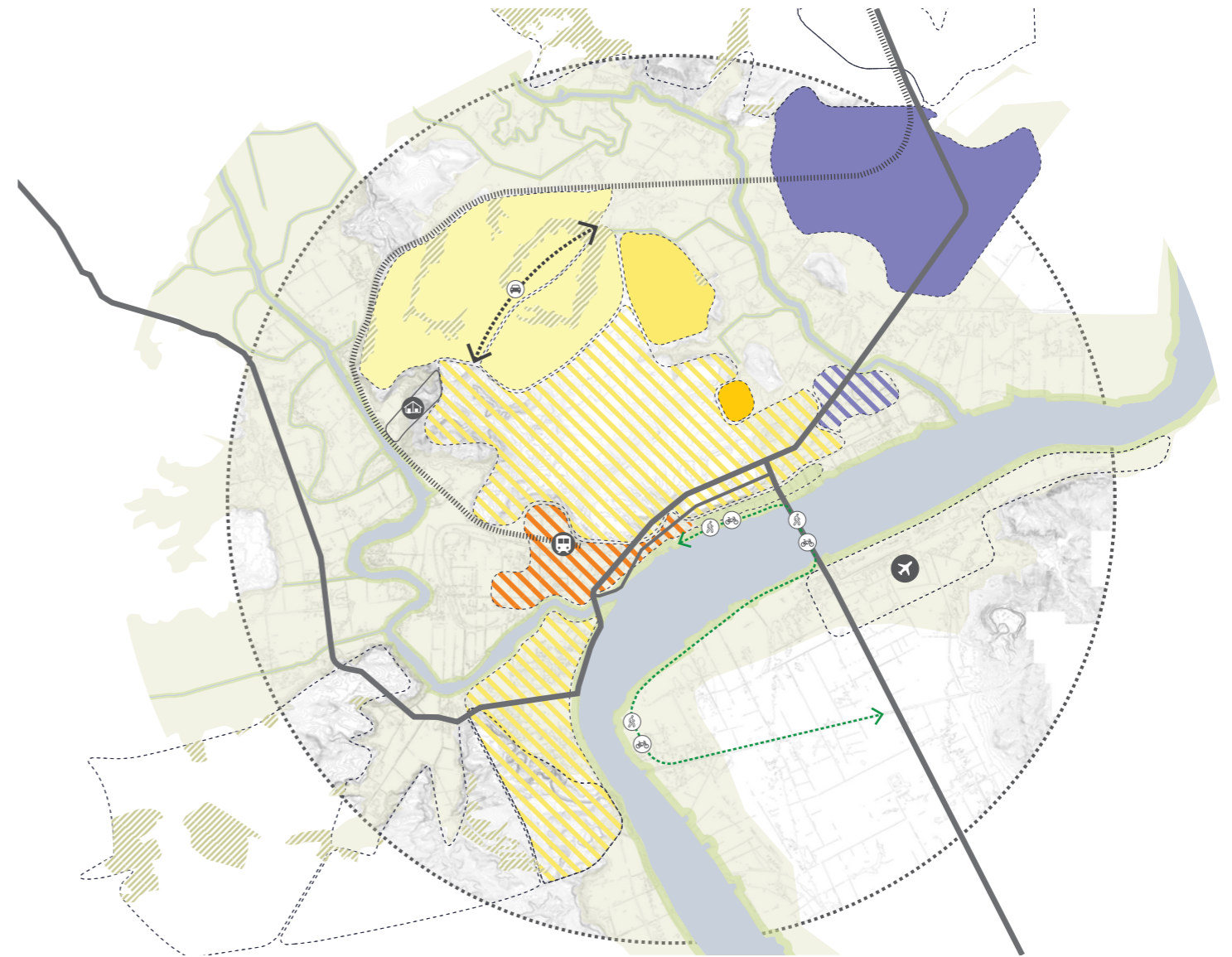
Considerations

- As per Option 1, options on the future of the existing retail zoned flood-prone area in the town centre would need to be investigated.
- How to link in the new main street on Hokianga Road to the Northern Wairoa River would need to be thought through including parking and appropriate zoning to attract good urban form.
- The mix of light and heavy industrial activities and whether Kiwirail would allow a connection to their railway line would need further investigation.

Cons

- Takes the focus and investment away from the riverside of the town centre and concentrates this on Hokianga Road. The heritage buildings that provide character to the town may not be invested in as they may not be protected or insurable, which without financial interventions could over time result in 'demolition by neglect' issues for these buildings.
- The new business area is outside the existing urban boundary and therefore not as well connected to the existing business areas.

Areas of Focus



2.5 | Dargaville - Option 3 - Extend the Perimeter

Option 3 is possibly the most ambitious development focused option out of the three. It enables residential development in the high ground in the north and southwest, some infill housing in the existing residential zoning and one large industrial area off State Highway 14 towards Whangarei. This option envisions an enlarged town centre, with a second main street on Normanby Street (SH12) with a beautification of the street to emphasise its dual use as place and movement functions. This enlarged town centre would see a mixed use zoning extended to the Cranley, Awakino to Victoria Street block. The southwest residential area would utilise Harding Park as the major reserve in the area and this park should be re-invested in to support the new development. 'Neighbourhood shops' would need to be enabled in both the north and south growth areas to support local activities such as the corner-dairy, hairdresser, fish and chips, and cafe type activities.

Pros

- Enables a significant amount of rezoned land thereby reinjecting Dargaville with the development impetus to attract new families, workers, retirees, young people and students to live, work and learn in the town.
- Allows for the majority of the residential and industrial development to be on higher ground above the floodplain.
- A new main street would look to slow down travellers to encourage an extended stop and explore visitor experience. The State Highway severance would also be tackled with streetscape upgrade and waymarking of parking areas.
- Much wider walking and cycling connections around the wider Dargaville area, could be investigated to expand the off-road recreational network.

