



KAIKŌURA
DISTRICT COUNCIL



Boffa Miskell 

DRAFT

KAIKŌURA SPATIAL PLAN

DRAFT FOR PUBLIC CONSIDERATION UNDER THE SPECIAL
CONSULTATIVE PROCESS OF THE LOCAL GOVERNMENT ACT 2002

SEPTEMBER 2024

FOREWORD

The Kaikōura District is our slice of paradise that is currently home to over 4,000 people. From the mountains to the sea, it is a unique and special environment that we need to ensure we can enhance and protect for years to come. As we look to continue to "Move Kaikōura Forward" following the significant challenges from the last few years, we need to ensure we understand our past and what is important to us, in order to be able to grow in a proactive and achievable way.

Our strategic plan sets out a strong direction for the future development of the township and plains area for the next 30 years. Growth is inevitable, but we have an opportunity to manage our own destiny and to ensure we deliver on our vision of continuing to be :

“ a diverse and welcoming intergenerational community with a strong whakapapa and thriving future that sustains nature on the raw edge from tall mountains to deep sea”

Delivery on our vision will take time, but our Spatial Plan now sets a strong course and enables Council, mana whenua, our community, developers and potential investors to work towards a shared end goal. Our Spatial Plan outlines our direction, which will be enabled through the update to our District Plan, which we will be prioritising over the next few years. Our District Plan is our rule book for ensuring future development occurs in line with our principals and objectives, and so having these set out in the Spatial Plan will enable us to prioritise our District Plan review.

Thank you to all those that have inputted into the process to date and who continue to show a passion for our community. Our Spatial Plan has been built up and shaped by the various inputs we have received since the start of the process.

A special thanks to the representatives Te Rūnanga o Kaikōura who have offered valuable insights from a mana whenua perspective and worked closely alongside consultants Boffa Miskell and Council staff to develop this Spatial Plan. We have our Plan and now we need to ensure that we all work together to ensure our vision becomes a reality.

- MAYOR CRAIG MACKLE

DOCUMENT QUALITY ASSURANCE

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This Spatial Plan document is based on Urban Design input. Further specialist expert testing and input (e.g. Geotech / Natural Hazards, Ecology, Landscape Planning, Cultural, Economic, Infrastructure and Transport) may be needed to inform the implementation of the Spatial Plan.

The plan has been prepared using the special consultative procedure and will be adopted by the Council under the Local Government Act 2002 following consultation.

KI UTA KI TAI

FROM THE MOUNTAINS TO THE SEA

‘A diverse and welcoming intergenerational community with a strong whakapapa and thriving future that sustains nature on the raw edge from tall mountains to deep sea.’

VISION

INTRODUCTION

IN THE WAKE OF SIGNIFICANT CHALLENGES, THE KAIKŌURA DISTRICT IS POISED FOR A TRANSFORMATIVE PHASE OF GROWTH AND RECOVERY. POST-EARTHQUAKE IN 2016 AND POST-COVID-19, THE DISTRICT STANDS AT A CRUCIAL JUNCTURE WITH SEVERAL KEY DEVELOPMENT INITIATIVES UNDERWAY AND PROMISING INDICATIONS OF A TOURISM RESURGENCE. THE COUNCIL, RECOGNISING THE POTENTIAL FOR GROWTH, ENVISIONS THIS MOMENT AS A TIME TO SHINE FOR KAIKŌURA.

This Spatial Plan for the Kaikōura Township and Plains is a strategic guide that shapes the future development of the township. The Kaikōura Spatial Plan sets out where and how the district should grow and develop over the next 30 years. The purpose is to identify the approach and location for urban (residential, commercial and industrial) and rural residential development in the district.

This high-level approach is designed to ensure that growth unfolds in a positive and sustainable manner, drawing upon the collective wisdom of the community and safeguarding the unique aspects that define Kaikōura. By learning from the experiences of those who have inhabited the area before us, the plan aims to create a legacy for future generations.

The Kaikōura Spatial Plan envisions a vibrant, connected, and desirable place to live. It serves as a collaborative effort, integrating diverse perspectives from the partners, (i.e. Kaikōura District Council Councillors and Te Rūnanga o Kaikōura), landowners, stakeholders, and the community. This inclusive approach fosters the creation of a shared vision that sets expectations for future growth, development, and connectivity within the district’s townships and rural settlements.

The Kaikōura Spatial Plan adopts a forward-looking perspective with a planning horizon extending over 30 years. This extended time frame allows the district to proactively address and plan for anticipated changes, ensuring that any development growth aligns with the values and aspirations of the community. By taking a long-term approach, the plan aims to cultivate healthy and resilient communities within Kaikōura, emphasising the importance of balancing the needs of residents and visitors alike.

The Kaikōura Spatial Plan will play a pivotal role in shaping future land use patterns and guiding decisions related to potential new zonings within the Kaikōura District Plan. It is a crucial tool that informs not only local initiatives but also influences regional and central government investment decisions. Through this comprehensive planning process, Kaikōura aspires to create a sustainable, attractive, and thriving environment that reflects the shared values and aspirations of its diverse community.

The plan has been prepared using the special consultative procedure and will be adopted by the Council under the Local Government Act 2002 following consultation.

PROCESS



GEOGRAPHIC SCOPE

Situated along State Highway 1, Kaikōura District is positioned 180 km north of Christchurch and 130 km south of Blenheim. This expansive district encompasses 2,046 square kilometres of diverse landscapes.

The geographic scope for the Kaikōura Spatial Plan covers approximately 170 square kilometres, largely around the Kaikōura Flats. This area extends from the Kahutara River/Paketā in the south-west, to Mangamaunu (Blue Duck Valley Road) in the north-east, with the boundaries reaching from the foot of the Seaward Kaikōura Range | Te Whatakai o Rakihouia (i.e. OHL boundary) in the north-west, to the vast expanse of the Pacific Ocean in the east, including coastal marine environment.

Within this broad scope, the more focussed areas of the Kaikōura Spatial Plan are strategically situated within and around urban-zoned land of Kaikōura township. This targeted area includes around the township of Kaikōura and encompasses the Kaikōura peninsula extending to South Bay. It also reaches northward along State Highway 1 to Mills Road, with additional zoned urban land identified at Ocean Ridge and around Ocean Beach Road.

LEGEND

- Study area
- Urban areas
- Railway
- State Highway 1
- T Regional train station
- B Regional bus stop



GEOGRAPHIC SCOPE

MANA WHENUA

I would like to start by acknowledging the strength of partnership between Mana Whenua and the Kaikōura District Council community. This is a first time that Ngāti Kuri features in a district council's Spatial Plan. This is credit to our whānau, hapu and community leadership. I acknowledge the drive for equality from our Mayor and fellow Councillors. Tenei te mihi kia koutou.

Te Rūnanga o Kaikōura is the Papatipu Iwi authority for this area. Our geographical boundary post settlement stems from Pari Nui O Whiti (just out of Blenheim) to the north, the Hurunui river to the south and inland past Hanmer Springs. Within our boundary we encompass Marlborough District Council, Kaikōura District Council and the Hurunui District Council. With all three councils we endeavour to foster strong partnerships for the betterment of each community and its members.

Our Papatipu Marae is Takahanga which is situated overlooking the township of Kaikōura. It is our obligation to manaaki and awahi our community and all those who are in transit and/or making Kaikōura their place of residence. In 2016, Ngāti Kuri were able to action our manaaki for the Kaikōura community by becoming the refuge for our local community and visitors in the district when the earthquake struck. We were humbled and honoured to have taken on that role and support our community through this trying time.

Over the years, Kaikōura has had an increase in cultural diversity which has been great for our small town. I would like to acknowledge your uniqueness and culture that you bring to our small town and invite the celebration of our multicultural traditions.

After the 2016 earthquake, Kaikōura embarked on a journey of transformation. Nearly eight years later, despite grappling with the challenges of the Covid-19 pandemic, Kaikōura has made remarkable strides in its recovery. It is now time for Kaikōura to expand itself, through the use of proactive planning to make Kaikōura an even better place to live, work and visit.

Encapsulating its unique rich cultural history Kaikōura landscape highlights an abundance of untouched significant sites and historical accounts.

Among many Purakau we tell the story of Aoraki and his brothers, whom come to earth to adorn Papatuanuku on their return the wrong incantation was said capsizing the waka and sending Aoraki and his brothers to their demise. Sometime later, Tu te Raki whanoa, alongside Kahukura and Marokura, come in search of Aoraki. When they discovered what happened they went to work prepare the atua for the human eye to look upon. Kahukura shaped the west coast and inland ranges, whilst Marokura shaped the canyons and shorelines which allows us to enjoy the wealth of marine life and food source benefiting our whole community here in Kaikōura .

The extended name for our town is Te Ahi Kaikōura a Tama Ki Te Rangī. Which tells the Pūrākau (story) of a famous explorer Tama Ki Te Rangī who came to the shores of Kaikōura. Famished, he got some Koura (crayfish), lit afire (ahi) and cooked and ate it (kai).

Another famous legend is Maui Tikitiki a Taranga who among many of his known legends was on the Kaikōura Peninsula when he caught the great fish (Te Ika a Maui). The original name for the Peninsula was Te Taumanu o te waka a Maui meaning the thwart of Maui canoe.

The Kaikōura Peninsula pre colonisation housed 14+ pa or kainga of Ngati Kuri. Nowadays the evidence of occupation remains with one Pa still visible and untouched (Nga Niho pa). However remnants of whare dwellings, middens, trenches and occupation can be found all over the Peninsula.

This Spatial Plan represents a collective effort to harness Kaikōura's unique strengths, history and assets, whilst proactively facing challenges such as climate change and population growth. From revitalising key infrastructure , to promoting sustainable development, this Plan will serve as a catalyst for positive change, ensuring Kaikōura remains a thriving community for years to come.

HARIATA KAHU

Chair of Te Rūnanga o Kaikōura.



TAKAHANGA MARAE

NGĀI TAHU CLAIMS SETTLEMENT ACT 1998

The Ngāi Tahu Claims Settlement Act 1998 (the Settlement Act) gives effect to the Deed of Settlement signed by the Crown and Te Rūnanga o Ngāi Tahu on 21 November 1997 to achieve a final settlement of Ngāi Tahu's historical claims against the Crown.

The provisions of the Settlement Act are aimed at recognising the mana of Ngāi Tahu on the landscape and restoring the ability of Ngāi Tahu to give practical effect to kaitiaki responsibilities.

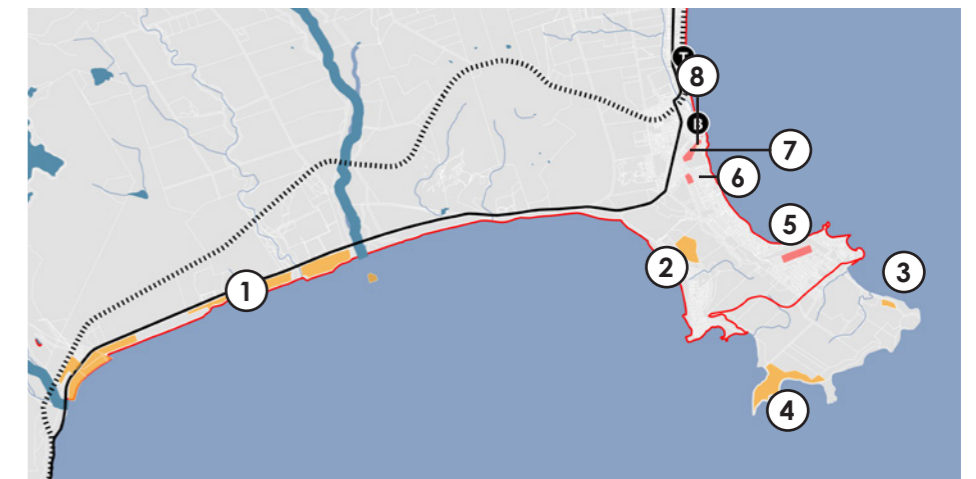
Whilst there are nine sites of importance to Ngāi Tahu within the takiwā of Te Rūnanga o Kaikōura, four fall within the Spatial Plan study area. These are listed and mapped below.

- ① Kahutara
- ③ The Point
- ② South Bay
- ④ Kaikōura Peninsula

Ancillary claims also exist under Schedule 111. These are listed and mapped below.

- ⑤ Kaikōura suburban site
- ⑦ Takahanga Pā site (No 1)
- ⑥ Kaikōura town section
- ⑧ Takahanga Pā site (No 2)

More information on the Ngāi Tahu claims settlement Act 1998 can be found in Appendix A.



NGĀI TAHU TREATY SETTLEMENT AREAS

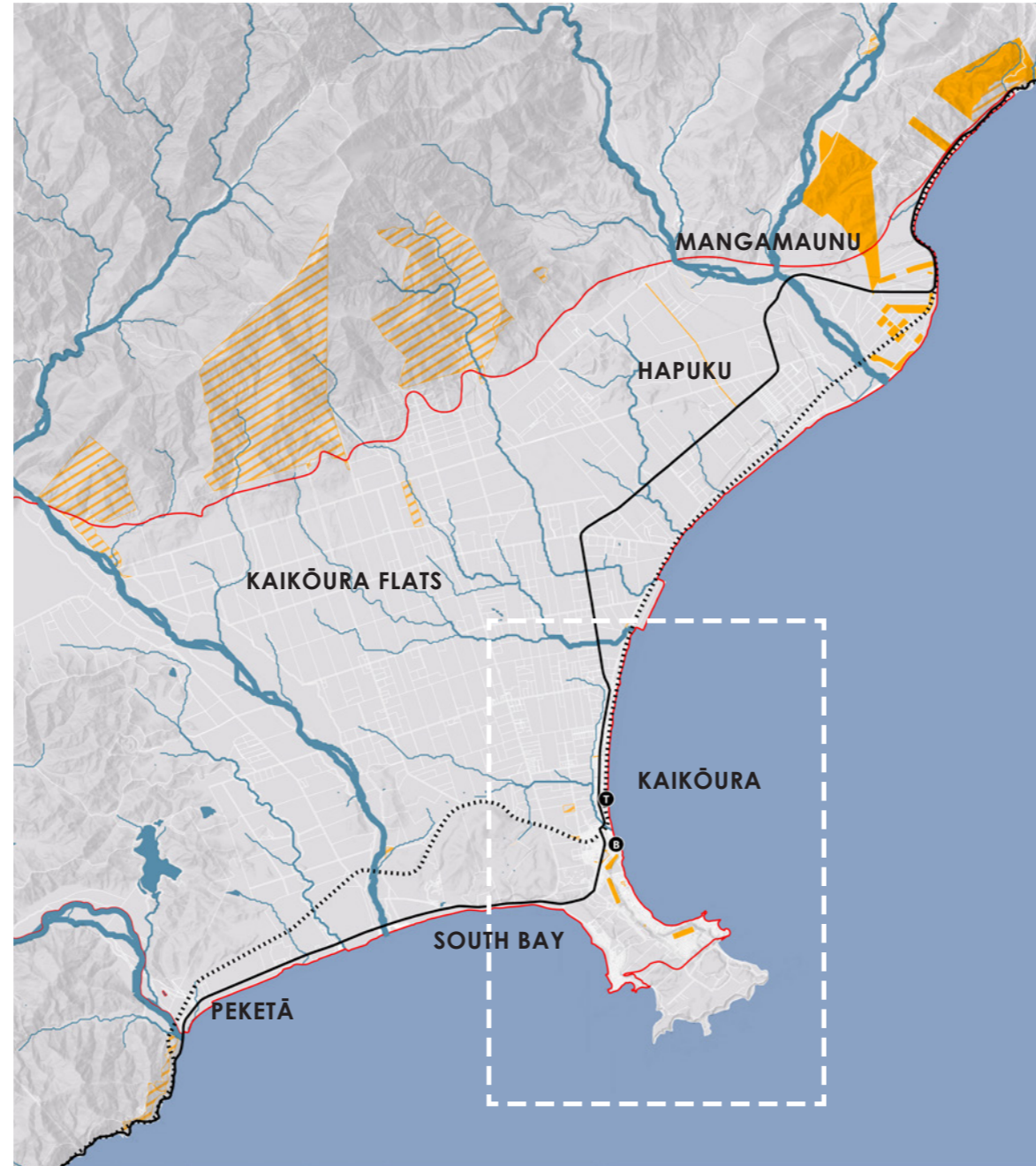
LEGEND

- STUDY AREA
- Vested / transferred
- Ancillary claim

MANA WHENUA

In addition to the Treaty Settlement Areas mentioned on the previous page, Ngāi Tahu also hold significant land within the Basin, as shown in the following maps.

Large parcels of land owned by the Crown are also present, with some designated under the “right of first refusal” (RFR) mechanism. This legal provision, established through the Treaty of Waitangi settlement process, grants iwi the first opportunity to purchase Crown land when it is put up for sale. This right is part of Treaty settlement agreements, acknowledging historical grievances and offering avenues for redress.



☉ MĀORI OWNED LAND (STUDY AREA)



☉ MĀORI OWNED LAND (KAIKŌURA TOWNSHIP)

- LEGEND**
- STUDY AREA
 - Māori owned land
 - Crown land (First Right Refusal)

PART 1: CONTEXT



1.1 EXISTING CONTEXT

Situated approximately 2.5 hours north of Christchurch and 1.5 hours south of Blenheim, Kaikōura township is the principal commercial and service centre of the District.

