

Council Briefing Agenda

Date: Thursday, 11 July, 2019

Time: 12:30 pm

Location: Council Chamber
Forum North, Rust Avenue
Whangarei

Elected Members: Her Worship the Mayor Sheryl Mai
(Chairperson)
Cr Gavin Benney
Cr Crichton Christie
Cr Vince Cocurullo
Cr Tricia Cutforth
Cr Shelley Deeming
Cr Sue Glen
Cr Phil Halse
Cr Cherry Hermon
Cr Greg Innes
Cr Greg Martin
Cr Sharon Morgan
Cr Anna Murphy

For any queries regarding this meeting please contact
the Whangarei District Council on (09) 430-4200.

1. Apologies

2. Reports

2.1 Review of feedback on the Draft Whangarei District Growth Strategy

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3. Closure of Meeting

2.1 Review of feedback on the Draft Whangarei District Growth Strategy

Meeting: Council Briefing
Date of meeting: 11 July 2019
Reporting officer: Tony Horton (Manager – Strategy)

1 Purpose

To provide Elected Members with the public feedback received on the Draft Whangarei District Growth Strategy and to discuss the next steps in the process.

2 Background

Public feedback

Elected members resolved to seek public feedback on the Draft Whangarei District Growth Strategy at the Planning and Development Committee on 16 May 2019.

Public consultation and feedback occurred for 5 weeks from the 20 May to 24 June.

Why we were seeking public feedback

The Draft Whangarei District Growth Strategy is the culmination of two major programs of work:

1. A full review of Whangarei District Growth Strategy: Sustainable Futures 30/50
2. The requirements of the National Policy Statement on Urban Development Capacity (NPS – UDC)

The Strategy sets out a 30-year vision for how development will be accommodated and managed across the Whangarei District. It continues the approach set by Sustainable Futures 30/50, which was to consolidate growth around our urban areas and growth nodes.

Over the past 18 months there has been a number of updates to Elected Members. More recently a workshop was held on 13 March 2019 followed by discussion at the March and April Planning and Development Scoping Meetings.

To create this Strategy staff have worked across key teams in the organisation including Infrastructure, Northland Transport Alliance and District Plan. External input has been received from Northland Regional Council, New Zealand Transport Agency, Ministry of Education, Ministry of Housing and Urban Development, Ministry for the Environment and Northland District Health Board.

3 Discussion

Feedback received

Consultation with the community generated a total of 408 responses from individuals, organisations and agencies, which delivered 688 separate items of feedback

Attached to this agenda item is:

- A summary report of the feedback and the key issues raised. This report is summary of feedback and does not include an assessment as to the merits or otherwise of the feedback.
- A spreadsheet of the full feedback received

The key issues raised through the feedback include:

- How development and growth will be managed in our coastal areas
- The balance between intensification and greenfield development
- Better recognize the importance of business and key industries
- Transport resilience
- The effects of climate change on future development.
- Housing choice and affordability
- Community involvement and engagement
- Design of subdivision and development

Where late feedback has been received after the preparation of these reports, those items will be shared with elected members prior to the briefing on 11 July.

Central government update

Central government adopted the National Policy Statement on Urban Development Capacity in 2016. Recently we have been informed that the government is seeking to review and update this policy as part of their wider Urban Growth Agenda.

Central government will seek feedback on the update policy statement during August 2019 with the aim of making a new National Policy Statement operative by April 2020.

Whilst the exact details of the proposed review and update are not known, an indication has been given by central government that it may include:

- Amendments to the high growth / medium growth categorisation.
- Changes to how growth is measured
- Stronger policy direction for the Growth Strategy and District Plan as to how growth and development is managed.
- Changes to the monitoring and reporting requirements

At the briefing, staff will discuss how these changes may impact on our current approach with Draft Whangarei District Growth Strategy along with the implication of the points raised through the feedback received.

4 Attachments

1. Summary of feedback on the Whangarei District Growth Strategy
2. Feedback spreadsheet

Summary of Feedback on the Whangarei District Growth Strategy.docx

Council Briefing on 11 July 2019

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Summary

Consultation with the community generated a total of 408 responses from individuals, organisations and agencies, which delivered 688 separate items of feedback. These responses came from an online survey, written responses and social media. Public consultation occurred for 5 weeks from 20 May to 24 June.

Despite support for the proposed direction of the Draft Strategy, a number of matters were raised which will need to be considered further:

- How development and growth will be managed in our coastal areas
- The balance between intensification and greenfield development
- Recognizing the importance of business and key industries
- Transport resilience
- The effects of climate change on future development.
- Housing choice and affordability
- Community involvement and engagement
- Design of subdivision and development

This report provides a summary of the 408 responses from the public, but it does not provide commentary on the merits or otherwise of the feedback received.

Feedback results

In total 408 items of feedback have been received from public, community organisations, agencies and developers.

This consultation programme enabled feedback from the following sources:

- On-line survey: 343 surveys completed
- Social Media: 20 responses
- Email and written feedback: 45 responses

Of the responses received, approximately 200 people want to be kept up-to-date with the development of the Growth Strategy. The contact details provided will be included in an email list which will receive updates from Council as the work programme progresses.

A small number of people have requested an opportunity to discuss their feedback in more detail. Staff are currently working to arrange the necessary meetings and if further feedback is generated this will be shared with elected members.

Key issues identified through feedback

The management of development and growth in our coastal areas?

A large number of comments were received in relation to management of growth in our coastal areas. A majority of these comments relate to Whangarei Heads and Parua Bay. The points raised included:

- Further development will negatively impact on the coastal and rural character of the area
- New development should be focused on the urban area not coastal areas
- Existing infrastructure (particularly wastewater and roads) cannot accommodate further development
- Provide more amenity such as public open space
- Proposed world class live-in park for Whangarei Heads
- Moratorium on any future subdivision until there has been full consultation with the community on future development plans
- No expansion beyond the current District Plan Rural Village Environments
- The 500m² minimum lot size for subdivision is not appropriate and will be of detriment to the character of Parua Bay and Whangarei Heads. The minimum lot size should be increased from 500m² (a variety of minimum lot sizes were proposed – 600m² to 2000m²)
- Ensure that Whangarei Heads is not a growth node and some have questioned whether Parua Bay should be a growth node
- Better protection for the natural environment and coastal landscapes

Other feedback received expressed a contrary view:

- Enable a range of housing options for younger and older people
- 500m² subdivision is appropriate if designed well
- Keep the growth node focus

The balance between intensification and greenfield development

There appears to be support for enabling greater intensification of our existing urban area rather than further sprawl into greenfield areas. However, a number of items of feedback point out that for this to be successful the following needs to be considered:

- Quality of design subdivision and higher intensity housing
- Importance of greenspace and parks but also that some public open spaces might be used for future housings
- The need for more public transport and to align public transport with future intensification and development opportunities.
- Continue to invest in active transport – cycling, walking and shared paths

- Provide the infrastructure to support future developments
- Greater housing choice is needed, with a focus on more apartments and townhouses
- A number of specific locations have been identified for residential or future development opportunities in:
 - Vinegar Hill Road
 - Pyle Road East
 - Springsflat
 - St Annes Road
 - Te Maika Lane
 - Kakariki Road

There were a number of points raised relating to areas that should not be intensified, these include:

- Areas subject to flood risk or hazard risk
- Areas that will create reverse sensitivity issues for business, industry and quarrying
- Areas that will impact on natural character, coastal character. For example the foothills of Mt Manaia and the Tutukaka Coast
- Suburban areas that are not well connected or have the amenity to support more intensive living
- Puriri Park was specifically mentioned in a number of feedback items as a location to avoid intensive housing
- Avoid rural land and agricultural soils

Better recognize the importance of business and key industries

Feedback from individuals and business recommend that greater emphasis is given to the importance of business and key industries within the strategy. Key industries include:

- Northport
- Refinery
- Quarries
- Tourism
- Service sector

Further comments around business and key industries include:

- Reverse sensitivity and the relationship between future housing and existing industrial areas, such as Marsden, or quarry activities
- The need to provide infrastructure to support commercial activities, with an emphasis on transport
- Focus businesses into the city centre
- Look for new areas in the District, include in the north and south of the urban area e.g. Hikurangi or Springsflat.

Transport resilience

Across the feedback received, transport appears to be a priority. A number of issues related to transport have been raised including:

- The need for better public transport links across the District. This includes links to the areas which are experiencing most growth and development, but also to rural areas.
- Traffic congestion in the urban areas and how this will be managed as our District continues to grow
- The need for more transport links, such as new roads, bypasses and junction improvements. Notably Riverside/Onerahi Bypass has been raised
- Support for more active transport, with reference to more cycling and walking opportunities.
- Better integration of transport and landuse planning
- The importance of rail, particularly for industry and logistics activities
- Four lanes needed for State Highway 1

The effects of climate change on future development.

The impacts of a changing climate have been raised through numerous items of feedback. Concerns relate to the following:

- Ensuring new growth areas will not be adversely impacted by climate change
- The need for a strategy to address the impacts of climate change
- Seawalls to protect areas of the city and the wider District
- The resilience of existing communities and infrastructure to future sea level rise or changing weather patterns

Housing choice and affordability

Feedback received has highlighted the issues of choice and affordability in the housing market. This included comments on:

- The need for more apartments and townhouses for those who don't want to live on large sections or in large houses
- A choice across the District, not just in the city centre. Some have suggested greater choice in suburban areas and in growth nodes
- Specific requests for more apartment style living in the city centre and areas with good public transport links

Community involvement and engagement

The need for better community involvement was raised in many items of feedback.

- Council does a poor job of consulting and engaging with the community
- Decisions are made about development without proper community input or transparency

- For future plans to be successful, more and better quality consultation is needed
- Certain areas, such as Parua Bay and Whangarei Heads, have requested that they are consulted on new development and subdivision proposals
- Meaningful involvement of hapu in new development proposals

A small number of people suggested that further community input would slow down or stop good development from happening.

Design of subdivision and development

Comments relating to design have been raised in relation to housing developments, and include:

- Poor quality of recent subdivisions, and why we allow these badly designed developments to happen
- The need to better design in areas of natural or coastal character, with reference to issues such as building on ridgelines.
- The need to better design and a greater scale of development in our city centre
- Poor design and appearance of our entranceways
- The importance of amenity, warm dry homes and access to open spaces for a good quality of life
- New development should be sustainable/green buildings

Other notable comments

A number of other notable points have been raised in the feedback received that don't fit in the issues noted above. These points include:

- Delay the strategy until the 2018 Census is released so we get a more accurate picture of population growth.
- Better alignment with the Northland Regional Policy Statement
- The impact and pressures of tourism, for example the impact of holiday homes on the housing in coastal areas
- Need to consider the biodiversity impacts of growth and protect areas of natural vegetation
- Infrastructure should be provided in advance of development, rather than putting existing infrastructure under pressure
- Proactive provision of open space, parks and reserves before the land is built on
- Investigate protection of views for our key natural features
- Need to incorporate the work done in the structure plans for key coastal areas
- Implementation of the development plan for the Council owned land adjacent to the Community Centre at Parua Bay.

Whangarei District Council

Feedback on the Whangarei District Growth Strategy.docx

June 2019

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Introduction

This document contains the full feedback received on the Draft Whangarei District Growth Strategy. In total 408 responses were received from individuals, organisations and agencies, which delivered 688 items of feedback. These responses came from an online survey, written responses and social media which were available for 5 weeks from 20 May to 24 June.

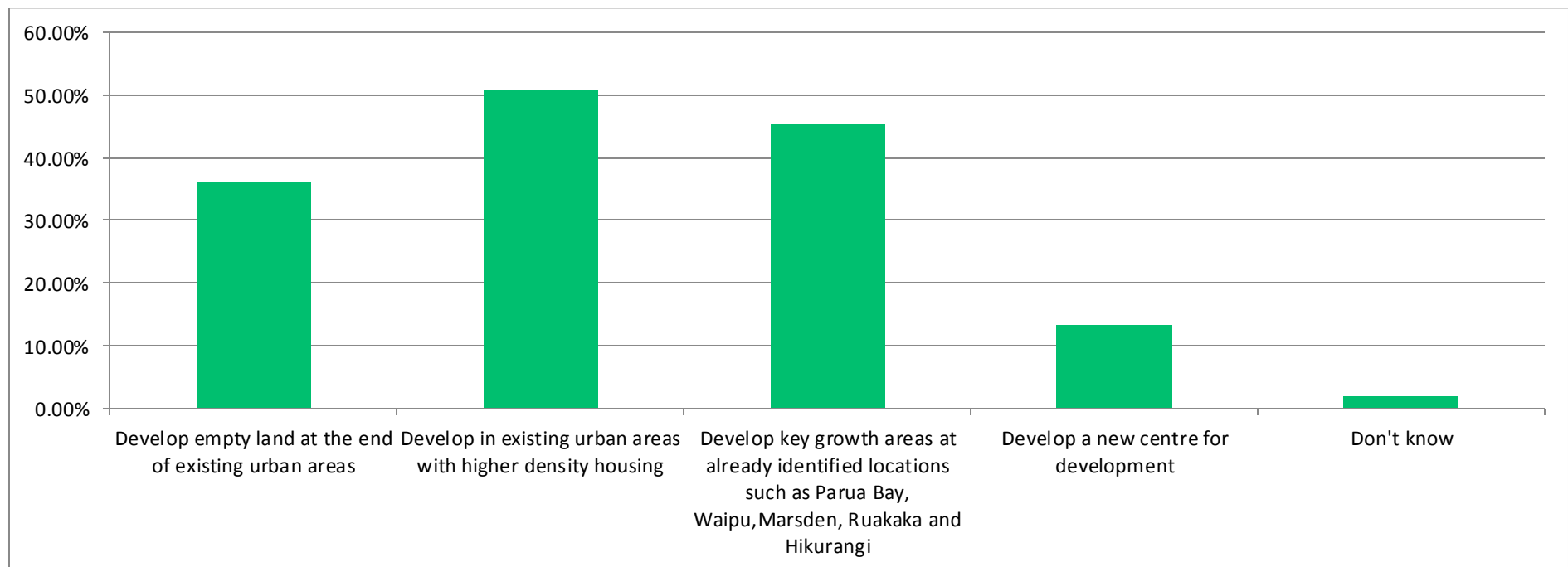
The feedback has been presented in full. Some feedback has been reformatted with minor editing to ensure readability and to fit within this document. Names have been provided for feedback received from organizations and agencies. No names have been provided for individual feedback.

This document contains feedback received up to 1 July 2019, noting that the formal feedback period closed on 24 June 2019.

Topic 1. Location of new housing

As our District grows, where is the best place for new houses?

| | Responses | |
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| Develop empty land at the end of existing urban areas | 36.17% | 119 |
| Develop in existing urban areas with higher density housing | 50.76% | 167 |
| Develop key growth areas at already identified locations such as Parua Bay, Waipu, Marsden - Ruakaka and Hikurangi | 45.29% | 149 |
| Develop a new centre for development | 13.37% | 44 |
| Don't know | 1.82% | 6 |



| Ref | Feedback comments relating to location for new housing |
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| 1. | To get adequate and informed community input Council needs to provide better information specific to smaller defined areas within the District. There needs to be better engagement at all levels of this process. There are so many variables associated with this question. For example, where is the best place for new houses in Parua Bay will depend on a range of important factors such as infrastructure, rate of growth and type of growth (commercial, tourism and residential). It is of concern Council will use the information from this questionnaire to make decisions relating to growth that will have significant short and long term impacts within our community of Parua Bay. |
| 2. | Riverside road near the CBD |
| 3. | I would hate to see a higher density within the city, new apartments along the waterfront around the loop would be good but not infilling sections |
| 4. | We need to better plan for housing in areas like Tikipunga, Kamo and Maunu. There is too much subdivision being allowed without thought for how it will look and function in the future |
| 5. | Make sure they are affordable and look attractive. Think about our future communities, not just the ones that are here now |
| 6. | I think we need to be providing houses all across the district |
| 7. | We need a balance of intensity and greenfield subdivision. This strategy is too focused on intensity |
| 8. | Provide more housing choice and affordability |
| 9. | We need smaller houses and apartments in places like Tikipunga and Kamo. Not everyone wants or can afford a large house on a large section |
| 10. | We don't want too much sprawl in the north Tikipunga area. Indicative roads and pipe and parks should be identified before it is all subdivided |
| 11. | Growth around Tiki needs to be looked at carefully and planned with the community |
| 12. | Areas that are serviced by infrastructure and public transport. |

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| 13. | The Parua Bay community overwhelming do not approve of nor want the densification that the WDC has planned for this rural area. There is no concern for preservation of our "sense of place". |
| 14. | In lieu of pollution and its impacts on climate change, it makes sense for densification to be limited to urban areas with access to public transportation and proximity to hospitals, schools, shops and likely source of employment for the majority of the districts population. |
| 15. | In lieu of pollution and its impacts on climate change, it makes sense for densification to be limited to urban areas with access to public transportation and proximity to hospitals, schools, shops and likely source of employment for the majority of the districts population. |
| 16. | <ol style="list-style-type: none"> 1. There should be a moratorium on Growth until Public consultations with Community have occurred and Public consultations should continue to be done throughout the ENTIRE process of any development. 2. There should be No expansion of Residential Areas beyond the current Residential Zones (RVRE) 3. The community overwhelmingly wants an increase in the minimum lot size from the 500 m2 currently allowed for in the RVRE designation |
| 17. | It is difficult when you lump "key growth areas" together such as Parua Bay with Marsden? Parua Bay has limited area for growth while Marsden and Ruakaka have larger areas for growth especially industrial and residential. The commercial area currently in Parua Bay, has very limited growth potential and, even to support the current population growth, it is on the edge of adequate. It needs a larger doctor's office, post office, pharmacy etc. - once these amenities are planned, there may be room for some additional development of housing. Of course, there are other areas further out toward Whangarei Heads that are currently quite rural, that are being considered for future housing, however, many of these areas are bordering on significant nature reserves and to push development into these areas will destroy the opportunity that now exists to retain this important ecological treasure. |
| 18. | Make most efficient use of existing infrastructure assets and investment. Reduce overall environmental footprint and impact. |
| 19. | It looks like you have the area above Old Parua Bay Road in yellow suitable for housing, there are often slips onto the road, really don't think that is suitable? There should be central city apartments above shops like in Europe, no need for transport. No drink drive when go out etc. |
| 20. | Stop development in potential flood areas, unstable ground and especially in coastal area that will be impacted by sea level rise. |
| 21. | Raumanga |
| 22. | Need to take into consideration traffic congestion. Also consider apartments in core that are reasonably priced. |

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| 23. | Away from low lying areas. Do not encourage building on low lying areas |
| 24. | Using up existing green urban spaces for alternative development, should be avoided at ALL costs. Otherwise the streets will become the "play" areas for children of all ages, which eventually leads to social misconduct and unhealthy family structure. |
| 25. | In particular, Whangarei Heads roading and infrastructure would need SIGNIFICANT development before adding further increases to population. This should be done BEFORE building new subdivisions. |
| 26. | Minimal high density housing. No room for garden. Boat, caravan, children play areas. Bad visual affect. |
| 27. | Less travel is better so keep everything close |
| 28. | More apartments in CBD needed |
| 29. | Growth areas are off main State Highway 1 except Parua Bay that is on a Peninsula like Whangaparaora and we don't want the Whangarei Heads area to be like that so should come OFF that growth hub list. We want to keep plenty of green areas and parks and access to rural farmland, mountain walks and beaches |
| 30. | Where existing pods of houses exist on rural land we should develop more around them or close by. |
| 31. | Maybe develop on empty land on the outskirts of the urban areas but with restricted numbers and then look to existing urban areas to develop - provided the infrastructure can maintain this |
| 32. | Use the old rugby league grounds - (Jubilee Park) walking distance into town and will use what is an eyesore for productive use. |
| 33. | Preserve the newly recovered Kiwi land around Mount Manaia. It is impossible to think that a Developer can propose high-density housing at the same place. We still pay a Kiwi tax there, and on top it is a histological place, this is not a place to develop! |
| 34. | Stop moving into green areas. |

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| 35. | Encourage more inner city living by making it easier for business to conduct day to day running. This may see an increase in retail outlets and eateries in the dying city center, therefore increase interest in inner city/apartment living |
| 36. | There should be a moratorium on Growth until Public consultations with Community have occurred and Public consultations should continue to be done throughout the ENTIRE process of any development |
| 37. | Higher density housing is needed across the District including the city and coastal areas |
| 38. | Intensify rather than sprawl |
| 39. | Intensify rather than sprawl |
| 40. | We need more housing in Parua Bay for first time home buyers and those who are downsizing. Not everyone want to live in a large section |
| 41. | Local planning/structure planning needed for Hikurangi and Tutukaka Coast |
| 42. | You need to provide the infrastructure (such as increasing road capacities) before allowing further development outside of urban areas. |
| 43. | We don't need houses pepper potted all over our scenic landscape. |
| 44. | Stop building on Ridge lines and look after the environment, we only have one! Stop developing in low laying areas (rising sea levels). The first two options seem to be the obvious choice in order to establish an efficient and user friendly public transport. There should be no expansion of Residential Areas beyond the current Residential Zones(RVRE) |
| 45. | High density development could occur along good roading and railway lines in areas where there are jobs available for residents. This would avoid people travelling for long distances, thus pollute the air. Whangarei needs to establish a public transport system that is user-friendly, easily accessible and available before roads are blocked daily and cannot cope with the numbers of cars. Parua Bay, Waipu, Marsden, Ruakaka and Hikurangi are highly valuable areas with special character and there should be no expansion of residential areas beyond the current Residential Zones (RVRE). |

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| 46. | I agree with organised, approved development in key growth areas. As long as it is ensured that all the necessary infrastructure will be in place as outlined by the speaker last week at Parua Bay from council. |
| 47. | Also allow pockets of growth that are built around clusters that are already there and are a logical fit. |
| 48. | Whangarei is still a small city and the rate of expansion can still occur on the periphery of current city boundaries. Creating residential hubs in Parua Bay and Whangarei Heads area cannot be justified to spoil the natural environment let alone the significant cost of new or improved services and infrastructure. |
| 49. | Develop in existing urban areas with two story town houses and compulsory recreational areas. |
| 50. | No new housing in areas with lots of holiday homes until at least 80% are being lived in full time. This will save having more empty houses using all the land. Having lots of empty houses (Holiday homes) doesn't improve the community. Reduce urban sprawl We need a mix of the above. |
| 51. | If there were smaller homes for seniors to move into, that would free up larger homes for families. |
| 52. | STOP building developments of good quality agricultural land. Instead use lesser quality land. eg. Clay based soils rather than volcanic for housing. |
| 53. | Retain the character of growth areas. |
| 54. | Attention to existing Urban areas is needed to regenerate and revitalize them. Satisfying current population Needs and Wants prior to developing further areas. It will generate trust and define other areas that would be needed. |
| 55. | No to further growth at Parua Bay and Whangarei Heads |
| 56. | We need more housing in Parua Bay with a choice of smaller sections and homes that people can afford |
| 57. | Preserve green space please where possible, develop apartment living in the CBD |

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| 58. | Retain some character, don't get rid of all the older houses |
| 59. | Please make apartments and town houses across Whangarei |
| 60. | Look at apartments in Kamo, Tiki and Kensington |
| 61. | We need a mixed approach to ensure we have a choice of housing all over the District. More town houses and apartments please for our young and old people. |
| 62. | Greater housing choice and density is needed in our city, Parua Bay and Waipu. Protect the old villas in Hikurangi |
| 63. | Make sure Parua Bay can have houses on small sections or town houses. Don't listen to the Parua Bay Residents Association. They don't speak for the young people in the area who want to live in smaller more affordable housing but currently can't. My family have been in Parua Bay for 30 years. We need a choice of housing in our village so young people and older people can live there. Stop the endless lifestyle block and large lot development on our valuable country side |
| 64. | <p>We need to better intensify our city and growth modes to ensure we don't continue to sprawl on our rural land.</p> <p>We need greater choice of homes in areas like Parua Bay. All you can buy are large houses on large sections which cost a fortune. I don't want a large house and would prefer a town house or apartment, but there are no options for this in Parua Bay. Make sure it is designed well and keep the rural village compact and high density like in Europe</p> |
| 65. | More choice of different types of houses is needed in Parua Bay. I am getting old and want to move out of my lifestyle block to a small house. But there are none available in Parua Bay, so I am going to have to move to town. I've lived in Parua Bay for 25 years. What a shame it is that I will need to move |
| 66. | Develop Otangarei with an upgrade to housing and utilise existing housing stock principally HNZ stock. |
| 67. | CBD needs high density apartments etc for cost effective housing and to invigorate a dying CBD |

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| 68. | If people are living in urban mixed retail/housing situations you have a bustling town centre with a community feel. Also means safer as people constantly around. Young people love living like this as do older people. |
| 69. | Develop areas for vehicle dwellers |
| 70. | Infrastructure for those areas should be part of any development. Growth in Parua Bay and surrounds is causing dreadful traffic jams on that road at peak hours especially. The road wasn't designed for and hasn't been upgraded to cope with other development |
| 71. | Hikurangi needs growth out that way |
| 72. | I think we need to avoid sprawl - the nicest cities I've been are quite compact and have a human scale to them +walk-ability. Sprawling cities means public transport becomes less effective, people are more reliant on cars, communities are separated. Let's avoid that. |
| 73. | NOT Parua Bay as the access road is at capacity now and even if the Onerahi bypass proceeds this will not relieve the one road only to town. |
| 74. | We need to be able to keep green space within our communities if not for mental health, the animal life that surrounds us. We do however need to ensure that we are looking into options for alternate living styles. |
| 75. | More downtown living. Close to the water down at the town basin would be great. |
| 76. | Look at different ways of housing that improve our social lives and reduce the use of 1 person vehicles. I suggest looking in to co-housing developments. |
| 77. | Definitely need more housing options as too many poor sods having to rough it. It looks bad and is evident of systemic failure of governance. Please help these people to get back into social norms and help to prevent ostracizing them |
| 78. | Invest in public transport and walking / biking tracks at the same time allowing people in these new areas ways to commute easily and without cars |
| 79. | Set aside land for vehicle dwellers. |

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| 80. | An evolving vehicle dwelling community MUST be considered in future developments |
| 81. | Check out the Hobsonville development, an awesome plan and fantastic layout and design to look up to for high density developments |
| 82. | Do not develop empty land at the end of an existing area if it does not fit in with the current amenity and character of the surroundings. Develop inner city with high density, outskirts with medium density and stick to those rules! Developers should not be allowed to bend the rules. We bought in our quiet street for a reason! Let's keep it that way. |
| 83. | The Heads area generally seems a poor choice for intensive development considering the amenity value, the obvious commitment of the community to the environment and the lack of even the most basic infrastructure especially roading. Marsden, Ruakaka and other land adjacent to SH1 would be a good place to start. |
| 84. | Where is the thought and effort in maintaining and recovery of natural areas the provide essential services like clean water and fresh air? |
| 85. | Intensification in the city center |
| 86. | Protect elite soils by not allowing subdivision on them |
| 87. | Don't put low decile housing in areas that are going to lower house prices. Don't use Puriri Park!!! |
| 88. | Focus on introducing incentives to encourage developments of smaller house types such as units and apartments etc rather than larger homes |
| 89. | Purchase Jubilee Park League grounds for housing development. This has been a disgraceful eyesore for many years now. The fence is broken and in pieces along Tarewa Road. The park is a waste of space and could be put to good use for housing. Its central to the city, hospital and shops. |
| 90. | The main concern for me is not where the growth occurs, rather that the infrastructure is in place prior to, or at least in line with, the growth. |
| 91. | Would suggest more inland areas, eg Maungatapere, Poroti, communities that have fairly good roading access and some existing infrastructure. There will need to be significant road infrastructure changes developing the Whangarei Heads, as the 2 access roads will be /are already inadequate. Care needs to be taken increasing population size in places that already have a seasonal influx |

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| 92. | I don't think high density housing in suburban areas supports the emotional wellbeing of people. As a real estate agent, I can see first hand the effects on folks who live in already cramped grounds. High density apartments within the city, definitely! Love the idea of more second and third level housing scattered all over the city, it would liven up the area. |
| 93. | When developing land consider the impact on transport to everyday places (schools, parks, employment, shops). Need to put in cycle and walk ways to ensure people living in these areas can walk or bike to and from these locations. Also green spaces need to be considered. Urban design has a huge impact on health and quality of life. Please consult public health advisors regarding the impact on health. |
| 94. | I'm concerned about good farm land being covered in houses. |
| 95. | Development in areas such as Ruakaka, Parua Bay, and Marsden clash with developments other than housing eg the ugly heavy industry businesses at Ruakaka are a blotch on the landscape, and detract from the coastal and forest beauty. Access to and from Parua Bay is appalling - narrow and too many users. The harbour side is a mishmash of housing quashed between the sea and the hills. |
| 96. | Keep our green spaces. |
| 97. | The Parua Bay/ Whangarei Heads areas should be developed only after main roads upgraded to take traffic e.g. passing bays. Minimum land size is 2000sqm or living 3. |
| 98. | Choose areas that can be created with new centres. Remove some land use for mines that are on prime residential land south of Whangarei. |
| 99. | Would prefer to see our countryside retained, not covered in houses. |
| 100. | NO to more housing at Parua Bay. We have lived here because of its small size, no need to make it any bigger. |
| 101. | Build up not out |
| 102. | 3 Mile Bush, Pipiwai, Corks Rd |
| 103. | South of town |

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| 104. | I work in an area where there are HNZ houses on large sections close to town -most are overgrown lawns unmown - in fill these before the sacrilege of building on parkland |
| 105. | Hikurangi is a prime area to further develop. Add a bus run and it's connected. |
| 106. | Look at building tiny houses, people don't need a huge mansion of a four bedroom house to be happy, content, or comfortable. Smaller houses, smaller sections means more houses for more people. They would also be more affordable for the younger generation wanting to purchase a home. |
| 107. | Do not develop on green areas such as the park on Puriri Park Rd |
| 108. | Definitely don't put high density housing in existing areas - that is an appalling idea. |
| 109. | The Glenbervie - Huanui Area is a nice area to look at. 10 minute drive to central Whangarei (The area from Sands Road) |
| 110. | Central City, Avenues, Riverside, Morningside, Regent, and all surrounding areas that are walking distance to the centre |
| 111. | Don't develop in beautiful coastal areas like you have planned for Whangarei Heads. We have some of the best coastline and natural reserves in New Zealand and your putting high density housing next to them eg below Mt Manaia. Areas like Hikurangi, Onerahi, Tikipunga need more development than a small coastline settlement that is struggling with the rapid growth already |
| 112. | BUILD UP NOT OUT!!! Build apartments not thousands of houses that look exactly the same taking over areas of land filled with native trees or parks or places for people to walk |
| 113. | Go further south to Maungaturoto. Include these more southern areas within your district council. You'll enable those areas to progress better and eventually Whangarei will rival Aucks. Easy peasy |
| 114. | Prioritise medium-density housing and living closer to peoples' workplaces over further urban sprawl and the antiquated kiwi dream of a quarter-acre with a McMansion on it |
| 115. | Do not use rural land on the edges of Kamo and Tikipunga - we need green space without housing and pollution. |

