

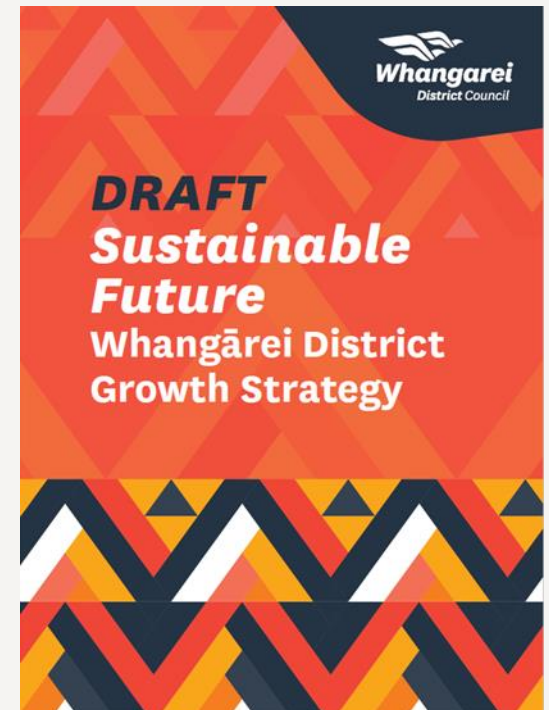
# Whangarei District Growth Strategy and National Policy Statement on Urban Development

## Council Briefing

Date: 18 February 2021

# Purpose of Today

- Provide an update on the feedback received on the Draft Whangarei District Growth Strategy.
- Outline proposed changes made to the Draft Whangarei Growth Strategy in response to feedback received.
- Give an overview of the 24-month work programme, including our obligations under the National Policy Statement on Urban Development (NPS-UD).



# Recap of the Growth Strategy Journey

Central Government release the National Policy Statement on Urban Development Capacity in response to growth and housing pressures across New Zealand

WDC completes an assessment of Housing and Business Demand in Whangārei

WDC begins the Placemaking programme in Hikurangi and Tikipunga  
Awaiting key decisions on Northport, Navy Base, Dry dock and other major Shovel Ready Projects in Northland

2010

2016

2017

2018

2019

2020

Council Adopts Whangārei District Growth Strategy Sustainable Future 30/50

Whangārei defined as a High Growth Urban Area

Population increase (13,965 people or 17.3% between 2013-2018) and house price boom

WDC begins review of Whangārei District Growth Strategy Sustainable Future 30/50 and consult on the Draft

New direction from Central Government on Urban Development, Highly Productive Land, Freshwater and Biodiversity  
COVID-19 and economic recovery and reset

2010

NOW

AND BEYOND



# Our Consultation Approach

Council endorsed consultation on the Draft Whangarei District Growth Strategy in September 2020.

This follows on from Consultation that was undertaken in 2019.

The approach taken to the consultation involved:

1. Community wide engagement through online and hard copy surveys, weekly drop-in sessions, Council news and social media
2. Targeted workshops and discussions with key organisations and agencies.
3. Hui with our hapu partners.

The consultation was undertaken from **7 October 2020** to the **4 December 2020**.

We received approximate 600 items of feedback.



# Targeted Workshops

## **Government agencies we engaged with:**

- Waka Kotahi/NZTA
- Kainga Ora
- Ministry for the Environment
- Ministry of Education
- Ministry for Social Development
- Te Puna Kōkiri
- Northland Transport Alliance
- Northland Regional Council
- Kaipara District Council
- Far North District Council
- Auckland Council

## **Key stakeholders who submitted on the Strategy:**

- Northland District Health Board
- NorthPort
- Commercial Centres Ltd
- Southpark Ltd
- Northland Inc / Chamber of Commerce
- Fonterra Ltd
- Ruakaka Economic Development Group
- Golden Bay Cement
- Winstones Quarry
- Community Housing Providers
- Community Networkers Forum
- Council Advisory Groups

# Summary of the Feedback Received

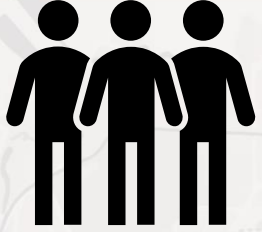
The feedback was generally positive in the direction of the Growth Strategy and continuing the approach set in Sustainable Futures 30 / 50.