The main commercial areas are located along the streets of West End and Beach Road. In addition, commercial activity exists in the vicinity of Yarmouth Street, Brighton Street and at Wakatu Quay. The type of commercial activities undertaken in the Commercial Zone includes a broad range of business and associated activities with retail, entertainment, visitor accommodation, offices, health, education and community facilities. The Commercial Zone incorporates the areas of commercial development along Beach Road and at Wakatu Quay.

The General Residential Zone applies to the Kaikōura urban area. This area has a primarily residential character and provides principally for low-medium density accommodation. This zone typically applies to areas around the town centre, in subdivisions, such as Seaview and Ocean Ridge, around South Bay and along the upper terrace of Scarborough Street.

The Peninsula is widely acknowledged as an outstanding and significant landscape, and which contains a number of sites of particular significance to Ngāi Tahu. The Kaikōura Peninsula Tourism Development Area applies to approximately 180 ha of land located on the eastern part of the Kaikōura Peninsula. The Kaikōura Peninsula Tourism Development Area has been introduced to provide for an integrated tourism complex on Kaikōura Peninsula, consisting of a visitor complex, hotel, lodges, golf course with associated access, parking and landscape plantings. The zone provides an integrated approach to development and the environment, by enabling controlled development to proceed in locations which have been considered as appropriate, after having regard to the landscape / landform, visual, cultural and servicing constraints.



EXISTING CONTEXT PLAN (STUDY AREA)



EXISTING CONTEXT PLAN (KAIKŌURA TOWNSHIP)

LEGEND

- STUDY AREA
- COMMERCIAL ZONE
- RESIDENTIAL ZONE
- SETTLEMENT ZONE
- SPECIAL PURPOSE ZONE
- RURAL

1.2 PAST 25 YEARS OF CHANGE

From 2000 to 2024, Kaikōura has experienced major infrastructure improvements, including the rebuilding of State Highway 1 and the Main North Line railway after the 2016 earthquake. The tourism sector has grown with new visitor accommodation and attractions, leveraging Kaikōura’s unique marine and coastal environment. Residential areas have expanded with new housing developments for a growing population. Environmental conservation efforts have focused on protecting marine life and managing coastal erosion.

This summary of the past 25 years of change provides a basis for forecasting and planning Kaikōura’s future development over the next 30 years, ensuring strategic growth.

The following key developments offer a snapshot of the region’s progress and ongoing efforts. More detail can be found in Appendix D.

- 2000-2005**

New World Supermarket: The supermarket opened at 124-128 Beach Road.

Harakeke Mall: A new shopping centre was constructed at 130-134 Beach Road.

Environmental Certification: Kaikōura became the first town globally to gain full certification from Green Globe, marking a significant achievement in environmental sustainability.
- 2005-2010**

Seaview Subdivision: The area at 68 Churchill Street was subdivided into 181 lots.

Ocean Ridge Developments: Included a 106-lot subdivision at Greenburn Way and a 38-lot subdivision, expanding residential and commercial spaces.

Operative District Plan: This plan included special zones like the Kaikōura Peninsula Tourism Zone and supported further development in Ocean Ridge.

Kaikōura A-B Carbon Free: Introduction of the Kaikōura Walking and Cycling Strategy to promote sustainable local transport.

- 2010-2015**

Koura Bay Golf Course: Received land use consent at 75 Koura Bay Drive for operating a commercial golf course.

Plan Changes 1 & 2: These included the Omnibus and Ocean Ridge Plan Change, refining local development guidelines.

Wakatu Quay Development: Initiated plans for a hotel and retail/commercial tourism development.

New Hospital: The Canterbury District Health Board facilitated the construction of a replacement hospital on Deal Street.
- 2015-2020**

Sudima Hotel: Construction and operation began for a new hotel at 114 Esplanade in May 2018.

Legislative Support for Recovery: In March, the Council collaborated with the Government to produce an Order in Council to support earthquake recovery efforts.
- 2020-NOW**

New Fire Station: Fire & Emergency NZ established a new station at 28-32 Churchill Street.

Natural Hazards Plan Change 3: Completed to address and manage local environmental risks.

Wakatu Quay Development: Received additional funding, pushing forward the development plans.

Vicarage Views: A new subdivision creating 67 lots was developed.

Kaikōura Business Park: Plan Change 4 was notified, setting the stage for future commercial expansion.



HISTORIC AERIAL BETWEEN 2004-2010

Source: Canterbury Maps

1.3 DRIVERS OF FUTURE CHANGE

Kaikōura has a stable resident population that is not growing rapidly. In 2018, there were 2,060 residents, and projections expect a modest increase to 4,070 by 2048, indicating a minimal growth. However, the need for a Spatial Plan goes beyond population changes. Kaikōura faces specific challenges that require strategic solutions, driving the necessity for a comprehensive and forward-thinking plan. These challenges include:

1. LACK OF HOUSING CHOICE AND AFFORDABILITY

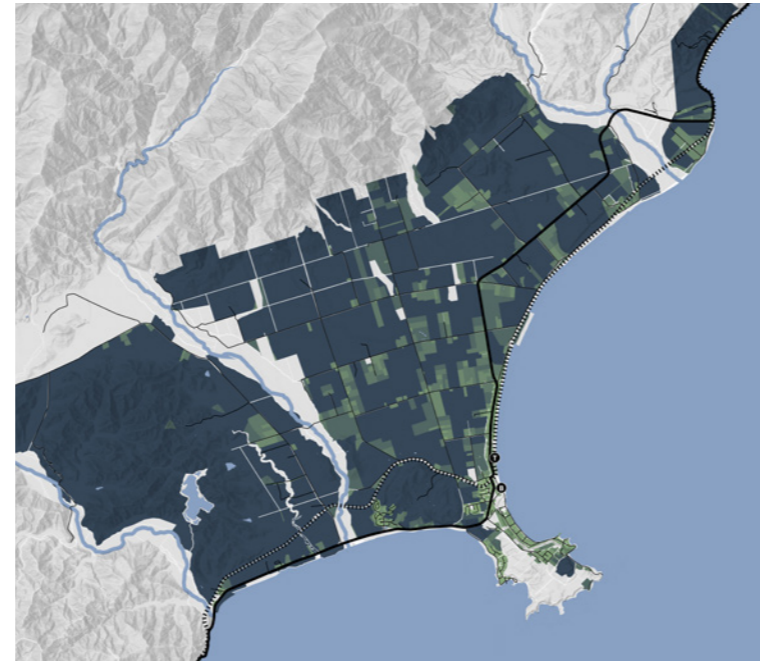
Kaikōura faces a limited range of housing options, mainly due to the size of urban residential lots. 94% of these lots are quite large, exceeding 500sqm, creating a landscape dominated by bigger properties. In contrast, 5% of lots are smaller than 500sqm, and 1% are less than 250sqm. The abundance of larger lots may make it challenging to find smaller and more affordable homes, especially for younger and older individuals seeking compact living spaces. The lack of housing density, primarily because of these spacious lots, can also lead to less walkable neighbourhoods, impacting community connections and vibrancy, as well as increasing infrastructure servicing costs.

2. HIGHLY PRODUCTIVE LAND BEING SUBDIVIDED

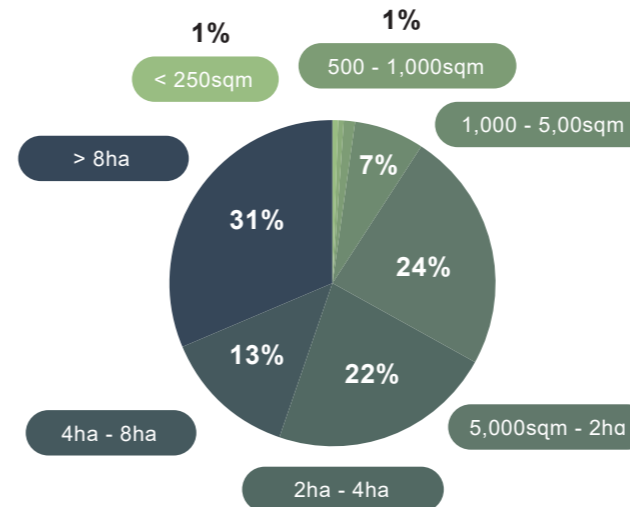
In Kaikōura, the challenge of splitting highly productive land into smaller lots is considerable. The minimum size for a residential dwelling in rural areas is 2 hectares, but around 33% of rural land in the Spatial Plan study area falls below this limit. While this size is common for rural homes, it often does not provide enough space for effective farming. Breaking up productive land into smaller lots raises concerns about the future sustainability of agriculture in the region. The Kaikōura Spatial Plan needs to address this issue carefully to balance residential development with the need to conserve valuable rural land, ensuring the long-term viability of agriculture in the district.

3. PIECEMEAL DEVELOPMENT

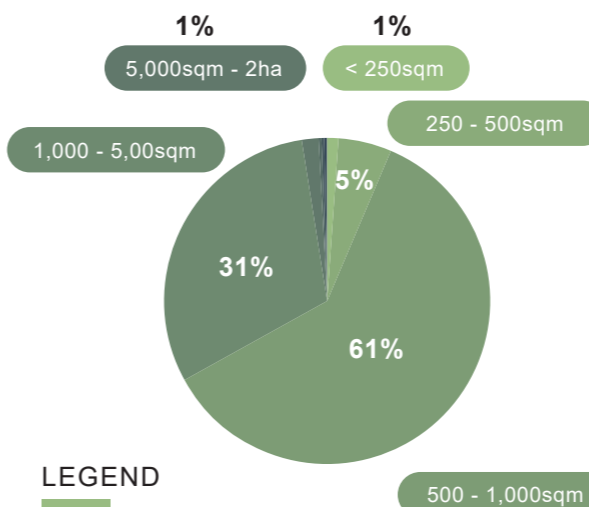
The area north of State Highway 1 is characterised by a patchwork of development including large format retail, commercial establishments, visitor accommodation, light industrial zones, and residential areas. The fragmented nature of this development poses potential drawbacks, including a lack of cohesive urban planning, reduced accessibility, and challenges in maintaining a well-integrated and harmonious community.



RURAL LOT SIZE



URBAN LOT SIZE



LEGEND

- <250 sqm
- 250-500 sqm
- 500-1000 sqm
- 1,000-5,000 sqm
- 5,000 sqm - 2 ha
- 2-4 ha
- 4-8 ha
- <8 ha

4. AN AGEING POPULATION

Kaikōura is facing a big change in its population, with more older people becoming a significant part of the community. By 2043 about 48% of the population will be of working age, meaning fewer people actively working. At the same time, the number of elderly residents is expected to increase, with around 34% being over 65 years old and an additional 8% being over 85. This shift in demographics may bring various challenges, including a greater need for healthcare services, adjustments in housing requirements, and considerations for community infrastructure to meet the different needs of older residents.

5. SEVERANCE FROM FREIGHT

State Highway 1 dissects the Kaikōura Town Centre and Beach Road areas of the town into two. This severance not only raises safety concerns related to pedestrian and vehicular traffic, but also hinders the integration of the town on either side. The train line further contributes to the severance of Kaikōura from the coastal edge. The coastal alignment of the train line also results in developments turning their backs on the coast. This orientation not only limits the visual and recreational connectivity with the coast but also impedes the creation of a vibrant, higher amenity interface.

6. TOURISM GROWTH

The Destination Management Plan 2022-2032 highlights that in 2019, tourism significantly contributed \$116 million annually to the District's economy. Furthermore, 50% of the workforce is directly employed in the tourism and hospitality sector, with an additional 35% indirectly employed. The expanding tourism industry has led to a considerable increase in hotels, motels, privately managed visitor accommodation, campgrounds, and workers' accommodation, which are expected to continue growing.

The Te Rūnanga o Kaikōura Environmental Management Plan 2007 also highlights the impact tourism can have on the natural environment, including the impacts on the waterways from camping.

1.4 DEVELOPABLE LAND

The purpose of the 'developable land' analysis is to understand, at a high level, what areas of Kaikōura may be able to be developed in the future.

The first step of this analysis is to undertake a categorisation of various constraint layers into four distinct categories. Following the categorisation process, a sieving procedure was implemented, where the layers identified as 'highly protected/constrained' were placed at the top, followed by the 'moderately protected/constrained' layers underneath, and so on. These maps can be found on the following pages.

The northern area near Kaikōura Flats is identified as viable for more urban types of development, whereas the southern Kaikōura Flats face constraints due to their highly productive soils. Additionally, the north-eastern area near the town centre is deemed unsuitable for development, primarily due to flood risks. The Kaikōura Peninsula is classified as an Outstanding Natural Feature (ONF), emphasizing the importance of preserving its landscape attributes rather than encouraging development.

Notably, the majority of urban areas are deemed suitable for development, including the town centre, the northern stretch along State Highway 1, the Esplanade, South Bay, and Seaview. This analysis reveals that the upper terrace along Scarborough Street and the expansive area between Seaview and Ocean Ridge emerge as potentially suitable areas for development from a constraints perspective.

LEGEND

- HIGHLY DEVELOPABLE LAND**
 - Land outside constraints
- MODERATELY DEVELOPABLE LAND**
 - Slope between 7-15 degrees
 - Flooding outside high flood hazard areas
 - Liquefaction overlay
 - Tsunami orange zone
- LAND IN WHICH NEW DEVELOPMENT IS DISCOURAGED**
 - Slope > 15 degrees
 - LUC class 1-3
 - High flood hazard area
 - Fault awareness zone
 - Tsunami red zone
- LAND IN WHICH NEW DEVELOPMENT IS NOT APPROPRIATE**
 - Flooding
 - ONL and ONF
 - Heritage areas
 - Fault avoidance zone
 - Landslide inundation overlay
 - Powerlines



DEVELOPABLE LAND PLAN (STUDY AREA)



DEVELOPABLE LAND PLAN (KAIKŌURA TOWNSHIP)

1.5 CONSTRAINTS

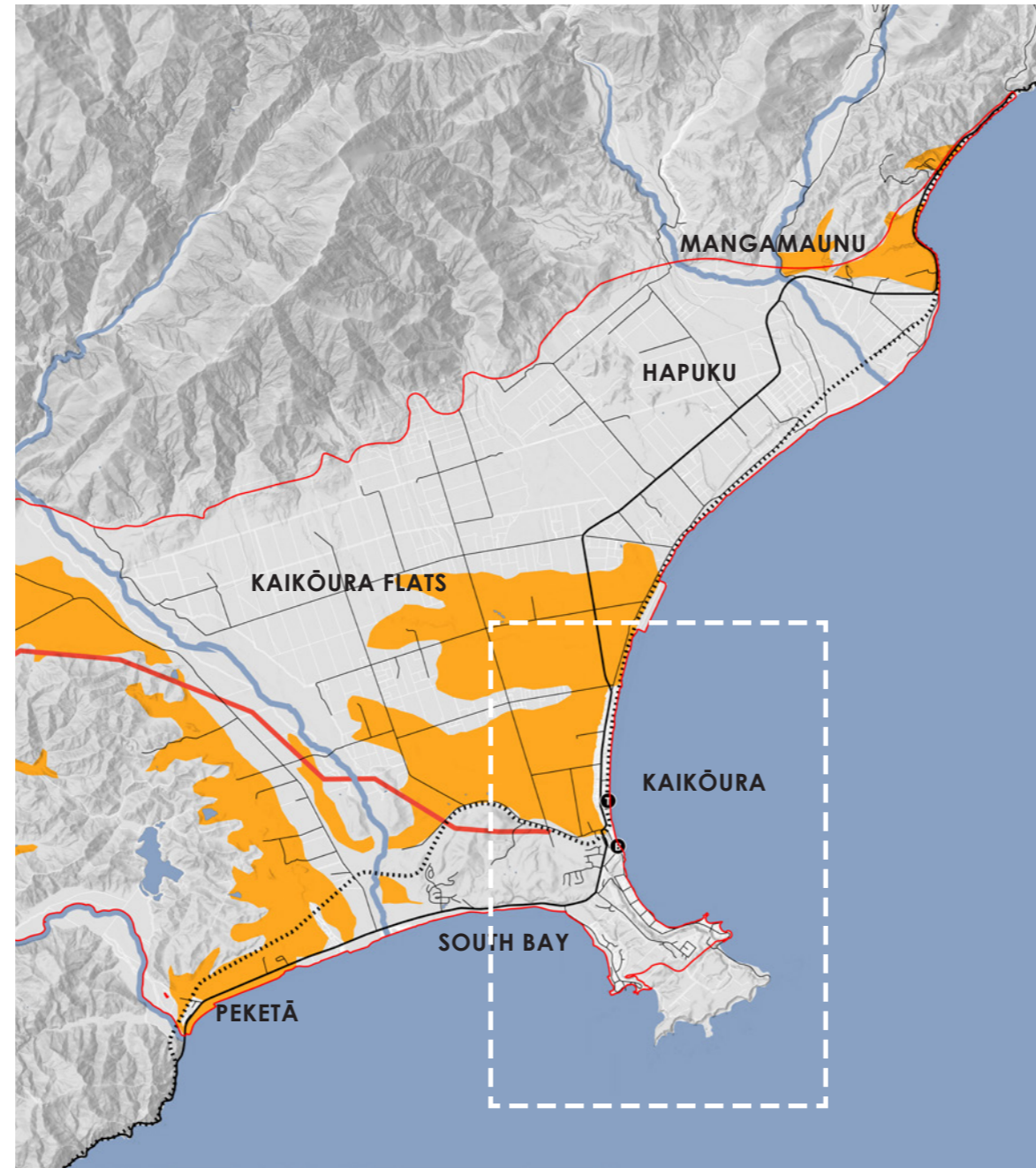
Constraints mapping has been conducted to identify natural hazards, landscape constraints, and planning constraints. Together, these three maps contribute to the 'Developable Area' map presented on the previous page.