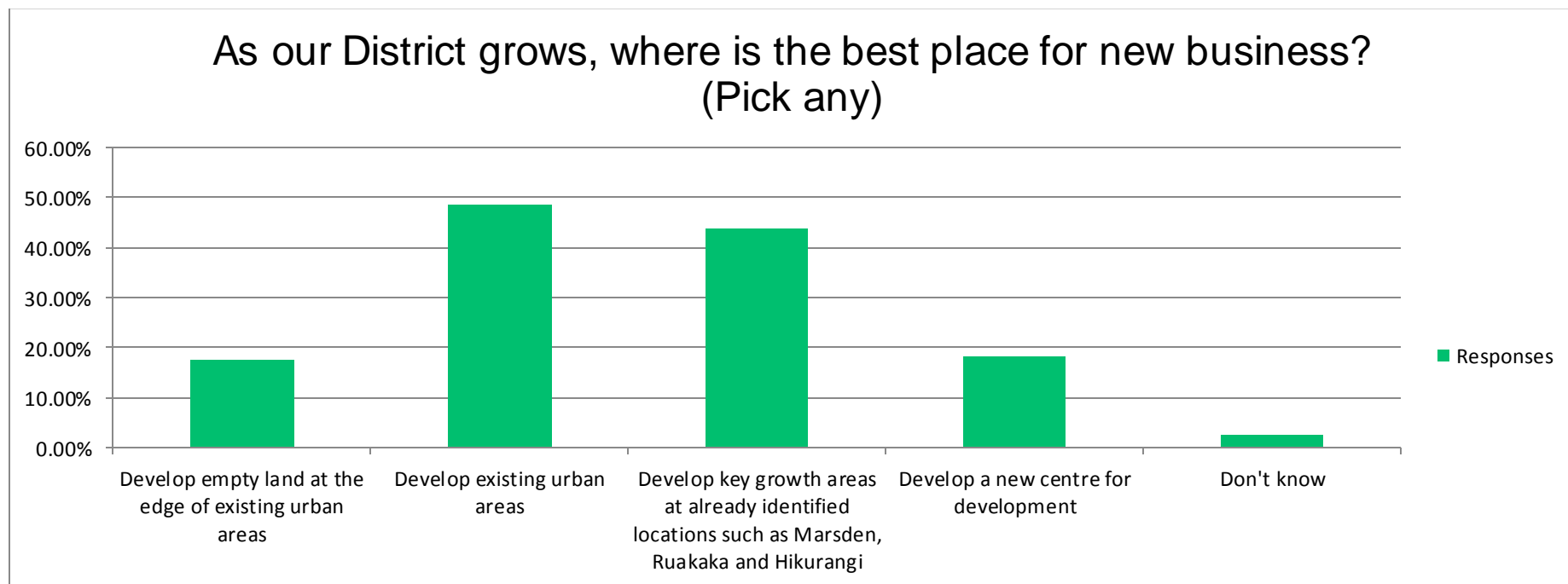
| | |
|------|--|
| 116. | Only if infrastructure and roads are also in place |
| 117. | We should focus growth in a way that can regenerate some of the run down areas in Whangarei. |
| 118. | Make sure infrastructure is provided to align with growth |
| 119. | On behalf of our client we seek that the Growth Strategy mapping for Tikipunga be amended to include all the land on the eastern side of Vinegar Hill Road that is zoned Living 3 in the Operative District Plan either be shown as existing urban area to reflect its operative zoning, or to Future Development opportunity if that is more appropriate. |
| 120. | <p>On behalf of our client we seek that the Growth Strategy mapping for Marsden be amended to include the land to the east of Pyle Road East described as Section 30 Block VII Ruakaka SD, Lot 1 DP 92672 and Lot 1 DP 197939, as Future Development opportunity and open space / reserve on the basis that the site is identified partially for future residential development and partially for open space / recreation in the Marsden Point - Ruakaka Structure Plan.</p> <p>We also query the inconsistency of the Growth Strategy mapping in this location, with the proposed Urban Plan change maps and suggest that future development potential of the areas hatched in blue could also be identified in the Growth Strategy as future development potential / open space, in alignment with the Structure Plan.</p> |
| 121. | On behalf of our client we seek that the Growth Strategy mapping for Tikipunga be amended to include all the land on the western side of SH1 at Springs Flat described as Lots 1, 2, 3 and 4 DP400185 and is zoned for Residential living in the Operative District Plan either be shown as existing urban area to reflect its operative zoning, or to Future Development opportunity if that is more appropriate. |
| 122. | On behalf of our client we seek that the Growth Strategy mapping for Waipu (Waipu Cove) be amended to include the land at the end of St Anne's Road described as Lot 1 DP 516131 as Future Development opportunity on the basis that the site is identified for future residential development in the Waipu Cove / Langs Beach Structure Plan. |
| 123. | On behalf of our client we seek that the Growth Strategy mapping for Ngunguru be amended to include the land at Te Maika Lane described as Lot 15 DP374000 as Future Development opportunity to reflect its partial operative zoning as Rural Village and the balance area being appropriate for future residential development on the basis that it reinforces the clustering of development around the existing Ngunguru settlement and due to its close proximity to the School and other village amenities. |

| | |
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| 124. | On behalf of our client we seek that the Growth Strategy mapping for Ngunguru be amended to include the land at the end of Kakariki Road described as Lot 5 DP166788 as either existing urban area to reflect its Rural Village operative zoning, or to Future Development opportunity if that is more appropriate. |
|------|---|

Topic 2 Location for new businesses and industry

As our District grows, where is the best place for new business?

| | Responses | |
|--|-----------|-----|
| Develop empty land at the edge of existing urban areas | 17.48% | 57 |
| Develop existing urban areas | 48.77% | 159 |
| Develop key growth areas at already identified locations such as Marsden - Ruakaka and Hikurangi | 43.87% | 143 |
| Develop a new centre for development | 18.40% | 60 |
| Don't know | 2.45% | 8 |



| Ref | Feedback comments relating to best place for new businesses |
|------|--|
| 125. | Revitalise the CBD |
| 126. | Again difficult to answer due to lack of information provided. The best place for new business is where there is a need for that business. However with recent district rule plan changes it is now harder to operate commercial activities in some areas. There needs to be a balance of encouraging smaller, home operated businesses to operate if providing a much needed service for community. |
| 127. | Not sure where they should go, as long as the fumes and noise do not impact on housing areas. |
| 128. | There needs to be consideration for a transport network for the development of commercial areas that are away from places of residence |
| 129. | Keep noisy and smelly industry away from houses |
| 130. | Provide more land for jobs across the District, not just in Marsden |
| 131. | More industry and business land should be created in the north of District |
| 132. | Keep the main industries in Marsden close to the rail line |
| 133. | New international airport north or west of Whangarei. Not at Marsden City. |
| 134. | What type of new business?? The Whangarei CBD is half empty. Why do we need to look for new areas for business when our main business centre is falling into disuse? I realize that this is primarily a retail area but what would it take to encourage some other business development? What about Kauri? Or is this area considered to be Hikurangi. |
| 135. | Make most efficient use of existing infrastructure assets and investment. Reduce overall environmental footprint and impact. |

| Ref | Feedback comments relating to best place for new businesses |
|------|--|
| 136. | What about down Port Road, so much land doing nothing! Shame it was all sold to one . . . [person]. Would make perfect business land if it was sold in blocks at REASONABLE prices. |
| 137. | Move town center to town basin area |
| 138. | Raumanga |
| 139. | CBD investment |
| 140. | We need to start thinking about building upwards. The new Whitecross building could have been at least 2 levels with parking. |
| 141. | Middle of town has potential but raising the parking fees has driven people to Okara park. Also the amount of undesirable youths hanging around the centre of town after the free wi fi puts people off going to the middle of town for shopping. |
| 142. | Away from current low lying CBD to higher ground |
| 143. | Manufacturing businesses should definitely be confined to the outer areas of the city with good planning and easy road access to the city's community. Other commercial businesses and light manufacturing can continue to be redeveloped in areas that already have more recent structures and closer to the community such as Porowini Avenue and Rewarewa road etc. |
| 144. | Existing premises cannot handle the current traffic, waste etc. |
| 145. | DEVELOP CBD |
| 146. | Take note about global warming and rising sea levels. Are you going to build sea walls around these low-level developments? Is rising sea levels fact or fiction?? |
| 147. | My answer relates to commercial ventures, but cottage industry to be encouraged everywhere |
| 148. | Work on updating and filling the current empty stores with new thriving business. Maybe a rent reduction grant? |

| Ref | Feedback comments relating to best place for new businesses |
|------|--|
| 149. | Work on updating and filling the current empty stores with new thriving business. Maybe a rent reduction grant? |
| 150. | As long as the development is above the 50-year sea level rise |
| 151. | Keen to see city centre supported and revitalised |
| 152. | Help regenerate CBD - too many empty shops. Parking charges make people go elsewhere where there's free parking. Looking around CBD is not a good look if you are trying to attract tourists. It's dead. |
| 153. | Stop moving into green areas. |
| 154. | It depends on what the business is obviously. Don't take the focus away from town. |
| 155. | There should be no expansion of Residential Areas beyond the current Residential Zones (RVRE) |
| 156. | More business land needed in Parua Bay and Hikurangi |
| 157. | New business land needed around Springsflat and Hikurangi |
| 158. | Port Rd would be ideal. Develop new business and residential areas together with recreational reserves in between. Try to get people living close to where they work which will reduce overall infrastructure costs and reduce potential congestion. |
| 159. | With railway coming back into use the land should be close to the railway tracks. |
| 160. | Along main arteries and along Railways. Port Area. |
| 161. | Businesses are best built along main road arteries and railway lines: Port of Whangarei, South of Whangarei. If they are built outside the urban residential areas they should not interfere with environmentally safe living. |

| Ref | Feedback comments relating to best place for new businesses |
|------|--|
| 162. | The city centre retail businesses need revitalising. How this is done is complex I'm sure - with online shopping so popular this will be a challenge, however it would greatly improve the existing urban area. New business that supports residents in the key growth areas would be welcome. In Parua Bay there are more and more older residents, the doctors, a pharmacy, good grocery store will be necessary. Public transport into town would also be valuable. |
| 163. | Depends on the type of business |
| 164. | Attaching to already existing urban areas allows for shopping and resources in place at the moment. |
| 165. | Chose sites which do not take up good agricultural land. |
| 166. | Whangarei business areas are wide spread. These need to be merged to allow better flow in the central area. |
| 167. | We need to concentrate on solving existing issues prior to adding to the mix, as the City Center reforms to include Hundertwasser and its environment issues, the next steps will appear. |
| 168. | Build an office hub at Parua Bay so less people have to go into town for work |
| 169. | Keep the CBD alive |
| 170. | Marsden City |
| 171. | New business park in the north so people in Tiki don't have to commute through town |
| 172. | Protect the land at our refinery and around Port Road. Develop new business park at Springs Flat |
| 173. | Protect the industry land at the port. This will be needed as the port continues to grow |
| 174. | Make sure heavy industrial buildings are away from our houses |

| Ref | Feedback comments relating to best place for new businesses |
|------|---|
| 175. | The suburb of Otangarei which is central, and underdeveloped. Council also 'owns' large tracts of underdeveloped land in the area. |
| 176. | We've got an abundance of unoccupied or unused business space in and around the CBD already, don't disperse |
| 177. | Again, need to avoid the sprawl. Let the current urban areas grow, but don't let new ones pop up all over the place. |
| 178. | Port Nikau and vicinity of Re-sort centre |
| 179. | The CBD is empty at the moment. Council should be stopping the commercial sprawl in residential areas and helping to return the CBD back into a commercial area. |
| 180. | Shops in town needs to be closer together. If you want to develop new shopping areas. Remove existing old buildings and develop there. Preferably in the CBD area. |
| 181. | Again make sure there's transport available |
| 182. | Depends on the type of business operation. Seems Marsden & Ruakaka may suit manufacturing/heavy industry type, whereas light industrial is suitable for lower Port Road and surrounding area |
| 183. | There is plenty of space in the Port area and surrounds. |
| 184. | Once again Marsden and Ruakaka have a lot to offer not only a clean slate to work with from planning point of view but also a very desirable lifestyle location with easy access to Auckland. |
| 185. | CBD |
| 186. | Protect elite soils by not allowing subdivision on them. Ensure public transport is part of planning for new development |
| 187. | Springsflat is growing and also Maungatapere. More businesses in those areas would be great |

| Ref | Feedback comments relating to best place for new businesses |
|------|---|
| 188. | Out of the city area |
| 189. | The CBD should be the focus area. There are too many empty shops already. |
| 190. | Sea level rise may be a long-term problem for Marsden and Ruakaka. pretending it won't happen will just make it worse when it does. |
| 191. | This development needs to match the development of new houses. The impact on current businesses particularly small and local business is needed. Again, residents need to be able to use active transport and public transport to get from new houses to businesses |
| 192. | Have a mix of business and housing, in all areas |
| 193. | Do this in conjunction with increased inner-city living with apartments or similar above businesses. |
| 194. | Taking into account residential areas need for no noise pollution, good quality air, and safe access routes |
| 195. | <p>Whangarei city is dying, why on earth would the council want to develop other centres and take business away from the 'centre' so to speak. Okara Shopping Centre is a good example of an ugly 'off centre' development. Shopping is cheap and nasty. The business development on SH1 (circa RewaRewa block) is an ugly entry to Whangarei, Raumanga is run-down and impoverished, the sewerage treatment plant is awfully smelly, and hardly a welcoming sight to encourage tourists to remain in the city.</p> <p>Overall Whangarei is a clutter of businesses and housing with no significant central sight. Messy! So 1970s.</p> |
| 196. | Port Road, this land needs to be better utilized for the commercial sector. Business in the industrial industry need to move from around the Town Basin. To move to areas like Hikurangi or Ruakaka is too far to be supported with current staff and family lifestyles for those already set up and living in around town. |
| 197. | Industrial is ugly, and we have too much close to town. The fact Port Road is still empty is ridiculous when we have so much ugliness near the city. |
| 198. | Railway yards?? |

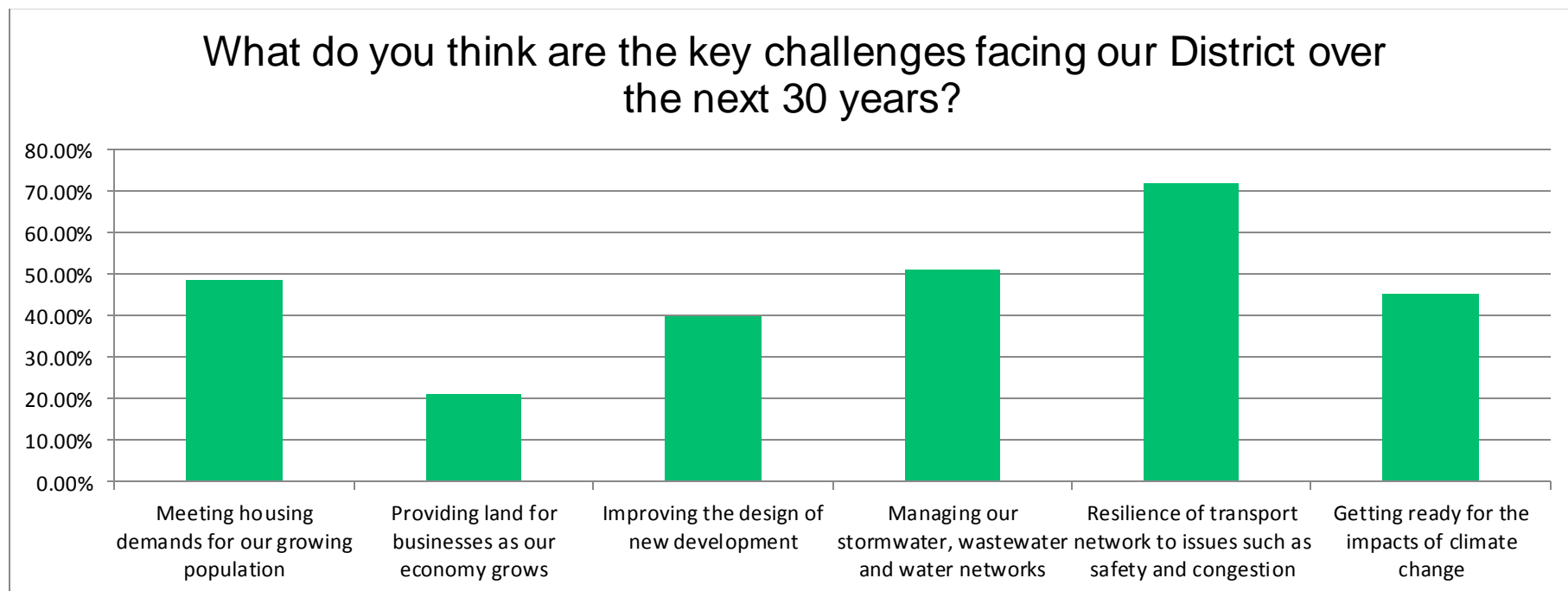
| Ref | Feedback comments relating to best place for new businesses |
|------|--|
| 199. | Get some life back into the CBD |
| 200. | Town Centre. Many empty places there. Design your town centre better first before starting in other areas. Don't do another Okara Park, that was a mistake, keep the town alive, create a better connection between town and town basin. |
| 201. | Revitalise the city centre for business first and existing businesses |
| 202. | City centre - revamp empty shops |
| 203. | There are so many empty unused shops. So many places have shut down. It would be great to see the town centre full of shops and thriving. |
| 204. | Have small urban hubs of small businesses to allow people to live closer to workplaces and essential services. Stop big box single destination development which causes traffic problems and is detrimental to small businesses. |
| 205. | Fill all the empty buildings and spaces that are already in Whangarei - should be enough to last 20 years at least. |
| 206. | There are plenty of closed shops in the CBD that could be utilised. I suspect rates and rent is too high. |
| 207. | Central city, specifically looking at mixed-use inner city spaces (e.g. shop on the ground floor, flat above) |
| 208. | Prioritise the development of existing and growth areas, consider a new business park development with a particular focus on the service and digital/IT industry |
| 209. | Keep things local around the CBD and port areas |
| 210. | No more rural land used for business or housing! |
| 211. | Create a mall for shopping with undercover parking. Make the CBD a business & cafe hub |
| 212. | Keep industry with smoke and noise away from houses and public areas |

| Ref | Feedback comments relating to best place for new businesses |
|------|---|
| 213. | There are plenty of vacant buildings in the CBD, but landlords of both land and building are wanting such high rates that it is cheaper to build out of the CBD. We need to see the CBD thrive again. |
| 214. | We need a new business park to the north of Whangarei City |

Topic 3 Key strategic issues

What do you think are the key challenges facing our District over the next 30 years?

| | Responses | |
|---|-----------|-----|
| Meeting housing demands for our growing population | 48.50% | 162 |
| Providing land for businesses as our economy grows | 21.26% | 71 |
| Improving the design of new development | 39.82% | 133 |
| Managing our stormwater, wastewater and water networks | 51.20% | 171 |
| Resilience of transport network to issues such as safety and congestion | 71.86% | 240 |
| Getting ready for the impacts of climate change | 45.51% | 152 |



| Ref | Key issues facing the Whangarei District over the next 30 years |
|------|---|
| 215. | We are going to need new transport routes and more public transport |
| 216. | More engagement and consultation with community. |
| 217. | I think we need to better plan how development will be designed and built in our coastal communities such as Tutukaka. The Tutukaka Coast needs a development plan to ensure future development does not impact on its coastal character |
| 218. | Improve the development design in Ruakaka and Waipu. Some of the new subdivision looks terrible. Why can't Council require better design? |
| 219. | All of them |
| 220. | As an older person, the quality of our footpaths is terrible and it makes it very difficult to get around |
| 221. | Our subdivisions look terrible and our District Plan is totally inadequate to manage them. Everything just gets a rubber stamp. If you disagree please show a subdivision consent that was declined on the basis of poor design! |
| 222. | We need to protect the industrial land around Marsden and Springsflat from being built on with houses |
| 223. | Climate change is really important and we should be planning for the projected sea level rise now |
| 224. | The preservation of the environment should be a high priority. This is a small country with the top two sources of revenue being dairy and tourism. We now know that there have been detrimental impacts on the environment with the intensification of farming. Tourism relies on New Zealand's reputation as a place of beauty and adventure. If we do not preserve our environment and our sense of place, then we won't have many people willing to travel here to experience pollution and lack of preserved environments. The destruction of a place that was once considered "clean and green" is quite pitiful and completely avoidable. Once we destroy this place through pollution and poor management of our environmental and cultural areas, it will be gone forever. |
| 225. | The preservation of the environment should be a high priority. This is a small country with the top two sources of revenue being dairy and tourism. We now know that there have been detrimental impacts on the environment with the intensification of farming. Tourism relies on |

| Ref | Key issues facing the Whangarei District over the next 30 years |
|------|--|
| | <p>New Zealand's reputation as a place of beauty and adventure. If we do not preserve our environment and our sense of place, then we won't have many people willing to travel here to experience pollution and lack of preserved environments. The destruction of a place that was once considered "clean and green" is quite pitiful and completely avoidable. Once we destroy this place through pollution and poor management of our environmental and cultural areas, it will be gone forever.</p> |
| 226. | <p>I don't believe that meeting housing demands will be an issue in itself, the issue will be around providing schools and broadband, medical and dental services, supermarkets and parks as well as stormwater, waste water and water networks. Refuse will also become more of an issue while the current city transfer station sits square in the centre of a potential area for commercial growth. An important but difficult issue (and unpopular with the electorate) will be encouraging a reduction in refuse and waste. Banning plastic bags is a joke when people are discarding large flatscreen tvs, computers, mobile phones, poorly made clothes, and "disposable" household appliances.</p> <p>Impacts that we should be concerned about, will not likely be the result of "climate change" the climate has always been changing - impacts such as loss of fishing, loss of highly productive farm and agricultural land, polluted beaches, loss of wild life including native bush and endemic species. Rampant unfettered coastal development is not the answer for overcoming a housing shortage - primarily, due to expense as this land is notoriously expensive and further from main centres of employment and business. And there are also potential negative impacts brought about by freedom camping. I realize that the growth strategy document makes note of these issues, managing them will be challenging</p> |
| 227. | <p>Future proof our roads for higher traffic eg Onerahi/Pohe Island area should be 4 lanes. Fix the traffic lights so they are more fair for all on the road. Turning right from Maunu road onto Tawera the green is so quick, also the congestion the traffic lights at the hospital has caused is crazy.</p> |
| 228. | <p>Lowering unemployment</p> |
| 229. | <p>This council has failed in its duty to make traffic flow, prefer to spend money on carparks rather than improve flow eg; Riverside Drive roundabout. Had planners made sure it was 2 lane rather than one, workers would get far more time with families rather than stuck in queues.</p> <p>Climate change is a farce, just like Y2K. Stop falling for the scam artists trying to make money out of it.</p> |
| 230. | <p>Sea level rise, increases in storm and extreme weather. The council having to pay for poor recent choices like developing the area in Tutukaka for housing that WILL be impacted by storm surge, tsunami and sea level rise. Stop development in these areas asap. Also, Marsden Cove does not have land high enough to take into account sea level rise.</p> |

| Ref | Key issues facing the Whangarei District over the next 30 years |
|------|--|
| 231. | Traffic congestion is growing to be one of Whangarei's greatest headaches. Appointments are very hard to keep at doctors, hospitals, dentists etc, etc. New bypass roading systems need to be considered. A good example is from Mangatapere to the City Centre, especially in peak hours. Also new housing areas need to be developed more on larger blocks of land on the outskirts of the city, NOT on any existing parks or recreational green spaces. |
| 232. | Significant traffic congestion already exists. Unacceptable medical treatment accessibility due to wait times. Insufficient parking at local shops. No public transport to town. |
| 233. | Parking issues. When there is a problem with how someone's parked WDC & Armourguard do jack about it. Unless it's paid parking in town. |
| 234. | Definitely piping waste storm water especially with the raise of water down at the Town Basin/Hihiaua area, needing to future proof this. Let's not make this a city for cars. Developing existing areas that are not thriving would be a start and looking at other areas and what we can replicate and considering with a Māori view e.g Napier, Wellington, Rotorua |
| 235. | Council should learn from the overcrowding at Auckland, Hamilton. Especially at Whangarei Heads, Parua Bay. Listen to the people. 2000Ha sections would be perfect as they are able to dispose of their own waste water. And keep the sense of space at the Heads. |
| 236. | Traffic jams are a joke really |
| 237. | Build in robust strategy to withstand sea level rise, designate future roads now, publicly produce an overall model so there is time to get used to the hard decisions ahead |
| 238. | Improve the way WDC handles new developments - lengthy delays & high costs puts some new development at risk |
| 239. | Removing councils from all areas except roads, sewage, wastewater, street lighting. Councils charge massive rates to support their increasing bureaucracy and staff. |
| 240. | We need a better public transport system to encourage more people out of their cars. |

| Ref | Key issues facing the Whangarei District over the next 30 years |
|------|---|
| 241. | The community overwhelmingly wants an increase in the minimum lot size from the 500 m2 currently allowed for in the RVRE designation |
| 242. | We need a strategy for climate change hazards |
| 243. | Please wait until the 2018 Census before finalising the strategy. You need the most up to date data to inform your work |
| 244. | Please wait until the 2018 Census before finalising the strategy. You need the most up to date data to inform your work |
| 245. | Housing affordability in our coastal and rural villages |
| 246. | Improve the safety of the northern Hikurangi junction with SH1 |
| 247. | All are applicable plus not devaluing or overcrowding the existing areas & ruining the lifestyle of existing rate payers. Look at what has happened to Tauranga as an example. Poor planning that results in massive congestion and reduced productivity. |
| 248. | The protection of beaches, bush and rivers. |
| 249. | Maintaining a natural environment eg Whangarei Heads |
| 250. | Maintaining vulnerable, natural environments with special characteristics like Whangarei Heads |
| 251. | If we can meet these identified challenges we would be well on the way to sustainable growth. |
| 252. | No to any expansion in the Whangarei Heads area, protect the coastal environment. |
| 253. | All of the above |
| 254. | Bus timetables that allow for smoother rides rather than long waits at bus stops discouraging people from using the buses. This is what I hear in the community. |

| Ref | Key issues facing the Whangarei District over the next 30 years |
|------|--|
| 255. | Integrating nature, tree scaping, water ways into the planning and development process on any new developments to allow better human and wildlife interaction in a safe manner. |
| 256. | Prior to the journey forward in Growth, the first step should be to understand what the Psychographic needs and wants are now and into the future as expectations. Growth Strategy is based upon People and those factors. |
| 257. | Doing our bit to Reduce contributing factors to climate change - in particular, limiting dispersed development |
| 258. | All of the above are important, it is especially important that infrastructure is developed in conjunction with housing, not after an issue has been created |
| 259. | Investing in community based recreation areas for the local rate payers. Swimming pool, parks and gardens. |
| 260. | New houses and subdivision look ugly |
| 261. | Don't put houses in areas that will flood from sea level rise |
| 262. | If we can't afford the housing we need, all of society will suffer |
| 263. | We need greater housing choice and affordability. Also, the design of our subdivisions is terrible. Big ugly fences and all the houses look the same. How can Council influence and control this to make new homes and subdivisions look better? |
| 264. | Development and promotion of existing HNZ properties with potential for young families to purchase their first homes. Develop an environment where elderly can feel safe and comfortable |
| 265. | All of the above are crucial to controlled growth and an exciting future |
| 266. | Getting area developed for vehicle dwellers |
| 267. | Whew boy - all of it's going to be pretty crucial. Getting any of those wrong will cascade to the others. It will be expensive too. |

| Ref | Key issues facing the Whangarei District over the next 30 years |
|------|--|
| 268. | Meeting housing demands for housing the elderly in a variety of options including tiny / small houses, niche villages, in-fill opportunities, shared residences AND all in line with climate change impact. |
| 269. | Noise pollution. |
| 270. | Providing areas for people living in vehicles. |
| 271. | Tourism, recreational travellers, waste reduction, commercial composting, alternate lifestyles such as Vehicle dwellers, or tiny houses. Cheaper rates in CBD to encourage more small businesses. Potential hazards of LED street lighting with wavelength. Potential 5G transmitters hazards. |
| 272. | Future proof the roads and transport for the growing population. Already getting congested as it is. What will it be like in another 10 years? |
| 273. | Yes we need to look at alternative ways of living. I suggest a think tank with people who have experience with eco villages and people who have studied sustainable development. |
| 274. | Public transport and bike / walking options for people to get to their jobs and education. Remove that barrier. |
| 275. | Meeting the needs of vehicle dwellers. |
| 276. | Include resident vehicle dwellers as an option. Consider a rate based contribution and remove them from the obligations of your (unenforceable) camping in public places bylaw. After all, it was written for international freedom campers, not local resident vehicle dwellers. |
| 277. | Spending property development contribution in the area they are collected on key council services ie footpaths, roads |
| 278. | Meeting Housing demands means making land available through extending urban areas with initially lower density options. Also spreading development infrastructure costs over long term (50 years) and recovering with targeted rates. |
| 279. | Ensuring that infrastructure is in place now (wider roading, less congestion etc) to build all these extra houses and business areas. Ensuring that new builds are of a good quality and space is maintained. |

| Ref | Key issues facing the Whangarei District over the next 30 years |
|------|---|
| 280. | I think this list is enough to be going on with and will take real vision and good planning to achieve the outcome we should be striving for as a community. |
| 281. | This is the only sign of any thought about the need to protect the natural aspects upon which we depend. |
| 282. | The amount of cars on the roads - too many. Aging population - not enough here to retain youth. |
| 283. | Dealing with waste. We need to incentivise good practices and disincentivise poor practices |
| 284. | Needless council spending |
| 285. | Roading. The more people moving into the district means the roads need to be redeveloped to cope with the congestion. |
| 286. | Need to support new and existing hospitality and tourism ventures as a way to capitalize on growing tourist numbers. Need better services to gain and keep tourists for longer. |
| 287. | It is not about getting ready for climate change, it is about managing our resources, land use etc etc in a sustainable way NOW to minimise environmental damage and climate change. I see nothing in your questions about that. |
| 288. | Building a strong diverse and supportive community |
| 289. | Ensuring any development supports the people of Whangarei to move more, eat well and be well. Active transport and public transport needs serious investment. Do not let Whangarei end up being a sprawling poorly planned city like Auckland. Having car-less town centres - improves business, safety and patronage. Land to grow food needs to be protected. |
| 290. | Flooding, rural road improvements |
| 291. | Ageing population and enabling seniors to downsize to smaller, economic dwellings. The cost of entering a lifestyle village is prohibitive for many. |

