Whangarei District Council

# DRAFT Sustainable Future

## Whangārei District Growth Strategy

# Contents


Growth Strategy at a glance . . . . . 4

**Introduction . . . . . 6**

Māori partnership . . . . . 7

Scope of the Strategy . . . . . 8

Inputs to the Strategy . . . . . 9

Our journey . . . . . 10

Whangārei's place in New Zealand . . 11

**Strategic Drivers . . . . . 14**

Strategic Driver 1:
Sustained growth and development . . 15

Strategic Driver 2:
Successful Economy . . . . . 20

Strategic Driver 3:
Housing needs . . . . . 26

Strategic Driver 4:
A changing climate . . . . . 33

Strategic Driver 5:
Resilient infrastructure aligned with
development . . . . . 37

Strategic Driver 6:
Transport . . . . . 43

Strategic Driver 7:
Our valued natural environment . . . . 50

Strategic Driver 8:
Our growing port and marine industry 54

Strategic Driver 9:
Community resilience . . . . . 57

**Outcomes and performance . . . . . 59**

Strategic Outcomes . . . . . 60

Performance goals . . . . . 60

**Our response . . . . . 61**

Future Development Plan . . . . . 63

Placemaking Programme . . . . . 94

Northland to Auckland Corridor Plan . 96

Monitoring and reporting . . . . . 97

Action Plan . . . . . 99

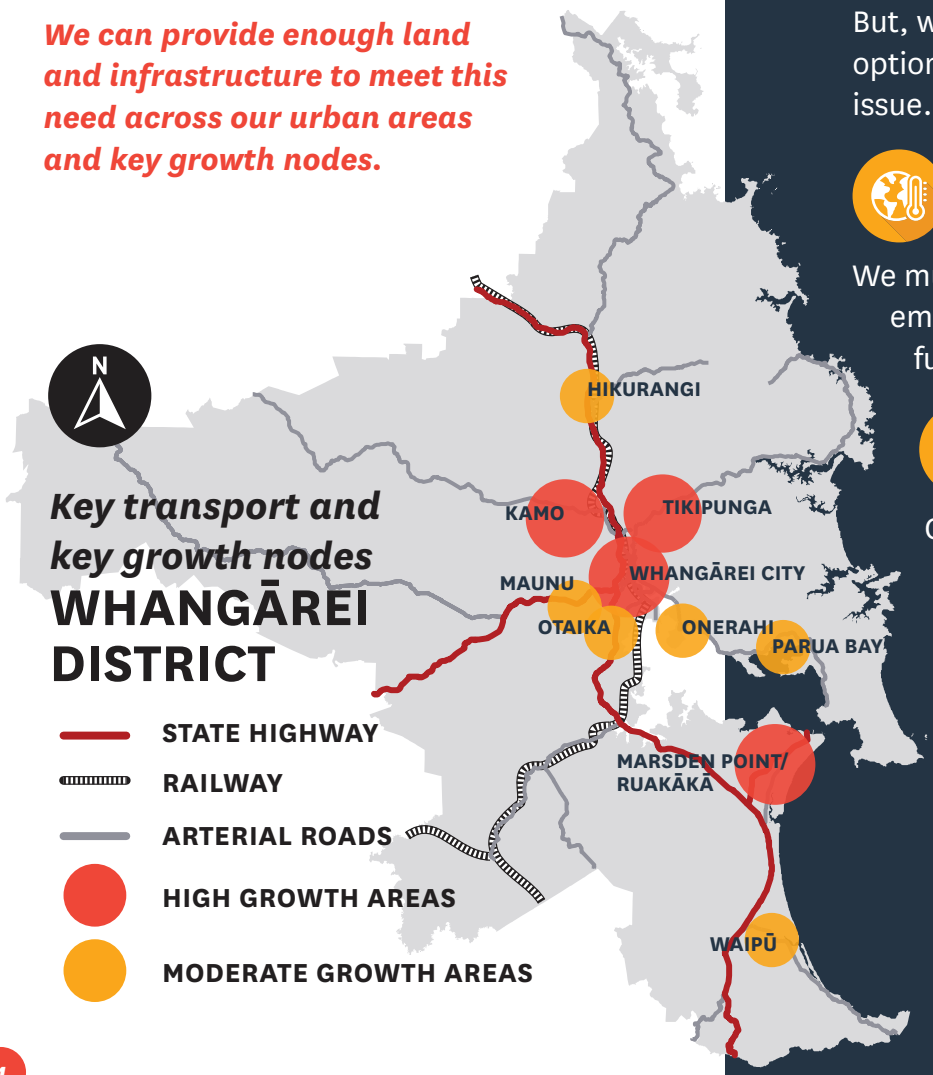
# Growth Strategy at a glance

***To meet demand, over the next 30 years we will need to accommodate:***

12,000-20,000 new homes

520-560 hectares of business land

***We can provide enough land and infrastructure to meet this need across our urban areas and key growth nodes.***




## STRATEGIC DRIVERS

These are the key issues that our District will face over the next 30 years

### *1. Sustained growth and development*

We are one of the fastest growing districts in New Zealand. Growth provides amazing opportunities, but it needs to be carefully managed.

### *2. Successful economy*

As our economy recovers from COVID-19 we will see growth in manufacturing, health care and construction. We need to provide enough land for our businesses to grow.

### *3. Housing needs*

We have enough land and infrastructure to meet future demands for housing. But, we have limited choice of housing options and affordability is a severe issue.

### *4. Changing climate and natural hazards*

We must do what we can to reduce our emissions and make sure we adapt to future climate impacts.

### *5. Resilient infrastructure*

Our infrastructure must keep pace with growth and development. We also need to ensure our infrastructure is resilient to events such as flooding.

### *6. Transport choice*

We need to provide a choice of transport options to ensure people can move easily and safely around our District. We also need to improve our connections to outside the District through rail and highway improvements.

### *7. Natural environment*

Continued development is putting pressure on our natural environment. If we continue to sprawl, some of our most precious landscapes and productive land will be lost.

### *8. Port and marine industry*

The expansion of Northport, moving the Navy base to Whangārei and a new drydock facility have the potential transform our economy and deliver new jobs and training opportunities.

### *9. Community resilience*

As we grow we must ensure we build resilience in our rural and coastal community and our growing Maori population.

## TREATY OF WAITANGI OBLIGATIONS

Whangarei District Council is committed to the successful development and implementation of the Growth Strategy with the guidance and knowledge of our Māori partners under our obligations to the Treaty of Waitangi.

## OUR RESPONSE

Our response to ongoing growth and the strategic drivers comprises five parts:

### *1. Future Development Plan*

This will set out our plan for future housing and development across our District.

### *2. Placemaking Programme*

Detailed 30-year plans will be created with our community for key growth locations across our District.

### *3. Northland to Auckland Corridor Plan*

A corridor plan will be established to focus on the growth areas between Whangārei and North Auckland.

### *4. Monitoring and reporting framework*

To ensure our decision making is robust, we will undertake an ongoing programme of monitoring key indicators.

### *5. Actions*

The actions outline the steps we will take to deliver the outcomes of the Strategy.

## PERFORMANCE GOALS

**80%** of people will have 30-minute travel time or less to their place of work or education

**70%** or more of new residential building consents are located within our urban area or growth nodes

**2%** annual average increase in jobs

**10%** or more new residential building consents are apartments and townhouses

**15%** improvement in housing affordability, based on the HAM first home buyer measure

**1.5%** annual increase in inner city residents for the first 5 years, then 5% annual increase.

# Introduction

# Māori partnership

Intrinsic to the development and implementation of this Strategy will be partnership with our local hapū and iwi.

Council is committed to developing stronger relationships with tangata whenua at governance and operational levels. While progress has been made, more work is needed in some areas.

Te Kārearea, is our strategic partnership forum with Māori. It is made up of hapū representatives of the major hapū groupings from within our District, and elected members. The purpose of this partnership is to build the relationship between Council and Whangārei hapū and to ensure the relationship becomes stronger over time. The hapū representatives meet in their own forum, named Te Huinga, to discuss common issues that are then brought to Te Kārearea. Together, these representatives advocate for hapū of Whangārei.

The strategic issues and opportunities that the Growth Strategy identifies are of real importance to our hapū and together we must ensure that our response to the strategic issues is appropriate.

As this Strategy is further refined, implemented and reviewed, the hapū forum, Te Huinga, and our strategic partnership committee, Te Karearea Strategic Forum, will be engaged and updated.

Te Kārearea Strategic Partnership Forum will meet from June 2020 to September 2020 in order to bed in a new way of working, and test terms of reference. Terms of reference will be reviewed and reported back to Council, along with the procedure for establishment of a standing committee, in September 2020.

## *Te Kārearea*

Te Kārearea has the following vision and mission:

**TE PAE TAWHITI/VISION**

He whenua Rangatira – Whangārei, a District of prosperity, well-being and empowered communities.

**TE KAUPAPA/MISSION**

Ka tutuki te Kawanatanga a-rohe, ka puawai hoki te kotahitanga me ona tini kaupapa – Local Government that works through effective partnerships and provides practical solutions.

**CHARTER**

Te Kārearea is underpinned by the following Charter: Vision: To have the best Māori/Council relationship in Aotearoa.

Values: Bold, brave, respect, equitable, unified.

Intent: Effective by performance through partnership.

Purpose: To work together.

# Scope of the Strategy

The scope of this Strategy is driven by what we need to do to manage growth over the next 30 years. Part of this is to ensure we meet our obligations from Central Government. It is also important that we look at the issues that matter to our community and ensure these are delivered through an integrated framework that supports future decision making.

Our District needs a clear strategic picture of how it will develop into the future. This will help us plan for growth and provide the right infrastructure at the right time. It will also help give certainty to our communities and development sectors.

## WHAT THE PLAN *WILL* DO

- Continue the strategic direction of our previous Growth Strategy – Sustainable Futures 30/50
- Fulfil our requirements under the NPS-UDC
- Align planning with infrastructure programmes (LTP and activity/assets management plans)
- Provide a level of certainty for infrastructure providers, communities and developers to guide future investment in the District
- Provide strategic direction for future decision-making
- Promote an inter-disciplinary and collaborative approach across Council, with Central Government as well as our community and Hapū partners
- Be flexible, so that we can respond to new challenges

## WHAT THE PLAN *WILL NOT* DO

- Address detailed operational matters or the management of specific assets
- Detailed design of projects or specific location of future projects in detail
- Cannot change land use or put rules in place for new development
- Identify all options and assess the feasibility of each possibility

# Inputs to the Strategy

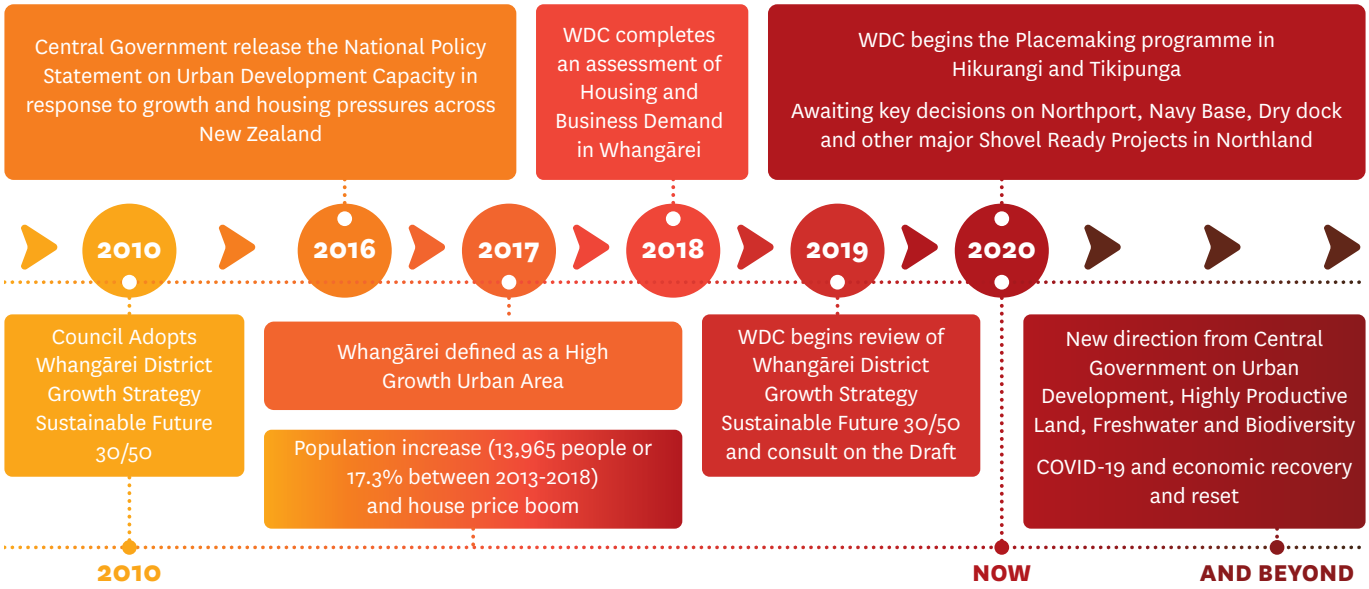
Central Government policies and legislation that inform the direction and scope of this Strategy include the:

- National Policy Statement on Urban Development
- Draft Policy Statements on Highly Productive Land, Biodiversity and Freshwater Management
- Resource Management Act and the ongoing RMA reforms
- Climate Change Response (Zero Carbon) Amendment Act 2019
- Local Government Act and the Four Wellbeings
- Urban Development Bill and Kainga Ora

There are also locally based inputs which we have considered, including:

- New data on how our District has changed
- Feedback we have received from our community through engagement on the Draft Strategy and other Council processes, such as our Long Term Plan and residents' surveys
- New projects and development opportunities such as rail improvements to Northport and city centre improvements.

# Our journey




Since the adoption of the Whangārei District Growth Strategy Sustainable Futures 30/50 in 2010, there have been a lot of changes in our District, some of which we anticipated and planned for such as our growing population. Others we could not, such as the potential for significant Central Government funding of infrastructure.

This means that, in this Strategy, we have to address new issues and need to look at new policy areas such as:

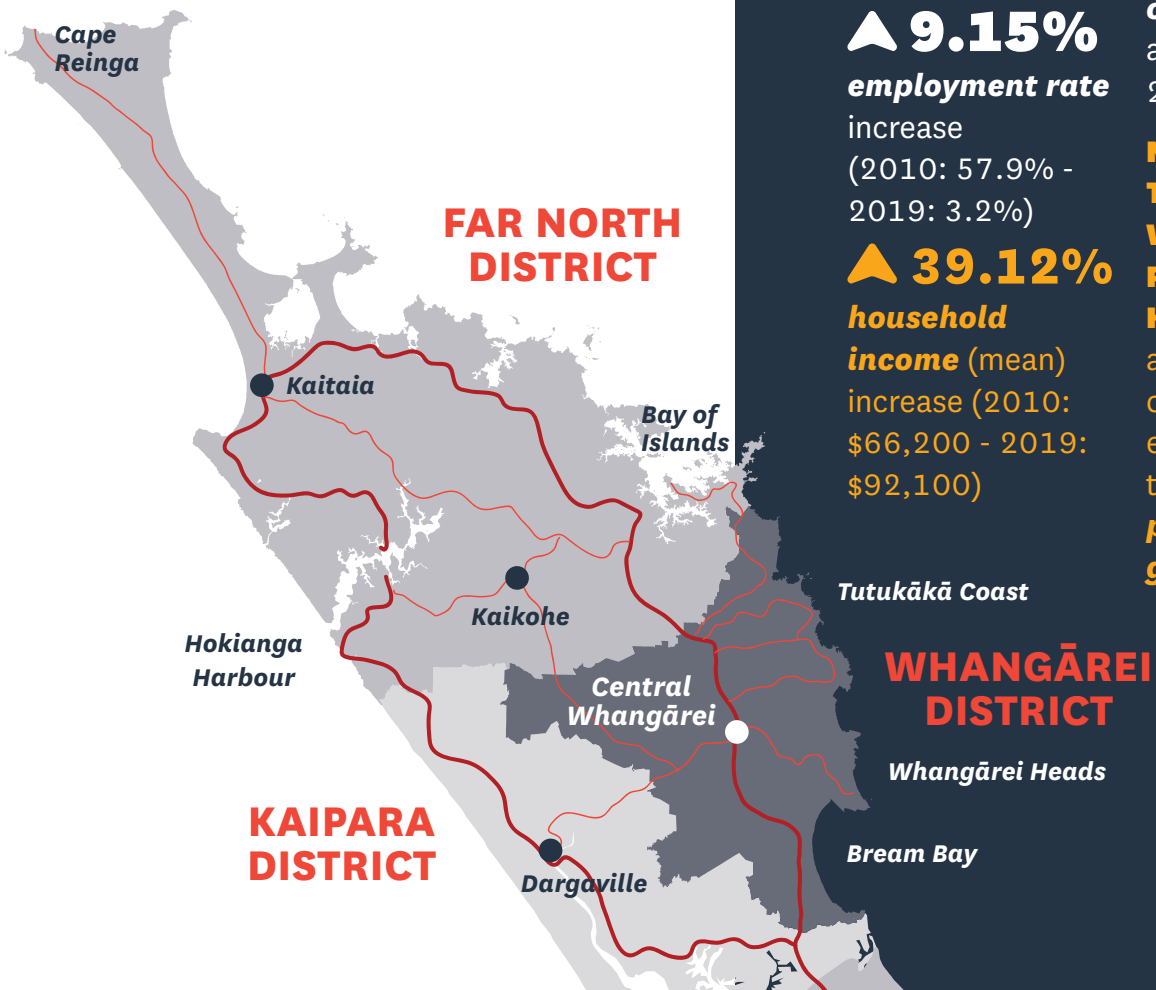
- Recovery and reset from COVID-19
- Updated data and information on how our District is changing
- Our obligations under new National Policy Statements
- Analysis of housing and business demand
- Updated information on climate change risk
- Protection of our productive land and key natural features
- Alignment with Central Government programmes and funding.

Process development infographic outlining key milestones of the growth strategy - placeholder

# *Whangārei's place in New Zealand*

## A CHANGING WHANGĀREI

Whangārei is a hub for Northland and is the only city north of Auckland. It is home to major retail, employment and service centres that are used by the wider region. Whangārei also has key infrastructure such as Northport Whangārei Airport and Whangārei Hospital.




## OUR STORY

**Only city** and ***main service centre*** for Northland

**271,315** hectares ***land area***

**▲ 2.6%** average ***annual growth*** 2013-2018 (NZ: 1.8%)

**▲ 57%** ***house price increase*** over 10 years

**$48,790** ***GDP per Capita*** (NZ: $58,271)

**▲ 9.15%** ***employment rate*** increase (2010: 57.9% - 2019: 3.2%)

**▲ 39.12%** ***household income*** (mean) increase (2010: $66,200 - 2019: $92,100)

**96,000** ***population*** reached in 2019

**▲ 18.1%** ***population growth*** 2013-2018 (NZ: 10.8%)

**30.1%** of population ***identify as Māori*** (2018)

**▼ 41.4yrs** our ***median age*** is decreasing, it's now 41.4 years

**28.9yrs** Otangarei is our ***youngest community*** with a median age of 28.9 years

**MARSDEN POINT**
**TIKIPUNGA**
**WAIPŪ**
**RUAKĀKĀ**
**KAMO**
are our communities experiencing the ***largest population growth***.

Whangārei District has experienced a rapid rise in population over the past 10 years. Between 2013 – 2018 our population has increased by nearly 14,000 people. The recent population surge is largely due to fewer people leaving New Zealand, larger numbers of returning New Zealanders, and strong inter-regional migration (i.e. people moving from other places in New Zealand, particularly from Auckland). Sustained growth is likely to continue. Even if net international migration slows due to COVID-19, inter-regional migration will be an ongoing source of growth for the District over the last 10-15 years.

Not only is the District's population growing, we also have a strong economy. A number of key projects on the horizon are helping to stimulate further economic opportunities, such as investment in rail, road improvements, shift of port function from Ports of Auckland to North Port and investment in hotels and tourist activities.

However, despite this growth, our District faces a number of challenges:

- Our house prices have increased by 55% over the past 10 years. This has made housing unaffordable for many in our community. Linked to this issue is a limited choice of housing types. Most of new housing is large detached homes and we have very few townhouses or apartments.
- As our District develops rapidly, we need to ensure that infrastructure is provided in a co-ordinated and timely manner. This is important to enable development, but also to ensure our communities benefit from core services and amenities, such as healthy drinking water and parks and playgrounds.

Growth results in change. We need to ensure that our communities understand what that change looks like and are engaged in the process and decision making that will impact on their community.

# NORTHLAND AND THE UPPER NORTH ISLAND OF NEW ZEALAND

Northland is a large rural region. It has extensive coastline and contains numerous towns and settlements. It also contains areas, such as Mangawhai, that have experienced similar development pressures to Whangārei. Northland's population grew by 18% between the 2013 and 2018 Censuses. Growth in our neighbouring District, Kaipara, reached 20% over the same period.

Whangārei and Northland fall within the Upper North Island of New Zealand. The Upper North Island is an economic powerhouse of New Zealand. Despite being 20% of New Zealand's land area, it contains over half of New Zealand's population and economic activity. It also includes nationally significant infrastructure. Significant growth across the Upper North Island is putting pressure on housing, infrastructure, the labour market and environment. Being part of the Upper North Island is a key driver for the growth of Whangārei, particularly through inter-regional movement of people and goods.

## *Upper North Island snapshot*

An area comprising of 20% of NZ's land area, the Upper North Island has:

**54%** of NZ population

**50%** of NZ freight movements*

**50%** of NZ houses

**65%** of NZ cargo by value**

**54%** of NZ GDP

**51%** of NZ tourism spend***

**52%** of NZ Māori asset base

**71%** of all international visitor arrivals

**52%** of all filled jobs in NZ

*by weight
**traded through UNI ports
***international visitors

# Strategic Drivers

The following strategic drivers have guided the development of this Growth Strategy and provided focus for the key actions we need to take. These drivers have been informed by our statutory obligations as well as feedback recieved through community consultation.

1. ***Sustained growth and development***
2. ***Successful economy***
3. ***Housing needs***
4. ***Changing climate and natural hazards***
5. ***Resilient infrastructure***
6. ***Transport choice***
7. ***Natural environment***
8. ***Port and marine industry***
9. ***Community resilience***

# Strategic Driver 1: ***Sustained growth and development***

As we grow towards 138,000 people, we need to make bold decisions now to avoid issues in the future. These include:

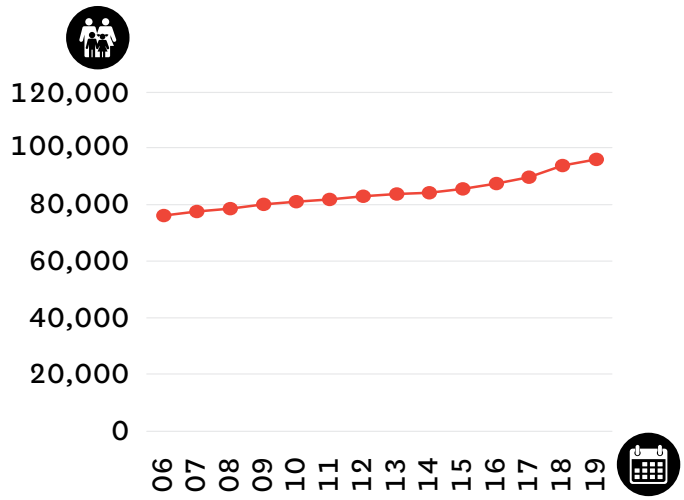
- aligning growth areas and public transport and walking / cycling opportunities
- avoiding sprawl and focus on new development in and around our urban areas
- investing in core infrastructure to keep up with demand as well as indentifying now the big projects we will need in the future
- considering our strategic partnerships and the role of Central Government in supporting future development.

## POPULATION CHANGE

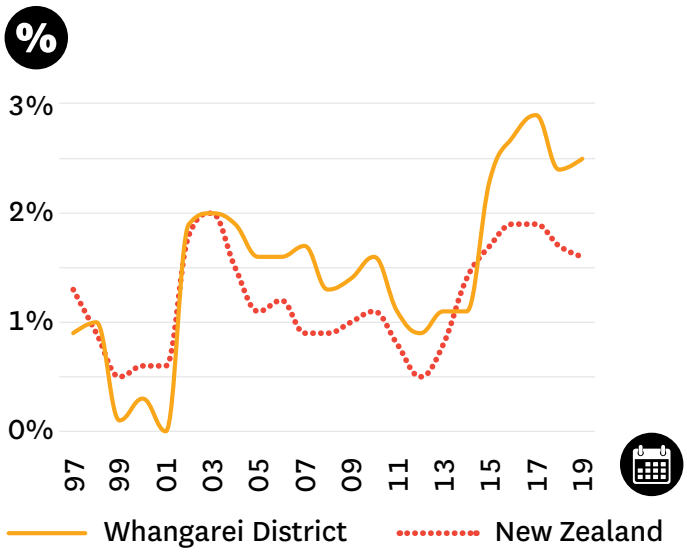
Over the last twenty years, Whangārei District has seen a period of sustained growth, with the population growing from 70,000 in 2000, to over 90,000, in 2018. In the last 10-year period, our annual growth rate was 1.25%. However, most of this growth has occurred over the last 5 years between 2013 and 2018, with an increase of 13,965 people.

There is always uncertainty with growth projections, which can be driven by factors outside the control of local government, or directed by events or trends than can be difficult to predict (such as COVID-19). Therefore, this Strategy looks at future growth using a scenario-based model using the best possible information, but acknowledging that growth may happen faster, slower or differently than we can anticipate at this time.

**ESTIMATED RESIDENTIAL POPULATION FOR WHANGĀREI DISTRICT 2006-2019**




**PERCENTAGE ANNUAL POPULATION CHANGE IN WHANGĀREI DISTRICT AND NEW ZEALAND, 1997-2019**



# CHANGES WITHIN OUR DISTRICT

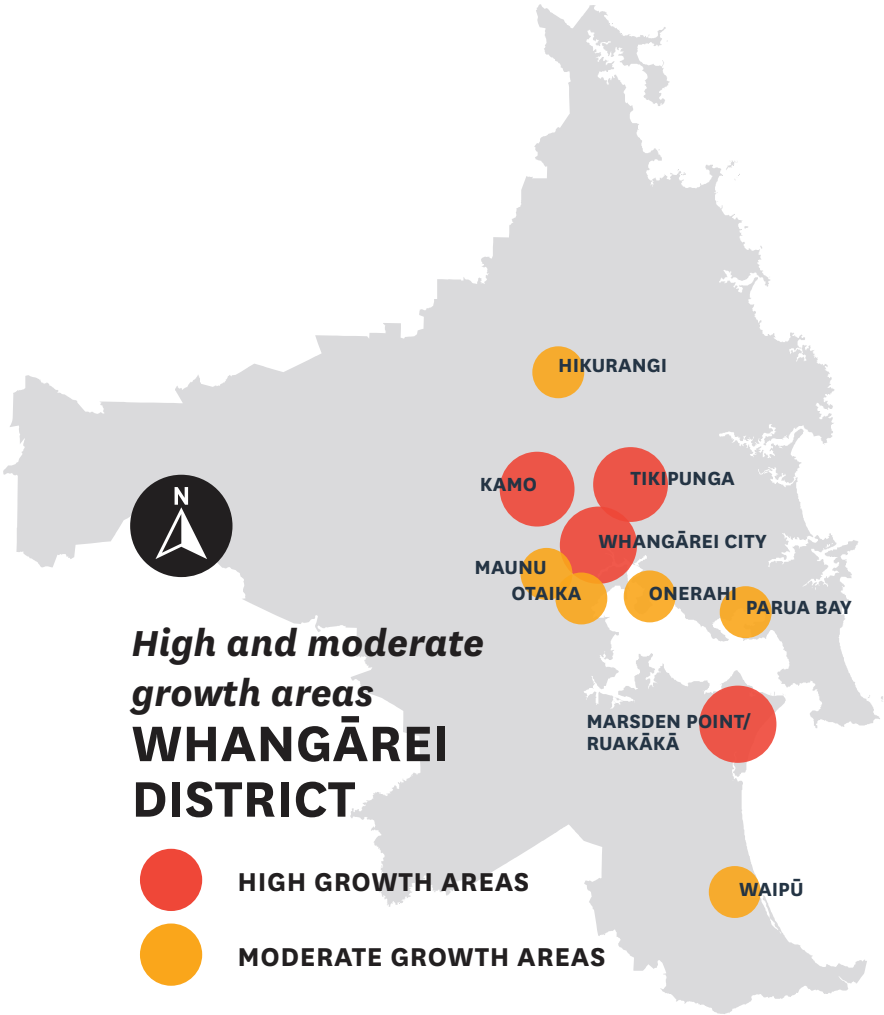
Our District's story of growth differs across our urban, rural and coastal communities. Between the two census collection periods (2013-18), these communities experienced significant growth:

| AREA (STATISTICAL AREA) | INCREASE IN POPULATION % FROM 2013-2018 CENSUS | INCREASE IN POPULATION (ACTUAL) FROM 2013-2018 CENSUS |
|---|---|---|
| TIKIPUNGA NORTH | 43% | 906 |
| MARSDEN BAY | 48% | 714 |
| WAIPŪ | 30% | 633 |
| KAMO EAST | 27% | 603 |
| RUAKĀKĀ | 29% | 579 |

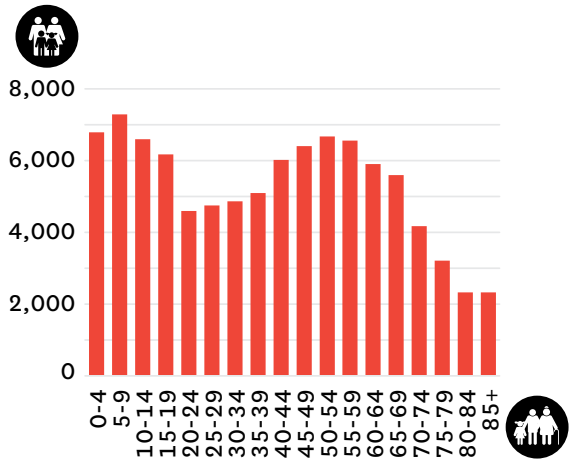
While many communities in the District are steadily growing, some areas are experiencing minimal or slower growth rates such as Whangārei City Centre, Mairtown, Otangarei, Kensington and Hikurangi. These communities are located in well-established suburbs and have less green field development potential.