It is important to note these maps are intended solely for planning purposes. The data is primarily sourced from Environment Canterbury (ECan). The objective of this mapping is to prioritize development in areas that are least likely to be affected by existing constraints. While the maps do not preclude the possibility of development in constrained areas, they indicate that any such development may require substantial mitigation measures, which could be both time-consuming and costly.

PLANNING CONSTRAINTS

In Kaikōura, planning constraints are currently minimal, though it is crucial to recognise that this could evolve with the introduction of new planning policies.

A primary constraint to development is the highly developable soil within the Kaikōura Flats. This land is classified as Land Use Capability (LUC) class 3, indicating highly productive soil that is not ideally suited for urban development. It is noted that much of this land has already been subdivided into rural residential lots, typically around 2 hectares or smaller, which already compromises its productivity.



⊕ PLANNING CONSTRAINTS PLAN (STUDY AREA)



⊕ PLANNING CONSTRAINTS PLAN (KAIKŌURA TOWNSHIP)

- LAND IN WHICH NEW DEVELOPMENT IS NOT APPROPRIATE
 - Powerlines
- LAND IN WHICH NEW DEVELOPMENT IS DISCOURAGED
 - LUC class 1-3

LANDSCAPE CONSTRAINTS

The primary constraint for development in Kaikōura from a landscape perspective is represented by the Outstanding Natural Landscapes (ONL) and Outstanding Natural Features (ONF).

The Te Whata kai o Rakihouia/ Seaward Kaikōura Range is defined as an ONL in the District Plan. It is a very steep, mountainous landscape, and forms the prominent backdrop to the Kaikōura plains and coast. It is a unique feature in the Canterbury Region due to the mountains' proximity to the ocean.

The Kaikōura Peninsula is defined as an ONF in the District Plan. It is defined by its distinct geological structure, containing white limestone cliffs and coastal platforms. The peninsula also contains numerous historic sites that are of high significance for Māori. Whilst the peninsula is a recreational hotspot for the district, it is not considered appropriate for large scale development.

Another significant landscape constraint in Kaikōura is the slope of the terrain, which substantially influences the cost of development. Generally, areas with a slope exceeding 15 degrees are not economically feasible for large-scale development due to the engineering costs involved, making such projects unlikely to be affordable. This constraint is particularly relevant in the Seaview area, where steep slopes are prevalent.

- LAND IN WHICH NEW DEVELOPMENT IS NOT APPROPRIATE
 - ONL and ONF
- LAND IN WHICH NEW DEVELOPMENT IS DISCOURAGED
 - Slope > 15 degrees
- MODERATELY DEVELOPABLE LAND
 - Slope between 7-15 degrees



LANDSCAPE CONSTRAINTS PLAN (STUDY AREA)



LANDSCAPE CONSTRAINTS PLAN (KAIKŌURA TOWNSHIP)

NATURAL HAZARDS CONSTRAINTS

Flooding poses a significant challenge in Kaikōura, affecting both the Township and Plains, with high flood hazard areas identified where water depths exceed 0.5 meters. These high-risk areas are primarily around Lyell Creek in the Township, and near major rivers such as the Hapuku, Kowhai, and Kahutara Rivers. Conversely, most of the remaining flats experiences lower risk, with flood waters typically not exceeding 0.2 meters in depth.

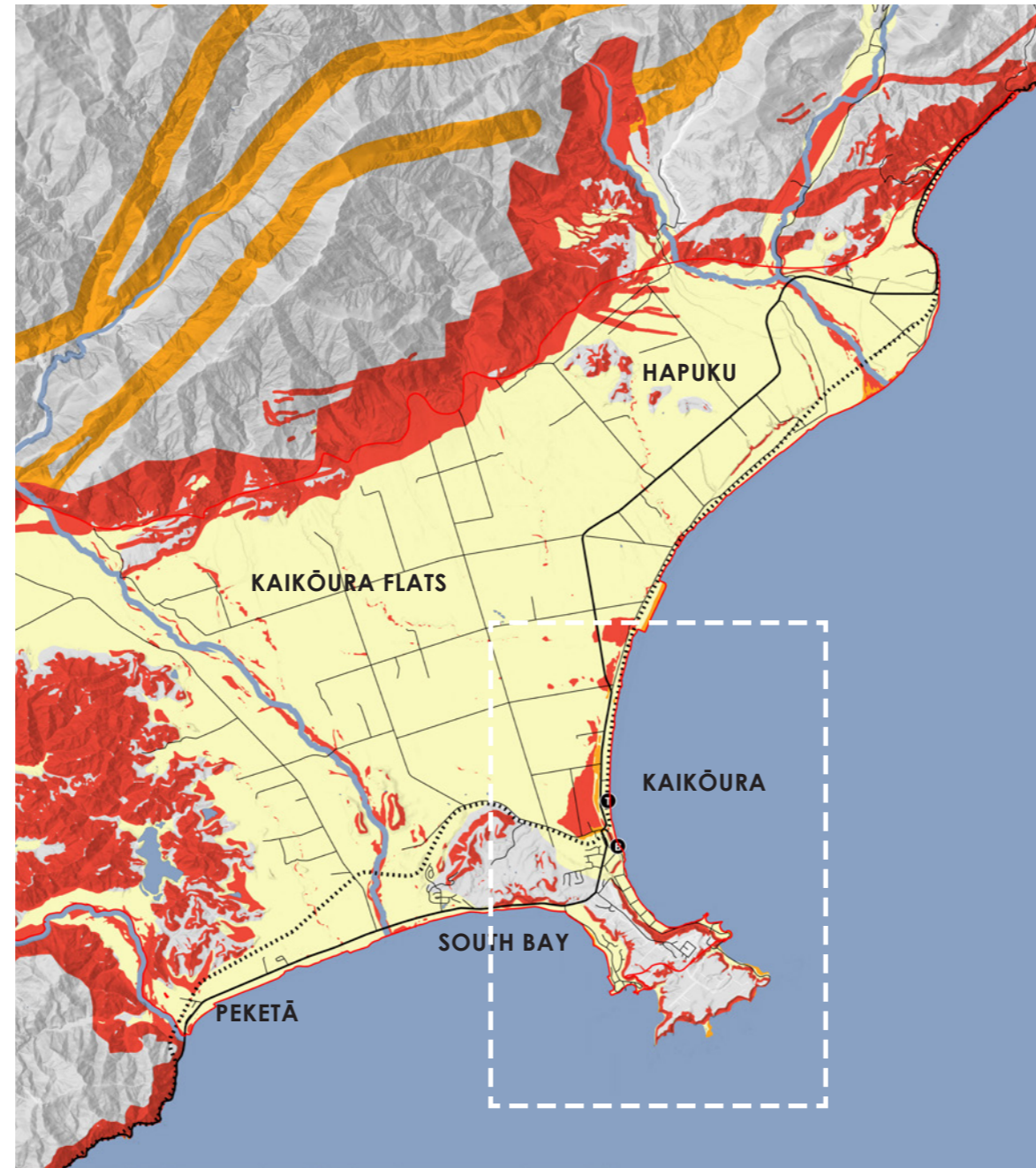
Landslide debris inundation presents another significant concern, particularly at the base of the Te Whataakai o Rakihouia/ Seaward Kaikōura Ranges and along the escarpment surrounding the Kaikōura Peninsula.

The fault avoidance zone, located at the base of the Te Whataakai o Rakihouia/ Seaward Kaikōura Ranges, delineates an area where growth or development is less likely due to geological instability.

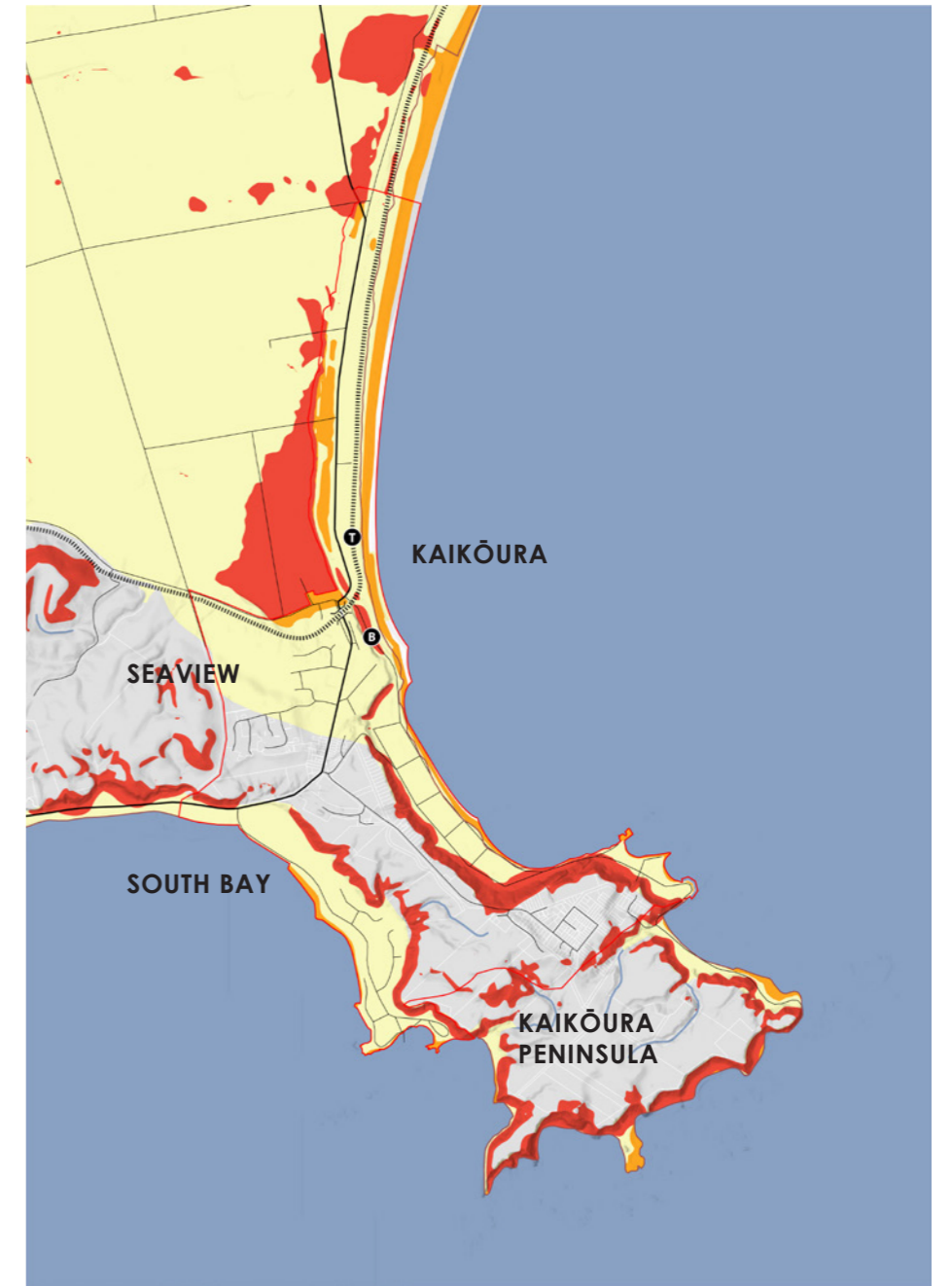
Tsunami risks are inherent in coastal settings, and while parts of the Kaikōura coastline and peninsula are classified as a red zone, impacting relatively few properties, the orange zone covers most of the township.

Considering these natural hazards, the township of Kaikōura, including South Bay and the Kaikōura Flats, is deemed moderately developable. A key insight from hazard assessments is that the town is unlikely to expand inland beyond Lyell Creek, due to the significant flood risk in that area.

- LAND IN WHICH NEW DEVELOPMENT IS NOT APPROPRIATE
 - High flood hazard area
 - Fault avoidance zone
 - Landslide debris inundation overlay
- LAND IN WHICH NEW DEVELOPMENT IS DISCOURAGED
 - Flood hazard area in urban area
 - Fault awareness zone
 - Tsunami red zone
- MODERATELY DEVELOPABLE LAND
 - Flooding outside high flood hazard areas
 - Liquefaction overlay
 - Tsunami orange zone



NATURAL HAZARDS CONSTRAINTS PLAN (STUDY AREA)



NATURAL HAZARDS CONSTRAINTS PLAN (KAIKŌURA TOWNSHIP)

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2. SPATIAL PLAN

An aerial photograph of a coastal town, likely in New Zealand, showing a mix of residential buildings, a dark sand beach, and turquoise water. In the background, a range of mountains with snow-capped peaks is visible under a clear blue sky. A white wavy line graphic is positioned below the text '2. SPATIAL PLAN'.

2.1 SPATIAL PLANNING PRINCIPLES

A comprehensive set of Spatial Planning Principles has been established to steer development across the Kaikōura township and rural settlements.

These principles are based on mana whenua values and were formulated through a process that included background research and participatory workshops with the Partners, stakeholders and the community.

These principles are intended to be flexible enough to accommodate emerging opportunities and evolving circumstances in each area. They serve not only as a framework for growth, but also as a benchmark against which future development proposals can be assessed, ensuring that growth aligns with the community's vision and values.

RANGATIRATANGA AND KAITIAKITANGA

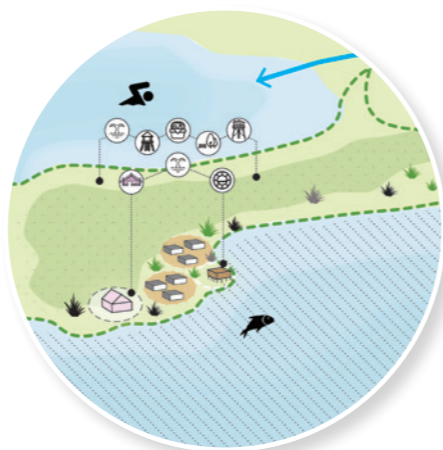
Valued and interconnected landscapes are protected and enhanced



- Local resources are healthy and abundant through caring for land and water and promoting indigenous biodiversity and mahinga kai / kai moana (traditional food processing).
- Significant natural areas, distinctive landforms and unique geological characteristics of the coastal area are clearly defined, buffered from development and promoted.
- Connections between mountains, sea and sky are strengthened, including creating and enhancing publicly accessible spaces, waterways, elevated views and a dark sky.
- Resilience and contamination issues are managed with nature-based solutions where possible.

WHAKAPAPA AND MANA

Our heritage, local identity and small town character are respected and reflected



- The rich natural and cultural heritage of Kaikōura remains visible, accessible and upheld, including protection of wāhi tapu (sacred places) and wāhi taonga (treasures).
- Our cultural partnership is celebrated throughout our places and spaces, including connections through wāhi ingoa (place names) and telling of pūrākau (stories).
- An authentic, small coastal town character and identity is retained.
- Public facilities support our sense of community and expression of our arts and identity.

WHAKAWHĀNAUNGATANGA AND WHĀNAUNGATANGA

Urban change is consolidated and optimised within and around our towns, settlements and papakainga



- More intensive infill, edge or clustered development that integrates natural and cultural values to create stronger communities, efficient access to services and minimises ribbon development along the coast.
- Compatible land use mixes are well-defined, including more focused industrial areas and visitor accommodation in culturally appropriate places.
- Our destinations are interconnected through a walking and cycling network, building on Ara Tawhito (ancestral trails), and the heavy freight impacts on communities is minimised.
- We are resilient and adaptable to natural hazards and climate change, including avoiding inappropriate development on flood plains and highly productive soils.

MANAAKITANGA AND TAUTOKO

Our community and economy are sustained, diversified and supported



- Education services and facilities are supported and integrated to entice and retain community members, including opportunities for further education and marine research.
- Business, light industry and boutique enterprises have space to thrive and provide fulfilling employment and career growth opportunities, particularly year-round.
- Increased housing choice is provided, including opportunities for affordability, home working, papakainga, elderly living / care and tiny homes.
- Our places feel safe, hospitable and accessible for all, including opportunities to access local food sources, wider recreation opportunities and conservation areas.

KOTAHITANGA AND WHAKAPAPARANGA

Well-designed places that respond to context, are unified and provide for everyday needs



- Collaborative processes bind our community, supported by design guidance.
- Our sense of community grows through spaces for social interaction and gathering, including a revitalised town centre that has the flexibility to adapt and grow.
- Parks and reserves are enhanced with recreation facilities for all ages, both indoors and out.
- Movement networks are convenient, legible, and accessible, including reducing the severance of the State Highway and railway line along our coast.