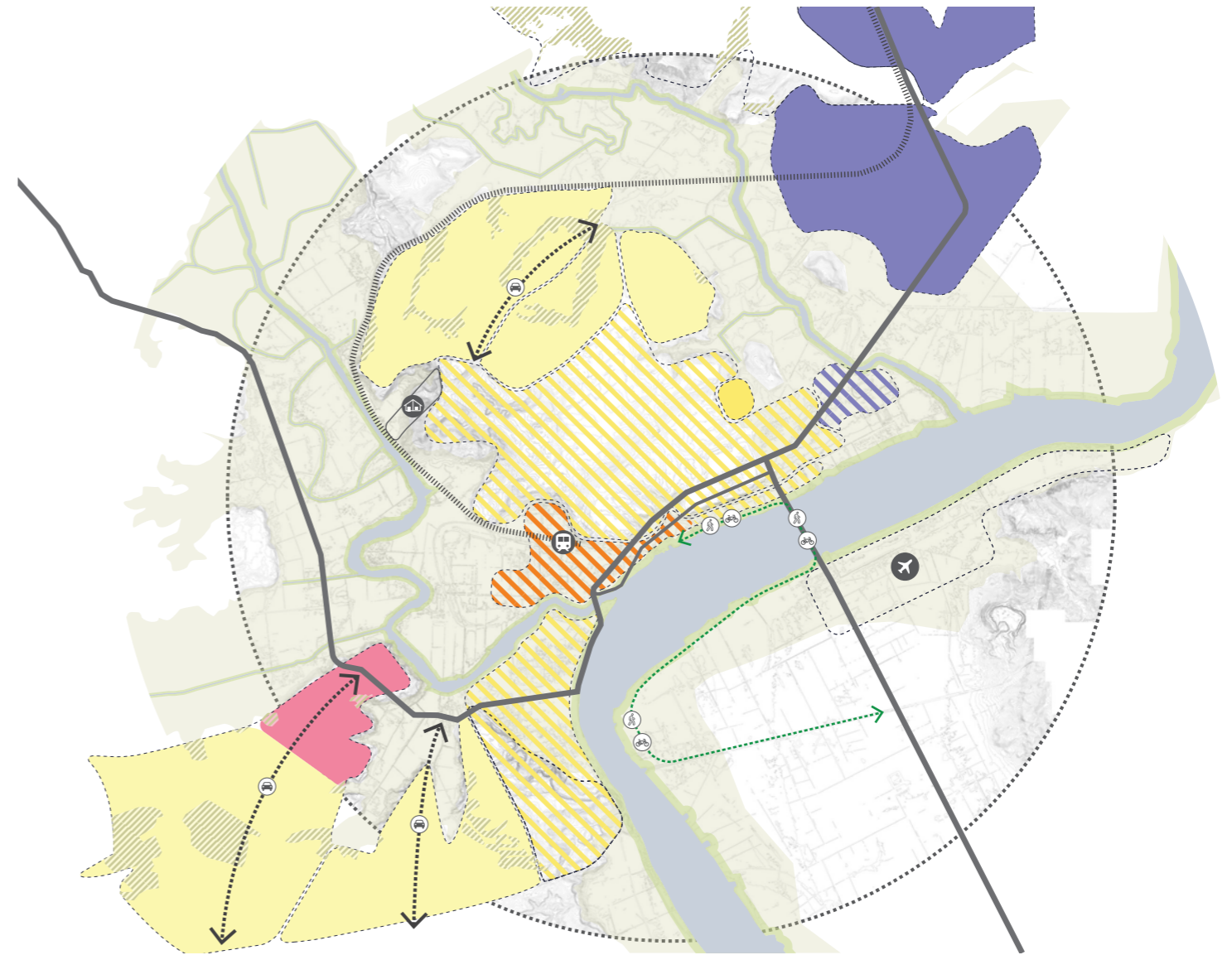
Cons

- Concentrates most of the new development to the outer fringes of Dargaville, thereby removing the activities away from the existing town centre to the periphery of the urban area. The town centre could benefit overall however with potential increase in resident population.
- The additional cost of providing adequate infrastructure service to the greenfield development will be much higher than options 1 and 2, and may require significant upgrades to the water and wastewater systems.

Considerations

- This option would require further feasibility and technical analysis to test the potential likelihood of this amount of growth over the 30-year timeframe of this spatial plan.
- Transport planning around the Council and State Highway networks would need to be tested at a high level.
- Further high level catchment management analysis on the impact on the river systems would also be another consideration which will require careful analysis.
- This option relies on significant new business opportunities being attracted to both the town centre and new business industrial zone at Awakino Point.
- The staging of the land release will be a key consideration in the next phase.

Areas of Focus



Key

- | | | | |
|----------------------|-----------------------------------|---------------------------------------|--|
| ➔ 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 | 🏠 Proposed Commercial | |
| 🚶 Walking Connection | | | |

2.6 | Town Centre Options

The existing flood mapping data shows significant flooding in the 50 and 100 year flood events in the lower section of the Dargaville Central Business District. With additional climate change modeling still being defined, the extent of the impacts could be greater. This presents a risk to how much public and private investment you apply to this commercial area. The question we are asking is whether there are options on moving the focus away from this low lying land to a higher area. The project team is interested in whether the Council would consider a staged high street type environment on Hokianga Road centred around anchor investment in a new civic and office area?

The other option is to provide more protection using higher stopbank alternatives with reclaiming carparking for parks / flood protection which could have a softer more green focused riverfront.

OPTION 1 Focus on River



OPTION 2 Building Resilience



OPTION 3 - Extend the Perimeter



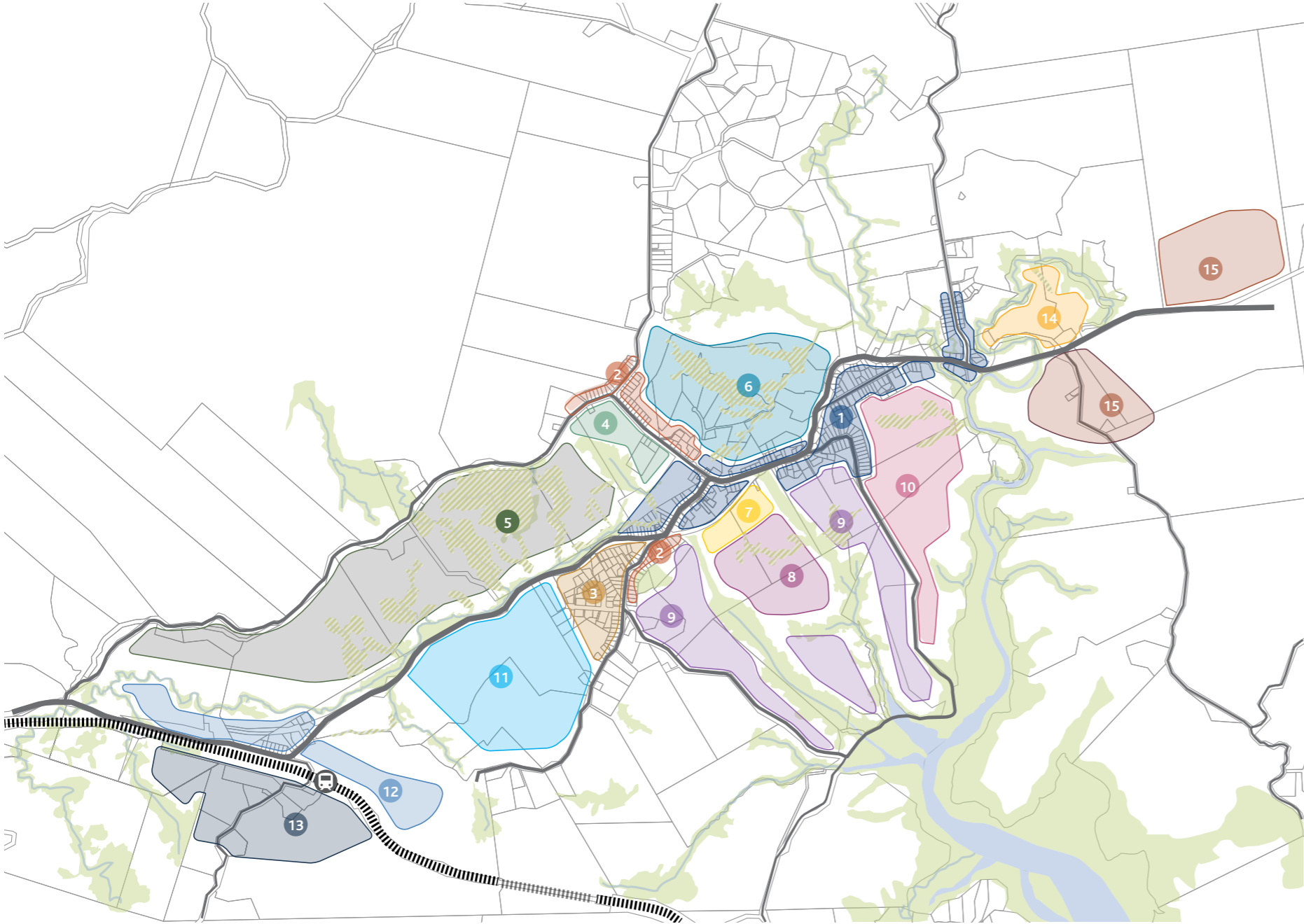
| | | | | | | | | | |
|-----|--------------|--|-------------|--|---------------------------|--|---------------|--|------------------------------|
| KEY | | | | | | | | | |
| | Main street | | 100yr flood | | Parking lot | | Cycle trail | | Public open Space |
| | Heritage | | Raised bund | | Main vehicle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

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.