However, key points that were raised included;

- Better represent and highlight rural/coastal community issues
- Highlight the issues and opportunities for our Maori communities and our hapu partners
- Concern on the availability and affordability of housing
- Linking/aligning transport investment with areas of growth
- More recognition of economic opportunities and diversification
- Council to place greater emphasis on advocating to Central Government on key issues and opportunities
- Include a reference to hierarchy of commercial centres.

In total across the 2019 consultation and the 2020 consultation – we received 1300 items of feedback

# Proposed Changes from the feedback received



## **Maori Partnerships section**

- Was one of the recommendations made by hapu through the October and Febraury Hui.
- This will help build on Council's understanding to further incorporate Te Ao Maori into Council's future strategy and policy direction.



## **Rural Communities section**

- Greater clarity on our investment and levels of service for our rural communities was recommended by hapu.



## **Successful Economy driver**

- Changes are proposed to better align with our response to COVID-19 and recognising future opportunities in regards to infrastructure investment and job creation.



## **Climate Change**

- Additional commentary has been added to include the Commission of Climate Change recommendations through the Emissions Reduction Plan and Budgets



# Proposed changes from the feedback received



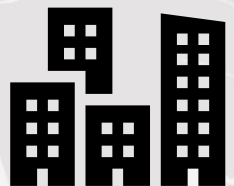
## **Housing driver**

- Better define the role of Council, Central Government and Community based providers
- Update data on housing – including affordability and over crowding
- Acknowledge new housing trends and technologies that could influence how new homes are delivered.



## **Key Infrastructure Projects Driver**

- There are number of key infrastructure projects and programmes for the Whangarei District which are funded and delivered by agencies other than Council.
- While Northport and the Navy Base was originally its own section, because of the nature of other regionally significant infrastructure projects, the inclusion of new health facilities, State Highway upgrades, rail investments are proposed to be included.



## **City Centre section.**

- The strategy will be updated align better with recent developments in the City Centre and future trends for the area.



# Central Government Agencies

## Key targeted discussions with:

- NZTA/Waka Kotahi
- Kāinga Ora
- Te Puni Kōkiri
- Ministry of Housing and Urban Development

We are also working across other agencies, such as MfE and MoE.

## Focus of the discussion relates to:

- Achieve strategic alignment and being 'partnership ready' where appropriate.
- Identifying strategic case for central government involvement in local issues
- Endorsement of approach and actions in the Draft Strategy