Growth in our District is driving changes in our communities. The 2018 Census shows:

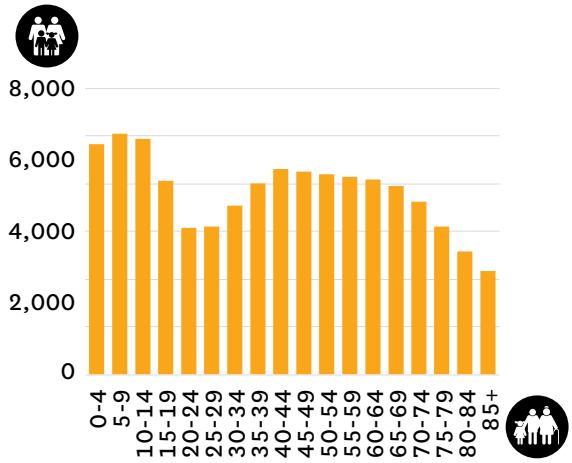
- we are getting younger, the median age has decreased to 41.4 years, with 21.2% of our population 0-14 years of age (compared with 19.3% in NZ).
- we have an increasing number of people under working age.
- there is a rising number of older people (65+) in the District, with 19.7% of the population made up of +65-year olds (compared with 15.3% in NZ).



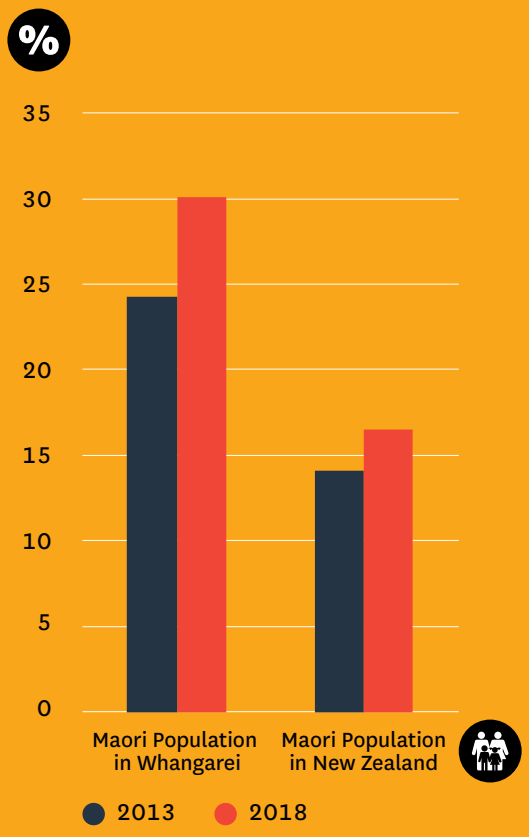

**WHANGĀREI DISTRICT AGE DEMOGRAPHIC 2020**




**WHANGĀREI DISTRICT AGE DEMOGRAPHIC 2048**



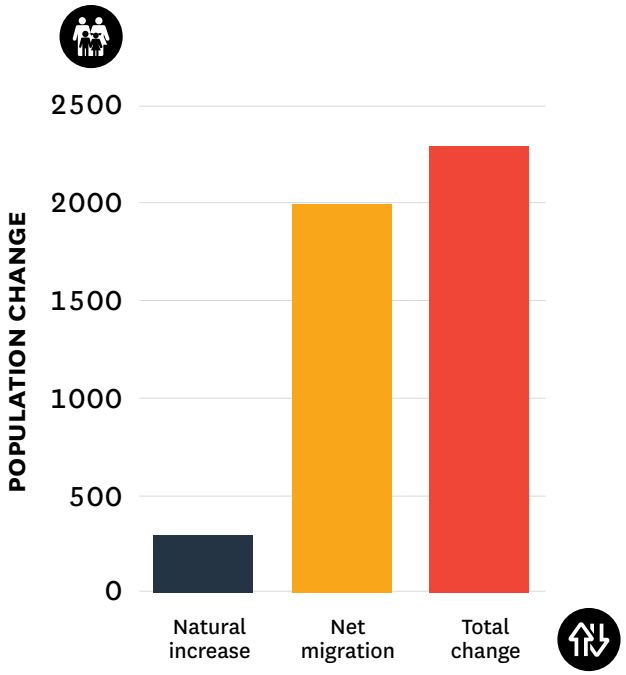
## MĀORI POPULATION COMPARISON




- Our Māori population increased to 30% in 2018, from 24% in 2013, while across New Zealand the Māori population increased to 16.5%.
- Whangārei is also culturally diversifying, with increasing Asian (5%), Middle Eastern (0.5%) and Pacific Island communities (4%).

Over the medium term, these trends are likely to continue. Knowing how the age structure of the population is changing is essential for planning age-based facilities and services, such as child care, recreation and aged care.

## SOURCES OF POPULATION GROWTH IN WHANGĀREI FOR 2019




## *Why is Whangārei a hot spot for growth?*

- It's the only city in Northland and home to major businesses, services and employers
- Lifestyle choice
- Our quality and pristine natural environment with world class beaches
- Two-hour drive from Auckland
- Our sub-tropical climate (known as the 'winterless north')
- Is connected to international and national markets through Northport and Whangārei Airport
- Our strong cultural identity and heritage

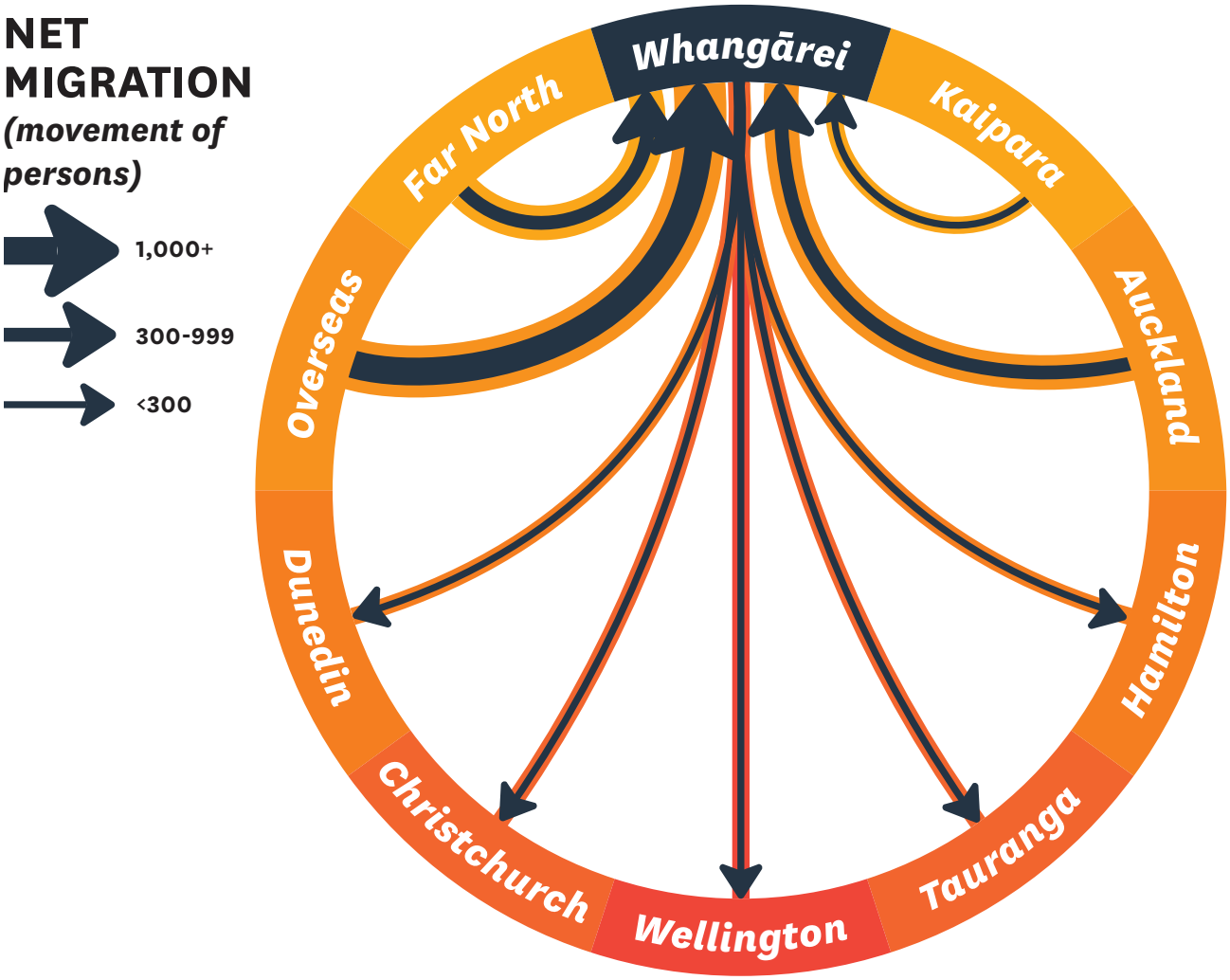
# WHAT IS DRIVING GROWTH IN WHANGĀREI?

Our growth is largely driven by people moving to Whangārei, rather than a natural increase in our existing population. Of those people moving to Whangārei, some are moving from overseas as either immigrants or returning New Zealand citizens. Some are moving from other locations in New Zealand, primarily Auckland. People moving out of Auckland are largely doing so due to pressures (housing costs, traffic, amenity) created by Auckland's population increase, which is largely driven by immigration.

Inter-regional migration, the movement of people within New Zealand, is a key driver of Whangārei's growth in recent years. Migration from Auckland to Whangārei appears to be the largest component of the change. We believe this is due to the District's pulling factors including our natural environment, comparatively affordable housing and employment opportunities.

These drivers for growth have important implications for thinking about the future of housing demand in Whangārei. If the District can preserve its attractive natural environment and relatively affordable housing while improving incomes and labour force participation, then it is likely to experience sustained growth, principally by attracting New Zealanders from other regions. Conversely, if house prices are moderate in Auckland, it may reduce the amount of growth that spills over to other parts of the Upper North Island. At present, the former scenario seems more likely.

**MIGRATION PATTERNS**



# WHAT DOES THE FUTURE LOOK LIKE?

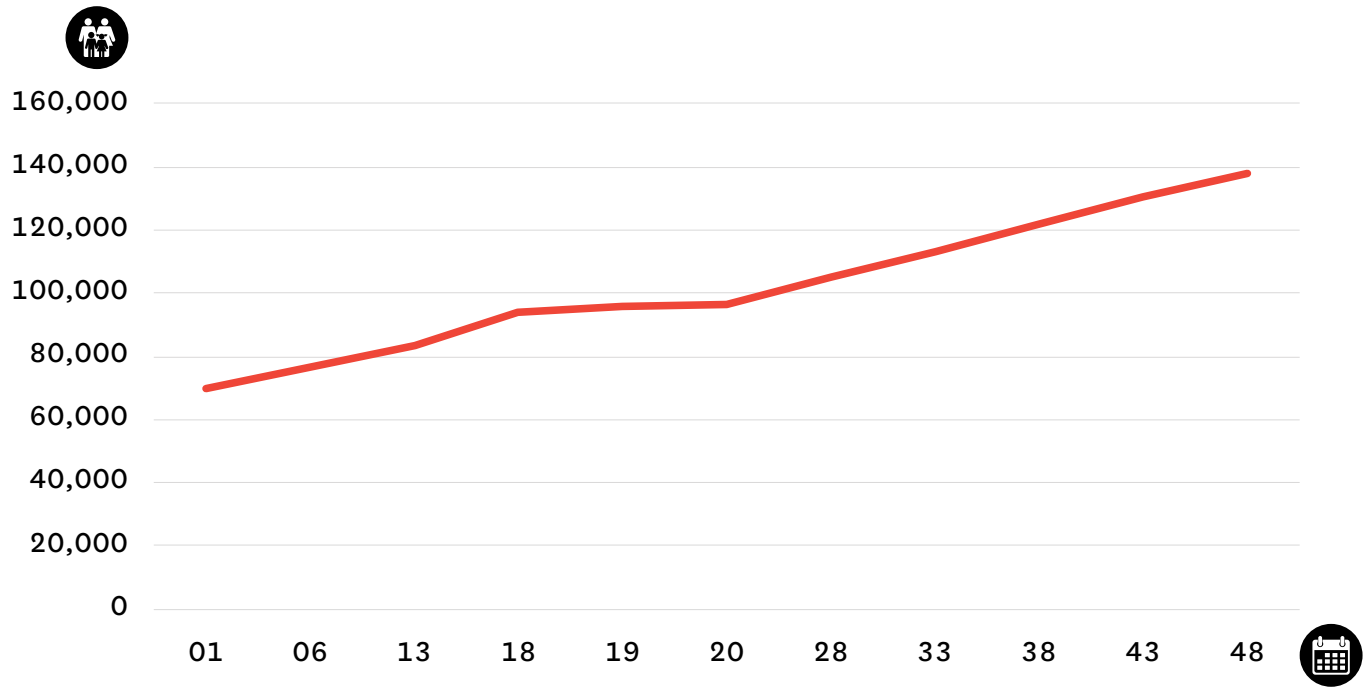
There is uncertainty about how our population growth will be impacted by COVID-19 and the associated economic downturn over the next few years. Although international migration numbers may drop, there may be an increase in the number of overseas New Zealanders returning home.

Despite this uncertainty, Whangārei will remain an attractive destination for growth into the medium and long term. Our population forecast predicts:

| INDICATOR | FORECAST |
|---|---|
| POPULATION 2048 | 138,161 |
| % POPULATION CHANGE 2020-2048 | 45.16% |
| AVERAGE % ANNUAL CHANGE | 1.3% |

We also predict growth in our younger and older populations. This will present both challenges and opportunities for our District. It will also mean we need to think carefully about the services we provide and where we provide them.

**FUTURE POPULATION GROWTH PROJECTIONS**



# Strategic Driver 2:
# *Successful Economy*

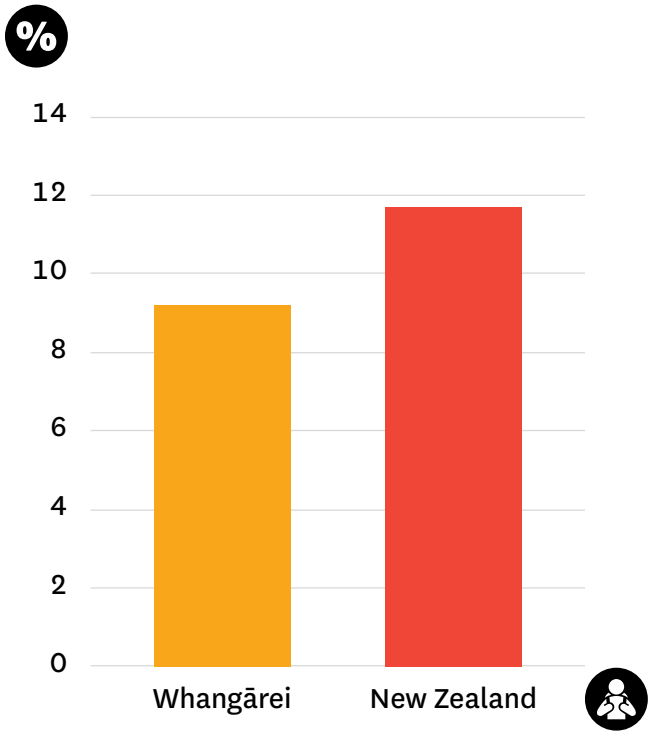
## ECONOMIC TRENDS AND SECTOR PROFILES

Throughout the last decade, Whangārei's economic prosperity has improved considerably. Whangārei has an optimistic medium and long-term economic outlook. In the short term, the economic impacts of COVID-19 will present some significant challenges.

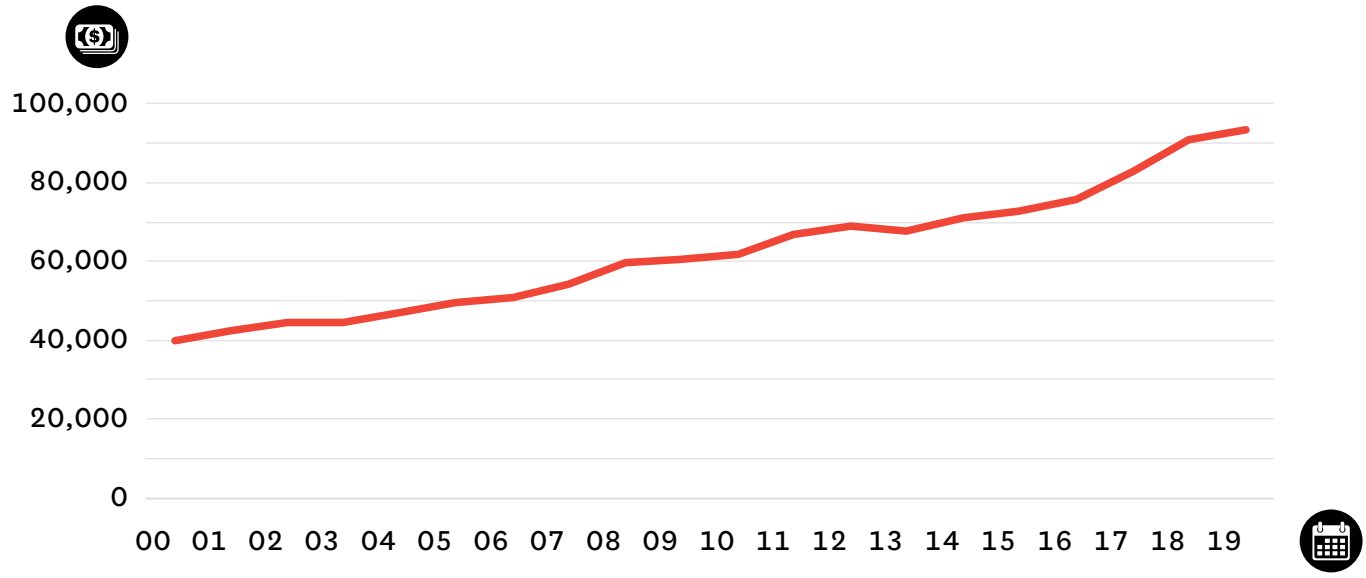
Key for the prosperity of our District is understanding whether our economic performance is translating into economic sustainability for our communities. The median household income has increased 39.12% between 2010-2019. The cost of living has also increased in a short period of time. This includes the gradually inaccessible costs for essentials including housing and food. Unfortunately for many people, a higher proportion of their income is being spent simply to get by.

**YOUTH ENGAGEMENT COMPARISON**

***15-24 year olds not employed or engaged in education/training***



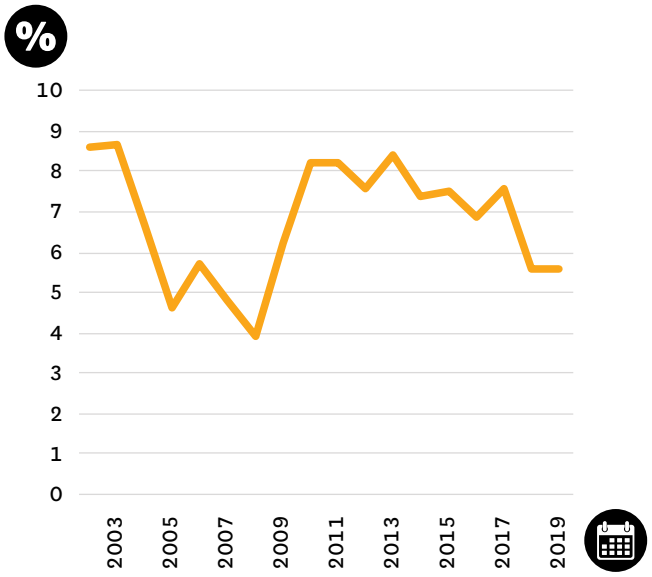

**CHANGES TO HOUSEHOLD INCOME IN WHANGĀREI DISTRICT**



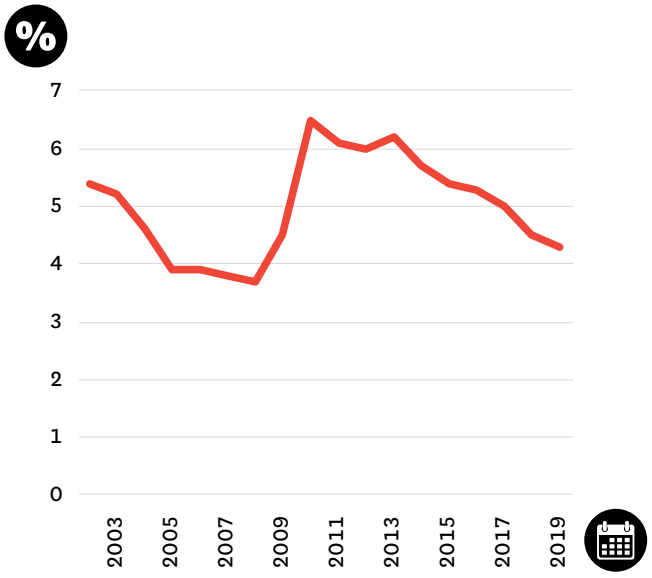
In the last 5 years, total unemployment across Whangārei District has reduced 2.5% in comparison to the national average of 1.6%. This would suggest the economic opportunities are translating across our communities.

**UNEMPLOYMENT RATE %**

***Whangārei***

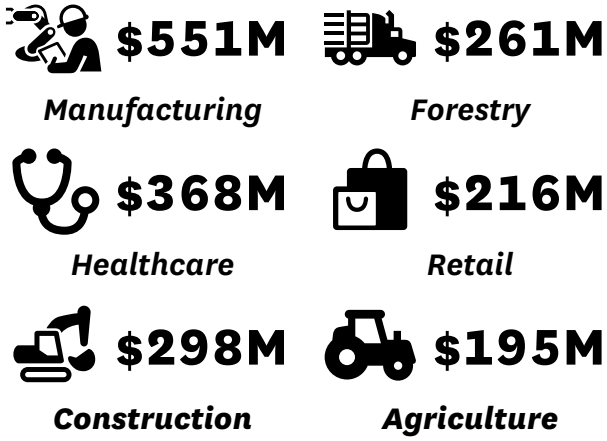



***New Zealand***

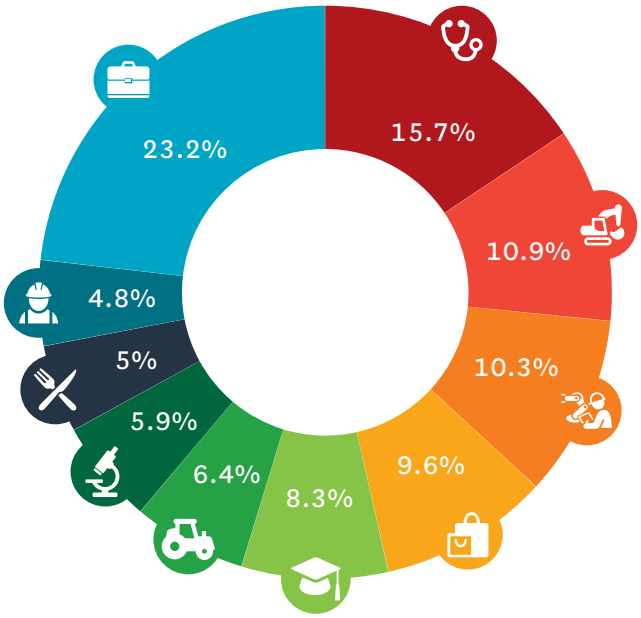



Our District is largely reliant on manufacturing, health care and social assistance, construction, agriculture, forestry and fishing.

**GDP BY KEY INDUSTRIES**




**PROPORTION OF FILLED JOBS BY SECTOR IN WHANGĀREI 2019**




- Health care and social assistance
- Construction
- Manufacturing
- Retail trade
- Education and training
- Agriculture, forestry and fishing
- Professional, scientific and technical services
- Accommodation and food services
- Public administration and safety
- All others

The success of these industries is important to our future economic prosperity with opportunities particularly in our Primary sectors expected to grow exponentially. While this brings about many opportunities for our communities, it also increases our future vulnerabilities in times of economic downturn.

# FUTURE PROSPERITY

Early into the COVID-19 pandemic lockdown, our Council endorsed a COVID-19 Response Strategy. This Strategy aims to set a path for the recovery and reset of our economy in response to economic crisis associated with COVID-19.

| 1 | 2 | 3 |
|---|---|---|
| **Stage 1**<br>**RESTART**<br>Respond to ***immediate impacts*** on key economic sectors | **Stage 2**<br>**RECOVERY**<br>Support ***ongoing and quick economic recovery*** across the District | **Stage 3**<br>**RESET**<br>Reset to ***more inclusive, resilient and sustainable economy*** |

Ongoing economic monitoring and reporting to inform decision making

| | | |
|---|---|---|
| The initial focus will be on highly impacted sectors in Whangārei. This stage will look at actions we can implement now and may only be temporary. The sectors we will focus on include: tourism, construction, hospitality and manufacturing.<br><br>e.g. rent relief for commercial tenants in Council property. | This stage will have a broader focus and look at recovery of all sectors. The actions may take longer to implement but will be informed by ongoing monitoring and reporting.<br><br>e.g. boosting current and future capital programmes to support the construction sector. | We acknowledge that our economy will not go back to the way it was before COVID-19. We take this opportunity to make our economy better. As our economy resets, we will work to maximise existing strengths and ensure we are more resilient to future shocks through a broader economic base. We want to be sustainable for our environment and communities, and more inclusive, to ensure our whole community sees the benefits.<br><br>e.g. support a circular economic model through our procurement processes. |

### *Tai Tokerau Northland Economic Action Plan*

The Tai Tokerau Northland Economic Action Plan was launched in 2016 and refreshed in 2019. It is an overarching action focused plan that identifies key opportunities that will have the greatest impact on Northland's economic growth and social wellbeing.

The Action Plan brings together initiatives that are happening in the region and will continue to change, evolve and be refined in response to new opportunities. It provides a long-term collaborative approach to Northland, our local businesses, hapū and iwi Māori, local and central government.

https://www.northlandnz.com/northland-inc/regional-initiatives/economic-action-plan/

This Growth Strategy is focused on the long term, but it still has an important role to play in the resetting of our economy by reducing our environmental impact, improving training and education initiatives as well as making our District more resilient to future shocks.

Economic opportunities for many people across the District are being placed under jeopardy by impacts of a changing climate. Without early action, this increases the likelihood of a range of scenarios, such as flood events, which will impact our key industries.

We have a strong economy and we want it to recover and ultimately thrive. This Strategy sets out to support this through the following:

- ensuring we have enough business land to meet demand
- identifying strategic opportunities which will boost our economy and generate training/education opportunities
- giving clear direction and certainty about where our District is heading
- prioritising Whangārei City Centre as a hub for our District and the wider Northland region.
- promoting infrastructure to support our economic activity.

## BUSINESS LAND DEMAND

Our analysis of business demand and capacity suggests that there would be sufficient zoned vacant land to meet demands for business land in the short, medium and long term.

A key challenge is to ensure that land zoned for business and industrial uses are in the right place. This means, close to arterial and state highway networks, large sites of regular shape on land that is reasonably free from topographical constraints.

We also need to ensure that we maintain our existing business and industrial land, so that it is not compromised through:

- 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)
- fragmentation of large sites suitable for large industrial or logistical activities
- infrastructure constraints or capacity issues.

Our port and the adjacent industrial and business land offer a significant opportunity for future growth, particularly as port activity expands. We need to ensure that this land is maintained so we can take full advantage of economic development.

**BUSINESS LAND DEMAND AND CAPACITY ASSESSMENT**

| TIME PERIOD | SHORT TERM (3 YEARS) IN HECTARES | MEDIUM TERM (10 YEARS) IN HECTARES | LONG TERM (30 YEARS) IN HECTARES |
|---|---|---|---|
| INDUSTRY | 55.6 | 121.0 | 209.5 |
| RETAIL AND PERSONAL SERVICES | 0.9 | 15.8 | 32.4 |
| OFFICE BASED ACTIVITIES | 0.6 | 2.4 | 4.3 |
| HEALTH, EDUCATION, AND COMMUNITY SERVICES | 2.7 | 6.9 | 11.6 |
| TOTAL DEMAND | 59.8 | 146.1 | 257.8 |
| TOTAL VACANT CAPACITY | 540.2 | | |
| SUFFICIENT TO MEET OVERALL DEMAND? | Yes | Yes | Yes |
| SUFFICIENCY BY DEMAND BY SECTOR? | Yes | Yes | Yes |

## *Whangārei City Centre*

Through the City Centre Plan and City Core Precinct Plan, our Council and community have a created a shared vision for a vibrant, busy and well-designed city centre. These plans recognise that a successful city centre is a fundamental aspect of a thriving District economy. To deliver change, the plans focus on the delivery of the following transformational moves:

1. Develop an experience focused pedestrian-friendly city core
2. Create a balanced movement network for pedestrians, cyclists and vehicles
3. Identify strategic development sites to be catalysts for change
4. Enable inner city living to create a vibrant urban community
5. Ensure quality design is delivered across all our public spaces and private development.

The Northland region is undoubtedly an area that possesses great economic opportunities in the coming years:

***1. Changes in the tourism sector as we recover from COVID-19***

This will see a continued reliance on domestic tourism. Uncertainty around international tourism will impact our economy, with opportunities such as cruise ships no longer being on the short-term horizon.

***2. Growth of e-commerce***

COVID-19 has sped up the adoption and use of e-commerce. This could have profound impacts on our retail and service sectors, but also, opportunities for new business in our District.

***3. Infrastructure opportunities***

Central Government's future investment into key infrastructure assets will continue to grow, providing new employment opportunities and increasing education options for our people.

***4. Green technology***

The development of new green technology will improve levels of innovation which will look to drive future environmental policy direction.

***5. Continual growth of the primary industries and production***

Our primary industries are seeing more opportunities on a national and international scale. Food production industries in Whangārei are expected to benefit from the high global demand.

***6. Investment to support Māori enterprise***

As long as the Māori unemployment rate continues to stay at current levels, the level of inequality across the District will only increase. There is still an underlying gap in the opportunities for many of our Māori population. As a Council, we can advocate to improve the accessibility to education and training opportunities to try mitigate this trend.

# Strategic Driver 3: ***Housing needs***

As our population increases, we will need more houses. We expect to need an additional 20,000 homes over the next 30 years. But it's not just about the number of homes, we also need to ensure that new homes built in the District meet our communities needs in terms of affordability, housing types, location and quality.