3.2 | 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



3.3 | 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.

Pros

- By focusing the majority of the residential activity close to the main street, the existing and new businesses will have an increase in business activity from the resident community.
- This option also encourages a broad housing typology range and price point, which could enable a diverse community to establish in these new areas.
- By allowing a greater depth in the mixed use retail area, more parking and different types of businesses can be encouraged through site- or block-specific masterplans which incorporate local and visitor type attractions

Cons

- The new industrial zone does not easily link into the existing industrial areas and is on the same road as Westmount School.
- The existing paper road around the southern side of the existing town centre could provide an alternative route option as a secondary main street drive complementing Maungatūroto's existing main street.
- The development of the paper road connection could be difficult to fund (as there is existing uses already established on the northern side of the paper road) and could take activity away from the existing main street.

Considerations

- Maungatūroto's existing development is predominantly on a ridgeline with most connector roads accessing the State Highway at some point. The impact of this option on the State Highway network and the safety in particular of the intersections - both existing and new intersections - needs further analysis.
- The residential development to the south of the main street would need careful roading and stormwater analysis to ensure that developments can be managed and the receiving environment is not adversely affected.

Areas of Focus



3.4 | 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.

Pros

- The main advantages with this option are that it utilises the majority of the high amenity and geotechnical stable land that is close to the State Highway for residential purposes to support established businesses in the town.
- The new residential blocks, if supported, would benefit from having an individual masterplan to show the connections and conservation areas.
- The walking and cycling connections between the north and south growth areas are promoted for this option, especially for walking school bus routes to the primary school.

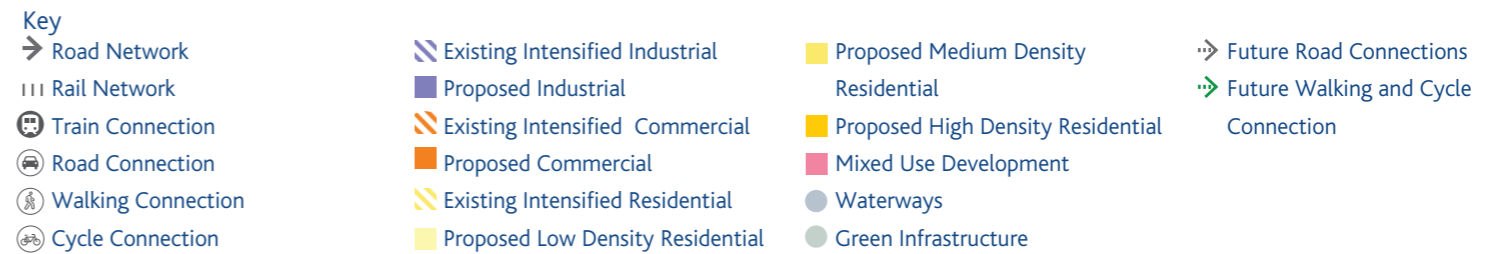
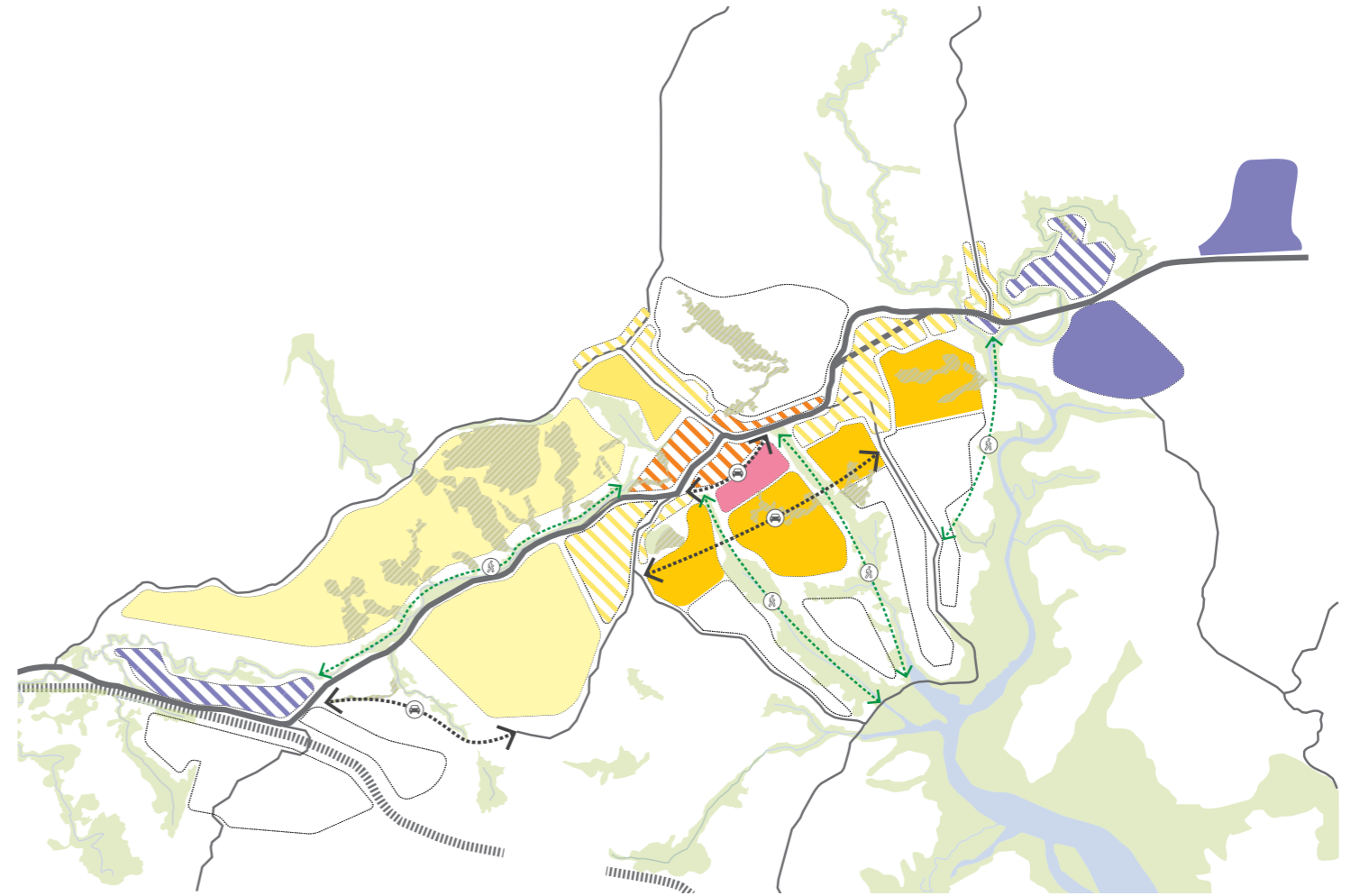
Cons

- The NZTA may not approve additional access points or residential subdivisions onto the State Highway.
- The town centre retail opportunities would carry-on in a linear type of development strip which may stretch the centre's cosy heart that exists currently.
- The new industrial area may stretch over Class 3 arable soils which are or could be used for pastoral grazing and some crop types (opportunity cost). An alternative fall-back industrial business location accessing off Mountain Road has also been proposed which will be assessed for viability and market attractiveness during the consultation period.