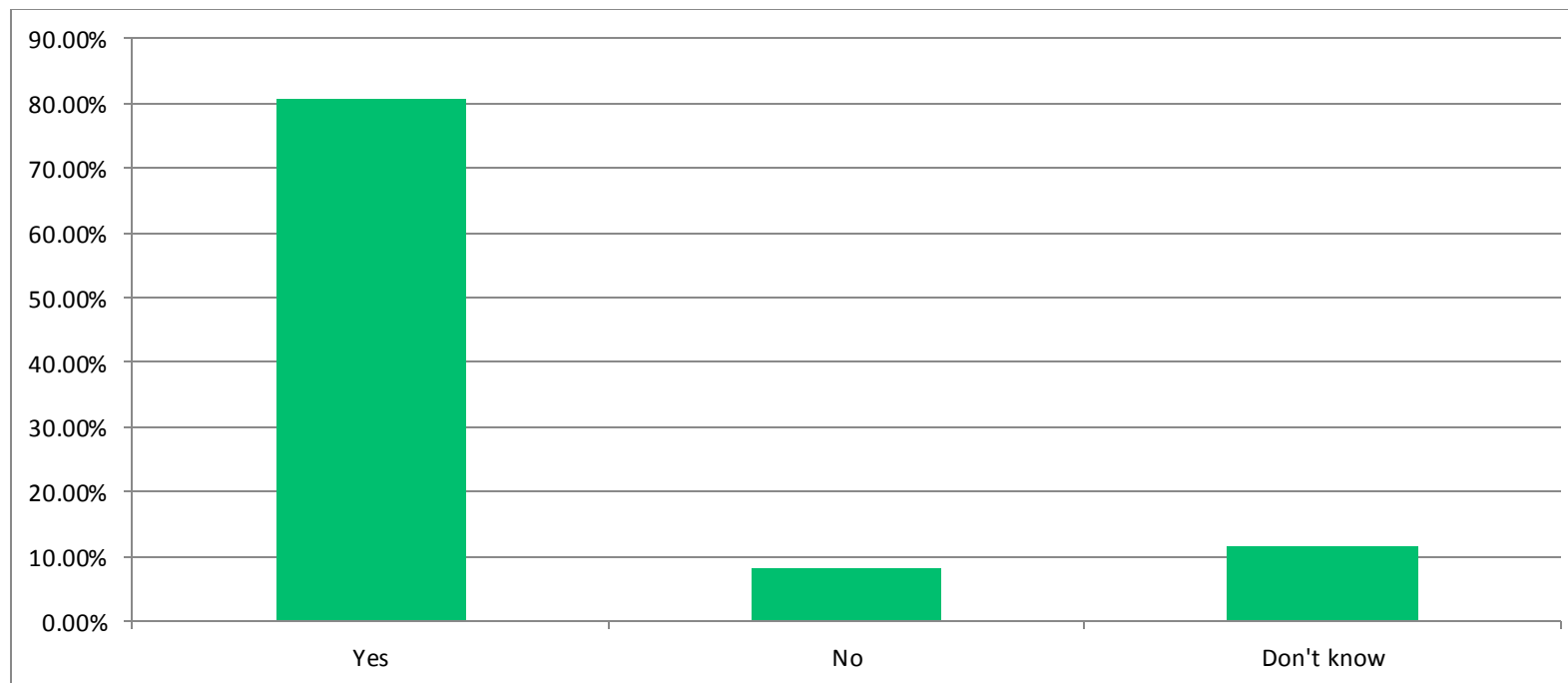
| Ref | Key issues facing the Whangarei District over the next 30 years |
|------|--|
| 292. | Particularly the main roads that are only single lane, such as to Onerahi |
| 293. | Whangarei has so much to offer not only for tourists but for those that call it home, with beautiful coast lines and some great talent and initiatives it's just a missed opportunity. The layout of the town is not cohesive, consumer friendly or welcoming to both new retail and restaurants or consumers. If you were a visitor would you miss the beauty of Whangarei? If you're a local where do you go for entertainment and enjoyment? Were so lucky to have development with the Loop area where the need and want for this type of growth is clearly shown by the use of this area however there is still so much room for development and bringing some flow and ease to the CBD and surrounding areas. Perhaps encouragement for businesses to develop and grow our city with a well considered city plan for growth, unity and showcasing the talent and beauty Whangarei offers as well as developing areas for entertainment and enjoyment for locals and visitors. Other places such as the Mount and Queenstown have managed to do it so well. With a little planning and the right execution our city could be incredible |
| 294. | Racism has always been an issue of council, and does not appear to have been addressed in deep and meaningful ways. Te Huinga and Te Karearea are a poor start to do so. |
| 295. | Roads, roads, roads. Some of our roads are shocking, get repaired and fail straight away. |
| 296. | Climate change? The water level has not changed and yet in 2000 it was going to be 4 feet higher right now. Yes we need to protect the environment, but climate change is a hoax. |
| 297. | We need efficient rail networks. |
| 298. | The main Arterial routes from the CBD are in need of some thought, get into it before it gets worse, Hatea Drive, Kamo Rd, Mill Rd, Maunu Rd, all need to have twin lanes each way |
| 299. | Currently there is only one road west out of Whangarei ie Maunu Rd - a lot of congestion evident now and still subdivisions happening - along with the very contentious HNZ Puriri Park Rd one with the destined traffic feed out of a poor visibility intersection |
| 300. | Ceasing development in any areas prone to flooding and tidal inundation. Creating high density housing villages with comprehensive mix of workplaces businesses, health and education services. |

| Ref | Key issues facing the Whangarei District over the next 30 years |
|------|---|
| 301. | Do not develop on established park land |
| 302. | Working on reducing landfill by changes of policy, such as street collection of organic waste for composting, bottle refund, not allowing single use plastic at events, etc |
| 303. | The Airport! - Design an Airport with the runway length longer enough to accept the ATR 72, it could get Air NZ interested in doing a direct service to Wellington again - More direct flights, More Job and Business opportunities! The Site at the end of the Whangarei Port next to Onerahi is suitable. |
| 304. | Managing recreational areas and parks. Improving congruency in CBD areas to allow effective pedestrian connections. |
| 305. | Whangarei Heads isn't equipped to take on the amount of proposed new housing. It effects so much more than WHERE to build. It effects our roads, schools and lives |
| 306. | The govt looks to be improving rail and roads, this should help you to incorporate the areas south of Whangarei |
| 307. | A proper transition to a low-emissions economy has to be at the forefront of all design and planning initiatives. The focus needs to shift away from our obsession with housing towards a sustainable, circular and regenerative way of living. |
| 308. | More cycle lanes, more electric bike and car charging stations |
| 309. | Protecting our water resources. |
| 310. | State Highway 14 congestion |
| 311. | Housing affordability and choice is the biggest issue. So many young people can't afford to buy homes anymore |
| 312. | All of the above. Appropriate housing design for the needs of our ageing population. |
| 313. | Really need to think further afield like 50 years. If Port Marsden is to expand so does the airport and in its current position is not ideal along with international hotels. |

Topic 4 Proposed direction of the Draft Growth Strategy

Support for the proposed direction of the Draft Growth Strategy

| | Responses | |
|------------|-----------|-----|
| Yes | 80.72% | 268 |
| No | 8.13% | 27 |
| Don't know | 11.75% | 39 |



| Ref | Feedback comments relating to the proposed direction of the Draft Growth Strategy |
|------|--|
| 314. | There should be a moratorium on Growth until public consultations with Community have occurred and public consultations should continue to be done throughout the ENTIRE process of any development |
| 315. | However, is imperative to know exactly how plans will be created with local communities, to date consultation and engagement involves more public relations of what is being proposed verses seeking input before decisions are made. Leadership and accountability required. |
| 316. | I like the idea of creating plans with the local community and that you will be monitoring and reporting |
| 317. | Infrastructure MUST be included and Environmental Impact and Sustainability |
| 318. | Yes, but we need to review this frequently not every 10 - 20 years |
| 319. | I really like the reporting and monitoring aspect of this plan |
| 320. | I think we should be more direct with decision making |
| 321. | A district wide vision is vital to integrate needs with existing resources, and transparent consultation with the community is both a democratic and moral imperative |
| 322. | Communities must be included with any major developments. |
| 323. | Community consultation is critical and the community should be involved through all stages of planning and development to ensure that a communities "sense of place" is preserved. |
| 324. | I agree that plans must be created with communities. However, detailed continued consultation with communities is something the WDC seems to have forgotten how to do in the last 10 years. The last decent community consultation in my area occurred in 2009. Why did the WDC stop consulting communities? |

| Ref | Feedback comments relating to the proposed direction of the Draft Growth Strategy |
|------|--|
| | |
| 325. | I agree that plans must be created with communities. However, detailed continued consultation with communities is something the WDC seems to have forgotten how to do in the last 10 years. The last decent community consultation in my area occurred in 2009. Why did the WDC stop consulting communities? |
| 326. | As long as the local communities are actually involved and not a couple of key people who only have their agendas in mind. |
| 327. | What will be the "actions to ensure we monitor and report on how our District is growing" much of the information in the growth strategy document is a bit vague. This should always be happening, however, it is clearly evident that this is not the case in light of recent revelations where growth and development policies have come into play and communities have been caught unaware. |
| 328. | We also need to regularly report on environmental and social outcomes resulting from implementation of the approved strategy. |
| 329. | Yes these are good but also have your eyes and ears open for other issues that might happen because of the changes that are made. |
| 330. | I find that the way things are worded is just to make a whole lot of fluff about nothing. Your job is utilities & transport and roading, as the district grows, make sure the utilities & transport are up to it. Even now you are way behind in roading. Do the basics well and the growth will happen. |
| 331. | You have not done a very good job with consultation with the community at all. |
| 332. | Dealing with long term planning in regards to environmental planning and climate change needs to be the number 1 priority. |
| 333. | Better public transport, and parking |
| 334. | Actually listen to local communities! Parua Bay has been asking for traffic control in the village for years - outside the school/ shopping area. Are you waiting for a child to be hit by a car before you actually do something? |
| 335. | Should be 3, 1, 2. Action and monitor, create plans with local communities and then the District. Things need to be seen now. |

| Ref | Feedback comments relating to the proposed direction of the Draft Growth Strategy |
|------|--|
| 336. | Repair and develop appropriate infrastructure such as drainage and transport to ensure the environment is protected and enhanced |
| 337. | It should be of the utmost necessity to consult with community groups that would be adversely affected by proposals of developments within or near to those communities. If the council is serious in this survey, then all consideration should be given to those communities who would be adversely affected and subjected to any rise in noise volume, traffic volume, social conditions, devaluation of their properties, destruction, reduction, removal of green spaces or parks, then faith and support in their council would become evident also. |
| 338. | You are forcing growth and will produce a boom and bust economy. Listen to the people let the Heads area grow without the continued push for development. Big fast developments only give opportunities to a few mainly nationwide companies. Take note of Muritai and Derwent developments. These are a credit to the developers and the local designers and builders. Not group housing bash and grab. |
| 339. | Consultation with community from beginning is important |
| 340. | Better liaison with the public re future development. |
| 341. | I think a portable 3d model would of great use in explaining the overview at public meetings so we can physically see predicted inundated land, future roads etc |
| 342. | Use much clearer language when sending information out to ratepayers so that proposed changes are easily understood |
| 343. | It is very important to work together with the local communities once the planning of a 30years growth exists |
| 344. | None of the above. Read answer above. |
| 345. | No urbanisation of coastal areas such as Parua Bay and Whangarei Heads. Keep the areas of special interest the way they are with sensitive development. More inclusion of the communities around development which will affect the residents. Thoughtful development, not just thinking about revenue from development. |
| 346. | Community must be part of the planning process |

| Ref | Feedback comments relating to the proposed direction of the Draft Growth Strategy |
|------|---|
| 347. | Great plan. Easy to understand and business friendly |
| 348. | Caveat: Good theory as long as this strategy does not just pay lip service to the local community. Being totally transparent and take actions based on the majority of community feedback. |
| 349. | Protection of our scenic areas |
| 350. | There should be a transparent dialog between WDC and the communities. WDC should show a bit more spine when dealing with the Central Government. |
| 351. | Growth should be dependent on public consultations and agreement with community. Continuous transparency must be guaranteed by the WDC throughout the entire process of development. "Urgent" decision making processes without public consultation should be avoided. |
| 352. | Excellent. |
| 353. | That's rubbish, there has been no communication with the public regarding these matters, as rate payers we should get a say and the 500m2 sections you are proposing in Parua Bay are ridiculous, the roads will need to be sorted, the waste water pipe can't even handle what's already on it and the schools and day-cares and kindergartens are already at max capacity |
| 354. | Create plans with the local community means open consultation and cooperation. It does not mean surprise, closed discussions and intent to introduce infill housing on 500m3 sections. We do not have the same issues as Auckland and do not need the same design plans. |
| 355. | From what I've seen so far, the District Council has not consulted with anyone. Instead it seems to have a secret agenda to bypass the consultation process and to hell with the public. |
| 356. | We recommend consideration of expanding such a question to enable encompassing data that provides for a change environment. |
| 357. | But remove Parua Bay as a growth node |
| 358. | I keep hearing about meetings in other communities such as Tikipunga & Maungatapere, Maunu is engaging with you at the moment but there it feels there is little response |

| Ref | Feedback comments relating to the proposed direction of the Draft Growth Strategy |
|------|---|
| | |
| 359. | More transparency on where the rate payers' money is going and giving the rate payers an opportunity to be involved in the decision making. |
| 360. | Space plans are great idea. Focus them on the growth nodes |
| 361. | Very sensible |
| 362. | Without a talent pool and industry #2 is pointless. Ag is dead, and that leaves services industries for tourists. Service is not growth. |
| 363. | Add an 'e' to "the" in point 1. |
| 364. | Encouraging urban residential living will result in a bustling vibrant town centre |
| 365. | We need to align our plans with surrounding areas, especially Auckland, and central government |
| 366. | Obviously, consultation with the local community is important, but people often don't know what they want until you give it to them. |
| 367. | 2 District -wide vision for growth |
| 368. | The problem is that Council thinks it knows best and hence the age old problem of pretending to be deaf. |
| 369. | Please speak to leaders in the community and look towards indigenous knowledge. |
| 370. | There doesn't seem to be a strong theme of sustainable and responsible growth though out this. There's a lot of build more but not a lot of make sure everything we build or plan to build has considered the full environmental and human impacts and is it sustainable and does it allow for future growth? |
| 371. | New development should include vehicle dwellers. |

| Ref | Feedback comments relating to the proposed direction of the Draft Growth Strategy |
|------|--|
| 372. | And include local vehicle dwellers. We are a growing group whether you like it or not. We are not going to go away, we will simply increase in volume. Include us. |
| 373. | The preposition is that the community actually wants growth as the superordinate principal. This may be true in certain areas with certain types of growth, and not true in other areas and types. What is the definition of growth precisely? Should actions be taken to limit growth of certain types? |
| 374. | Keep the infrastructure up to pace with growth. More people means more use of infrastructure so make it fit for purpose in the future not when it's being built. |
| 375. | Meaningful consultation is extremely important. And yes monitoring is important but only if it is used as part of an open and active review process. |
| 376. | More effort needs to go into allowing the natural environment, upon which we depend, to continue to provide its services to us |
| 377. | Focus on sustainably and the environment |
| 378. | Seems very reactive. Better to firstly identify and assess environmental limiters and work from there. Include climate change, end of cheap oil/ electrification, improved building codes, new business and ownership models etc. Then plan |
| 379. | I agree but I know for certain the council do not listen to the public. |
| 380. | As long as when you seek input from Community you listen to it and data is gathered equally. |
| 381. | Analyse existing areas as to what is working or not in those areas. Key factors are jobs available and travel distance for workers. |
| 382. | As with any development correct roading is developed first. Until Whangarei Heads Road has passing bays there should be no housing developments created. We do not want Whangarei Heads to turn into another Whangaparaora Peninsula road disaster. |
| 383. | With the local community |

| Ref | Feedback comments relating to the proposed direction of the Draft Growth Strategy |
|------|--|
| 384. | Too vague a question! |
| 385. | Council is not communicating deeply and widely with Maori. |
| 386. | Focus on housing (higher density), attracting more knowledge-based businesses and public transport. Also the city should be cycling and pedestrian friendly. |
| 387. | Engage citizens regarding areas considered for future growth so there are no huge surprises. |
| 388. | Minimum section size in all outlying areas to be 2000sqm |
| 389. | Yes if you actually give the community a chance to be involved. I'm one of those people whose land has changed zone and I never received ANY notification of this. |
| 390. | Push for new industry rather than just more residential housing. Jobs bring wealth not housing (chicken and egg argument) |
| 391. | First focus should be to build a modern infrastructure focusing on building a reliable and appealing public transport system to reduce cars on the road |
| 392. | Get traffic flowing, reduce rents in the Strand |
| 393. | Evaluation framework, online and updated every 3 months on progress. |
| 394. | Get new city planners with experience in creating attractive growth areas and green space with opportunities for tourism |
| 395. | Council !!!! - learn from your mistakes - poor consultation will be at your peril |
| 396. | Better consultation and more transparency. |
| 397. | Focus on ensuring maintenance of pristine natural environments that exist in the area. |

| Ref | Feedback comments relating to the proposed direction of the Draft Growth Strategy |
|------|---|
| | |
| 398. | The WDC website is difficult to negotiate to find information relating to Council policy and plan changes. Coupled with the demise of local body political reporting in the media the public are under informed. |
| 399. | Listen to the communities affected and ensure that all are fully consulted and Informed |
| 400. | But do not develop on park land |
| 401. | Address and measure well-being rather than just growth. Constant growth is not the answer. |
| 402. | Make sure that, when you do engage with rate payers that you do so openly and in plain-speak. None of this making decisions about high density housing made behind closed doors. We pay rates therefore we get a meaningful say in how those rates are used. |
| 403. | Get consultation from residents when approving high density housing in rural villages |
| 404. | There are some places that shouldn't be developed - the Heads is one |
| 405. | You need to consult with the community before approving high density housing in rural areas |
| 406. | is it possible to forget about the Kaipara Council and make one big Northern Super Council? I lived in Auckland when the tiny councils were gotten rid of in favour of a combined council and it was beneficial to all. Its HQ would have to be at Whangarei naturally. More progressive and better for everyone I think. |
| 407. | Identify enthusiastic and capable people in the communities, to assist and work with council in an advisory function |
| 408. | Can only say yes if I am consulted on anything related to removing green space for housing |
| 409. | Check your spelling |
| 410. | As long as we are notified and able to provide feedback and that our feedback is taken into account and not ignored |

| Ref | Feedback comments relating to the proposed direction of the Draft Growth Strategy |
|------|---|
| 411. | Make sure the reports are made public |
| 412. | But what are the key locations? Need to look after the whole district |

Topic 5 Community involvement

Support for greater community involvement in how growth and development is managed.

| | Responses | |
|------------|-----------|-----|
| Yes | 87.68% | 299 |
| No | 8.50% | 29 |
| Don't know | 3.81% | 13 |



| Ref | Feedback comments on greater community involvement |
|------|---|
| 413. | Better resourcing and support for local rate payers' associations would help facilitate greater community input and involvement. |
| 414. | This has to be well managed to stop NIMBYs stopping all development. We need to think about our future communities not just the ones here now |
| 415. | Communication and Transparency need to be high on the priority list with all projects. The council needs to set their own standards and ensure that all its decisions and projects meet those standards. If not, then do not proceed or make changes. Set the standards high and put in place checks and balances to ensure the integrity of all projects/decisions can be accounted for. Full disclosure of all council members and decision makers relationships and related party transactions MUST be made. Failure to do so must result in penalties/stand down and re-submission of applications/approvals etc. |
| 416. | Yes, to get subdivision design better. |
| 417. | A community should have more of a say in how the future is planned |
| 418. | Yes, but only before the development is planned. |
| 419. | Definitely in Tiki and Kamo |
| 420. | It's been 10 years since the WDC and its consultants did any consultation of meaningful value. I would recommend that the WDC returns to that practice. |
| 421. | Community consultation through every aspect of the planning stage is critical to a successful growth and development plan. |
| 422. | Community consultation through every aspect of the planning stage is critical to a successful growth and development plan. |
| 423. | It feels as though council has been including community only as they are legally required and not to the degree that would stimulate discussion or debate. Granted, more opinions make decisions more difficult, however, (no offense intended) council staff may be trained in an area, but that does not ensure proficiency. It is notorious that councils are not accountable, and councillors are just ordinary folk who managed to be elected into a position of power. Councils often make enormous errors in their decisions and act based on personal bias not the will or to the betterment of the electorate. |

| Ref | Feedback comments on greater community involvement |
|------|--|
| | |
| 424. | Understanding local community views and impact is essential and a cornerstone of local Council democracy. However a district wide vision and strategy to achieve the vision is a MUST DO also, |
| 425. | Keep it simple for all of the community to be able to see what the plans and ideas are before the decision is made as there are a lot of intelligent people living here and quite often the council does not use our money wisely. For example only two lanes on Pohe Island bridge. There should have been at least three lanes and the third lane could have been a movable lane due to the peak traffic like the harbor bridge. |
| 426. | As far as for business, the cost of putting up with moaners and groaners halts growth. There are too many opinionated public that just want to be a pain. The "look at me" generation that are just worried about how many likes they get. We need doers, not sayers. |
| 427. | A lot of people have a lot to say about council decisions and the council services, yet there isn't always a high turnout at meetings or submissions. There needs to be community specific communication on what is happening in that area. to encourage more participation. |
| 428. | You aren't that good at it |
| 429. | Yes, and listen to scientists and young people who understand climate change. |
| 430. | Consider the possibility that growth is not necessarily a good thing |
| 431. | The council is elected on the basis that it will have the social and economic interests of the people of Whangarei at heart. The council is there to offer intelligent planning for the future of this marvellous city. There should be groups of communities to suit everyone. It is important that there are also suburbs that attract people to this city, that can offer good financial investment and return on their wealth. This also aids Whangarei in attracting people with the financial ability to invest commercially and provide jobs in our city. If these people cannot find housing areas that meet their requirements, then other cities are always an option to them. |
| 432. | Yes, if we as the community took on community consultation with a different more whanau community directed approach (not centred) and whānau and community are at the forefront of decision making we will feel a sense of empowerment, some control over all levels and sustainability for our city. |

| Ref | Feedback comments on greater community involvement |
|------|---|
| 433. | Similar to above |
| 434. | But I think the whole community should be consulted not just a few self-appointed people that call themselves a citizen association |
| 435. | The public should be consulted throughout the entire process. |
| 436. | But, be aware that the forward thinkers are often drowned out by those who don't consider the bigger picture in Whangarei |
| 437. | But only as a brainstorming exercise as hard decisions have to be made and nobody wants a 4 lane highway through their village |
| 438. | Put more responsibly on elected councillors to explain to their electorate the impacts in their areas |
| 439. | Show early a general project and let the time to discuss with the people who are living there |
| 440. | Community has been involved in many growth and development projects in the past eg Marsden Port. No notice is taken of submissions except big business |
| 441. | Whangarei Heads community feel like they have not been consulted on changes to the RVRE and possible new suburbs that would impact greatly on the area in a negative way so yes more involvement. |
| 442. | But please don't take the views of the Parua Bay Residents Association as the views of the Parua Bay community. They don't speak for us. |
| 443. | Allow community members to be able to enter the planning process at any time during it's process. Do not shut out those that didn't submit something at the start. |
| 444. | Communication |
| 445. | Yes, very much so! |
| 446. | Any proposed growth development including transport and recreational amenities needs to be discussed with the neighbourhood. |

| Ref | Feedback comments on greater community involvement |
|------|--|
| | |
| 447. | I think information meetings are good. I do believe that council has the experts to guide the growth in our area and they need to lead the changes. |
| 448. | Let them have a say especially the rate payers |
| 449. | Yes to open, honest consultation and not the closed underhanded decision making that we all fear. |
| 450. | Like anywhere, there are limited resources to try and meet everyone's needs but safety, transport and housing are basic needs. |
| 451. | To achieve a "buy-in" of the changing market both residential and commercial, one needs a study of the current psychographic data which will indicate the "actual wants" of the residential buyer of this burgeoning future. |
| 452. | Leave this for the District plan and resource consents |
| 453. | Community groups will stop development. This causes housing shortages. |
| 454. | But don't let it hold back development |
| 455. | Not in Parua Bay. The residents group is just a bunch of NIMBYs who don't speak for everyone and they are stopping development from happening. It's so unfair on the rest of us. |
| 456. | As long as it doesn't act as a way for negative people stopping development like at Parua Bay and Puriri Park |
| 457. | Too many voices are confusing. Plus people can have the NIMBY attitude. Stuff has to go somewhere |
| 458. | It seems that all "development" is geared for those few who always have and will continue to make money at it, at the expense of the greater good and strategic vision |
| 459. | I'd prefer experienced people do this |

| Ref | Feedback comments on greater community involvement |
|------|--|
| | |
| 460. | People are idiots, keep them out of it. Yikes no thanks. |
| 461. | I suggest keeping communities informed with feedback, but participation in forming policies could be a headache. |
| 462. | Inform Heads of Departments that they don't always know best and assist with the listening ears. |
| 463. | Yes I feel the community should be involved at all levels |
| 464. | I think the moving containers with information in them are great. Put them at a site, put someone in them to explain, ask people there if they want to be involved and give input. Being physically visible and accessible will help get the input. |
| 465. | My neighbourhood is the 'Whangarei Vehicle dwellers' |
| 466. | Whilst it is important to involve folk as widely as possible I suspect a conclusion to such principle, taken seriously, would result in a public vote on practically every important decision. Whilst this would be onerous and time consuming the other end of the spectrum could see a minority interest enforce decisions. |
| 467. | Depends what you mean by 'involvement'? Yes it's important for the community to be engaged in the process but a lot of people who get 'involved' don't have a clue what 'good' looks like and nimby attitudes will prevail if there's too much poorly informed community involvement. You don't get legal advice and then ignore it - so why pay planning professionals and ignore them? |
| 468. | Yes involve neighbourhood meetings/consultations. Ensure that large subdivisions are publicly consulted with neighbours before they are approved by a Council Planner. Hold area long term planning meetings ie. Tikipunga area long term planning. |
| 469. | WDC track record to date could be better for us. |
| 470. | Continue to publicise and promote information related to this. Only recently have I begun to see information on how the regions development and growth is planned. |

| Ref | Feedback comments on greater community involvement |
|------|---|
| 471. | Spend some resources in scenario painting. Back up with cost-benefit studies. Do not follow the worthless NRC model |
| 472. | Consult with the wider community. Council meetings are often during the day, when most ratepayers are at work |
| 473. | Need to put out more information to let the community know what is going into plan. Not enough information. And to be honest the council don't listen anyway. |
| 474. | I don't think you listen well at the moment eg closing transfer station at Parua Bay |
| 475. | Do something with the Pah Road reserve. Wasted space – |
| 476. | Those decisions should be district wide |
| 477. | I support talking to experts in a field who have studied or experienced first hand how growth strategies that support the emotional wellbeing of the community work in reality. And researching models that have had success vs models that have failed (i.e. I don't know of any US models that have succeeded, but there are plenty of European models that are succeeding now.) It's a lovely idea that we all have a say, but there will be 100's of different opinions and all of them will have their own interests at heart. Let's use the expertise that's out there! It's financially and socially the most economical approach. |
| 478. | Plans for climate change and protection of the natural environment needs to be part of all of the above. |
| 479. | Greater community involvement, with the local community |
| 480. | Maori people without homes is a growing problem, therefore, more Maori people should be involved in discussion, and decision-making |
| 481. | Yes, develop Community Boards that have their own budget and have limited autonomy. As I understand, this an option for districts, and it hasn't been taken up. If you want to involve communities, then empower them. Anything else is just talk. |
| 482. | Why ask the population when all they can see is their own requirements? There needs to be good leadership at the top. |

| Ref | Feedback comments on greater community involvement |
|------|--|
| 483. | More attention to "plain english" wording to explain options put forward for consultations in everyday language |
| 484. | Planning should be done by professional planners who understand what a growing city really needs |
| 485. | Engage early and increase innovation for solutions i.e creative industries like marketing and innovation from other countries combined with local history |
| 486. | Transparency essential |
| 487. | Set up working groups involving community representatives |
| 488. | Learn from the Puriri Park debacle - where community was not consulted - making for a lot of discontent and angry residents. Be transparent, be honest. |
| 489. | There isn't any growth here currently. There is potential but not a lot of movement happening. |
| 490. | See comment for Q4 above |
| 491. | I think you need to get the whole communities opinion not a selected few from a self-appointed group |
| 492. | Stop all this behind closed doors operations & change your notification process. It's currently ridiculous how many new subdivisions are notified, we should get a say in what goes on in our street or community. |
| 493. | Community input can get in the way of development. If the community have too much input, then it could stop housing developments that the District needs |
| 494. | Including Hapu involvement not a representative. |

Topic 6 General comments and feedback

| Ref | General comments |
|------|--|
| 495. | <p>1. As mentioned in RVE.19 pg.2) ad-hoc development in the past has resulted in fragmented patterns of development in Parua Bay area and forward growth must be carefully managed with this area in the medium term. There should be No expansion of Residential Areas beyond the current Residential Zones (RVRE)</p> <p>2. The community overwhelmingly wants an increase in the minimum lot size from the 500 m2 currently allowed for in the RVRE designation</p> <p>3. Residential expansion is prosed through the PC85C to accommodate the projected growth in the medium term and thus this means that there is no need for adding extra rezoning boundaries.</p> <p>4. The area is 'Backyard kiwi' zone and if this becomes more sub dividable this would again pressure our beautiful native environment.</p> <p>5. The 30/50 plan mentions ONLY rezoning occurring with properties that can hook onto the reticulated waste and water system which currently this property does not.</p> |
| 496. | So many but all for now! |
| 497. | Not sure if the new census has been included in this? If not it should be. Not just in terms of population numbers, but also how many older and younger people there will be. |
| 498. | <p>The Growth Strategy appears to be very focused on residential housing. The district can only grow well with infrastructure, jobs and a variety of assets/attractions to the area. I don't see any improved or additional green areas in the urban planning. 500sqm sections? Perhaps if a 500sqm section is attractive for affordability then there must be a green belt, minimum of 300sqm for e very 500sqm section in a new subdivision. Infrastructure and Industry should also accompany any new subdivision. Land can be developed, but the number of vehicles that will be added to the area? Is the access to jobs going to mean that more cars are on the road? Can the existing roads meet the potential demands? What public transport options are there? The environment considerations? We mustn't make all decisions based on money and the reason why we love it here, needs to be upheld. Where is the vision statement for Whangarei District? A strategy needs to be aligned to a bigger vision. I don't believe the current growth strategy is meeting our communities visions of where and how they want to live. It is too focused on 'financial' and doesn't consider environment, both physical and mental. I believe that we live in Northland because of the space, relaxed and friendly nature of the people, unspoiled landscapes. The Growth Strategy needs to be supported by the community that it impacts and be more consultative and inclusive in its approach. It may take a bit longer but to have the community support in the long term will be much better outcome.</p> |