**MINISTRY OF HOUSING  
AND URBAN DEVELOPMENT**



**Kāinga Ora**  
Homes and Communities



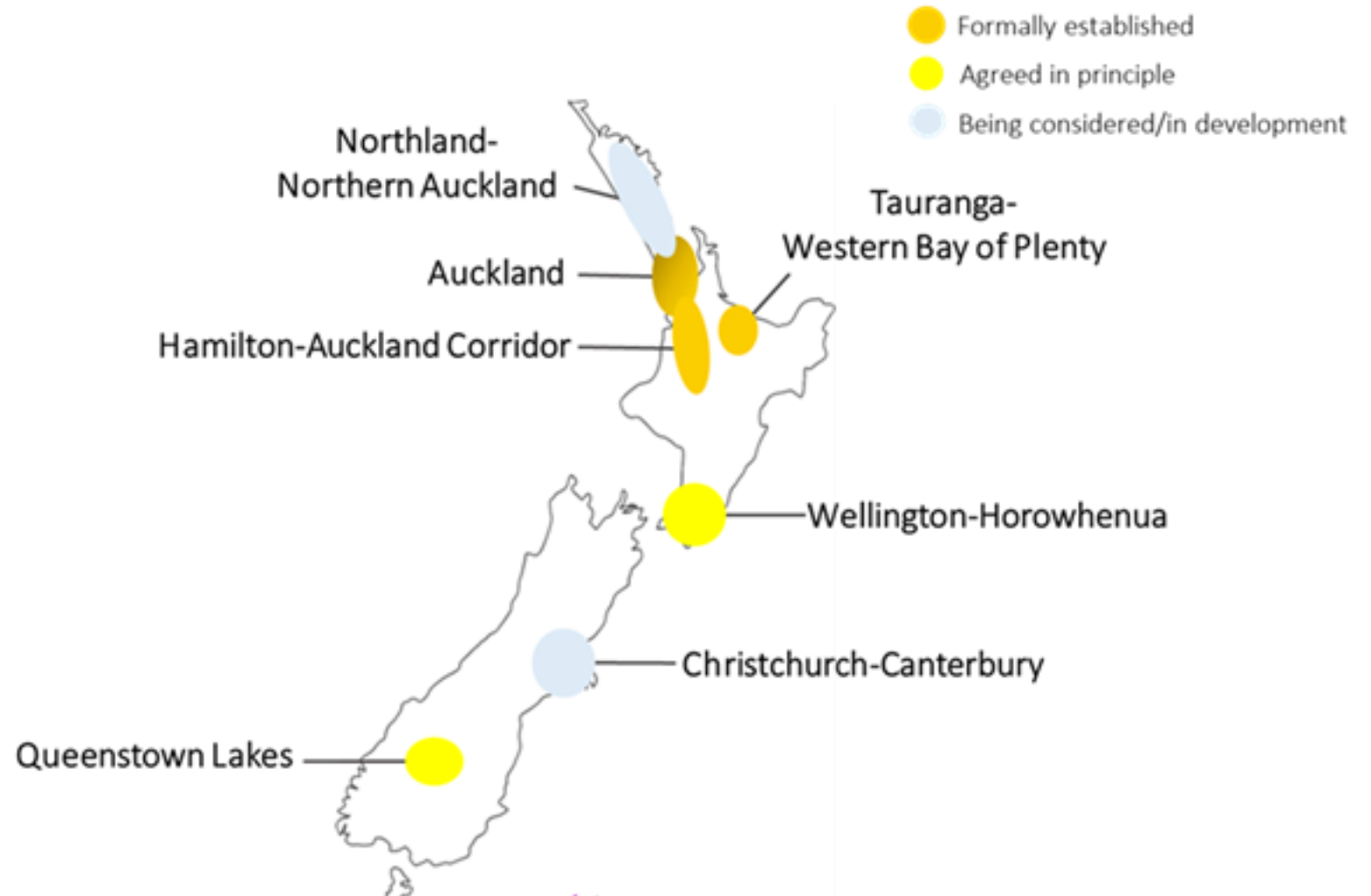
**WAKA KOTAHI**  
NZ TRANSPORT  
AGENCY





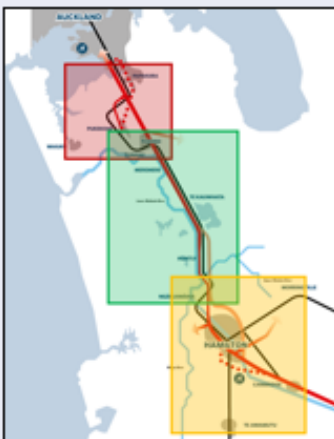
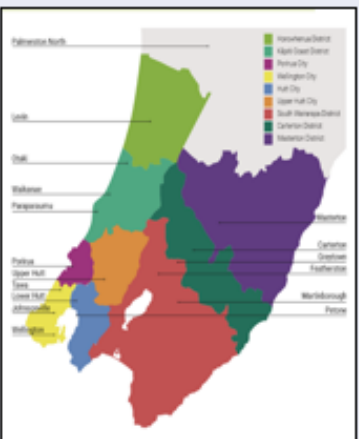
**Te Puni Kōkiri**  
MINISTRY OF MĀORI DEVELOPMENT

# Northland to Auckland Corridor Plan

**Central government led spatial planning programme – Urban Growth Partnerships. Existing plans in place for Hamilton to Auckland, Wellington and Bay of Plenty.**