Considerations

- Similar considerations as Option 1, but potentially more pressure on the State Highway, local roads and any new access point intersections.
- The additional cost to create NZTA compliant intersections would primarily be borne by the developer and could prevent some developments from being viable in the short term.
- Investigations of the eastern land suitability for industrial purposes including any flooding risks need further research to be understood.

Areas of Focus



3.5 | 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.

Pros

- The main advantages with this option are that it attempts to utilise the high amenity land to support the businesses in the existing main street and provide for more business land in and around the rail village.
- Like option 2, the large residential blocks, if supported, would benefit from having bespoke masterplans to show the connections and conservation areas.
- Rejuvenates a historic rail area into a new business area and allows space for some of the large format businesses to be relocated.
- The walking and cycling connections would be promoted between the new residential areas and the rail village, thereby creating a larger recreational loop.

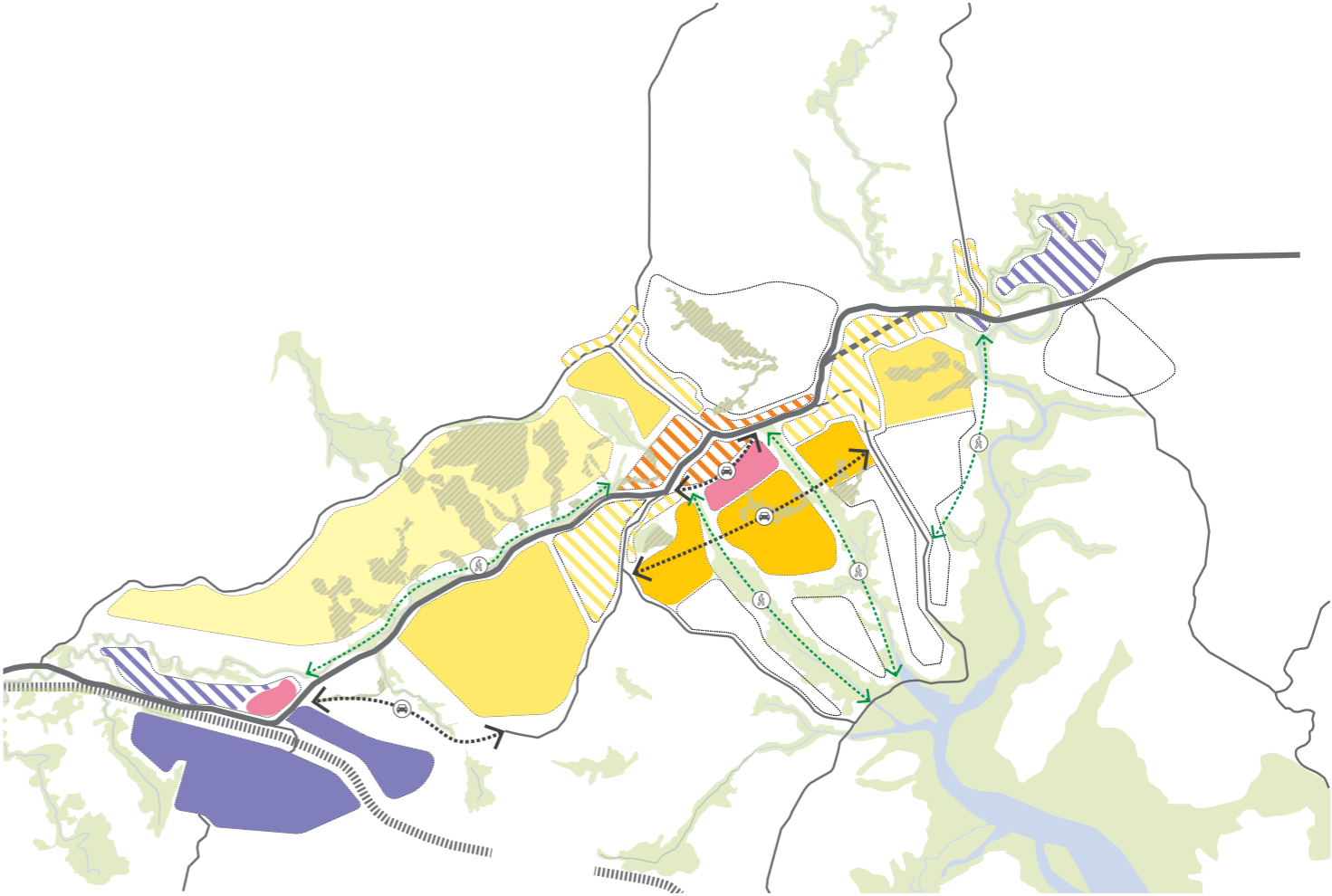
Considerations

- All considerations discussed in other options plus further investigation on the amount of land needed to support an industrial hub (including whether it is suitable as an inland port opportunity) would also be recommended.

Cons

- The main concern with this option is the amount of roading and rail safety upgrades around the SH12 and the Whakapirau Road area. This would need further investigations in collaboration with NZTA and Kiwirail to determine feasibility and potential cost-share options.

Areas of Focus



| | | | |
|----------------------|----------------------------------|-------------------------------------|--|
| Key | | | |
| ➔ Road Network | Existing Intensified Industrial | Proposed Medium Density Residential | ➔➔ Future Road Connections |
| Rail Network | Proposed Industrial | Proposed High Density Residential | ➔➔ Future Walking and Cycle Connection |
| 🚂 Train Connection | Existing Intensified Commercial | Mixed Use Development | |
| 🚗 Road Connection | Proposed Commercial | Waterways | |
| 🚶 Walking Connection | Existing Intensified Residential | Green Infrastructure | |
| 🚲 Cycle Connection | Proposed Low Density Residential | | |

