Whangarei District Council

Sustainable Futures

Kia Toitū ā Mua

Whangārei District Growth Strategy

Te Rautaki Whakatipu o Te Kaunihera-ā-rohe o Whangārei

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Mayor's message

I am proud to present Sustainable Futures, the Whangārei District Growth Strategy.

This document provides a detailed snapshot of where our District currently stands, and outlines the nine strategic drivers which will inform our future growth.

These strategic drivers are key issues that require careful management over the next 30 years. Each strategic driver comes with its own unique set of challenges and opportunities, which are being addressed across a series of developed plans, programmes, frameworks and actions.

Whangārei's rich natural environment, thriving economy and welcoming community have all contributed towards making this one of New Zealand's fastest growing Districts. It is our responsibility to ensure that our infrastructure, housing, transport and economy are planned with this growth in mind, allowing our District to provide a sustainable future for us all.

Learning from our past and imagining our future, with planning, foresight and use of data to inform, we can create healthy spaces for our growing communities to thrive.

Mihi

KO NGĀ MAUNGA E TŪ NEI KA TĀREHU

E mihi ana ki te whenua

E tangi ana ki ngā tāngata

Korohihi pō, korohihi ao

Whāngarei Terenga Paraoa

Whāngarei Terenga Tāngata

Ngā wai kaukau a ngā tūpuna

Ngā wai rukuruku o ngā Taniwhā

Tihewa Mauri ora

He hōnore he korōria ki te Atua, he maunga rongo ki te whenua, he whakaaro pai ki nga tāngata katoa.

Kua whakataukitia te kōrero e mea ana, he kitenga kanohi, he hokinga mahara. E nga mate tuatini, e ngā mate tuamano, e okioki atu rā koutou.

Kāti rā, e ngā mana, e ngā tapu, e ngā ihi, e nga wehi, e ngā whakamatakutanga katoa huri noa, tēnei rā Te Kaunihera a rohe o Whāngarei e mihi atu nei ki a koutou.

Anei rā e whai ake nei ko te pūrongo mahere whakatupu o Whāngarei e pūrena nei ki ngā manako mo to tātou takiwā.

Nā reira kia hora te marino ki ngā tai tere waka o Whāngarei, ki ngā kokoru, ki ngā tairua, ki te rohe whanui o Whāngarei huri noa.

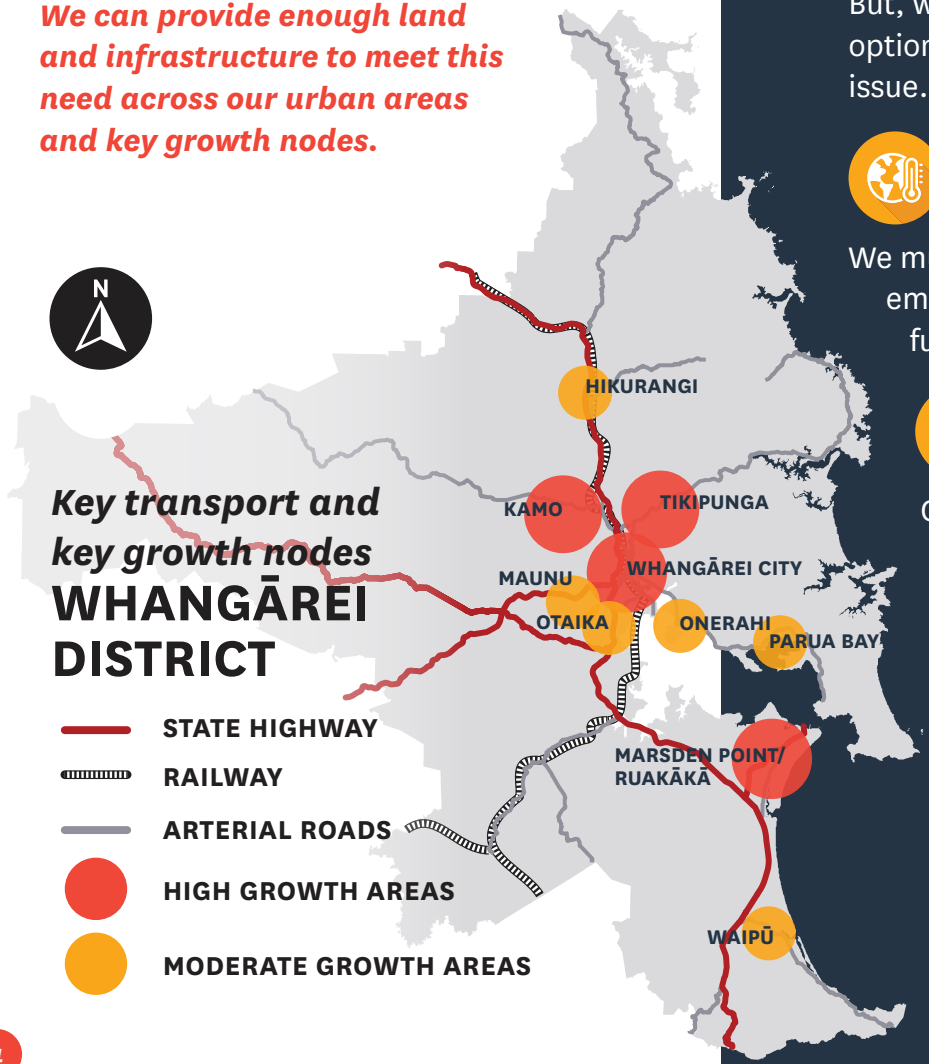
Growth Strategy at a glance

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 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 regional connections 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. Projects to support prosperity

The expansion of Northport, moving the Navy base to Whangārei and a new drydock facility have the potential to 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 Māori population.

MĀORI PARTNERSHIP

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

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 20-30-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.

10% mode share for public transport and an average 35min Public Transport trip to a place of work or education.

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

2% annual employment growth.

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

15% improvement in housing affordability, based on the Housing Affordability Measure (HAM) first home buyer measure.

2% annual increase in inner city residents for the first 5 years, then 5% annual increase.