2.2 LAND USES

Eight main land uses have been proposed within the Kaikōura Spatial Plan based on National Planning Standards, which are detailed on the following pages.

Five land uses relating to employment are proposed. This level of refinement allows for more targeted land use, ensuring that each type of commercial activity is located where it is most appropriate and beneficial. It also enables sensitive handling of the boundaries between different activities, reducing potential conflicts and enhancing functional integration.

Three residential land uses are proposed. This flexibility supports a responsive development pattern that can adjust to the diverse needs and preferences of the community, promoting affordability, choice, and availability in residential options.

TOWN CENTRE



QUALITIES

- Vibrant public life during day and evening with regular opportunities for informal encounters with community and visitors.
- Higher quality streets and an interesting diversity of smaller urban spaces and laneways.
- A compact mix of small 'comparison' retail, hospitality and entertainment activities near to each other that often spill out onto footpaths.
- Mix of offices, hotels and residential apartments, usually above ground level shops.
- Civic / community / commercial 'anchors' that provide opportunities for larger gatherings or special destinations.
- Larger civic spaces with flexibility for multiple outdoor activities (e.g. big events, markets etc.).
- Local / regional transport hubs with more comprehensively managed common car parking areas.
- Lowest operational carbon emissions over time, due to most people's needs in one place and being well-connected.

NEIGHBOURHOOD CENTRE



QUALITIES

- A compact mix of small 'convenience' retail, hospitality activities near to each other that often spill out onto footpaths.
- Small offices or residential apartments above ground level shops.
- Comprehensively managed car parking in common areas or on-street.
- Lower operational carbon emissions over time, due to providing local conveniences that reduce longer or more regular travel.
- Lively community life largely during the day with regular opportunities for informal encounters with locals.
- Good quality streets and interesting smaller public spaces.

COMMERCIAL



QUALITIES

- Mix of medium format 'destination' retail, hospitality and services.
- Comprehensively developed motels or holiday parks for visitors providing a range of facilities on-site.
- Accommodates smaller household sizes in terraced houses and low-rise apartments.
- Large on-site car parking areas with unmanaged on-street parking.
- Potential for higher operational carbon emissions over time due to increased vehicle travel associated with destination activities.
- Busy with high vehicle movements largely during the day and occasional opportunities for informal social contact on-street and within publicly accessible sites.
- Lower quality streets with some good arrival and dining spaces provided along site frontages.

LARGE FORMAT RETAIL



INDUSTRIAL



QUALITIES

- Mainly comprised of large format retail establishments, such as supermarkets, showrooms, home improvement stores and bulk retail stores.
- Provision for a large parking area to accommodate a high volume of customers.
- Highest operational carbon emissions over time, due to more vehicle travel to and between destination activities.
- Busy with high vehicle movements primarily during daylight hours.
- Lower quality, wide streets and large manoeuvring and loading areas on-site.
- Occasional opportunities for informal social contact on-street and within publicly accessible sites.

QUALITIES

- Large buildings on big sites with a mix of factories, service stations, trade warehouses and yardbased suppliers, often with low employment densities.
- Some informal recreation spaces for local workers.
- Heavy traffic, noise and odour generated by activities located away from more sensitive urban living areas.
- Moderate operational carbon emissions over time, due opportunities to be close to rail and road freight routes yet a high level of vehicle travel between activities.
- Busy with heavy vehicle movements servicing a large geographical area and few opportunities for informal social contact in public areas.
- Low quality, wide streets and large manoeuvring and loading areas on-site.



2.2 LAND USES

MEDIUM DENSITY RESIDENTIAL



TYPICAL SECTIONS	200 - 350 sqm
DENSITY	20 - 35 DW/HA
TYPICAL HOUSING TYPES	Semi attached terrace houses, attached terrace houses, low rise apartments

QUALITIES

- Offers vibrant urban living with numerous opportunities for informal social interactions.
- Situated close to town centres, neighbourhood shops, and community facilities.
- Suitable for smaller households with options for semi-detached houses, terraced houses, or low-rise apartments
- Provides affordability through efficient land use and advanced construction methods.
- Low-maintenance, 'lock and leave' homes ideal for active local lifestyles with minimal time spent on upkeep.
- Promotes reduced car dependency, with walkable and bike-friendly access to various destinations.
- Includes limited on-site parking, with a focus on managed communal or street parking.
- Results in moderate operational carbon emissions over time due to enhanced accessibility.

LOW DENSITY RESIDENTIAL



TYPICAL SECTIONS	400 - 1,000 sqm
DENSITY	10 - 20 DW/HA
TYPICAL HOUSING TYPES	Detached house

QUALITIES

- Suburban living with opportunities for informal social contacts within local street or neighbourhood.
- Walking or cycling distance to neighbourhood shops and local parks.
- Short drive to town centres and community facilities.
- Accommodates small to large household sizes in detached / semi-detached houses with yard spaces for children's play.
- More affordable through comprehensive subdivisions and use of volume housing providers.
- Lower maintenance on properties that allows some time for local recreation and social activities.
- Garage and on-site car parking spaces for several cars with unmanaged on-street parking.
- Higher operational carbon emissions over time with a dependency on short car trips.

RURAL RESIDENTIAL



TYPICAL SECTIONS	0.5 - 2 ha
DENSITY	1 - 2 DW/HA
TYPICAL HOUSING TYPES	Detached houses on a rural section

QUALITIES

- Open garden setting and quieter living environment with opportunities for informal social contacts within local area.
- Some ability to be self-sufficient with vegetable gardens and chickens.
- More reliance on cars to access most destinations.
- Accommodates large household sizes with generous yard spaces for adult recreation and children's play.
- Less affordable through larger lot sizes and higher infrastructure costs.
- Higher property maintenance allowing less time for local recreation and social activities.
- Garage and on-site car parking for multiple cars on site.
- Highest operational carbon emissions over time with high maintenance requirements and on longer car trips.



2.3 SPATIAL PLAN - BASIN



























At a high level, the basin-level Spatial Plan is oriented around the overarching vision of 'Mountains to the Sea.' This vision is manifested through the development of physical open spaces and revegetation along the key waterways.

While the majority of developmental changes are concentrated at the township level, the strategy for the Kaikōura Flats is primarily about consolidating existing pockets of rural residential development. This approach ensures that while some growth continues, it remains carefully managed, supporting a cohesive expansion that respects the basin's unique environmental and residential character of the flats.

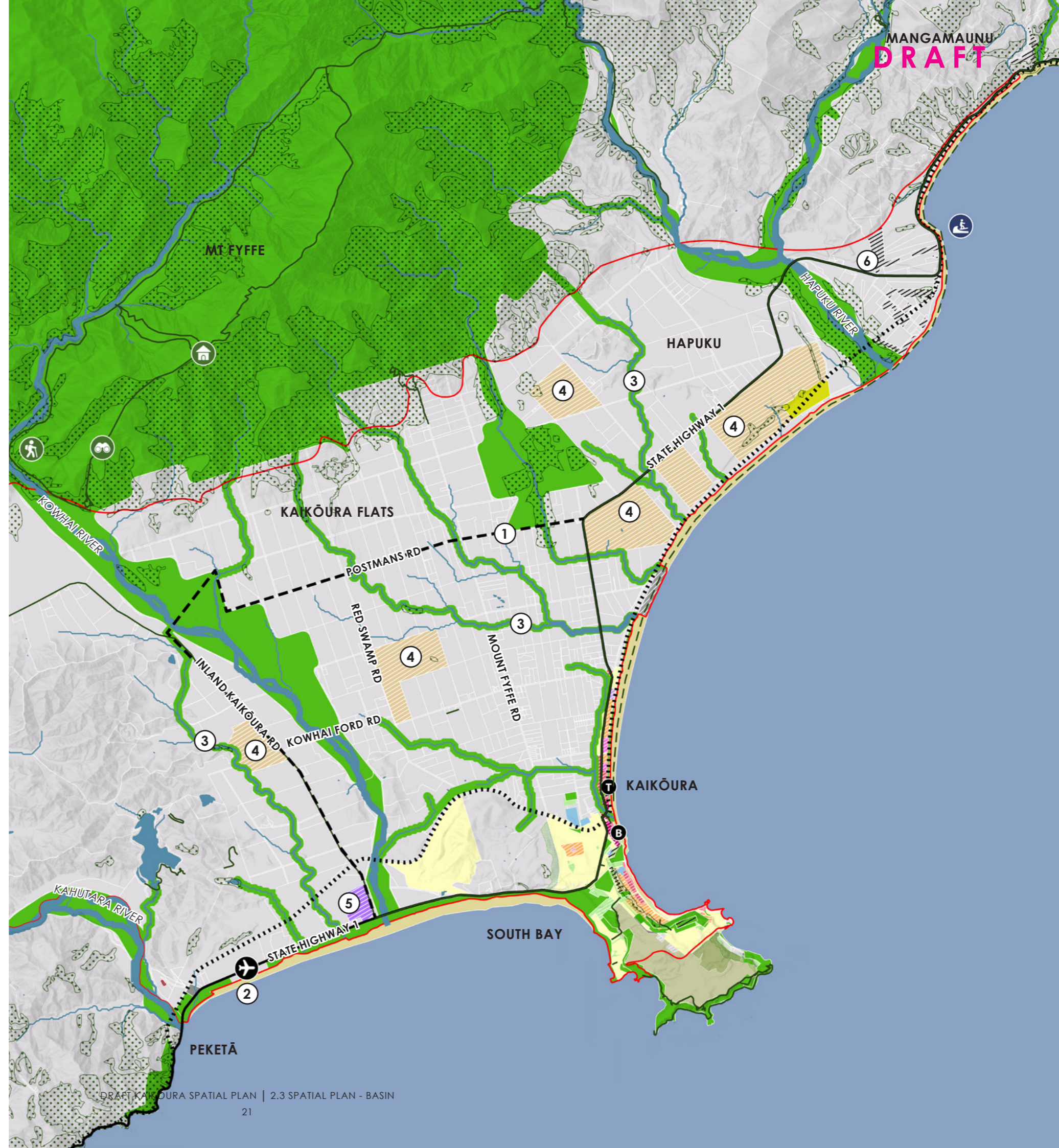
KEY CHANGES

- ① Investigate alternative heavy freight bypass route that will take large vehicles off the town centre streets, whilst still allowing visitors to travel through
- ② Investigate potential new locations for the Kaikōura Airport.
- ③ Appropriately revegetate the river and stream corridors with indigenous vegetation, prioritising those that connect the mountains to the sea.
- ④ Create clusters of Rural Residential within the rural land (outside of known productive land and land at risk from natural hazards) where similar developments have emerged. These are proposed as clusters of small communities rather than ribbon developments.
- ⑤ Develop a new industrial site at the intersection of State Highway 1 and the Inland Kaikōura Road. This will provide industrial land to Kaikōura outside the town centre, which is better suited to commercial, retail and visitor accommodation.
- ⑥ Investigate the opportunity for papakainga housing through engagement with mana whenua. This currently has been shown on the Spatial Plan relating to Māori owned land.

LEGEND

	STUDY AREA		SETTLEMENT ZONE
	TOWN CENTRE		PAPAKAINGA OPPORTUNITIES
	COMMERCIAL ZONE		SURF BREAK OR NATIONAL IMPORTANCE (AS IDENTIFIED IN COASTAL POLICY STATEMENT)
	INDUSTRIAL		TRAIN STATION
	LARGE FORMAT RETAIL		BUS STOP
	NEIGHBOURHOOD CENTRE		AIRPORT
	MEDIUM DENSITY		STATE HIGHWAY
	LOW DENSITY		HEAVY FREIGHT DETOUR
	RURAL RESIDENTIAL		ROADS
	OPEN SPACE		RAILWAY
	NATURAL OPEN SPACE		EXISTING TRACKS
	INDIGENOUS BIODIVERSITY		PROPOSED TRACKS
	SCHOOLS		
	KAIKŌURA PENINSULA TOURISM DEVELOPMENT AREA		

*HATCHED AREA REPRESENTS ZONE CHANGE



2.4 SPATIAL PLAN - TOWNSHIP

The Spatial Plan is designed to consolidate growth within the existing boundaries of the zoned land within the township. This consolidation is achieved by intensifying activities in the town centre and increasing density in current residential areas. Additionally, the plan utilises natural features and associated ecological enhancements to clearly delineate the town's edges. This approach is designed to increase the vibrancy and sense of community and optimise land use within the town while maintaining the environmental quality and landscape character of the surrounding areas.

KEY CHANGES

- ① Extend the Kaikōura Town Centre northward to the Regional Train Station to improve connectivity between different parts of the town and increase opportunities for retail and commercial spaces.
- ② Consolidate the commercial area north of the town centre to accommodate and promote employment uses, such as hotels, motels, and larger-scale commercial and retail sites to complement the existing town centre activities.
- ③ Create two areas of large format retail activities along State Highway 1 to reflect existing land uses, and provide opportunities for more diversification and other operators.
- ④ Create a light industrial area along State Highway 1 to reflect existing uses. No additional industrial uses are intended within Kaikōura Township.
- ⑤ Create medium density clusters along the foreshore, to take advantage of sea views and activate the coastal edge.
- ⑥ Consolidate a second commercial zone along the Esplanade from Killerney Street to Ramsgate Street. This area, which already includes businesses like the Sudima Hotel, is defined by a line of Norfolk Pine trees along the beachfront.
- ⑦ Create a medium density area around Torquay Street as the sites have good amenity, including access to the beach and a variety of open spaces, and are close in proximity to commercial and social infrastructure.
- ⑧ Create a medium density area around Wakatu Quay to support a proposed new Quay development. This is proposed to extend to Lower Ward Street, as residential areas around the historic Fyffe House are a lower density.
- ⑨ Create a medium density area within Seaview, supported by a neighbourhood centre at the core. This would be connected to the existing streets and proposed cycling network.
- ⑩ Develop a neighbourhood centre within South Bay, located near the South Bay Harbour Redevelopment.
- ⑪ Construct new pedestrian and cycling connections along the Whale Trail, and along Lyell Creek.
- ⑫ Construct new pedestrian and cycling routes through Seaview, connecting the community to the schools, the town centre, South Bay and Ocean Ridge.
- ⑬ Introduce an 'escarpment overlay' and a 'vegetation/landscape overlay' to recognise key landscape features like rolling hills, escarpments, and heavily vegetated areas that enhance the town's ecological values and open space amenity.

LEGEND

- STUDY AREA
 - TOWN CENTRE
 - COMMERCIAL ZONE
 - INDUSTRIAL
 - LARGE FORMAT RETAIL
 - NEIGHBOURHOOD CENTRE
 - MEDIUM DENSITY
 - LOW DENSITY
 - RURAL RESIDENTIAL
 - OPEN SPACE
 - NATURAL OPEN SPACE
 - ESCARPMENT OVERLAY
 - VEGETATION / LANDSCAPE OVERLAY
 - SCHOOLS
 - KAIKŌURA PENINSULA TOURISM DEVELOPMENT AREA
 - UTILITY
 - PAPAKAINGA OPPORTUNITIES
 - T TRAIN STATION
 - B BUS STOP
 - STATE HIGHWAY
 - ROADS
 - RAILWAY
 - EXISTING TRACKS
 - PROPOSED TRACKS
- *HATCHED AREA REPRESENTS ZONE CHANGE



2.5 SPATIAL PLAN LAYERS

BLUE GREEN NETWORK

















A blue green network is a planning and design concept that connects natural water systems (blue) with green spaces to create a sustainable and resilient urban environment. It aims to manage water flow, reduce flooding, improve water quality, enhance biodiversity, and provide recreational and aesthetic benefits to the community. By linking waterways, wetlands, parks, green corridors, and other natural features, a blue-green network promotes ecological health and fosters a harmonious relationship between urban development and the natural environment.

For Kaikōura, the key move is to create physical connections from the mountains to the sea, with native vegetation replanting efforts extending from Mt Fyffe to the ocean. This also create ecological connectivity.

In Kaikōura township, this includes replanting native vegetation along waterways and on the peninsula. New trails, such as the 'Whale Trail' linking Picton to Kaikōura, and additional trails on the peninsula and in the township, are proposed. Recreational open spaces will be slightly extended at the Kaikōura Racecourse and Recreation Reserve.

To protect the township's visual appeal, an 'escarpment overlay' is proposed for the surrounding escarpment, and a 'vegetation/landscape overlay' to recognise key landscape features like rolling hills, escarpments, and heavily vegetated areas that enhance the town's ecological values and open space amenity.

LEGEND

- | | | | |
|---|----------------------------------|---|--------------------------------|
|  | STUDY AREA |  | ESCARPMENT OVERLAY |
|  | NATURAL OPEN SPACE |  | VEGETATION / LANDSCAPE OVERLAY |
|  | OPEN SPACE |  | STATE HIGHWAY |
|  | URBAN |  | ROADS |
|  | RURAL |  | RAILWAY |
|  | EXISTING INDIGENOUS VEGETATION |  | EXISTING TRACKS |
|  | PROPOSED INDIGENOUS REVEGETATION |  | PROPOSED TRACKS |
|  | PROPOSED COASTAL REVEGETATION | | |
|  | FORMAL PLANTING - NORFOLK PINE | | |



 BLUE GREEN NETWORK (STUDY AREA)



 BLUE GREEN NETWORK (TOWNSHIP AREA)

DESTINATION AND MOVEMENT NETWORK



















State Highway 1 runs through the town, providing activity to the centre but also bringing heavy freight vehicles along urban streets. A proposed State Highway detour aims to alleviate this issue, though it requires further investigation. A new industrial zone is proposed at the intersection of SH1 and Inland Road, and would be in a good position to service this detour route.