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| 499. | Would it be best to wait until the census data comes through before finalising this document? |
| 500. | No |
| 501. | We need to plan more for our future communities not the noisy old people that want to stop progress |
| 502. | This is a very clear and well written document. Well done. Compared to the other strategies Council has consulted on recently I can actually read and understand it. Love that it has large typeface and uses plain language |
| 503. | Finally, thank you Council for producing a document with large font size that I can read without a microscope. |
| 504. | Have you factored in the 2019 census results? If not you should wait because the actual number of people is likely to be a lot higher than what is currently estimated |
| 505. | Work with NZTA to get better and safer transport links to Auckland with rail and a four-lane highway |
| 506. | Please wait for the new census results before finalising this work. The new population and demographic data may change how we want to plan for our future. Please change the name from a Growth Strategy to a Change Strategy |
| 507. | I would like to make personal submissions on the District Plan |
| 508. | As shown our community has genuine concerns regarding major development ruining our environment. |
| 509. | Please make an indoor skate/scooter park, redoing the one in Pohe Island will only be good 3 months a year during summer. Every skate/scooterer in Northland would be interested in an indoor park for year round fun. |
| 510. | Stop signing off work done when the quality is poor. Make the contractors redo their poor workmanship at their cost. Spend money to do a high standard, eg: don't do the minimum. It will save us money long term. |
| 511. | The WDC's growth strategy for development in the Parua Bay and Whangarei Heads areas doesn't appear to have considered topographically challenging areas, zones of environmental and cultural significance or the fact that the overwhelming response to your plans to do this is NO. |

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| | WE DON'T WANT THIS! It's not about "NIMBYism" it's about preservation of our area, and it's obvious that the WDC is incapable and unwilling to do this. |
| 512. | The WDC seems to prefer development regardless of whether it could destroy a "sense of place". Rural areas should not be developed using an urban template. Please listen to those of us in rural areas who are asking you to preserve our environment NOT DESTROY it. Council seems to be more concerned with the revenue acquired from uncontrolled growth than with the preservation of our iconic landscape and ecosystems. |
| 513. | The WDC seems to prefer development regardless of whether it could destroy a "sense of place". Rural areas should not be developed using an urban template. Please listen to those of us in rural areas who are asking you to preserve our environment NOT DESTROY it. Council seems to be more concerned with the revenue acquired from uncontrolled growth than with the preservation of our iconic landscape and ecosystems. |
| 514. | Better town planning with good community facilities, walkways, cycleways and community consultation will build a happier more secure and prosperous future. Communities want a say in what their neighbourhoods will look like. |
| 515. | The document sounds good however there are many areas that could be laid out in more direct terms with fewer buzz words like "sustainable" and "holistic". For people to be really involved they must wade through scads of documents - much of which isn't readily understandable in real terms. Find someone who can edit this stuff down and put it in plain, succinct language that people will understand. It might be easier for Councillors to understand as well and then they would be more inclined to share the vision! |
| 516. | Genuine community consultation is critical. |
| 517. | Measure twice and cut once. No more wasting tax payers' money. More cctv in town and at traffic lights to stop crime and also to see all the traffic issues but having poorly designed roads and traffic lights. |
| 518. | As I have said on numerous occasions and in meeting with Sheryl, the least council could do is put a foot bridge across Limeburners creek at port road. I thought safety was a big thing, just don't care about workers down port road. Oh yes, I see a new foot path on fertiliser way? you would have to cross Limeburner to get to it ... |
| 519. | No |
| 520. | Get the rail up and running to connect to Auckland airport. Get trucks off the road. |

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| 521. | Zonal changes in the Whangarei Heads area and the social housing development in Puriri Park are a clear indication that this council's public consultation process is ineffective at best and deceptive at worst. Improve. |
| 522. | Whangarei could pioneer recycling programs and become a NZ leader. It would be amazing to attract sustainable industry to the region. Also, any attractions should be heavily environmentally based ie cycle ways, highlighting our natural environment. |
| 523. | Put some money into Raumanga Valley! |
| 524. | In my view, Whangarei should also consider how to capture the population of young generation otherwise the city will get old. |
| 525. | State highway One to Bream Bay needs to be two lanes both ways. I know it's government funded but this is WDC biggest issue for your public road safety and reducing speed limits affects our productivity. This also puts off business investments. |
| 526. | We need to think about improving access to services. Northlanders shouldn't have to go to Auckland for education and health care. Student housing for Northtec should be considered. |
| 527. | I want us to stop looking for new stuff and focus on key areas that need to be fixed now. Housing, traffic and improving community structures first. |
| 528. | Onerahi bypass must be done asap |
| 529. | Can we look at a model not so intensely neo-liberal and more focused on community wellness? |
| 530. | Whangarei must prepare for sea level rises that will come at a heavy price for such a small city nestled along the harbour |
| 531. | We applaud the council for recognizing the necessity to consult with the community through this survey. May it be the beginning of some necessary changes of council policies and considerations to those they represent and serve. Many people have worked hard and invested in this city not just because they have to, but because they "Love it Here." |

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| 532. | Absolutely against sections at Whangarei Heads being smaller than 1000sqm. This has a negative impact on the rural image and natural beauty of this beautiful community. |
| 533. | Just parking again. If you send someone down West End Ave every morning you will make a killing in fines and I will be able to get in my driveway so much easier. |
| 534. | 👍 👍 |
| 535. | <p>Congratulations for removing the rubbish collection from Parua Bay marine recreation area. Please remove the compactor, thanks.</p> <p>The Parua Bay Marine Hub?? This area is dominated by two organisations.</p> <ol style="list-style-type: none"> 1. The Outboard Boating Club. A well run and kept area. BUT usage . This area is only full about 3 days per year. Most times there is very little usage. I mean 7 days per week. 2. Whangarei Cruising Club. This area is dominated by trailer boats. About 10 get regular usage. While the majority are either not road worthy, or sea worthy or both. <p>It would be good if the hub could be reorganised to incorporate all water recreation users.</p> <p>I am a Volunteer with Sail Northland Charitable Trust (SNCT). SNCT offers sail training for all ages, and at times 6 days a week. See www.sailnorthland for further info.</p> <p>At present we have 13 centre board yachts and the fleet is growing. We are using the facilities of the WCC which we pay for . And it is unsure that this arrangement can continue. Please can council help this trust to obtain a home at the best sail training venue in Northland.</p> |
| 536. | Apartments well designed along the loop area facing north sunny and central suit retired and free up houses for families . |
| 537. | Don't develop Parua Bay the roading can't handle it as it is. And you just wreck it like the rest of Whangarei |
| 538. | No |
| 539. | Farmers should be able to subdivide off a retirement section for their own use again. |
| 540. | No |

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| 541. | Regarding Parua Bay and Whangarei Heads development there should be a moratorium on Growth until public consultations with the community have occurred and Public consultations should continue to be done throughout the whole process of any development. There should be no expansion of Residential Areas beyond the current Residential Zones (RVRE). There should be an increase in the minimum lot size from 500m2 currently allowed for in the RVRE designation given the significant impact that development would have on the area. In this case, improvement of roading in particular and any other infrastructure needs addressing before further development is considered. |
| 542. | Keep up the good work. I am excited to see what will happen in Whangarei. The better branding, the wonderful Hundertwasser Art Project, a more modern, visible and dynamic council. Keep these changes coming. |
| 543. | I know council is hard at work studying environment impact, effects of sea level. I think it would help to let the public know some of the major ideas and ways forward so there is time to get used to them |
| 544. | Overall I think the council is doing a good job. However it's essential that plans are put in place for future growth and to attract people to the region. Support new businesses who will in turn create employment. Whangarei has a reputation (outside of the region) as being dead. We need ways to change that perception - and as previously mentioned rejuvenate the CBD. You don't want rows of empty shops or \$2 shops |
| 545. | <p>Submissions on Growth Strategy Issues</p> <p>WDC recently presented their Growth Strategy to the Community. We have summarized the concerns of those that attended the meeting:</p> <ol style="list-style-type: none"> 1. There should be a moratorium on Growth until Public consultations with community have occurred and Public consultations should continue to be done throughout the ENTIRE process of any development 2. There should be No expansion of Residential Areas beyond the current Residential Zones (RVRE) in the Parua Bay and Whangarei Heads area 3. The Parua Bay and Whangarei Heads community overwhelmingly wants an increase in the minimum lot size from the 500 m2 currently allowed for in the RVRE |
| 546. | Please take more notice of the submissions from the individuals not the big business powerful people. Please do not abbreviate this submission when you show submitters other people's submissions. |
| 547. | Sensitive planning would future proof Whangarei District, and ensure that its natural beauty and ecology would be safeguarded for future generations. Being mindful of current residents when making decisions would ensure a healthier relationship between council and ratepayers. Putting ratepayers before tourists and vanity projects should be imperative and top priority of the council. |

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| 548. | People have to live somewhere - no question, but planning for growth must look at road safety concerns and viable transport solutions BEFORE new housing and increased traffic volumes are created. The current 'catch 22' situation of waiting until the increased volumes on already dangerous and overused roads happen before improvements are made is stupid and glib and will result in many more accidents and fatalities. |
| 549. | Care should be taken not to overdevelop the pristine natural environment for which New Zealand is so well loved. Parua Bay and Whangarei Heads, Taurikura are innately special places that should not be overdeveloped. |
| 550. | You need the census results before completing this work. Please wait until you can incorporate this information |
| 551. | I totally disagree with the residential expansion plans in Parua Bay. Parua Bay is a rural village with very 'limited capacity' road access to business hubs. What was once a 20 minute commute is now 30 minute already. Add another 500 properties = + 1000 cars min. to the issue and that will be an hour and how much more CO2? The current planned expansion will exceed infrastructure capacity and ruin the lifestyle appeal for current and new residents, tourists and visitors alike. If you are serious about it put a 4 lane dual carriageway all the way to Whangarei city in first. |
| 552. | No |
| 553. | I wish there would be more done in terms of recreational amenities. |
| 554. | I liked the overall growth strategy as it was presented at Parua Bay School Hall. I would like to underline the importance of public transport systems, recreational amenities (+attractiveness of an area) like walkways, bush tracks, cycleways and park areas. |
| 555. | I would like to commend the council speakers who have been to our area to inform us on the Growth Planning. They have been professional and informative. Melissa and Tony thank you. We are not all opposed to change! |
| 556. | From what I understand, it appears WDC is claiming the RMA has determined that 500m3 sections are necessary and does not require WDC to advise the community of any submitted subdivision plans. I believe WDC can make a decision over and above the RMA requirements and make any approvals of 500m3 subdivision in the Whangarei Heads subject to community consultation and consent. We do not need infill housing to spoil our local environment. We moved from Auckland for the open spaces, pristine coastal environment and no need for fences between neighbours. If there needs to be a minimum in this area make it 1000m3 and no building within 5m of a boundary. |

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| 557. | I am concerned at the large area designated for more housing in the Parua Bay and Whangarei Heads Area. Recognising the lack of space to increase capacity of roads and waste waters. Also these are both areas with a lot of holiday homes, which don't add to the community feel, or participation. These properties should be lived in full time before more land is taken for housing. I feel that if we have to have more housing it should be with smaller sections grouped together, (not farmlets) with the bulk of the land kept free of housing. WE dont want the Heads looking like Orewa. The Land/flora and fauna can't cope with large numbers of people and housing development. |
| 558. | Yes. The idea of smaller buses has been scrapped but it would be of huge benefit to those smaller and rural areas to help people with transport. |
| 559. | The proposed Growth Strategy for the Whangarei Heads area is ridiculous and unsustainable. The roads and land are not suited to sustain the number of houses and population increases mooted for the area. The volume of recreational vehicles trying to launch from Little Munro Bay is already overcrowded. It would be impossible, not to mention dangerous to load the area with hundreds more people trying to get down to the beach to launch. Swimmers and divers in the Bay, already risk their lives as boaties are frequently coming in too fast. Gannets and Shags diving and feeding in the Bay would be adversely affected. Kiwi in the area would be at risk from higher volumes of dogs and cats as well as from people using the walking tracks. |
| 560. | My responses are based upon experience in generating and re-vitalizing Retail Cores. A psychographic study is supremely important to a City Centers growth and in the case of Whangarei; everyone we talk to is dissatisfied with the existing, so now is the time to re-define its space to focus on those NEEDS and WANTS that shape an expanded City when provided. |
| 561. | Please shrink the boundaries for the Parua Bay and Whangarei Heads areas back to the existing RVRE boundaries in those areas. |
| 562. | No |
| 563. | Environmental protection and impact of development |
| 564. | No, I prefer open discussion with other members of our community. |
| 565. | A huge amount of money has been paid to the council from building consents in the Ruakaka, One Tree Point area, but no money has been spent on recreational, community services ,transport, garbage collection/recycling for the local community. The rates keep going up, but the locals do not get anything back in return. |

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| 566. | More cheaper housing is needed across the District. Particularly in Parua Bay, Ngunguru and Waipu where all the houses are big and expensive and being bought by Aucklanders. Local families are having to look elsewhere to find a home they can afford |
| 567. | Wait for the census results before finalising the document. Share the GIS files with community. There is some really useful information in the maps. Don't listen to the nimby groups in Parua Bay or Maunu. They don't speak for all of us. We need more higher density housing. |
| 568. | The plan looks good. Hopefully my input and suggestions is not outweighed by the Parua Bay residents group |
| 569. | Great document. Nice and clear. Much more easy to read than sustainability futures 30/50 |
| 570. | The central suburb of Otangarei is a unique suburb which needs a unique solution to their problems. |
| 571. | Retail has changed. Please look to invigorate the CBD. It's unpleasant and dead. |
| 572. | Whangarei could have a vibe of a lovely European town by converting empty office space and above shop to residential apartments. Bring life back to a dying CBD |
| 573. | Yes, I would like to see WDC allow tiny houses on wheels to be included in the District Plan |
| 574. | Congestion of traffic on all roads coming into the CBD. The crime in our city is over the top. |
| 575. | Build a car parking building in Vine Street where the existing carpark is |
| 576. | Do not increase density in areas such as McLeods Bay and Parua Bay until the road infrastructure is developed accordingly. Currently overstretched as it is, and becoming an increasingly dangerous road to drive!! Consult with locals and LISTEN to their concerns. |
| 577. | :) |
| 578. | I believe that Council should purchase land for on-selling for specific development. I am concerned that 30% of our population within 10 -15 yrs will be elderly and needing suitable development that keeps them in communities but housing is specifically designed and developed and housing purchase to be in the range for the majority. Current retirement villages are for the top 10% at \$500,000 - 600,000 per unit. |

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| 579. | When trying to enlist the assistance of the Mayor in a serious problem affecting our community - being told "that this is an operational issue" is not helpful. |
| 580. | No |
| 581. | Minimising waste and creating more knowledge of such ways. Including more water fountains around |
| 582. | Please also consider vehicle dwellers and the homeless in any planning. |
| 583. | Somewhere for "homeless" vehicle dwellers to park for a reasonable length of time |
| 584. | I do not feel it is necessary to have high density housing anywhere, especially not in areas where the roading to and from town cannot cater to this. |
| 585. | Develop overnight shelters for the homeless would be nice |
| 586. | I have been living in a house bus in and around Whangarei for more than 20 years. I consider myself a resident of Whangarei and not a tourist therefore I would like to be acknowledged as such and am happy to pay towards rates. |
| 587. | Subdivision and two story new builds in urban areas can very well turn into tomorrow's slums. Better forward thinking in regards to subdividing and the use of these spaces, infrastructure in urban older areas will be under great pressure to perform if smaller lots are cut out of existing urban lots down to 450m2 etc. I've seen so many issues in Auckland by rush building, poor quality cheap builds and overload on district services which come back to bite us all in the pocket. More thought needs to go into which type of land is approved not just volume of purpose builds. Thank you! |
| 588. | Please talk to 'Whangarei Vehicle Dwellers'. Include us and allow us our inalienable rights back. New Zealand Bill of rights Act. 18 Freedom of movement (1) Everyone lawfully in New Zealand has the right to freedom of movement and residence in New Zealand. |
| 589. | As my thoughts evolve I will provide further feedback. What is the best method to do this? |
| 590. | I would like transparency in the process of subdivision applications for all people who they will affect. |

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| 591. | Develop the area around the town basin with well-designed apartments. Bring people into the city. |
| 592. | I think a focus on building up the existing city centre and making it an enjoyable place to work is a key priority along with the development of alternate transport to and around these areas (walking paths, cycle ways, cheaper buses). The city centre is currently full of empty buildings, dead after dark, and could be a lot more inviting. It would be awesome if there could be a focus on more dog friendly areas around the region too. We are so limited as to where we can take our furry family members, especially on walks/hikes! |
| 593. | Use some professionals, including economists. |
| 594. | The council need to listen to the public |
| 595. | Growth and economic development are not the only things that are important, quality of life, happiness, environment. |
| 596. | We are new to Parua Bay. There is huge rejection of development here as infrastructure not in place and that concerns locals. 500 sq.m is too small for a lifestyle community- this is not just another suburb of Whangarei. It is unique and beautiful. We don't want to see that lost by greedy land owners squeezing in houses. |
| 597. | Increase development in renewable energy, and infrastructure/housing development with this in mind. Building housing or infrastructure in low lying areas at this time would be dumb. |
| 598. | Move the shopping centre of Whangarei to Okara and make CBD food and boutique shops . 4 lanes all the way from Portland to Springs Flat . |
| 599. | No |
| 600. | Love it here! Loving lots of our previous work, you're doing a great job :-) |
| 601. | Learn from Aucklands mistakes. Green spaces make a city. If you think internationally about good cities they all have central parks and lots of green spaces. |
| 602. | I do not think large blocks of govt. housing should be considered anywhere in whg. It just creates a mother slum area. They should be spread around. |
| 603. | Do what you do with the local community |

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| 604. | Allowing unrestricted movement into our area may end up eventually causing overcrowding and reduce quality of life. We already have significant traffic issues. |
| 605. | Stay out of Whangarei Heads. |
| 606. | Monitoring changes to ensure that local people are not detrimentally affected by changes made by council. |
| 607. | Ensure the loudest voices do not drown out the quiet majority. |
| 608. | We do not need a new council building - build a new entertainment centre so we can enjoy shows that don't come to Whangarei now. |
| 609. | Look into this project. Having a district plan that supports this type of initiative is what Whangarei needs. https://nightingalehousing.org/nightingale-village |
| 610. | Whangarei Heads Road needs passing bays |
| 611. | <p>As a small business owner, trying to keep a business afloat and raise a family in this town it is difficult to see the growth compared to other towns I visit regularly. Commercial real estate seems to be governed by a few individuals that want exuberant rates for property, it is cheaper for me to move the business to Brisbane than try to expand in WHANGAREI. I have had international clients we supply from WHANGAREI come here to see our town and business, but fail to want to return after coming here. We have regular international clients getting work done on boats here, the crew hate it. The town does not present anything for a middle to younger generation to do to keep the interest here for them. It's a problem that needs to be addressed if we want to attract people here. An Arts Center will not do this.</p> <p>It's a great place to live! But without attracting people and industry here, how will it ever grow with the rest of NZ.</p> |
| 612. | Council seems to vacillate. None of the ideas expressed in this survey seem new. It feels like they've been on the table, then off the table, then on again. Meanwhile, ad hoc initiatives and responses to crises seem to dominate. Doesn't seem ideal. |
| 613. | Roading is just pathetic. The last projects have major issues and are a waste of money: |

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| | <p>1. Brynderwyns. Anyone could have told you that wasn't going to improve the situation.</p> <p>2. Kensington Road 'upgrade'. Why isn't there a free turn left out of the school road going south? You spent all the money and yet still there are traffic jams.</p> <p>Stop wasting my money on stupid decisions that are not logical to anyone except it seems roading management.</p> <p>Lastly, roading projects take an age to complete. One in Ruakaka took more than 2 years and destroyed the bonnet of my car with trucks going past at speed. Why can China build new roads and intersections in a night and we can't do it in 2 years?</p> |
| 614. | I feel like we live in a very ugly and dated town in the middle a beautiful landscape and we need a tidy up to a modern stand ard |
| 615. | Create a more inviting and accessible town centre. Build a mall in the John Street area to connect town centre with Town Basin. More restaurants and cafes at the waterfront. Need more hotels too, if you create a warm and inviting town centre, tourism will grow, then activities will grow and produce more jobs for the community, then expand outwards. Start at the centre and work outwards. |
| 616. | Urgently revise the traffic requirements for Riverside Drive.. You are lacking badly in keeping up with infrastructure in regards to increasing growth in suburban areas.. Not good enough to grant building consents for areas outside the city limits and not think about t he increase in traffic. You are well aware of these issues as many comments and complaints are flooding into your council offices. I do not even get a reply anymore about issues I raised. Shame on you. See Riverside roundabout. A total failure on your planning side. No access for Brook Rd to bicycle track.etc. |
| 617. | Whangarei is growing which is awesome, congestion, high paid jobs (over 80k) and housing seem to be looming issues. They need to be dealt with early and with the community to get ahead of the issues so that the wealth doesn't go to the rich and fail our poorer community. |
| 618. | Save Puriri Park!! Oppose the Housing New Zealand development proposal - come on Council, show us you listen to your ratepayers!!! |
| 619. | A serious commitment to the housing crisis is hugely important, children are growing up in emergency housing, children and parents, as well as persons of all ages experiencing challenges are living in vehicles. This creates so much instability. Children deserve to live in warm dry homes, that their parents can afford to pay for without missing out on any other necessity. |
| 620. | This survey requires an Editor to pick up the errors. |
| 621. | We live in a unique and beautiful area, unfortunately in NZ we tend to ruin these areas with poor infrastructure and overdevelopment. In other countries places like Whangarei Heads and other areas of outstanding natural beauty would be protected for future generations and visitors to |

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| | enjoy. However the very reason that visitors come to enjoy these wonderful areas is lost and small communities badly affected. Tourism is very important to Northland and we need to tread carefully. |
| 622. | Do not develop on established park land like on Puriri Park Rd |
| 623. | The well-being of the people of Whangarei and the health of our environment should be your primary concerns - not just money. |
| 624. | To divide a section is \$100k. Which is crazy. Maybe you could make it easier and cheaper to achieve this. |
| 625. | Whangarei heads is now bigger than Dargaville. Onerahi can't cope with all that traffic. Some mornings the traffic to town backs into Handforth St. |
| 626. | I like the shared path development. Need a new Airport with a longer runway to accept the ATR 72 or even the A320. More jobs. Double lane from Manse Street - Puna Rere Drive - There's so much congestion everywhere Double Lane Reyburn Street and the Okara Shopping area main roads - Traffic is bad Demolish the trees next to the Countdown in Tikipunga - Make a mini shopping area |
| 627. | Please do not allow developers to come in and develop too much land in this area. 20 houses ok but the proposed 49 houses in Taurikura and the other 60 will completely ruin what people came here for. The schools, land waste and roads couldn't deal with it |
| 628. | Please stop the high density housing happening in Whangarei Heads. This will destroy our beautiful back yard and cause yet more lost trust in council to protect what we value and it will cost council and ratepayers in the long run. Please don't hesitate to phone and discuss. |
| 629. | Northland as a destination is underestimated I think. I like it where I am very much, but it needs a slightly more vibrant population. I'd give my name and address but I don't want to jeopardise myself and I am not a fan of the council that runs the Kaipara. Huge rates for absolutely nothing at all. Kia ora |
| 630. | Thanks for making the draft Growth Strategy available to the public, and BIG THANKS for using SurveyMonkey for the feedback survey, and not the unusable feedback form on the WDC website |
| 631. | No |

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| 632. | Please make sure that new houses and development are as sustainable as possible |
| 633. | I would like to submit the following concerns for the Whangarei Heads area: If you plan to go ahead with the current growth strategy I would like you to increase the minimum lot size from the 500m2 currently allowed, due to the nature of the Heads environment and the current infrastructure. |
| 634. | <p>I've read the growth strategy to the community and would like to submit the following concerns for the Whangarei Heads area especially the Taurikura area where I live, as I agree with your statement that we should maintain our valuable natural environment.</p> <p>Looking at the future residential area of Taurikura, I notice a significant encroaching onto the Manaia Reserve. It will definitely affect the reserve but also Bream Head Reserve, as it will stop wildlife traversing from Bream Head to Taurikura Ridge to Manaia. This is one of the goals the conservation groups are working towards. This area is recognised as a significant area in NZ, it is one of the projects that is held as exemplary in NZ. I definitely wouldn't want to see that affected.</p> <p>I also agree with your statement that the infrastructure should support the housing. Whangarei Heads Road is already seeing stagnations during the summer months with the increase of visitors. It is not an easy road to drive for people who don't know the area. With the rise in tourism and the rise of residents this road won't be sustainable.</p> <p>I have no objection to provide more housing on the Heads, but I suggest you rezone the proposed areas (currently being zone 1), as 500m2 sections will create a problem for the infrastructure (sewage and roading) and it will also, very important, endanger our wildlife we hold very dear as we will see much more dogs and cats roaming in the area.</p> <p>Please do not change Whangarei Heads into a second Whangaparaoa, you will make more money in the long term with eco tourism.</p> |
| 635. | <p>I believe developments are happening too quickly for the area. We need to invest in the community, its facilities and its infrastructure before further development is allowed.</p> <p>We are proud of our community and our geography and we need to protect it before we damage it for good!</p> |

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| | <ul style="list-style-type: none"> - There should be a moratorium on growth until public consultations with the Community have occurred and then they must continue throughout the entire process. Infrastructure must be addressed ie community facilities, sewerage and the Onerahi bypass amongst other things. - Lot size from the 500 m2 currently allowed for in the RVRE designation is too small. This needs to be reconsidered. - The Onerahi Bypass is essential to take the pressure off Whangarei Heads Road and the amount of people using this road each day. <p>Thank you for your consideration.</p> |
| 636. | <p>We would like to see future growth and development for Parua Bay carried out in close and transparent consultation with residents. In the last round of rezoning we were very disappointed not to be notified that over 5000sqm of our land had changed zoning. We were not happy about the small size of sections proposed. We heard from a neighbour who had heard it from another neighbour. We had no say and no chance of a say. By the time we heard about it the 'horse had bolted'. At a meeting at McLeod Bay recently council said there had been 21000 letters sent out to notify people. We own not an insignificant amount of land in this area but were not a recipient of one of these letters.</p> <p>The scenic beauty and biodiversity of our area is why we moved here and it's what makes this area. We are fighting hard to preserve it and have planted natives on our land and have even bought more land as a buffer against council allowing the carving up of key unique areas. These unique features need to be treasured by the Council. High-density areas for housing under minimum 1000m2 are incompatible with the ambience and preservation of these unique surroundings and therefore we strongly oppose any extension of RVRE zoning. High-density housing in Parua Bay and Whangarei Heads should be stopped now and in the future. In regards to traffic we have to carefully pick our times to travel to town these days. What used to take 25 minutes now takes an hour at peak times. What plans does council have for the huge increase of traffic on our narrow winding road?</p> <p>The large population increases predicted by the council will inevitably come with a multitude of household pets. This will have a profoundly negative impact on the Kiwi, Tui, Woodpigeon, seabirds, shags, ducks, herons and many more that we have created a protective habitat for and are working hard to preserve. Council should be utilizing environmental / biodiversity planning experts to advise how development might occur in an environmentally enlightened manner and what level of population increase would allow for sustainability of our environment</p> <p>The 'ad hoc' planning and the Council planners' minimal representation and understanding of our unique landscape values, ecosystems and bird habitats suggest, ominously, that high-density subdivision applications will be easily rubber stamped by the council.</p> <p>We are very disturbed by the fact that Council policy seems to be more attuned to revenue-raising and unfettered growth than to preservation of our iconic landscape and ecosystems.</p> |

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| | High density subdivision should be developed around the city fringes where infrastructure is more cost effective and available instead of 20k's out from the centre of the city. |
| 637. | <p>Feedback on Proposed Strategy</p> <p>Re the Parua Bay and Heads Road Growth plan I believe:</p> <ol style="list-style-type: none"> 1. There should be No expansion of Residential Areas beyond the current Residential Zones (RVRE) 2. There should be an increase in the minimum lot size from 500 m2 to at least 900 m2. <p>Please acknowledge this email feedback and keep me informed as to opportunities to give further feedback.</p> |
| 638. | <p>As the old saying goes "I'm in favour of progress but its change I don't like"</p> <p>Of course 'change' can be good if well planned, accurately costed with no hidden surprises, communicated to all parties concerned, agreed by all parties concerned and include longevity to benefit future generations. Your growth strategy plan must take into consideration your Sustainability Strategy, The Government Productivity Commission Report 2018, liaison with the Government, Auckland and Northland councils. It should also include the 'wellbeing' of all the inhabitants of the area just like the Wellbeing Budget presented by the current Government and liked by many other World Governments.</p> <p>You must take into consideration the strong likelihood of a modernised Railway to the far North and the spur to Marsden, together with the possible move of the Container Port in Auckland to our North Port.</p> <p>All of the above will/should influence your thinking when producing your final plan coupled with your spatial planning programme.</p> <p>I have read your Strategy with interest and find it exciting and informative but have certain reservations which is to be expected at this stage. I believe I can only comment on certain aspects as I only moved into Parua Bay in 2015 and therefore still learning about the District/Town and its history and development. I can though comment about Parua Bay and Whangarei Heads in general which I first visited in 2002 and most years until I moved here in 2015. Since I have been here (2015) I have seen at least 50 houses built (probably more) that have all been built sympathetically to blend in with our environment and therefore I believe strongly that high density housing is not necessary at all and the Heads should be left to develop 'naturally' as it has over the past four years. The building of 50 houses has put pressure on roading and other services. High Density housing would not help and you should consider us as a live in park for the increase in Tourism that you expect visiting town. The Productivity Commission report specifically states that High Density housing should only be considered in Urban areas where there is access to public transport to keep extra volumes of traffic off the roads. You also state in your plan that all new businesses will be in or bordering</p> |

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| | <p>Town with its access to SH1 and the proposed renovated railway. I think you should also, like Auckland and the UK commit to Zero emissions by 2050. In reading your Sustainability Strategy you basically describe everything that we already have out here in the Heads why change it with high density housing and spoil our very special character that Tourists want to visit and enjoy. Also the costs of supporting this unnecessary increase in housing and population, roading, water, sewerage, public transport, policing, etc., may well outweigh the benefits you expect and the monies better spent elsewhere. Change the road speed limits from Onerahi to here to 50 and 80 like the town side of Onerahi and you would not have to build a bypass.</p> |
| 639. | <p>The Following Submission Focuses on Protection of the Landscape Values, Natural Features, Ecological Values, Amenity Values and Sense of Place of the Whangarei Heads Coastal Villages of McLeod Bay, Reotahi, McGregors Bay, Taurikura, Urquharts Bay, Ocean Beach and Pataua.</p> <p>WDC is Not Obligated to Provide for Further Urban Growth in Whangarei Heads. The 2016 National Policy Statement on Urban Development Capacity which identified Whangarei as a 'High Growth Area' requires assessment of capacity needs for housing and business over the next 30 years and a strategy on how that capacity will be provided for. It does not, however, require that this growth has to occur in all areas of Whangarei.</p> <p>Expansion of urban growth into Whangarei Heads is therefore a Council planning decision and we contend that the Draft Growth Strategy, in this respect, is short-sighted and damaging on both a local, national and international level. The Council is under no obligation to continue rezoning Whangarei Heads land for additional residential subdivision. In fact their own documents indicate an expectation of little growth in the Whangarei Heads coastal villages. Unfortunately the previous WDC rezoning of large blocks of rural to urban land means that there is already considerable land available to build on, which without mitigation, has the potential to negatively impact on the natural character of the area. Therefore the need to protect the special character of Whangarei Heads now and into the future is even more important than previously.</p> <p>There should be No Further Rezoning of Land to Permit Increased Subdivision in Whangarei Heads The Draft Growth Plan shows a map outlining the current state of land use in Whangarei Heads and potential for growth. It includes large blocks of currently zoned Rural Production land. There must be no further rezoning of land in Whangarei Heads for increased urbanisation. Whangarei Heads is a relatively small land area and further housing will have a strong and damaging visual impact on the natural landscape.</p> <p>Protection for High Natural Character and Outstanding Natural Character Areas</p> |