Introduction
Whakataki

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 has provided for a strategic partnership with Māori dating back to its inception in 2012. 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.

For this term of Council Te Kārearea Strategic Partnership Forum met from June 2020 to September 2020 in order to bed in a new way of working, and test terms of reference. Terms of reference were reviewed over that period, reported back to Council, along with the procedure for establishment of a Standing Committee, in September 2020. At that meeting Council further cemented this relationship/partnership, establishing Te Kārearea as a Standing Committee of Council.

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 Kārearea Standing Committee, will be engaged and updated.

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.

Delivering outcomes for and with Māori

Whangarei District Council as a local authority plays a key part in delivering Māori outcomes. Council makes decisions at political and operational levels that influence how our environment is cared for, and how infrastructure and amenities are maintained and invested in through the Long Term Plan.

The Growth Strategy will influence key decisions that are made over the short, medium and long term. This Strategic Driver will help guide Council decision-making processes by responding to the issues and opportunities identified. This includes having more participation of Māori in decisions, and implementing actions derived from the Tane Whakapiripiri report. The role of Te Kārearea is also seen as a critical component of realising this Strategic Driver, through including the Mātauranga of iwi and hapū and whānau in polices, plans and processes.

The issues and opportunities presented here will help address and respond to matters raised through previous hui and reports. Emphasis on protecting sites of significance to iwi and hapū is acknowledged as well as developing new tools and guidance notes that will enable Council to understand Māori values and principles. This includes developing a geographic information system (GIS) tool capturing areas at risk and developing a decision-making framework based on Mātauranga Māori.

Our District is going through an immense amount of growth. Along with Council the role of iwi, hapū and whānau will be critical to see growth is managed in a sustainable way.

BICULTURAL RELATIONSHIPS AND PARTNERSHIP FOR MĀORI AND COUNCIL

Te Tiriti o Waitangi provides a strategic and political framework for Council, iwi and hapū who reside in Whangārei. Te Tiriti sets the benchmark for these obligations between iwi, hapū and whānau. through kāwanatanga and rangatiratanga.

Partnership between iwi, hapū and Council is a key component of the Growth Strategy that is expressed through this section and in other Strategic Drivers.

There are legislative obligations that Council has to Māori when making decisions. This includes, under the Local Government Act 2002, Resource Management Act 1991 –soon to be the Natural and Built Environment Act - the Conservation Act 1987, and the Local Government (Rating) Act 2002.

It was also requested that a Te Tiriti o Waitangi Audit be undertaken, as it would assist Council in understanding, or to understand legislative obligations under Te Tiriti more clearly.

Council has a key responsibility to promote the environmental, social, cultural and economic wellbeing of their communities, taking a sustainable development approach.

This section provides an overview of the issues and opportunities that will help provide direction to Council in delivering on outcomes for and with Māori.

DEMOGRAPHICS

In 2021, the population of Whangārei is expected to surpass 100,000 people.

The 2018 Census showed 32.9% of Whangarei District Council's population identified themselves as being of Māori descent compared to 18.5% in New Zealand.

While the Whangārei District has a relatively higher proportion of people of Māori descent, it is important to note that this varied across our District. Proportions ranged from a low of 15.7% in Pukenui to a high of 78.7% in Otangarei.

THE FOUR AREAS WITH THE HIGHEST PERCENTAGES OF MĀORI IN WHANGĀREI ARE:

- Otangarei (78%)
- Tarewa (65%)
- Raumanga (60%)
- Hikurangi (52%).

THE FOUR AREAS WITH THE GREATEST CHANGES FROM 2013 TO 2018:

- Okara Ward (2,946 people)
- Denby Ward (2,685)
- Hikurangi-Coastal Ward (1,245 people)
- Bream Bay Ward (1,191).[1]

There is also a large population of Māori in coastal and rural areas where there are large Māori land blocks and marae. Namely in places such as Pipiwai, Ruakākā, Whangaruru and Whananaki.

The 2018 Census showed that the population of Māori in Whangārei is young, with those between the ages of 5 – 9 being 12.5% male and 11.5% female. 10.8% of Males in Whangārei were between 10 -14 years, and 10% female were between this age bracket.

The table below shows further information of the age and sex of Māori in our District.

AGE AND SEX OF MĀORI IN WHANGĀREI DISTRICT (2018 CENSUS)

CATEGORY	MALE %	FEMALE %
0-4 YEARS	11	10.6
5-9 YEARS	12.5	11.5
10-14 YEARS	10.8	10
15-19 YEARS	9.1	8.1
20-24 YEARS	7.6	6.9
25-29 YEARS	7	7.7
30-34 YEARS	6.1	6.4
35-39 YEARS	5.3	5.5
40-44 YEARS	5.2	5.3

CATEGORY	MALE %	FEMALE %
45-49 YEARS	5.8	6.1
50-54 YEARS	5.2	5.4
55-59 YEARS	4.9	5.4
60-64 YEARS	3.5	3.9
65-69 YEARS	2.6	2.8
70-74 YEARS	1.6	1.9
75-79 YEARS	1.1	1.4
80-84 YEARS	0.5	0.8
85 YEARS AND OVER	0.3	0.5

1 · At the time of writing it is also acknowledged that these numbers may have changed as a result of campaigns to understand those who are of Māori descent. More research is required to identify those who live in these areas since the last Census.

DELIVERING MĀORI OUTCOMES

This chapter sets out the key themes, issues and opportunities Council has heard through engagement on the Growth Strategy.

The themes have been translated into 'Focus Areas' that Council should focus future funding and services to deliver on outcomes for and with Māori.

In order to deliver on priority outcomes identified, partnership with Māori and other agencies will be required. In some instances this will be building on work that is already underway. For instance, to deliver more housing for Māori and enable more papakāinga developments, there is a role that Ministry for Housing and Urban Development, Te Puni Kokiri, Kāinga Ora, iwi, hapū, and local authorities will have to play. This is already being looked at through a Te Tai Tokerau Community Housing and Wellbeing group.

Careful consideration will need to occur to ensure any new future developments are able to deal with the pressures of population growth. Some of these demands include having adequate infrastructure such as 3 water services, access to community infrastructure and amenities, as well protecting historical and cultural sites, and enhancing the environment where possible.