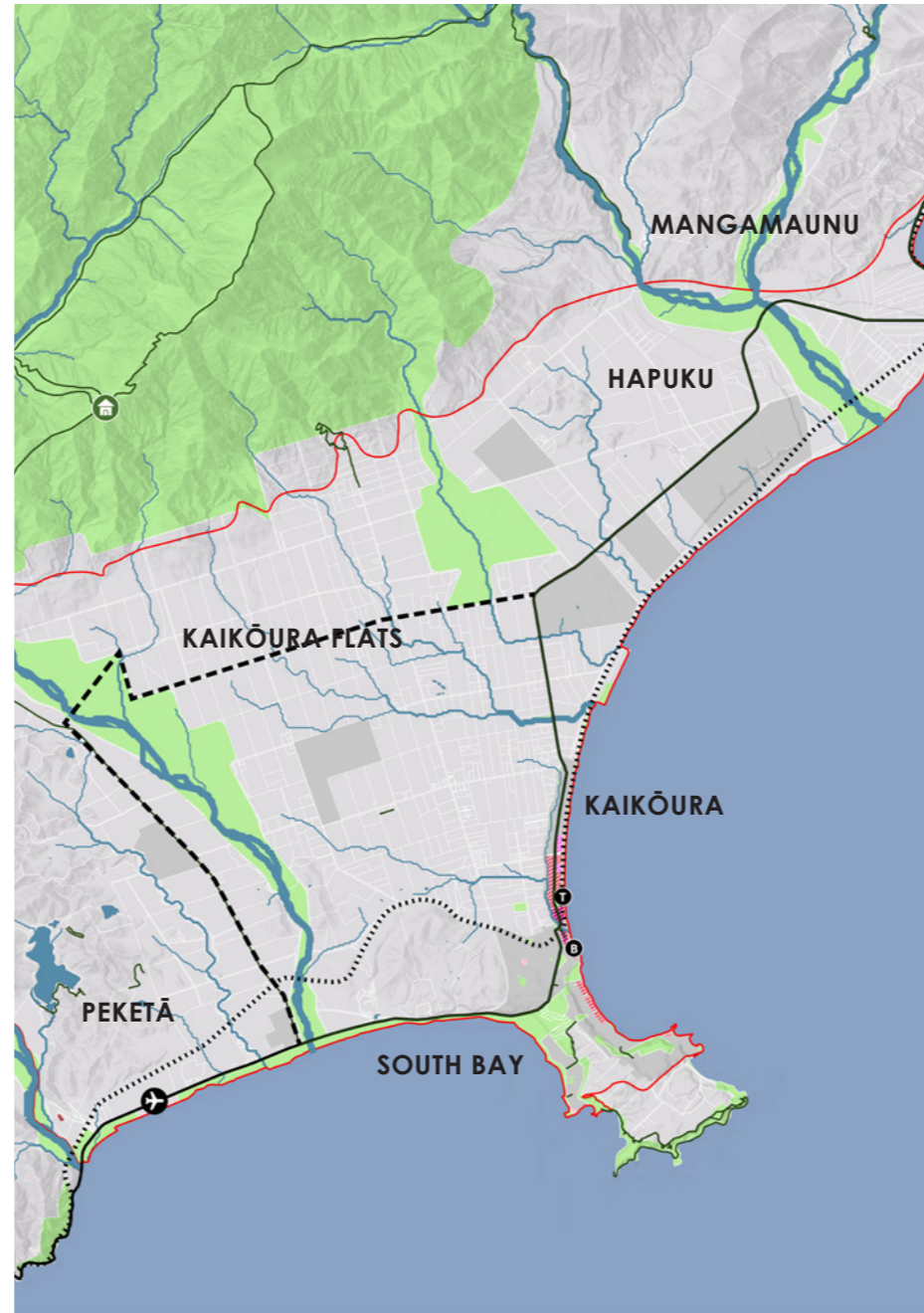
The rail link between Christchurch and Picton also runs through the town, with the Coastal Pacific train stopping at Kaikōura in the morning en route to Picton and in the afternoon en route to Christchurch. This rail line crosses State Highway 1 at the intersection of West End and Ludstone Road between the town centre and schools, creating conflicts between vehicles and pedestrians. Additional efforts are needed to resolve these conflicts and improve safety.


The proposed Whale Trail along the coastline will connect north to Picton, offering a scenic route for pedestrians and cyclists.

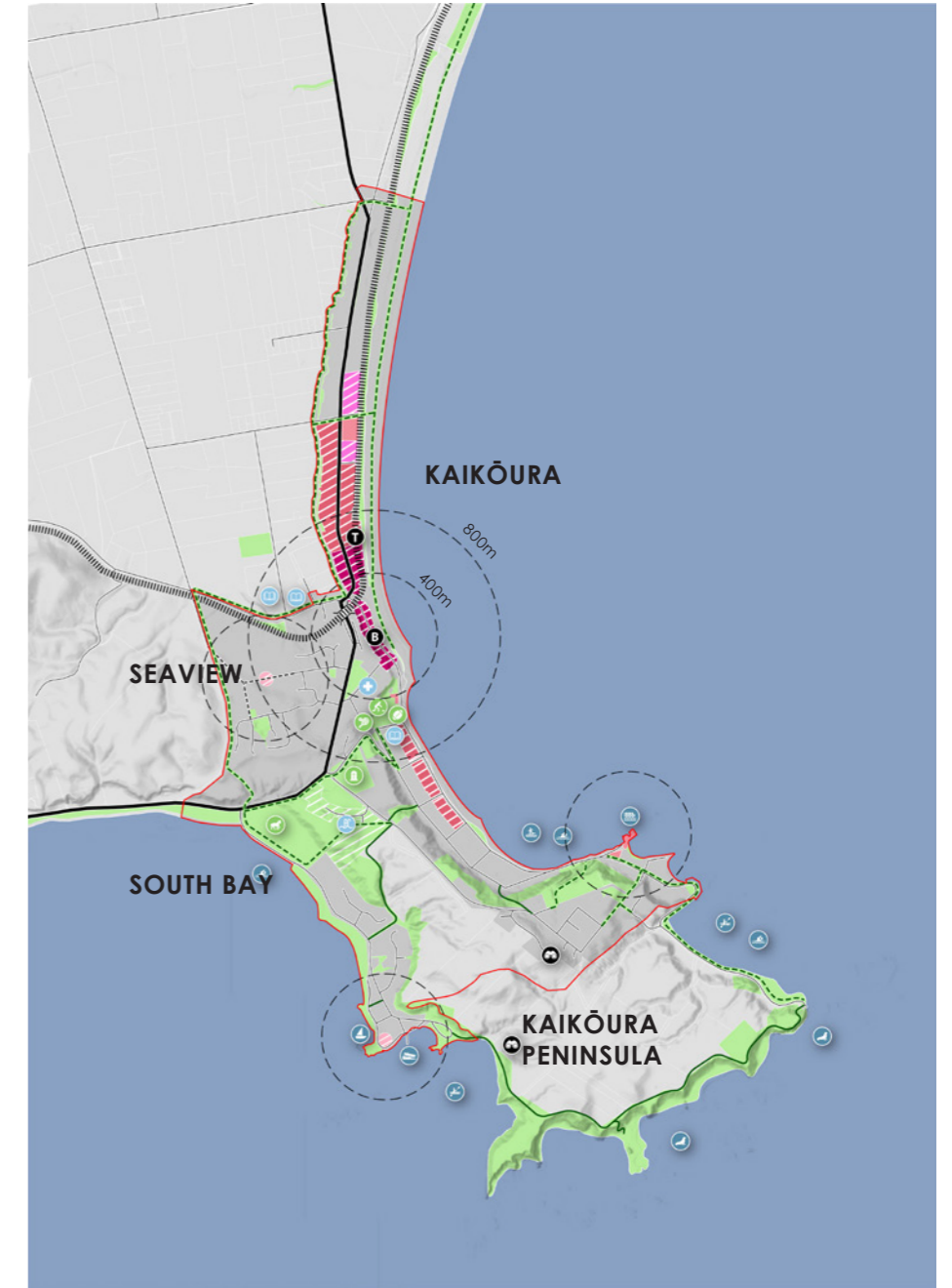
While Kaikōura's township is the primary retail hub, the spatial plan proposes the development of additional neighbourhood centres within residential communities.

LEGEND

- | | | | |
|---|----------------------|---|--------------------------------------|
|  | STUDY AREA |  | BUS STOP |
|  | TOWN CENTRE |  | STATE HIGHWAY |
|  | COMMERCIAL ZONE |  | HEAVY FREIGHT DETOUR |
|  | INDUSTRIAL |  | ROADS |
|  | LARGE FORMAT RETAIL |  | RAILWAY |
|  | NEIGHBOURHOOD CENTRE |  | EXISTING TRACKS |
|  | OPEN SPACE |  | PROPOSED TRACKS |
|  | SCHOOLS |  | *HATCHED AREA REPRESENTS ZONE CHANGE |
|  | URBAN | | |
|  | TRAIN STATION | | |



 DESTINATION AND MOVEMENT (STUDY AREA)



 DESTINATION AND MOVEMENT (TOWNSHIP AREA)

2.6 IMPLEMENTATION AND STAGING

Growth is proposed to occur progressively in Kaikōura over the next 30 years. As such, the release of land and infrastructure provision in the Spatial Plan would be staged in three phases, with timing dependent on the actual rate of growth and/or need for change. These phases could align with typical district plan review and long term plan timeframes.

The two plans to the right are a geographical representation of the proposed staging strategy for the Kaikōura Spatial Plan. This incorporates the physical and network changes, whilst the broader set of actions are covered in the Action Plan Schedule on the following page.

SHORT TERM (0-5 YEARS)

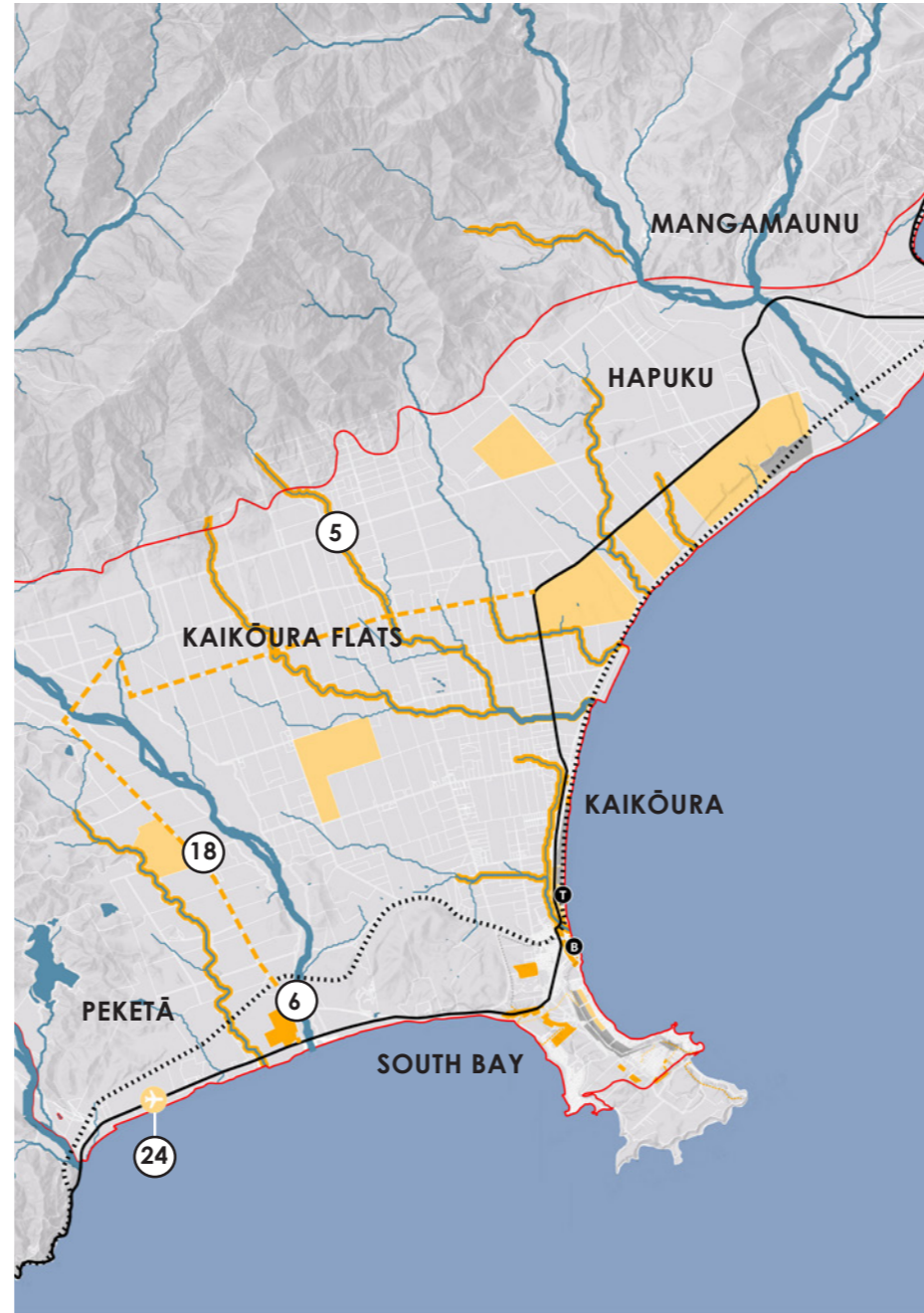
The short-term actions enable foundational projects that address current needs and planning that enables future implementation. During this period, priority will be given to critical infrastructure improvements, essential services, and quick wins that provide lower risk / cost effective benefits for the community and visitors.

MEDIUM TERM (5-15 YEARS)

The medium-term spans 5 to 15 years focuses on planning transformative projects, such as the Heavy Vehicle/Freight Bypass Investigation and Airport Relocation Investigation. It is the opportunity for implementing more complex and comprehensive initiatives that require thorough planning and coordination, such as the Town Centre and Beach Road Masterplan and Seaview comprehensive greenfield development.

LONG TERM (15-30 YEARS)

The long-term extends from 15 to 30 years, encompassing visionary goals that shape the future of Kaikōura, such as partnering to achieve sustained education, research and employment. This period focuses on implementing large-scale infrastructure investments, such as the construction of the heavy vehicle bypass, and urban regeneration to consolidate growth within the town. The spatial plan recognizes that the long-term nature of planning for 30 years means that many factors could change, requiring adaptability and flexibility in project planning and implementation.







 STAGING (STUDY AREA)



 STAGING (TOWNSHIP AREA)

LEGEND

-  STUDY AREA
-  SHORT TERM (0-5 YEARS)
-  MEDIUM TERM (5-15 YEARS)
-  LONG TERM (15-30 YEARS)

ACTION PLAN SCHEDULE

#	ACTION	TYPE	TIME FRAME	PRIORITY
①	District Plan Review to implement Spatial Plan	Planning	Short Term (0-5 years)	High Priority
②	Papakainga policy	Planning	Short Term (0-5 years)	High Priority
③	Town Centre Zone Masterplan	Design	Short Term (0-5 years)	High Priority
④	Designing the trail network	Design	Short Term (0-5 years)	High Priority
⑤	Native vegetation of rivers and stream corridor	Implementation	Short Term (0-5 years)	High Priority
⑥	Infrastructure enabling of new industrial zone	Implementation	Short Term (0-5 years)	High Priority
⑦	Construction of Whale Trail	Implementation	Short Term (0-5 years)	High Priority
⑧	Construction of Kaikōura Peninsula trail connections	Implementation	Short Term (0-5 years)	High Priority
⑨	Construction of South Bay trail connection	Implementation	Short Term (0-5 years)	High Priority
⑩	Construct Wakatu Quay Development	Implementation	Short Term (0-5 years)	High Priority
⑪	Indigenous planting plan	Design	Short Term (0-5 years)	Medium Priority
⑫	Residential design guidelines	Design	Short Term (0-5 years)	Medium Priority
⑬	Public realm design guidelines	Design	Short Term (0-5 years)	Medium Priority
⑭	Extend Spatial Plan study area to settlements	Planning	Short Term (0-5 years)	Low Priority
⑮	Blue Green Network Plan for wider Kaikōura	Planning	Short Term (0-5 years)	Low Priority
⑯	Infrastructure enabling of medium density residential in Seaview	Implementation	Short Term (0-5 years)	Low Priority
⑰	Town Centre Masterplan public realm improvements	Implementation	Medium Term (5-15 years)	High Priority
⑱	Heavy Vehicle / Freight Bypass Investigation	Further Investigation / Planning	Medium Term (5-15 years)	High Priority
⑲	Construction of Lyell Creek trail connections	Implementation	Medium Term (5-15 years)	Medium Priority

#	ACTION	TYPE	TIME FRAME	PRIORITY
⑳	Beach Road Masterplan public realm improvements	Implementation	Medium Term (5-15 years)	Medium Priority
㉑	Infrastructure enabling of commercial centre along the Esplanade	Implementation	Medium Term (5-15 years)	Medium Priority
㉒	Infrastructure enabling of the neighbourhood centre and medium density in Seaview	Implementation	Medium Term (5-15 years)	Medium Priority
㉓	Construction of South Bay Harbour redevelopment	Implementation	Medium Term (5-15 years)	Medium Priority
㉔	Airport re-location investigation	Further Investigation / Studies	Medium Term (5-15 years)	Medium Priority
㉕	Investigate Abbeyfield project opportunities	Further Investigation / Studies	Medium Term (5-15 years)	Medium Priority
㉖	Coastal revegetation	Implementation	Medium Term (5-15 years)	Low Priority
㉗	Infrastructure enabling of neighbourhood centre in South Bay	Implementation	Long Term (15+ years)	High Priority
㉘	Investigate Marine Research Facility opportunities	Further Investigation / Studies	Long Term (15+ years)	High Priority
㉙	Construction of new airport	Implementation	Long Term (15+ years)	High Priority
㉚	Construction of heavy vehicle bypass (if needed)	Implementation	Long Term (15+ years)	Medium Priority
㉛	Infrastructure enabling of medium density residential Infill along Torquay Street	Implementation	Long Term (15+ years)	Medium Priority
㉜	Construction of Seaview trails	Implementation	Long Term (15+ years)	Low Priority

APPENDIX A: NGĀI TAHU CLAIMS SETTLEMENT ACT 1998



NGĀI TAHU CLAIMS SETTLEMENT ACT 1998

The Ngāi Tahu Claims Settlement Act 1998 (the Settlement Act) gives effect to the Deed of Settlement signed by the Crown and Te Rūnanga o Ngāi Tahu on 21 November 1997 to achieve a final settlement of Ngāi Tahu's historical claims against the Crown.