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| | <p>Unfortunately the designated areas on the map also includes large areas of currently zoned High Natural Character and Outstanding Natural Character, our most beautiful and prized areas. There is no justification for even contemplating growth in these areas at Whangarei Heads. All areas covered by these classifications need to be excluded from the possibility of any housing development or any further development.</p> <p>Protection of Indigenous Wildlife in Whangarei Heads will be Weakened by the Draft Growth Strategy which Allows for Increased Subdivision</p> <p>There is major recognition nationally and internationally that the natural landscape features and indigenous wildlife of Whangarei Heads is worthy of special protection. Any additional urbanisation will negatively impact the ecosystems of kiwi, birds and other species, which need enhancement and expansion, not damaging further reductions in territory. Every additional dwelling reduces land which can be used by endangered wildlife.</p> <p>The Draft Growth Strategy will weaken the great work done by DOC, the Bream Head Conservation Trust, Backyard Kiwi and many other conservation organisations, volunteers and residents of Whangarei Heads.</p> <p>In 2015 the Northland Regional Council introduced what was possibly New Zealand's first targeted special conservation rate. It was paid by the approximately 2000 Whangarei Heads residents, and while now collected as part of the new region-wide pest management rate, it was a clear regional recognition of the unique character of Whangarei Heads.</p> <p>Potential Development of a World Class Live in Park for Whangarei Heads</p> <p>Additional subdivision and population increase also weakens the potential successful future development of a world class live in park for Whangarei Heads. This concept should begin to be investigated as part of a cooperative community and Council vision for the future.</p> <p>Strengthening Against Future Inappropriate Subdivision Proposals</p> <p>WDC has already zoned considerable areas of land for permitted intensive subdivision, well in excess of what was actually required by their own projections of growth. Strengthening the ability of Council to protect land from inappropriate subdivision which significantly alters the character of an area within Whangarei Heads should be a key aspect of the Growth Strategy. Along with this, residents need the opportunity to be informed of development through public notification and the opportunity to give feedback.</p> <p>Infrastructure to Be Built and Future Proofed, Prior to any Subdivision Expansion</p> <p>Council should only allow subdivision if the infrastructure has already been properly developed. Not the other way round.</p> <p>For example, our current roading to Whangarei today is extremely dangerous as shown by the large number of accidents. It is a clear example of roading not keeping up with additional traffic from increased urban growth and increasing visitor numbers.</p> |

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| | <p>The current level of roading must be significantly upgraded prior to increasing housing numbers and the subsequent increase in vehicles, in an area without public transport.</p> <p>Whangarei Heads is also impacted by the current inadequacy of existing Council waste and drainage capacity. The Council Waste and Drainage Department has acknowledged that, "The existing network reaches capacity with flow during storm events."</p> <p>If new housing level is minimised, the cost of constantly increasing the capacity of infrastructure should also be minimised.</p> <p>There is the need for additional Council research into infrastructure and consultation with the public regarding its state and capacity.</p> <p>Parua Bay as a Coastal Village Growth Node and Entrance to Whangarei Heads</p> <p>We agree that Parua Bay will have an even more strategic role in the District in the future.</p> <p>The WDC is projecting a growth in population from 2410 today, to 3001 in 30 years time. However, Parua Bay land identified for subdivision appears to be way in excess of the amount of new housing which would be required to service the relatively small projected population growth by 2048. This would surely require the additional subdivision over the next 30 years of about 250 sections.</p> <p>We are concerned that in the coastal areas the WDC has a strategy of rezoning areas for urbanisation which enables far more building and greater impact on natural landscapes than projected. Do not rezone for urbanisation, more land than is currently required. This action creates community concern and mistrust.</p> <p>The Purchase of Passive Open Space Reserves in Whangarei Heads.</p> <p>Council has already in their Whangarei District Council Open Space Review 2018 and Proposed Plan Change 115 - Green Space Zones 3.2 Table 5, identified the need to address the shortfall of Open Space areas in a number of areas, including within the coastal villages of McLeod Bay/Reotahi and Taurikura/Urquharts as well as Pataua.</p> <p>For Whangarei Heads it is important for the Growth Strategy to plan for the active purchase of land at a much higher level than is calculated under the Open Space formula based on the size of the area and the number of residents (Hectares/1000 Residents). It also needs to take into account the high level of visitors who use the area from all parts of Whangarei on a frequent basis as well as visitors from the rest of NZ and overseas who value the natural landscape and amenity values. The reserves are not just for the needs of the local community.</p> <p>A key area to begin this process would be the purchase of coastal land on the peninsula between Taurikura Bay and McKenzie Bay. This peninsula is also a classic example of an area which warrants protection from urban expansion because of its landscape and historical significance.</p> <p>The Need for Specific Protection of Views of Outstanding Landscape Features</p> |

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| | <p>This does not feature in the Growth Strategy and contrasts with Auckland City which despite extreme urban pressures has for many years protected public views of its volcanic features. Its zoning patterns reflect reduced building heights and lower densities in the immediate environs of the volcanic cones to keep their characters intact.</p> <p>Whangarei has nothing like the Auckland pressures and has the ability to restrict development around these areas in Whangarei Heads and other districts to ensure the visual impact is not compromised by urban expansion.</p> <p>The preservation of landscape and natural features in Whangarei Heads is of greater importance now and for future generations than increased housing around the base of Mt Manaia and extending up the hills of the coastal villages.</p> <p>It is these kinds of policies that act to strategically protect our future environments, amenity values and sense of place. Once lost through increasing urbanisation, they are unlikely to ever return.</p> <p>Development of Northland Regional Parks as Part of a Strategic Vision</p> <p>A Growth Strategy should not just focus on the urban growth, it should also focus on Council taking a lead to grow amenity values and opportunities for preservation of special character areas for its citizens. Regional parks accommodate a wide range of functions, including recreation, farming, forestry, water management, heritage and conservation. Since 2002, Northland Regional Council has been authorised to own and manage regional parks.</p> <p>Currently there are no regional parks in Northland. It makes sense that Whangarei City now takes the lead in their development as part of the Northland Regional Council. These parks can fit within the NRC areas of focus in that they can both add to a strong regional economy and support resilient communities as has been shown with Auckland's regional parks.</p> <p>Whangarei Heads would be an excellent location for the first regional park, with its rural farming locations with coastal access.</p> <p>Reduction of Visual Pollution from Existing Phone Lines</p> <p>Replacement of overhead phone and service lines with underground. This should be a long term strategic vision for Whangarei Heads as well as the whole of Whangarei.</p> <p>All infill housing connecting lines to the existing above ground line services should be underground as part of a subdivision consent, paid by the site owner. WDC should work with Northpower to make this as easy as possible.</p> <p>All subdivisions of more than one site must have any powerlines underground as part of resort consent.</p> <p>Also in areas where the Council is rezoning to enable intensification of housing, the removal of overhead lines needs to be part of this strategy.</p> <p>Conclusion</p> <p>This submission is presented in the hope that Whangarei District Council, while faced with the need to provide for urban growth, will also recognise that with this comes the greater need to protect some areas from this growth. To provide its citizens with opportunities to enjoy and</p> |

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| | <p>benefit from large areas of natural landscape with as limited future urbanisation as is now possible, all within a relatively short distance from their living areas.</p> <p>Whangarei Heads needs to be protected for their future.</p> |
| 640. | <ol style="list-style-type: none"> 1. There should be a moratorium on Growth until Public consultations with Community have occurred and Public consultations should continue to be done throughout the ENTIRE process of any development 2. There should be No expansion of Residential Areas beyond the current Residential Zones (RVRE) 3. The community overwhelmingly wants an increase in the minimum lot size from the 500 m2 currently allowed for in the RVRE designation |
| 641. | <p>I am a resident and property owner in the Whangarei Heads area and having attended meetings re the Draft Growth Strategy. I feel strongly about protecting the Whangarei Heads Area against expansion of Residential Areas beyond the current Residential Zones (RVRE). I would like a moratorium on Growth until Public consultations with Community have occurred and Public consultations should continue to be done throughout the ENTIRE process of any development.</p> <p>As the growth strategy plan is to be used as a guide for the future I would like the following points to be noted and included.</p> <ol style="list-style-type: none"> 1. The infrastructure (Roading, Sewage, Storm Water) is already at a stretch and has to be upgraded BEFORE any further Growth is planned. 2. We want the 500m2 currently allowed in the RVRE designation to be increased to a minimum of 1000m2. We do not want the Heads to turn into another Papamoa. 3. Whangarei Heads has to be made a “live-in National Park” to preserve its natural beauty, unique living and to further promote the Whangarei tourism industry. 4. The recent change in allowable housing density (Plan Change 85C) has not been transparent to the local residents and has to be returned to what it used to be. 5. Whangarei Heads south of Parua Bay is not a Growth Node and therefore any mention of Whangarei Heads as a Growth Node has to be deleted from the Growth Strategy Document. 6. Much of the roading into Whangarei, the sewer and water pipelines are close to sea-level and the coast. The council has to produce plans to shift the above to accommodate for Climate Change effects. 7. Parua Bay Recycle Centre should not have been removed without providing for a new site, a Recycle Centre must be created and implemented with proper public consultation keeping growth in mind. |
| 642. | <p>I am submitting the following issues on the WDC Draft Growth Strategy Proposal. 24-6-2019.</p> |

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| | <ol style="list-style-type: none"> 1. Re: Public notification of new applications for Subdivision Resource Consents. The recent WDC adoption of the new RMA Rules not requiring Public Notification is a regrettable backward step by the Council and heralds a new totalitarian , anti-democratic , and autocratic attitude from the Council towards its Rate-payers. I ask the council to reverse this rule and return to the previous system for the following reasons. There has always been legal responsibility for local body change to address and inform affected parties of the effects of the proposed changes. This is fundamental to the democratic process and should be transparent and well mannered, and seeking to preserve the peaceful co-existence of the population. 2. Following on from 1. when I make application for a Resource Consent to build on a site, WDC requires me to consult with WDC, immediate neighbours who may or may not be affected by my proposal, local iwi, local community groups like Whangarei Heads Landcare Forum, and Backyard Kiwi, a Landscape Architect, an Archaeologist, an Ecologist ; and when I have sign off by these agencies the WDC may decide I have to notify the Public with a public declaration of my intent. All this effort to arrive at a decision which balances my built intentions against the public good. This is the system of checks and balances which has developed over the last half a century, and this system serves to protect the hidden interests of the iwi, the environment, water quality, bio-diversity, the marine environment and fisheries, bird call, the insect domain, sustainable food supply for animals and humans. We are all in this together ; we humans are not separate from nature ; we are inter-dependent. So, what separates the subdivision activity from scrutiny of outcomes? Please let the public know about your subdivisions intentions, and lets move forward together. 3. I was reading in one of the WDC Growth Strategy documents that Parua Bay is a Growth Node, and that the other settlements surrounding are labelled Coastal and Rural Villages; the latter "are generally small, but vibrant and enduring. However, these settlements will not be a primary focus for growth. <u>The topographical constraints, infrastructure limitations and sensitive nature of the surrounding natural and coastal landscapes limit the ability for these areas to grow.</u>" Page 75. I support these sentiments entirely. But WDC seem to be in serious communication with a land owner wishing to subdivide land peripheral to Taurikura village, creating 49 new sections for the open market, some sections as small as 500m2; and without Resource Consent public notification. What is wrong with this picture? This scale of subdivision development is much larger than that which is implied in the quotation above. Why is development on this scale occurring behind closed doors? What effects will this have on traffic and roading, what will be the impact on the local school, medical services, water quality and sewage disposal services? What about the impact on the existing neighbours, the biodiversity, domestic dogs and cats on the kiwi and bird populations, what about consultation with iwi (it seemed that that was occurring in the public meetings)? And consultation with other community groups? Geotechnical instability? Archaeological mapping and information, Cultural taonga? 4. The Coastal and Rural Villages at Whangarei Heads. Development of housing in these areas should not occur in an ad hoc manner and should be controlled to ensure that the existing patterns are duplicated in scale and intensity in order to preserve the existing charm |

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| | <p>and identity of the existing housing types. This typology is at the very heart of the current appeal of the Whangarei Heads to real estate seekers because it is the antithesis of large city new-suburbia; being a combination of low-density building and with high levels of environment amenity, the romantic old kiwi beach bach by the sea. Lets keep it going. Low density is also good for infrastructure which is being stretched. This is the sort of spatial planning I am hoping to see. Lets keep the charm; and along with it, our identity.</p> <ol style="list-style-type: none"> 5. Minimum lot size for single unit housing. The current minimum of 500 sq metres for most situations in NZ is too small. 500 sq metres may be OK for uncommon single units; say for the elderly, or the infirm (eg. a sufferer of ms) but generally, the standard 3 bedroom single story house and garaging will struggle fitting into 500m2. In these uncommon cases perhaps a discretionary 500m2 minimum could be allowed. But looking forward, and with steady progress from the communications sector, it is possible to imagine a time when most people would work from home, provide some food from home, keep some chooks, opt for a composting toilet, rainwater harvesting, solar power etc. A more sustainable lifestyle. This approach would not be possible on 500m2 sites. I sometimes drive to Auckland via Kaukapakapa where on the south side at Peake Rd there is a small new subdivision with small lot sizes and the large housing is cheek to jowl - the roofs seem to be almost touching - it looks like an instant ghetto - unhealthy in fact. 6. I support a moratorium on Growth until Public consultations with Community have occurred and Public consultations should continue to be done throughout the ENTIRE process of any development. 7. Please let me know what are the follow up steps to this submission. |

643.

FEEDBACK ON THE WHANGAREI DISTRICT COUNCIL'S DRAFT GROWTH STRATEGY PLAN

The greater Whangarei Heads area, including Parua Bay Village, is a unique landscape in New Zealand that is rich in cultural, biological and geological significance. For those of us who are blessed to call this place home, we are passionate about preserving our sense of place for not only ourselves, but for generations to come.

The WDC is proposing a densification of residential development that is completely out of character with the area and not conducive to maintaining our sense of place let alone protecting the landscapes significance. Its not about "NIMBYism" is about protection of our sense of place. The residents of this area accept and welcome development, but not if the style of development destroys the area, which is how we view the WDC's proposed, and current, development plans.

Globally we are recognizing the impacts of pollution on our environment and the need for action against Climate Change. Several Councils in New Zealand have made policies that are taking active steps to combat the devastating impacts of rising sea level and pollution on our sensitive environment. The WDC is thinking about, or has recently enacted, similar policies.

However, any Climate Change policies the WDC is thinking about creating would be in direct conflict with their plans for densification of Whangarei's satellite rural communities. Why would Council propose densification of outlying communities which lack proper infrastructure (roads, schools, medical and social support, sewage etc) to support current population, let alone increased population?

Access to Parua Bay Village and the Whangarei Heads area is predominately by a road whose length is almost entirely at sea level. If that road is not usable, then the only other road access is via a road that twists and turns, and rises and falls around topography where safe road speeds and driving behavior make it a perilous undertaking and as such can only laughably be called a goat track. Council has stated that despite a rise in the population of the Parua Bay/Whangarei Heads areas there is no plan to upgrade the roads in the near future. Recently the Council received news that funding they had hoped to acquire for roading projects in Whangarei will not be obtained from central government. If there is no money for urban roading projects, there certainly won't be any money to upgrade roads in rural areas.

Those of us who do live in the Parua Bay/Whangarei Heads areas who work in urban centres like Whangarei or Auckland, have to commute to work via private vehicles. Most families have two cars because most families are dual income earners. With each increase in population of the Parua Bay/Whangarei Heads areas there is an increase in wear and tear of the road and most importantly, an increase in pollution levels. The Productivity Commission Report 2018 states that New

Zealand's per person gross emissions are one of the highest emissions among developed countries. The report also states that densification of urban centres will make it easier to support public transportation. Why would the WDC promote densification in satellite rural communities that don't have access to public transportation, which directly causes an increase in pollution from vehicles and the need for maintenance/upgrade of infrastructure (roading)? I can only think that the Council is eyeing the rates that would be acquired from increased residential development of the Parua Bay/Whangarei Heads areas. Those short-term gains from revenue of new development would be consumed with roading repairs. What about the impact of pollution from vehicles and how it adds to Climate Change? What about the devastating impact of rising sea level from Climate Change on the only viable road into the Parua Bay/Whangarei Heads areas? The WDC's proposed policies regarding Climate Change, and current and proposed policies on development seem to directly oppose each other, and quite frankly speaks of ignorance, disorganization and lack of communication within the various departments in the WDC.

Tourism and dairy farming are the two top earners of revenue for New Zealand. Intensification of dairy farming has created damaging effects on the ecology and justifiably New Zealand can no longer claim a "clean and green" status. Tourism to these far away shores has dramatically increased over the past 10 years and people come here to experience and engage in activities in our unique landscape. They don't come here to drive through urban sprawl to get to a park or beach. WDC has talked of promoting the Parua Bay/Whangarei Heads areas as a tourist destination. That's a great idea and one that local citizens welcome as it will allow local businesses to flourish and new ones to open, making it easier for employment in the area. All that will be in vain if a tourist doesn't want to drive through one continuous urban area along a two-lane road congested with vehicles. The Parua Bay/Whangarei Heads area would end up looking like Whangaparua Peninsula, where they would encounter soul sucking traffic along a one-road-in/one-road-out scenario that goes through high density residential and business development just to eventually see a park and beach. Tourists will and should chose to spend their time elsewhere where they can be away from all of that.

It's been about 10 years since the WDC hired consultants to do meaningful consultation with the Parua Bay/Whangarei Heads areas. The resulting document, of which the Parua Bay Structural Plan is part of, is full of the same sentiment and comments that the communities are saying today; protect our sense of place through planning collaboration/notification with the community and development that enhances, not destroys, this unique place. Why did the WDC contract consultants to produce this document in consultation with the communities, and then ignore the recommendations? The citizens of the Parua Bay/Whangarei Heads areas resoundingly say NO to the WDC's proposed residential development in its Growth Strategy because it will destroy our sense of place, and because densification of rural areas just doesn't make sense. Its time that the WDC and its Councillors remember that they represent the citizens of this district, change the

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| | <p>planning and design process to reinstate and incorporate meaningful consultation with its constituent's, and provide development of value that preserves our sense of place because once its gone, its gone forever.</p> <p>In summary, our feedback to the proposed Growth Strategy is:</p> <ol style="list-style-type: none"> 1. There should be a moratorium on Growth in the Parua Bay and Whangarei Heads areas until public consultations with community have occurred, and public consultations should continue to be done throughout the ENTIRE process of any development. 2. In the Parua Bay Village and Whangarei Heads areas there should be NO expansion of residential areas beyond the current Residential Zones (RVRE) 3. The Parua Bay Village and Whangarei Heads communities overwhelmingly want an increase in the minimum lot size from the 500 m² currently allowed for in the RVRE designation. 4. Current infrastructure (roading, three waters, electricity, communication) can't cope with the existing demands, let alone possible future development especially when it contributes to the increasing impact of climate change. <p>Marnie Muirhead Chair Parua Bay Residents and Ratepayers Association Inc.</p> |

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| 644. | <p>Whangarei District Council Draft Growth strategy</p> <p>Feedback of the Whangarei Heads Citizens Association</p> <p>We believe that the Draft Growth Strategy document is the product of a flawed process as it has not been produced in collaboration with the local communities. The opportunity to react to a document is not the same as being involved at each step of its formulation.</p> <p>1. There should be a moratorium on Growth in the Parua Bay and Whangarei Heads areas until Public consultations with Community have occurred and Public consultations should continue to be done throughout the ENTIRE process of any development.</p> <p>2. In Parua Bay and Whangarei Heads there should be No expansion of Residential Areas beyond the current Residential Zones (RVRE).</p> <p>3. The Whangarei Heads community overwhelmingly wants an increase in the minimum lot size from the 500 m2 currently allowed for in the RVRE designation.</p> <p>4. Whangarei Heads, south of Parua Bay, should not be considered as a growth node. We want to preserve the scenic beauty and biodiversity of our area. Take all mention of Whangarei Heads as a growth node out, including the grey shading on the maps included in the document.</p> <p>5. We question the ability of infrastructure (roading, 3 waters, electricity and communications) to cope with current development let alone possible future development and the increasing impact of climate change. How does allowing growth in outlying areas fit into a carbon neutral future ?</p> <p>Logan Carter (Secretary)</p> |
| 645. | <p>I am a resident in the Whangarei Heads area and having attended meetings re the Draft Growth Strategy I feel strongly about protecting the Whangarei Heads Area against expansion of Residential Areas beyond the current Residential Zones (RVRE).</p> |

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| | <ol style="list-style-type: none"> 1. The infrastructure (Roading, Sewage, Storm Water) is already at a stretch and has to be upgraded BEFORE any further Growth is planned. 2. We want the 500m² currently allowed in the RVRE designation to be increased to a minimum of 1000m². We do not want the Heads to turn into another Papamoa. 3. Whangarei Heads has to be made a “live-in National Park” to preserve its natural beauty, unique living and to further promote the Whangarei tourism industry. 4. The recent change in allowable housing density (Plan Change 85C) has not been transparent to the local residents and has to be returned to what it used to be. 5. Whangarei Heads south of Parua Bay is not a Growth Node and therefore any mention of Whangarei Heads as a Growth Node has to be deleted from the Growth Strategy Document. 6. Much of the roading into Whangarei, the sewer and water pipelines are close to sea-level and the coast. The council has to produce plans to shift the above to accommodate for Climate Change effects. 7. Parua Bay Recycle Centre should not have been removed without providing for a new site. |
| 646. | <p>I believe the current rezoning of the Whangarei Heads area is not compatible with the area or the concept of a heritage, recreational and conservation area.</p> <ul style="list-style-type: none"> • Growth should not be allowed in this area without better consultation with the community. • The previous residential zoning should have remained in place. The area is a rural area - not a town and the allowance of 500m² sections total erodes the character. • A minimum of 1000m² should be mandatory. • The Whangarei Heads area is distinctly different from Parua Bay geographically and in its distance to Whangarei and should not be part of a suggested growth mode. • The previous concept of a rural village needs to be retained. • Subdivisions should be notified for all to have input and support the growth strategy relating to the rural village concept. This is particularly necessary where small sections are proposed. • There are already issues with road access into and from Whangarei and the proposed growth WDC is planning will exacerbate this. The road is slow, single lane with no passing bays. Onerahi is a bottle neck. • We have concerns around the capacity of the sewerage system, which is already struggling, to manage further growth without major upgrade. • Storm water is being fed into the sea and current systems are at capacity, particularly in Taurikura. |

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| | <ul style="list-style-type: none"> Environmental aspects need to be considered. There has been a huge increase in tourism in recent years and local facilities are struggling eg car parks, Manaia reserve, Bream Head. <p>If the council wants to see Whangarei grow they need to consider areas around the Whangarei area before outlying rural areas.</p> |
| 647. | <p>I'm a resident of Whangarei Heads and member of the Whangarei Heads Citizens Association. I went along to the recent meeting at the McLeods Bay Hall which discussed the new residential village planning rules. I was surprised at the level of opposition from the WHCA and a few of its members towards Council planning rules.</p> <p>The WHCA has been criticising Whangarei District Council and calling for moratorium on growth until the rules are changed to increase the minimum lot size for sub-divisions. They do not have my support on this. The rule changes were well signalled - there has been consultation for over a decade. When I moved to Taurikura in 2005 I was already aware growth was likely in Parua Bay, Taurikura, Urquharts. Planning changes between then and now to restrict growth to these areas have my support.</p> <p>Growth is going to happen and we must plan for it. I support the idea using growth nodes (e.g. Parua Bay) and rural villages (e.g. Taurikura) to control growth at the Heads and to prevent ribbon development and/or sprawl.</p> <p>I do not see the need to increase the minimum lot size from 500m². Council can use other controls to ensure sub-divisions are well designed and meet the needs of everyone in our community.</p> |
| 648. | <p>I see the Whangarei District Council's Growth Strategy and Sustainable Future 30/50 Policy/Rules which use the "Model" designed for Parua Bay be rolled out to cover the other two Growth Nodes in the District, (namely Hikurangi & Waipu") and yet they go on to acknowledge in their document the "Unique Features of Whangarei Heads (too many to list) and are referred to repeatedly as being SO different in all respects it makes the" model of Parua Bay "irresponsible and offensive to all "Ratepayers" if applied to Whangarei Heads in its current form ..</p> <p>I THEREFORE RECOMMEND THE WDC AND STAFF STICK TO THE DESCRIPTION OF (quote Rule 1.5 "SPECIAL SENSE OF PLACE ") THE WHANGAREI HEADS AREA MENTIONED IN THE STRATEGY DOCUMENT TIME AND TIME AGAIN BE RESPECTED FOR ALL CURRENT AND FUTURE RESIDENTS and that any change BE IN CONSULTATION WITH CURRENT STAKEHOLDERS.</p> |

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| | <p>3: Twenty years ago during the planning stages of the current “WASTE WATER “Infrastructure in the Whangarei Heads catchment area an allowance was made for an expansion of connections of 17% and we were advised this was NOT likely to put under stress our state of the art sewerage scheme or that current Ratepayers would need to be burdened with expenditure to provide major upgrades to accommodate new connections.</p> <p>In the last two decades we have had a large number of Landowners previously refused connections and who were not included in the original planning, have been allowed to be connected along with significant “NEW SECTION LOTS “and so our Infrastructure is already “at capacity “ and requiring frequent unplanned maintenance.</p> <p>Whilst there are plans mentioned in the Long Term District Plan budget to easily remedy shortfalls for fresh piped water to potential new sections and identifying Storm Water egress into the “current” Sewerage Scheme The WDC should ensure the performance of these services are functioning to the expectations laid out in the TWM (PC136) Document and are satisfied to the letter for all stakeholders.</p> <p>I THEREFORE RECOMMEND APPROVAL OF ANY “MULTI LOT SUBDIVISIONS “BE STOPPED UNTIL CONSULTATION WITH LOCAL RESIDENTS AND LOCAL BODIES (namely the WHCA & PBRRA) HAVE BEEN INCLUDED IN DISCUSSIONS AS PREVIOUSLY MENTIONED.</p> |
| 649. | <p>I would like to make my objections heard. Not only has there been no public consultation, the idea of making 500m2 sections is ridiculous. If they were to go ahead there would need to be some major upgrades done prior to the roads, the wastewater system already is not coping, the traffic congestion is already bad at times and all the schools kindergarten and daycare are at max capacity. The small little block of shops can barely handle the extra people that visit in summer. I strongly feel given that Whangarei heads is a coastal tourist attraction with the new proposal it will take the beauty away and will have environmental consequences.</p> <p>Please RETHiNK this they should be at least 1200m2 sections if anything.</p> |
| 650. | <p>I feel I am trying to protect the Whangarei Heads wider area from unnecessary rampant growth and a reduction of the amenity of the area. I am helping preserve the area until it can be developed as a “live-in National Park” or similar. I am fighting for our children’s sakes, and for Whangarei’s tourism industry.</p> |

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| | <p>1. There should be a moratorium on Growth until Public consultations with Community have occurred and Public consultations should continue to be done throughout the ENTIRE process of any development.</p> <p>2. There should be No expansion of Residential Areas beyond the current Residential Zones (RVRE). The maps in the Growth Strategy document for Whangarei Heads and Parua Bay make me very uncomfortable. They are ridiculously 'generous in offering land' for future development, when it includes covenanted bush, etc. I ask that the Whangarei Heads and Parua Bay maps be redrawn to look exactly like the RVRE maps of the area.</p> <p>3. The community overwhelmingly wants an increase in the minimum lot size from the 500 m2 currently allowed for in the RVRE designation.</p> <p>4. Whangarei Heads south of Parua Bay is not a growth node so this document should take all mention of Whangarei Heads as a growth node out, including the grey shading on the maps included in the document.</p> <p>5. I do not want Whangarei Heads to be regarded as a dormitory suburb, the cost of fuel makes it a unsuitable idea for here. People here want section sizes suitable for parking 2 cars, boats and campers and don't want close neighbours.</p> <p>6. But I do believe in "Growth and Progress" - if it was a well designed subdivision that helped the growth strategy aims of a planned village (not an isolated piece of land) and under some quality spatial plan. Of course, it should be notified to all.</p> <p>7. I want Notification for infill housing as well. Infill with section sizes of 500m2 is very upsetting to people who chose to live with a view, sun and an open aspect. These extra control factors should be added in. 500m2 is too small. 800m2 would be a better size, more normal for the area.</p> <p>8. Onerahi Bypass. We ask that the planning for this is put ahead. We almost need it now. If more houses are allowed, we need it more. Two lanes to start with, with provision for 4.</p> <p>9. 4 lane-ing the road from the Pohe bridge to Onerahi would be nice, but pointless if there is no-where for the traffic to continue at some speed. Bypass first please.</p> <p>10. Sewer capacity. Our sewer is at capacity during storm water events now. Any growth needs expenditure BEFORE growth is planned.</p> |

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| | <p>11. Roading and other infrastructure. Any Growth needs expenditure. We have started on a small scale by suggesting Pullover areas. I don't think we can ever catch up, even for minimal growth.</p> <p>12. Climate change. In our area, much of the roading network, the sewer and a lot of the water pipeline is close to sea level and close to the coast. Plans need to be made for both a small amount of growth and 20 plus years to shift all these three parts of our infrastructure.</p> <p>13. Environmental aspects. I feel too much growth here will seriously affect our 'sense of place' and the 'special character' we have here, and are wanting to preserve.</p> |
| 651. | <p>Thank you for the opportunity to respond to the Whangarei District Growth Strategy as laid out in the document dated 30 April 2019. This represents many hours of consideration for which we are grateful.</p> <p>Thank you too for the time taken recently by Council staff to speak to the local residents in Whangarei Heads and Parau Bay.</p> <p>Most of my comments will be made in reference to Parua Bay and Whangarei Heads as that is the area with which I am most familiar.</p> <p>As the opportunity is available now to make formal submissions to the Council regarding the Growth Strategy document, both as a legal requirement and part of the democratic process, I would like to make the following summary statements and then some specific observations.</p> <ol style="list-style-type: none"> 1. The retention of a sense of place 2. The possibility / prospect of sub development and infill housing 3. Consultation with hapu and local community 4. Provision for climate change <p>1. The retention of a sense of place</p> <p>One of the terms used in the document is the desire for Whangarei to be a place where its residents can be "proud to be local" with a range of lifestyle choices.</p> |