Future development needs to be sustainable and not degrade or destroy cultural landscapes or sites of significance to iwi and hapū.

Consideration of the impacts of urban sprawl in greenfield areas, in particular around highly productive and versatile soils, will need to be given. This will be looked at through Placemaking Plans as well as through the Future Development Strategy (a requirement of the NPS-UD). Both of these programmes will be developed in partnership with Māori.

Aspirations for Māori around development in some rural areas could also enhance the environment where development is done sustainably and in line with practices of Te Ao Māori. For instance, sustainable and holistic planning based on a kauapapa Māori framework, where development could provide wrap around services to iwi and hapū.

A prime opportunity where mix use for Māori Land could be considered, including building new homes, providing opportunities for business and training services as a pathway for rangatahi. If rangatahi or those looking at retraining, are able to be included in training and apprentice opportunities by building new homes in communities where need and demand is identified.

COLLABORATION AND INTER-AGENCY SUPPORT

This Strategic Driver cuts across multiple domains that have corresponding issues and opportunities. In particular, with housing, infrastructure, environment, transport and economic outcomes.

This Strategic Driver does bring to light the key issues and opportunities heard through engagement which have been prioritised here.

Key themes that emerged through consultation and the review process, have helped to shape the identified outcomes. These are highlighted below:

- enabling more Māori housing and papakāinga developments
- delivering services for rural and coastal communities
- promoting and building a sustainable Māori economy
- resilience and climate change.

These outcomes have been identified as they arose as key matters and aspirations for Māori in Whangārei through engagement. The issues and opportunities summarised in a Focus Area help provide direction to Council and other agencies when considering issues and opportunities regarding strategic growth for Māori communities in Whangārei.

FOCUS AREA 1: ENABLING MORE MĀORI HOUSING AND PAPAKĀINGA DEVELOPMENTS

Homelessness, housing affordability, and equitable outcomes for Māori in the housing sector is problematic. There is recognition that more needs to be done to assist with building more homes and getting whānau Māori into safe, warm and healthy homes, home ownership and development areas.

The diagram below provides an overview of the spectrum that may be considered.

SPECTRUM OF MĀORI HOUSING

The role of Council is important as our District Plan will enable where growth may and may not occur. The papakāinga provisions in our District Plan enable more homes to be built on whenua Māori. Building more homes on whenua Māori is complex however, and multiple factors need to be considered when the development potential is being thought through. This includes governance structures or trusts, amenities and infrastructure to support growth and development, and ongoing maintenance costs.

It is expected that development potential for Māori housing and papakāinga can be done systematically if the desire and need is evident in areas. Noting presently, our District has only 4.25% of land in Māori ownership.

Issues

- Homelessness, social housing and housing affordability is impacting Māori.
- Cost of building and the processes can be prohibitive for Māori.
- Rating of whenua Māori is the same as general title land, but services differ in areas.
- Māori land is often land locked between private landowners.
- Costs for papakāinga development, such as development contributions, can be restrictive.
- Not all whānau want to develop land. This should occur where a want or need is identified.

Opportunities

- Council to work alongside Community Housing Providers (CHP) and Te Puni Kōkiri (TPK), Ministry of Housing and Urban Development (MHUD), Ministry of Social Development (MSD), Kāinga Ora to support the delivery of more homes and papakāinga.
- Advocate and support healthy homes within Whangārei.
- Collaborate with tangata whenua on introducing the National Policy Statement on Urban Development (NPS-UD) provisions systematically.
- Whānau resilience is enhanced where possible through Council housing initiatives
- Develop a more co-ordinated and streamlined consenting process for papakāinga and Māori housing developments.
- Opportunity to define papakāinga and what this means for the Taitokerau Papakāinga Toolkit.
- Develop Māori design principles with iwi, hapū and Māori specialists to enable more design opportunities that fit within Te Ao Māori paradigm, such as intergenerational living.

FOCUS AREA 2: DELIVERING SERVICES FOR MĀORI IN RURAL AND COASTAL COMMUNITIES

Whangārei District is largely made up of pristine natural environments in rural and coastal areas. Some of these areas are protected under Northland Regional Plans and the Whangārei District Plan. A high population of Māori live in the rural and coastal areas of our District but have relatively different issues and opportunities that need careful consideration.

Rural areas are predominantly underdeveloped and have highly productive soils and may have Significant Natural Areas (SNAs). There are also minimal services that are provided to some of these communities, and smaller rural or coastal schools are a focal point. Along with schools and community halls, marae have a strong presence for whānau Māori and are seen as key hubs for iwi, hapū and whānau to provide services. This was evident in recent times when our District was responding to lock down levels as a result of COVID-19.

Emergency response is problematic also in the rural and coastal areas, primarily because of the distance to central services. Some marae have often responded as emergency service providers as they had the ability to assist, though little to no funding is provided for marae to uptake this role.

Coastal inundation is also an issue for marae that are close to the moana (sea). Marae and whānau that are not equipped to deal with climate change are often seeking remedial support to be able to deal with this change. Infrastructure could also be enhanced to enable coastal marae and whānau to respond to climate change. An opportunity may be that marae assets are assessed to identify and measure their risk and vulnerability.

Issues

- Limited infrastructure in rural and coastal communities to support high rates of growth and development.
- Some communities do not want new development in coastal and rural areas.
- Condition of rural roads.
- Pollution in waterways and coastal marine areas. Sewerage and disposal of waste from boats into harbour and waterways.
- Water shortages and availability of three waters infrastructure.
- Telecommunication in coastal and rural communities is problematic, especially in emergency situations.
- Rangatahi and youth are not being supported.
- Sediment and run off to streams and rivers from logging and forestry businesses.
- Lack of walking, cycling and public transport connections and services.
- Water tank instalment and home insulation is expensive in rural and coastal areas because of distance to main centres and services.