The Act records the apology given by the Crown to Ngāi Tahu, for injustices suffered by the Crown's actions in purchasing Ngāi Tahu land, and gives effect to the provisions of the Deed of Settlement 1997 entered into between Ngāi Tahu and the Crown.

The Settlement Act results in 5 key actions:

- The Apology - A critical component of redress which is documented in Section 5 and 6 of the Act.
- Aoraki – in recognition of Ngāi Tahu's mana Aoraki/Mount Cook to be vested in Ngāi Tahu
- Economic Redress - Dealing with the major economic compensation elements and the right that Ngāi Tahu has to use that money to acquire Crown assets
- Cultural Redress- Comprising enhanced status, new roles and affirmations of existing rights, as a way of recognising Ngāi Tahu mana and reflecting it in future management, particularly in the restoration of mahinga kai
- Non-Tribal Redress -Ancillary Claims that are the private claims of individuals and family groups, and SILNA claims arising out of the South Island Landless Natives Act 1906

While the Ngāi Tahu Settlement is full and final, the concept of mana whenua secures an ongoing relationship between tangata whenua and local, regional and central government authorities in terms of natural resource management.

The provisions of the Settlement Act are aimed at recognising the mana of Ngāi Tahu on the landscape and restoring the ability of Ngāi Tahu to give practical effect to kaitiaki responsibilities.

These provisions (listed in Schedule 111 of the Settlement Act 1998) include:

Ownership and control of various resources and areas of land of importance to Ngāi Tahu. In the takiwā of Te Rūnanga o Kaikōura, there are nine such sites:

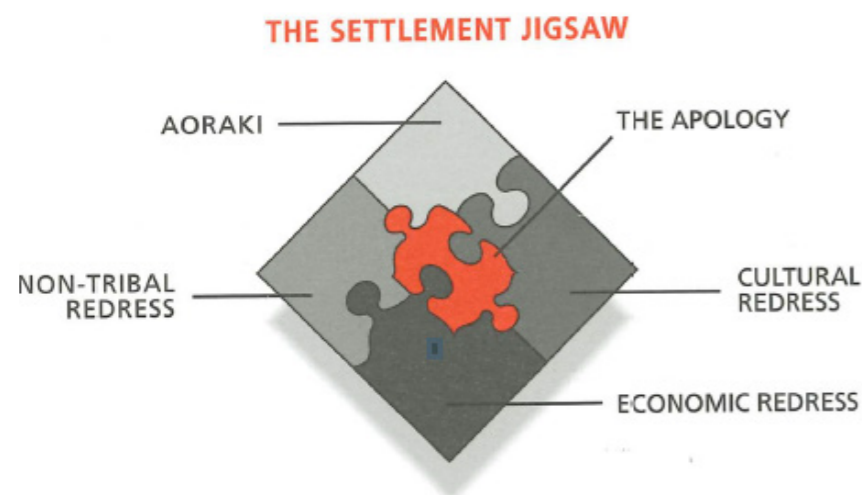
- Ōaro Ōmihi / Goose Bay
- Tuku Tuku Iwi
- Kahutara
- South Bay
- The Point
- Kaikōura Peninsula
- Waipapa Point
- Te Parinui o Whiti

The Settlement Act includes a new instrument called a Statutory Acknowledgement (SA). A Statutory Acknowledgement is an acknowledgement by the Crown of Ngāi Tahu's special relationship with identified areas, namely Ngāi Tahu's particular cultural, spiritual, historical, and traditional association with those areas (known as statutory areas).

The SA is intended to improve the effectiveness of Ngāi Tahu participation in RMA processes. Te Tai o Marokura (Kaikōura Coastal Marine Area) is the only SA located near the spatial area. Details can be found in Schedule 100 of the Ngāi Tahu Claims Settlement Act 1998.

Ancillary claims also exist under Schedule 111 for:

	LAND	DESCRIPTION	ENCUMBRANCES
①	Kaikōura suburban site	All that land situated in Marlborough Land District, Kaikōura District, comprising 3.9090 hectares, more or less, being Section 1, SO 6949. All Certificate of Title 4D/1424. As shown on Allocation Plan A 105 (SO 7321).	None
②	Kaikōura town section	All that land situated in Marlborough Land District, Kaikōura District, comprising 9930 square metres, more or less, being Section 1, SO 6917. All Certificate of Title 4D/1316. As shown on Allocation Plan A 104 (SO 7320)	None
③	Takahanga Pā site (No 1)	All that land situated in Marlborough Land District, Kaikōura District, comprising 2.3689 hectares, more or less, being Section 473, Town of Kaikōura (SO 5269). All Gazette 1992, page 504, subject to Gazette 1997, page 1207. As shown on Allocation Plan A 180 (SO 7324)	None
④	Takahanga Pā site (No 2)	All that land situated in Marlborough Land District, Kaikōura District, comprising 683 square metres, more or less, being Part Section 411, Town of Kaikōura (SO 4791). Subject to survey, as shown on Allocation Plan A 180 (SO 7324)	None



LEGEND

- STUDY AREA
- Vested / transferred
- Ancillary claim



NGĀI TAHU TREATY SETTLEMENT AREAS

APPENDIX B: ENGAGEMENT SUMMARY



ENGAGEMENT PROCESS

The development of the Kaikōura Spatial Plan involved a series of workshops held on the 10th, 11th and 12th May 2023.

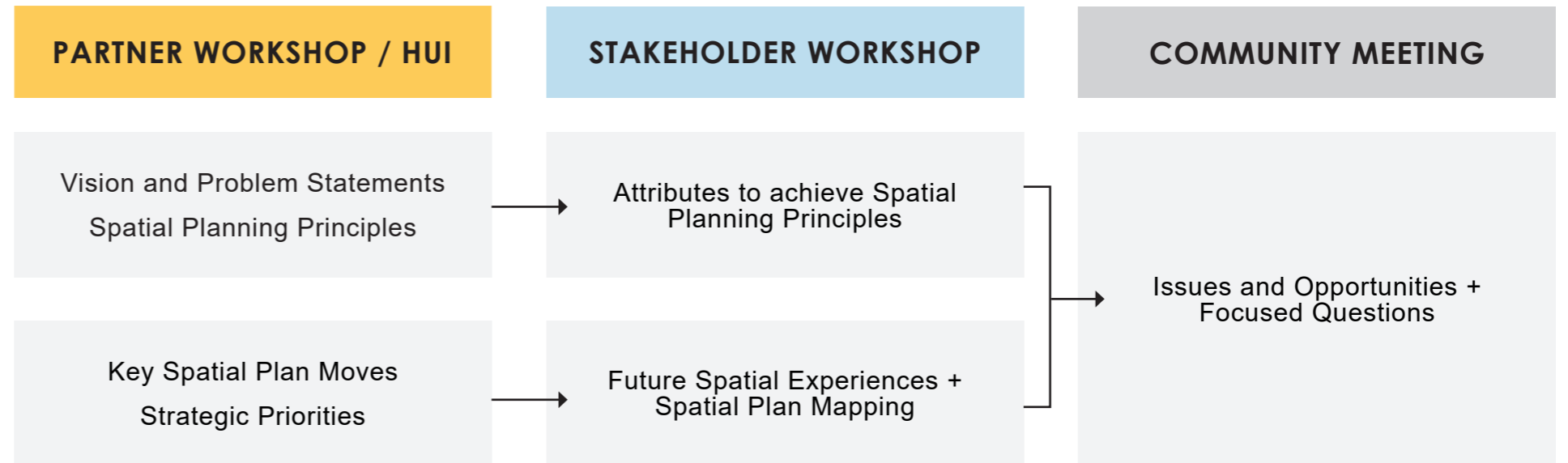
The process commenced with a Partners Workshop on 10th May, where participants delved into the broader context, defining the ongoing challenges, co-creating a collective vision, and establishing spatial planning principles to better understand the vision.

Building on the Partner Workshop, the subsequent Stakeholder Workshop, held on the 11th May, provided the opportunity for the review and refinement of the draft vision and principles. Stakeholders actively contributed by identifying key attributes essential for realising the spatial planning principles, and then applied these attributes by creating draft spatial plans within their groups.

A Community Workshop was then held on the evening of the 11th of May, offering a diverse perspective and valuable feedback on both the partners' and stakeholders' vision and principles. Additionally, the community workshop captured their aspirations and explored a spectrum of broad issues and opportunities for the spatial plan.

These participatory workshops were designed to build on each other, fostering a holistic and inclusive approach to the preparation of the Kaikōura Spatial Plan.

WORKSHOP RELATIONSHIPS



PARTNER WORKSHOP / HUI



STAKEHOLDER WORKSHOP



COMMUNITY MEETING



PARTNER WORKSHOP

The first workshop was a Partner Workshop at Kaikōura District Council Chambers on 10th May 2023. This four-hour workshop was attended by the mayor, councillors and KDC staff.

This facilitated workshop had the following objectives:

- Ensure a good understanding of spatial planning reasons, processes, and outputs.
- Explore our collective vision (i.e., local qualities, experiences, and aspirations) alongside issues that must be addressed.
- Develop a set of design and planning principles.
- Consider some potential key moves and establish high-level priorities.
- Provide strategic direction to test and refine through the stakeholder and community workshops.

The participants were split into three breakout tables to undertake the four exercises.

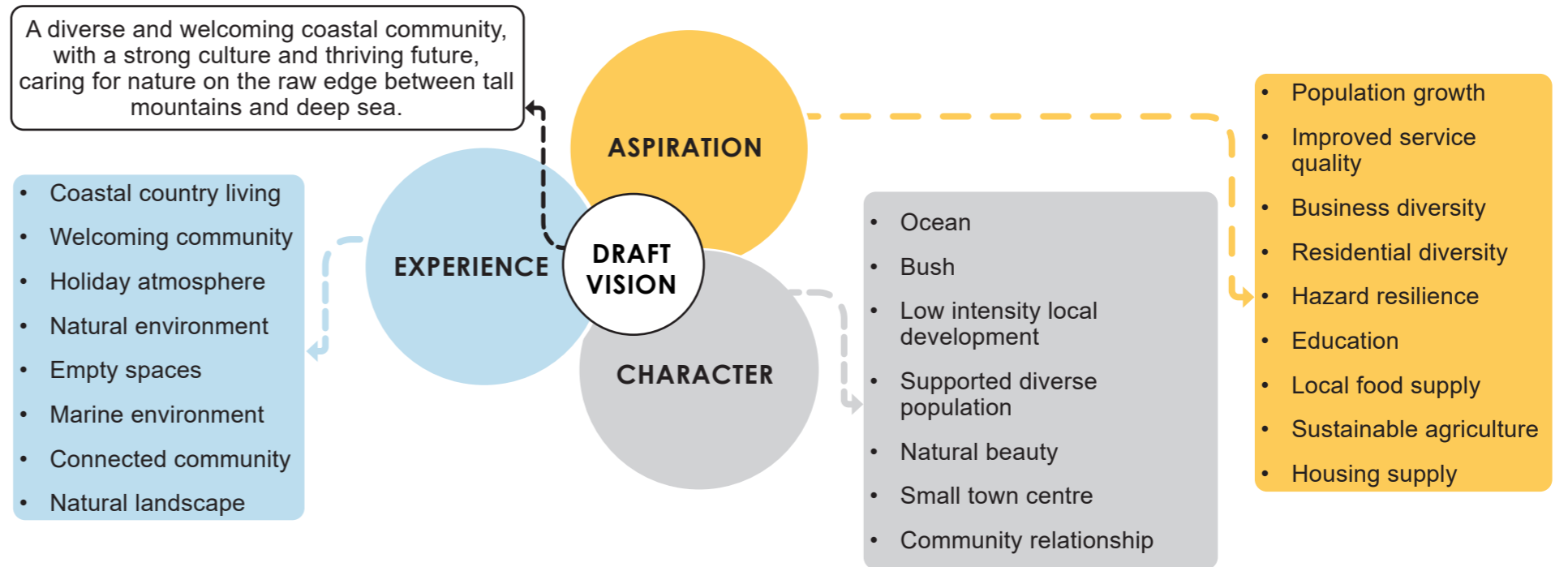
Representatives from the Rūnanga (Kaikōura / Ngati Kuri) were unable to attend the workshop. A separate hui was arranged. Participants were made aware that workshop outcomes were dependent on further engagement with them.



EXERCISE 1: COLLECTIVE VISION

The groups were asked to brainstorm the aspirations, key experiences and character of Kaikōura over the next 30 years. As a whole group, we then used these notes to come up with a draft collective vision for the Kaikōura Spatial Plan.

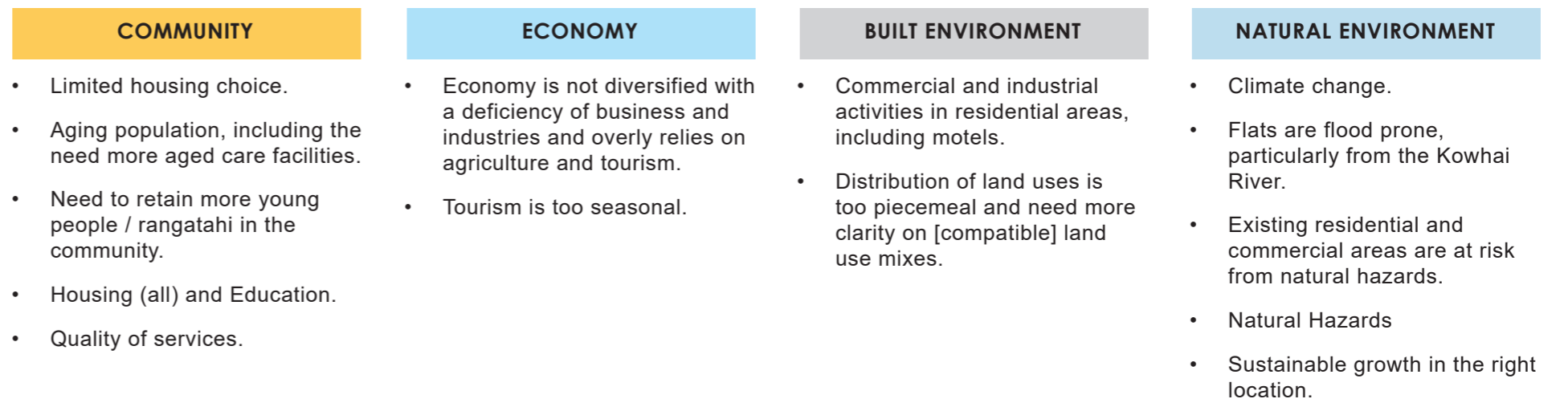
The diagram below illustrates the results of the first exercise.



EXERCISE 2: KEY ISSUES

Based on the draft collective vision, each group were asked to brainstorm key issues that Kaikōura faces, that might inhibit them from achieving their vision for Kaikōura.

The diagram below illustrates the draft results of the second exercise.