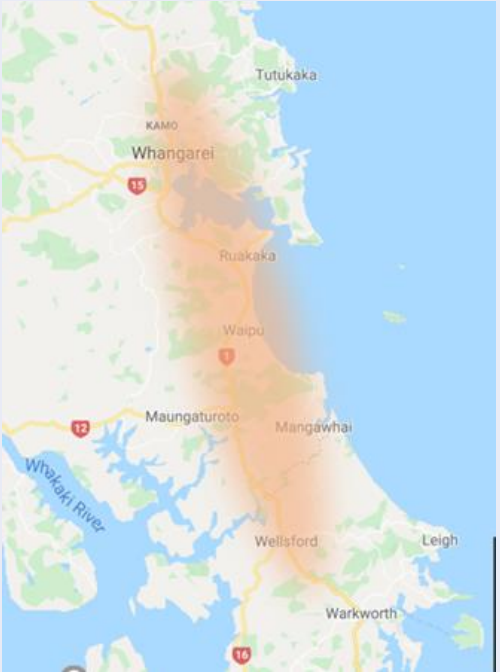
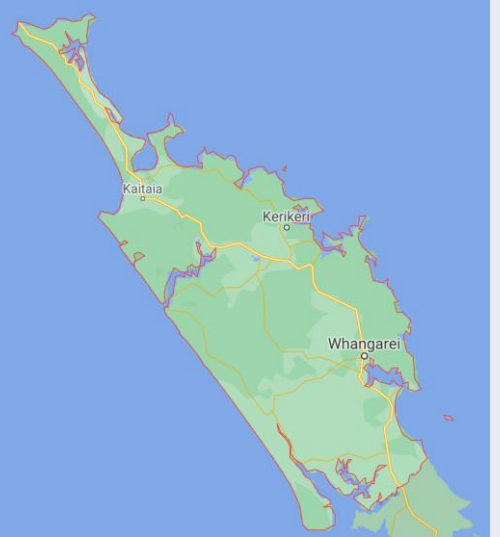
# NZ growth management partnership geographies

	Urban area-focussed partnerships	Metro-area focussed partnerships	Corridor-focussed partnerships	Regional partnerships
NZ example to date	<b>Queenstown-Lakes partnership proposal</b>	<b>Tauranga-Western Bay (SmartGrowth) partnership</b>	<b>Hamilton-Auckland (H2A) Corridor partnership</b>	<b>Auckland Region partnership, Wellington-Horowhenua partnership proposal (below)</b>
Spatial footprints	 <p>Parts of 1 region and 1 district</p>	 <p>Part of 1 region, all of 2 territories (council areas)</p>	 <p>Parts of 2 regions &amp; 4 territories (cities or districts)</p>	 <p>All of 1 region and (in the case of WLG-HOR) also part of another region and all of 9 territories</p>
Membership (agreed or planned)	Iwi, Queenstown Lakes District Council and the Crown (and possibly the Otago Regional Council)	Iwi, Bay of Plenty Regional Council, Tauranga CC, Western Bay of Plenty DC and Crown	Iwi, Waikato Regional Council, Waipa DC, Waikato DC, Hamilton CC, Auckland Council, Franklin Local Board and Crown	Iwi, Horowhenua DC, Kapiti DC, Porirua CC, Wellington CC, Hutt CC, Upper Hutt CC, Masterton DC, Carterton DC, South Wairarapa DC and Crown
Joint spatial plans, to date	One, for the core networks of towns (final draft)	One, for metropolitan area (draft)	Two, one for the corridor as a whole and one for the Hamilton-Waikato metropolitan area	One, for the entire area (draft) and there are existing plans for various council areas or corridors

# Northland to Auckland Corridor Plan

- **Project first raised in early 2020 – supported through a cabinet paper.**
- **Progress delayed by central government elections and a change in the responsible Minister**
- **Officer level discussion will start on 25 February**
- **Still unknowns on timeframes and scope**
  - **First goal is an agreement in principle between central government, local government, iwi/hapu on scope of work**
  - **Engagement / consultation strategy – including working with Northland/Auckland iwi and hapu**
- **Update to Council following discussion on 25 February – council comfort to proceed to develop agreement in principle**
- **Central government to present agreement in principle to Northland councils for support**