Opportunities

- Better connectivity of coastal and rural communities to urban areas through public transport, telecommunications and walking and cycling routes.
- Support initiatives that promote zero or minimal waste such as alternative energy sources, community composting / waste management facilities in rural and coastal areas.
- Support catchment restoration through planting and fencing.
- Through our District Plan protect natural landscapes significant to Māori.
- Investigate the use of rural and local contractors to provide services such as rubbish collection.
- Investigate opportunities for shared use of Council facilities to promote shared development ventures with Māori.
- Investigate where new community infrastructure is proposed, whether it can be located near existing marae.
- Investigate an approach to identify and return Māori land through disposal and acquisition opportunities.
- Investigate opportunities for water subsidies in warmer months if water tanks and new supply is required in remote communities.

FOCUS AREA 3: PROMOTING AND BUILDING A SUSTAINABLE MĀORI ECONOMY

There has been significant growth in the Māori population and labour force, and Māori will continue to play a key part of this future workforce.

Businesses, trusts, education and training providers all play a key part in seeing the Māori economy succeed. There are many skilled workers in different industries across Whangārei and a primary opportunity exists if developers, Council, and service providers collaborate and align to see Māori employment and the economy succeed.

The Treasury's Living Standards Framework provides a framework to help support wellbeing. This is based on the Organisation for Economic Cooperation and Development (OECD) framework of wellbeing and is highlighted here to define how an economy or communities may thrive and succeed. The four capitals within the Framework are:

- ***Natural Capital:*** refers to the all aspects of the natural environment needed to support life and human activity. This includes land, soil, water, plants and animals as well as minerals and energy resources
- ***Human Capital:*** people's skills, knowledge, and physical and mental health. These are the things that enable people to participate full in work, study and recreation and in society more broadly
- ***Physical and Financial Capital:*** includes houses, roads, buildings and factories, equipment and vehicles. These things make up our physical and financial assets, which have a direct role in supporting income and material living conditions.
- ***Social Capital:*** the norms and values that underpin society. Social capital includes trust, the rule of law, cultural identity and connections between people and communities.

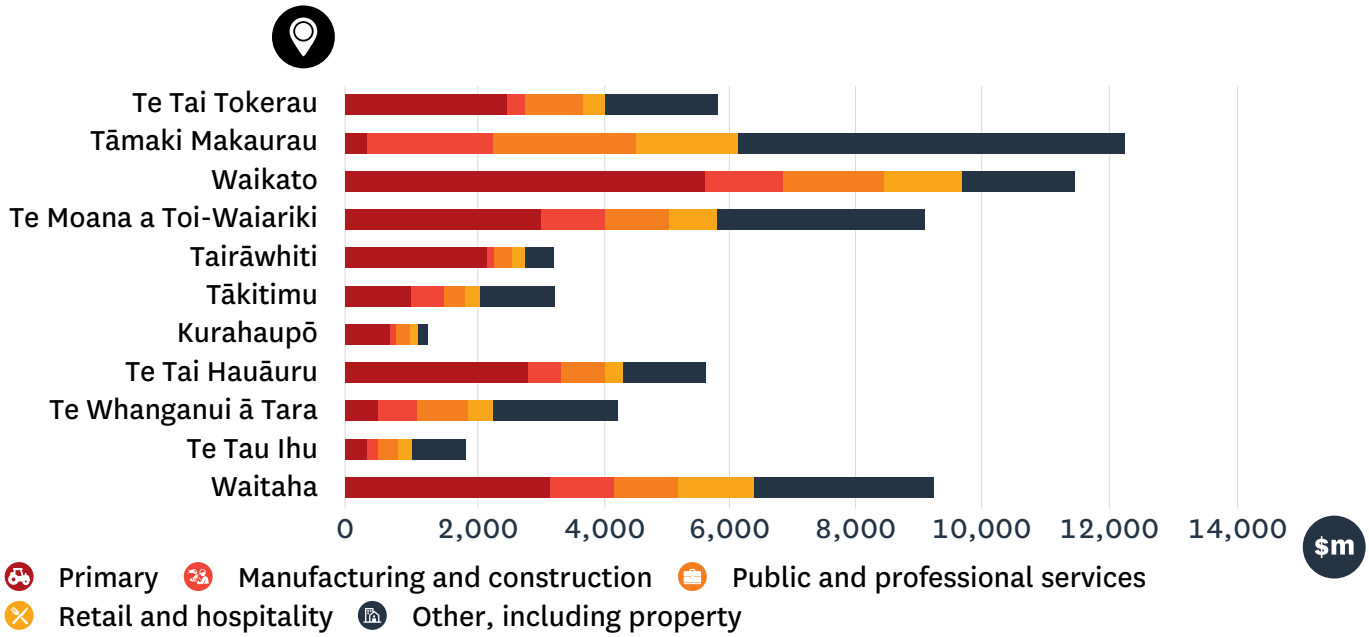
There is a noted absence from the Framework and that is cultural capital. It is difficult to measure unique ideas and view of Mātauranga, tikanga and kawa in a western framework, however it is noted that some iwi and hapū may have systems to measure and monitor this. It is understood that as part of measuring wellbeing and the four capitals, Treasury is developing indicators that are specific to New Zealand context, that includes obligations under Te Tiriti o Waitangi and other aspects of New Zealand's unique identity.

Analysis undertaken by BERL and the Reserve Bank explained that the Māori economy has grown from around $42 billion in 2013 to being worth around $68 billion dollars. This asset base is made up of multiple industries, but predominantly agriculture, forestry, fishing, manufacturing, real estate and property services.

Among Māori households in owner-occupier homes, the average income was around $77,500.

In Te Taitokerau Northland, the asset base is estimated to be around $5.7 billion dollars. The asset base in Te Taitokerau is largely made up of primary industry sectors, manufacturing and construction and public professional services. The figure below demonstrates the relation of Te Taitokerau asset base against other rohe.

ASSET BASE IN ROHE (2018)



During engagement on the Growth Strategy common themes emerged with respect to issues and opportunities in the Māori economy in Whangārei. These have been captured below with opportunities identifying key areas Council and other parties might consider collaborating further on.