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| | <p>To do that well, it seems to me that we not only need to create new community spaces in areas that are currently under represented as living areas (eg Marsden Point / Waipū), but also retain a sense of place in the areas that are currently utilised in that way - namely Parua Bay / Whangarei Heads.</p> <p>2. The possibility/prospect of sub development and in-fill housing</p> <p>As I think it became clear at the public meetings that were held there this month, the local residents in these two areas in particular feel that the provision for 500 m² sections has the real potential to strain the existing infrastructure and significantly compromise that sense of place.</p> <p>This isn't a matter of "not in our backyard" - it is actually designed to secure the area in which we live for our children/future generations.</p> <p>It is not clear what is meant by the term "Growth Node" on pages 68 and 77. I couldn't find any reference in the document as to what this means in real terms - which is worrying in light of some of the concerns raised recently about the need for transparent communication.</p> <p>Page 75 of the document states Whangarei Heads is not a primary focus for growth – it would be nice to see that in truly practical terms, and specifically with a reversal in policy on the provision of 500 m² sections - especially with the risk of high density development and in fill housing.</p> <p>I should probably say that describing the current business area in Parua Bay as "thriving" on page 67 might be a little optimistic - it certainly has potential, but as a qualified doctor I would not have called the current medical centre all that inspiring. Just an observation.</p> <p>3. Consultation with iwi and local community</p> <p>I have to say that it's difficult to see how "consultation with the community" is evident (as implied on page 19 of the document) when as I am led to believe, plans were drawn up for the Parua Bay community, in consultation with the local residents and the council, and in conjunction with professional consultants regarding road and other issues in the village, none of which appear to have been included in the current Growth Strategy.</p> <p>This is especially awkward in the light of the term "Community Led Development" as used on page 23.</p> |

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| | <p>It's also not clear how hapū have been included in this Strategy, at least from the dismay and relative ignorance demonstrated at the public meetings in June - I can understand their uncertainty, living as I do on the slopes of Mt Manaia.</p> <p>Can I just say that I believe that community consultation and transparent communication is both a moral imperative and a democratic responsibility.</p> <p>4. Provision for climate change</p> <p>It's quite worrying that no provision appears to be being made in this plan for alternative roading options to Whangarei Heads, even as a footnote, in the light of projected sea level rises over the next 30 - 50 years; it seems to me that any projected growth in the Whangarei Heads is going to have to take this seriously in considering transport options for the area.</p> <p>Two other final, minor comments -</p> <ol style="list-style-type: none"> 1. As a relative newcomer to the district, I have to say that I have a feeling the current growth projections for 2028 and beyond may actually prove a bit of an underestimate:-) 2. I would quite like the character of our area to be defined by its history (both Māori and European) as well as its geography (page 76). |
| 652. | <p>I am most concerned at Council's Planning Section proposals to extent the Residential Zones in the Whangarei Heads area beyond that which currently exists. The proposal to allow lots sizes of 500ms is totally incompatible with the existing and must be stopped.</p> <p>Living at Urquhart Bay, I am very concerned at the thought of 100's of 500m2 lots being developed on both sides of Whangarei Heads Road to the east of the Urquhart Bay Road intersection.</p> <p>The existing road from Taurikura to Urquhart Bay is at the best a sealed country road with insufficient width at some places for even an edgeline, with generally no road shoulder and absolutely no footpaths. The very tight bends and short visibility do not allow for increased traffic or use by too many heavy vehicles .</p> <p>To upgrade this road would cost \$millions in retaining structures on both sides of the road even to achieve a shoulder or footpath.</p> <p>Therefore it is obvious that this road is totally unsuitable for the construction traffic generated by the proposed subdivision and building activity that would be generated by this change of zoning proposed under Council planning.</p> <p>I really wonder if Council Planning Staff have actually travelled this road which is the ONLY access to the area?</p> |

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| | <p>I therefore request Council to remove the planned subdivision expansion at Urquhart Bay from the scheme of things until a major upgrading of the road between Taurikura and Urquhart Bay is completed to allow the safety of the current residents and future users which will be well and truly compromised by the huge increase in traffic, especially heavy vehicles, which the proposed development will generate</p> <p>Kind regards</p> |
| 653. | <p>My concerns for the overall Whangarei Heads area are about the development of further housing before adequate infrastructure is in place and that the special features and nature of the area will be permanently diminished if the current proposals for the Whangarei Heads go ahead. I believe we have a duty of care to preserve this very special area for future generations to enjoy. It has already been compromised far too much. I do not think that the growth strategy as outlined does this adequately. Our harbour and its water is a treasure and needs to be protected from further desecration. We have done poorly in the past and must do better in the future.</p> <p>While further development may be inevitable we should be having infrastructure in place before, or at least as, the demand arrives and not play late catch up as we did in the past for sewerage and water pollution and appears to be continuing now with roading.</p> <p>Roading:</p> <p>A road alternative to Whangarei Heads bypassing Onerahi should be in place before any major housing development plans are put in place for the area.</p> <p>The current main access way via Onerahi through to Whangarei is already bottleneck which often starts, going into town, even before the Onerahi roundabout.</p> <p>The planned 4 lanes from Town to Onerahi will not solve the problem added to by Heads traffic trying to get through Onerahi making a problem for both communities.</p> <p>The alternative route through Mt Tiger is narrow and winding and still leaves users with managing their entry through and into town.</p> <p>The community needs to know future road plans ... I have not seen what proposals the Council have although I believe there are plans. I saw no roading plan in the District Plan documents handed out at the 2 public meetings.</p> <p>Sewerage :</p> <p>I have strong doubts that the continued pipeline for sewage to Whangarei treatment station is viable in the long term. We had a debacle of on again off again until the time the eventual pipeline was put in. We need to have assurances that any increase d population growth can be coped with, and how, especially in regard to outstanding and “infill” housing access let alone new growth.</p> <p>Storm-water:</p> <p>I have a particular concern about adequate planning for storm water run-off from hard surfaces created on small section subdivisions. An example is a possible subdivision close to where I live has (draft plan only) smaller size sections which will have run-off into 2 road culverted creeks which already fill to overflow flood capacity from time to time. Last year alone on 2 occasions water rose on one culvert to the level of</p> |

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| | <p>the road with thousands of litres backed up the stream. Whangarei Heads has at least 2 serious documented incidents caused by heavy rain flash flooding.</p> <p>Recognition and Designation of Whangarei Heads as an area of Special Significance:</p> <p>I believe that the area should be given a special status similar to a National or Regional park overseas where development is restricted and must fit and blend in with its natural beauty. Once lost it can never be recovered. It appears to me that the Heads area south of Parua Bay is being treated as if it were a Growth Node and it should not be. While I am not against the idea of further development I believe that it should only be in consultation with the local community before any development is approved.</p> <p>The idea of expanding the area for development outside of existing Residential Zones should be stopped. I would not be so opposed if the minimum size of sections was no smaller than previously and if it was clear that developers had to meet other standards so that developments fit into local landscapes.</p> <p>I am opposed to a reduction in section size to 500m2 in the expanded area.</p> <p>I attended and agree with the sentiment at 2 public meetings held in our area and it was clear to me that the community wants an increase in the minimum lot size from the 500 m2 currently allowed for in the RVRE designation.</p> <p>Infill Housing:</p> <p>I can accept that smaller sections in already established areas may be appropriate but it should only be done on a notified basis. It should also have safeguards to take into account the impact it may have on neighbours such as sun, view, and other possible intrusion.</p> <p>Community Consultation:</p> <p>I can see there will be wide and long reaching consequences as a result of the Growth Strategy plan. However I don't believe there has been adequate consultation with our community on the Growth Strategy and that it should continue. I personally did not appreciate (and I think there was similar feeling of our public meetings) what the potential impact of the changes to RMA, and especially in combination with Council District Plan and Growth Strategy, could have on our community.</p> |
| 654. | <p>We, Noelene and Glen Mac Donald, living at 2295 Whangarei Heads Road, in Taurikura Bay, remain opposed to any high density housing development within the Heads area.</p> <p>We believe the Rural area that we settled in, can sustain medium growth without losing its coastal atmosphere as a place of unspoilt scenery, not be overpopulated or have excessive development.</p> |

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| | <p>We welcome the suggestion that in fact our tourist desirable destination could be considered a "live in park" with historical and aesthetic properties and also retaining the natural habitat for our kiwis and other bird life to have living corridors to enable their continued survival.</p> <p>Therefore, this special area demands protection against what will otherwise become another place suffering urban sprawl, with subsequent permanent destruction of what used to be a beautiful place to visit and enjoy, whether it be a family outing, tourism highlight, or for some of us, a place to live.</p> |
| 655. | <p>We feel the Heads area is a special place and should be preserved for the future. We also feel our council and our Councillor have let us down very badly re. the open consultation process. The council has claimed the Heads as 'The jewel in the crown' do they really think this is the way to preserve it? There is land to develop but in a way that preserves the village like atmosphere of the area.</p> <p>We think there should be a moratorium on growth until all the residents and people of Parua Bay and Whangarei Heads have been consulted in a right and reasonable way and explaining what the 'buzz words' mean in real terms to real people.</p> <p>The area is special and as mentioned there is room for growth but infill housing is not what a village looks like, that is a housing estate. The development is too far ahead of infrastructure and will result in chaos on the roads. What is this council thinking is there anyone driving? Please think before you ruin this area for future generations.</p> |
| 656. | <p>This mail is to fully support the below submission of Jean Boyes, the President of the WHCA. Regarding the point 7 it seems that 800 m2 should not be enough in such an area.</p> <p>Submission of Jan Boyes:</p> <p>I feel I am trying to protect the Whangarei Heads wider area from unnecessary rampant growth and a reduction of the amenity of the area. I am helping preserve the area until it can be developed as a "live-in National Park" or similar. I am fighting for our children's sakes, and for Whangarei's tourism industry.</p> <ol style="list-style-type: none"> 1. There should be a moratorium on Growth until Public consultations with Community have occurred and Public consultations should continue to be done throughout the ENTIRE process of any development. 2. There should be No expansion of Residential Areas beyond the current Residential Zones (RVRE). The maps in the Growth Strategy document for Whangarei Heads and Parua Bay make me very uncomfortable. They are ridiculously 'generous in offering land' for future development, when it includes covenanted bush, etc. I ask that the Whangarei Heads and Parua Bay maps be redrawn to look exactly like the RVRE maps of the area. |

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| | <p>3.The community overwhelmingly wants an increase in the minimum lot size from the 500 m2 currently allowed for in the RVRE designation.</p> <p>4. Whangarei Heads south of Parua Bay is not a growth node so this document should take all mention of Whangarei Heads as a growth node out, including the grey shading on the maps included in the document.</p> <p>5.I do not want Whangarei Heads to be regarded as a dormitory suburb, the cost of fuel makes it a unsuitable idea for here. People here want section sizes suitable for parking 2 cars, boats and campers and don't want close neighbours.</p> <p>6. But I do believe in "Growth and Progress" - if it was a well designed subdivision that helped the growth strategy aims of a planned village under your spatial plans (not an isolated piece of land). Of course, it should be notified to all.</p> <p>7.I want Notification for infill housing as well. Infill with section sizes of 500m2 is very upsetting to people who chose to live with a view, sun and an open aspect. These extra control factors should be added in. 500m2 is too small. 800m2 would be a better size, more normal for the area.</p> <p>8.Onerahi Bypass. We ask that the planning for this is put ahead. We almost need it now. If more houses are allowed, we need it more. Two lanes to start with, with provision for 4.</p> <p>9.4 lane-ing the road from the Pohe bridge to Onerahi would be nice, but pointless if there is no-where for the traffic to continue at some speed. Bypass first please</p> <p>10.Sewer capacity Our sewer is at capacity during storm water events now. Any growth needs expenditure BEFORE growth is planned.</p> <p>11.Roading and other infrastructure. Any Growth needs expenditure. We have started small by suggesting Pullover areas. I don't think we can ever catch up, even for minimal growth</p> <p>12.Climate change. In our area, much of the roading network, the sewer and a lot of the water pipeline is close to sea level and close to the coast. Plans need to be made for both a small amount of growth and 20 plus years to shift all these three parts of our infrastructure.</p> |

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| | <p>13. Environmental aspects. I feel too much growth here will seriously affect our 'sense of place' and the 'special character' we have here, and are wanting to preserve.</p> |
| 657. | <p>This Whangarei District Growth Strategy, makes no reference to and fails to acknowledge the Parua Bay Recreation Grounds Interim Development Plan (PBRG-IDP) that was submitted to WDC in 2016.</p> <p><i>I recently presented a submission to WDC re: their Annual Plan on behalf of the PBRRA in regard to the PBRG-IDP and have highlighted here some of the main points.</i></p> <p><i>This PBRG-IDP was produced in September 2016, and reviewed in May 2017. It was commissioned to inform the Annual Plan of Whangarei District Council (WDC), and builds upon the Parua Bay Village Plan presented in 2013 (after extensive work carried out by the Parua Bay Focus group and community since 2010).</i></p> <p><i>Within the 2001 WDC Open Spaces Strategy Parua Bay is listed as a RECREATION HUB – for Reserve acquisition and development. (Which it recommended to undertake within 5 years).</i></p> <p><i>The PBRG-IDP has 14 key recommendations although there are around 25 recommendations made within it. Parua Bay has been recognized as a future growth node; it has a deficiency in sports field provision that needs to be addressed for future recreation layout. WDC needs to allocate specific areas of land within the Open Space Strategy before further growth impedes this possibility.</i></p> <p><i>“The Parua Bay IDP recommends future facilities are based principally on the work done under the Village Planning Process”, which provided for a Model Village Plan. The main proposed facilities being.</i></p> <ul style="list-style-type: none"> • <i>A pedestrian crossing from the school side across to the Village shops.</i> • <i>A pathway from the shops toward the Community Centre on the Council verge.</i> • <i>A safe crossing point across Lamb Road.</i> • <i>A safe crossing point across Richie Road to Community Centre.</i> |

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| | <ul style="list-style-type: none"> • <i>Finishing off the Loop walkway (which has only been done on the Kiteone Road side).</i> • <i>Signage for the Loop walkway.</i> • <i>Larger rugby field.</i> • <i>Additional sports fields for amalgamation of Netball, Hockey, Cricket and Football.</i> • <i>Increased parking using the original Parua Bay Village Plan – three areas that can accommodate motor homes.</i> • <i>A heritage building to become an Information Centre for Tourism.</i> • <i>Street lighting.</i> • <i>The recreational development next to the hall that includes – Picnic area, Junior playground, Adventure playground/parkour for older children, fitness stations, skate/scooter park, BMX/cycle track, walkway, drink station, enlarged parking areas.</i> • <i>Wetland development on the 4 acre reserve next to the Community Centre, which would control water pollution, and could be a project that involved community voluntary work under Council guidance.</i> • <i>Potential to link to the QEII Covenanted bush.</i> <p><i>The first six points above have all been promised by the WDC in recent years, yet have not eventuated.</i></p> <p><i>All of these points encompass the 'vision of a loop walkway linking the whole village and its facilities - present and future'; such a valuable concept should not be ignored as it takes into consideration the needs of the growing residential population as well as the growth in tourism.</i></p> <p><i>Geotechnical work has already been carried out for the increased parking and buildings envisaged by the 'Village Plan', this was paid for out of the original grant from the WDC. Costings for a lot of this work were also completed.</i></p> |

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| | <p><i>It seems that there is a discrepancy between the balance of focus, resources and funding in order to provide “a fair urban/ rural balance”, for rural-residential areas such as Parua Bay. (Page 5 WDC Annual Plan).</i></p> <p><i>PBRRA feel that it is paramount to bring to the forefront of WDC minds that within Parua Bay the need for alternative provision of Active Recreation to meet wider Community needs is vital, specifically for accessibility to playgrounds, leisure activities (that may not be Team sport orientated), such as cycling and walking; skating/scootering; fitness stations; social areas; parking areas; etc.</i></p> <p><i>We believe that this submission as well as both recent submissions made to the WDC Annual Plan, and Active Recreation Strategy wholeheartedly link to the PBRG-IDP and show that action in our area has already taken place. The Community of Parua Bay has for a number of years been working extremely hard to improve accessibility, meet population demand and recreation needs of it's residents. Parua Bay has already carried out the requirements and work suggested in the Active Recreation Strategy and this needs to be acknowledged and prioritisation given to action this at an acceleratingly progressive rate to make it happen.</i></p> <p><i>We would like to see recognition, representation of and prioritisation by WDC within their planning and strategies of</i></p> <p><i>"Parua Bay Recreation Grounds Interim Development Plan" (PBRG-IDP), of it being an already existing living document, and steps to put it into action.</i></p> <p><i>The below excerpts have been cut and pasted from the Whangarei District growth Strategy as they are the points that link directly to and have already been greatly covered in the Parua Bay Recreation Grounds - Interim Development Plan.</i></p> <p><i>Efficient and resilient core services</i></p> <ul style="list-style-type: none"> <i>• It is easy and safe for everyone to travel around our District</i> <i>• There are opportunities to walk and cycle</i> <i>• Our District is well prepared for growth and can adapt to change</i> <i>• Services are supplied in ways that benefit the environment.</i> <p><i>Positive about future</i></p> <p><i>There is a fair urban/rural balance</i></p> <p><i>Caring for the environment</i></p> <ul style="list-style-type: none"> <i>• Communities work to keep the environment clean and healthy</i> |

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| | <ul style="list-style-type: none"> • <i>Access to the coast is protected</i> • <i>Open spaces in parks and streets are places where nature thrives</i> <p><i>Proud to be local</i></p> <ul style="list-style-type: none"> • <i>Our District is neat, tidy and looks attractive</i> • <i>Public areas feel welcoming and safe</i> • <i>There is always something to do and see</i> • <i>There are opportunities for people of all abilities, ages and life stages to be active.</i> <p><i>The creation of this Strategy will involve community consultation to ensure we address issues of local importance. Implementation of the Strategy will rely on partnerships and relationships with our community. (Which have already taken place).</i></p> <p><i>Attractive natural environments or attractive built environments that offer high quality of life and good opportunities for recreation. Focus development in our urban area and growth nodes.</i></p> <p><i>Provide quality open space to support our growing population.</i></p> <p><i>Community engagement has shaped the direction and the priorities of this Strategy. Not only will we consult on this Strategy but we have drawn from key consultation our Council has undertaken over the past five years, including our Long Term Plan, Active Recreation Strategy, District Plan changes and the City Centre Plan. (Then awareness of and actioning now the PBRG-IDP should be prioritised as it has meant to be informing the Annual Plan since 2017).</i></p> <p><i>The spatial plans will provide a framework to ensure future growth is considered in an integrated way driven by best practice urban design and the values of the community.</i></p> <p><i>Strategic focus areas for Parua Bay</i></p> <ul style="list-style-type: none"> • <i>Address traffic safety and connectivity concerns in Parua Bay through a well designed solution that caters for vehicles as well as pedestrians.</i> • <i>Enable and support quality design and infrastructure outcomes for newly zoned land around the village</i> • <i>Investigate, provide and improve open space amenity for active recreation and sports.</i> |

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| 658. | <p>I am a realistic long-time resident of Whangarei Heads; I realise we need to accept that there will be growth in this area, however I feel strongly that this needs to be managed very carefully to retain the special character of this iconic area. My two major concerns are -</p> <ol style="list-style-type: none"> 1. <u>The environmental impact of growth</u> - we have some of the most successful environmental restoration groups in New Zealand - the Bream Head Conservation Trust is held as an exemplar throughout the country for their work on the Bream Head Scenic Reserve; and the Backyard Kiwi project has made a huge impact by monitoring, educating and controlling predators to increase the kiwi population - the only area in NZ where the kiwi population is increasing! 2. <u>The safety on the road from Whangarei to Ocean Beach</u> - with the steady increase in population in this area the commuting traffic has increased dramatically; mix this in with the increased interest in this area by tourists and you have a dangerous situation on these roads... and serious accidents just waiting to happen. If there is any further subdivision planned in this area there must be improvements to the roading to prevent this. <p>When I first read of the council wanting to retain the village atmosphere in my area I was pleased, however I am now concerned that too much growth will happen too quickly.</p> |
| 659. | <p>I wish to emphasise the following concerns about the Growth Strategy proposals with my reasons given for each:</p> <p>1. There should be a moratorium on Growth until Public consultations with Community have occurred and Public consultations should continue to be done throughout the ENTIRE process of any development</p> <p>Any growth needs to be supported by improved infrastructure – drainage, sewage, water, roading, amenities. I understand there will be money spent in approximately two years on drainage in Parua Bay – but this is to remediate the current situation. All impacts on Growth need to be part of the bigger picture.</p> <p>2. There should be No expansion of Residential Areas beyond the current Residential Zones (RVRE)</p> <p>Much of the newly proposed residential areas, which are currently covered in native bush e.g. around Te Rongo Road and through the back to Owhiwa Road to Tauranui Road; and Mt Manaia / Taurikura areas, are home to many native birds, animals and plants. We currently have kiwi living in our backyards, with some of these being released, monitored birds. There has been much volunteer time and DOC expense over many years with predator control, attempting to return the Whangarei Heads area back to its once natural state. Any further changes will badly compromise all of this effort.</p> |

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| | <p>3. The community overwhelmingly wants an increase in the minimum lot size from the 500 m2 currently allowed for in the RVRE designation</p> <p>The proposed expansion areas include many areas of native bush and steep gullies that are completely unsuitable for housing on residential sections down to 500sq m, and any development would have huge impacts on the landscape causing erosion and drainage issues for the landscape and the harbour. Smaller sections will have increased presence of people with their dogs and cats which will impact the native birds and animal populations that so many people have worked so incredibly hard to protect.</p> <p>I accept that Parua Bay has been on the Council plans as a designated growth area for many years. However the latest proposals in the current Growth Strategy are a step backwards and compromise many of the goals the Council has for the Whangarei Heads area.</p> |
| 660. | <p>1. There should be a moratorium on Growth until Public consultations with Community have occurred and Public consultations should continue to be done throughout the ENTIRE process of any development</p> <p>2. There should be No expansion of Residential Areas beyond the current Residential Zones (RVRE)</p> <p>3. The community overwhelmingly wants an increase in the minimum lot size from the 500 m2 currently allowed for in the RVRE designation</p> |
| 661. | <p>We wholeheartedly agree with the WDC's Growth Strategy Policy statement that mentions <i>"We live in one of the most beautiful parts of the world. Our natural environment is cherished by our communities and a vital part of who we are."</i></p> <p>With that in mind therefore, we submit as follows:</p> <ol style="list-style-type: none"> 1. All proposed developments be Notified and public consultation with the relevant communities be undertaken, prior to and during any subdivision. 2. No expansion of residential areas beyond the current residential zones without community input. 3. Increase in minimum lot size from 500m2 to 800m2 to maintain existing amenity values. 4. Appropriate infrastructure needs to be a key element in any growth strategy. Of significance in this area is the sewer system which we understand is at capacity during storm water events. Also, where a subdivision is proposed, that road access, traffic and pedestrian safety measures adhere to proven good standards. |

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| | <p>5. Remove mention of Whangarei Heads as a Growth Node from this document. We want a place that attracts tourists to enjoy the Whangarei Heads and allow residential development that gives a sense of community, not congested housing.</p> <p>In closing, we would like to say that we are not against growth in this area in general, we would just ask that any development be notified, consultation be undertaken and for it to be well designed.</p> |
| 662. | <p>We have been living in Taurikura (part time) for nearly 20 years and this spot is a little Paradise in Whangarei Heads . We feel very concerned to protect and preserve this area ,where Kiwis are back and the Mount Manaia gives us energy and beauty.....don't destroy that !!! So, we are completely behind the following 13 points of Jan Boyes.....</p> <ol style="list-style-type: none"> 1. There should be a moratorium on Growth until Public consultations with Community have occurred and Public consultations should continue to be done throughout the ENTIRE process of any development. 2. There should be No expansion of Residential Areas beyond the current Residential Zones (RVRE). The maps in the Growth Strategy document for Whangarei Heads and Parua Bay make me very uncomfortable. They are ridiculously 'generous in offering land' for future development, when it includes covenanted bush, etc. I ask that the Whangarei Heads and Parua Bay maps be redrawn to look exactly like the RVRE maps of the area. 3. The community overwhelmingly wants an increase in the minimum lot size from the 500 m2 currently allowed for in the RVRE designation. 4. Whangarei Heads south of Parua Bay is not a growth node so this document should take all mention of Whangarei Heads as a growth node out, including the grey shading on the maps included in the document. 5. I do not want Whangarei Heads to be regarded as a dormitory suburb, the cost of fuel makes it an unsuitable idea for here. People here want section sizes suitable for parking 2 cars, boats and campers and don't want close neighbours. 6. But I do believe in "Growth and Progress" - if it was a well designed subdivision that helped the growth strategy aims of a planned village under your spatial plans (not an isolated piece of land). Of course, it should be notified to all. |

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| | <p>7. I want Notification for infill housing as well. Infill with section sizes of 500m² is very upsetting to people who chose to live with a view, sun and an open aspect. These extra control factors should be added in. 500m² is too small. 800m² would be a better size, more normal for the area.</p> <p>8. Onerahi Bypass. We ask that the planning for this is put ahead. We almost need it now. If more houses are allowed, we need it more. Two lanes to start with, with provision for 4.</p> <p>9. 4 lane-ing the road from the Pohe bridge to Onerahi would be nice, but pointless if there is nowhere for the traffic to continue at some speed. Bypass first please</p> <p>10. Sewer capacity. Our sewer is at capacity during storm water events now. Any growth needs expenditure BEFORE growth is planned.</p> <p>11. Roading and other infrastructure. Any Growth needs expenditure. We have started small by suggesting Pullover areas. I don't think we can ever catch up, even for minimal growth.</p> <p>12. Climate change. In our area, much of the roading network, the sewer and a lot of the water pipeline is close to sea level and close to the coast. Plans need to be made for both a small amount of growth and 20 plus years to shift all these three parts of our infrastructure.</p> <p>13. Environmental aspects. I feel too much growth here will seriously affect our 'sense of place' and the 'special character' we have here, and are wanting to preserve.</p> |
| 663. | <p>Whangarei Heads is the jewel in the crown for the Northland Area. We have beautiful beaches, outstanding mountains, wild kiwi and kaka, clean clear water for swimming and fishing, great walking tracks, childrens play areas and green caring people. The tourists come to see and enjoy these things.</p> <p>We pay the council \$50 a household each year to protect our Kiwi and get rid of weeds We all care for our very special area.</p> <p>I don't want to see lots of small sections that have no room for privacy, a tree, car and a boat. We need a mixture of sections that blend into our area not create an eyesore of fences and houses squashed together.</p> <p>Roads, sewage, water services, rubbish, beaches are all under pressure now, without our many visitors over summer and the holidays. A lot more pressure will be on the environment if too many people are crammed in with no forward planning.</p> <p><u>I don't think the council realizes how special this area is and how fragile it is.</u></p> |

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| | <p>We do need more people to live here but only if the planning is carefully done so as to protect the very things that the tourists pay big money to come and see.</p> <p>Please don't cover our special area with houses that will make it look like the Whangarei District Council does not care about us as long as they get more rates.</p> |
| 664. | <p>We would like to strongly support the concerns raised by the Whangarei Heads Citizens Association, as below:</p> <ol style="list-style-type: none"> <i>1. There should be a moratorium on Growth until Public consultations with Community have occurred and Public consultations should continue to be done throughout the ENTIRE process of any development</i> <i>2. There should be No expansion of Residential Areas beyond the current Residential Zones (RVRE)</i> <i>3. The community overwhelmingly wants an increase in the minimum lot size from the 500 m2 currently allowed for in the RVRE designation</i> <p>We strongly object to the Draft District Growth Strategy, and in particular the implementation of the new Rural Village Residential Environment (RVRE) zone providing for intensive development high-density housing in Parua Bay and Whangarei Heads. The proposed growth node land areas in Whangarei Heads and Parua Bay are completely inconsistent with the stated Vision for the District and delivering community outcomes as per your vision statements copied below:</p> <ul style="list-style-type: none"> • Efficient and resilient core services. Efficiency is delivered by ensuring that growth is timed and located so that it can be serviced in a sustainable way and will not generate unreasonable ongoing costs to our community. <p>The proposed new zoning for growth in Parua Bay and Whangarei Heads will result in grossly inefficient investment in core infrastructure. It will be unsustainable, and will impose excessive cost on the District and/or local community. This type of remote growth node planning is an extension of the poor ribbon development planning of the past. Already the transport network to this area is below a satisfactory level of service, is not safe for increased traffic volumes, and will result in huge capital costs to improve the design and carrying capacity to a no-exit end of the road network. There is no commercial or industrial growth in the area therefore, the vast majority of the population will commute into Whangarei or other employment centres for work. Provision of water, waste water, stormwater and solid waste services will be equally as inefficient, having to move large volumes of treated water to relatively small pockets of growing population, or pumping wastewater very long distances along a valuable and fragile coastal/estuarine environment, and having a lot of dead-running for services generally including solid</p> |

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| | <p>waste/recycling collection services. Nowhere can any efficiency be found in this proposal. Capital upgrading costs for 3 water services will be horrifically expensive, in comparison to expanding existing urban areas or creating urban in-fill higher density development elsewhere.</p> <ul style="list-style-type: none"> • Caring for the Environment. The areas identified for growth take into account natural hazards and likely impacts from climate change. Growth focused around our existing urban areas will help limit our environmental impact. <p>The proposed new zoning for growth in Parua Bay and Whangarei Heads does not take into account the unique and irreplaceable coastal harbour environment that exists at the outer end of the Whangarei Harbour. This is a delicate marine, terrestrial and visual environment of very high importance to Whangarei District but also to the Northland Region and the nation as a whole. The risk to these relatively isolated areas from "growth node" development is reckless in the extreme. The Parua Bay area, and in particular the McLeod Bay area to the Heads is currently blessed with large tracks of regenerating indigenous coastal forest. The proposed growth node at McLeod Bay in the vicinity of Neptune Drive will destroy a large area of that regenerating forest, which already hosts significant specimen Kauri trees but also protects the habitat of growing numbers of kiwis and other native bird species. Seeking to turn the Heads area into a population growth node is tantamount to environmental vandalism.</p> <p>We submit that this poorly conceived proposal MUST BE REVIEWED AND ABANDONED in favour of other growth solutions which better fit with the District Vision statements and community outcomes.</p> |
| 665. | <p>I have been a part of the Whangarei Heads community for 40 years now and believe there should be a moratorium on growth until public consultations with the community have occurred and believe public consultations should be done throughout the entire process of any development in this area.</p> <p>I am dismayed at the suggestion of the minimum lot size being 500m² - this is too small for such a rural, seaside community, where people have chosen to live because it isn't like suburbia. Particularly on the slopes of Mt Manaia - what an inappropriate proposition on such a significant mountain. Not to mention the impact that this will have on the kiwi habitat.</p> <p>There should be no expansion of residential areas beyond the current residential zones.</p> <p>Finally, and a minor complaint - the quality of the maps on this growth strategy document is incredibly poor, when you are trying to communicate your intentions with the community it is helpful if they can have information that is clearly readable.</p> |