Different models	1. Urban area-focussed partnerships	2. Metro-area focussed partnerships	3. Corridor-focussed partnerships	4. Regional partnerships
Possible application to Northland	<b>A Whangarei-focussed partnership</b> (as in Queenstown Lakes)	<b>A Whangarei-Northland metro area partnership</b> (as in Tauranga-Western Bay)	<b>A Whangarei-Auckland Corridor partnership</b> (as in Hamilton-Auckland Corridor)	<b>A Northland-Northern Auckland partnership</b> (as in Wellington-Horowhenua)
Geographic focus	<p>Whangarei and surrounds, between Hikurangi, Maungatapere and Waipu</p>  <p>Parts of 1 region and 1 district</p>	<p>The 45-minute commuter area around Whangarei between Kawakawa, Dargaville and Brynderwys</p>  <p>Part of 1 region and parts of 3 territories (council areas)</p>	<p>The SH1 and the rail corridor from Kauri (north of Whangarei) to Wellsford in northern Auckland</p>  <p>Parts of 2 regions and parts of 4 territories (cities or districts)</p>	<p>All of Northland and northern part of Rodney in the Auckland region (to Wellsford and Mangawhai) but focusing on specific areas (refer page over)</p>  <p>All of 1 region and part of another region, all of 3 territories and part of a local board area</p>
Hoped-for membership	Hapu and iwi, WDC, NRC and Crown	Hapu and iwi, WDC, NRC, FNDC, KDC and Crown	Hapu and iwi, WDC, KDC, NRC, AC and Crown	Hapu and iwi, NRC, FNDC, KDC, WDC, AC and Crown

# National Policy Statement on Urban Development

Requirement	Key implications	Timeframes
<b>Housing and Business Land Capacity Assessments (HBA)</b>	<p>Identify the demand for housing and business land in short, medium and long term. Establish whether there is sufficient capacity to meet demand.</p> <p>If there is a shortfall in capacity, we will need to:</p> <ul style="list-style-type: none"> <li>immediately notify the Minister for the Environment</li> <li>and if the insufficiency is wholly or partly a result of RMA planning documents, change those documents to increase development capacity for housing or business land (as applicable) as soon as practicable, and update any other relevant plan or strategy</li> <li>and consider other options for increasing development capacity and enabling development</li> </ul>	<p><b>Complete by July 2021</b></p> <p>Note – this will be a review and update of the 2018 HBA.</p>
<b>Future Development Strategy</b>	<p>Sets out where future housing and business land will be developed and the timing and process of enabling development. This is informed by the HBA</p> <p>Needs to follow a special consultative process through the LGA</p> <p>Needs to be in place to inform the 2024 Long Term Plan (including AMPs / Infrastructure Strategy / Finance Strategy)</p>	<p><b>In time to inform the 2024 – 2034 Long Term Plan</b></p> <p>This will build on the Future Development Plan in the Draft Whangarei District Growth Strategy and the work progress through the Placemaking Programme</p>

# National Policy Statement on Urban Development

Requirement	Key implications	Timeframes
<b>Monitoring Reports</b>	Monitoring reports on key housing indicators as set out in the NPS-UD. This includes house prices, building consents, subdivisions.	<p>Monitored quarterly and reported annually.</p> <p>Monitoring and reporting framework already outlined in the Draft Whangarei District Growth Strategy. First report has been provided to Council in August 2020.</p>
<b>Removal of car parking minimums from District Plans</b>	Removal of car parking minimums from the District Plan. Does not need to follow a Schedule 1 RMA process.	By January 2022
<b>Housing bottom lines</b>	<p>Introduce with the Regional Policy Statement and the District Plan the amount of housing required to meet project demand. This is based on the HBA</p> <p>Does not need to follow a Schedule 1 RMA process</p>	As soon as practicable after the completion of the HBA.
<b>Density and building height</b>	<p>Introduce policy and provisions within the District Plan and Regional Plan to enable densities and building heights that align with</p> <ul style="list-style-type: none"> <li>the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services, or</li> <li>relative demand for housing and business use in that location.</li> </ul>	<p>By July 2022</p> <p>Urban and Services Plan Change largely addresses this the District Plan – although further refinement may be required following the HBA process.</p>

# Our Work Programme for 2021

Action	Timeframes
Growth Strategy hui and stakeholder meeting	February 2021
Draft Whangarei District Growth Strategy. Revised draft presented to Council at a briefing for further feedback and comments.	March 2021
Adoption of Whangarei District Growth Strategy	April 2021
Initial findings from HBA	May 2021
Final HBA and housing bottom lines. Final report and analysis of the Housing and Business Land Demand and Capacity Assessment.	July 2021
Housing Monitoring Report. Update of the monitoring report received by Council in August 2020.	
Future Development Strategy. Start development of the Future Development Strategy including defining scope, stakeholders and process.	November 2021
Formal consultation of the Future Development Strategy. Special Consultative Process under LGA for Draft Future Development Strategy.	July 2022
Adoption of the Future Development Strategy	December 2022