EXERCISE 3: SPATIAL PLANNING PRINCIPLES

Each group were asked to discuss and decide on the spatial planning principles that they considered important. These could stem from either the prompts provided to them or alternatives

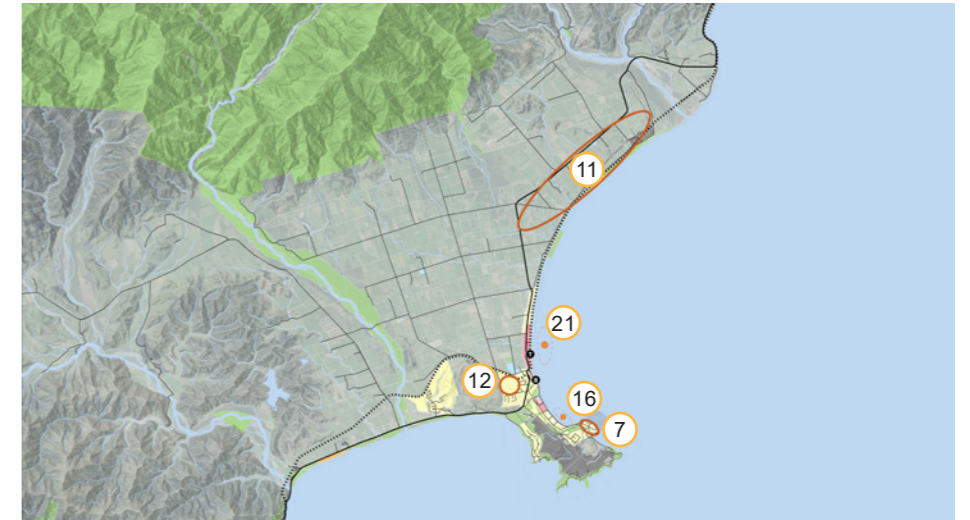
The diagram below shows the relevant draft results of the third exercise.

PRINCIPLE 1	Well-designed neighbourhoods provide for everyday needs.
PRINCIPLE 2	Urban change and growth are consolidated within and around towns and settlements.
PRINCIPLE 3	Urban form is managed to achieve an effective and efficient pattern of development. Increased diversity in housing choices.
PRINCIPLE 4	Economy is diversified. An authentic local character and identity.
PRINCIPLE 5	Valued landscapes are protected and celebrated. Mitigate and adapt to climate change.

EXERCISE 4: KEY SPATIAL PLAN CHANGES

Lastly, the participants were asked to document their key spatial planning moves on the plans provided. They were asked to define distinct character areas; identify emerging areas; and consider any relationships and dependencies with other areas.

KEY CHANGES:	
1. Link pathway	11. Hapuku-Lifestyle areas mapped
2. Project – Wakatu Quay	12. Future residential north of Seaview
3. Elevated Views (around Scarborough Street)	13. Emerging residential south of Seaview
4. Prime waterfront views along Esplanade	14. South Bay – residential houses and visitor accommodation
5. Prime elevated views/vistas along Torquay Street	15. South Bay – boat ramp and carparks + future boat parking
6. Commercial retail hospitality in Town Centre	16. Swimming beach south along Esplanade
7. Seaside village	17. Takahanga Marae
8. Project - Abbeyfield on Bayview Street	18. Owner occupied homes around Bayview Street
9. Hockey field near race track	19. Social housing around Ludstone Road (Davidson Terrace)
10. Indoor sports near aquatic centre	20. Walk and cycle trail along river behind commercial areas
	21. Fishing near train station



TE RŪNANGA O KAIKŌURA / NGĀTI KURI HUI

HUI #1

The first hui was held at Takahanga Marae on 22nd June 2023. This was attended by TROK / Hapu representatives, Councillors and KDC Staff.

This facilitated workshop had the following purpose:

- Ensure there is a good understanding of spatial planning reasons, processes and outputs.
- Discuss how to weave mana whenua aspirations, values, and issues into the draft spatial plan vision and principles.
- Integrate important cultural areas and strategic development initiatives into a draft 30-year spatial plan.
- Agree to an ongoing partnership approach for the remaining spatial planning process.

Following Karakia and Whakawhanaungatanga (introductions), an outline of what a spatial plan is and an update on the Kaikōura Spatial Plan process to date was presented. It was emphasised that this process is an opportunity to take a long term, inter-generational approach to Kaikōura. Examples of cultural integration into other similar spatial plan and masterplan documents were presented to illustrate how these opportunities could be realised during this spatial planning process.

A large part of the hui focused on reviewing the draft vision and spatial planning principles developed through earlier engagement workshops and weaving in Mana Whenua values and issues. As part of this, existing initiatives and actions relevant to spatial planning were reviewed in both the Te Poha O Tohu Raumati | Te Rūnanga o Kaikōura Environmental Management Plan, focused on the Te Ahi Kaikōura a Tama ki te Rangi chapter, and Reimagine Kaikōura | Pōhewatia anō a Kaikōura. The refined vision built on the whakatauki ‘ki uta ki tai’ and the spatial planning principles were shaped and set within a framework of core cultural values expressed during the hui.

A general korero (discussion) then focused on how to appropriately spatially locate specific areas of cultural importance to protect and enhance the whenua or moana and identify areas for future development initiatives. While it was identified that the whole area is culturally important, it was agreed to follow up with Te Rūnanga o Ngāi Tahu to review available GIS mapping resources as a starting point for further engagement. Regarding development initiatives, facilitating papakainga opportunities on Māori land were identified as particularly important to consider through the spatial plan process.

EXISTING INITIATIVES & ACTIONS

TE POHA O TOHU RAUMATI TE RŪNANGA O KAIKŌURA ENVIRONMENTAL MANAGEMENT PLAN: TE AHI KAIKŌURA A TAMA KI TE RANGI (*Paraphrased)



DEVELOPMENT	BUSINESS AND TOURISM	WATER / RIVERS, STREAMS AND CREEKS	CULTURAL LANDSCAPES / KAIKŌURA PENINSULA
<p>Mitigate intensification demands placed upon land, water and community infrastructure.</p> <p>Avoid continuous, unbroken, or “ribbon” development in coastal regions.</p> <p>Provide buffer zones and covenants to preserve of areas of indigenous vegetation and other culturally important features and places.</p>	<p>Protect cultural heritage, the natural environment, and the “small coastal village” character of Kaikōura.</p> <p>Enhance the natural and cultural values through appropriate design of development.</p> <p>Mitigate impacts of coastal camping and general tourist access and establish structures such as public toilets, in culturally appropriate places.</p>	<p>Promote the restoration of wetlands and riparian areas to improve water quality.</p> <p>Encourage catchment based planning to ensure that activities in upper catchments maintain mahinga kai, water quality and water quantity in lower catchments.</p> <p>Use esplanade reserves and strips to protect waterway health and access values.</p>	<p>Ensure that development does not compromise the unique geological characteristics of the coastal area.</p> <p>Improve access to natural and cultural heritage.</p> <p>Protect, restore and enhance indigenous biodiversity and mahinga kai, including support for concept of Mahinga Kai Cultural Parks.</p>

HUI #2

A second hui was held at Takahanga Marae on 6th December 2023. This was attended by TROK / Hapu representatives, TRONT Kaiārahi Mātai Whenua Geospatial Manager (via VC) and KDC Staff.

The meeting was opened by karakia and followed by mihi (introductions) with agreed outcomes for the hui, including:

- Understanding where growth is proposed.
- Identify areas that can and cannot be developed and areas that are 'grey'.
- Have a better understanding of the types of development that could be proposed.
- Understand the potential for areas marked for Māori purpose, exploring if there is scope further north.
- Have a better understanding of the implications to the District Plan deriving from the Spatial Plan
- Agree a mapping strategy to ensure Māori land is mapped as Rūnanga sees fit.

KDC indicated it is keen to continue working closely with TROK to ensure it understands what is important to iwi, and that these elements are incorporated into the emerging Spatial plan. This will be beneficial to the Spatial Plan, which will also feed into the review of the District Plan. It was explained that there is still a clear direction from Council for better partnerships and that the Spatial Plan would not be a complete document without the two parties working together.

It was reiterated that it is important to have a clear vision of where we want to head as a community, and this is why joint up conversations with the Rūnanga are important to continue going forward. All participants reviewed the revised vision (amended following Hui 1) and everybody agreed that it is still suitable. It was suggested that the whakatauki is kept separate from the vision to keep it succinct, with the following amendment – 'for us and our children after us' could be amended to 'for us and our future generations' to be more inclusive.

The discussion turned to the outstanding mapping issue regarding any missing information. It was suggested that the plan could reach further north in the future. Although, it was acknowledged to focus efforts on Kaikōura flats to start with. Emphasis was placed on the importance of working out what areas are appropriate and not appropriate for growth in accordance with TROK views. This will then leave room for a discussion over the remaining 'grey' areas. It was noted a lot of data is in reports, which can be sourced so long as permission is attained. It was added that the archaeological data only accounts for areas that have been previously dug. The importance to steer development away from archaeological sites was reiterated and that these areas also have a lot of stories associated to them and can differ from the extent of occupation and areas of cultural use. The are still outstanding reports post-earthquake, produced by Heritage NZ.

The need to avoid zoning / mapping in areas that should not be developed was reaffirmed. Old maps (e.g. Black Maps) can be used to figure out where swamps were, which will also be areas unsuitable for development. However, some areas do not have geographical boundaries and can therefore be hard to define. It was explained that the Rūnanga undertook a big cultural mapping project (i.e. Kā Huru Manu) and found that all along the coastline was classed as significantly culturally important over the 800 years of occupation. It is important to adopt a similar precautionary approach in the Spatial Plan, which could then inform further evidence as part of any subsequent District Plan / RMA processes.

Large copies of old maps were laid out on the tables for discussion, including:

- History of land use.
- Understanding the movements of early settlers.
- Discussion over what can be pulled from these maps.
- Wetlands of the past are likely to be subject to liquefaction (e.g. Lyell Creek).

Large copies of the recently produced current maps were then laid on the table, simulating discussion on the future use of land and development types, particularly on the following:

- New airport location options.
- Heavy vehicle bypass (diverting trucks away from town).
- Improved cycling and walking infrastructure.
- Amenities in town that benefit both visitors and tourists.
- Important to consider a growing population, ensuring infrastructure is sufficient for growth.
- Need to encourage domestic tourism and non-tourist related employment.
- Concern that visitors' accommodation could be reducing available housing stock for locals.

It was agreed that draft spatial plan, with maps, will be reviewed at hui 3 to provide an opportunity to refine any remaining issues or mapping requests. It was suggested that it would be useful to make a timeline of all the key changes and development that has occurred over the past 20 years to inform this future-focused discussion

HUI #3

A third hui was held at Takahanga Marae on 1st February 2024. This was attended by TROK / Hapu representatives, TRONT Kaiārahi Mātai Whenua Geospatial Manager and KDC Staff.

The meeting was opened by karakia and followed by mihi (introductions). The first part of the session covered some of the current issues the town faces, with concerns being raised about the impact of increasing boats and recreational fishing on Kaikōura's fishing community. Resourcing challenges, recruitment issues, and housing affordability were also discussed, particularly in relation to vacant roles and the rising cost of house building and ownership.

A development timeline of all the major consents and developments that have occurred in Kaikōura over the last 20 years was discussed, including the 2005 Ocean Ridge development and the 2023 Vicarage Views consent. There was a general discussion around the growth of Kaikōura, particularly the fact a lot of big subdivisions took place early in the timeline and have slowed down since the earthquake in 2016.

Environmental matters, such as Green Globe and the Walking and Cycling Strategy, were touched upon, with a shift in focus post-earthquake. The discussion extended to the growth of Kaikōura, tourism job challenges, and the need for a high-wage economy. The importance of regulations on the environment was debated, and the potential impact of the proposed hot pools on town development was considered.

Detailed maps that were prepared by Boffa Miskell were analysed. The maps were prepared using information collated from the community and stakeholder workshops that took place in May 2023. There were general discussions around these maps, and it was agreed that the Spatial Plan would benefit from including a new map on cultural significance.

It was agreed that the freight detour route would be better placed over Top Ford, where the Kowhai River is narrower and less prone to the accumulation of sediment. It was also decided that the Light industrial hatched area should be reshaped to reflect its actual size. Further work is also required on the location of the Papakainga housing, which the Council explained was timely, as Otago University students would soon be working on a project about affordable housing in the Kaikōura district. Housing intensification was also discussed, and it was suggested that Ocean Ridge should be included as an area for intensification within the Spatial Plan. It was agreed that TROK would draft text for the mana whenua context.

Actions arising from the meeting were agreed, including the requirement to review the draft Spatial Plan and provide updates to the Rūnanga and to Council members. All attendees expressed support for progressing with the Spatial Plan, considering feedback and additional cultural significance mapping.

STAKEHOLDER WORKSHOP

A stakeholder workshop was held in Kaikōura on 11th May 2023 at the Upper Room Kaikōura. This workshop had attendees from the last partner workshop, as well as key stakeholders, including representatives from: Environment Canterbury, tourism operators, local real estate agents, local developers, sports club representatives, farming representatives, etc.

This facilitated workshop had the following objectives:

- Ensure a good understanding of spatial planning reasons, processes, and outputs.
- Provide feedback on a draft vision and existing local issues that must be addressed.
- Define key attributes needed to achieve spatial planning principles.
- Imagine the best mix of spatial experiences and environmental qualities for the future.
- Create a draft 30-year spatial plan within the most developable parts of the study area.

The workshop mixed attendees into groups around five tables to ensure a range of perspectives were represented through the three exercises.



EXERCISE 1: ATTRIBUTES TO ACHIEVE SPATIAL PLANNING PRINCIPLES

Based on the five key spatial planning principles drafted by the partners, the groups were asked to brainstorm and document the attributes that would achieve these principles, which is indicated in table below:

DRAFT PRINCIPLES	ATTRIBUTES
<p>VALUED LANDSCAPES ARE PROTECTED AND OUR HERITAGE AND LOCAL IDENTITY ARE CELEBRATED, INCLUDING STRENGTHENING THE CONNECTION BETWEEN LAND AND WATER.</p>	<ul style="list-style-type: none"> • Strengthening the connection between land and water. • Enhancing and creating further public spaces between the sea and the land. • Cultural partnership is evident in town. • Processes for connecting with our community. • Balanced approach in protection planning. • Interconnected development ‘villages’ (not ribbon development). • No urban sprawl – spreading houses into productive rural land. • Heritage / natural park status for the mountains.
<p>OUR COMMUNITY AND ECONOMY ARE DIVERSIFIED AND WELL-SERVICED.</p>	<ul style="list-style-type: none"> • Elderly care and housing. • Affordable housing. • Education of all sectors and opportunity for further education, including a Marine Research Facility. • Employment opportunities. • Diverse businesses. • Technology – youth opportunities. • Great rail connectivity – expanding tourist transport options. • More public transport – less car dependent.
<p>URBAN FORM IS WELL-MANAGED TO ACHIEVE AN EFFECTIVE AND EFFICIENT PATTERN OF DEVELOPMENT, WHICH IS RESILIENT TO NATURAL HAZARDS AND CLIMATE CHANGE.</p>	<ul style="list-style-type: none"> • Town plan zones – industrial, commercial, etc. • Design to encourage residential development and improving housing stock. • Utilise natural hazards mapping and planning. • Move heavy transport routes out of town – bridge over Kowhai River. • Housing stock – short term rental accommodation vs long term rental accommodation. • Don’t build in flood plains. • Ocean view development focus for township. • Tourism in West and Esplanade.
<p>WELL-DESIGNED PLACES THAT PROVIDE FOR EVERYDAY NEEDS.</p>	<ul style="list-style-type: none"> • Parks and reserves enhanced for community use. • Footpaths and lighting – cycleways. • Accessibility for services. • Healthcare services – welfare services. • Well planned at lowest ‘cost’ to council and rate payers. Focus plans on south west. • Predominance / Priority on safety of people, critical infrastructures, environment, ecology, landform/amenities.
<p>URBAN CHANGE AND GROWTH ARE CONSOLIDATED WITHIN AND AROUND OUR TOWNS AND SETTLEMENTS.</p>	<ul style="list-style-type: none"> • Spaces clearly defined for different uses. • Infill or high-density housing. • Consideration of highly productive soils. • Transport options – airport, bus (travel ability within town and country), rail. • Restrict development of housing in some areas.

EXERCISE 2-3: DRAFT SPATIAL PLAN MAPPING (STEP-BY-STEP)

In exercise 2, the groups were asked to identify the expected growth and future mix of land uses they wish to see in Kaikōura. This set them up for exercise 3, by giving them the corresponding tiles of different land use types and residential densities.

In exercise 3, the five groups were asked to distribute the land use tiles they have been given and mark up transport connections across the town and study area, as well as note their rationale for their key moves.

The mix of tile colours differed for each group depending on the growth option they chose (based off exercise 2). The groups who chose a more highly managed growth approach received a smaller number of higher-density tiles, whereas less-managed growth approaches received a higher number of lower-density tiles.

The groups worked collaboratively to create draft spatial plans options for Kaikōura. The table documents the participants key moves.

GROUP 1



- Town centre to extend north to train station.
- School to relocate.
- New neighbourhood centre in South Bay.
- Attractions along Esplanade.
- Medium density housing opposite Pier Hotel

GROUP 2



- Whale trail.
- Town centre extends north to train station, and further south.
- Neighbourhood centre around South Bay Harbour.
- Medium density housing along Esplanade.
- Indoor sports near pool.
- Neighbourhood centre and medium density housing north of Ocean Ridge.