The Growth Strategy encourages housing diversity and choice. Examining our changing demographics and household composition we can start to predict what types of housing people will need in the next 20 or 30 years.

## HOUSING SUPPLY

A key driver for this strategy is to determine the need for housing in our District over the next 30 years and ensure we have plans and processes in place to meet that need. The basis for this work is a Housing Capacity Assessment which we are also required to do through the National Policy Statement on Urban Development.

In 2018 we undertook a housing demand and capacity assessment. It found our District Plan can provide sufficient capacity to meet short, medium, and long-term demand for housing in the District.

This assessment looks at:

- an estimate of the number of housing we will need as our population grows and changes.
- the available land that has been zoned in the District Plan for housing
- whether that land has the necessary infrastructure for development
- the feasibility, to determine whether it is likely that the development will get built.

### *What is feasible capacity?*

Feasible capacity takes into account the true cost of building a house, such as building materials, land and labour. It then compares that cost with the likely value of the house at the point of sale.

If the profit made is over 15 percent, then the development is considered feasible.

This is important, because we want to ensure that the development we enable is feasible, because if it is not, it is very unlikely that it will get built. It is also important to note that feasibility changes over time. As the housing market fluctuates, what is not feasible now may become feasible in the future.

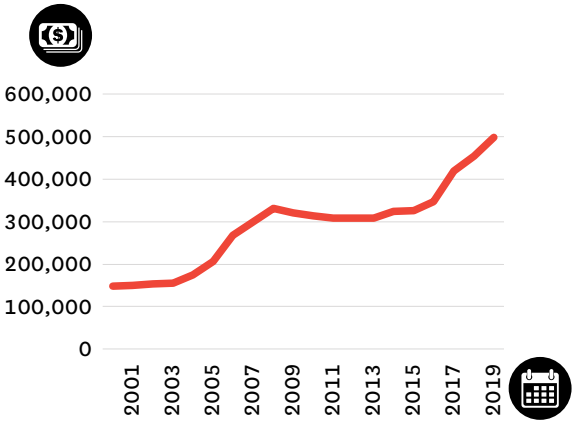
Despite having enough capacity for housing, we still need to consider carefully how this is enabled to ensure:

- we provide a choice of housing across our urban area and growth nodes
- integrate development with quality infrastructure provision.

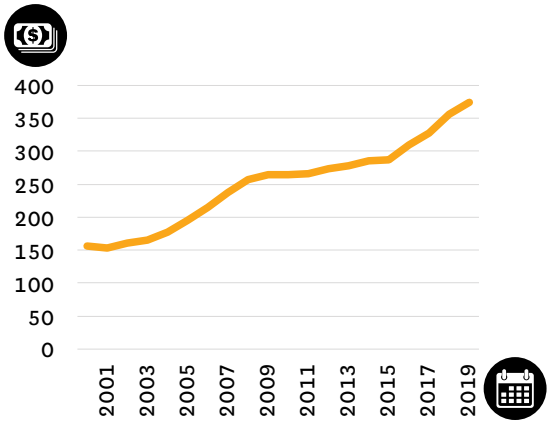
Due to COVID-19, in the short term we may see a delay in the supply and delivery of housing. However, this will recover in the medium to long term. Central government-driven housing and social housing provided through Kainga Ora will continue.

More detail on how we will accommodate the new homes we need can be found in the Future Development Strategy.

**MEDIAN DWELLING PRICES**




**MEDIAN RENTAL PRICES**




**37,940**
dwellings in 2019

**1,351**
dwellings managed by Kāinga Ora (Dec 2019)

**▲7.7%**
dwelling increase from 2013-2018 compared with 6.2% in NZ

**86.8%**
separate houses

**11.2%**
medium density

**$497,438**
2019 median house price

**1.9%**
other dwelling (dwelling structures in 2018)

**164**
Housing units for older people

## *Housing for older persons*

Council provides 164 pensioner units for aged residents living in Whangārei District. There are 142 one-bedroom units, 17 bedsits and 5 two-bedroom units located in Kamo, Tikipunga, Maunu, Onerahi and Hikurangi.

Rent is calculated at 30% of your weekly superannuation for units and 28% for bedsits. At present, Council contracts the tenancy and property management of the pensioner units.

This type of housing is much needed in our communities and in demand. There is an opportunity for Council to assess our pensioner housing stock and look at resourcing through our Long Term Plans.

# HOUSING DIVERSITY AND CHOICE

Housing diversity is defined in a variety of ways. It can include the housing typology, size (floor area), number of bedrooms, character and age of dwellings. Providing a range of housing types is important because people and households, whether a growing family or retired couple, all have different housing needs.

A challenge for our District is that the majority of houses that have been built are stand-alone dwellings. Very few apartments or townhouses and even retirement units have been built, compared to similarly sized New Zealand cities.

**BUILDING CONSENTS FOR ALL BUILDINGS**

Placeholder -
Building consents graph to come

Co-housing developments offer shared facilities and spaces which are developed and managed by their residents. They significant advantages in costs, sustainability and community wellbeing. Our urban area could accommodate a number of these types of development along with other housing types to provide a range of housing options.

Providing greater choice of housing will not just mean that more of our community will live in homes that are fit for purpose. It can also have wider benefits:

- greater choice of apartments and townhouses can support the revitalisation of our city centre
- a choice of housing in closer proximity to places of work and education can reduce travel times and traffic congestion.
- for newly formed households, housing choice may enable them to remain in the same location while their family grows, while for older couples it may enable them to 'downsize' the family home to a smaller option. Housing diversity provides greater housing choice, which can generate economic and social benefits.

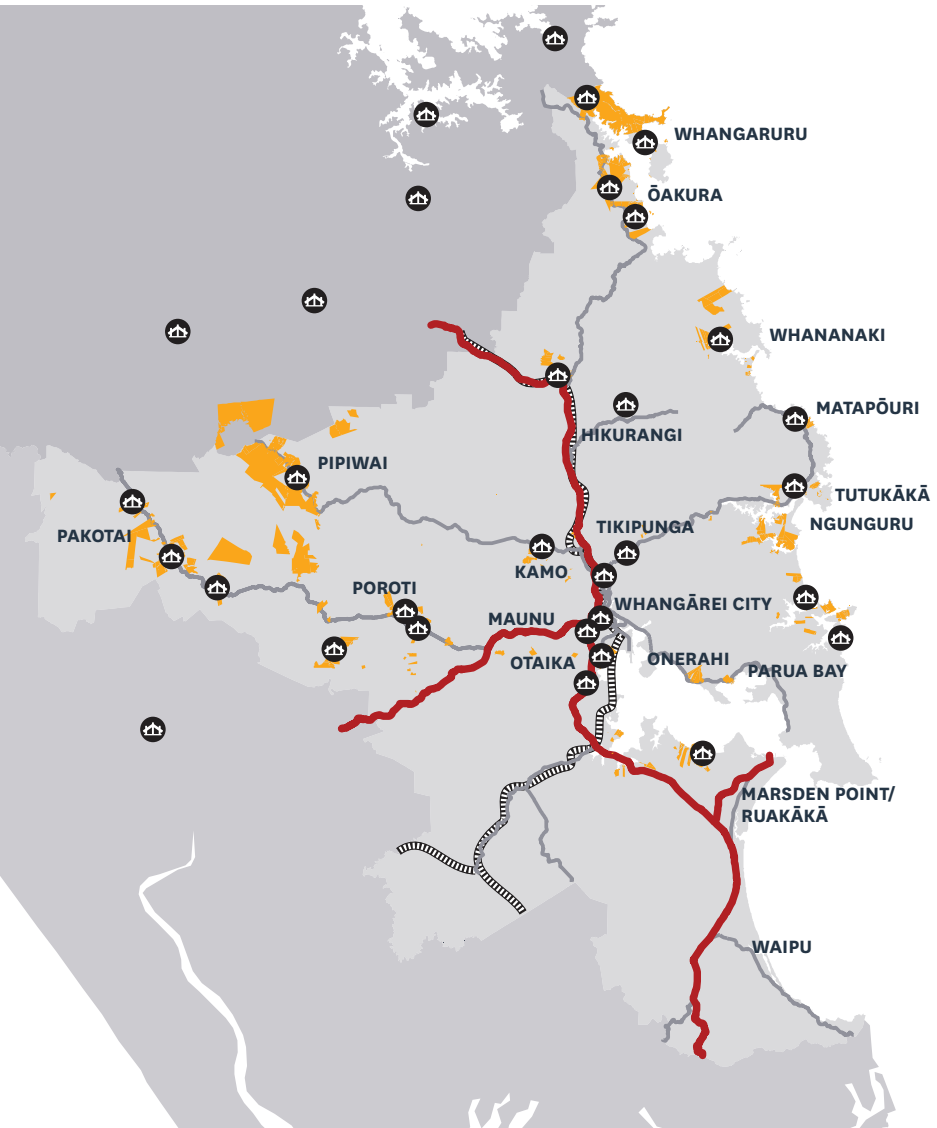
# PAPAKĀINGA HOUSING AND DEVELOPMENT

Council is committed to enabling papakāinga housing on Māori land. Papakāinga development may not solely focus on providing housing, it also includes activities such as community, education and recreational facilities, places of assembly and industrial and commercial activities, all of which are directly associated with the communal nature and function of the Papakāinga.

Papakāinga can play an important role in the future of housing in Whangārei. It is important to acknowledge the many challenges through regulatory, financial and land tenure institutions that are unique to Papakāinga developments that other housing developments do not experience. Council has a key role in enabling and supporting Papakāinga in Whangārei. Our District Plan provisions seek to provide opportunities for Māori land owners to develop and live on their ancestral land. The full suite of our Papakāinga development policy provisions in the District Plan became effective in 2018. This year, we are hoping to receive our first application under these provisions and have been working with the project team representing the land owners to progress the development of the application.

There remain opportunities to collaborate with government agencies and stakeholders to simplify processes and administrative work, for example, incorporating processes between the Māori Land Court and WDC.

In Whangārei District, 4.25% of land is in Māori ownership. This equates to approximately 11,000 hectares. The majority of this land is located in rural and coastal environments.




N

***Papakāinga opportunities***

**WHANGĀREI DISTRICT**

- STATE HIGHWAY
- RAILWAY
- ARTERIAL ROADS
- MARAE
- PAPAKĀINGA OPPORTUNITIES

# HOUSING AFFORDABILITY

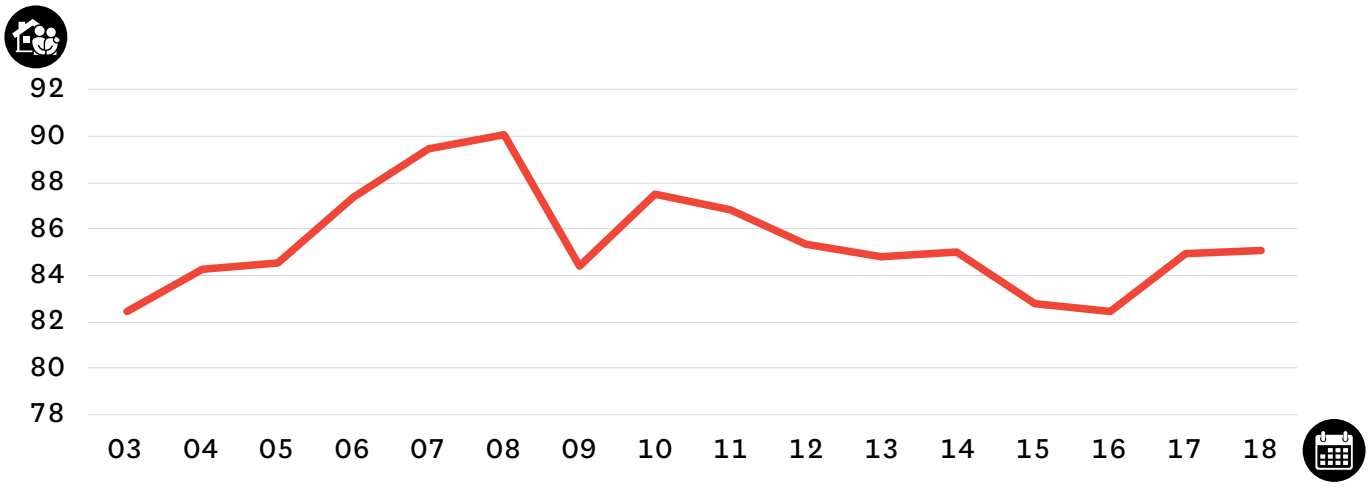
The affordability of housing in Whangārei is becoming an increasingly severe issue. Since 2010, our median dwelling sale price has increased by 67% and our rents have increased by 44%. Over the same period our median household income has increased by 37.6%. These trends highlight the housing affordability issues faced by many in our community.

Currently, 67% of households that are renting and 85% of first home buyer households have below than average incomes after housing costs.

This data indicates that there is an ongoing housing affordability issue in Whangārei. There are many factors that drive affordability, not just the supply of housing. Ongoing analysis will determine what locations in our District, and what parts of our community, are impacted the greatest by affordability. Unaffordable housing can result in economic hardship and increased social deprivation. This may lead individuals or families to:

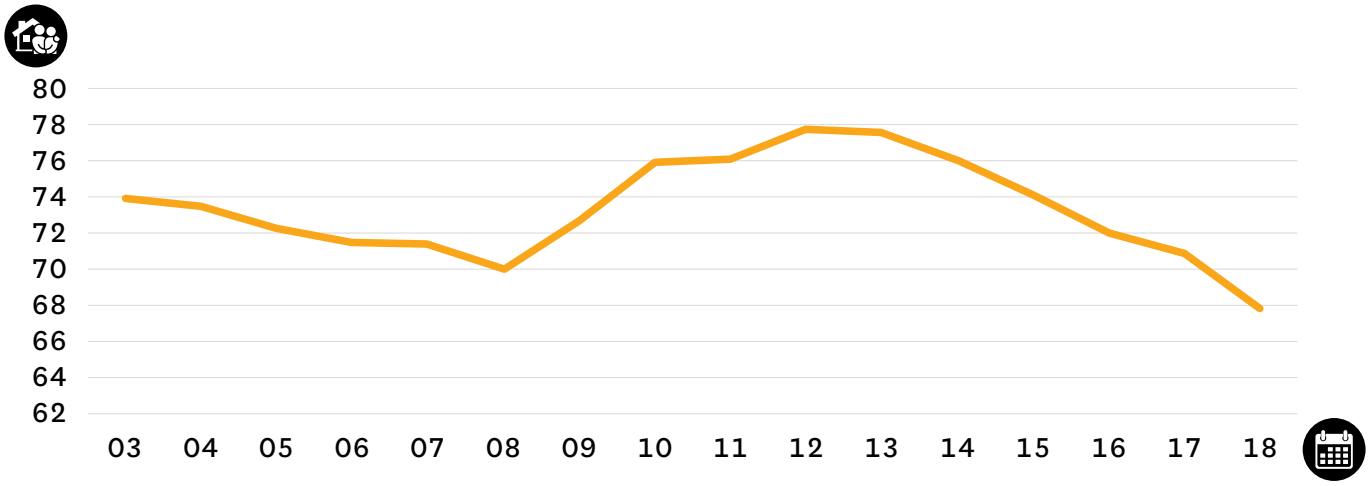
- be without shelter, sleeping rough in cars or on the streets
- live in unsuitable and/or unhealthy temporary accommodation
- share living arrangements that lead to overcrowding.

**HOUSING AFFORDABILITY MEASURE**




* Higher number indicates more households are below the average and a lower level of affordability

**RENTAL AFFORDABILITY MEASURE**




*Higher number indicates more households are below the average and a lower level of affordability

It is noted that the data for 2018 -2019 shows a drop in the percentage of households with a proportion of total housing costs greater than the national median. This could be a sign of improved affordability linked to lower mortgage interest rates.

## HOUSING QUALITY

The quality of existing housing stock is a growing issue in Whangārei. Poor quality housing has wide-ranging impacts which are well documented internationally and in New Zealand.

Unhealthy homes are often cold, damp and mouldy due to inadequate insulation, heating and ventilation. People who live in unhealthy homes have increased risk of contracting a range of serious and avoidable illnesses such as meningitis, rheumatic fever and pneumonia. Poor quality housing is a significant driver of hospitalisation among children and in the general population, and is linked to the following diseases:

- asthma
- respiratory infections
- rheumatic fever
- cardiovascular disease
- respiratory illnesses and infections, including asthma, bronchiolitis, pneumonia, bronchiectasis and tuberculosis.

Sub-standard housing at least doubles the risk of admittance to hospital for pneumonia and is the most important risk factor for rheumatic fever and meningococcal disease. Māori and Pacific children are at a significantly greater risk of hospitalisation and death from preventable housing-related disease. Rates of hospitalisation in New Zealand for Māori aged 15-29 with bronchiectasis were 14.5 times higher than for non-Māori, Pacific and Asian (MPA) peoples.

Along with the health impacts, poor quality housing can have a significant impact on household incomes and ultimately the affordability of housing. The increased costs associated with home heating and maintenance can be a significant burden on household budgets.

Despite Whangārei's warm climate, the 2018 Census has identified a relatively high occurrence of dampness and mould, both of which are an indication of poor-quality housing that lacks adequate insulation, ventilation and heating.

As affordability remains an ongoing issue in Whangārei, alongside our relatively high levels of deprivation, the ability for improvements to be made to housing stock remains uncertain without support or incentives.

**PERCENTAGE OF HOUSEHOLDS RECORDING DAMP AND MOULD IN WHANGĀREI DISTRICT (2018 CENSUS)**

| INDICATOR | HOMES IN WHANGĀREI | HOMES IN NEW ZEALAND |
|---|---|---|
| SOMETIMES DAMP | 22.6% | 18.5% |
| ALWAYS DAMP | 3.9% | 3% |
| MOULD OVER A4 SIZE SOMETIMES PRESENT | 16% | 12.6% |
| MOULD OVER A4 SIZE ALWAYS PRESENT | 5.6% | 4.3% |

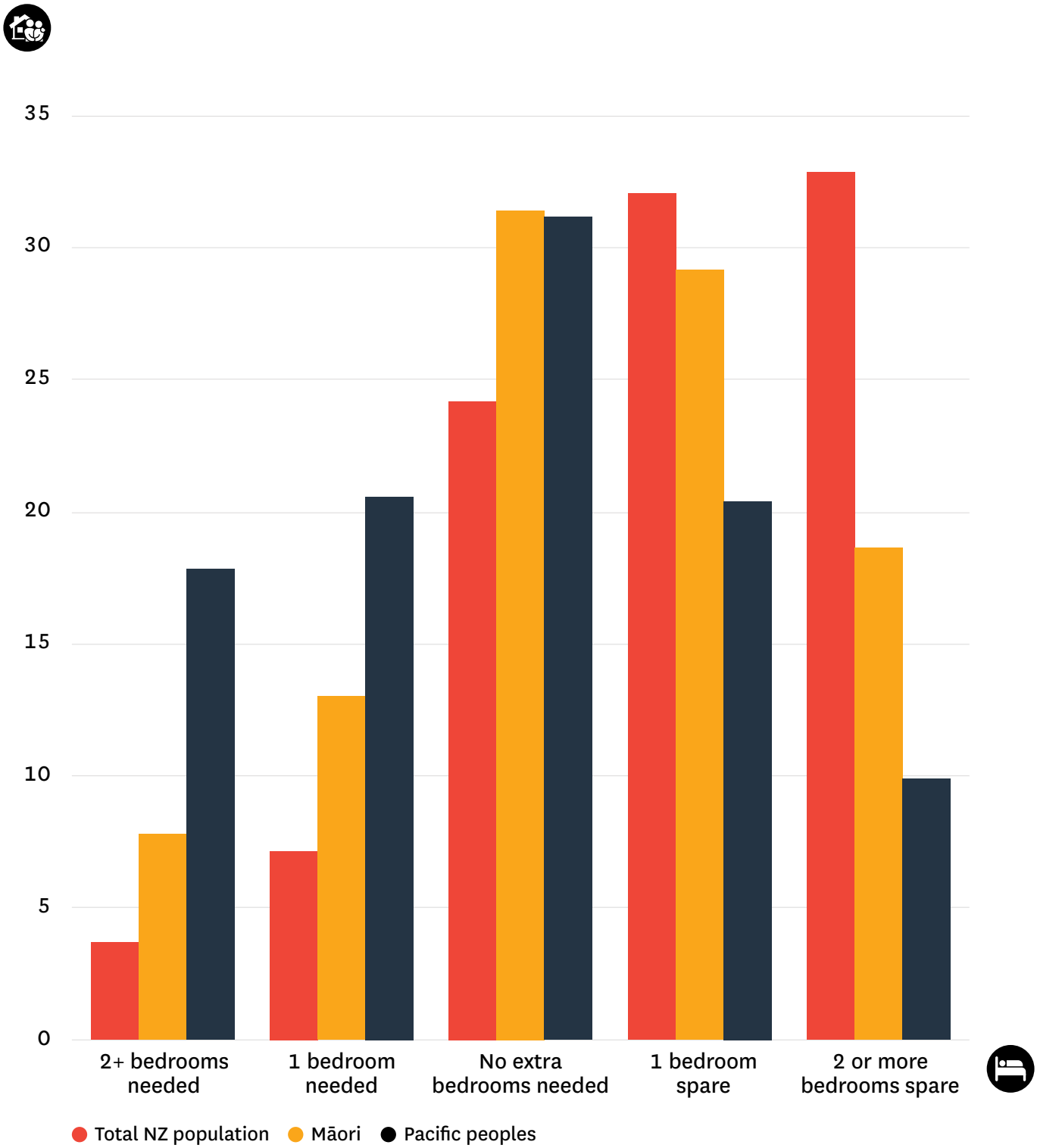
Source: Statistics New Zealand 2020

# OVERCROWDING

Crowding is caused when the homes that people live in are too small to accommodate the number of people in a household. There are different ways to measure crowding. The capacity of a dwelling can be measured by floor area, or the number of bedrooms or rooms.

Crowding rates are higher for Pacific peoples and Māori in New Zealand than other groups. On a national average, around 1 in 5 Māori experience crowding and in Northland, 1 in 4. Crowding can pose an increased risk of health issues such as greater risk of infectious disease transmission. Knowing where crowding is most concentrated will assist in distributing help and/or resources to vulnerable communities.

**OVERCROWDED HOUSEHOLDS IN NEW ZEALAND 2018**



# Strategic Driver 4: *A changing climate*

The impacts of a changing climate will result in significant challenges to our District development. The latest climate modelling indicates that we can expect ongoing changes in coming decades that will impact our communities throughout the District.

Changes to climate such as sea level rise, higher rainfall intensity, prolonged dry spells and extreme weather events will impact on Council activities. Key assets such as roads, water infrastructure and sea walls will face increased and ongoing exposure to changes in tidal water, storm surge, surface flows and groundwater. It is essential that climate change projections are kept in mind when planning investment into new, and replacing existing assets. New infrastructure will need to recognise future pressures and be resilient and adaptable.

In addition, Council planning rules around development in areas subject to climate hazards such as foreshores, floodplains and overland flow paths will require a good understanding and consideration of risks to our community over the short, medium and long term.

Whangārei City Centre and Marsden Point have been identified as two key areas that will become increasingly vulnerable to the changing environment. Flood susceptibility concerns will place increasing pressures on both residential properties and Council owned infrastructure. Future planning practices will need to take into account these environmental changes.

**WARMER TEMPERATURES**

**2040**

an increase of 0.7°C to 1.1°C.

**2090**

Up to 3.1°C hotter

**RAINFALL**

**23%**

less spring and winter rainfall by 2100

Higher intensity rainfall events

More severe storm events

**SEA LEVEL RISE**

**75cm**

by 2100

**DROUGHTS**

More frequent dry spells

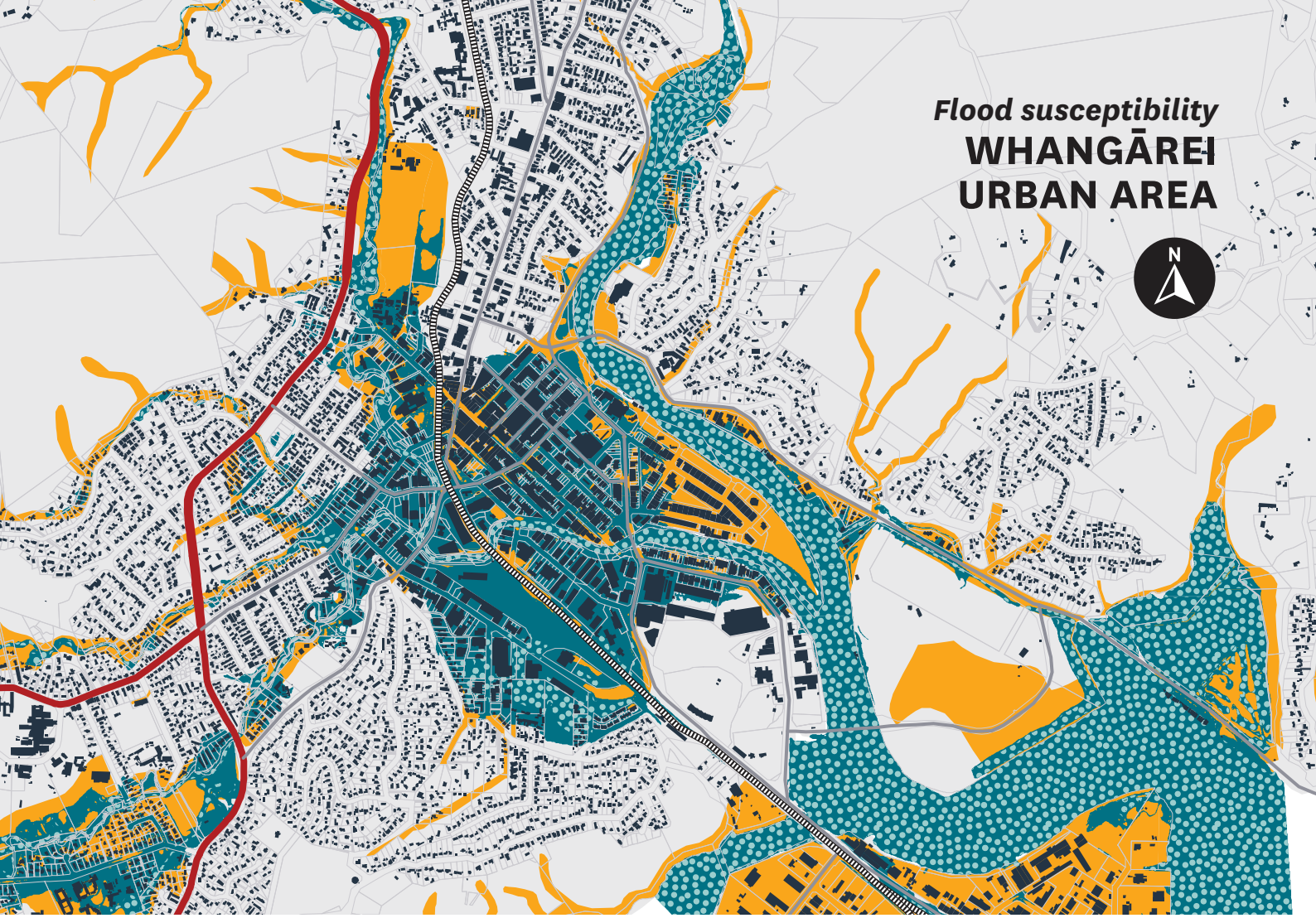
Lower river flows and aquifer levels

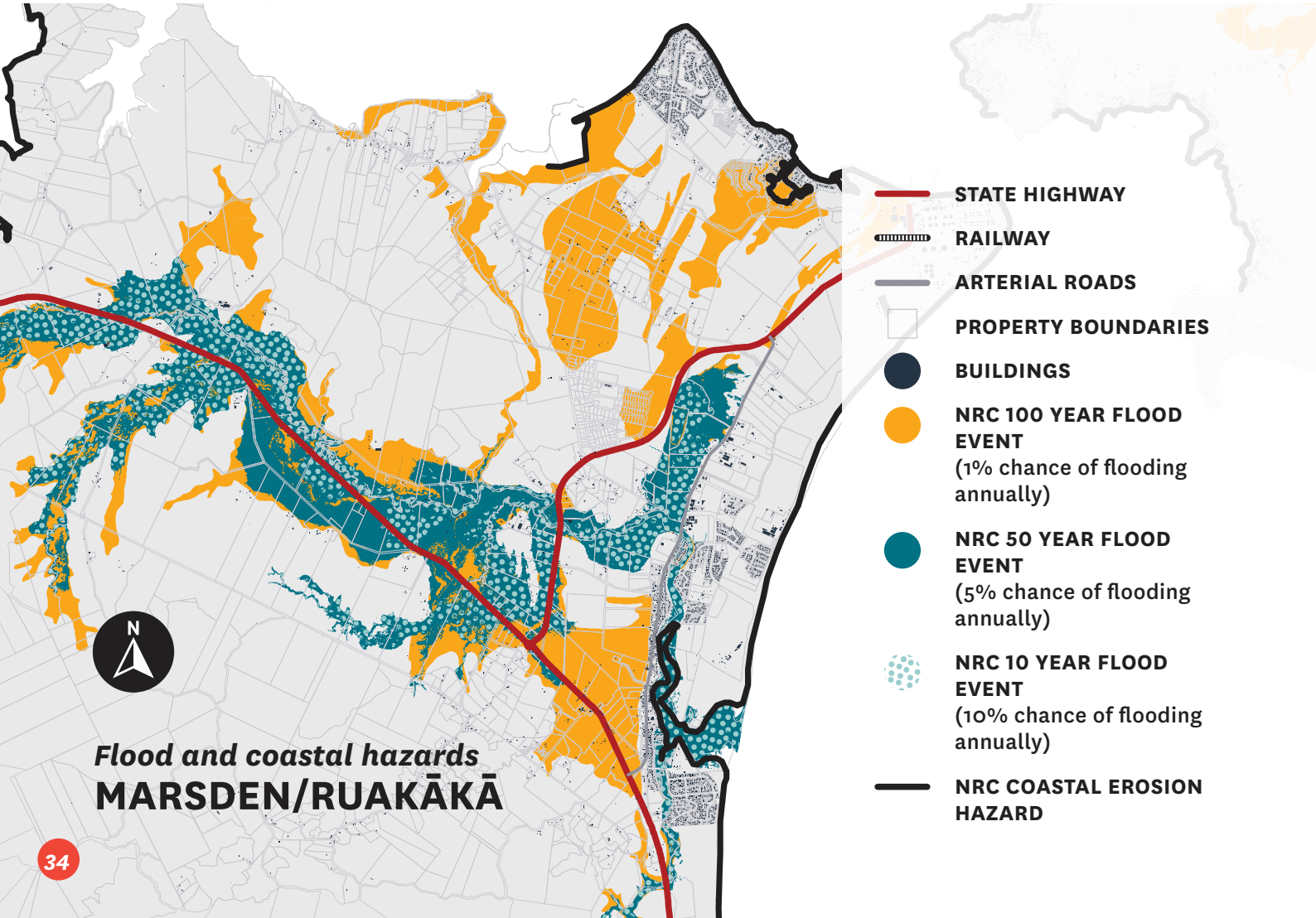
**BIOSECURITY**

New/'sleeper' pests impacting on biodiversity and agriculture/ horticulture practices.