Issues

- Economy and business driven by what is in place including resources.
- Assets returned via Treaty Settlements will potentially be non-viable.
- The Māori economy in its current form is vulnerable as a result of COVID-19, much the same way non-Māori businesses are vulnerable.
- COVID-19 has reinforced that our more vulnerable communities (based off household income) are most prone to risks highlighting already existing inequalities.
- Regulations can be difficult to navigate and understand for Māori business.
- Lack of guidance and education programmes to support Māori enterprise.

Opportunities

- Encourage 'green' and sustainable technology.
- Investigate Council's procurement policy to include employment pathway opportunities (such as training) and support for local businesses.
- Hear and advance the voice of taitamariki through Council and cross-government initiatives.
- Council to advocate to Central Government and other agencies such as Northland Inc and Ministry of Social Development to establish more pathways for rangatahi and people entering the workforce through cadetships and internships through industries that Māori have a strong presence in. This may include aquaculture, horticulture, forestry and agriculture.
- Investigate employment opportunities for Māori including through rongoa Māori, catering and commercial food programmes, korowai and weaving opportunities.
- Align Māori business opportunities to Council tourism ventures and include cultural narratives from iwi and hapū about stories they would like to share.
- Council collaborate with Māori business owners and provide marketing services, in collaboration with agencies such as Whāriki Te Taitokerau.
- Support and advocate for the development of a Māori economic development strategy with industry and experts.
- Support and advance hapū economic initiatives.
- Tikanga for cultural events, exhibits and celebrations run by the Council are upheld.

FOCUS AREA 4: RESILIENCE AND CLIMATE CHANGE

Climate change and resilience is a prominent issue across the globe. Aotearoa New Zealand is considered to be a leader in this space, and Northland is no exception.

The Climate Change Action Plan is being prepared by Whangarei District Council to respond to and mitigate the effects of climate change. Key priority areas have been identified in consultation with communities, iwi and hapū from Whangārei.

A key priority action in the Draft Climate Change Action Plan is to develop a Framework based on Te Ao Māori for decision making and evaluation. The Framework will be co-designed with iwi, hapū, whānau, rangatahi and technical experts who have knowledge and expertise in this space. The Framework will assist with identifying methods and tools that could be used to respond to and monitor climate change.

It is hoped that the Framework will also be able to assist Council staff to make more informed decisions when considering the impact of a Council process or plan and its impact on Māori and climate change.

Issues

- Marae are often located in isolated locations vulnerable to natural hazards.
- Valuing environmental issues which are often closely aligned to a Te Ao Māori worldview is not given priority in some Council decision-making processes.
- Rural and coastal communities will not have the same level of investment due to population density.
- Environmental protection should be a top priority and integrated into decisions.
- Water shortages and 3 water infrastructure is problematic in some rural and coastal areas. This may get worse as droughts become more frequent.
- Tangata whenua are kaitiaki and play a significant role through whakapapa to protect te taiao (the environment).

Opportunities

- Resilient infrastructure should include sewerage disposal option into land.
- Work with Central Government to develop and design sustainable and renewable energy sources.
- The Climate Change Adaptation Tai Tokerau (CATT) group enables a consistent and coordinated approach with iwi and hapū to respond to climate change across the region.
- Kaitiakitanga o te taiao is supported by the Council.
- Iwi and hapū should work alongside Council staff to develop a regional climate adaptation strategy informed by Te Ao Turoa and Mātauranga Māori relevant to their communities.
- Objectives and policies relevant to tangata whenua should be included through our District Plan.
- Council to work closely with iwi and hapū to identify ways of providing infrastructure in remote locations. Including septic tanks, water tanks and renewable energy sources such as solar power.
- Develop systems, tools and processes with iwi and hapū to assist Council to respond to climate change risks to assess vulnerable assets to Māori.
- Work alongside hapū to combine western science with the knowledge of kaitiaki when assessing the health of our environment, creating employment opportunities and reciprocal learning.

IMPLEMENTATION AND NEXT STEPS

It is proposed that as part of this Growth Strategy, Council has committed to participate and, in some cases, lead groups to implement agreed work programmes. Delivery can be supported and implemented by other government agencies along with iwi and hapū. Implementation may occur as a staged process as actions and Focus Areas are prioritised through further consultation.

This document will be a living document and reviewed frequently. Actions in this Strategy will be reviewed on an annual basis. It is proposed that an agreed implementation plan should be further developed with Council, tangata whenua and government agencies to help realise opportunities.

In some cases, work programmes may already be in place to deliver on some of the actions and opportunities identified.

The intent is not to create an obligation on iwi, hapū and whānau to deliver on this Strategy, but highlight the opportunities that can assist with delivering better outcomes for and with Māori.

Some key actions that can occur in the short term are summarised below: Regular reporting should take place through Te Huinga and/or Te Kārearea to monitor the implementation.

Key actions

- Implement National Policy Statement on Urban Development requirements in partnership with Māori.
- Work alongside Central Government agencies and hapū to address housing issues and unlock papakāinga opportunities where desired through working groups such as Whai Kainga.
- Climate change risk assessment and adaptive pathway planning alongside hapū.
- Continually monitor and report on key indicators through Te Kārearea and Te Huinga.

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.
- Work towards Central Government requirements in the National Policy Statement on Urban Development.
- 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 our 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.
- Provide detailed design of projects or specific location of future projects in detail.
- 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:

- National Policy Statement on Urban Development and Freshwater Management
- Draft Policy Statements on Highly Productive Land and Biodiversity
- Resource Management Act (RMA) and the ongoing RMA reforms
- Climate Change Response (Zero Carbon) Amendment Act 2019
- Local Government Act and the Four Wellbeings
- Urban Development Bill and Kāinga Ora strategic direction
- Waka Kotahi policies and strategies
- Regional Public Transport Plan and the Regional Land Transport Plan.