3.6 | Town Centre Options

Option 1 - Intensify Town Centre

Option 2 - Extend Along State Highway

Option 3 - Grow Toward the Rail



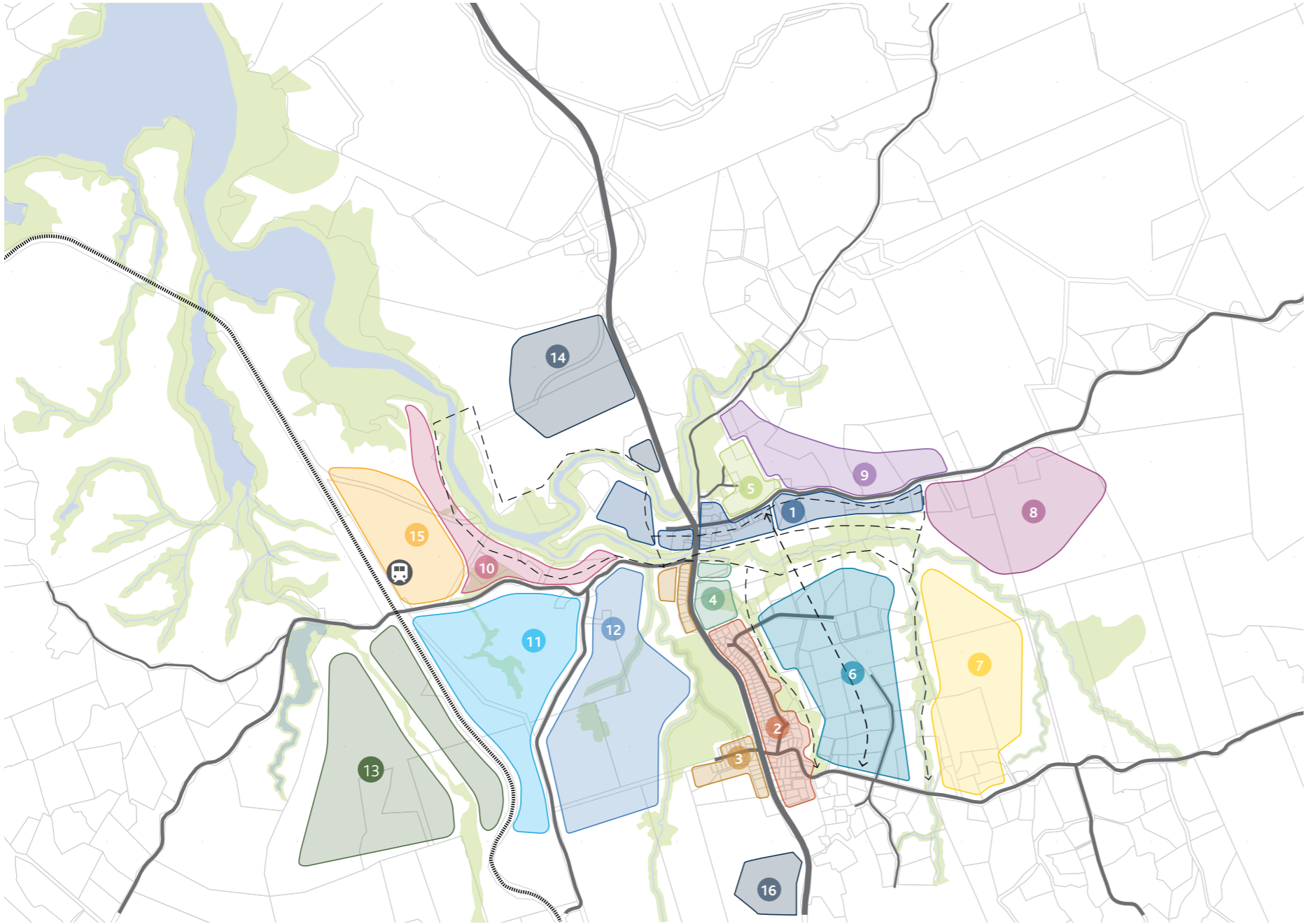
- KEY**
- Main street
 - Main vehicle thoroughfare
 - Existing urban structures
 - Intensification and expansion of town centre
 - 🚲 Cycle trail
 - 🚶 Walking trail
 - 🌿 Managed Retreat
 - Connections
 - Frontage

4.0_Kaiwaka

4.1 | Visions 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.

4.2 | 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 Sportsfield 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



4.3 | 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.

Pros

- The main advantages with this option are that it attempts to support the existing business activities along the State Highway with an additional residential living neighbourhood within easy walking distance.
- This would benefit from and encourage the road controlling authorities to implement some of the gateway treatment ideas from the Kaiwaka Improvement Plan to promote better pedestrian crossings and safer speeds through the town.
- The large industrial area is another feature of this option as it is big enough to cater for the industrial activity expected in the next 30 years and is close to the State Highway.
- An alternative arterial road running through the spine of the western development areas may reduce the current state highway severance issues and allow better urban form for commercial and residential development.

Considerations

- A decision on whether large-format retail (high traffic generating retail stores) such as Bunnings or Mitre 10 or a supermarket would be allowed in this type of zoning would need to be considered. This type of trend has occurred in nearby Warkworth when motorway upgrades were being planned post-2000. Whichever option is considered for further investigation would need to resolve where this type of activity could be accommodated.
- It is unclear what road safety improvements are required and can be implemented within Kaiwaka. These improvements need to be carefully balanced with the level of service expected for the State Highway for both regional and local transport and the overall safety and amenity for other modes of transport within and around the village - in particular walking and cycling.

Cons

- The main disadvantage with this option is that it emphasises the linear development approach with a main street that is too long and in some ways steep to walk and therefore people would likely continue to use private vehicles to move between the businesses.
- Further collaborative work with NZTA is required to assess the extent to which travel journey times along the State Highway is a factor in terms of the level of service possibly being affected by reducing traffic speed and increasing travel times (as in reduced speeds resulting in longer journey times - e.g. Warkworth to Whangarei).

Areas of Focus



Key

- | | | | |
|----------------------|----------------------------------|-------------------------------------|---------------------------------------|
| ➔ Road Network | Existing Intensified Industrial | Proposed Medium Density Residential | ➔ Future Road Connections |
| Rail Network | Proposed Industrial | Proposed High Density Residential | ➔ Future Walking and Cycle Connection |
| 🚂 Train Connection | Existing Intensified Commercial | Mixed Use Development | |
| 🚗 Road Connection | Proposed Commercial | Waterways | |
| 🚶 Walking Connection | Existing Intensified Residential | Green Infrastructure | |
| 🚲 Cycle Connection | Proposed Low Density Residential | | |

4.4 | 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.

Pros

- The main advantages with this option are to create depth in the commercial business centre that is away from the State Highway and links in well with a new large residential area.
- The business and civic centre could house many different types of businesses and civic activities (library, public toilet, visitor information) and could see the Kaiwaka River improved and connections to it enhanced.

Considerations

- Similarly to Option 1, the potential changes to the State Highway corridor need to be better understood.
- The travel speed through Kaiwaka on the State Highway and potential increased traffic would require further consideration of the impact and mitigation measures on the State Highway and local roads network.

Cons

- The main challenge with this option is that it relies on external agencies such as Kiwirail to play a significant part in allowing additional rail connections to engage with their rail operations.
- Some land around the railway line are Class 3 arable soils, and repurposing these to urbanised industrial uses (as opposed to rural productive purposes) may not be appropriate.

Areas of Focus



Key

| | | | |
|----------------------|----------------------------------|-------------------------------------|--|
| ➔ Road Network | Existing Intensified Industrial | Proposed Medium Density Residential | ➔➔ Future Road Connections |
| Rail Network | Proposed Industrial | Proposed High Density Residential | ➔➔ Future Walking and Cycle Connection |
| 🚂 Train Connection | Existing Intensified Commercial | Mixed Use Development | |
| 🚗 Road Connection | Proposed Commercial | Waterways | |
| 🚶 Walking Connection | Existing Intensified Residential | Green Infrastructure | |
| 🚲 Cycle Connection | Proposed Low Density Residential | | |

4.5 | 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.