### *How to respond to sea level rise?*

1. Build protection such as sea walls to mitigate impacts from rising sea levels and storm events.
2. Allow water in, through natural systems such as wet lands.
3. Managed retreat of buildings away from areas at risk.


Flood susceptibility
WHANGĀREI
URBAN AREA
N


Flood and coastal hazards
MARSDEN/RUAKĀKĀ
N
STATE HIGHWAY
RAILWAY
ARTERIAL ROADS
PROPERTY BOUNDARIES
BUILDINGS
NRC 100 YEAR FLOOD EVENT
(1% chance of flooding annually)
NRC 50 YEAR FLOOD EVENT
(5% chance of flooding annually)
NRC 10 YEAR FLOOD EVENT
(10% chance of flooding annually)
NRC COASTAL EROSION HAZARD

***Climate change risks for Whangārei include:***

- our natural systems and infrastructure networks won't work as well or will cease to function as a result of a changing climate or extreme events
- direct impacts on biodiversity, cultural heritage, productivity or changes in market demands for goods and services
- unequal distribution of negative impacts on groups such as the elderly, the very young, those living in poverty or with chronic health issues.

***Climate change opportunities for Whangārei include:***

- innovation and savings through the transition to a low carbon economy
- cost savings from embedding climate change considerations into longer-term infrastructure and planning decisions
- reducing costs needed for major retrofitting as impacts become more frequent and severe.

## CLIMATE ACTION PLAN

On 25th July 2019, Whangārei District Council declared a climate emergency. The declaration from our Elected Members allows for Whangārei District Council to begin developing our Draft Climate Action Plan (CAP). The declaration of a climate change emergency in the District reflects Council's concerns about climate change, and recognises the speed and extent of the change in thinking and action needed to avoid the worst impacts of climate change. The CAP commits WDC to collaborating with Central Government, other local authorities, iwi, hapū, our business sectors and the community to work towards collective climate change mitigation and adaptation. In the beginning stages of the CAP, a series of outcomes have been drafted:

***Honouring the Treaty of Waitangi***

- Our commitment to our partnership with hapū and iwi under the Treaty of Waitangi is embedded in everything we do.

***Reducing emissions***

- Reduce the greenhouse gas emissions of the Council and Whangārei District in line with the Government's national emission reduction targets or better.
- Council support hapū, iwi, the community and industry towards a Carbon Zero 2050.

***Drawing down carbon***

- Whangārei is sequestering carbon.
- The cooling capacity of Whangārei is growing.

***Adapting to Climate Change***

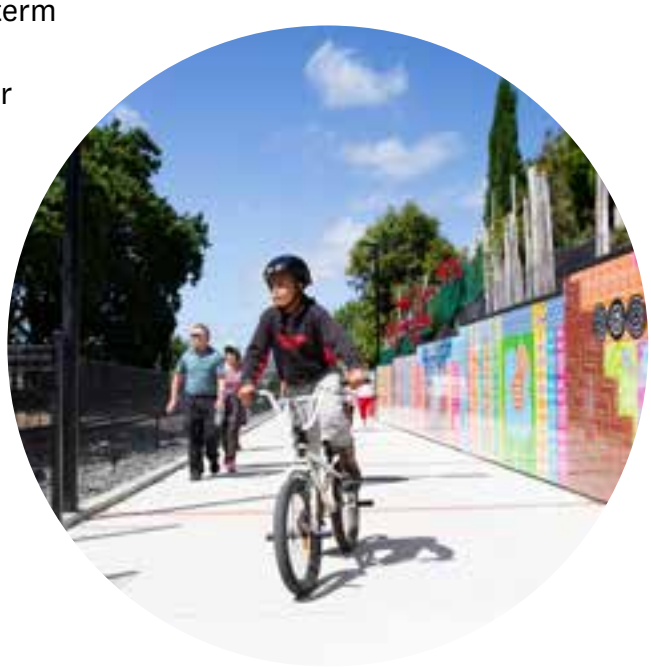
- Council future-proofs its resources, assets and services from the risks of Climate Change.
- Council works with hapū, iwi, industry and communities to prepare for and adapt to the impacts of climate change.

***Community Ownership***

- The residents of Whangārei are informed, engaged and take ownership of this kaupapa.

## TAI TOKERAU CLIMATE ADAPTATION GROUP

Established July 2018, the Tai Tokerau Climate Change Group aims to promote actions to mitigate the effects of climate change. The Tai Tokerau Climate Action Plan incorporates the knowledges and specialties of a wide-range of organisations, volunteer groups, and iwi and hapū. The Action Plan is a long-term vision for our District to achieve a holistic approach towards an environmentally sustainable approach for all of the District's sectors. It is an incorporation of actions that are to be implemented by our communities which set out different categories. Below is an agreed set of actions taken by different groups across the District.



1. Healthy Homes Tai Tokerau is reducing energy consumption with insulation and solar power installations.
2. Pak'n'Save Whangārei recently replaced its refrigeration with much more climate friendly $CO_2$ refrigerant gas.
3. The Northland Totara Working Group is helping land owners manage totara as permanent cover sustainable forest.
4. Whangārei's cycle and walkway network is helping us reduce our carbon footprint.
5. Te Tai Tokerau's regenerative farmers manage their pastures to take carbon from the air and sequester it in the soil.

## CENTRAL GOVERNMENT

Reforms for Central Government provide new policy direction and legislation. At this stage the reforms primarily relate to the:

- Climate Change Response (Zero Carbon) Amendment Act
- Emissions Trading Scheme (ETS)
- Resource Management Act.

Both the implementation of the Zero Carbon Act and new changes to the Emissions Trading Scheme will have many flow-on effects for much of our District. This will require Whangārei District Council to provide leadership and constant support during this of time of national reform, particularly in the early stages of implementation when many of our industries are going to be impacted. The successful transition will only be possible if Council is working alongside our communities in the long term.

# Strategic Driver 5:
# ***Resilient infrastructure aligned with development***

A large part of Council's work involves providing infrastructure for residents and ratepayers. Infrastructure supports what we do in our daily lives: the water we drink, the parks that we play in and the way we get around. As our District grows, we need to ensure that infrastructure is provided in a co-ordinated, effective and timely manner. Infrastructure should enable development and business investment while servicing growth in our identified growth areas. Investment or lack of investment in infrastructure has long-term consequences for our District's future. It will shape how well the District functions and its performance influences the quality of our lives and how we move around our District.

Infrastructure is a tool that can connect places, stimulate economic growth, provide essential services to the community and safeguard our environment. Physical infrastructure includes our roads, bridges, our three waters' network (water, stormwater and wastewater), parks and telecommunications. Social infrastructure includes things such as our schools, medical services and hospital, housing, libraries and community services.

The quality of the environment and the well-being of communities are affected by choices about the management of, and investment in, infrastructure. Realising Whangārei 's potential while maintaining a high quality of life for its inhabitants will need to address:

- efficiency in developing, operating, maintaining and upgrading infrastructure
- integrating the provision of infrastructure with urban growth
- potential effects of incompatible land uses close to infrastructure
- resilience of infrastructure to natural hazards and the ongoing impacts of climate change
- avoiding disconnected networks which can result in poor levels of service and environmental effects.

Planning for our growth and infrastructure will enable us to deliver multiple benefits for our community effectively and efficiently. Our decision making needs be strategic and coordinated. Proactively providing housing and infrastructure services in the right locations will enable us to avoid disconnected networks which can result in poor levels of service and adverse environmental effects.

## THREE WATERS

Our three waters' infrastructure includes drinking water, wastewater and stormwater. A growing district combined with a changing climate means that we need to focus on water supply resilience and the quality of our drinking water. Climate change impacts in Northland are expected to include longer dry periods leading to longer and more frequent droughts. Increased intensity of rainfall will lead to potential for flooding and slips/erosion, as well as a need for increased storage capacity to capture these intense rainfalls and store them for dry periods.

We own and operate the storage dams, treatment plants, pipework and water meters that make up the District's water supply network. Council provides approximately 9 million cubic metres of treated water annually to about 80% of the District's population. The average daily production is approximately 25,000 cubic metres, all of which is treated to meet the Ministry of Health Drinking Water Standards.

Council is currently investigating our water supply resilience. Over the 2019/20 summer period, Northland faced a severe drought coupled with an increasing temperature and decreasing rain totals. Although our dam and river levels were low, the District provided emergency water supplies to the rest of Northland, as these regions faced harsher drought conditions and water supply issues.

Planning for the next 20-30 years, we need to investigate a new freshwater source such as a river or aquifer, or explore alternative methods such as using saline water or recycling greywater into drinking water.

Whangārei District Council owns and operates nine wastewater treatment plants throughout the District. Our main plant is located on Kioreroa Road and treats domestic, commercial and industrial sewage. The Whangārei Wastewater Treatment Plant (WWTP) serves residents living in Whangārei City, Onerahi and the Whangārei Heads area, a catchment of approximately 55,000 people.

As the population grows, new houses and development in our urban environment will connect to our infrastructure networks. We must ensure we have enough capacity to accommodate this growth and ensure the network is performing well.

### *What do we mean by serviced?*

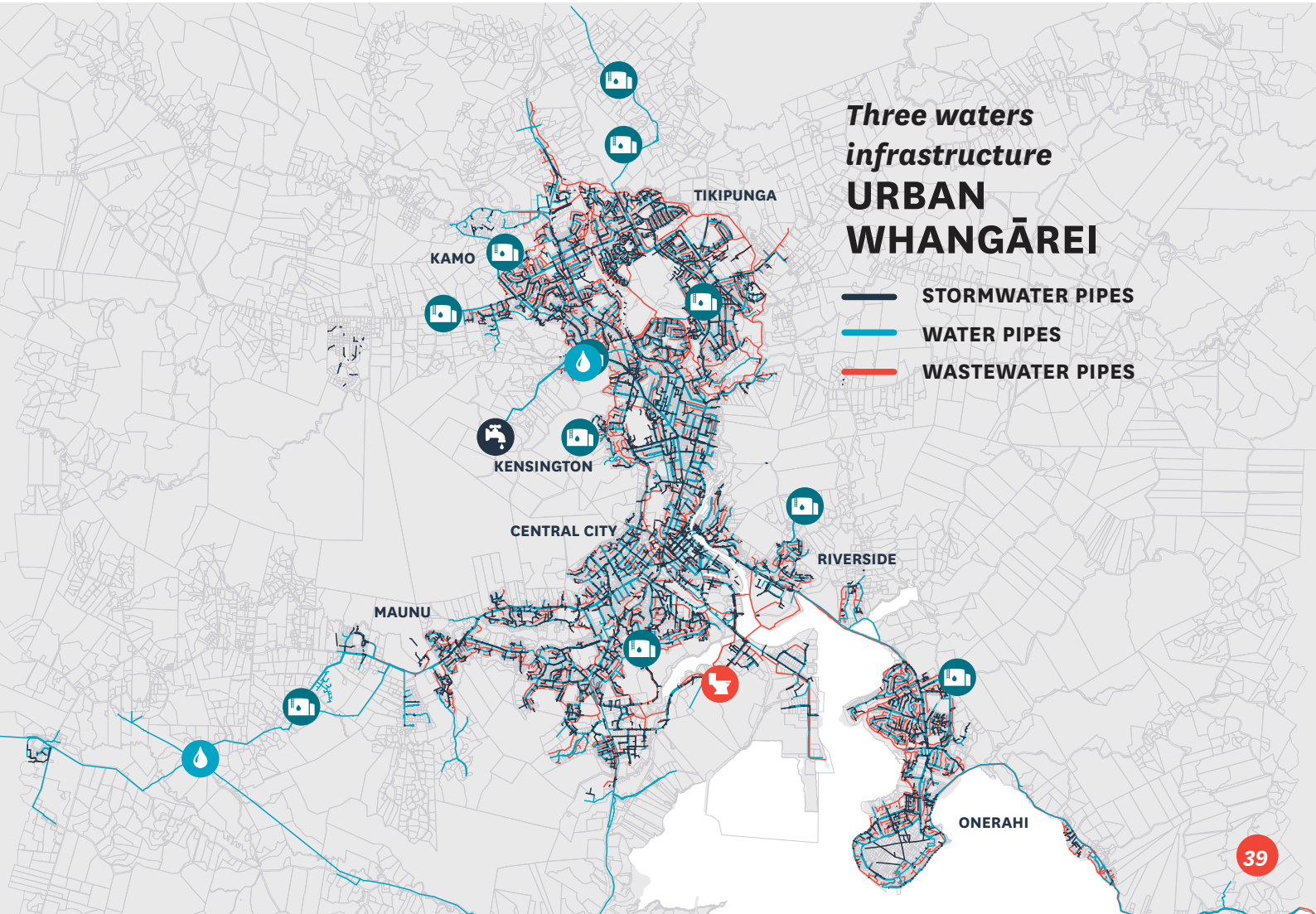
When we talk about land being serviced, we mean that land can connect to the wastewater, stormwater and potable water network and has access to our road network.

This is important for future growth as we do not want to identify areas for urban development where servicing will be too costly or difficult to provide.

N

## *Three waters infrastructure*
# WHANGĀREI DISTRICT

- STATE HIGHWAY
- RAILWAY
- ARTERIAL ROADS
- RESERVOIR
- WATER TREATMENT PLANT
- WASTEWATER TREATMENT PLANT
- DAM




## *Three waters infrastructure*
# URBAN WHANGĀREI

- STORMWATER PIPES
- WATER PIPES
- WASTEWATER PIPES

Approximately 20% households in the District have septic tanks located on their property. These houses are typically located in rural or coastal environments where servicing is not available. These systems need to be properly managed and maintained to avoid negative impacts on our marine and freshwater ecosystems.

Our stormwater network prevents flooding to properties and roads. The stormwater network is separate from our sewer network. Water collected in our system, however, is not treated or screened and is discharged at different points to the harbour and out to sea. What goes down the drain, including pollutants and contaminants, affects the quality of water and, in turn, our fragile ecosystems too.

Inadequate stormwater services have the potential to increase flood damage to property, incurring costs and elevating insurance premiums. Stormwater is an increasingly important issue for our District as existing stormwater infrastructure ages and our climate changes.

## ELECTRICITY

We do not own or manage electricity infrastructure, but we recognise that the resilience of our power supply is crucial for wellbeing and economic activity. The pricing of electricity can impact our communities and businesses as well as the consistency of supply. For Whangārei, the main transmission lines run through our District to supply our communities as well as the Far North. Future planning for growth will need to ensure this infrastructure is protected as well as identify where new lines and upgrades may be needed.

## TELECOMMUNICATIONS

The COVID-19 lock down highlighted the need for people to stay connected with family, friends and with the wider community. It also demonstrated a reliance on technology for information and communication. In the District, our lower socio-economic groups and elderly face challenges to access and connect to these technological opportunities.

In our rural and coastal communities many do not have good telecommunication coverage, which can limited economic opportunities and access to information.

In 2019, the Government announced the first phase of Ultra-Fast Broadband (UFB). UFB has been rolled out to 146 towns and cities offering high quality broadband to 79% of New Zealanders. This project is overseen by Crown Infrastructure Partners awarding contacts to Chorus, Ultrafast Fibre, Northpower and Enable Services Limited. The UFB Programme will be completed in 2022. As technology advances there will be opportunities to be connected to and for business and services to utilise, this innovation. The 5G network is another step in improving internet speed, reliability and connectivity. 5G is live in Auckland, Wellington, Christchurch and Queenstown.

## SOLID WASTE

Whangārei District Council is responsible for providing solid waste management for all of the District. This includes refuse collection and disposal services throughout the District, including the collection of recycling, litter control, transfer stations and the Puwera Landfill.

As the District's population increases, it is to be expected our total waste consumption will follow the same trend. This will add further pressure to our waste infrastructure and will require innovative solutions to manage our waste consumption in a sustainable manner. Approximately 540kg of waste is disposed by each person to the landfill. Council has targets to reduce this down to 500kg and below moving forward.

Ministry for the Environment have shown support for the long-term transition to a circular economy which is an alternative to the traditional linear economy in which we keep resources in use for as long as possible, extract the maximum value from them whilst in use, then recover and regenerate products and materials at the end of each service life. Where possible, Whangarei District Council will be supportive where opportunities arise in this space.

Whangarei District Council are looking to new opportunities to help reduce the pressure of increasing waste output. Exploring new avenues such as establishing a commercial scale composting facility within Whangarei is a long-term possibility for Council to explore. Central Government funding would be required but Council will strongly advocate for the facility and outline the importance the facility will have on our future waste consumption.

## COMMUNITY SERVICES AND AMENITIES

Council has a key role in providing community services and amenities in the District. These range from libraries, pensioner housing, community halls, museums, parks, playgrounds and public toilets to cemeteries. We also offer funding and grants for community groups.

A functioning community requires these services and amenities now and in the future, to live, work and play in the District. As our District grows, we need to understand our changing demographic profile to best deliver services and amenities that meet our changing community's needs.

Our Active Recreation and Sports Strategy provides direction for the future of our community. The implementation of the Strategy will ensure our community, sporting codes and clubs have access to the right facilities to improve their health and wellbeing.

## HEALTHCARE

The Northland District Health Board (NDHB) is responsible for the provision of public health and disability services for the people of Northland. NDHB is embarking on a new Northland Health Strategy that will provide high-level direction for delivering health services and improving wellbeing in Northland. The Strategy strongly emphasises the elimination of inequities to access to services, the way they are provided, and positive health outcomes for Māori.

Northland's demographics and unprecedented population growth have put huge pressure on health workers, facilities and budget. It is a challenge to catch up and provide services to address Northland's population needs. According to NDHB's 2019 annual report, there are currently 169 GPs and 172 practice nurses across 37 general practices providing primary healthcare to Northlanders enrolled with Northland PHOs, and non-enrolled and non-resident patients.

While Council does not have a role in healthcare services, we provide and maintain green spaces including parks, playgrounds and streets, and Council is committed to a smoke-free District by 2025.

# EDUCATION

There is a strong link between education achievement, employment, income and socio-economic wellbeing. Education qualifications are one of the most important indicators of socio-economic status. As communities change, the schooling and education needs of people change too.

In Whangārei District there are 88 schools, comprising:

- 44 schools (36 state, 7 state integrated and 1 private school)
- 10 full primary schools which cater for children from Year 1 to Year 6
- 18 primary and 4 composite schools for students from year 1 to year 15
- There are two specialised intermediate schools, Kamo and Whangārei Intermediate
- 8 secondary high schools made up of co-education (combined gender), single gender and private.

Some schools in the District apply an 'enrolment scheme', that is a geographical zone around the school for enrolment purposes. This can create housing demand within the school zoning areas as families want to locate within the school zone to be eligible for school enrolment.

In the District, we have over 100 early learning providers including kindergartens, day care centres, play centres, Te Kohanga reo and home-based childcare services.

We also have two tertiary campuses: NorthTec and Te Wananga o Aotearoa share a site in Raumaung and the University of Auckland campus on Rust Avenue. NorthTec offers a wide range of vocational subjects up to a diploma level. Te Wananga o Aotearoa provides a range of certificate to degree qualifications is offered including courses in small business, computing, social work, teaching, Māori performing arts and Te Reo Māori. The University of Auckland Faculty of Education (Tai Tokerau Campus) offers a range of education courses and teacher training to degree level.

Other educational and training opportunities exist through local providers such as People Potential. Growth in this sector can provide greater choice for a wider range of communities.

# Strategic Driver 6: *Transport*

Transport has a crucial role in ensuring Whangārei District continues to move forward. Historically, our transport system has been focused on the use of private vehicles. However, as the District's population continues to grow and more goods and services are coming in and out of the District, providing other forms transportation will be essential to creating a transport system that works for everyone in our community.

## PUBLIC TRANSPORT

As our District develops, it is important that we align our public transport networks with hotspots of residential development, services and employment.

We need to ensure that any new development is supported by existing or planned future public transport networks. Large scale development that is not connected to our public transport system will add more congestion to our roads, which is not sustainable.

Without the successful transition towards other transport options, future issues with road congestion, travel time, safety and loss of productivity are to be expected.

This will require a public transport network that improves coverage across the District and can provide a service that operates at higher frequencies. This will be crucial for areas of high growth such as Marsden Point/Ruakākā, Kamo, Maunu and Tikipunga.

We also need to ensure that the infrastructure we provide, such as shelters, signs and seating, is safe and inviting for existing and new public transport users.

### *Northland Transport Alliance (NTA)*

The Northland Transport Alliance (NTA) is a shared service model of collaboration between Whangārei, Far North, and Kaipara District Councils along with the Northland Regional Council and the New Zealand Transport Agency with the purpose of a single, unified, high-performing integrated transportation alliance.

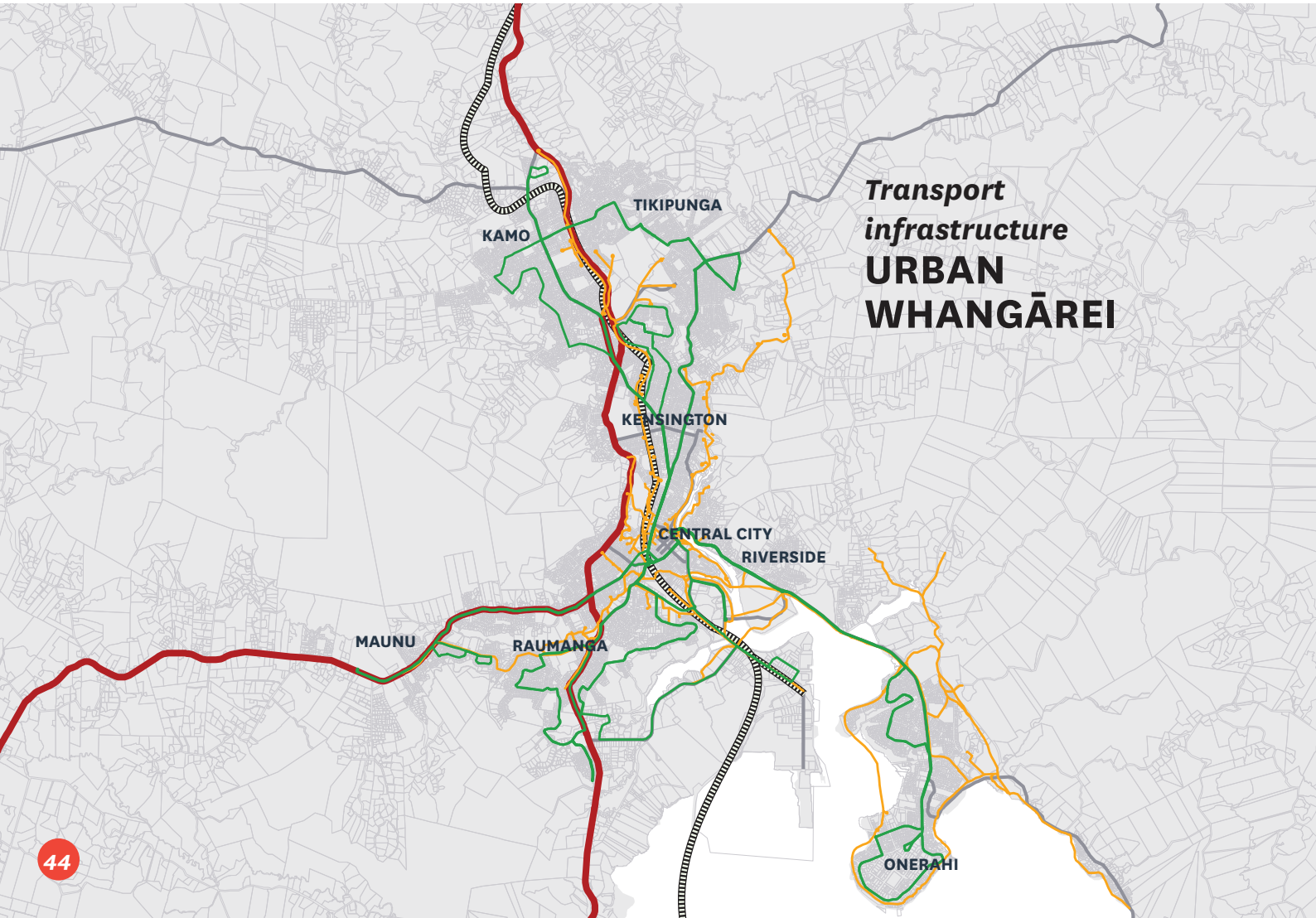
NTA provide a framework that supports the development and implementation of Whangārei District Council's walking and cycling strategies.

NORTHLAND TRANSPORTATION ALLIANCE

*Transport infrastructure*

# WHANGĀREI DISTRICT

- STATE HIGHWAY
- RAILWAY
- ARTERIAL ROADS
- BUS NETWORK
- CYCLE NETWORK AND SHARED PATHS




*Transport infrastructure*

# URBAN WHANGĀREI

# RAIL INFRASTRUCTURE

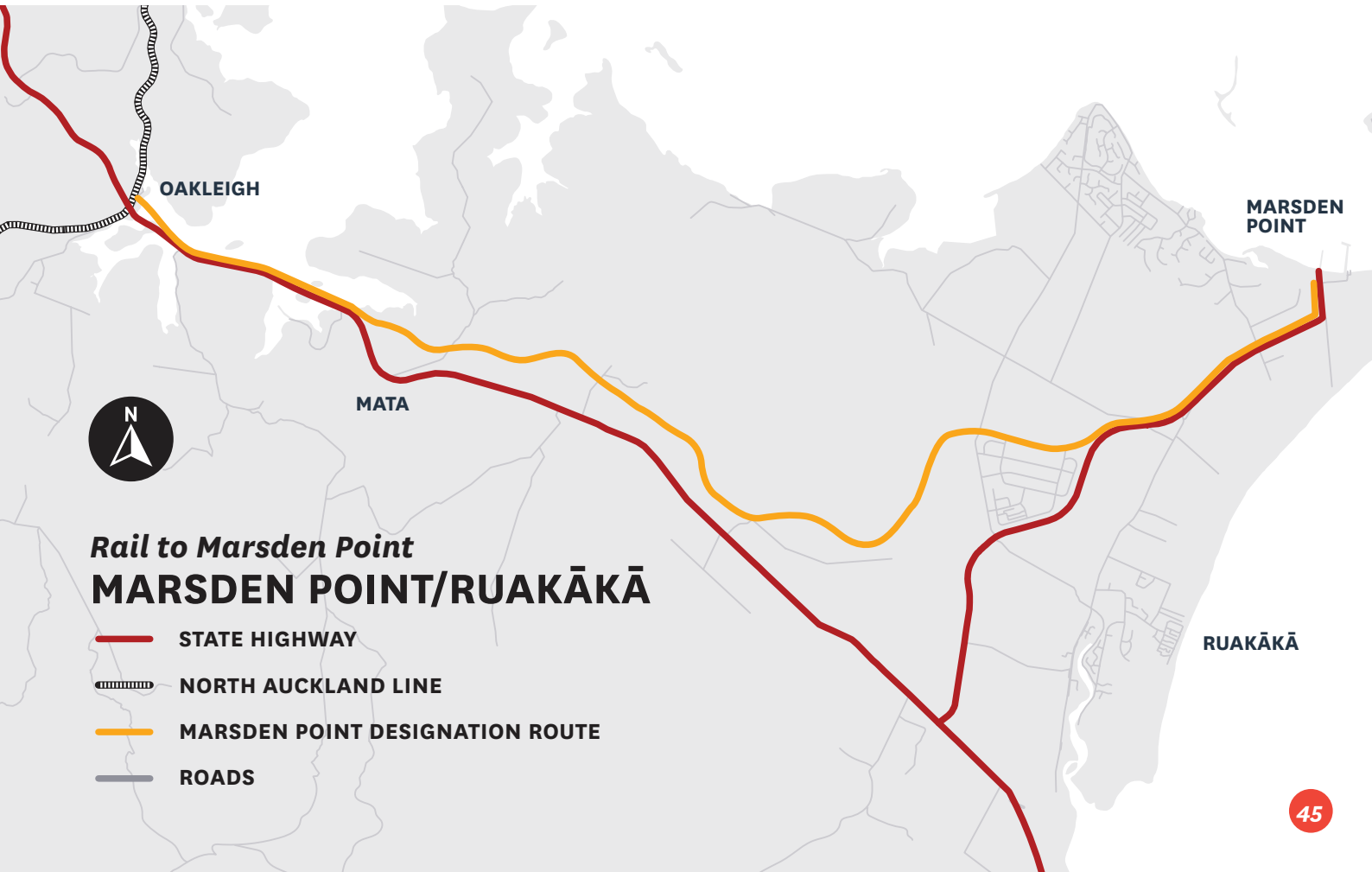
Whangārei's long-term prosperity is linked to the increasing use of rail for our freight movements. Across the Northland region, approximately 98.6% of Northland freight volume travels by road. Furthermore, all freight movement to Northport is 100% reliant on road transport as there is no rail link from the North Auckland Rail Line to Marsden Point. Getting more freight off our roads and onto rail will have a direct benefit for our emissions, but also for road safety and congestion.

In 2020, Central Government announced a $109.7 million investment in Northland rail. This builds on a $94.8 million investment announced in September 2019 and $2.2 million to undertake geotechnical assessments along the route of a proposed spur line to Northport/ Marsden Point, which was completed in early 2019.

Government investment is being used to:

- upgrade the Northland Line between Swanson and Whangārei, including replacing five bridges on the line
- lower the tracks in 13 tunnels to allow hi-cube shipping containers to be carried on the Northland Line
- reopen the currently mothballed northern part of the Northland Line between Kauri and Otiria and building a container terminal at Otiria
- purchase land along the rail designated route between Oakleigh and Northport/Marsden Point.