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

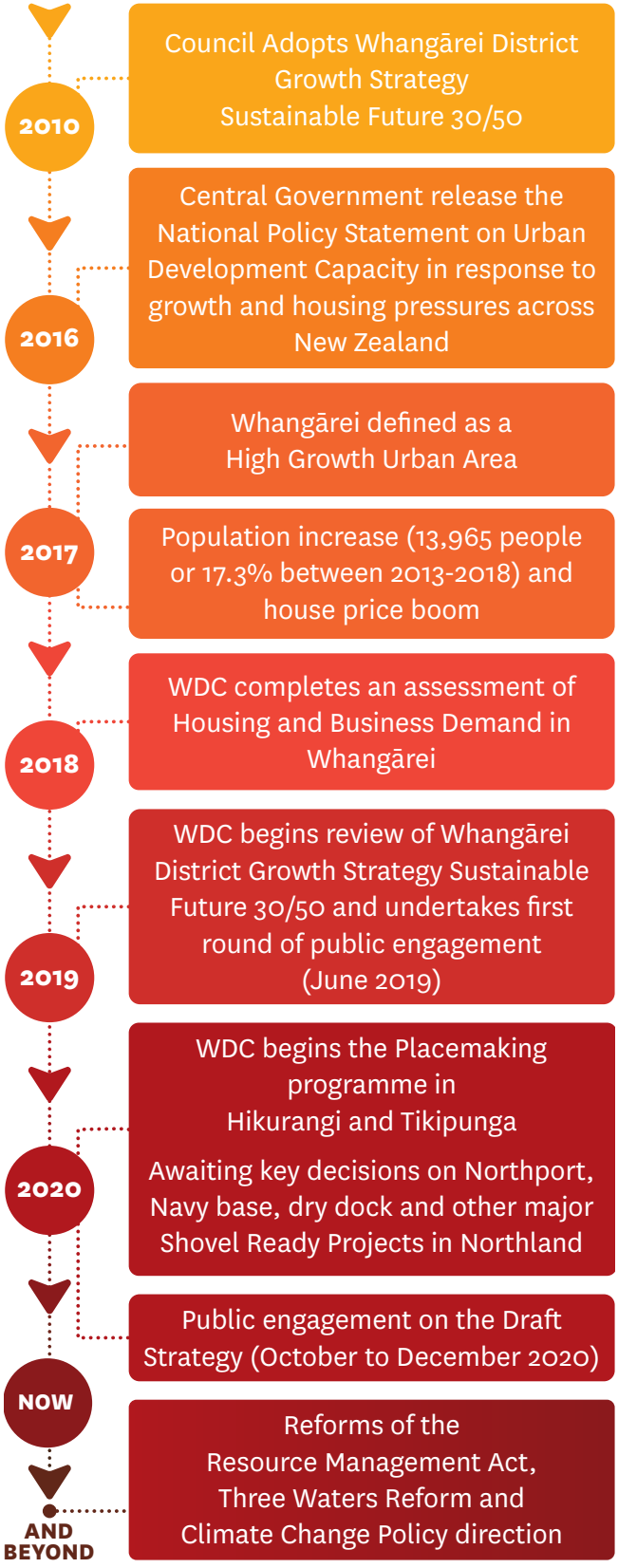
- new data on how our District has changed
- feedback we have received from our community through engagement on the Draft Strategy and other Council processes, such as our Long Term Plan and residents' surveys
- new projects and development opportunities such as rail improvements to Northport and City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



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)

▲ 4.3% ***employment rate*** increase (2010: 57.9%-2020: 62.2%)

▲ 39% increase in ***household income*** (2010 - 2020)

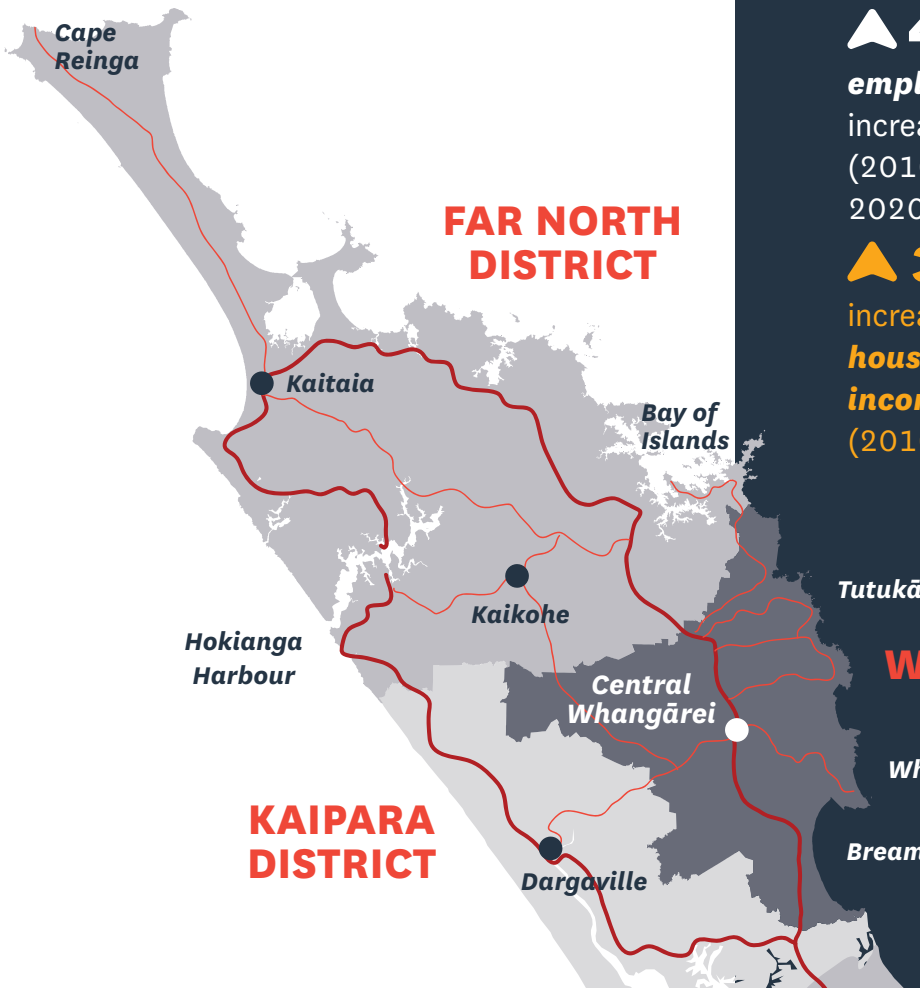
98,300 ***population*** reached in 2020

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

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

▼ 41.4yrs our ***median age*** is decreasing

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



Whangārei has experienced a rapid rise in population over the past 10 years. Between the 2013-2018 Census 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 our District.