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| | <p>Please take this submission seriously and in the spirit with which it is intended - to preserve the beautiful quality of the area so that <u>everyone</u> can enjoy it.</p> |
| 666. | <p>I am writing to submit my objection to the current growth strategy slated for the Whangarei Heads area. Although I have no problem with designating new areas for development. The current plan of zoning to as little as 500m² sections is far too small. Allowing high density housing in the area is a clear step backwards in preserving our coastline. These size sections with the modern standard home affords no room for the planting of decent size trees etc. Forcing the areas of this new development areas to not fit in with the current landscape and will certainly detract from the natural beauty.</p> <p>Added to this fact, is that there has been no indication from the council on how they have planned to accommodate all these new families on the current infrastructure. The road is at capacity and so are the schools. In fact these issues have been long standing and long ignored.</p> <p>The lack of public consultation and direction from the council is frankly bordering on incompetent, although this council is used to not meeting expectations the lack of vision by those responsible is appalling.</p> <p>It has been clear that the overwhelming consensus with the community views these proposed changes in a negative light, and It will be a good test for this council to see if they indeed want to follow the wishes of the community, or ignore them.</p> |
| 667. | <p>As longstanding permanent residents of Whangarei Heads, like numerous others, we primarily oppose the high density housing development and the division of land into lots of 500 square metres in the area as we perceive this would consequently profoundly impact on it detrimentally. One concern arising from this, and which may be overlooked, is that it appears there would be no provision for a park or open space within the confines of a multiple sectioned subdivision to cater for the enlarged community. Accordingly, we request that the Whangarei District Council alters its District Plan for this area in respect of and in keeping with the values of the Whangarei Heads residents and ratepayers, by means of adjusting the size of sub-dividable land lots to a minimum of 1000 square metres and by changing new residential zoning from high density to one that is appropriate or realistic. The majority of residents here, including numerous retirees, have selected this area to live for the specific coastal, rural or semi-rural lifestyle it offers them. The environment brings and encompasses natural beauty, peace, serenity, spirituality, abundance of native birdlife, flora and fauna all of which they value highly and work earnestly to conserve and preserve for themselves and for future generations. We request that the Council affords us an opportunity to present this submission at a Council Hearing.</p> |

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| 668. | <p>In retirement, we moved from Auckland to McLeod Bay to get away from infill housing, reducing section sizes to 500m³ and being crowded in by neighbours. I do not agree with the WDC planned growth strategy for Parua Bay and Whangarei Heads region. I would like to see the WDC preserve the area until it can be developed as a “live-in National Park” or similar. This is the legacy the WDC should be aspiring to; rather than blindly adopting the mistakes Auckland has made.</p> <ol style="list-style-type: none"> 1. There should be a moratorium on Growth until public consultations with the community have occurred and the public consultations should continue to be done throughout the ENTIRE process of any residential development. 2. There should be NO expansion of Residential Areas beyond the current Residential Zones (RVRE). The maps in the Growth Strategy document for Whangarei Heads and Parua Bay make me very uncomfortable. They are ridiculously ‘generous in offering land’ for future development, when it includes covenanted bush, etc. 3. The community overwhelmingly wants an increase in the planned minimum lot size from the 500 m² currently allowed for in the RVRE designation to a minimum of 1000m² and no building within 5m of a boundary. 4. Whangarei Heads south of Parua Bay is not a growth node so the planning and strategy documents should take all mention of Whangarei Heads as a growth node out, including the grey shading on the maps included in the document. 5. I do not want Whangarei Heads to be regarded as a dormitory suburb. People here want section sizes suitable for parking 2 cars, boats, campers, vege gardens and fruit trees. We are largely an active and independent elderly community who have moved from crowded cities to enjoy open spaces, a degree of self-sufficiency and protect the local nature. Protect it, encourage it, don't destroy it. 6. I do believe in “Growth and Progress” - if it was a well designed subdivision that helped the growth strategy aims of a planned village under your spatial plans (not an isolated piece of land). 7. I want public Notification and Consultation for all new subdivisions and infill housing as well. Infill with section sizes of 500m² is very upsetting to people who chose to live with a view, sun and an open aspect. This extra control factor could be included in WDC processes over and above the requirements of the RMA. 8. Onerahi Bypass. We ask that the planning for this is progressed with urgency. We almost need it now. If more houses are allowed, we need it more. Two lanes to start with, with provision for 4. |

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| | <p>9. 4 lane-ing the road from the Pohe bridge to Onerahi would be ideal but pointless if there is nowhere for the traffic to continue at some speed. Bypass first please</p> <p>10. Sewer capacity Our sewer is at capacity during storm water events now. Any growth needs expenditure BEFORE growth is planned.</p> <p>11. Roding and other infrastructure. Expenditure is required NOW before growth is planned. We have started small by suggesting Pullover areas. I don't think we can ever catch up, even for minimal growth.</p> <p>12. Public transport. The Whangarei Heads region has no public transport and deserves a minimal service to Whangarei at least two days a week so residents can undertake basic shopping of household goods.</p> <p>13. Climate change. In our area, much of the roading network, the sewer and a lot of the water pipeline is close to sea level and close to the coast. Plans need to be made for both a small amount of growth and 20 plus years to shift all these three parts of our infrastructure.</p> <p>14. Environmental aspects. I feel too much growth here will seriously affect our 'sense of place' and the 'special character' we have here, and are wanting to preserve.</p> |
| 669. | <p>Please find enclosed my submission on growth strategy for Whangarei Heads.</p> <p>1/ I am opposed to the RVRE plan change for beaches along Whangarei Heads ie Parua Bay, McLeod Bay, Taurikura and Urquharts Bay where subdivision is permissible down to 500 s.m.</p> <p>2/ The residents of Whangarei Heads have long planted native trees and eliminated plant pests, effected pest control, control led their dogs on walks, attended the release of Kiwi and encouraged the release of other natives such as the NZ Robin,</p> <p>3/ These dense subdivisions now permitted will severely impact these cherished goals and make the lives of natives birds more problematic.</p> <p>4/ If the subdivision was permitted to just 1,000 s.m. sections there would be room to plant native trees and shrubs and there would be no necessity to build fences for privacy. Kiwi would continue to pass freely through residents property and native birds would continue to find a suitable habitat.</p> |

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| 670. | <p>I strongly oppose the RVRE allowing lot sizes of 500m² minimum for Whangarei Heads This goes against everything that the council has recommended for the Heads in the past. Whangarei Heads Road can't cope with the traffic at this time so how will it keep up with increased use in the future?</p> <p>It will also have a great impact on the Kiwi. We have a very successful Kiwi relocation program that we are very proud of. Already some Kiwi have been relocated so that land can be cleared ready for future subdivision. This goes against everything that we stand for.</p> |
| 671. | <p>1. There should be a moratorium on Growth until Public consultations with Community have occurred and Public consultations should continue to be done throughout the ENTIRE process of any development</p> <p>2. There should be No expansion of Residential Areas beyond the current Residential Zones (RVRE)</p> <p>3. The community overwhelmingly wants an increase in the minimum lot size from the 500 m² currently allowed for in the RVRE designation</p> |
| 672. | <p>I submit the following points and comments:</p> <ul style="list-style-type: none"> Any extension of RVRE zoning and high-density housing in Parua Bay and Whangarei Heads is strongly opposed – now and in the future Council is clearly out of touch with its constituents' desire to preserve the scenic beauty and biodiversity of our backyard – high-density housing (under, say, 1000m²) is incompatible with these values The large planned population increase envisaged, inevitably with a multitude of household pets, will have a profoundly negative impact on the delicate ecosystems that many of us are working hard to preserve Council should be utilizing environmental / biodiversity planning experts to advise how development might occur in an environmentally enlightened manner and what level of population increase would allow for sustainability of our environment The lamentable lack of planning and the Council planners' crude representation and understanding of our unique landscape values, ecosystems and bird habitats suggest, ominously, that high-density subdivision applications will have an easy ride |

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| | <ul style="list-style-type: none"> • Council policy seems to be more attuned to revenue-raising and unfettered growth than to preservation of our iconic landscape and ecosystems • Future growth and development should be carried out in close and transparent consultation with residents. |
| 673. | <p>I am very concerned with the re zoning that has happened in Parua Bay and Taurikura, into such small lot sizes. Also there was no consultation. Is any infrastructure being put into place to resolve the impact of the extra road traffic and sewage just to name two? Traffic jams already happen at the Onerahi roundabout! In the past the council made statements to the effect they wanted to preserve the scenic beauty and biodiversity of the Heads area.</p> |
| 674. | <p>I am emailing to express my concern at WDC's growth strategy. As a resident of the northern end of McLeod's Bay this directly affects me, particularly with respect to the vision represented below.</p> <p>The large grey area outlined below as a growth node is the very farmland and native bush that WDC promises to preserve as part of its own growth strategy. So are these promises empty? Just lip service?</p> <p>I am deeply disturbed by the idea of subdivision down to 500 square meters being allowed in this area. Also, by the fact this development seems to be going forward with little input from the local community until the last minute. This instils a real sense of lack of control for current residents which is unhealthy on many levels. Who does the WDC serve first? Current residents? Or future hypothetical residents at the expense of the mental health of those already living here for the beauty and sanctity of the region?</p> <p>The acreage next door to me at 1856 Whangarei Heads Road has just been absolutely desecrated, with no notification to me or other neighbours, including destruction of trees on council property and Queen's chain. What will the perpetrators face? A petty fine of a few hundred dollars? This is nothing compared to the money being considered in development of this land. I am currently imagining a replica of the Orewa foreshore cropping up next door, and the first I will hear of it is concrete trucks pouring a dozen pads for as many houses on less than 2 acres.</p> <p>It is widely recognised that the Whangarei Heads area is one of special ecological and cultural value, and we are throwing that away if the voices of the current residents are not heard. We are chasing a false economy and selling out cheap if this goes forward.</p> |

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| | I would very much like to hear how you will be addressing what I know are numerous local residents' cries for more transparency and reconsideration of this planning. |
| 675. | <p>1. There should be a moratorium on Growth until Public consultations with Community have occurred and Public consultations should continue to be done throughout the ENTIRE process of any development</p> <p>2. There should be No expansion of Residential Areas beyond the current Residential Zones (RVRE)</p> <p>3. The community overwhelmingly wants an increase in the minimum lot size from the 500 m2 currently allowed for in the RVRE designation</p> |
| 676. | <p>WDC recently presented their Growth Strategy to the Community. I fully endorse the summarised concerns below of those that attended the meeting:</p> <p>1. There should be a moratorium on Growth until Public consultations with Community have occurred and Public consultations should continue to be done throughout the ENTIRE process of any development</p> <p>2. There should be No expansion of Residential Areas beyond the current Residential Zones (RVRE)</p> <p>3. The community overwhelmingly wants an increase in the minimum lot size from the 500 m2 currently allowed for in the RVRE designation.</p> <p>I would add my own personal concerns that follow a similar theme and these warrant more research and consultation with residents.</p> <p>It is quite clear that there has been little detail or thought given with regards to the future consequences of allowing significant numbers of intensified 500m2 plots in Parua Bay and Whangarei Heads.</p> <p>Until further details can be provided (including discussions to be had with residents) WDC should not proceed any further with these plans.</p> <p>Intensification will have a major impact on what we see as a living community with high conservation values and significant ecological assets. Whangarei Heads is seen as both a community as well as a tourist destination.</p> <p>A large increase in residential plots and housing will impact on the physical appearance of the area and also place pressure on existing infrastructure, such as schools, transport, water, refuse collections and sewage services.</p> |

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| | <p>Questions about long term planning in relation to the impact of climate change also need to be addressed. Rising sea levels and a greater population will, for example, require a corresponding increase in the capacity of sewage pumping stations. The long term cost of providing these services has not been considered and it may be short sighted that developers will cover these costs. Neither have the time and other logistical resources required to improve the local infrastructure been addressed.</p> <p>No impact analysis has been done on the potential run off from properties after intensification, flowing into local water ways, impacting water quality at local beaches bordering Whangarei harbour and destroying marine life.</p> |
| 677. | <p>This email is a submission on the WDC's draft growth strategy and is written on behalf of the <u>Parua Bay and Districts Community Centre Society Incorporated</u> ("the Community Centre") of which the writer is Chairperson.</p> <p>The Community Centre was incorporated by way of deed dated 18 April 1988 and has and continues to be the hub of Parua Bay and the surrounding area and is located within a recognised growth node for the region.</p> <p>The Community Centre has resolved to be a Community Hub and the current committee is committed to elevating its involvement in the community and achieving better Council recognition for the part it plays in Parua Bay and the wider Whangarei area.</p> <p>The Community Centre supports the development of the 5 acre reserve as defined in the Parua Bay recreation grounds interim development plan.</p> |
| 678. | <p>Whilst recognising that provision needs to be made for some growth over the next 30 years, council planning staff must be "out of their mind" with what they are proposing for the Whangarei Heads and Parua Bay areas!</p> <p>To propose development on such a scale, albeit for 20/30 years when you have just recently received the feedback that the community is not at all happy with the recent RVRE plan changes that were not properly and adequately consulted on is audacious beyond belief.</p> <p>You refer to it as "sustainable futures". What a gross misnomer! What is going to happen to all the rural agricultural land?</p> <p>For starters the RVRE re-zoning that has occurred needs to be changed to UTE which would be far more appropriate.</p> |

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| | <p>Secondly higher density development should first take place in areas closer to the city, eg. Riverside and Onerahi.</p> <p>It's once again obvious that this proposal has merely been dreamt up by a planner sitting in an office with no consideration for the required infrastructure such as roading and no consultation with other departments.</p> <p>If hearings are held I would like to be heard.</p> |
| 679. | <p>In the past Parua Bay Village was designated to be a growth node for Whangarei. It is lauded for having a service centre with a supermarket, wineshop, medical centre, cafe, service station and garage amongst others.</p> <p>The reality is that the services of this service centre are so limited that locals still have to go to Whangarei for their shopping. A few examples: the supermarket has more choice in wine and beer than in fresh vegetables and fruit and the fresh produce is often not fresh; the medical centre can only offer a limited range too, for blood test or for minor surgical interventions we need to go to Onerahi or to Whangarei. Goods like shoes and clothing, services like a library, entertainment like movie theatres or performance theatres, high schools for older children, etc. are not available in Parua Bay. In other words the Parua Bay service centre is at best an auxiliary service centre.</p> <p>Parua Bay does not support any particular industry or economic activity which provides work to local people. I am aware that the local schools, shops, the house building industry and agricultural and horticultural activity provide work to some of the locals. This is clearly not enough to stop the flow of commuters going forward and backward into Whangarei on a daily basis.</p> <p>Historically towns and cities sprung up at strategically and economically important places: around natural harbours, on crossings of major roads, in places where natural resources were plentiful. Parua Bay became a village because in the past someone in WDC put a pin on the map.</p> <p>The additional cost of creating a dormitory village should not be underestimated, but was probably never included in the decision making at the time.</p> <p>The increased population of the dorm village requires increased maintenance and eventually upgrade of the road connecting it with its main service centre. I will list some of the true cost which flow from this way of making decisions:</p> <ul style="list-style-type: none"> the total travel time of the locals to go to work, do their shopping, get the kids to school etc. is unproductive time: it has no financial merit, no social merit, no entertaining merit; it is a waste. |

| Ref | General comments |
|-----|--|
| | <ul style="list-style-type: none"> the cost of running vehicles to the individuals who have to run their cars, to the climate, to their occupants (more sedentary time), to the health of the pedestrians and cyclists who breath the fumes of those cars, to society and to individuals because with an increase of traffic volume comes an increase of the number of accidents causing physical and mental harm, The cost to locals because services like power and communication (phone, internet etc) have to be provided far away from the main centre (=source). The cost of having purchases like whiteware and furniture etc delivered from the main service centre. etc. <p>Some of these costs are carried by WDC (roading) and will be included in the rates bill for the rate payers to pay; the WDC has it in a budget. However a lot of these costs are not shown anywhere because they are carried by private individuals directly or via charges by suppliers of goods and services or because the cost is carried by the DHB or ACC for example. The cost of mitigating climate change has de finitely not been included in any of the past planning.</p> <p>Putting these costs in separate compartments may be advantageous for a body like the WDC to argue a certain way of planning or development, but it is short sighted. Societyas a whole will pay for these costs one way or another (taxes, GST, ACC levies, shorter life span due to poor health, etc). The money will have to come from somewhere and not showing it clearly does not mean that that cost is not being incurred.</p> <p>Government requires climate change now to be incorporated into spatial planning. Transport creates 40% of New Zealand's CO2e missions. If you accept what is expressed in these two sentences, then it follows that it is daft to continue to promote growth which results in lots more transport.</p> <p>The whole idea of expanding the population in the Whangarei Heads area and then to later put more roads in is ill conceived. Urban development should be close to industrial activity which provides work. Schools, shops, medical centres etc. should be within cycling or walking distance from those developments. Where this is not possible public transport should be so go od (with very high frequency and cheap), that the majority of people would prefer public transport over their private car.</p> <p>Research into ecologically sound ways of creating, harnessing, storing and distributing energy should be stimulated by nation al, regional and local government. This will result in the development of new industries, providing work for those who lost it in the old indu stries. Just an example what could be done if WDC decided that they would have a hydrogen bus system replacing the current diesel fleet and if WDC decided to increase the public transport capacity considerably, an incentive would be created for development of a solar powe r/hydrogen production plant.</p> |

| Ref | General comments |
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| | <p>The urgency to use planning to respond to climate change is greater than ever. In a Guardian article of 11 June 2019*, Spencer Dale, BP's chief economist explains that carbon emission climbed by 2% in 2018, faster than in any year before since 2011. This is the effect of greater temperature swings in the weather: more people require more heating or more cooling as the case may be. We could be in a vicious circle: more CO2 emissions lead to bigger temperature swings, which lead to more demand for heating and cooling, leading to greater CO2 emissions again. Another quote from the same article: Bob Dudley, BP's chief executive, said: "The longer carbon emissions continue to rise, the harder and more costly will be the necessary eventual adjustment to net-zero carbon emissions." The fact that the top brass of a giant like BP come out with statements like these, should be enough to wake up any regulatory body and planner in the land.</p> <p>Further reading to underline the urgency of changing the way we do things can be found in two other Guardian articles: "Scientists shocked by Arctic permafrost thawing 70 years sooner than predicted**" and "Himalayan glacier melting doubled since 2000, spy satellites show***".</p> <p>If you think that subsidising electric cars or developing hydrogen buses and trucks or creating solar and wind farms near urban and industrial areas is too expensive; do think again. Doing nothing will be much more expensive! Following the latter option just means we allow the problem to get bigger and we create a greater problem and financial burden for the next generation(s).</p> <p>Based on the above analysis I ask the planners of the WDC to think hard. Don't develop Parua Bay or the Heads area any further. Focus on finding areas which can meet the demands of less transport or transport without emissions. Plan to stimulate and allow green industries to establish in areas close to urban areas and other amenities. Plan for the possibility of creating jobs without creating more emissions. Plan to create work but let it be ecologically sound work.</p> <p><u>Building another 500 or more houses on 500 sq.mtr. sections does not only damage our beautiful and unique environment, it will create a burden on future generations for years and years to come. Don't proceed with this absurd and immoral plan.</u></p> <p>*The Guardian Carbon emissions from energy industry rise at faster rate since 2011 by Jillian Ambrose Tue 11 Jun 2019 14.42 BST</p> <p>**The Guardian Scientists shocked by Arctic permafrost thawing 70 years sooner than predicted by Reuters Tue 18 Jun 2019 17.02 BST</p> <p>***The Guardian Himalayan glacier melting doubled since 2000, spy satellites show by Damian Carrington Wed 19 June 2019 19.00 BST</p> |

| Ref | General comments |
|------|--|
| 680. | <p>That any WDC Growth strategy includes the Principles of the Treaty (Partnership, Participation & Protection) and reflects the current issues of concern for residents, especially for our younger generations.</p> <p>Areas of concern include...</p> <ul style="list-style-type: none"> • Climate change needs to be acknowledged and addressed in every development proposal, by both WDC and NRC! “No comment” to national media by the Leaders of these Councils on such critical issues is unacceptable in today’s world?! • Protection of the Natural Environment by enforcing Covenants applied to Areas of Outstanding Beauty and sacred Maunga..otherwise, they are meaningless. • Re-instating rubbish bins at beaches, reserves and providing adequate, local green waste collection points at Whangarei Heads to stop current pollution /littering. These services work...as is evident in other tourist areas of NZ • Ensuring development does not exceed the capacity of current services (waste disposal, roading), resulting in pollution of our precious waterways & traffic congestion (like the grid-locks now created in Auckland & Tauranga & disastrous, retrospective sewerage schemes in Kaipara & Coromandel) • Provision of reserves & parks / playgrounds should be provided for in all future subdivisions • We need urban and rural bicycle /walk ways alongside all roading, for recreation & alternative access to the city • Re-signage of roads to realistic, safe speeds to terrain and recreational uses, with crash barriers on high risk areas • Creation of expanded Town Basin / Central shopping area, for Pedestrian access only, by closure of Dent Street between Sails Bridge to Walton St. Vehicular access and parking needs to be provided at either end • Housing Development to the North & South will preserve areas of prime production & /or Natural Beauty to the West and East of Whangarei. • Collaboration with Central Government to re-instate rail services for transport of heavy goods (eg: logging) to remove these from our roads • Incorporation of an essential overall “Healthy Town Plan” for Development for Central Whangarei, with inclusion / planning for Holistic Health Services- healthy foods, recreation, arts, health services, green spaces etc ...not an ad hoc , failing business area <p>It is time for a paradigm shift in Council planning and at this stage in development, currency and future perspectives are critical !...let’s make Whangarei a leader in healthy towns</p> |
| 681. | <p>As promised your McLeod Bay people also attended last night's meeting at Parua Bay. The council man presented a good slide show and showed some empathy with the community. However we didn't learn any more from either of your presenters.</p> |

| Ref | General comments |
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| | <p>1. I noted the very small emphasis this slide show placed on climate change and the critical sea level changes which will affect this coast in the very near future. Given our knowledge this is a serious fault in your long term plans.</p> <p>2. The meeting reinforced last weeks objection to any high density development in this coastal community. We can see it is much more profitable for developers and cheaper for implementing the required infrastructures but totally wrong for coastal and environmental issues.</p> <p>3. Our land has proven to be unstable as those of us living here well know, why don't you know? High density housing will just endanger our geologically unsound ground.</p> <p>4. Our present roads need attention to deal with even todays traffic, you don't seem to be able to get that right, are you expecting new high density development to provide funding for that? How can we have confidence in your future infrastructure development?</p> <p>5. We definitely need buffer zones around our bush clad mountains. Given the number of organisations with their volunteers who are continually trying to keep these areas predator free the thought of allowing housing on these borders is horrifying in everyone's eyes, let alone every other region in NZ. You surely don't want to be seen as the only Council who didn't recognise this?</p> <p>In summary you say no plans have been forwarded to council of the published 'sketch' plans. Maybe you are annoyed that this was published but if we hadn't been alerted by this publicity would you have told us? Maybe not, maybe yes after you had approved it!</p> <p>So once again we emphasise your communication systems are a big fault in your process. How about publishing your responses to these meetings for a start?</p> <p>I am forwarding this to both Associations and would definitely want these last 2 emails included in the submissions due in by the 24th June. Please don't tell me we must chat because what we want is assurance that the published development or any other development on or along the Whangarei Heads Road allowing such small section sizes, cannot be approved by your Council.</p> |

682.



01 July 2019

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Dear Tony,

Thank you for the opportunity to provide feedback on the draft Whangarei District Growth Strategy. The NZ Transport Agency supports the aim of the Strategy *'to provide an integrated vision for the District will grow and develop over the next 30 years'*. We would also like to acknowledge the effort that has gone into the Strategy.

Overall, this Strategy is a well written and clear document, but we think there are some clear gaps as we discussed with you when we last visited and discussed the draft strategy on the 31st of May 2019.

1. Better integrating land use and transport outcomes:

We think that greater clarity could be added around where the document fits in terms of driving and influencing your transport strategy and the Northland RLTP.

We also think that the strategic context section should mention the Government Policy Statement on Transport and other key directional documents such as the Ministry of Transport's *framework for shaping our transport system* (2018) and the recent *Future of Rail* announcements (2019) as these initiatives are significant and will influence transport investment and strategic urban direction.

A guiding principle for government is 'mode neutrality' and this term could be used more within the strategy along with actively seeking a more aspirational 'mode shift' in transport away from the single occupancy private vehicle. A mode shift approach will support initiatives for land use intensification especially within the CBD and fringes, other centres and key redevelopment areas such as Nikau Point – key components of this strategy that are supported.

We think that there are advantages in the strategy de-coupling 'transport' from 'infrastructure' and emphasising land use and transport integration. While the NPS-UDC bundles transport with 'development infrastructure' and 'other infrastructure' we recognise the place shaping function that transport infrastructure, in particular, has in directing growth and recommend that transport and land use integration should be a clearer focus of the strategy.

The Transport Agency has undertaken an independent review of the 2018 Programme Business Case (The Whangarei City Transportation Network Strategy) and reported this to Council. We think that there is now an idea opportunity to integrate any changes to the transport network strategy with the finalising of the growth strategy so that both documents are mutually supportive of the other and convey one coherent story.

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Overall, more emphasis should be placed on the strategies role on integrating with the transport strategy and shaping the next RLTP along with the LTP. This in part could be achieved by including a wider contextual piece on multi-modal transport outcomes (reflecting any review of the transport network strategy). On page 10, there should be mention of the strategy influencing the Regional Land Transport Plan (RLTP). Importantly, the strategy will provide important strategic fit for several future transport projects and the more explicit the links between land use and transport outcomes that higher the strategic fit will likely be.

We note that the first two community outcomes (Page 8) are around efficient and resilient core services. The first two of these are:

- *Its easy and safe for everyone to travel around our District*
- *There are opportunities to walk and cycle.*

However, these outcomes are not addresses under the key tools in the delivery of these on the following page (page 9). There should be a greater link to the delivery of these outcomes in this table.

2. Potential key drivers of change

It is not clear how the strategy integrates or provides direction to any decisions related to key drivers of change the district may soon experience e.g. any move of the airport, the growth of North Port or the future of rail. Key decisions on these matters could significantly affect growth demands and opportunities and in turn could impact the transport system. Even if decisions are yet to be made on other key drivers there is an opportunity in the strategy to discuss the consequences (or options) of key decisions such as those mentioned above, on overall demands, more localised demands and land use distribution.

We think that the strategy could be set in a broader rail context overall. There are clear opportunities to move more freight by rail and for rail corridor to better connect significant growth areas such as Marsden Point/Ruakaka and Point Nikau.

Other key shifts that the strategy could consider including to deliver shifts in the land transport system include:

- Technology, including how it can influence transport choice
- Climate Change and supporting a transition to a low emissions economy along with resilience to the impacts of climate change
- Transforming urban mobility – shifting the reliance on private vehicles to more sustainable solutions for the movement of people and freight.

Overall, we suggest that a 'Challenges' or 'Key Drivers' section be added to the strategy to address these and other matters.

3. Growth at Port Marsden/Ruakaka and other Growth Nodes

Port Marsden/Ruakaka is and will continue to be the districts second largest urban area. However, the strategy however does not paint a clear picture of the scale of the growth in this growth node nor the inter-relationship between this significant growth node and the Whangarei urban area. The NPS-UDC policy PB1c) is designed to assess the interactions between housing and business activities and their impacts on each other. The Whangarei housing and business development capacity assessment

identifies the potential mismatch between households and employment opportunities and the transport implications of this.

The strategy could further explore this relationship and identify how land use and transport can assist with better aligning employment and other requirements with household growth to reduce long district (private vehicle) trip making and in general identify the key transport and land use integration issues e.g. matching jobs and housing between Whangarei and Ruakaka.

In general, the Coastal and Rural Village section could include greater emphasis around the transport issues faced by these communities including long distance trip making and their public transport walking and cycling needs.

4. The Spatial Planning Programme and reference to SH1

In this section there is discussion on particular growth areas and their relationship with SH1. For example

Investigate improved connections and public space amenity through Raumanga, including connections across State Highway 1. (page 58)

State Highway 1 and State Highway 15 are part of the wider roading network and the need for outcomes such as better connections across major roads should be considered more generically in the strategy as there are other arterial roads that also require improved connections across them. The Transport Agency will continue to work with Council on these improvements.

The section on Kamo on pages 51 and 52 discuss Springs Flat and the upgrade of infrastructure including the intersection with State Highway 1. Upgrading SH1 is one of a number of strategic responses that are still being assessed and so it is premature to narrow down to just one option in the strategy.

5. Feedback on more detailed matters with suggestions:

The following section is a collection of more detailed suggested changes to improve the draft strategy.

- Under the first bullet on page 6, we suggest adding in the words the right development, infrastructure and services, consideration of optimisation
- In the 'Key Outcomes' section from page 18, we suggest that a transport related key outcome should be included and that there should be greater emphasis on multi-modal transport outcomes overall.
- We suggest adding some clarity around the distinction between community and key outcomes
- On page 31, we suggest adding some working under "Transport Resilience" to enhance focus on planning for development that supports mode shift and mode choice. For example, "...Ensure that the location and form of future development does not exacerbate existing problems" and "...invest in transport improvements that promote can support public transport as well as while maintaining current levels of service for private vehicles". We also suggest that the transport resilience section be broadened out to also include comment on safety, mode shift and sustainability of transport.
- On page 33, we suggest mentioning optimising infrastructure and land use considerations first, before anything new (in accordance with the intervention hierarchy)
- On page 34, we suggest adding in the concept of connectedness to "Place-based Planning"

| Ref | General comments |
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| | <ul style="list-style-type: none"> On page 41 Whangarei Urban area, mention be made to the consideration of all modes, land use opportunities, and car parking. <p>Thank you again for the opportunity to comment and we would welcome an opportunity to further talk through these points with you.</p> |

683.

Whangarei District Council Draft Growth Strategy: Youth Advisory Group Feedback June 2019

The Whangārei District Council Youth Advisory Group exists to provide advice to Council on significant strategies, policies and capital works projects from the perspective of young people living in the Whangārei district.

We are a group of 12 young people from across the district who meet monthly. Our focus areas for 2019 to 2021 are as follows:

| Youth inclusive spaces and infrastructure | Increasing Council engagement with youth | Youth events and services | Sustainability |
|--|--|--|--|
| The Youth Advisory Group will advocate for continued development and support of youth inclusive spaces and infrastructure in the Whangārei District. | The Youth Advisory Group is committed to supporting Council to improve the way it interacts with all youth living in the Whangārei District. | The Youth Advisory Group will use its voice to promote and endorse youth-targeted events and youth focused services in the Whangārei District. | The Youth Advisory Group will ensure that aspects of sustainability are considered when advising the Council in all practices, through the perspective of the youth of Whangārei District. |

We think that the Growth Strategy is very important and relevant to the current and future generations of Whangārei youth and would like to thank Whangārei District Council for the opportunity to provide feedback on the draft strategy.