GROUP 3



- Cycle trail / walkway along river behind town centre.
- Dog parks.
- Move primary school near other two.
- Move library to arts precinct.
- Arts centre precinct around Mayfair.
- Abbeyfield rest home.
- Neighbourhood centre near South Bay Harbour.

GROUP 4



- Cycleways linked to the school in Council easement.
- Hotel precinct near Wakatu Quay.
- Gondola at Point Kean Viewpoint.
- Recreation Park at pools.
- Community facilities precinct near crochet club.
- Move landfill and recycling outside of town.

GROUP 5



- Town centre extends north.
- Medium density housing in future residential area.
- Medium density housing behind Torquay Street on terrace.
- New rural residential housing by Mill Road.

COMMUNITY MEETING

A community meeting was held in Kaikōura in the evening of the 11th May 2023 in the Upper Room Kaikōura. This simplified workshop was held with the following purpose:

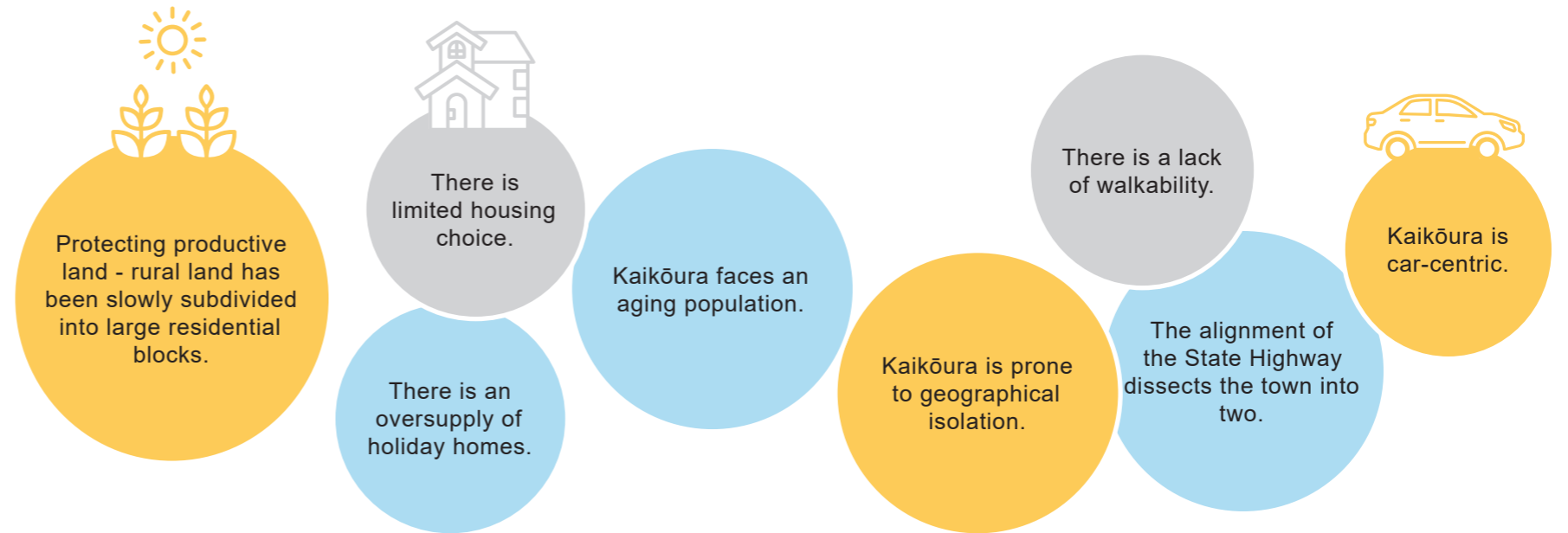
- Ensure a good understanding of spatial planning reasons, processes, and outputs.
- Provide feedback on a draft vision and existing local issues that must be addressed.
- Define key attributes needed to achieve spatial planning principles.
- Imagine the best mix of spatial experiences and environmental qualities for the future.
- Create a draft 30-year spatial plan within the most developable parts of the study area.

After an introduction and a brief presentation about the spatial plan and its objectives, participants were people were asked to provide feedback on the partners' vision and key issues and principles identified by the stakeholders.

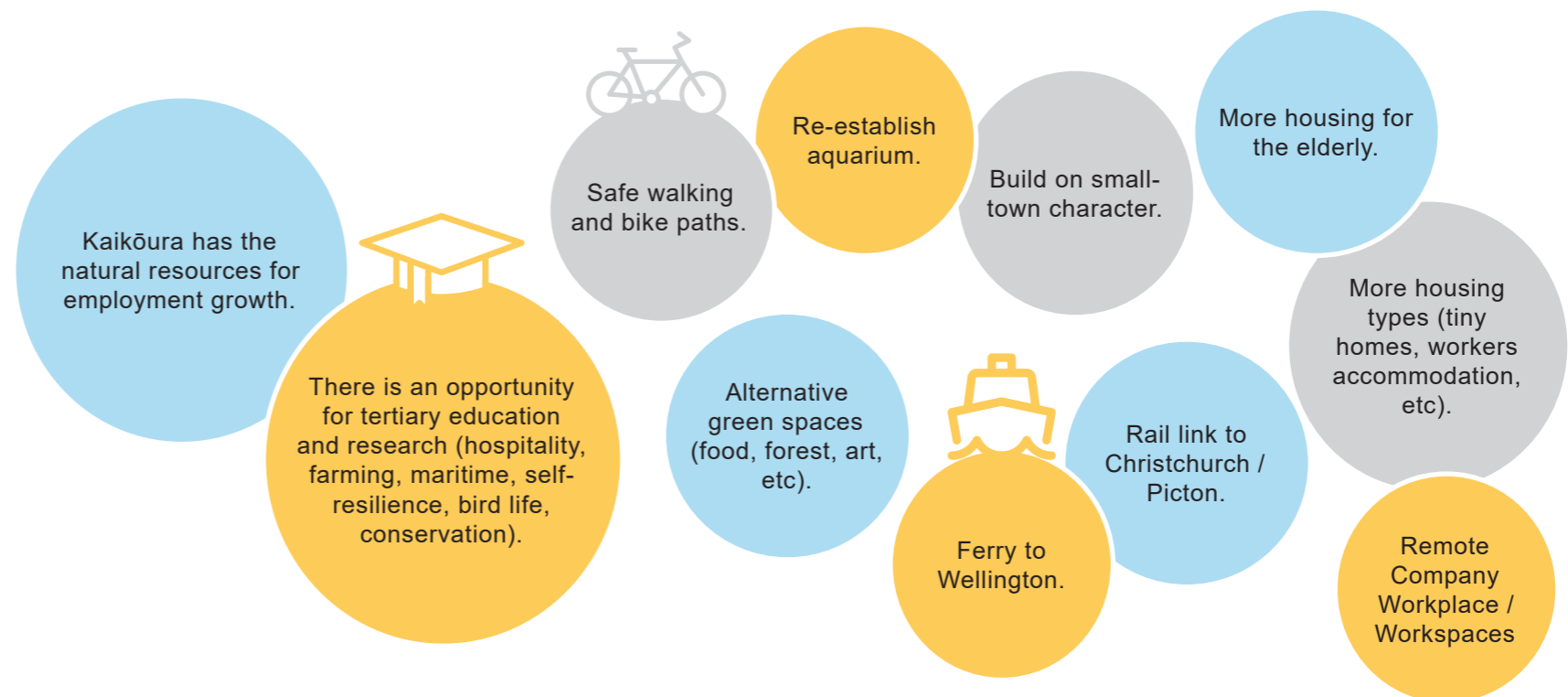
During this workshop, attendees raised a range of issues and opportunities along with a general discussion points to explore with the project team.



ISSUES



OPPORTUNITIES



APPENDIX C: OTHER DOCUMENTS REFERENCED



REIMAGINE KAIKŌURA: PŌHEWATIA ANŌ A KAIKŌURA

COMMUNITY	ECONOMY	BUILT ENVIRONMENT	NATURAL ENVIRONMENT	LOOKING TO THE FUTURE
<p>Meet housing needs: Further discussions on Papakāinga Development.</p> <p>Elderly care: Establish a retirement village and dementia care facilities.</p> <p>Community Facilities: Repair or replace key community facilities such as pools or playgrounds.</p>	<p>Market Kaikōura: Unique year-round destination, including multi-day/weekend offerings.</p> <p>Education hub: Provision of educational services and facilities.</p> <p>Marine Research Centre: Attract year-round researchers and students to the district.</p>	<p>Restore heritage and cultural sites: Encourage the repair/restoration and viable future use of character/heritage buildings and sites.</p> <p>Revitalize township: Develop plans for the Kaikōura Town Centre, Esplanade, North Wharf and South Bay areas.</p>	<p>Local stewardship of the natural environment: Restoration of quake affected waterways.</p> <p>Protect unique landscape features: Protect unique landscape features and areas of geological significance. Explore related educational and tourism opportunities.</p>	<p>Kaikōura Airport: future proofing of the Kaikōura Airport.</p> <p>Coastal enhancements: Safer and more resilient transport networks, walking / cycling paths and restoration planting along the coast.</p> <p>Planning for the harbour: Cater for the needs of fishing and tourism.</p>

APPENDIX D: SUMMARY OF 30 YEARS OF DEVELOPMENT

2000-2005

RESIDENTIAL

Location	Proposed
Makura Road	27 lot subdivision
126 Esplanade	8 residential units
14 Fyffe Avenue	7 lot subdivision
258A Mt Fyffe Road	24 lot subdivision
68 Churchill Street (Seaview)	181 lot subdivision
Greenburn Way (Ocean Ridge)	106 lot subdivision
Austin Close	8 lot subdivision
148 State Highway 1	26 lot subdivision

VISITORS ACCOMMODATION

Location	Proposed
Kekerengu State Highway	12 chalets for overnight accommodation
45 Churchill Street	18 unit motel (Bella Vista)

RETAIL / COMMERCIAL

Location	Proposed
Beach Road	New World Supermarket
130-134 Beach Road	Construct and establish shopping centre (Harakeke Mall)

OTHER

Kaikōura for becoming the first town in the world to gain full certification from Green Globe

2005-2010

RESIDENTIAL

Location	Proposed
154 Beach Road	2 lot subdivision with 19 unit titles on lot 1
Grange Road	8 lot subdivision
Ocean Ridge	38 lot subdivision
800 Kekerengu Valley	7 lot subdivision
27A Fyffee Avenue	6 lot subdivision
739 Mt Fyffee Road	11 lot subdivision
10 Ingles Drive	11 lot subdivision
Null Road	37 lot subdivision
184-206 Beach Road	40 lot subdivision
82 Scarborough Street	7 lot subdivision
Rakanui Station	67 lot subdivision, (farm park, huts, bridges, roading)
Bay paddock Road	20 lot subdivision
375 Bay Paddock Road	23 lot subdivision
Acadia Downs	25 lot subdivision
100 Torquay Street	19 residential apartments and 4 visitor accommodation
Torquay Street	11 residential apartments
232 Beach Road	9 lot subdivision

2010-2015

VISITORS ACCOMMODATION

Location	Proposed
115 Beach Road	Lobster Inn Motor Lodge 26 site camping ground
Kincaid Road	6 visitors accommodation units
375 Bay Paddock Road	12 chalets, lodge and 9 hole golf course
185 Beach Road	10 visitor accommodation units
17 Avoca Street	9 visitor accommodation units
Hapuku Lodge	Increase visitor accommodation to 40 and provide conference facilities

POLICIES / STRATEGIES

District Plan Operative – include Kaikōura Peninsula Tourism Zone and Ocean Ridge

Kaikōura A-B Carbon Free - Kaikōura Walking and Cycling Strategy

2015-2020

RESIDENTIAL

Location	Proposed
75 Koura Bay Drive	Subdivision and land titles 1-7 units
30 Mill Road	9 lot subdivision
Mt Fyffe Road	10 lot subdivision

Retail / Commercial

Location	Proposed
Wakatu Quay	Hotel and retail/commercial tourism development

UTILITIES

Location	Proposed
Deal Street	Canterbury District Health Board – Replacement Hospital
Scarborough Street	Resource shed outside landfill area

OTHER

Location	Proposed
South Bay Parade	Lookout platform
75 Koura Bay Drive	Commercial golf course

Policies

Plan Changes 1 & 2 Complete Omnibus and Ocean Ridge Plan Change

2020-NOW

VISITORS ACCOMMODATION

Location	Proposed
State Highway 1 Kekerengu	3 allotments, five self-contained chalets and 30 campervan parks
5A Mill Road	16 unit motel
114 Esplanade	Construction and operation of hotel

UTILITIES

Location	Proposed
196 Beach Road	Establish postal depot

POLICIES

Reimagine Kaikōura - Pōhewatia anō a Kaikōura - Kaikōura District Recovery Plan 2017

Council works with Government to produce Order in Council to support Earthquake recovery

RESIDENTIAL

Location	Proposed
Vicarage Views	67 lot subdivision

Utilities

Location	Proposed
28-32 Churchill Street	New Fire Station

POLICIES

Natural Hazards Plan Change 3 Complete

Kaikōura Business Park Plan Change 4 – Notified

OTHER

Kaikōura District Council received receives funding for Wakatu Quay Development

APPENDIX E: GLOSSARY

Affordability: The economic aspect of housing and living costs, ensuring that residents can reasonably afford to live in the area.

Blue-Green Network: A planning and design concept that connects natural water systems (blue) with green spaces to create a sustainable and resilient urban environment.

Constraints: Factors that limit or restrict the development potential of land, such as natural hazards, landscape features, and planning regulations.

Design Guidelines: A set of criteria or principles used to shape the development and aesthetic quality of buildings and public spaces.

Developable Land: Areas identified as suitable for future development based on an analysis of constraints and opportunities.

District Plan: A statutory document that sets out the objectives, policies, and rules for managing land use and development within a specific district.

Green Belt: An area of open land around a town or city where development is restricted to preserve the natural environment and limit urban sprawl.

Heavy Freight Detour: A proposed alternative route for heavy vehicles to bypass town centres, reducing traffic congestion and improving safety and liveability in urban areas.

Implementation and Staging: The process of executing the spatial plan over different time frames (short-term, medium-term, long-term) to ensure sustainable development.

Indigenous Biodiversity: The variety of native species and ecosystems in a region, which are crucial for maintaining ecological balance and cultural heritage.

Infrastructure: The basic physical and organizational structures needed for the operation of a society, including roads, water supply, sewers, electrical grids, and telecommunications.

Infill Development: The practice of developing vacant or underused parcels within existing urban areas to optimize land use and reduce sprawl.

Land Use: The categorization of land based on its most suitable use, such as residential, commercial, industrial, rural, or open space.

Landslide Debris Inundation Overlay: A planning tool used to identify areas at risk of landslide debris flow, guiding development away from these hazardous zones.

Mahinga Kai / Kai Moana: Traditional Māori food gathering areas and practices, including the collection of plants and seafood, which are important for cultural heritage and food security.

Mana Whenua: The authority and rights of Māori, particularly local iwi, over their ancestral land and resources.

Medium Density Residential: Housing that includes semi-detached houses, terraced houses, or low-rise apartments, typically located close to town centres and community facilities.

Natural Hazards: Environmental factors such as floods, landslides, and tsunamis that pose risks to development and require careful planning to mitigate.

Neighbourhood Centre: A small-scale commercial area that provides local conveniences and services within walking or cycling distance from residential areas.

Outstanding Natural Feature (ONF): A landscape or geological feature recognized for its distinctiveness and high value, warranting protection from development.

Outstanding Natural Landscape (ONL): Areas of significant landscape value that are protected from inappropriate development due to their natural beauty and ecological importance.

Papakainga: A traditional Māori settlement or community area that may include housing, communal spaces, and cultural facilities.

Rural Residential: Housing in a rural setting, typically with larger lot sizes that may allow for some self-sufficiency, such as vegetable gardens or small livestock.

Spatial Plan: A strategic guide that shapes the future development of a region, ensuring sustainable growth that aligns with the community's vision and values.

Statutory Acknowledgement (SA): An acknowledgement by the Crown of Māori special relationship with identified areas, aimed at improving Māori participation in resource management processes.

Te Rūnanga o Kaikōura: The local iwi authority for the Kaikōura area, playing a key role in the spatial planning process and the protection of cultural and natural heritage.

Town Centre: The principal commercial and service area of Kaikōura, featuring a mix of retail, hospitality, offices, and community facilities.



About Boffa Miskell

Boffa Miskell is a leading New Zealand professional services consultancy with offices in Auckland, Hamilton, Tauranga, Wellington, Christchurch, Dunedin and Queenstown. We work with a wide range of local and international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, cultural heritage, graphics and mapping. Over the past four decades we have built a reputation for professionalism, innovation and excellence. During this time we have been associated with a significant number of projects that have shaped New Zealand's environment.

www.boffamiskell.co.nz

Auckland 09 358 2526 **Hamilton** 07 960 0006 **Tauranga** 07 571 5511 **Wellington** 04 385 9315 **Christchurch** 03 366 8891 **Queenstown** 03 441 1670 **Dunedin** 03 470 0460