Pros

- Follows the existing residential development pattern but provides greater density range than what is currently provided for in Kaiwaka.
- A large industrial tract of land is provided to keep the industrial business activities in the town, albeit on the outer edge of the existing urban boundary.
- This location takes advantage of the proposed motorway extension to Te Hana planned for 2025-2035.
- A future State Highway bypass option of Kaiwaka town to the west could be enabled as the new development is predominantly based in the east.

Considerations

- High level stormwater catchment analysis coupled with market viability advice is required before a confirmed yield analysis for this option can be fully endorsed for further investigation.
- Similarly to Options 1 and 2, NZTA advice on the potential impact on the state highway network is also the other significant consideration.

Cons

- This option potentially creates an imbalanced town with possible congested State Highway and local road intersections on the two main connector roads (Settlement and Kaiwaka-Mangawhai Roads).
- The developable area in the eastern blocks are likely to be half the land able to be developed with the rest being required for stormwater reserves and road access. This option's feasibility, including potential additional residential yield, needs to be tested further.
- The land around the sportsfield falls away so may require extensive earthworks to develop the building platforms for residential subdivisions.

Areas of Focus

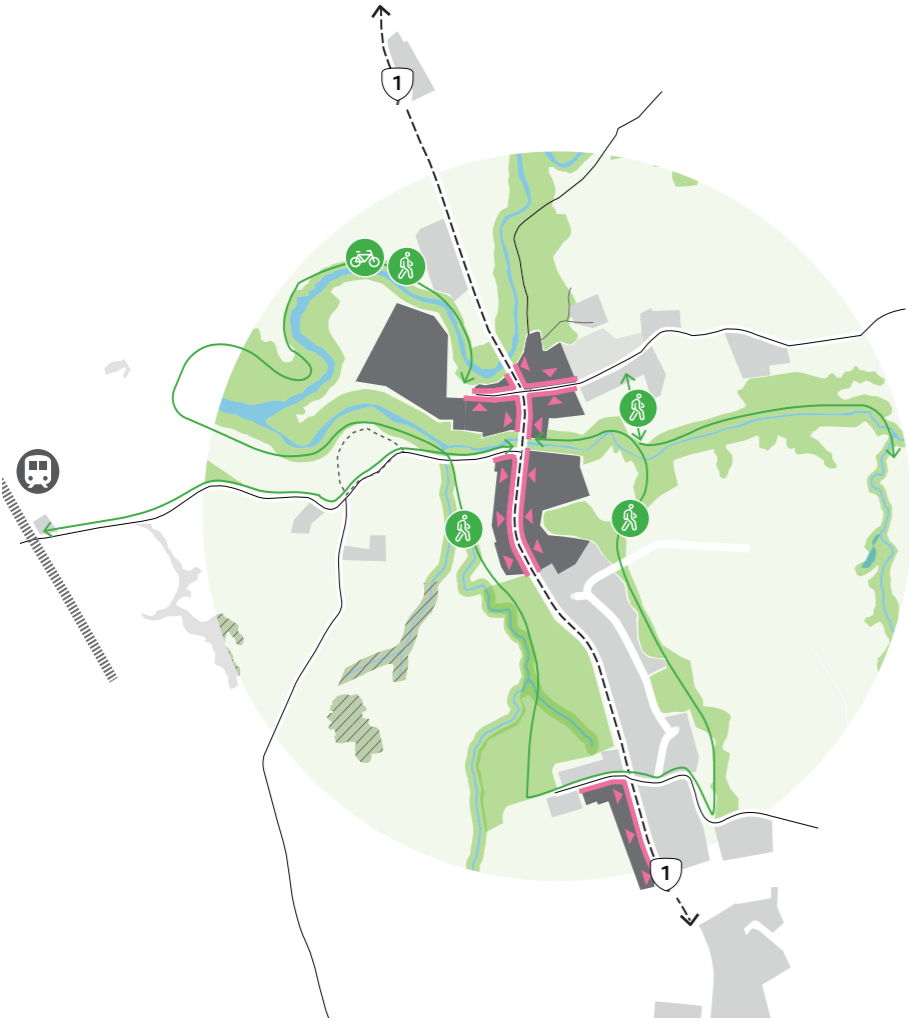


Key

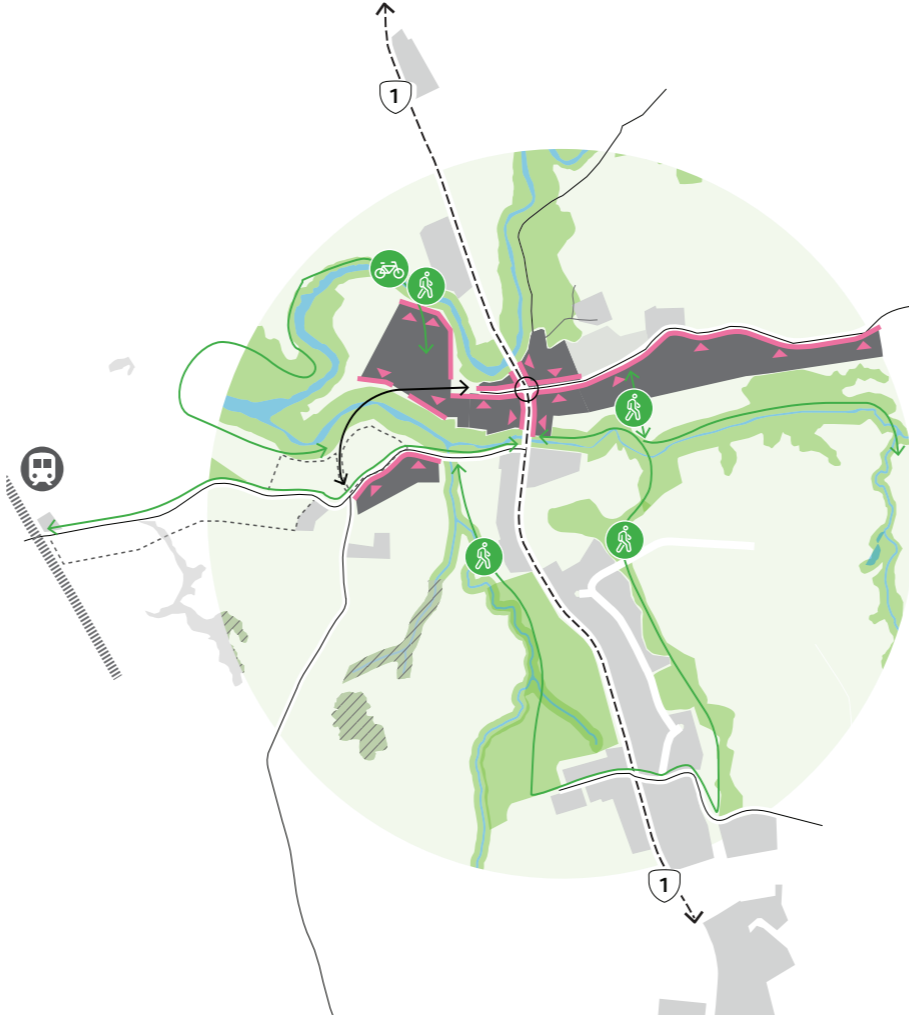
| | | | |
|----------------------|----------------------------------|-------------------------------------|---------------------------------------|
| ➔ Road Network | Existing Intensified Industrial | Proposed Medium Density Residential | ➔ Future Road Connections |
| Rail Network | Proposed Industrial | Proposed High Density Residential | ➔ Future Walking and Cycle Connection |
| 🚂 Train Connection | Existing Intensified Commercial | Mixed Use Development | |
| 🚗 Road Connection | Proposed Commercial | Waterways | |
| 🚶 Walking Connection | Existing Intensified Residential | Green Infrastructure | |
| 🚲 Cycle Connection | Proposed Low Density Residential | | |