Not only is our 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, investment in horticulture and tourism.

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 the new housing is large detached homes and we have very few townhouses or apartments
- as our District develops, 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
- continued expansion of our urban area and rural and coastal settlements will result in loss of productive land and valued natural environments.

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 an extensive coastline and contains numerous towns and settlements. 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 the 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. Planning at an inter-regional scale is essential for the future prosperity of the Upper North Island.

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

Ngā Taraiwa Rautaki

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 received 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. *Projects to support prosperity*
9. *Community resilience*

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

As we grow towards 140,000 people over the next 30 years, we need to make bold decisions now to ensure we prosper and improve the wellbeing of our communities. To do this we need to be:

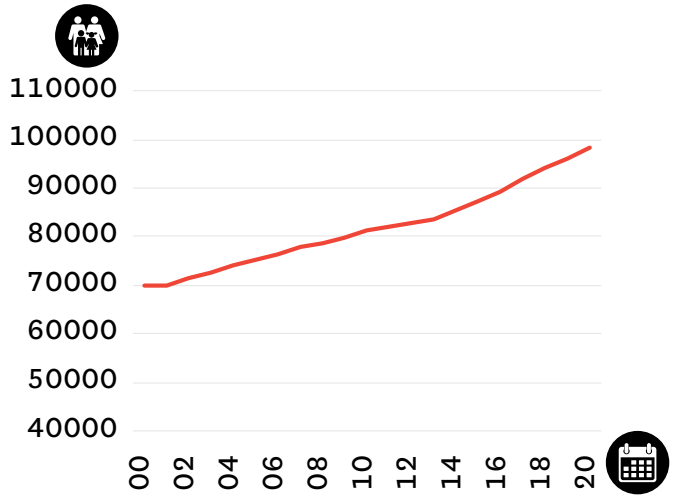
- aligning growth areas and public transport and walking/cycling opportunities
- avoiding sprawl and focus on new development in and around our urban areas
- investing in core infrastructure to keep up with demand as well as identifying now the big projects we will need in the future
- considering our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

POPULATION CHANGE

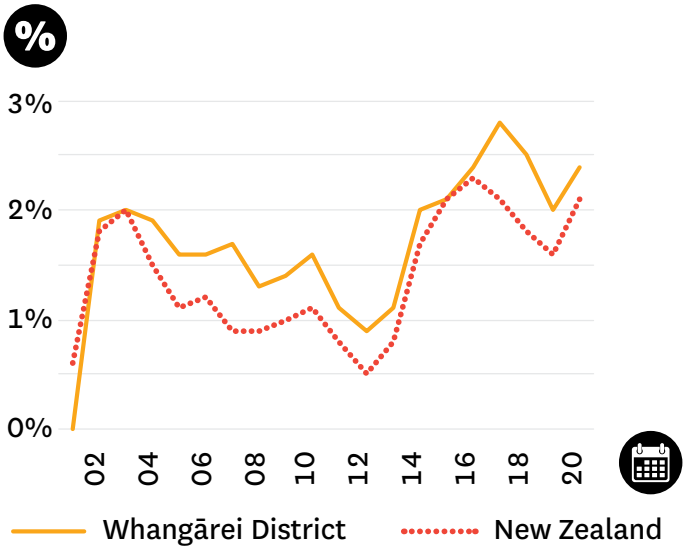
Over the last twenty years, Whangārei District has seen a period of sustained growth, with the population growing from 70,000 in 2000, to 98,300, in 2020. The highest rates of population growth have occurred in the last 5 years, with an increase of 11,100 people.

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 2000-2020



PERCENTAGE ANNUAL POPULATION CHANGE IN WHANGĀREI DISTRICT AND NEW ZEALAND, 2001-2020



CHANGES WITHIN OUR DISTRICT

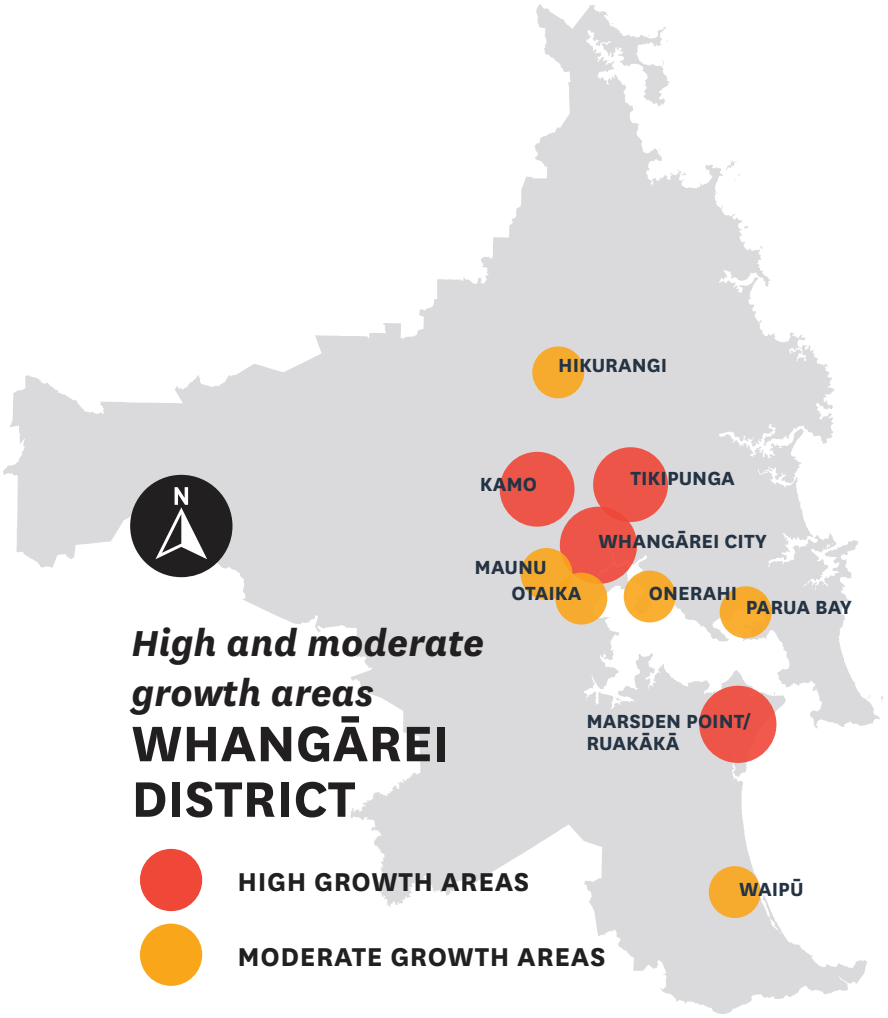
Our District's story of growth differs across our urban, rural and coastal communities.