With freight volumes in Northland expected to increase from the current 18 million tonnes a year to 23 million tonnes by 2042, rail is a crucial part of developing an efficient, integrated road-rail transport system in the region.



# WALKING AND CYCLING INFRASTRUCTURE

Alongside public transport, walking and cycling offers opportunities to get to work, school and services without needing to drive. It is therefore an important part of future transport options for our District. New development should be well connected to existing walking and cycling routes. If there is no existing walking and cycling infrastructure, new networks need to be established. This will build on the outcomes sought by our existing Walking and Cycling Strategy. We are committed to providing cycle lanes that are accessible for all members of the public and that promote transport choice. There is a range of initiatives Whangārei District Council has committed to that illustrates our efforts. In the last Long-Term Plan, $24.7 million was allocated to both cycling and walking infrastructure.

The Walking and Cycling Strategy 2018 seeks to improve participation in walking and cycling, and to promote connections between walking, cycling and public transport. The Strategy emphasises the improving connections of local communities with high quality shared pathways. The priority routes, to date, include Kamo, Onerahi, Tikipunga, Raumanga, Otaika and Maunu, all of which will be connected via key routes that provide easy accessibility to the city centre.

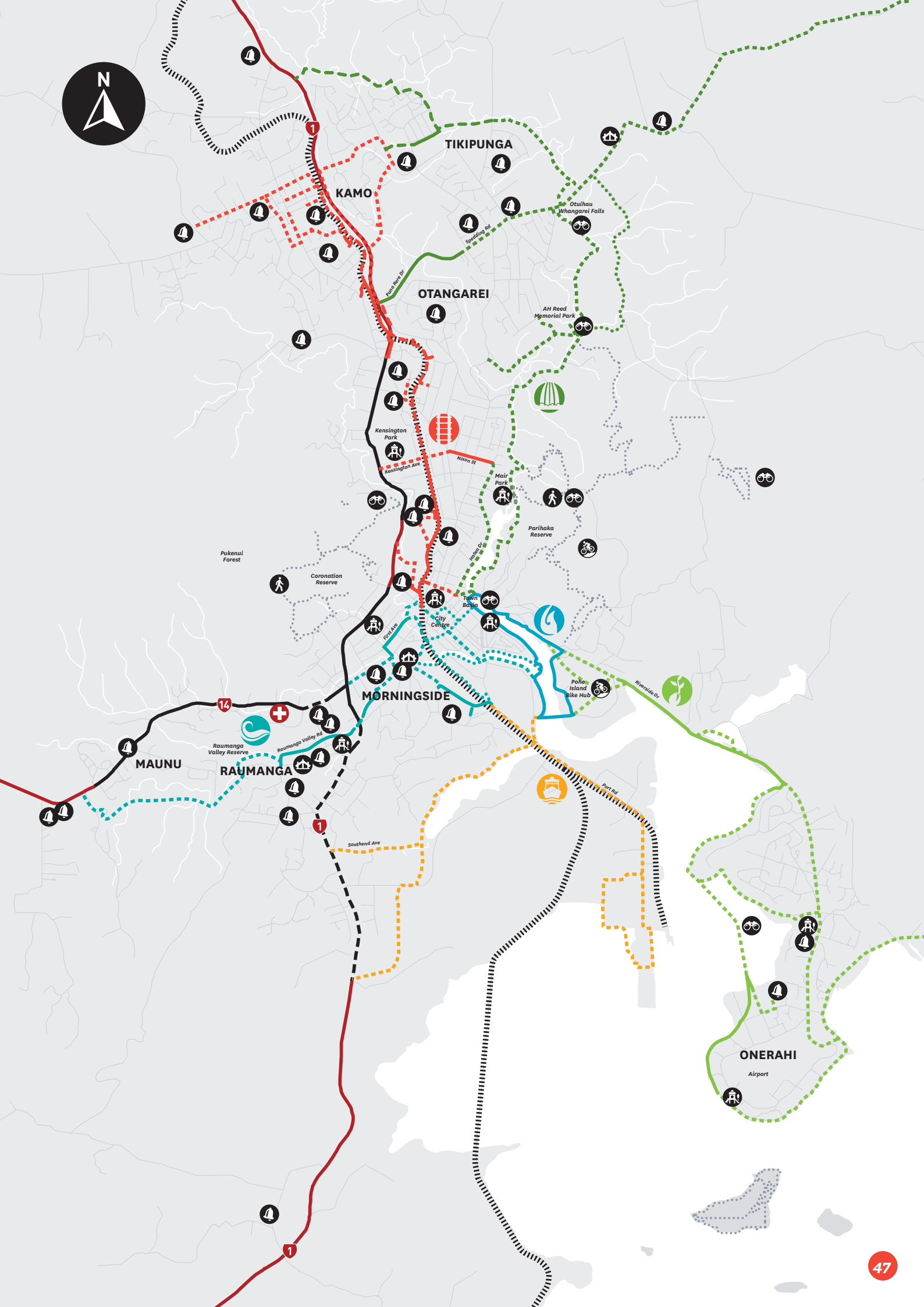
The overarching purpose of the Walking and Cycling Strategy is for Northland to be one of the world's best coastal walking and cycling destinations. Each of the four focus areas identified have a range of both short-term and long-term focuses that will provide an outlook for our sustainable transport vision. The Strategy will help assist Whangārei District Council's transportation vision through four separate focus areas:

1. Developing appealing and cohesive walking and cycling networks that connect Northland.
2. Growing walking and cycling participation and promoting Northland's coastal point of difference.
3. Improving community wellbeing including creating economic opportunities.
4. Ensuring walking and cycling infrastructure, and its use, is sustainable.

*Transport network*

## URBAN WHANGĀREI

- Raumanga existing route
- Raumanga committed route
- Raumanga future route
- Raumanga options route
- Kamo existing route
- Kamo committed route
- Kamo future route
- Limeburners future route
- Onerahi existing route
- Onerahi future route
- Tikipunga existing route
- Tikipunga committed route
- Tikipunga future route
- Tikipunga options route
- Hatea Loop (Huarahi o te Whai)
- State Highways
- SH1/14 existing route
- SH1/14 committed route
- SH1/14 future route
- Walking track
- MARAE
- SCHOOL
- SCENIC
- MOUNTAIN BIKE
- PLAYGROUNDS AND PARKS
- HOSPITAL


N
TIKIPUNGA
KAMO
Otuihau Whangarei Falls
Spedding Rd
Punaruku Dr
OTANGAREI
AH Reed Memorial Park
Kensington Park
Kensington Ave
Nixon St
Mair Park
Parihaka Reserve
Pukenui Forest
Coronation Reserve
Hatea Dr
Town Basin
City Centre
First Ave
Pohe Island Bike Hub
Riverside Dr
MORNINGSIDE
Raumanga Valley Reserve
Raumanga Valley Rd
MAUNU
RAUMANGA
Port Rd
Southend Ave
ONERAHI
Airport

Footpaths provide an important link to our key community areas. It is essential Whangārei District Council has an approach that allows for new creative initiatives that improve the experiences for the public. It is essential our communities feel the use of footpaths is a viable transport option. Council are working towards a vision that openly encourages walking to key destinations including schools across the District, our city centre and medical centres. There have been missed opportunities to increase our total travel by foot both from a local perspective and from the tourism sector. As we see our population soar in the coming years, offering our communities alternative transport options is a strong initiative that will reduce congestion, reduce emission levels and add positive health benefits for our people.

## LOCAL TRANSPORT INITIATIVES

As Whangārei District continues to experience high levels of population growth, there will be increasing pressure on our transport networks.

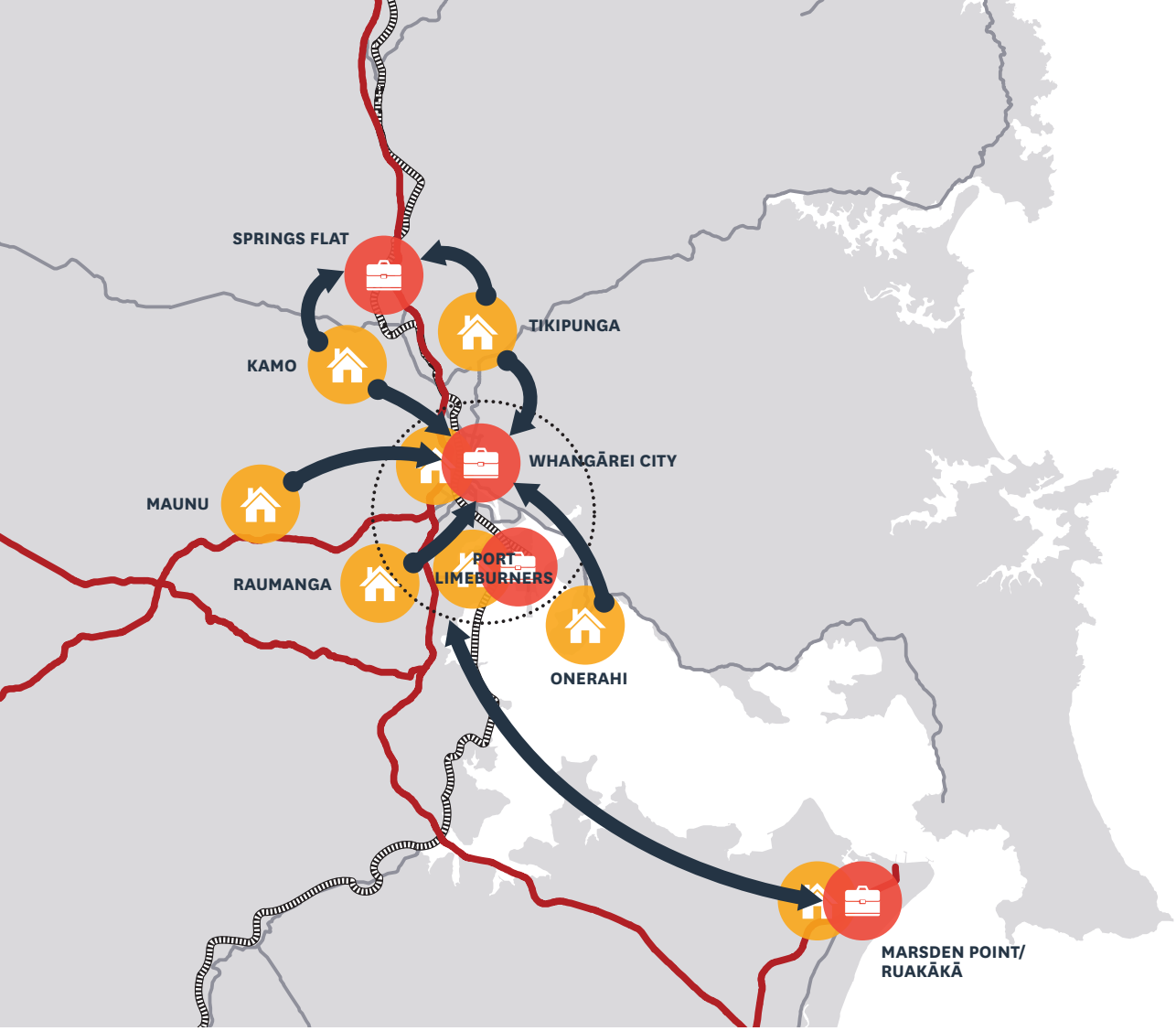
The dominant form of transport is private vehicles. To reduce the pressures on the roads, increasing the number of people using public transport or walking and biking is crucial. Priorities for our Council include:

1. Improving the safety of our roads, particularly those of high-use roads.
2. Reduce vehicle congestion in the long-term future.
3. Explore future transport routes.
4. Explore the long-term possibilities for other alternative transport options, including passenger rail and light rail.

## TRANSPORTATION STRATEGY FOR WHANGĀREI URBAN AREA

The implementation of the Transportation Strategy for Whangārei Urban Area includes a range of different public transport services, provides infrastructure for economic development and new job creation, addresses our growing congestion issues, and enables redevelopment of the CBD. Projects that are a part of the Strategy Improvement Programme are separated into six separate categories:

1. Public transport improvements: The projects will include the Rose St bus terminal upgrade, bus priority lanes on Kamo Rd/Bank St and Riverside Dr, and bus shelter upgrades.
2. Intersection Upgrade: Improvements to intersections which are congested during peak periods to address current pinch points in the Whangārei transport network. This programme includes the following intersections: Robert St/Walton St, Maunu Rd/Central Ave/Water St/Walton St, Bank St/Dent St and Riverside Dr/Dave Culham Dr.
3. Port Rd/Kioreroa Rd intersection upgrade and bridge four-laning: It will open the development for Port Nikau, reduce safety conflicts and provide a separate route for cyclists and pedestrians.
4. Other four-laning initiatives: in the next 10 years, four-laning is proposed to provide transit lanes (such as T2 or T3) for bus priority for example, along Riverside Dr.
5. State Highway 1 to State Highway 14 Hospital Connection: This project will connect SH1 to SH14 in Whangārei City by extending West End Ave to Mahana Place and by building a connection to Hospital Rd.
6. New road connections: Proposed road connections such as the Springs Flat Rd roundabout and long-term connection from the Blue Goose (Otaika) area to Maunu.




# JOURNEYS TO WORK

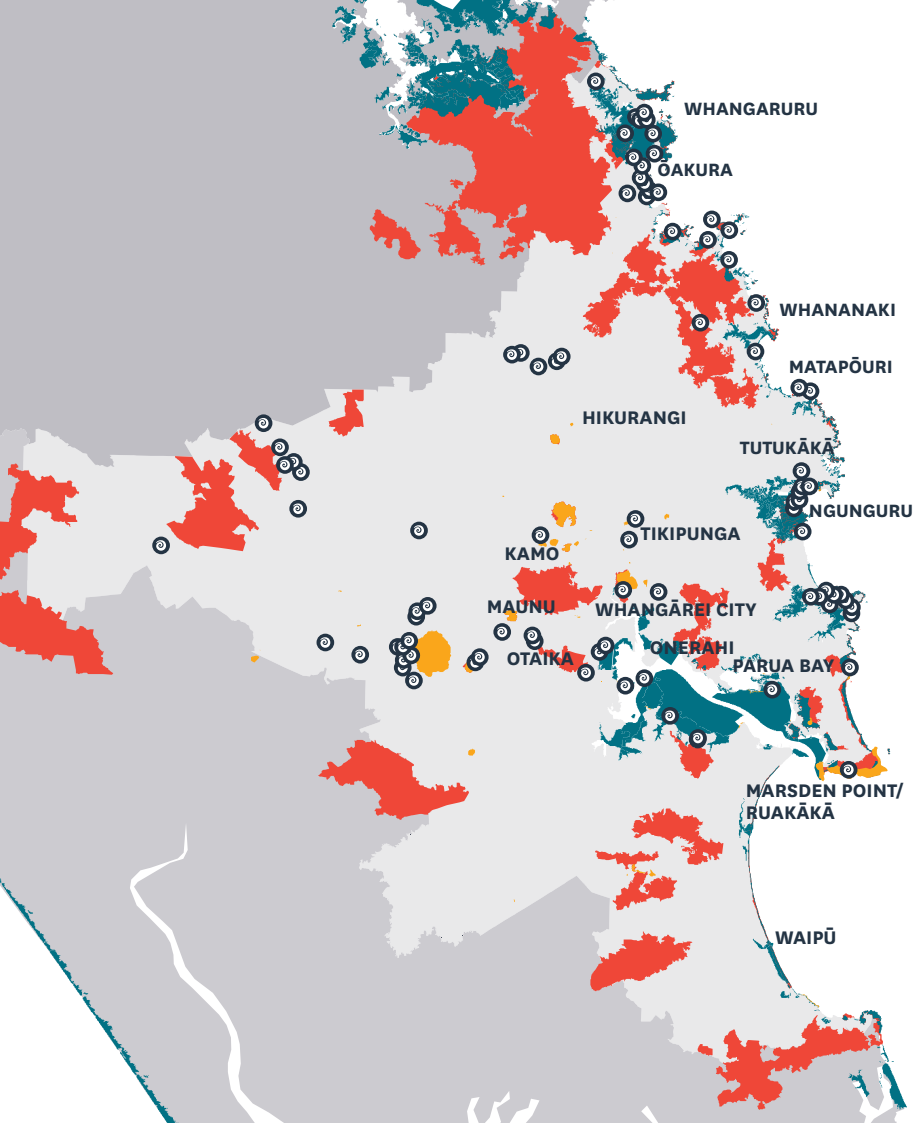
- STATE HIGHWAY
- RAILWAY
- ARTERIAL ROADS
- EMPLOYMENT NODES
- RESIDENTIAL AREAS
- JOURNEY TO WORK

| | Population estimate / Business floor area | 2018 | 2048 |
|---|---|---|---|
| WHANGĀREI CITY | Population estimate | 6,610 | 9,631 |
| | Business floor area | 412,857 | 540,980 |
| PORT LIMEBURNERS | Population estimate | 102 | 3,000 |
| | Business floor area | 237,319 | 311,722 |
| MARSDEN POINT/ RUAKĀKĀ | Population estimate | 4,794 | 9,795 |
| | Business floor area | 355,985 | 372,731 |
| SPRINGS FLAT | Business floor area | 43,532 | 57,180 |
| KAMO | Population estimate | 6,756 | 8,903 |
| TIKIPUNGA | Population estimate | 6,906 | 8,790 |
| MAUNU | Population estimate | 3,276 | 5,000 |
| RAUMANGA | Population estimate | 3,330 | 5,320 |
| ONERAHI | Population estimate | 2,310 | 2,261 |

# Strategic Driver 7: ***Our valued natural environment***

Whangārei's natural environment is one of the leading reasons people visit our District and why they choose to move here. Māori have a special connection with Papatūānuku (earth mother) and natural resources. This is expressed in their relationship with the natural environment, narratives and tikanga. Tangata whenua (people of the land) have a deep relationship with the place through their birthplace and their ancestors' birth places. The Māori world view and relationship with the natural environment informs their own values and principles. The concept of tūrangawaewae - a place to stand is very important and is traditionally expressed through people's relationship with particular places, such as a mountain, a river and other important sites. This cultural heritage informs and strengthens our connection to the natural environment and shapes our sense of place. The environment has value in itself. It is the source of food, water and shelter, and has cultural and spiritual value to Māori and all people. Māori with ancestral ties to the District are `Kaitiaki' of the environment and we need to assist them to fulfil their role as Kaitiaki, and ourselves to be stewards of the environment. Our natural environment is diverse and distinctive. It comprises landforms, the coast, rivers and wetlands, the Whangārei Harbour, vegetation including indigenous bush, countryside, pastural farmland and built up areas.

Our unique geography and landscape features shape our settlement pattern and development. This influences where our housing, commercial and industrial activities, roads and infrastructure have been located and how we move in our District. Whangārei City is nestled between the Pukenui Forest and Parihaka, and at the meeting point of the Hātea River and the Whangārei Harbour. Our location provides a dramatic backdrop to Whangārei City and uniquely defines it.




## *Things we want to protect in* WHANGĀREI DISTRICT

- **SITES OF SIGNIFICANCE FOR MĀORI** (*not all heritage areas are identified)
- **NATURAL CHARACTER AREAS** – high and outstanding natural character areas in the coastal environment
- **OUTSTANDING NATURAL LANDSCAPES** – encompass natural science factors, aesthetic values and experiential values
- **OUTSTANDING NATURAL FEATURES** – significant land (or water) features resulting from natural processes

The District boasts 270 km of coastline and our coastal landscape forms such as Whangārei Heads are a strong part of our cultural identity. Approximately 20 % of our population live on the coast and rurally. Nowhere in the District is more than 40km away from our coastline. Whangārei is a popular place to visit, live, work and play. Coastal and rural areas are facing more pressure as a result of development and climate change risks. Inappropriate subdivision and development and the associated vegetation clearance and/or earthworks threaten our sensitive environment. These works are managed and controlled through our District Plan provisions, outlining what, how and where development and subdivision can occur.

In 2018, our Landscape Chapter of the District Plan identifying and mapping outstanding natural landscapes (ONLs) became operative. The Plan's provisions provide for existing activities to continue and some minor works. New activities that have the potential to undermine the qualities of ONLs receive scrutiny through a resource consent process to ensure that potential impacts are suitably avoided, remedied or mitigated.

Our natural environment contributes to the tourism industry. There are over 300 tourism operators leveraging the District's natural environment offering a wide range of accommodation, activities and hospitality businesses. Although the tourism industry will be significantly affected by COVID-19 in the short term, there are untapped tourism opportunities that can provide a pathway for economic, social, cultural, employment and environmental prosperity. Māori cultural tourism can assist us to celebrate our Māori culture and heritage.

## INDIGENOUS BIODIVERSITY

Our unique landforms and soil types in Northland has resulted in a wide variety of natural ecosystems and an unusually high diversity and endemism of species. This means that our native species (flora and fauna) we have in Northland and in New Zealand do not naturally occur in other places in the world. Whangarei District's natural environment provides for a diverse range of ecosystems and habitats for plants, animals, fungi and microorganisms promoting biodiversity. However, the well-being of our natural environment is under pressure from a range of threats including habitat degradation and destruction, a changing climate, introduced pests, weeds and pollution.

The maintenance of indigenous biodiversity is of national importance with a focus on identifying and managing Significant Natural Areas (SNAs) with a higher level of protection to indigenous biodiversity in general. Approximately 80,000ha or 28% of the District has been identified as SNAs. Approximately two thirds, of the SNAs land mapped in the Whangarei District is in private or Maori ownership. Our District Plan protects approximately 43% of the 80,000 hectares is currently classified as Outstanding Natural Landscapes or Outstanding Natural Features under our provisions placing restrictions on vegetation clearance, earthworks, buildings, and subdivision.

Government policy promotes a coordinated approach to managing native plants, animals and ecosystems with the overall objective to maintain indigenous biodiversity. Our challenge will be to manage growth and development in a way that will not impact on our biodiversity.

## THE WHANGĀREI HARBOUR

The Whangārei Harbour is situated in the heart of the District and at the door step of our city. The harbour is central to both the beauty and the health of the environment, having cultural, environmental, social and economic importance. It is approximately 105 square km in size and can be categorized into three distinct areas: the upper harbour (drowned river valley), middle harbour and lower harbour (a barrier  enclosed lagoon). The harbour is relatively shallow with an average high tide depth of 4.4m. It is made up of diverse habitats including mangroves, saltmarsh, seagrass, intertidal flats, subtidal channels, rocky reefs and sand banks. The harbour is valued for many reasons, it provides a food basket of kaimoana, it is an important nursery and feeding ground for commercial fish species and is also a strategic asset used for shipping, water-based recreation activities. Its location is critical for tourism, commercial businesses and industries such as shipyards, boatbuilding, marinas and the refinery. The Whangārei Harbour could be subject to Treaty settlement claims in the future.

In 2012, a strategy was developed entitled 'Whangārei Harbour Water Quality Improvement Strategy' that was prepared by WDC and NRC to improve water quality, through implementation actions and monitoring programmes. The strategy actions include continued improvement in the management and treatment of sewage and stormwater and working with rural landowners to prevent and reduce sediments and runoff entering the harbour. A key action of the strategy was to collaboratively develop an integrated catchment management plan for the harbour and its contributing catchment. The Whangārei Harbour Catchment Management Plan was completed in 2017. It sets out catchment-specific objectives and associated methods to manage and improve water quality and quantity over time.

## HĀTEA CATCHMENT/ OTUIHAU WORKING GROUP

In 2015 Northland Regional and Whangarei District Council began to focus together on improving water quality of the Hatea Catchment.  A working group was formed which includes representatives from both councils, community groups like Tiki Pride and the Otuihau Community Development Trust, Pehiaweri Marae and Northland District Health Board. We're all working together to raise awareness of water quality issues in the Hātea catchment and how individual people can make a difference.

## KAIPARA MOANA

The Kaipara Moana is New Zealand's largest harbour. Although it falls outside of our local government boundary, its catchment occupies a significant portion of the western and northern parts of our District.

Kaipara Moana and its catchment are large and facing environmental degradation as a result of accelerated erosion.

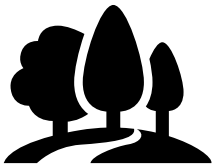
The harbour is profoundly different to the way it was before people arrived in the area. Due to changes in land-use over time, the Moana has been degraded by sediments eroded from the surrounding catchment. Annual inputs of land to the harbour are estimated to be around 7 times higher than before human settlement at 700,000 tonnes per year.

But sediments are not the only issue. The harbour faces elevated nitrogen levels at certain points, and at times and places the system is eutrophic, meaning the water is unsafe for swimming, and are unsafe for consumption.

TheMoana supports important customary, recreational and commercial fisheries. Environmental degradation is impacting the mauri of the harbour and preventing mana whenua from exercising katiakitanga.

The impact of sediment in the Kaipara Moana has been well studied. There is a strong evidence base for what is causing the problems and what options could resolve them. A business case for the remediation of the Moana has been developed by Northland Councils and Kaipara Uri. This business case sets out a collaborative approach between Kaipara Uri, landowners, Northland councils and Central Government.

In the 2020 Budget, Central Government committed $100m to the implementation of this business case, setting in motion the remediation of the Kaipara Moana.



**6,020km²**

total catchment area

**809km²**

of highly erodible land

**950km²**

total area of the harbour at high tide

**700,000**

tonnes of sediment discharged into the harbour each year.

# Strategic Driver 8: ***Our growing port and marine industry***

There are a number of significant opportunities for our marine sector which could have a dramatic impact on our District:

- moving part or all of Ports of Auckland functions to Northport
- moving the New Zealand Royal Navy base from Devonport to Whangārei
- establishment of a dry dock facility in Whangārei
- associated infrastructure improvements, including rail.

These projects have long-term planning and implementation timeframes. It is important that we recognise these opportunities in our Growth Strategy as well as in place specific planning for Ruakākā, Marsden and Port Nikau.

Our Council has been advocating for the relocationof the New Zealand Royal Navy Base from Devonport to Whangārei for many years. Since at least 2014, the Mayor has sought to informally discuss the matter with the Chief of Navy, usually annually around Waitangi celebrations. In addition, staff have had a number of discussions with Ministry of Defence officials on the matter. Recently, we were advised that the Navy was considering only two options for its future base: stay at Devonport or move most or all of its facilities and many of its 2,000 staff to Whangārei.

Council has been taking advice from Northport about what would most help them to attract Ports of Auckland business and has been working to help facilitate that outcome. Unsurprisingly, improved road and rail links are high on Northport's list. WDC has been lobbying strongly for an improved state highway south from Whangārei for many years and continues to do so.

A key factor in any decision to relocate the Port and/or Navy is whether the District can accommodate a large increase in population and economic activity.

The Marsden Point area has long been identified by WDC as a major future growth node for the region, and much of Council's work over the years has aimed to prepare for and enable this development. Council has for the last 15 years recognised and planned for growth of Marsden Point and Ruakākā driven by continued expansion of Northport activities.

A move of exports and imports from the Ports of Auckland to Northport is predicted to have a significant positive impact on our District. An increase in activity from the port will boost our

economy, and the support industries and services that will come with the port offer opportunities to our wider community. These opportunities include jobs, training and access to services.

Economic analysis estimates that a full move of port activity to Northport will generate an additional 2,000 jobs per year and a net economic benefit of $200 million over 30 years - Economic Analysis of Upper North Island Supply Chain Scenarios, Ministry of Transport (2019). The full report can be found here https://www.transport.govt.nz/assets/Import/Uploads/Research/Documents/Cabinet-Papers/dd282d4e63/Attachment-1-Economic-Analysis-of-Upper-North-Island-Supply-Chain-Scenarios.pdf.

Sustainable Futures 30/50 identified Marsden Point as a key growth area for the District with the potential to be a "satellite town" to Whangārei. Our new Growth Strategy continues to plan for growth in residents and industrial activity, the port expansion remaining a key driver.

In recognition of the growth potential of Marsden Point /Ruakākā, a comprehensive structure plan was prepared for the area which has long-term capacity for the development of a city of 40,000 people, together with around 840ha of industrial land and 200ha of commercial land. The structure plan was adopted by Whangārei District Council in 2009.

Development of this area has not happened as quickly as we had initially anticipated, but recent statistics show that growth is occurring. To ensure we are aligning our planning and infrastructure to the demands of growth, we are continually monitoring development in the area.

**MARSDEN - RUAKĀKĀ GROWTH 2015-2019**

| ACTIVITY | 2015 | 2016 | 2017 | 2018 | 2019 | TOTAL |
|---|---|---|---|---|---|---|
| NUMBER OF BC FOR NEW DWELLINGS | 95 | 93 | 79 | 90 | 51 | 408 |
| NUMBER OF SUBDIVISION CONSENTS | 4 | 7 | 12 | 8 | 4 | 35 |
| NUMBER OF NEW LOTS CREATED | 35 | 87 | 34 | 25 | 76 | 257 |

However, there are still things we need to work further on if a port or Navy move is given the green light. These include planning for the long term to ensure we:

- have enough industrial land to accommodate future growth
- plan not just for the port and Navy, but also future airport site, changes to the refinery and freight and logistics infrastructure
- identify better transport links between Marden / Ruakākā and Whangārei and Auckland
- plan and fund the infrastructure that needed through our Long-Term Plan and Infrastructure Strategy
- consider environmental outcomes, including resilience to climate change.

Despite the Ruakākā Structure Plan setting out a robust picture for growth, as decisions are made on the future of the ports and Navy, there will be a need to review the structure plan. We plan to begin to review the Ruakākā Structure Plan in 2021 as part of the Northland to Auckland Corridor Plan.

It is important to acknowledge that the expansion of NorthPort and relocation of the Navy

will occur over time. We will need to understand what we as a Council need to do to help facilitate the move. We also must ensure, through what will be a billion-dollar programme, that we get great outcomes for our community such as a four-lane state highway and rail line to Auckland.

Even under its existing growth strategy, Northport projects it will have as much berthage as Ports of Auckland and hard stand area equivalent to the Auckland CBD. See North Port's website https://www.vision4growth.co.nz/ for more detail.

Many of the industries directly associated with the port play to our competitive strengths with a legacy in marine industry, boat building, the refinery and, to a lesser extent, the skilled and semi-skilled workforce required by them.

This will benefit the District, because as we increase the size of our workforce (particularly the younger ones), we create a demand for other business opportunities such as hospitality and retail, which in turn will generate income in the District.

This is a way to future-proof our economy. Coastal shipping, as a practical solution to freight movement around NZ, provides a level of resilience that NZ Inc requires. The Kaikoura earthquakes highlighted the impact on land transport for freight without the existence of an alternative freight network.