4.6 | Town Centre Options

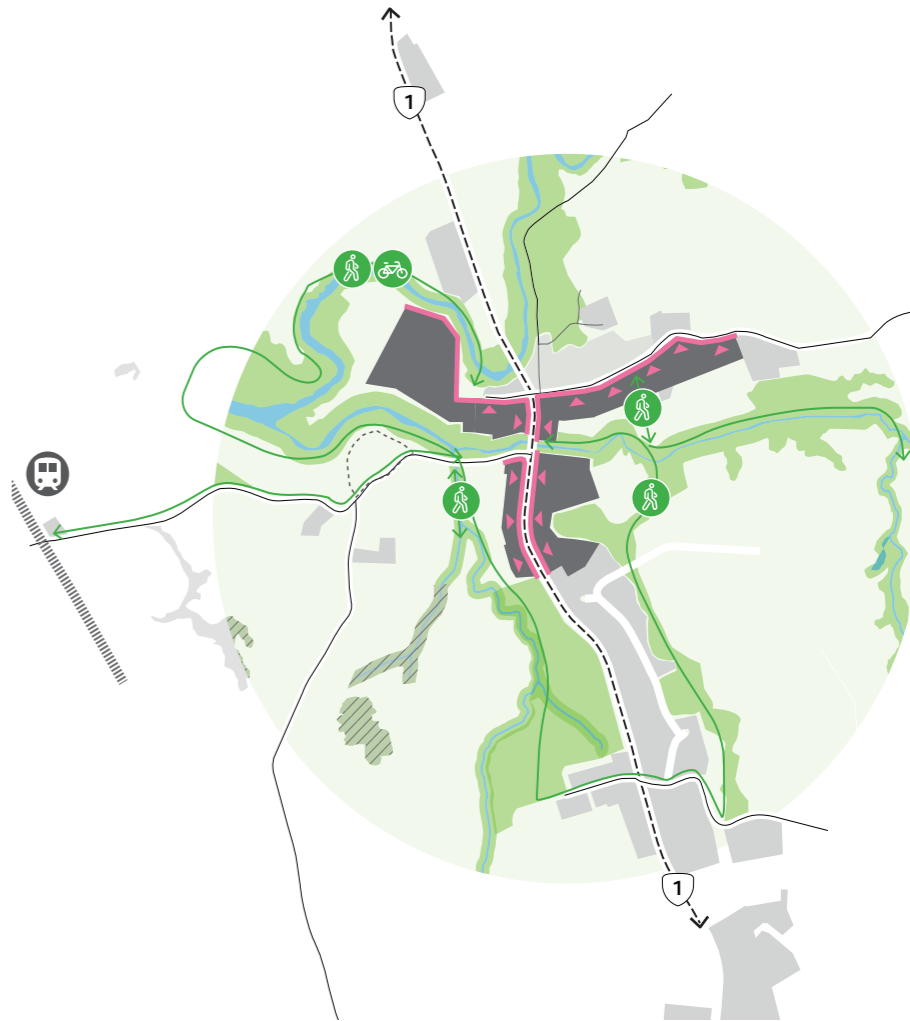
Option 1 - Develop along the highway



Option 2 - Extend East - West



Option 3 - Infill the valley



KEY

| | | | | | | | | | | | |
|--|---------------------------|--|--|--|-------------|--|----------------|--|-----------------|--|----------|
| | Main street | | Existing urban structures | | Cycle trail | | Walking trail | | Managed Retreat | | Frontage |
| | Main vehicle thoroughfare | | Intensification and expansion of town centre | | Connections | | Traffic Lights | | | | |

5.0_Next Steps

5.1 | Next Steps- Dargaville, Maungatūroto, Kaiwaka Spatial Planning + Consultation

- Confirm the draft options presentation is heading in the right direction with elected members on the 26 September
- Arrange a follow up meeting with NZTA strategy team to discuss options presentation and opportunities to collaborate
- Undertake an internal high-level traffic assessment to understand the main pinch points with each of the options
- Organise the consultation open days and community events to support a successful engagement period
- Create the consultation document including survey to enable the launch of the consultation period on 8 November
- Host open days in Dargaville on 15 November, Maungatūroto and Kaiwaka on 16 November
- Meet with project partners including tangata whenua, Northland Regional Council, Northland Transportation Alliance and Ministries of Health and Education to update and seek feedback
- Report back in March 2020 on the preferred options for the three urban centres, which are programmed to be adopted by the Kaipara District Council in April 2020.

6.0_Appendices

6.1 | Dargaville Matrix

| | 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 | |
| Description of Option: | 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 uter 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 ringfenced 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 |
| Further Description | 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 |
| Community Design Principles | | | | | | | | | | | | | | | | | | |
| Diversity | Yes | Yes | Partial | Yes | 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 | Yes | Yes | Yes | No | Partial | Yes | Yes |
| Revitalisation | Partial | Yes | Partial | Partial | Yes | Yes | Partial | Partial | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Partial | Partial |
| 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 | Yes | Yes | Yes | Yes | No | Partial | Yes | Yes | Yes | Yes |
| Te Aranga Design Principles | Yes | Yes | Yes | Yes | Yes | Partial | 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 | No | No | Yes | Yes | Yes | Yes |
| Summary of Advantages and Disadvantages: | | | | | | | | | | | | | | | | | | |
| Overall Assessment: | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Discount | Possible | Possible | Discount | Discount | Possible | Possible | Possible | Possible | |