As our District grows, where is the best place for new houses?

- Develop empty land at the edge of existing urban areas
- Develop a new centre for development

The Youth Advisory Group endorses:

- sustainability in all practices when advising the council, and we feel that developing empty land at the edge of existing urban areas could be a good option for building new houses, but only if existing urban areas are not outlining or disrupting environmentally sustained areas of the district;
- the idea of developing a new centre of development as long as new housing complexes didn't interfere with areas of the environment that held importance;

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- the continued development of our urban areas with an emphasis on Youth inclusive spaces and infrastructure for youth of all abilities.

We also think it is important to remember that a large portion of our residents live out of town. Questions need to be asked such as "Does this concern our youth?", "Does this benefit not only adults, but youth too?", "How can we incorporate a youth aspect into this, making the most of the space and facilities?" These questions need to be asked not only of youth living in densely populated areas but of those living at the edges of our district.

As our District grows, where is the best place for new business?

- Develop existing urban areas

We believe that developing existing urban areas would be the more efficient option for businesses. There are many existing buildings within the district that are empty, or not being used to their highest potential in the Central Business District and they could be harnessed to create better spaces for all businesses.

What do you think are the key challenges facing our District over the next 30 years?

- Getting ready for the impacts of climate change

The Youth Advisory Group believes that preparing for the impacts of climate change is vital to ensuring the District is successful over the next thirty years. 'The Climate Change Adaptation Strategy' is something in which we believe it is extremely important to focus on, as it may have a significant impact on the future. A lot of the other things the growth strategy touches on won't even matter in the future (or will have to change significantly) if the sustainability of our natural environment isn't taken care of now.

Our Draft Growth Strategy has three key parts to address growth and key challenges for our District:

1. Create plans with the local community for the future development of key locations across the District
2. District-wide vision for growth outlining opportunities for new development
3. Actions to ensure we monitor and report on how our District is growing

The Youth Advisory agrees with the above approach as we believe that youth need to be accounted for within the growth strategy. We believe that regular communication and

consultation with youth across the district is extremely important to making properly informed decisions regarding current and future generations of young people.

As an example, we provided feedback on the Draft Active Recreation and Sports Strategy because it will affect lots of young people living in the district. The outdoors is a big part of a lot of our youths' lives with a large number of young people playing a field sport on public reserves every week. It's important to make sure that there is enough open space for future demand.

Do you support greater community involvement in how growth and development is managed in your neighbourhood?

Ensure that all perspectives of the District are heard, including all ages, genders, cultures, socio-economic status.

We believe that Council should better involve the community in planning for the future by:

- Making individuals more aware that they have the power to speak up and discuss their input with the council
- Ensuring that there are easy means of doing this so that more people want to be involved.

Once again, on behalf of the Youth Advisory Group, we would like to thank the Whangārei District Council for the opportunity to provide feedback on the Draft Growth Strategy. We would welcome any future opportunities to continue to provide a youth perspective as the strategy document progresses.

Ngā mihi nui | Thank you

Ben Woodgates, Eila-Rose Jones and Flynn Symonds

Working Group – Draft Growth Strategy Feedback
on behalf of the WDC Youth Advisory Group



684.

Whangarei District Growth Draft Strategy 2019 submission

The Disability Advisory Group (DAG) for Whangarei District Council would like to thank Council for the staff presentation of this draft strategy; and for the opportunity to contribute to our District's future, enabling an inclusive society for everyone.

The purpose of the DAG is to provide advice to Whangarei District Council from the perspective of the disability community on issues that affect them.

Whangarei District has the second highest proportion of disabled people, and significantly more physically disabled people compared to other districts. This is partly in relation to our higher numbers of older adults and Maori in our district, who are more likely to experience disability. Therefore, the DAG would like to comment on specific points that affect this community in relation to the Growth plan.

Accessible (and affordable) housing

Housing is a key issue for people with disabilities and their families. Disabled people and their families are more likely to live in inappropriate housing for their needs and to have low incomes. This means that disabled people face a double barrier in housing – affordability (both in rent and home ownership) and accessible houses.

There is a severe shortage of accessible housing stock in New Zealand (1-2%) suitable for mostly physically disabled people. Most of these houses are accessible as a consequence of costly retrofitting paid by ACC and Housing NZ. Whangarei is particularly vulnerable to this severe shortcoming in our housing stock, mainly because of our population demographics.

The strategy mentions housing choices but accessible homes is not addressed once in the draft strategy. Accessible homes is a human right that is identified in the both the New Zealand Disability Strategy and the United Nations Convention for the Rights of Disabled Persons (UNCPRD) (see appendix).

We would like to see this strategy address this issue and look at ways of encouraging development of accessible homes. It may be through the design competitions as mentioned in the strategy to encourage inner city developments, or through other levers such as lower rates for a specified period of time. Another option that any development on council-owned land, adheres to certain accessibility standards or guidelines.

Given that currently there is no legislation requiring homes to be accessible, DAG recognises that it will be a bold move for Whangarei District Council to address the lack of

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accessible homes. Nevertheless, we believe that this will change in the near future and in the meantime, Whangarei can front foot this change.

Note that when we talk about "accessible homes" we mean homes that employ universal design principles, so that the accessible features are unnoticeable or subtle, and suitable for people of all ages, life stages and abilities. In other words, it benefits everyone and it avoids costly retrofitting, in the case of an accident serious accident for example. It does not mean ugly utilitarian design that puts prospective buyers off.

Lifemark Standards are a good guide to follow for residential builds, but there may be others available.

Recommendation: more reference to accessible housing and an action plan to encourage developers to build housing that utilises standards such as Lifemark. For example:

- For large scale residential development, all homes meet the minimum accessibility standards e.g. 3 star rating as per Lifemark standards. In addition, 20-40% of new builds has a medium-high rating.
- Utilising existing levers such as lower rates or develop incentives to encourage new homes builds to have accessible features.

Inner city living

DAG is strongly supportive of encouraging inner city living (city centre, Regent, Kensington, Morningside, Riverside and Otangarei) achieved by infill and redevelopment existing zones.

Inner city living is seen as desirable by many members of the disability community and their families, especially for those who cannot drive and find public transport inefficient, unaffordable or difficult to use. Having various amenities such as shops and health services close by makes life easier for people with impairments.

New residential developments

DAG members are concerned about potential new residential developments located away from the city centre, which do not have convenience stores within a short walking distance to purchase basics such as milk, bread and emergency supplies. Instead residents are forced to drive to access anything. Large swathes of residential development with no amenities risks further isolating disabled people and older adults in their homes if they cannot drive.

Whangarei should be encouraging development of walking communities (including the use of mobility devices such as wheelchairs or mobility scooters) rather than taking a car or bus.

Having said that, DAG is also concerned about whether our future public transport system will be fit for purpose for those that need it. If new large scale residential developments are planned, then the transport system needs to be efficient and affordable and in place before people can buy these homes. Currently, many people living in low income suburbs which are in inconvenient locations, are struggling to afford and access efficient public transport.



DAG notes that PAAG has similar concerns.

Recommendation: that every residential development should have a small business hub within a five minute or less walking distance. This walking distance should not be as the crow flies but reflected in real use of pathways. Note that five minutes is still a considerable distance for some older adults and people with mobility impairments.

Recommendation: new residential developments are supported by a strong public transport system that is easy to access and afford.

Good design

When this strategy talks about 'good design', what does this mean? DAG would like to see further information about what this looks like. Does 'good design' mean human-centred design or design that prioritises roads and business rather than people? Human-centred design is also universal design. We would like the opportunity to look over any Urban Design documents and provide feedback.

Using Child-Friendly Cities and Age Friendly Cities benchmarks and indicators, along with universal design and Maori design principles, could assist in development human-centred urban design guidance. We understand that PAAG have similar concerns.

Recommendations:

- ensure that any urban design guidance is human-centred and references the above benchmarks/indicators/principles where appropriate
- supply current urban design guidance for Advisory Groups to review

Supporting Documents

We urge Council to take note of its own accessibility policy, as well as the highlighted sections in New Zealand Disability Strategy 2016-2022 and the United Nations Convention for the Rights of Persons with Disabilities documents. These documents are attached to this submission.

We also ask Council to note the following points (via links) that came out of the last review of the NZ Disability Strategy Action Plan. This action plan is currently under review for the 2019-2022 period.

<https://www.odi.govt.nz/nz-disability-strategy/outcome-5-accessibility/action-implement-transport-stocktake-recommendations/> Note Recommendation 4.

<https://www.odi.govt.nz/nz-disability-strategy/outcome-5-accessibility/action-understand-the-impact-of-disability-on-housing-needs/>

685.



Positive Ageing Advisory Group Submission to the Growth Strategy 2019

June 2019

Group members: Robin Lieffering Paulette Crowther, Lorna Child, Jack Wiperi, Alan Ward, Mary Carthew, Ralph Correa, Jenni Moore, Lianne Nicholas, Patricia Boyer, Sue Daumiller.

Members of Whangarei District Council's (WDC) Positive Ageing Advisory Group (PAAG) would like to acknowledge Tony Horton, Strategy Manager for his time on Friday 31 May 2019 to discuss the Growth Strategy and its impacts on the older adult population in Whangarei.

Many points made below are also reflected well or directly linked to the Better Later Life - He Oranga Kaumātua 2019 to 2034 Strategy and the WHO Global Network for Age-friendly Cities and Communities. This group urges council to look into their recommendations and actions of these sources. Furthermore, PAAG has been heavily invested in the WDC District Plan in particular accessible housing and diverse housing options for older adults.

Planning for Growth

As our District grows, design and connection is key when deciding where is the best place for new houses for older adults:

- Develop empty land at the edge of existing urban areas
- Develop in existing urban areas with higher density housing
- Develop key growth areas at already identified locations such as, Waipu, Marsden – Ruakaka and Hikurangi.

As our District grows, design and connection is key when deciding where is the best place for new businesses for older adults:

- Develop empty land at the edge of existing urban areas
- Develop existing urban areas
- Develop key growth areas at already identified locations such as Marsden – Ruakaka and Hikurangi

PAAG agrees with the above, however 'diversity' should be included in the above, alongside 'design' and 'connection'. New Zealand is becoming increasingly diverse. There are more than 200 ethnic groups in New Zealand, and collectively, we speak

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identity, intelligence, physical abilities, mental health, physical health, disabilities, genetic attributes, personality, or behaviour. The people that make up the older population in Whangarei (plus all other ages) are increasingly diverse, and have different needs, and therefore planning for growth should reflect diversity in people. Reference: The Better Later Life - He Oranga Kaumātua 2019 to 2034 Strategy.

Challenges in Growth

The key challenges concerning PAAG over the next 30 years are:

- Affordable, accessible and diverse housing for our growing and ageing population
- A resilient, reliable, affordable and accessible transport network
- Identifying and preparing for the impacts of climate change

Affordable, accessible and diverse housing for our growing population

- The Better Later Life - He Oranga Kaumātua 2019 to 2034 Strategy in its key areas for action, highlights some of our key points in particular for housing such as, "Providing choices and options so people can age in the community" and "Providing housing choices and options so people can age in the community". As national statements, local government has a role to act under these.
- Council should encourage apartment developments, tiny houses and smaller units close to the city centre or even in the city centre. PAAG supports action 5.1 – Inner City Living in the Growth Strategy.
- To encourage walking, cycling and mobility scooter communities, alongside new shared path developments, there should be a requirement to support the development of a small business community to service the new area i.e. a dairy or a convenience store.
- Lifemark Home Standards (universal design) are important to creating homes that support ageing-in-place.
- There is a need for good social infrastructure in communities to support active and independent ageing.
- Currently there is inadequate awareness in Whangarei of support for independent living. Council is not solely responsible however it has a role to work with other community agencies, NGO, and private businesses to raise awareness.
- Encourage the use of universal design in new builds so housing is accessible, safe and functional for all life stages e.g. Eco-friendly buildings, tiny houses.
- Provide tools and displays to help older people consider their housing options.
- Use rates or incentives as a key lever for new developments.

- The PAAG endorses the Disability Advisory Groups feedback on housing.

A resilient, reliable, affordable and accessible transport network

- Encourage private enterprise or partnerships to provide public transport services, such as shuttles, Driving Miss Daisy and Uber. Creative alternatives to owning your own car as your main form of transport are making marks all over the world.
- Again, diversity comes in here – a range of options needs to be available to ensure people can participate in their community, not at certain times and on certain routes. The flexibility of transport will dictate where and when people participate, and where they choose to live.
- The PAAG endorses the Disability Advisory Groups feedback on transport.

Planning for climate change

- Request local government call for action and ask for support by/ from central government to address climate change issues.
- PAAG supports the Climate Change Adaptation Strategy, to improve our knowledge and understanding of climate change risks and identify key actions to respond to climate change risk Implement actions.
- An assessment report identifying climate change risks needs to be done, followed by the development of a plan to address Climate Change. The plan needs to identify and hold people accountable with particular focus on sea level rising. Reference: PAAG Submission to the WDC Annual Plan 2019-2020.

Implementation

PAAG supports the Draft Growth Strategy and its three key parts of implementation, which addresses growth and key challenges for our District, including:

- Create plans with the local community for the future development of key locations across the District
- District-wide vision for growth outlining opportunities for new development
- Actions to ensure we monitor and report on how our District is growing

PAAG is in support of having a greater community involvement in how growth and development is managed in neighbourhoods. More partnerships and community-driven change are needed.

Communities have always taken a strong lead in pursuing local opportunities and addressing challenges to ensure their communities are good places to live. Council

needs to support this, calling on communities for suggestions, solutions and answers as required.

Age Friendly Cities

- The World Health Organization's Global Network for Age-friendly Cities and Communities will become increasingly important in the above especially due to its participation and connection focus.
- New Zealand is an affiliate member of this network and some communities are actively working towards being age-friendly. Reference: The Better Later Life - He Oranga Kaumātua 2019 to 2034 Strategy.
- This group recommends WDC uses Age Friendly Cities as a benchmark and looks to cities around New Zealand adopting Age Friendly Cities as a reference.
- If the planning and design is made completely age-friendly, the infrastructure, services and outcomes should be fit for purpose for all ages and abilities, not just older adults.

Communications

- Council has a role to spark conversations and inspire others in the district.
- WDC should encourage people to decide how they might want to live in their later years – thinking about what they want to do, the activities that could help build and maintain their social connections, and transitioning between work and leaving the workforce.
- Ensure those who need support to communicate or make decisions receive it in an appropriate way at the right time and have access to that information (New Zealand Disability Strategy 2016).
- WDC needs to raise awareness of ways of adapting to change for older people and encourage people to prepare for expected/likely changes, through clear communications.
- The 2.3 Communication and Engagement Plan action plan in the Growth Strategy to; develop a communication and engagement plan to inform how we consult and engage on future Growth Strategy reviews and the Spatial Planning Programme, needs to ensure the needs of older adults.
- When reporting, council's communications need to be visually attractive with clear, simple messages, reporting what has been achieved, and what is planned for the future.

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| | <ul style="list-style-type: none"> • Furthermore, ensuring good communications around all of the above will improve the adoption of older adults to change. Council needs to communicate widely, utilising community networks, further than just The Leader newspaper sections, social media and the WDC website. • The digital divide still exists and those who do not have digital tools or do not have access to technology are unable to realise its benefits due to several barriers. Council should encourage those who are digitally savvy to reach out to their neighbours, grandparents, whanau, volunteers, clients etc to assist with digital communication. <hr/> <p>Thank you for this opportunity to feedback.</p> <p>On behalf of the Whangarei District Council Positive Ageing Advisory Group,</p> <p>Robin Lieffering - WDC PAAG Chair robinlieffering@gmail.com</p> |

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24 May 2019

WINSTONE AGGREGATES FEEDBACK ON THE DRAFT WHANGAREI DISTRICT GROWTH STRATEGY

Introduction

Winstone Aggregates is a division of Fletcher Concrete and Infrastructure Ltd and is one of New Zealand's largest manufacturers and distributors of aggregates and sands.

A sustained supply of minerals and aggregate from quarries is essential for the continued growth of the Whangarei District. This growth will enable people and communities to provide for their social, economic and cultural wellbeing. Aggregate is not only required for the many building, construction and roading projects in the region, but also to maintain and redevelop the District's existing infrastructure.

Winstone Aggregates currently operates the Otaika Quarry in the Whangarei District.

Background

Whangarei District has a growing population and to facilitate, and respond, to this growth the District Council has published a draft Whangarei District Growth Strategy.

The Draft District Growth Strategy provides a vision for how Whangarei District will grow and develop over the next 30 years and identifies future areas for development. It has been written in response to the National Policy Statement on Urban Development Capacity which identified Whangarei as a 'High Growth Area' and required Council to assess capacity needs for housing and business over the next 30 years and to prepare a plan outlining how that capacity will be provided for.

Submission

In order to align with the Northland Regional Policy Statement, in particular Objective 3.6, the District Growth Strategy needs to ensure the viability of land and activities important for Northland's economy are protected from the negative impacts of new subdivision, land use and development. Emphasis is placed on reverse sensitivity effects for existing industrial and commercial activities, mining (including minerals), and sterilisation of land with regionally significant mineral resources.


Winstone Aggregates have identified the following matters that the council needs to be mindful of when formulating its growth strategy:

1. Mineral resource deposits are limited in quantity, location and availability and need to be identified and provided for.
2. Reverse sensitivity effects from the extractives sector can be significant and must be avoided.

1. *Recognise and Protect Resource Areas*

Mineral (e.g. hard rock) resource deposits are limited in quantity, location and availability. They can only be sourced from where they are located and where the industry is able to access them. In the face of Whangarei District's growing population, it is essential that planning provides for easy access to mineral resources.

While there is reference in the Draft Growth Strategy to maintaining and protecting productive land (pages 18 and 38) and industrial land (pages 65 and 96), there does not appear to be any reference to ensuring that existing and future mineral extraction land and activities are adequately recognised and

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| | <p>provided for. Winstone Aggregates believe it is essential that the council identifies the location of any such mineral resource areas within the district growth strategy.</p> <p>By not allowing adequately for mineral extraction, new residential growth areas and other non-compatible activities may be established over resource deposits or too near existing quarries. Such sterilisation of existing and future resources has the potential to hold back the district's development. Preventing the ability to extract the resource also means lost opportunities for the local economy in extractive industry investment, jobs and is a risk to regionally (and in some cases) nationally significant industry.</p> <p>An example of where the proposed strategy could be amended is the section on 'greenfield on the periphery' (page 44). It should acknowledge the need to be cognisant of potential aggregate and mineral deposits when developing new residential areas.</p> <p>2. Reverse Sensitivity</p> <p>We are pleased that the draft strategy acknowledges reverse sensitivity issues – for example on page 28 where it says, "Incompatible land uses which will create reverse sensitivity issues (e.g. new residential development located close to established industry may lead to noise complaints which could impact on the operation of the industry)".</p> <p>Due to the nature of extractive industry operations - including noise, vibration and dust - non-compatible land uses, such as residential areas, must not be allowed to encroach upon these operations or their surrounding areas. This is for the benefit and comfort of residents as much as it is to prevent disruption to extractive operations.</p> <p>We would like to see explicit recognition of the importance of quarries and acknowledgement of the reverse sensitivity effects that can arise as a result of the proximity of dwellings to quarries.</p> <p>Conclusion</p> <p>Winstone Aggregates acknowledge the positive steps taken by Whangarei District Council to plan for its growth. However, we request the alignment of the District Growth Strategy with the Northland Regional Policy Statement to protect regionally significant mineral resources.</p> <p>Yours sincerely,</p>  <p>Tyler Sharratt Resource Management Planner Winstone Aggregates Mob: 027 202 9453 Email: tyler.sharratt@winstoneaggregates.co.nz</p> |

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Submission

Aggregate and Quarry Association and Straterra

To Whangarei District Council

Whangarei District Growth Strategy

June 2019

Introduction

This submission on the draft [Whangarei District Growth Strategy](#) (Draft Growth Strategy) is made jointly on behalf of the extractives sector by Aggregate and Quarry Association (AQA) and Straterra.

The AQA is the industry body representing construction material companies which produce an estimated 50 million tonnes of aggregate and quarried materials consumed in New Zealand each year.

Straterra is the industry association representing the New Zealand minerals and mining sector. Its membership is comprised of mining companies, explorers, researchers, service providers, and support companies.

The extractives sector has an important role to play in Whangarei. It is important that Whangarei's current and future growth is able to be accommodated by a supply of sand and aggregate necessary for the infrastructure development associated with that growth. What is more there is potential for future discovery and development of mineral resources and it is important to ensure that access to natural resources of value to the district is not unintentionally shut off.

Not only are the products produced by the sector essential inputs for growth, quarries in Whangarei directly and indirectly employ many people and contribute significantly to the local economy.

At present, there is no significant mining activity in the district. Maintaining the ability to explore for and, if exploration is successful, develop natural resources carries no direct cost, or risk, to the Council – such provision would not replace the RMA in any way.

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| | <p data-bbox="383 336 539 363">Background</p> <p data-bbox="383 392 1155 459">Whangarei District has a growing population and to facilitate, and respond to, this growth the Whangarei District Council has published a draft Whangarei District Growth Strategy.</p> <p data-bbox="383 488 1167 624">The Draft Growth Strategy provides a vision for how Whangarei District will grow and develop over the next 30 years and identifies future areas for development. It has been written in response to the National Policy Statement on Urban Development Capacity which identified Whangarei as a 'High Growth Area' and required Council to assess capacity needs for housing and business over the next 30 years and to prepare a plan outlining how that capacity will be provided for.</p> <p data-bbox="383 683 539 710">Submission</p> <p data-bbox="383 738 1155 778">There are three considerations relating to the extractives sector the council needs to be mindful of when formulating its growth strategy.</p> <ol data-bbox="416 807 1167 970" style="list-style-type: none"> 1. Mineral and aggregate deposits are limited in quantity, location and availability and access to potential and suitable resource areas is essential if these resources are to be developed. 2. Reverse sensitivity effects from the extractives sector can be significant and must be avoided. 3. The location and cost of transporting quarry materials needs to be taken account of in district planning. <p data-bbox="416 1015 719 1042">1. Identify Key Resource Areas</p> <p data-bbox="383 1066 1155 1249">Mineral and aggregate deposits are limited in quantity, location and availability. They can only be sourced from where they are located and where the industry is able to access them. In the face of Whangarei District's growing population, it is essential that planning provides for access to aggregate and mineral resources. Land with known aggregate resources should be set aside and allowance to access it should be retained. The location of mineral deposits is not usually known, so a regime which provides for exploration is important, while noting that any development proposal that might arise from that exploration is subject to a rigorous resource consent process under the RMA.</p> <p data-bbox="383 1278 1167 1366">While there is reference in the Draft Growth Strategy to maintaining and protecting productive land (pages 18 and 38) and industrial land (pages 65 and 96), there does not appear to be any reference to ensuring that existing and future mining and aggregate extraction land and activities are adequately recognised, provided for and protected.</p> |

We believe it is essential that the council takes steps to ascertain the nature and location of any such aggregate resource areas within the district.

Not doing so could eventuate in new residential growth areas and related non-compatible activities being established over or too near such deposits. Such sterilisation of existing and future resources has the potential to constrain, to raise the cost of and to increase emissions resulting from the district's development. It could mean lost opportunities for accessing a supply of sand and aggregates which are an important input in developing the infrastructure that is so necessary to enable the anticipated population growth. Closing down the ability to extract the resource also means lost opportunities for the local economy in extractive industry investment and jobs.

This particularly applies in the context of new residential growth areas. As an example, the section on 'greenfield on the periphery' (page 44) should include an acknowledgement of the need to be cognisant of potential aggregate and mineral deposits when developing new residential areas.

We note that Policy 5.1.4 of the Northland Regional Policy Statement deals with regionally significant mineral resources and requires district plan maps to show these where they have been identified. We encourage council officers to refer to the Policy Statement and specifically these pages.

2. Reverse Sensitivity

We are pleased that the draft strategy acknowledges reverse sensitivity issues – for example on page 28 where it says "Incompatible land uses which will create reverse sensitivity issues (e.g. new residential development located close to established industry may lead to noise complaints which could impact on the operation of the industry)".

Due to the nature of extractive industry operations - including noise, vibration and dust - non-compatible land uses, such as residential areas, must not be allowed to encroach upon these operations or their surrounding areas. This is for the benefit and comfort of residents as much as it is to prevent disruption to extractive operations.

We would like to see explicit recognition of the importance of quarries and acknowledgement of the reverse sensitivity effects that can arise as a result of the proximity of dwellings to quarries.

We note that the Northland Regional Policy Statement is clear about this where, in objective 3.6, it refers to activities and land that should be protected from the negative impacts of subdivision, use and development because of their importance to Northland's economy. Mining including aggregates and other minerals is specified here.

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| | <p data-bbox="394 280 689 304"><i>3. Distance from Quarries</i></p> <p data-bbox="356 336 1249 411">In determining a reasonable distance for residential areas from potential quarry areas, as well as the risk of reverse sensitivity, the significant expense of transporting quarry materials needs to be taken account of.</p> <p data-bbox="356 443 1249 547">A cubic metre of concrete contains two tonnes of sand and aggregate. An average of around nine tonnes of stone, gravel and sand per New Zealander is consumed each year. The cost of aggregate doubles when it has to travel 30 kilometres from a quarry, and costs increase as distance increases.</p> <p data-bbox="356 579 1267 654">This means that one of the factors that should determine where residential expansion is allowed to occur should be the optimal distance from potential quarry areas so that transport costs and associated transport emissions and congestion are minimised.</p> <p data-bbox="356 718 533 746">Conclusion</p> <p data-bbox="356 778 1267 933">Finally, we would like to draw your attention to the RMA Quality Planning Resource on aggregates and quarries which has been produced by the Ministry for the Environment and Local Government New Zealand at the initiation of the AQA. We commend this document to all planners as a way of promoting best practice to deal with the range and scale of resource management issues associated with the aggregate and quarrying sector.</p> <p data-bbox="356 965 1267 1069">In conclusion we acknowledge the positive steps taken by Whangarei District Council to plan for its growth and would like to remind it of the need to accommodate quarries and the extractive sector in its district planning generally and in doing so be mindful of the limited quantity, location and availability of mineral deposits.</p> |

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24 May 2019

FEEDBACK TO WHANGAREI DISTRICT COUNCIL ON DRAFT WHANGAREI DISTRICT GROWTH STRATEGY

Introduction

Golden Bay Cement (GBC) provide the following feedback on the draft Whangarei District Growth Strategy (District Growth Strategy). GBC is the largest supplier of cement in New Zealand. It is the owner of substantial areas of land located at Portland and Hikurangi. GBC's operations in Whangarei include two quarries and a cement manufacturing plant. GBC's Portland plant is the only complete cement manufacturing facility in NZ, and as such is an industry of national significance.

A sustained supply of minerals and aggregate is essential for the continued development of the Whangarei District, and wider Northland Region, to enable people and communities to provide for their social, economic and cultural wellbeing. In particular, a sustained supply will enable building and development associated with population growth, maintenance of existing buildings and infrastructure and roading projects around the region.

The Portland Cement Plant was established in Portland more than 100 years ago. It has had substantial upgrades to ensure that the technology is current with modern and energy efficient cement manufacturing techniques. The plant has a current annual manufacturing capacity of approximately 1 million tonnes and supplies the majority of New Zealand's domestic cement market as well as exporting to the Pacific Islands. GBC operates two quarries to extract the primary raw materials for cement manufacture. The Wilsonville (Hikurangi) Quarry is the source of high-grade limestone and the Portland (Tikorangi) Quarry is the source of argillaceous marl. Together these contribute the key chemistry compounds for cement manufacture.

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All three elements of GBC's operations are recognised as regionally significant or strategic resources in the Northland Regional RPS and the WDC District Plan. As the only cement producer of scale in New Zealand, the Portland Cement Works, and by extension the quarries providing raw material to the Works, are nationally significant. They cannot relocate as they are tied to the location of the resources. These resources need to be able to continue operating without unnecessary constraints, or reverse sensitivity impacts.

Background

Whangarei District has a growing population and to facilitate, and respond, to this growth the Whangarei District Council has published a draft Whangarei District Growth Strategy.

The Draft District Growth Strategy provides a vision for how Whangarei District will grow and develop over the next 30 years and identifies future areas for development. It has been written in response to the National Policy Statement on Urban Development Capacity which identified Whangarei as a 'High Growth Area' and required Council to assess capacity needs for housing and business over the next 30 years and to prepare a plan outlining how that capacity will be provided for.

Submission

In order to align with the Northland Regional Policy Statement, in particular Objective 3.6, the District Growth Strategy needs to ensure the viability of land and activities important for Northland's economy are protected from the negative impacts of new subdivision, land use and development. Particular emphasis is placed on reverse sensitivity effects for existing industrial and commercial activities, mining (including minerals), and sterilisation of land with regionally significant mineral resources.

Golden Bay Cement have identified the following matters that the council needs to be mindful of when formulating its growth strategy:

1. Mineral resource deposits are limited in quantity, location and availability and need to be identified and provided for.
2. Reverse sensitivity effects from the extractives sector can be significant and must be avoided.

1. *Recognise and Protect Resource Areas*

Mineral (e.g. limestone) resource deposits are limited in quantity, location and availability. They can only be sourced from where they are located and where the industry is able to access them. In the face of Whangarei District's growing population, it is essential that planning provides for easy access to mineral resources.

While there is reference in the Draft Growth Strategy to maintaining and protecting productive land (pages 18 and 38) and industrial land (pages 65 and 96), there does not appear to be any reference to ensuring that existing and future mineral extraction land and activities are adequately recognised and provided for. GBC believe it is essential that the council identifies the location of any such mineral resource areas within the district growth strategy.

Not doing so could eventuate in new residential growth areas and related non-compatible activities being established over or too near such deposits. Such sterilisation of existing and future resources has the potential to hold back the district's development. Preventing the ability to extract the resource also means lost opportunities for the local economy in extractive industry investment and jobs, and risk to nationally significant industry.

The is particularly applies in the context of new residential growth areas. As an example, the section on 'greenfield on the periphery' (page 44) could do with an acknowledgement of the need to be cognisant of potential aggregate and mineral deposits when developing new residential areas.

2. *Reverse Sensitivity*

We are pleased that the draft strategy acknowledges reverse sensitivity issues – for example on page 28 where it says, "Incompatible land uses which will create reverse sensitivity issues (e.g. new residential development located close to established industry may lead to noise complaints which could impact on the operation of the industry)".

Due to the nature of extractive industry operations - including noise, vibration and dust - non-compatible land uses, such as residential areas, must not be allowed to encroach upon these operations or their surrounding areas. This is for the benefit and comfort of residents as much as it is to prevent disruption to extractive operations.

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| | <p>We would like to see explicit recognition of the importance of quarries and acknowledgement of the reverse sensitivity effects that can arise as a result of the proximity of dwellings to quarries.</p> <p>Conclusion</p> <p>GBC acknowledge the positive steps taken by Whangarei District Council to plan for its growth. However, GBC request the alignment of the District Growth Strategy with the Northland Regional Policy Statement, to protect regionally significant mineral resources.</p> |