### *Challenges and opportunities*

Increase in opportunities for our young people

Training and tertiary education opportunities

Catalyst for growth and investment in our marine, industry and logistics sectors

Multiplier effect across our District with more jobs and development opportunities

Attract infrastructure investment which will benefit our whole District, such as rail and road improvements

Environmental impact on our harbour and marine environments

Engagement and partnership with iwi and hapū

Increased demand for housing

Climate change risks for Port Nikau and Ruakākā

# Strategic Driver 9:
# *Community resilience*

The resilience and wellbeing of our communities is an important driver for how we manage our future. This strategy aligns with central government's focus on urban development, however, we also need to consider how future growth and development can support the resilience of our whole community. This means looking after our rural communities as well as our urban one and building on our partnership with hapu and recognising Maori communities across our District. This can be achieved through Councils role in supporting community well beings by creating safe, connected and liveable neighbourhoods which have the right facilities and services.

## RESILIENCE OUR RURAL AND COASTAL COMMUNITIES

Our District is made up of diverse communities including small coastal and rural settlements and townships. Approximately 36,000 people reside in our rural and coastal communities, this is predicted grow over the next 30 years, but at a lower rate compared to our urban areas.

All communities in the District should have access to council amenities and services, as well as, a consistent level of service from council. Future growth across Whangarei will cause further pressure on the already strained infrastructure. Council will need to properly prepare for the increasing needs of our rural communities.

Future policy changes, such as the National Policy Statement on Highly Productive Land and the implementation of climate change actions will need to acknowledge and focus on the importance of our rural and coastal areas. In addition, our rural and coastal environments are hugely vulnerable to the climate changes and their effects. Council will need to work collaboratively alongside our rural and coastal communities to achieve the most desirable outcomes.

Our rural and coastal areas are a mix of production, natural and built environments that contribute to our character but also shape our communities function. These activities include agriculture, forestry, horticulture, tourism, quarrying and the services that support them. The primary sector plays an important part to providing for households across our rural communities.

As our District grows, our rural and coastal areas will face a number of challenges as well as opportunities. Population growth, increased demand for rural living, stressed natural systems, and changing land values create pressures and tensions between different activities. Conversely, the commercial production of locally-grown food, as well as tourism, recreation and productive activities are made possible by our proximity to urban Auckland.

Our Future Development Plan and placemaking programme will look at our key rural and coastal townships as well as the surround rural environment because we acknowledge places like Hikurangi serve a much wider community.

Cultural wellbeing and resilience

Our resilience is anchored around our partnership with hap ū and tangata whenua. Te Tīriti o

Waitangi (the Treaty of Waitangi) is the founding document of New Zealand and provides the basis for working together in partnership and in good faith for mutual benefit. Valuing the Treaty helps us to engage with Te Ao Māori and recognise Maori culture and its uniqueness. Culture connects and strengthens communities. It instils a sense of pride, identity and sense of belonging which improves individual and community wellbeing.

Whangarei is becoming increasingly diverse. Maori make up nearly 30% of our population. We have a growing urban Māori population, but also a broad network of marae across our rural and coastal areas. Both of these need to be recognised and supported to ensure growing resilience. Housing and living costs have affected the ability to participate and access to education, employment, services and facilities.

Work needs to be undertaken to close the access gap and support our communities. It is crucial that our service delivery, infrastructure and planning decision making recognise our cultural identify and that we take the steps to meaningfully engage with our partners. As this strategy is further developed and implemented, we will work together with our hapū partners through Te Huinga and Te Karearea to ensure the right issues and actions are represented.

## COUNCIL ROLE TO SUPPORT RESILIENCE

Building resilience requires a combined effort across government, councils, businesses and the community. Council have a responsibility to build better outcomes for our communities to ensure our people are connected, able to successfully engage and to contribute to the values that make our District diverse and unique. Resilience is supported by access to opportunities of education, work, activities and services for our whole District. This will have a number of benefits:

- health and life expectancy
- trust and social cohesion
- educational performance
- employment
- the reduction of crime
- cultural and civic participation

However, it is important to identify what Council can directly influence to enhance and strengthen our communities. Council can:

- promote the Community development framework and provide community grants/ funding for groups across the District.
- strengthen connections within and between our rural and coastal communities, this includes transport but also telecommunications
- provide facilities and services which support resilience across the District which Council such as:
  - Parks and playgrounds
  - Sports facilities
  - Community centres and facilities
  - Libraries
- ensure our projects and planning are inclusive, cater for all abilities, cultural groups, ages and having the right services for the community's demographics.
- improve the safety of our public spaces
- through the provision of infrastructure and services:
  - support communities to utilize available resources to respond to, withstand, and recover from adverse situations.
  - Identify and focus resources on communities in need and address disparities
- look at Council policies and bylaws to improve wellbeing such as Alcohol Control Bylaw and Smoke Free policies.

# Outcomes and performance

# Strategic Outcomes

The following outcomes will drive our strategic response and guide how we manage future growth in Whangārei:

- future growth and development is well managed to enhance the wellbeing of our District
- business development supports an equitable and sustainable economy through innovation, job creation and educational opportunities
- sufficient land and infrastructure is provided in our urban area and growth nodes to need future demand for housing and businesses
- emissions are reduced through improved transport options, well designed urban form and sustainable development
- future development avoids areas where we cannot mitigate the risk from climate change and natural hazards
- urban development is focused on our urban area and growth nodes and not on our rural land, coastlines and productive soils
- Whangārei is well served by a variety of transport options making it easy to get around
- large scale development is served by appropriate infrastructure and has links to a variety of transport options to ensure connectivity with places of work, services and education
- a variety of housing types are enabled across the District with a focus of more intensive housing in our urban areas close to public transport and amenities
- the natural environment and landscapes are protected, healthy and flourishing
- cultural identity and heritage are recognised and celebrated
- strategic partnerships are used to advocate for the delivery of key projects and programmes which will support future development of the District
- we monitor and report on the outcomes and actions of the Growth Strategy, to ensure we are heading the right direction.
-

# Performance goals

To help show how well we are implementing this Strategy, we will use a small number of performance indicators. The indicators focus on areas that Council can influence through its planning and infrastructure functions. It is also acknowledged that factors beyond the control of local government will influence these indicators.

| | |
|---|---|
| **80%** | of people will have 30-minute travel time or less to their place of work or education. |
| **70%** | or more of new residential building consents are located within our urban area or growth nodes. |
| **2%** | annual average increase in jobs. |
| **10%** | or more new residential building consents are apartments and townhouses. |
| **15%** | improvement in housing affordability, based on the HAM first home buyer measure. |
| **1.5%** | annual increase in inner city residents for the first 5 years, then 5% annual increase. |

# Our response

This section sets out a response to our ongoing growth and our key strategic drivers. This response comprises five parts:

### *Future Development Plan*

This will set out our plan for development across our District. It will identify future opportunities for new housing and business land to meet our requirements under the NPS-UDC.

### *Placemaking Programme*

Plans will be created for key growth locations across our District. These plans will set out how that location will grow and develop over the next 30 years. It will look at land uses, infrastructure and amenity in an integrated way.

### *Northland to Auckland Corridor Plan*

A corridor plan will be established to focus on the growth areas between Whangārei and North Auckland. This will be subject to support from Central Government in partnership with Northland councils, iwi and hapū and key stakeholders.

It will deliver a spatial framework to manage growth and key infrastructure programmes.

### *Monitoring and reporting framework*

To ensure our decision making is robust, we will undertake an ongoing programme of monitoring key indicators. This will align with the key outcomes of the Strategy and utilize a range of data sources.

### *Actions*

The actions outline the steps we need to deliver the outcomes of the Strategy These actions will be linked to long term planning cycles and reviewed in advance of 3-year budget decision making.

# Future Development Plan

A future development plan is a key requirement of the National Policy Statement on Urban Development. This is the first iteration of the Plan which we will monitor and review with stakeholders and our hapū partners, with the aim of developing a new version by 2024.

## WHAT IS THE FUTURE DEVELOPMENT PLAN?

This Strategy will continue the direction set by Sustainable Futures 30 / 50, to focus a majority of development within:

- our existing urban area – Whangārei City, Tikipunga, Kamo, Maunu, Onerahi and Otaika
- our growth nodes of Marsden – Ruakākā, Waipū, Parua Bay and Hikurangi.

Outside of these areas, the focus will be to provide managed opportunities for development whilst:

- maintaining existing rural areas and highly productive land
- protecting our natural environment and coastal landscapes.

Future development areas identified in this Plan are intended for long term growth from 2028 onwards. Where future development is identified, this will only be developed if it is:

- appropriately zoned in the District Plan
- well planned, integrating land use and infrastructure
- supported by a choice of transport options.

All development envisaged through this Strategy should be well designed, ensuring our future neighbourhoods have a welcoming character, are connected, safe and have a high level of amenity. This will be achieved through a combination of:

- District Plan provisions
- design guidelines
- infrastructure planning
- placemaking.

## DEMAND AND CAPACITY

To plan for the future, we need to understand the demand for housing and business development and whether we have the capacity to meet that demand.

Recent Government legislation requires us to estimate the future demand for housing and land for business activities for the next 30 years. The legislation then requires us to provide capacity in our District Plan and infrastructure networks to meet the estimated demand.

We acknowledge that it is often difficult to predict the future. The assessment of demand is based on scenario of high growth based on the best information at hand. However, we will revisit this assessment and review our housing needs in line with the National Policy Statement on Urban Development.

### *How much housing and business land do we need?*

Across our District the demand for housing will result in:

- 2,000 new homes by 2023
- 6,000 new homes by 2030
- 18,000 new homes by 2050.

Demand for business land will result in:

- 60 hectares of business land by 2023
- 150 hectares of business land by 2030
- 260 hectares of business land by 2050.

## *How much housing and business land can we provide?*

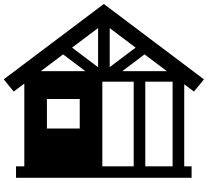
The capacity we provide needs to have the right District Plan zoning and infrastructure services.

We also need to consider whether the capacity will be feasible. By feasible we mean that it won't be too expensive or difficult for someone to build a house. We have taken these factors into account and have estimated that we can provide more than enough housing and business land across our District to meet demand:

- 12,000 – 20,000 new homes to be built between now and 2050
- 520 – 560 hectares of business land between now and 2050.

More detail on this can be found in our Housing and Business Capacity Assessment. Council will be reviewing this on an ongoing basis to ensure we keep up with demand and we will also be incorporating the new requirements of the National Policy Statement on Urban Development.

For each of the growth areas we have provided detail on how these houses can be built. This falls into three scenarios:

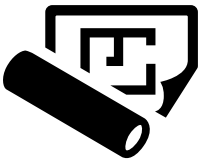


### *Infill development potential*

This assesses the number of houses that could be built on a section with an existing house.

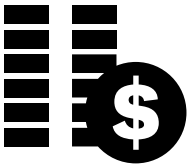
### *Redevelopment potential*

This assesses the number of houses that could be built on a site if the existing house was removed. This assessment includes site(s) in close proximity to centres or public transport routes.



### *Future development potential*

This assesses the number of houses that could be built on greenfield land on the edge of our urban area. A plan change would be needed to enable housing development to occur, where urban zoning is not already in place.



### *Feasible capacity*

This assesses how much of the total capacity in an area is feasible. This means that a developer could reasonably assume a 15%-20% profit and therefore it is more likely to be built on.

# WHANGĀREI URBAN AREA

Our urban area currently contains over half our District's total population, a concentration of business and industrial activities along with major services such as our hospital.

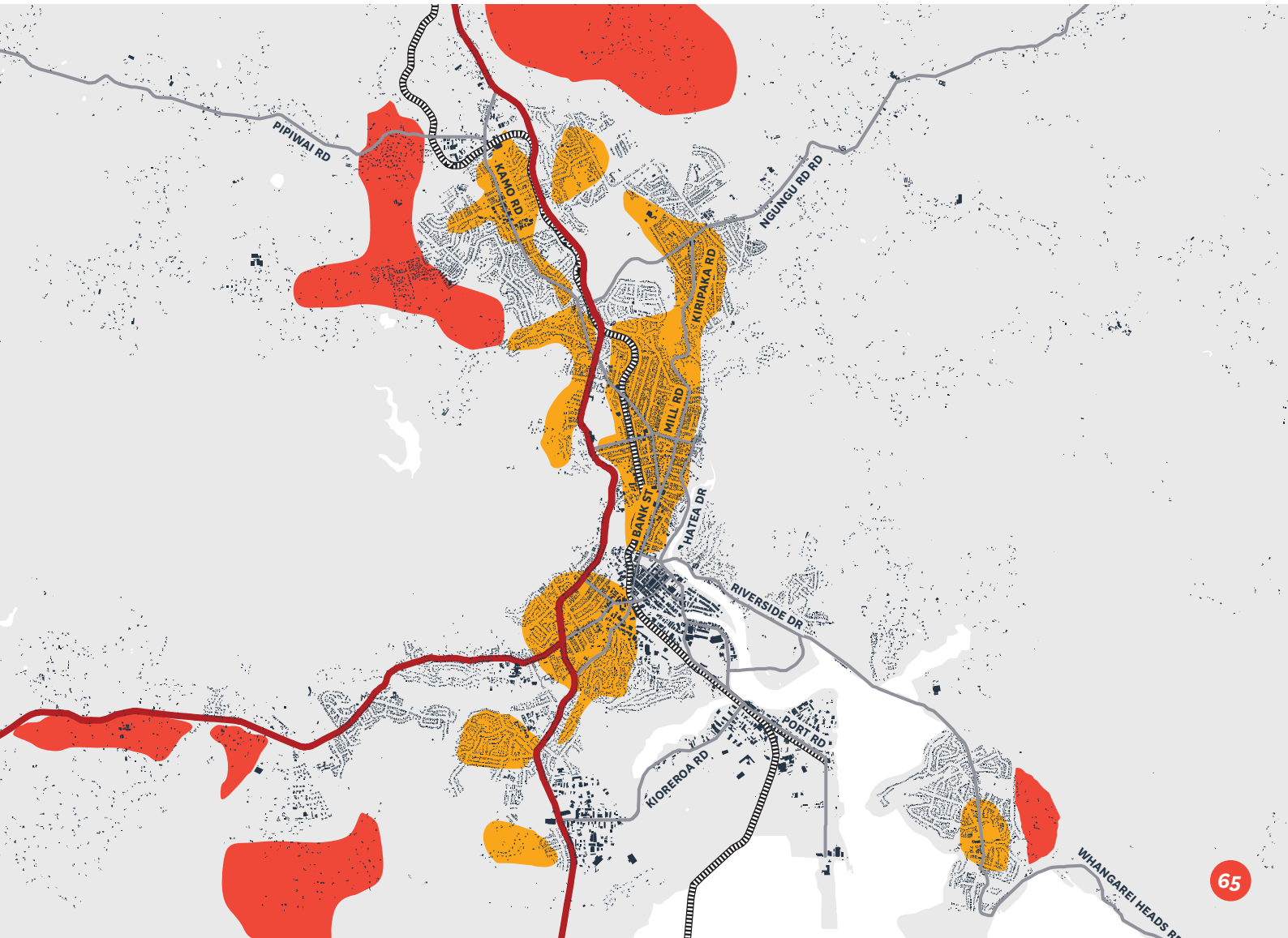
This Strategy sets out a vision for having most future growth accommodated here. This will be achieved by:

- Infill opportunities – where development can be accommodated on larger pieces of land that have existing development on them
- Redevelopment opportunities – where a piece of land with existing development is knocked down and new development is built
- Greenfield on the periphery – where land on the periphery is converted to housing or to business uses.

N

***Key growth nodes:***
## WHANGĀREI URBAN AREA

- STATE HIGHWAY
- RAILWAY
- ARTERIAL ROADS
- PROPERTY BOUNDARIES
- BUILDINGS
- URBAN REDEVELOPMENT AND INFILL OPPORTUNITIES
- FUTURE DEVELOPMENT OPPORTUNITIES



## *Infill and Redevelopment*

The opportunities for infill and redevelopment have the considerable advantages of accommodating future growth in a way that is more sustainable and less costly for our community. For this type of development to be a success we need to prioritise urban design, align the provision of infrastructure and ensure an appropriate level of amenity is maintained. The location of infill and redevelopment opportunities is also very important. We want to focus these opportunities on areas that are suitable to accommodating more housing and more people. This means we look at areas that are:

- close to an existing town or neighbourhood centre
- located along main public transport corridors and urban cycleways
- benefit from access to public open space.

The maps that accompany this Strategy show indicative locations for a greater intensity of development.

We also need to consider the feasibility of this type of development. Our analysis has shown that infill and redevelopment opportunities are currently not profitable enough. This means developers will be reluctant to invest if a good return cannot be guaranteed. However, slight shifts in the housing market such as land values will mean that more of these types of development will become feasible in the future.

Areas such as Kensington, Regent, Morningside and Raumanga have excellent opportunities for a greater intensity of development due to proximity to our city centre, access to transport and services. These areas also have a number of larger sites which are ideal for comprehensive development.

Whangārei City centre performs an important function in the future urban development of the District. A well-functioning and high amenity city centre acts as an 'urbanisation magnet', attracting residential development and sympathetic business activities both to the centre and surrounding city fringe areas. Whangārei District Council has recognised this by adopting a City Centre Plan in December 2017.

Currently, about one third of the District's workforce works in the city centre in offices, retail outlets, cafes, restaurants and bars. However, very few people live in the centre and the feasibility of housing development in the city centre is relatively low. Through the City Centre Plan and the City Core Precinct Plan, Hihiaua Precinct Plan and future developments (such as Port Nikau) we want to encourage more people to live in, or in proximity to, our city centre.

## *Greenfield on the periphery*

We have enough capacity for housing and business land to meet projected demand over the next 20 years within the land which is already zoned for residential and business uses (as shown in tables 5 and 6). However, in the long term, we need to ensure we provide a balanced approach and give additional options for business and housing by identifying limited areas for future expansion as existing zoning capacity is taken up. This Strategy has therefore identified future growth areas.

These areas are intended for the long term, from about 2028 onwards and should only become developable when:

- capacity within our existing urban area is taken up or near capacity
- infrastructure to these areas has been planned and funded
- spatial planning or master-planning is undertaken.

## *Managing our productive land and protecting our valued natural environment*

Our productive land is crucial to the wellbeing of our community, environment and economy. Central Government has released a policy statement which recognises its importance through the Resource Management Act:

- recognise the full range of values and benefits associated with its use for primary production
- maintain its availability for primary production for future generations
- protect it from inappropriate subdivision, use and development.

In response, we have focused future growth areas and development opportunities away from areas known to contain high class soils while we wait for the identification of highly productive land by the Northland Regional Council.

At the same time, as our District grows, we will maintain the direction established through our District Plan which limits development potential in our rural environments. We also recognise strategically the relationship between urban development and how we manage future subdivision.

## *What is putting our productive land at risk?*

In April 2018, MfE and Statistics NZ published the Our land 2018 report, which is a comprehensive assessment of how human activity is affecting the state of New Zealand's land to date. The report identified two main pressures facing highly productive land on the edge of towns and cities:

- expansion of urban areas, and the accompanying loss of productive land; and
- change of land-use on the fringes of urban areas, in particular the increase in lifestyle blocks.

# INNER CITY LIVING

Increasing the number of people living in our city centre is a strategic priority of our Council. More people in our city will support the revitalisation of our central areas and help support the outcomes of our City Centre Plan and City Core Precinct Plan.

Council has established a clear strategic and policy direction for encouraging and promoting inner city living. This is encapsulated in the:

- City Centre Plan (2017)
- City Core Precinct Plan (2019)
- Whangārei District Plan/Urban and Services Plan Change (2020)
- Whangārei District Council Triennium Priorities (2020)
- Whangārei District Council COVID-19 Response Strategy (2020).

Despite the strong strategic direction, there may be a need to update some policies to better reflect or enable the strategic direction, such as a review of our Public Places Bylaw.

## *Council road blocks*

The report assessed current Council practices that have been identified as areas that could be negatively impacting development conditions, such as our District Plan / Urban and Services Plan Change. Reviews of the District Plan and the consenting process were undertaken. It was established early on that the District Plan and the consenting processes are 'enabling' for new inner-city development. There were no obvious requirements or rules, that Council control, which would prevent the development of new residential development.

It is also noted that the Urban and Services Plan Change includes incentives for the provision of residential units, by offering additional height over the maximum height limits. This incentivised approach is well used in other larger centres in New Zealand.

## *Market factors and feasibility*

Our review looked at market-related factors that influence inner-city development. The review identified a number of issues that could impact on development:

- uncertainty in market information, particularly demand and price points
- building costs due to building act requirements (rather than RMA)
- infrastructure concerns within the including poor public transport, flood protection
- relative ease/low risk of alternative housing developments e.g. greenfield subdivision
- experience in delivering inner city housing models.

The report also looks at feasibility of inner-city development, linking to work undertaken as part of compliance with the National Policy Statement on Urban Development. This identifies that the total cost of development exceeds any profit of selling on the private market. This is determined by several factors which are constantly changing, such as land values, material costs and labour costs.

We have undertaken a series of discussions with local developers and local land owners to inform this report. Our ability to communicate with the private sector has been impacted due to COVID-19, and therefore there are several key developers and land owners we have not spoken to.

## *Market driven delivery*

Economic analysis has provided a likely scenario for market-driven delivery of inner-city living. The scenario has been assessed against our District Plan and other relevant policies. The scenario can be summarized as follows:

Stage 1: Small scale but high value conversion of commercial space to residential uses. This will be less constrained by market price points.

Stage 2: Townhouse/low rise apartments on brownfield sites in the city center fringe areas. This is likely to be delivered by medium scale developers based locally and nationally, including Central Government.

Stage 3: Greater market confidence and demand to deliver larger scale inner city living in both central and fringe areas.

## *Public investment to stimulate private investment*

Analysis has identified an opportunity to stimulate private investment, through public investment in infrastructure. The public investment should concentrate in two areas:

- Core infrastructure and transport needed to serve a growing inner-city population
- Public space investment to make a location more attractive for people to live.

Our Council has a comprehensive view of core infrastructure investment through our Asset Management Planning and infrastructure strategies, which shows continued investment in the central city area. However, consideration will need to be given to key risk areas such as flood protection.

The draft Complete Streets Masterplan provides a framework for public space investment along with key projects such as the new Town Basin park. The draft plan is currently being worked through with Council.

## *Role of Kāinga Ora*

Kāinga Ora brings together KiwiBuild, Housing New Zealand and its development subsidiary, HLC. This is designed to enable a more cohesive, joined-up approach to delivering the Government's priorities for housing and urban development.

Kāinga Ora has two key roles:

- public housing landlord
- partnering with the development community, Māori, local and central government, and others on urban development projects of all sizes.

Kāinga Ora received significant funding through the 2020 Budget to deliver 8000 homes. It is unclear at this stage what that delivery will look like in Whangārei. For the inner city, there are small pockets of Kāinga Ora land in city fringe locations of the Avenues and Morningside. Alternatively, Council could look to partner with Kainga Ora to utilise Council-owned land or with a private investor for private land development. Under both scenarios Council would need to be clear of its role, and that of Central Government.

## *Financial tools and incentives*

A key learning from this report, is that many successful delivery models focus on financial tools. However, success varies considerably depending the on the country in which tools are applied, largely due to different revenue and financing regimes. In New Zealand, two tools are often considered:

- development contributions
- rating tools.

Generally, these tools are used as incentives either in the construction of inner-city living development (e.g. reduced Development Contributions paid by the developer) or incentives for demand (e.g. reduced rates for those who live in inner living developments).

It was noted that these tools would not necessarily have a material bearing on market feasibility, particularly when compared to other cost drivers such as land values and material and labour costs.

## *Immediate next steps for Inner City Living*

The next stage of the work programmed is to move ahead with discussions with other Councils who have been identified as having a successful inner-city model. Further discussions will also be required with the private sector as our discussions were interrupted due to COVID-19.

Work is ongoing. Once all necessary consultation and information gathering has been completed there will be a better understanding of the tools available, and decisions required, to improve inner-city living development. However, this could include:

1. Identification of a baseline and target for inner city living.
2. Investigation and implementation of a Pilot Scheme / Programme or Exemplar development.
3. Identification and partnering with stakeholders to create a road map for longer term delivery (this could include Kainga Ora, local housing providers, national/international providers or investors).

## KEY NODES FOR DEVELOPMENT

The future development plan identifies a number of locations in our District which will accommodate most of our future growth. These areas are mostly urban environments and all have infrastructure services.

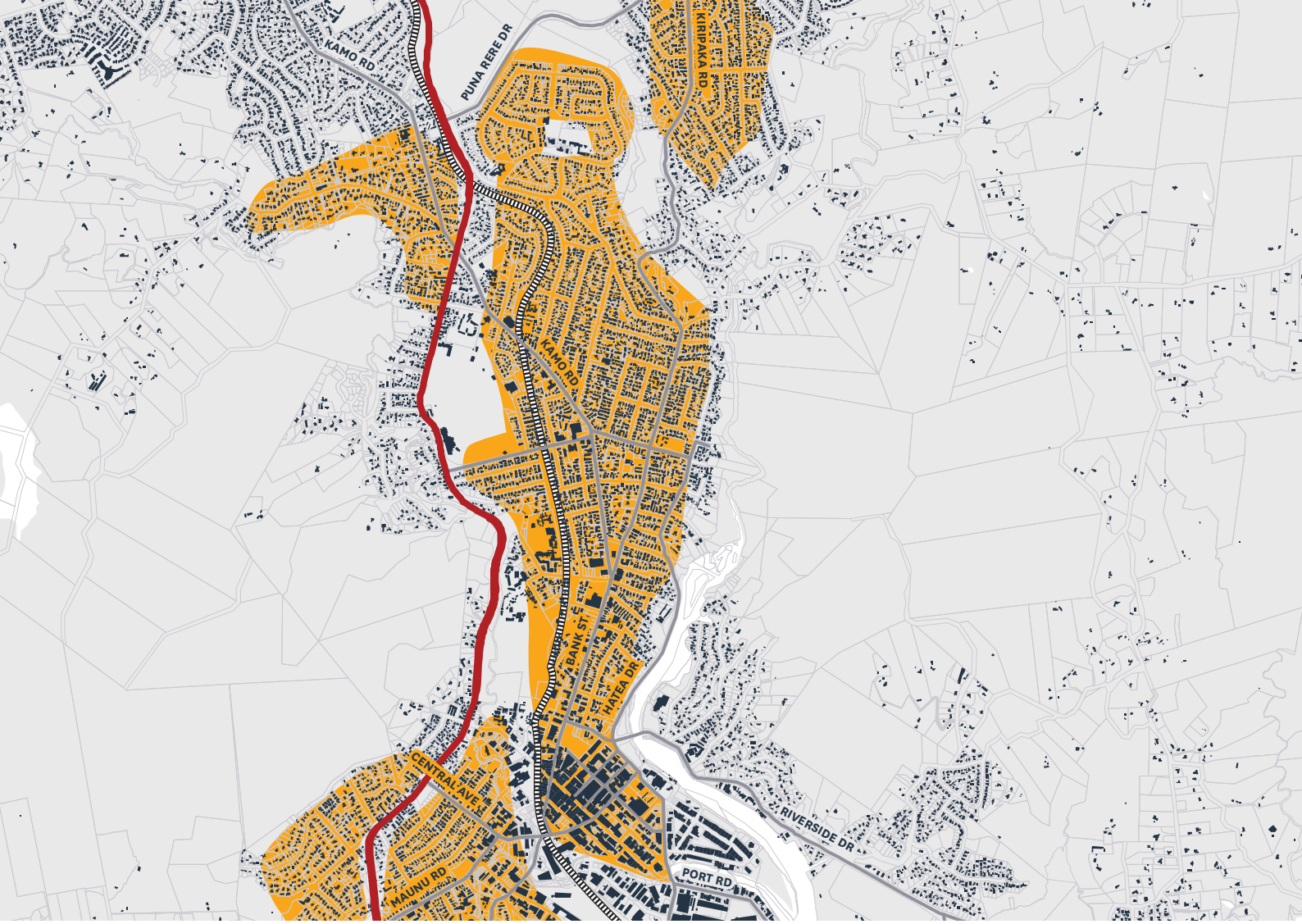
## CENTRAL WHANGĀREI

Whangārei City Centre is home to a number of business and employers, as well as retail and services. As our District continues to grow, the city centre and surrounding area will become increasingly important as a hub for business and services.

### *Strategic priorities*

There are a number of priorities which we will need to look at for the central area of Whangārei:

- flood risk and mitigation for the city centre and Town Basin
- public space improvements in the city core
- improved public and active transport connections
- car parking for visitors and workers
- inner city living opportunities
- more grade-A office spaces.




N

*Key growth nodes:*

# CENTRAL WHANGĀREI

- STATE HIGHWAY
- RAILWAY
- ARTERIAL ROADS
- PROPERTY BOUNDARIES
- BUILDINGS
- URBAN REDEVELOPMENT AND INFILL OPPORTUNITIES
- FUTURE DEVELOPMENT OPPORTUNITIES

| | 2018 | 2048 | |
|---|---|---|---|
| POPULATION | 3,953 | 4,511 | 14.1% |
| DWELLINGS | 1,766 | 2,036 | |

| | 2013 | 2019 | |
|---|---|---|---|
| HOUSE VALUES | $530,000 | $552,000 | 4.15% |
| RENT VALUES | $235 | $363 | 54.46% |

**NEW RESIDENTIAL UNITS OVER 30 YEARS (RANGE)**

INFILL DEVELOPMENT POTENTIAL
**2,000-5,000**

FUTURE DEVELOPMENT POTENTIAL
**500-700**

REDEVELOPMENT POTENTIAL
**150-260**

FEASIBLE CAPACITY
**900-1,200**

# KAMO

Kamo is a fast-growing community to north-west of the Whangārei urban area. Recent growth projections anticipate it will be Whangārei's second largest urban area.

The population is anticipated to continue its steady growth expectations. Recent population projections for Kamo were estimated at 7,543. Over a 30-year long-term projection, population increases are expected to reach as high as 32.74%.

Similar to the housing market across Whangārei, house values in Kamo have increased by a significant proportion. Between 2013-2019, housing values have increased by 62.67% while rental prices have also increased by 32.78%.