KEY

- Yes
- Partial
- No

6.2 | Maungatūroto Matrix

| MG Residential Scope Options (Where) | | | | | | | | | | MG Industrial Scope Options (Where) | | | | MG Town Centre Scope Options (Where) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|---|---|---|--|--|---|------------------------------|------------------------------------|---|---|--|--------------------------|---|----------------------------------|---------------------------------------|---------------------------------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | SS-1 | SS-2 | SS-3 | SS-4 | SS-5 | SS-6 | SS-7 | SS-8 | SS-9 | SS-10 | SD-1 | SD-2 | SD-3 | SD-3 | Option 1 - Intensify Town Centre | Option 2 - Extend Along State Highway | Option 3 - Grow toward the rail | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Description of Option: | Area 2 Infill housing | Area 3 Future Res Zone to the West of town centre | Area 4 Future Res Zone just above the primary school | Area 5 Future Res Zone to the Northwest | Area 6 Future Res Zone to the North | Area 7 - Mixed Use in the CBD | Area 8 Future South Res Zone | Area 9 Future South Res Zone | Area 10 Country Club land | Area 11 Future West Res Zone Outer West | Area 12 Extension of industrial zoning northeast of the railway village | Area 13 Extension of industrial zoning southside of railway village | Area 10 Future Town Zone | Area 15 Future east indus zone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Further Description | Subdivide all properties 1000m2 or over | | Above Primary School to Gorge Rd junction - higher density (duplex, town-house) | Countryside Living Zone accessed off Griffin Road | In gully for urban residential options | Redevelop the block serviced by the paper road | With connection to Judd and Bickerstaff Roads | Down to the wharf | Potential retirement home location | | Land to the east of railway land which is rolling to flat terrain | Land to the south of railway land which is relatively flat & avg farming | Off Bickerstaff Road | Appropriate land out towards Fonterra Factory | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Community Design Principles | | | | | | | | | | | | | | | | | | Diversity | Partial | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Integration of uses | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Connectivity | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Legibility & Accessibility | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Resilience + adaptation | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Revitalisation | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Feasibility + viability | No | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Te Aranga Design Principles | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Environmental Impact | Yes | Yes | Yes | Yes | No | 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 | Yes | Yes | Yes | Yes | Summary of Advantages and Disadvantages: | | | | | | | | | | | | | | | | | | Overall Assessment: | Discount | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible |
| Diversity | Partial | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Integration of uses | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Connectivity | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Legibility & Accessibility | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Resilience + adaptation | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Revitalisation | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Feasibility + viability | No | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Te Aranga Design Principles | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Environmental Impact | Yes | Yes | Yes | Yes | No | 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 | Yes | Yes | Yes | Yes | Summary of Advantages and Disadvantages: | | | | | | | | | | | | | | | | | | Overall Assessment: | Discount | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | | | | | | | | | | | | | | | | | | |
| Integration of uses | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Connectivity | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Legibility & Accessibility | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Resilience + adaptation | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Revitalisation | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Feasibility + viability | No | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Te Aranga Design Principles | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Environmental Impact | Yes | Yes | Yes | Yes | No | 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 | Yes | Yes | Yes | Yes | Summary of Advantages and Disadvantages: | | | | | | | | | | | | | | | | | | Overall Assessment: | Discount | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connectivity | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Legibility & Accessibility | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Resilience + adaptation | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Revitalisation | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Feasibility + viability | No | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Te Aranga Design Principles | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Environmental Impact | Yes | Yes | Yes | Yes | No | 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 | Yes | Yes | Yes | Yes | Summary of Advantages and Disadvantages: | | | | | | | | | | | | | | | | | | Overall Assessment: | Discount | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Legibility & Accessibility | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Resilience + adaptation | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Revitalisation | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Feasibility + viability | No | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Te Aranga Design Principles | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Environmental Impact | Yes | Yes | Yes | Yes | No | 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 | Yes | Yes | Yes | Yes | Summary of Advantages and Disadvantages: | | | | | | | | | | | | | | | | | | Overall Assessment: | Discount | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Resilience + adaptation | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Revitalisation | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Feasibility + viability | No | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Te Aranga Design Principles | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Environmental Impact | Yes | Yes | Yes | Yes | No | 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 | Yes | Yes | Yes | Yes | Summary of Advantages and Disadvantages: | | | | | | | | | | | | | | | | | | Overall Assessment: | Discount | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Revitalisation | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Feasibility + viability | No | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Te Aranga Design Principles | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Environmental Impact | Yes | Yes | Yes | Yes | No | 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 | Yes | Yes | Yes | Yes | Summary of Advantages and Disadvantages: | | | | | | | | | | | | | | | | | | Overall Assessment: | Discount | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Feasibility + viability | No | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Te Aranga Design Principles | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Environmental Impact | Yes | Yes | Yes | Yes | No | 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 | Yes | Yes | Yes | Yes | Summary of Advantages and Disadvantages: | | | | | | | | | | | | | | | | | | Overall Assessment: | Discount | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Strategic fit | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Feasibility + viability | No | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Te Aranga Design Principles | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Environmental Impact | Yes | Yes | Yes | Yes | No | 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 | Yes | Yes | Yes | Yes | Summary of Advantages and Disadvantages: | | | | | | | | | | | | | | | | | | Overall Assessment: | Discount | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feasibility + viability | No | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Te Aranga Design Principles | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Environmental Impact | Yes | Yes | Yes | Yes | No | 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 | Yes | Yes | Yes | Yes | Summary of Advantages and Disadvantages: | | | | | | | | | | | | | | | | | | Overall Assessment: | Discount | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Te Aranga Design Principles | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Environmental Impact | Yes | Yes | Yes | Yes | No | 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 | Yes | Yes | Yes | Yes | Summary of Advantages and Disadvantages: | | | | | | | | | | | | | | | | | | Overall Assessment: | Discount | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Environmental Impact | Yes | Yes | Yes | Yes | No | 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 | Yes | Yes | Yes | Yes | Summary of Advantages and Disadvantages: | | | | | | | | | | | | | | | | | | Overall Assessment: | Discount | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Community Desirability | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Summary of Advantages and Disadvantages: | | | | | | | | | | | | | | | | | | Overall Assessment: | Discount | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Summary of Advantages and Disadvantages: | | | | | | | | | | | | | | | | | | Overall Assessment: | Discount | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Overall Assessment: | Discount | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Discount | Possible | Possible | Possible | Possible | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

KEY

| | |
|---------------------------------------|---------|
| ■ | Yes |
| ■ | Partial |
| ■ | No |

6.3 | Kaiwaka Matrix

| Description of Option: | KW Industrial Scope Options (Where) | | | | | | | Kaiwaka Residential Scope Options | | | | | KW Town Centre Scope Options (Where) | | |
|--|-------------------------------------|-----------------------------|-------------------------------|--|--|----------------------------------|------------------------------|--|-------------------------------------|---------------------------------|----------------------------|--|---|-------------------------------|------------------------------|
| | IM-1 | IM-2 | IM-3 | IM-4 | IM-5 | IM-6 | IM-7 | IM-1 | IM-2 | IM-3 | IM-4 | IM-4 | FU-1 | FU-2 | FU-3 |
| Further Description | Area 1, 2 & 3 Infill housing | Area 6 Future East Res Zone | Area 7 Future Outer East Zone | Area 8 Future Outer East Res Zone off Kaiwaka-Manga Road | Area 9 Future North east res zone by sportsfield | Area 11 Future Rail Village Zone | Area 12 Future West Res Zone | Area 10 Existing indus zones ringfenced with small extension & raising ground floor levels | Area 13 New indus area to southwest | Area 14 New indus area to north | Area 15 Railway indus zone | Area 16 New industrial zone to the south | Option 1 - Develop along the highway Centre | Option 2 - Extend East - West | Option 3 - Infill the valley |
| Community Design Principles | | | | | | | | | | | | | | | |
| Diversity | Yes | Yes | Yes | Yes | Yes | Yes | 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 |
| Connectivity | Yes | Partial | Partial | Partial | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Partial |
| Legibility & Accessibility | Partial | Yes | Yes | Yes | Partial | Yes | Yes | Yes | Partial | Yes | Yes | Yes | Yes | Yes | Yes |
| Resilience + adaptation | Partial | Yes | Yes | Yes | Partial | Yes | Yes | Partial | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Revitalisation | Yes | Yes | Partial | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | Partial | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Feasibility + viability | Partial | Partial | Partial | Partial | Partial | Partial | Yes | Partial | Partial | Partial | Partial | Partial | Partial | Partial | Partial |
| Te Aranga Design Principles | Yes | Partial | Partial | Partial | Partial | Partial | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Environmental Impact | Yes | Partial | Partial | Partial | Partial | Partial | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Community Desirability | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Summary of Advantages and Disadvantages: | | | | | | | | | | | | | | | |
| Overall Assessment: | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Possible | Possible |

KEY

- Yes
- Partial
- No