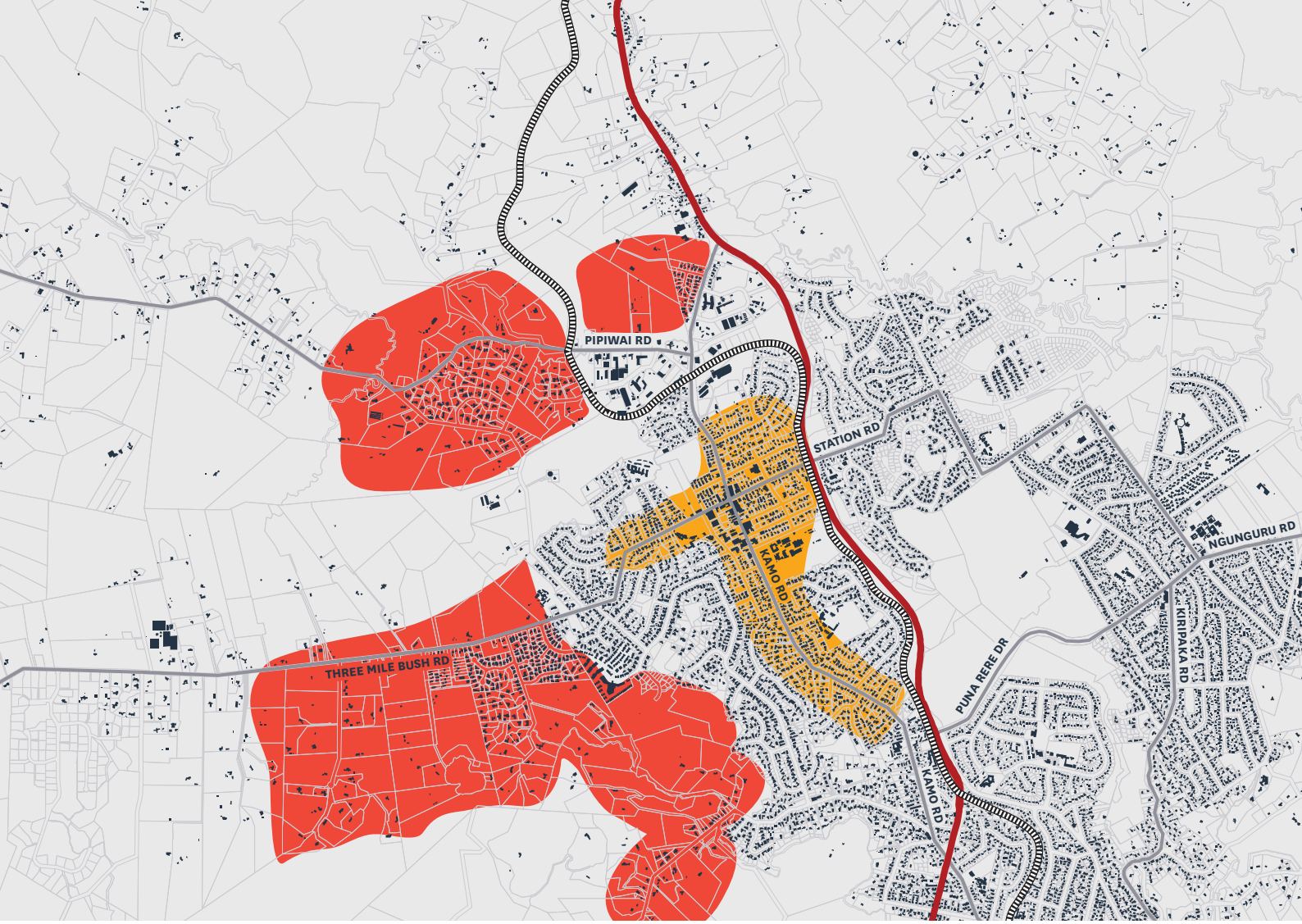
Kamo is well served by transport, including the Kamo Shared Path and frequent bus services.

Kamo is an important hub for businesses and employment opportunities, with a thriving town centre and industrial and commercial opportunities in Springs Flat.

## *Strategic priorities*

There are a number of priorities which we will need to look at for Kamo:

- ensuring there are appropriate opportunities for housing in and on the fringes of Kamo
- limiting residential sprawl into the wider rural areas
- ensuring infrastructure keeps pace with growth
- improved transport connectivity including, Springs Flat roundabout, cycle and walkways, more frequent and comprehensive bus services.




N

## *Key growth nodes:*
# KAMO

- STATE HIGHWAY
- RAILWAY
- ARTERIAL ROADS
- PROPERTY BOUNDARIES
- BUILDINGS
- URBAN REDEVELOPMENT AND INFILL OPPORTUNITIES
- FUTURE DEVELOPMENT OPPORTUNITIES

| | 2018 | 2048 | |
|---|---|---|---|
| POPULATION | 15,048 | 16,852 | 37% |
| DWELLINGS | 5,576 | 6,784 | |

| | 2013 | 2019 | |
|---|---|---|---|
| HOUSE VALUES | $294,844 | $479,637 | 62.67% |
| RENT VALUES | $302 | $401 | 32.78% |

**NEW RESIDENTIAL UNITS OVER 30 YEARS (RANGE)**

INFILL DEVELOPMENT POTENTIAL
**6,200-11,000**

FUTURE DEVELOPMENT POTENTIAL
**5,500-7,000**

REDEVELOPMENT POTENTIAL
**250-360**

FEASIBLE CAPACITY
**900-1,200**

# TIKIPUNGA

Tikipunga is located within urban Whangārei, situated 5km north-east of Whangārei City Centre. Like Kamo, Tikipunga has experienced high growth and is seeing a number of new medium and large-scale subdivisions.

In the last five years it has experienced high growth, surpassing growth projections. Recent developments include the Totara Parklands subdivision, two retirement villages and several smaller subdivisions erecting single detached family homes. In the years to come, Tikipunga will continue to grow as greenfield sites located along Sandy's Road and Vinegar Hill Road develop.

In terms of land use, Tikipunga is primarily residential with a small commercial centre. However, there are a number of community facilities, sports grounds and schools. Tikipunga serves also as a gateway to coastal communities along the Tutukākā coastline.

### *Strategic priorities*

There are a number of priorities which we will need to look at for Tikipunga:

- infrastructure planning and delivery to align with growth
- ensuring connectivity between new developments and the existing urban areas
- maintaining and improving the health of the waterways, Whangārei Falls and the wider catchment of the Whangārei Harbour.
- limiting sprawl into the valued character areas of Glenbervie and Whareora.

N

## *Key growth nodes:*
# TIKIPUNGA

- STATE HIGHWAY
- RAILWAY
- ARTERIAL ROADS
- PROPERTY BOUNDARIES
- BUILDINGS
- URBAN REDEVELOPMENT AND INFILL OPPORTUNITIES
- FUTURE DEVELOPMENT OPPORTUNITIES

| | 2018 | 2048 | |
|---|---|---|---|
| POPULATION | 10,738 | 17,656 | 170% |
| DWELLINGS | 3,676 | 6,594 | |

| | 2013 | 2019 | |
|---|---|---|---|
| HOUSE VALUES | $241,158 | $425344 | 76.37% |
| RENT VALUES | $274 | $393 | 43.43% |

**NEW RESIDENTIAL UNITS OVER 30 YEARS (RANGE)**

INFILL DEVELOPMENT POTENTIAL
**3,000-6,000**

FUTURE DEVELOPMENT POTENTIAL
**3,000-5,000**

REDEVELOPMENT POTENTIAL
**700-1,000**

FEASIBLE CAPACITY
**1,500-3,000**

# MAUNU

Maunu is a residential area located to the west of Whangārei City. Recent population figures show in 2019 the population of Maunu was 3340, which is an increase of 320 since 2006. Notably, Maunu currently has no defined centre for local retail.

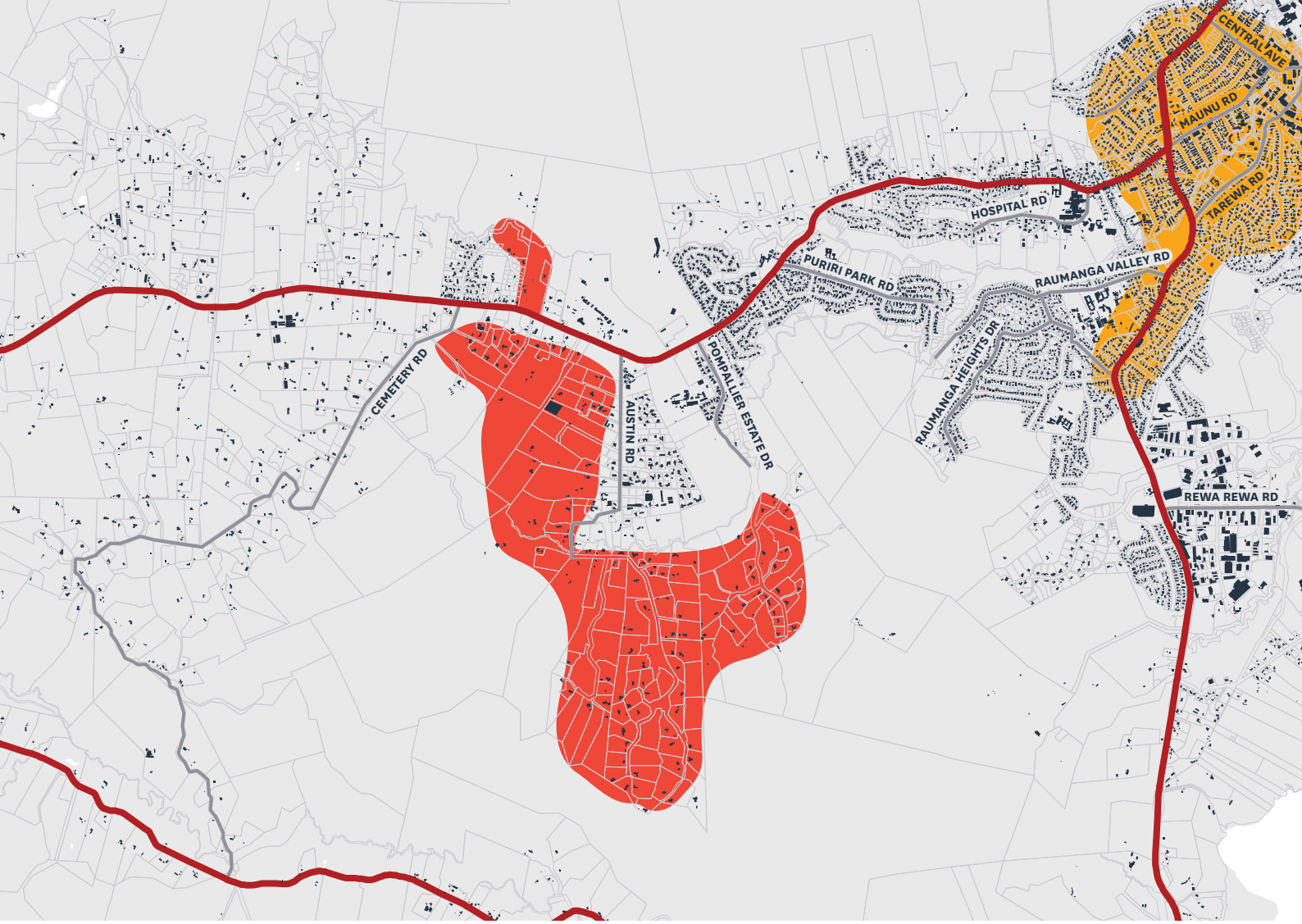
Maunu is home to the Whangārei Hospital. This is the primary hospital for Northland and has plans for expansion and redevelopment. As well as being a major health service provider, it is also a large employer for the District.

Maunu is reliant on a single transport corridor. This is reaching capacity and will either require further upgrades and/or additional links between State Highway 1 to State Highway 14.

## *Strategic priorities*

There are a number of priorities which we will need to look at for Maunu:

- support and advocate for improvements to Whangārei Hospital
- transport improvements including bus services and walking and cycling connections between Maunu and the city
- limiting sprawl into rural areas
- support the establishment of a commercial centre with land use planning and public space improvements.




N

## *Key growth nodes:*
# MAUNU

- STATE HIGHWAY
- RAILWAY
- ARTERIAL ROADS
- PROPERTY BOUNDARIES
- BUILDINGS
- URBAN REDEVELOPMENT AND INFILL OPPORTUNITIES
- FUTURE DEVELOPMENT OPPORTUNITIES

| | 2018 | 2048 | |
|---|---|---|---|
| POPULATION | 3,027 | 4,006 | 32.3% |
| DWELLINGS | 1,088 | 1,538 | |

| | 2013 | 2019 | |
|---|---|---|---|
| HOUSE VALUES | $382,375 | $566,125 | 48.05% |
| RENT VALUES | $379 | $503 | 32.71% |

**NEW RESIDENTIAL UNITS OVER 30 YEARS (RANGE)**

INFILL DEVELOPMENT POTENTIAL
**4,000-6,000**

FUTURE DEVELOPMENT POTENTIAL
**2,500-5,000**

REDEVELOPMENT POTENTIAL
**300-600**

FEASIBLE CAPACITY
**1,000-2,500**

# ONERAHI

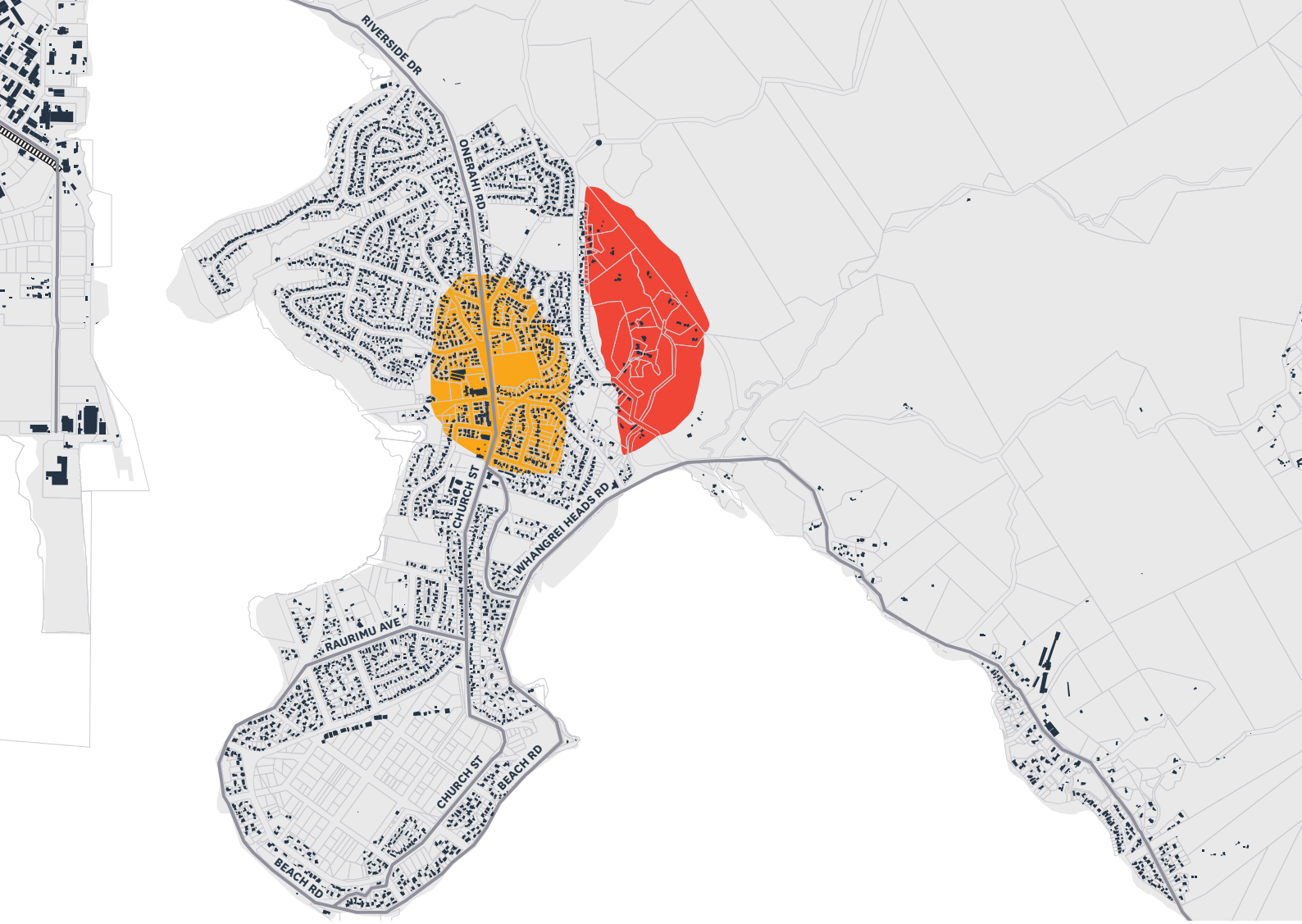
Onerahi is a settlement located between central Whangārei and the coastal route towards Parua Bay and Whangārei Heads. Onerahi is home to Whangārei Airport as well as other commercial activities in and around its town centre. Onerahi is connected to Whangārei city by a single road and a shared path.

According to the 2019 population estimates, Onerahi's population is 2,570 which is only an increase of 310 since 2006. It is anticipated future population growth will be consistent with the last 10 years. This is due to geographic constraints that will limit any expansion of Onerahi. Although there may be opportunities for redevelopment and infill.

## *Strategic priorities*

There are a number of priorities which we will need to look at for Onerahi:

- transport improvements to Riverside Drive and potential bypass to serve Whangārei Heads
- future of the Whangārei Airport site as new location for the airport is identified
- identify opportunities for redevelopment and infill housing
- improve the safety and accessibility of the foreshore, linking with the shared path and cycle network.




N

*Key growth nodes:*
## ONERAHI

- STATE HIGHWAY
- RAILWAY
- ARTERIAL ROADS
- PROPERTY BOUNDARIES
- BUILDINGS
- URBAN REDEVELOPMENT AND INFILL OPPORTUNITIES
- FUTURE DEVELOPMENT OPPORTUNITIES

| | 2018 | 2048 | |
|---|---|---|---|
| POPULATION | 2,471 | 2,685 | 8.7% |
| DWELLINGS | 973 | 1,093 | |

| | 2013 | 2019 | |
|---|---|---|---|
| HOUSE VALUES | $243,121 | $418,125 | 71.98% |
| RENT VALUES | $291 | $378 | 29.89% |

**NEW RESIDENTIAL UNITS OVER 30 YEARS (RANGE)**

INFILL DEVELOPMENT POTENTIAL
**1,000-2,500**

FUTURE DEVELOPMENT POTENTIAL
**150-200**

REDEVELOPMENT POTENTIAL
**250-550**

FEASIBLE CAPACITY
**300-800**

# RAUMANGA AND OTAIKA

Otaika and Raumanga are located to the south of Whangārei City. This area accommodates a range of residential, commercial and industrial development. The area has some of the lowest levels of growth across all of the urban areas.

Otaika has substantial areas of land that are prone to high risk of instability, with an area of approximately 760ha of land or up to 60% of Otaika prone to this issue. This will impact on the amount and type of future development in the area.

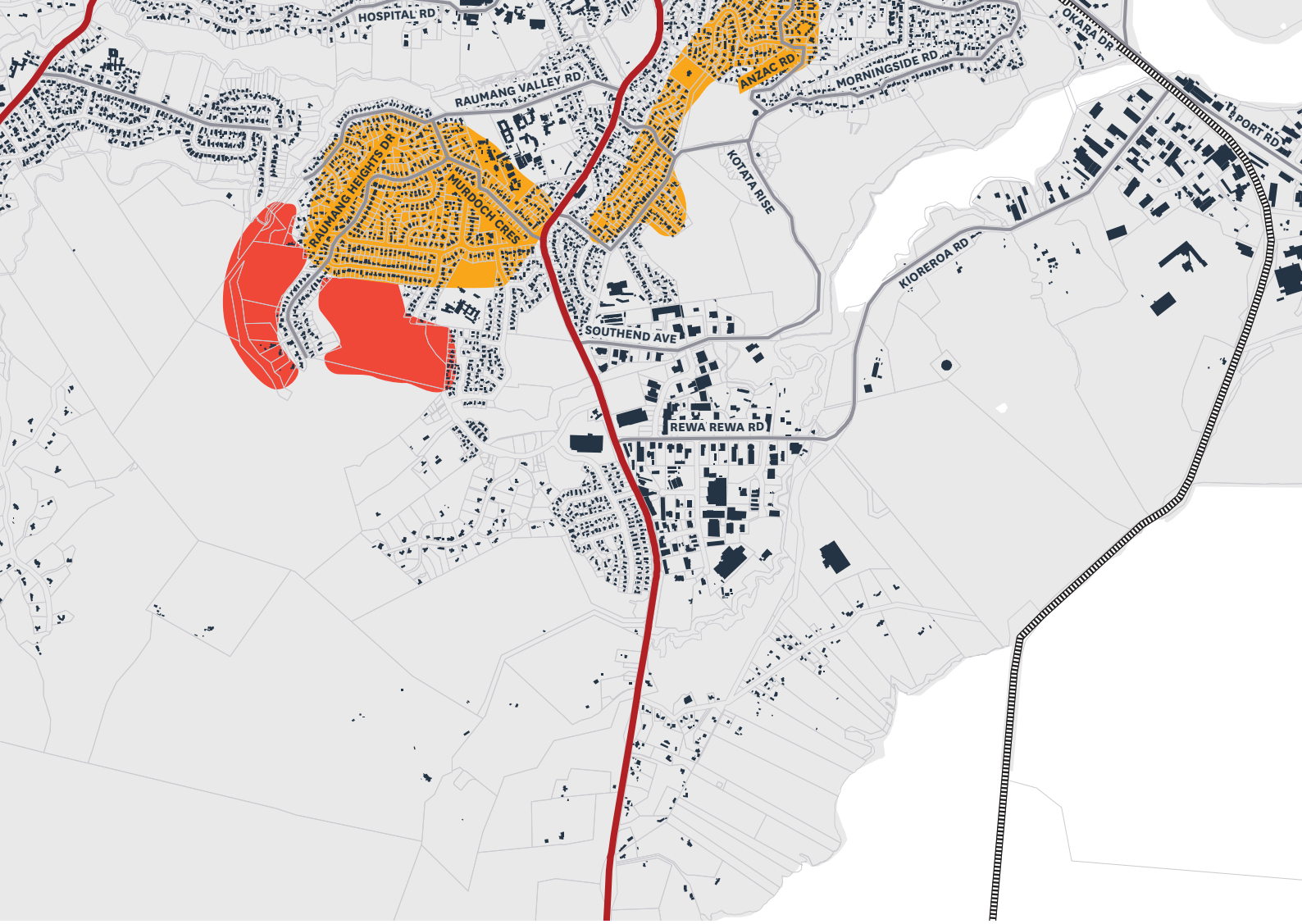
Along with residential area, the commercial and industrial areas provide important services and employment for the District. Raumanga is also home to NorthTec, Northland's largest tertiary education provider.

State Highway 1 cuts this area in two with limited connectivity between the communities either side of the highway. Any future improvements to the highway will need to address the safety, amenity and pedestrian connectivity of the community.

## *Strategic priorities*

There are a number of priorities which we will need to look at for Otaika and Raumanga:

- State Highway 1 improvements to focus on amenity and safety as well as vehicle movements
- maintaining and increasing opportunities for employment and training
- avoiding the location of future development opportunities in areas of stability risk
- maintaining the operational requirements of the quarry and avoiding reverse sensitivity issues
- improve the safety and accessibility between Raumanga and the city by linking with the shared path and cycle network.




N

## *Key growth nodes:*
# RAUMANGA AND OTAIKA

- STATE HIGHWAY
- RAILWAY
- ARTERIAL ROADS
- PROPERTY BOUNDARIES
- BUILDINGS
- URBAN REDEVELOPMENT AND INFILL OPPORTUNITIES
- FUTURE DEVELOPMENT OPPORTUNITIES

| | 2018 | 2048 | |
|---|---|---|---|
| POPULATION | 3,174 | 3,868 | ▲ 19.3% |
| DWELLINGS | 1,182 | 1,512 | |

| | 2013 | 2019 | |
|---|---|---|---|
| HOUSE VALUES | $362,500 | $480,000 | ▲ 32.41% |
| RENT VALUES | $291 | $378 | 29.89% |

**NEW RESIDENTIAL UNITS OVER 30 YEARS (RANGE)**

INFILL DEVELOPMENT POTENTIAL
**1,200-1,800**

FUTURE DEVELOPMENT POTENTIAL
**100-200**

REDEVELOPMENT POTENTIAL
**400-800**

FEASIBLE CAPACITY
**200-700**

# HIKURANGI

Hikurangi is a settlement located 16km north of Whangārei. The township was built around the mining of coal and limestone resources beginning in the late nineteenth century. Its mining history has shaped Hikurangi's development pattern and character.

Hikurangi is an important service centre to the wider community and local agricultural industry. Hikurangi township has gone through several changes from the mining closing, to the dairy company relocating to Kauri and reduced vehicle movements through the town as a result of the State Highway 1 bypass. Its population over the past 20 years has remained stable, at around 1,600-1,700 people.

Although the population has remained stable, house prices have increased by over 100% in the past 7 years. Hikurangi has the potential to be a key growth area for the north of the District. Careful consideration is required to align future development and infrastructure requirements and transport services that will be needed.

## *Strategic priorities*

There are a number of priorities which we will need to look at for Hikurangi:

- transport safety improvements including junction with State Highway 1, pedestrian crossing at the retail core
- cycleway connectivity to Whangārei and to the Tutukākā Coast
- aligning and managing growth and infrastructure improvements.

N

*Key growth nodes:*
## HIKURANGI

- STATE HIGHWAY
- RAILWAY
- ARTERIAL ROADS
- PROPERTY BOUNDARIES
- BUILDINGS
- URBAN REDEVELOPMENT AND INFILL OPPORTUNITIES
- FUTURE DEVELOPMENT OPPORTUNITIES

| | 2018 | 2048 | |
|---|---|---|---|
| POPULATION | 3,099 | 4,726 | 52.5% |
| DWELLINGS | 1,066 | 1,816 | |

| | 2013 | 2019 | |
|---|---|---|---|
| HOUSE VALUES | $347,000 | $727,500 | 109.65% |
| RENT VALUES | $260 | $382 | 46.92% |

**NEW RESIDENTIAL UNITS OVER 30 YEARS (RANGE)**

INFILL DEVELOPMENT POTENTIAL
**400-900**

FUTURE DEVELOPMENT POTENTIAL
**100-200**

REDEVELOPMENT POTENTIAL
**150-300**

FEASIBLE CAPACITY
**200-400**

# MARSDEN POINT/RUAKĀKĀ

Marsden Point/Ruakākā is a satellite hub for housing, business and industry. This has been established through long term planning and investment anchored around Northport, the refinery, Marsden Cove and the existing coastal settlement of Ruakākā.

The potential move of some or all of Ports of Auckland's functions to Northport, as well as the Navy and a Drydock facility, has the potential to be a catalyst for significant housing and business/industry growth.

The Ruakākā Structure Plan set out a vision for how future growth can be accommodated and what services are required. The structure plan will be reviewed as part of the Northland to Auckland Coridor Plan. It will also be informed by new work on flooding risk, infrastructure provisions and the outcome of the Urban and Services Plan Change. This will be a priority project starting at the end of 2021.

In the Ruakākā Structure Plan, population growth expectations were anticipated to reach much higher levels than what they currently are. Most recent population projections for Marsden Point/Ruakākā were estimated at 4,558. While future growth over the next 30 years is still anticipated to grow 183.66%, growth in the past has overestimated the speed of the changing population. Revisiting the Ruakākā Structure Plan will be a priority for Whangārei District Council to ensure the direction of the Plan is relevant for the future development of Marsden Point/Ruakākā.

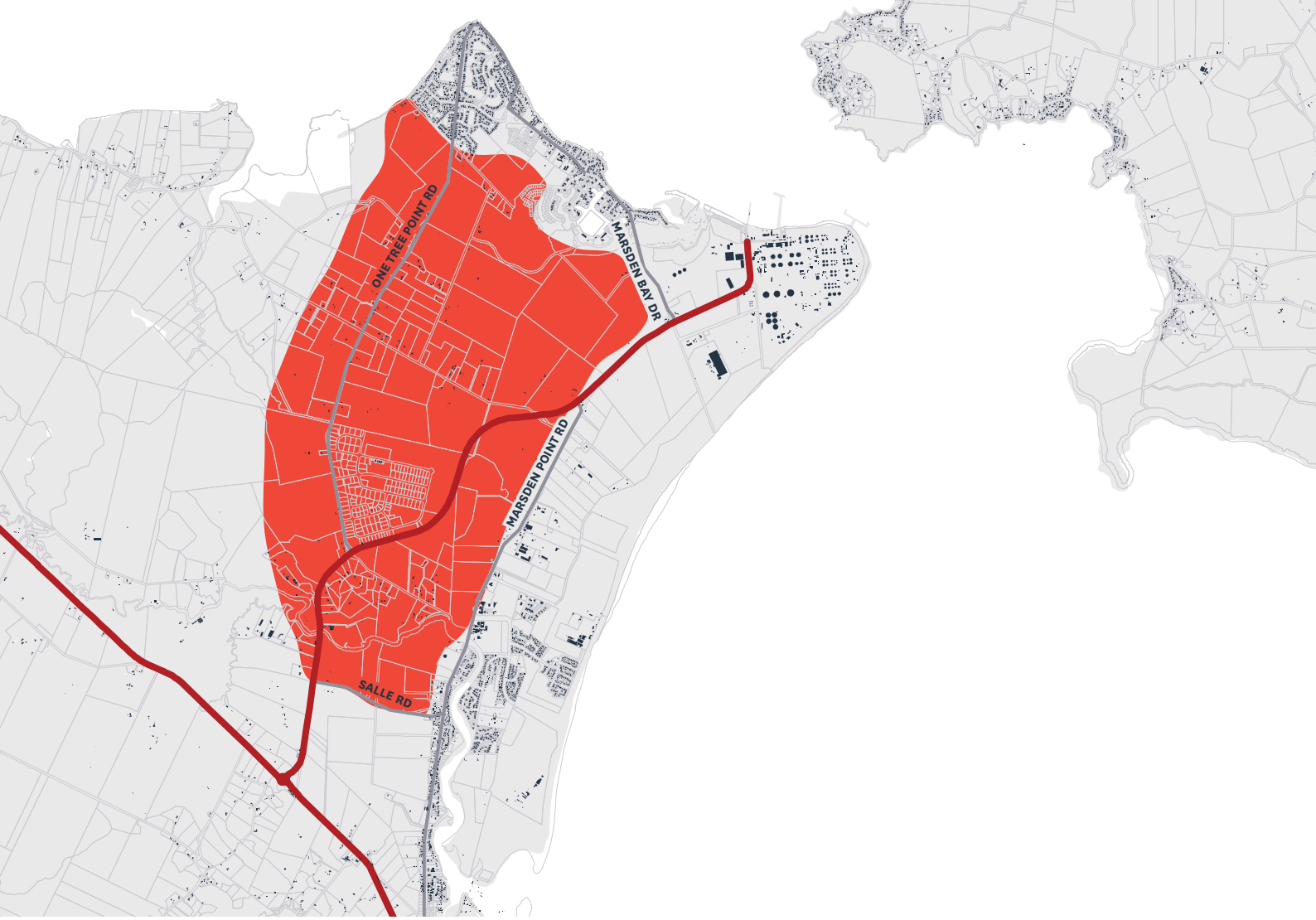
Between 2013-2019, housing values have increased 96.48% which is among the highest price changes in the District. During the same time, rental prices have increased 41.44% which is the highest percentage change out of any area in the District.

Because of the substantial growth expectations from the Ruakākā Structure Plan, over the last 10-years, a wide-range of infrastructure projects have taken place to ensure the current and future populations are adequately managed, especially with drinking water, wastewater and stormwater. Further infrastructure investment will be required in the Ruakākā stormwater system which is planned under the Long-Term Plan.

## *Strategic priorities*

There are a number of priorities which we will need to look at for Ruakākā - Marsden:

- advocating and supporting decision making on Northport, drydock facilities and the navy base
- maintaining the industrial land around Northport and Ruakākā to future proof the area for land-intensive industrial and logistic activities
- flood risk and mitigation for the land around Marsden and Ruakākā
- advocating for improvements to the rail network and the spur line to Northport
- advocating for transport improvements to State Highway 1
- reviewing the Ruakākā Structure Plan.




N

*Key growth nodes:*

## MARSDEN POINT/ RUAKĀKĀ

- STATE HIGHWAY
- RAILWAY
- ARTERIAL ROADS
- PROPERTY BOUNDARIES
- BUILDINGS
- URBAN REDEVELOPMENT AND INFILL OPPORTUNITIES
- FUTURE DEVELOPMENT OPPORTUNITIES

| | 2018 | 2048 | |
|---|---|---|---|
| POPULATION | 4,302 | 12,930 | 200% |
| DWELLINGS | 2,082 | 5,850 | |

| | 2013 | 2019 | |
|---|---|---|---|
| HOUSE VALUES | $333,125 | $654,525 | 96.48% |
| RENT VALUES | $304 | $430 | 41.44% |

**NEW RESIDENTIAL UNITS OVER 30 YEARS (RANGE)**

INFILL DEVELOPMENT POTENTIAL
**1,500-3,150**

FUTURE DEVELOPMENT POTENTIAL
**3,500-7,500**

REDEVELOPMENT POTENTIAL
**30-100**

FEASIBLE CAPACITY
**1,200-4,000**

## PARUA BAY

Parua Bay is a coastal growth node located at the gateway to the Whangārei Heads. It contains a small commercial service centre, school and community centre which serves the wider rural area.

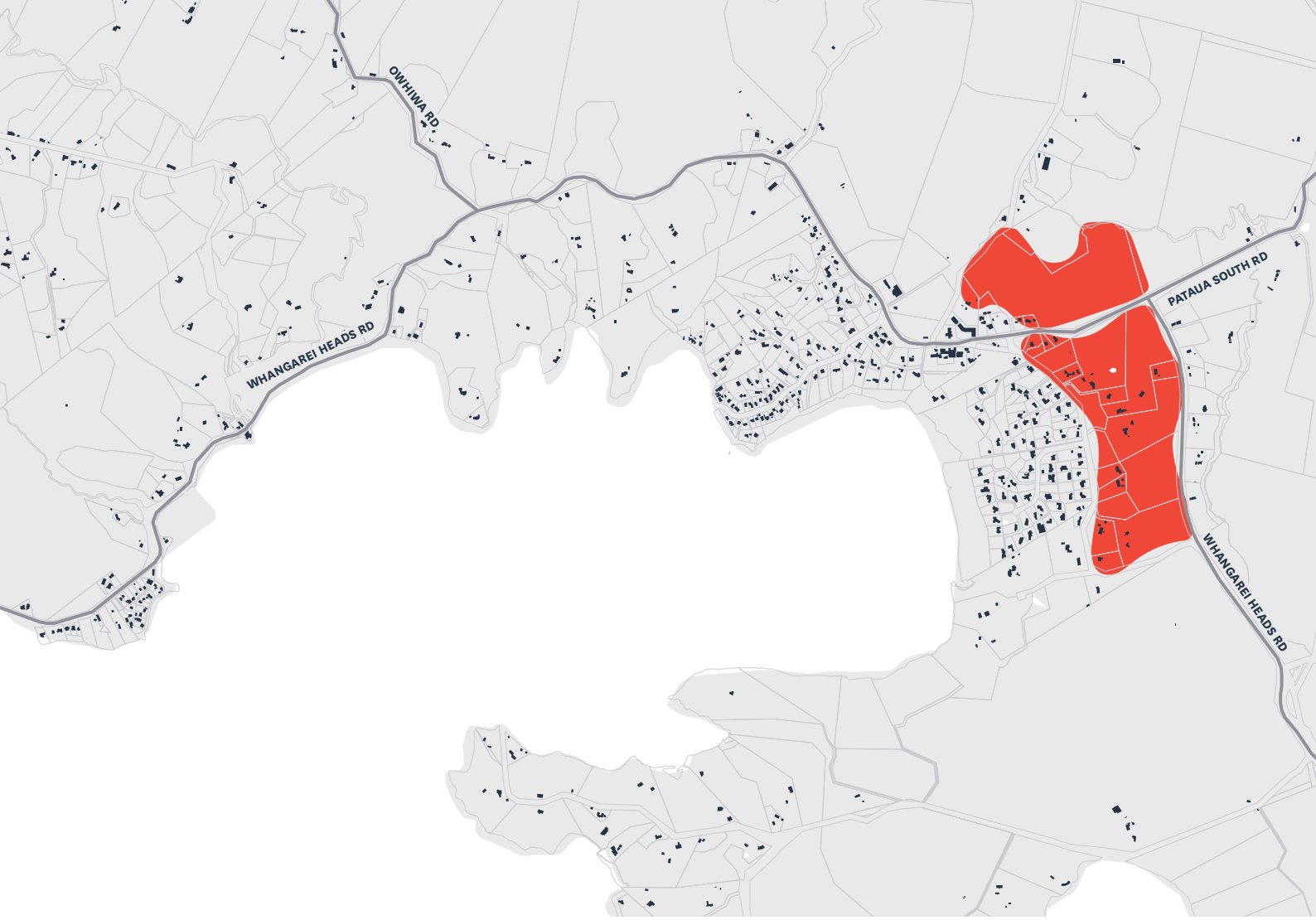
Population projections forecast an increase of approximately 39%, with an approximate number of residents reaching 3,493 in 30 years. Property prices have increased by nearly 60% since 2013.

Parua Bay is a popular destination, therefore it is expected that high levels of growth will continue. However this will need to be balanced with the availability of infrastructure and land, as well as maintaining the rural and coastal character of the area.

### *Strategic priorities*

There are a number of priorities which we will need to look at for Parua Bay:

- ensuring future development and subdivision is well designed and sympathetic to the rural and coastal character of the area
- pedestrian safety and vehicle speeds in the village centre, particularly in relation to the school and shops
- improved walking and cycling connectivity within the village and between the village and McLeod Bay.




N

*Key growth nodes:*

## PARUA BAY

- STATE HIGHWAY
- RAILWAY
- ARTERIAL ROADS
- PROPERTY BOUNDARIES
- BUILDINGS
- URBAN REDEVELOPMENT AND INFILL OPPORTUNITIES
- FUTURE DEVELOPMENT OPPORTUNITIES

| | 2018 | 2048 | |
|---|---|---|---|
| POPULATION | 2,421 | 3,493 | 44% |
| DWELLINGS | 958 | 1,462 | |

| | 2013 | 2019 | |
|---|---|---|---|
| HOUSE VALUES | $464,250 | $736,875 | 58.72% |
| RENT VALUES | $332 | $439 | 32.22% |

**NEW RESIDENTIAL UNITS OVER 30 YEARS (RANGE)**

INFILL DEVELOPMENT POTENTIAL
**500-600**

FUTURE DEVELOPMENT POTENTIAL
**250-500**

REDEVELOPMENT POTENTIAL
**20-30**

FEASIBLE CAPACITY
**200-600**

# WAIPŪ

Waipū is the District's southern-most growth area, located on the coast. Because of its southern location, attractive amenity and proximity to State Highway 1, it is an attractive destination for families moving up from Auckland.

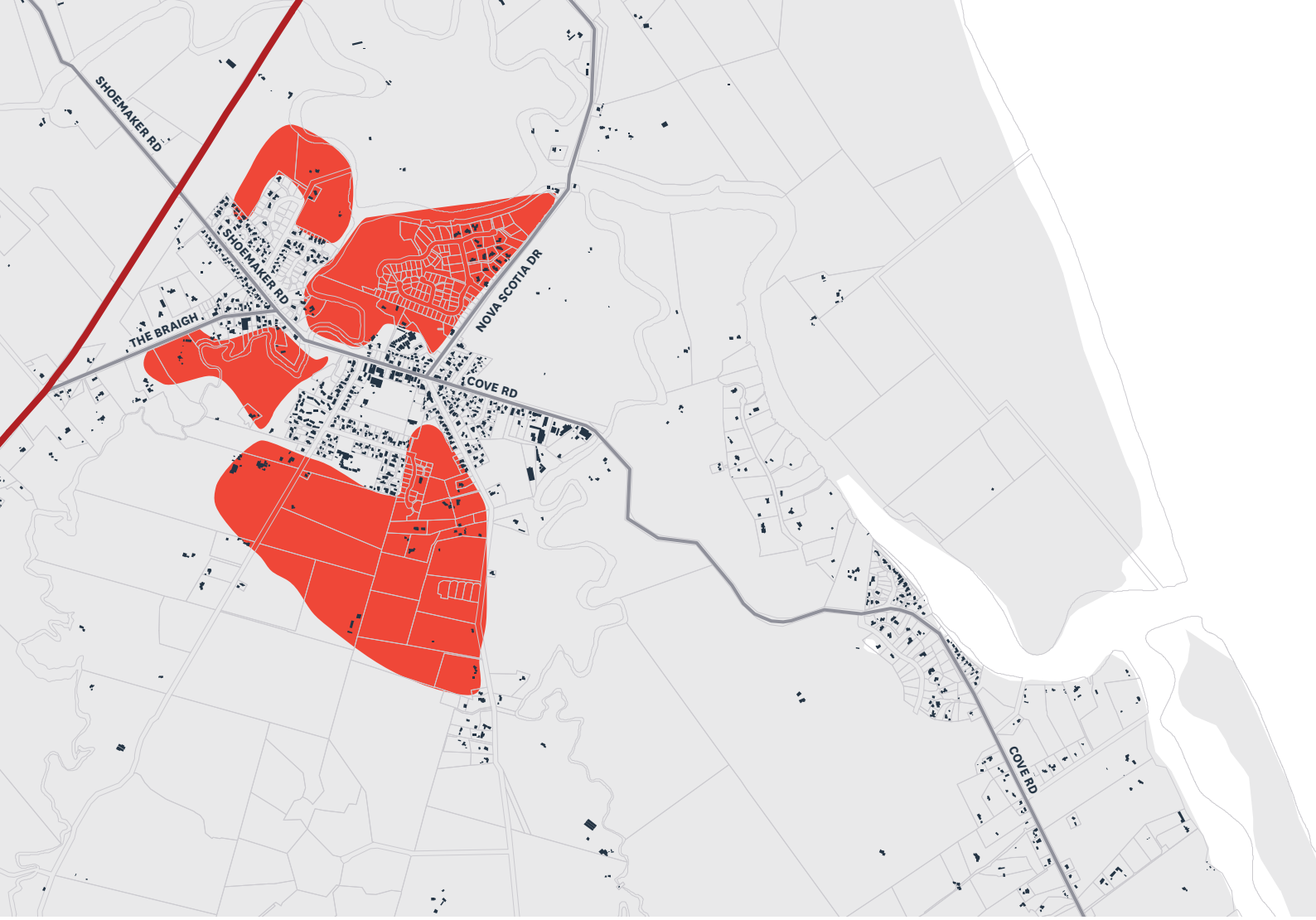
Percentage population increase for Waipū is some of the highest in the District with the population forecasted to rise by nearly 120% by 2048. This is due to the factors described above as well as to its proximity to future economic opportunities in Marsden Point/Ruakākā.

Waipū has a thriving commercial centre as well as a number of hospitality businesses. Within the wider area, there are popular tourist destinations at Waipū Cove and Langs Beach.

## *Strategic priorities*

There are a number of priorities which we will need to look at for Waipū:

- accomodating growth in a way that does not put future housing at risk from climate change and natural hazards
- maintaining the distinct and separate settlement patters of Waipū, Waipū Cove and Langs Beach
- cycling connectivity between Waipū, Waipū Cove, Langs Beach
- public transport and cycling linkages between Waipū and employment opportunities in Marsden Point/ Ruakākā.

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## *Key growth nodes:*
# WAIPŪ

- STATE HIGHWAY
- RAILWAY
- ARTERIAL ROADS
- PROPERTY BOUNDARIES
- BUILDINGS
- URBAN REDEVELOPMENT AND INFILL OPPORTUNITIES
- FUTURE DEVELOPMENT OPPORTUNITIES

| | 2018 | 2048 | |
|---|---|---|---|
| POPULATION | 3,047 | 6,654 | 118% |
| DWELLINGS | 1,807 | 3,870 | |

| | 2013 | 2019 | |
|---|---|---|---|
| HOUSE VALUES | $440,000 | $795,500 | 80.79% |

| | 2006 | 2016 | |
|---|---|---|---|
| RENT VALUES | $256 | $307 | 19.92% |

**NEW RESIDENTIAL UNITS OVER 30 YEARS (RANGE)**

INFILL DEVELOPMENT POTENTIAL
**1,000-2,000**

FUTURE DEVELOPMENT POTENTIAL
**1,000-2,200**

REDEVELOPMENT POTENTIAL
**50-150**

FEASIBLE CAPACITY
**800-2,000**

# RURAL AND COASTAL VILLAGE

Our rural and coastal settlements make up approximately 20% of our population in the District. These settlements are generally small, vibrant, diverse places with tight-knit communities. They often provide a focal point and services for the surrounding rural and coastal communities.

Our coastal villages are popular destinations for visitors and tourists, particularly over the summer period. Historically many coastal communities had smaller permanent population numbers and in warmer months experienced a 1.5 to a three-fold increase. However, over the past 5 years, as house prices have risen, we have seen holiday homes/baches becoming permanent residences.

Coastal and rural communities face topographical constraints, infrastructure limitations and the sensitive nature of the surrounding natural and coastal landscapes limit the ability of these areas to grow. These unique characteristics also give settlements character and sense of community as they are smaller in size.

These settlements will not be a primary focus for growth. It is still important that these established communities remain well served by our Council and that we continue to monitor and respond to their future needs.

## *Whangārei Heads*

The character of Whangārei Heads is defined by its dramatic coastal, natural landscape and harbour scenes. Mt Manaia, Mt Aubrey, Matariki and Te Whara create a unique backdrop to the coastal settlements in the area. Whangārei Heads is becoming an increasingly popular visitor destination for beach activities and surfing at Ocean Beach and Pātaua North, tramping at Bream Head and recreational fishing in the harbour.

There several settlements in the Whangārei Heads area supporting Parua Bay as a growth node. These include McLeod Bay, Reotahi, Pātaua, McGregors Bay, Taurikura, Urquharts Bay and Ocean Beach. Residential development in the area is focused primarily around McLeod Bay and Reotahi. This area supports a number of hospitality business and community amenities as well as a primary school.

## *Ōakura*

Ōakura is the District's most northern settlement, situated in Whangaruru and located off Old Russell Road. Old Russell Road connects Whangārei and the Far North Districts via Opua and Russell by a ferry. Ōakura Bay is a small coastal settlement overlooking the Whangaruru Harbour and serves the community with a community hall and local shops.

There are permanent residents living in Ōakura Bay but the settlement experiences seasonal growth with numerous holiday homes and two camp grounds located in the area.

## *Tutukākā Coast*

The Tutukākā Coast is renowned for its exceptional coastline and beautiful beaches. It is a popular destination for diving, surfing, swimming, fishing, walking and is the gateway to the Poor Knights Islands Marine Reserve, our world-renowned marine and nature reserve.

Along the Tutukākā Coast there are three settlements: Ngunguru, Tutukākā and Matapōuri. However, the coastline is made up of a range of landforms including Ngunguru Sandspit, Te Maika Headland and beaches at Matapōuri, Whale Bay, Woolleys Bay and Sandy Bay.

Located on the banks of the Ngunguru River, Ngunguru is the largest settlement on the Tutukākā Coast. Along with residential development it supports several businesses and a primary school. Future growth is limited due to the challenging topography and constraints on infrastructure.

To the north, Tutukākā has a large commercial hub around the marina and is a focal point for tourist-related activities such as big-game fishing, boat tours to the Poor Knights Islands and surfing at beaches to the north.

Matapōuri and Woolleys Bay are small coastal settlements on sandy beaches toward the northern end of the Tutukākā Coast. Here there are concentrations of holiday homes as well as lifestyle blocks in the surrounding area.

## *Maungakaramea*

Maungakaramea is a small rural settlement located south-west of Whangārei. It is notable for its distinct historic/rural character. It serves the wider community with a school, community hall, sports centre and recreational facilities. Due to the scenic backdrop of Mt Maugakaramea and the Tangihua Range with surrounding agricultural land, any further expansion needs to be carefully considered and planned.

## *Maungatapere*

Maungatapere is situated on a key intersection, and is the gateway to the Mangakahia Valley on the way to Kaikohe and on State Highway 14 to Dargaville and the Kauri Coast. It is a small settlement inland from Whangārei City, developed around a dairy factory that used to process milk from the Mangakahia Valley. Whilst the dairy factory is no longer in operation, several other small businesses operate around the village centre.

# Placemaking Programme

A key response for the Growth Strategy is to undertake placemaking plans across the District. A gap between our high-level, district-wide Growth Strategy and the implementation of regulation and infrastructure investment has been identified. There is a need for direction at a place-specific or neighbourhood community level.

This gap has led to:

- poor quality outcomes and lost opportunities to maximise the community benefits of development
- a lack of a vision for how a specific community will develop over the medium/long-term
- fragmented and disconnected infrastructure such as roads, parks and pedestrian networks
- low levels of amenity through poor urban design and subdivision design
- communities who feel disconnected from key planning and development decisions.

The placemaking programme will develop integrated plans for a defined geographical area in Whangārei. The placemaking plans create a 20-30-year shared vision for how a place will change, grow and develop. These plans will respond to:

- population growth
- best practice urban design
- community and Mana Whenua values
- spatial characteristics
- infrastructure capacity
- changing climate.

Once completed, each plan will identify actions which will feed into the District Plan review process, our capital works programme, inform our Activity Management Plans and align their actions with the Long-Term Plan and Annual Plan funding tools.

Our Council have set the prioritisation of the Placemaking Plans. It is envisaged that each plan will take 12 months and more than one plan can be worked on at any one time:

Tikipunga & Hikurangi 2020-21
Parua Bay 2021-22
Waipu 2021-22
Kensington 2022-23
Marsden/Ruakaka 2022-23
Maunu 2023-24
Onerahi 2023-24
Kamo 2024-25
Raumanga/Otaika 2024-25

This list may be added to in the future or locations may be reprioritised, subject to elected members approval. In particular the Marsden / Ruakaka plan may be worked through separately as part of the Northland to Auckland Corridor Plan.

## 20/30 year shared vision

***The place-based plans will:***

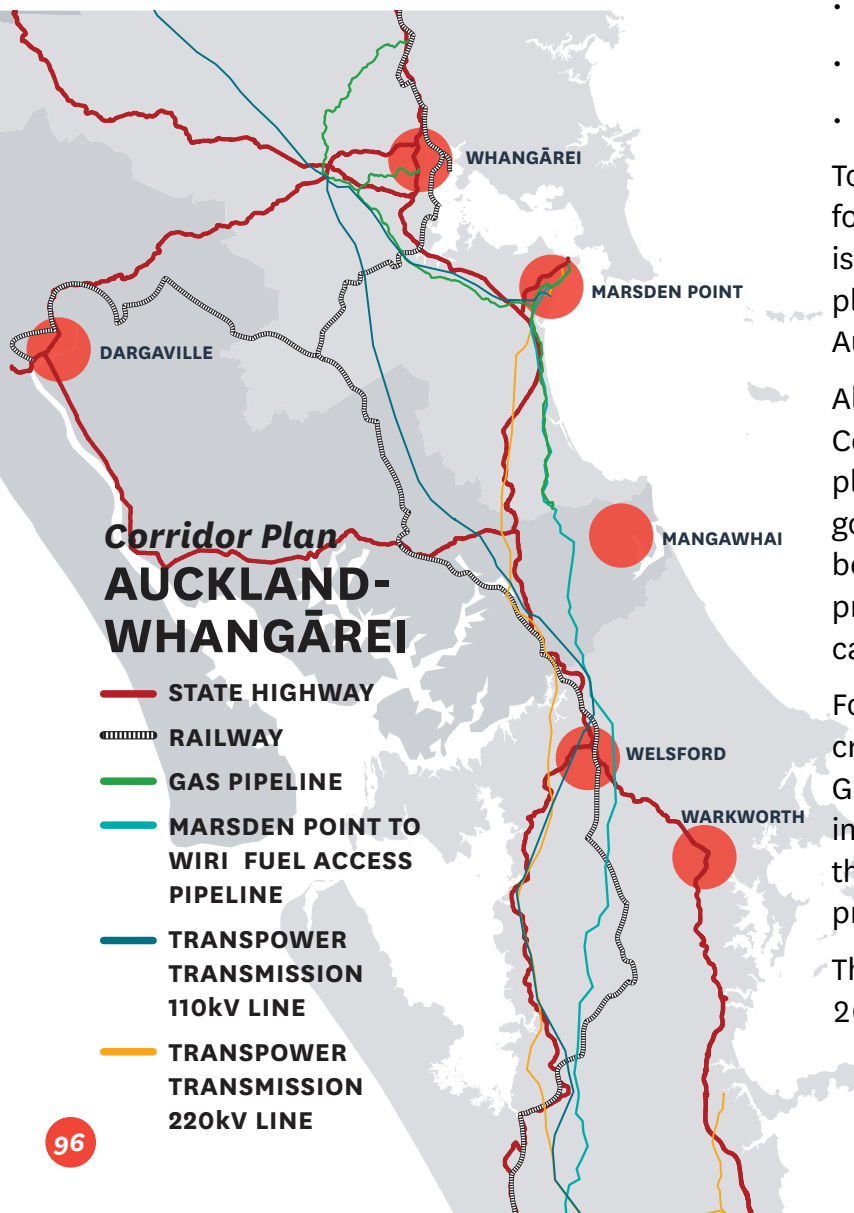
- support future District Plan reviews/changes
- align planning with the infrastructure programme in the LTP
- inform Council decision making
- provide a level of certainty for infrastructure providers, communities and potential developers and guide future investment in the District
- identify and prioritise projects based on community values
- provide a vehicle for community input into planning and development decisions.

***The place-based plans will not:***

- be a statutory plan which can be enforced
- address detailed operational matters or the management of specific assets
- look at detailed design of projects, but rather trigger projects and provide a brief
- be fully implemented or achieved in the short term.

# Northland to Auckland Corridor Plan

Growth and development are not confined by local government boundaries. Over the past 5 years, some of the highest increases in population and housing development rates have occurred between north Auckland and Whangārei. Hotspots include Warkworth, Wellsford, Mangawhai, Waipū and Ruakākā. This trend of high growth is expected to continue.




But it's not just about housing. The same corridor contains large areas of industrial and commercial land, which are vital for economic prosperity and employment.

This same area is a major infrastructure corridor including:

- State Highway 1 and 16
- Northern rail line
- Major electricity transmission line
- Fuel pipe line
- Northport
- Oil Refinery

To ensure growth and investment is planned for in an integrated way, Central Government is proposing a Northland to Auckland corridor plan. This will be based on the Hamilton to Auckland Corridor Plan.

Although the process would be driven by Central Government, the success of the plan relies on partnership between local government, iwi and hapū. This will not just be a transport-oriented planning exercise, it provides long-term direction on how growth can be accommodated and managed.

For Whangārei, this planning exercise is a crucial tool to highlight the need for Central Government investment in rail and road infrastructure as well as integrating with the potential Navy, Northport and drydock projects.

The aim is to start this planning process in late 2020.

# Monitoring and reporting

To keep this Strategy relevant, it is essential that we continually monitor and check our strategy and the key indicators that have informed it. This means looking at our consents data and our property market to ensure we continue to provide effectively for housing and development whilst maintaining the values of our District.

To complement this, the NPS-UDC also requires the following framework of monitoring:

| Enable | Strategy | Evidence |
|---|---|---|
| ***Adapt and respond to evidence in a timely way, while providing for wellbeing in the short, medium and long-term.*** | ***Land use, development and infrastructure integrated with each other, and coordinated and aligned planning decisions.*** | ***Robustly developed, comprehensive and frequently updated to inform planning decisions.*** |
| Initiate plan changes, integrated and coordinated consenting processes, and statutory tools and other methods under other legislation (PC4)<br><br>Where there is insufficient capacity – initiate a response within 12 months (PC3) | Produce a future development strategy (PC12-14)<br><br>Set and incorporate minimum development capacity targets for housing in plans (PC5-11) | Undertake housing and business development capacity assessment (PB1-5)<br><br>Monitor market indicators (PB6)<br><br>Use price efficiency indicators (PB7)<br><br>Apply margin of feasible development capacity (PC1-2) |

To reconcile the needs of our District with our statutory requirements under the NPS-UDC, the following framework has been developed:

| WHEN | EVERY ONE MONTH | EVERY FOUR MONTHS | EVERY 12 MONTHS | EVERY THREE YEARS |
|---|---|---|---|---|
| WHAT | Report on building consents and resource consents | Report on changes to the property market indicators (house sales, sale values, rents) | Annual summary report on building and resource consent trends, Market Indicator trends and action implementation | Review Housing and Business Land Capacity Assessments<br><br>Review Growth Strategy with a key focus on the action implementation |
| INFORM | This will inform the 12-month summary report | This will inform the 12-month summary report | This will inform the Review of the Housing and Business Land Capacity Assessments and the Review of the Growth Strategy | This will inform the review of the Growth Strategy and Future Development Plan.<br><br>This will inform the Long-Term Plan, Asset Management Plans and the District Plan |
| HOW | Operational report to the Planning and Development Committee | Quarterly Reports the Planning and Development Committee | Annual report to the Planning and Development Committee | Revised Capacity Assessments to Council<br><br>Revised Strategy Document reviewed and adopted by Council. |

# Action Plan

Priority actions have been identified to drive the implementation of this plan and our response to the key strategic issues.

There is a small number of strategic actions which will be reviewed every year. As actions are underway or completed, new actions will be introduced.

We do not want to set out a long list of actions which is difficult to deliver. Instead this Strategy will focus on a smaller number on which we can make real progress on in the next few years.

| ACTION | OVERVIEW | WHY | RESOURCING |
|---|---|---|---|
| HOUSING AND BUSINESS LAND DEMAND | Assess the demand for our housing and business land and our ability to meet that demand across our District | To ensure we are not limiting supply of land in way that constrains the housing market or economic sustainability<br>To ensure we meet our obligations under the National Policy Statement on Urban Development. | Yes |
| NATURAL HAZARDS AND CLIMATE ADAPTATION | Develop with our iwi and hapū partners and Northland Councils a comprehensive Climate Change Adaptation Strategy. Ensure natural hazard risk is identified and mapped | To build resilience in our communities but also ensure new development is not put in places of risk. | To be considered through the 2021-31 LTP |
| CLIMATE CHANGE MITIGATION | Implement the Sustainability Strategy and the Climate Action Plan | To support and meet obligations under the Climate Change Response (Zero Carbon) Amendment Act. Council is in line with the Zero Carbon 2050 national goal. | To be considered through the 2021-31 LTP |

| ACTION | OVERVIEW | WHY | RESOURCING |
|---|---|---|---|
| INNER CITY LIVING | Support inner-city living through:<br>• Inner City Working Group<br>• investment in public spaces and infrastructure<br>• investigating future possibilities of a Pilot Scheme Programme establishing an inner-city baseline model to assess success of initiatives | To provide housing choice and support the revitalization of our city centre. | To be considered through the 2021 – 31 LTP (dependent on course of action) |
| HOUSING CHOICE AND AFFORDABILITY | Investigate options to support greater housing choice and affordability through a housing strategy working with stakeholders and delivery partners | To provide strategic direction and scope for housing in Whangārei. Provide a forum for partnership acknowledging WDC cannot deliver on all housing issues. | Yes<br>(for delivery of a strategy) |
| BLUE GREEN NETWORK | Develop an implementation plan and partnership agreements for the Blue Green Network Strategy that include a programme of work prioritising projects that align with:<br>• the Walking and Cycling Strategy<br>• City Core Precinct Plan | To reduce flooding risk as well as improving the biodiversity of our waterways and promoting walking and cycling connectivity. | To be considered through the 2021 – 31 LTP |
| RURAL ECONOMY | Support the sustainability of our economy through the mapping and protection of our productive rural land | To prevent the development of rural land that is valuable for food production and agricultural activity. | Yes<br>(for delivery of a strategy) |
| STRATEGIC PARTNERSHIPS AND ADVOCACY | Using strategic partnerships advocate for decision making which supports our District, such as transport funding, Navy base, Ports and social infrastructure investment | Acknowledging that key decisions will impact on how we grow and develop, we need to have a voice through strategic partnerships with Central Government. | Yes<br>(Political / Senior Leadership) |
| INTER-REGIONAL PLANNING | Improve the planning and strategic thinking between local authorities to better manage growth. This includes the Northland to Auckland Corridor Plan. | Many of the strategic issues are not unique to Whangārei and can be better addressed through an inter-regional approach. | Yes<br>(for delivery of the corridor plan) |

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