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

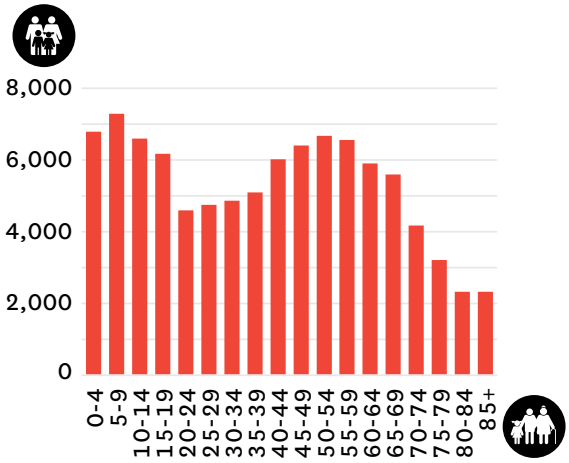
Our urban fringe communities and coastal settlements have experienced the highest rates of population increase. However, some areas are experiencing minimal or slower growth rates such as Otangarei and Kensington.

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

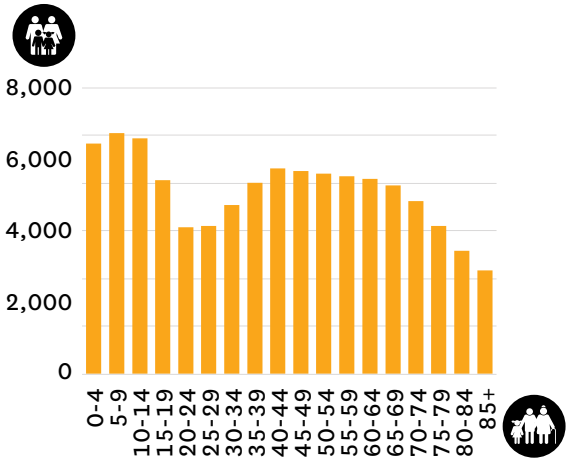
- we are getting younger, the median age has decreased to 41.4 years, with 21.2% of our population 0-14 years of age (compared with 19.3% in NZ)
- we have an increasing number of people under working age
- there is a rising number of older people (65+) in our District, with 19.7% of the population made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



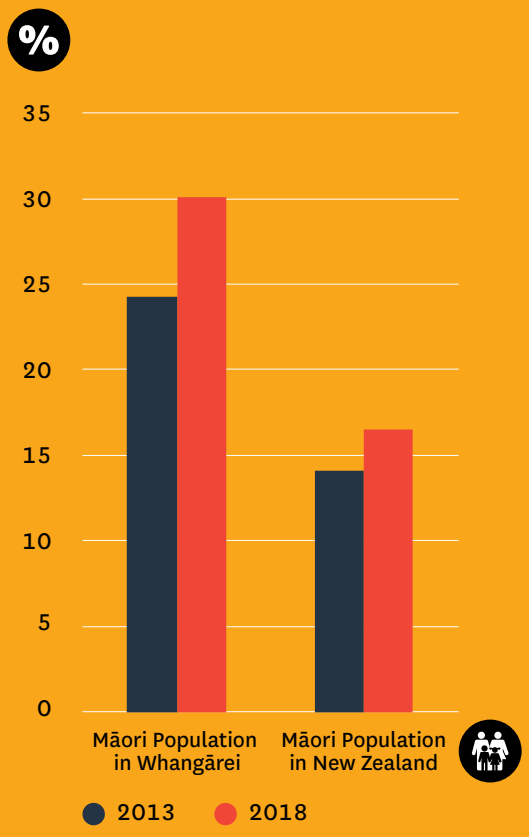
WHANGĀREI DISTRICT AGE DEMOGRAPHIC 2020



WHANGĀREI DISTRICT AGE DEMOGRAPHIC 2051



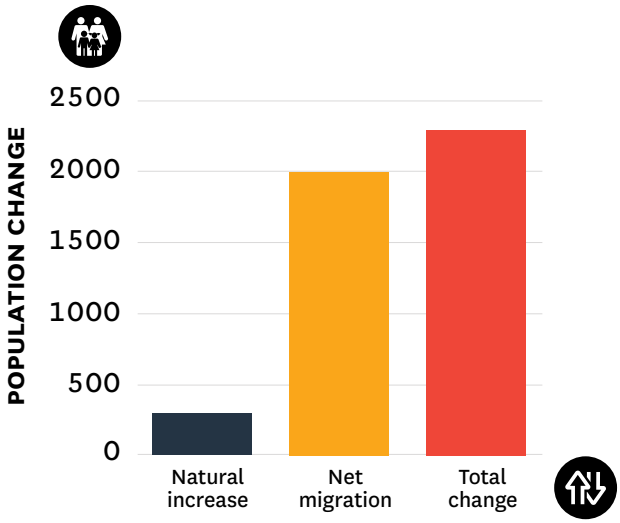
MĀORI POPULATION COMPARISON



- 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 culturally diverse, 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 and cultural 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 2020



Why is Whangārei a hot spot for growth?

- Although prices are increasing, our housing and land is still affordable relative to prices in Auckland
- It's the only city in Northland and home to major businesses, services and employers
- Lifestyle choice
- Our attractive 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.

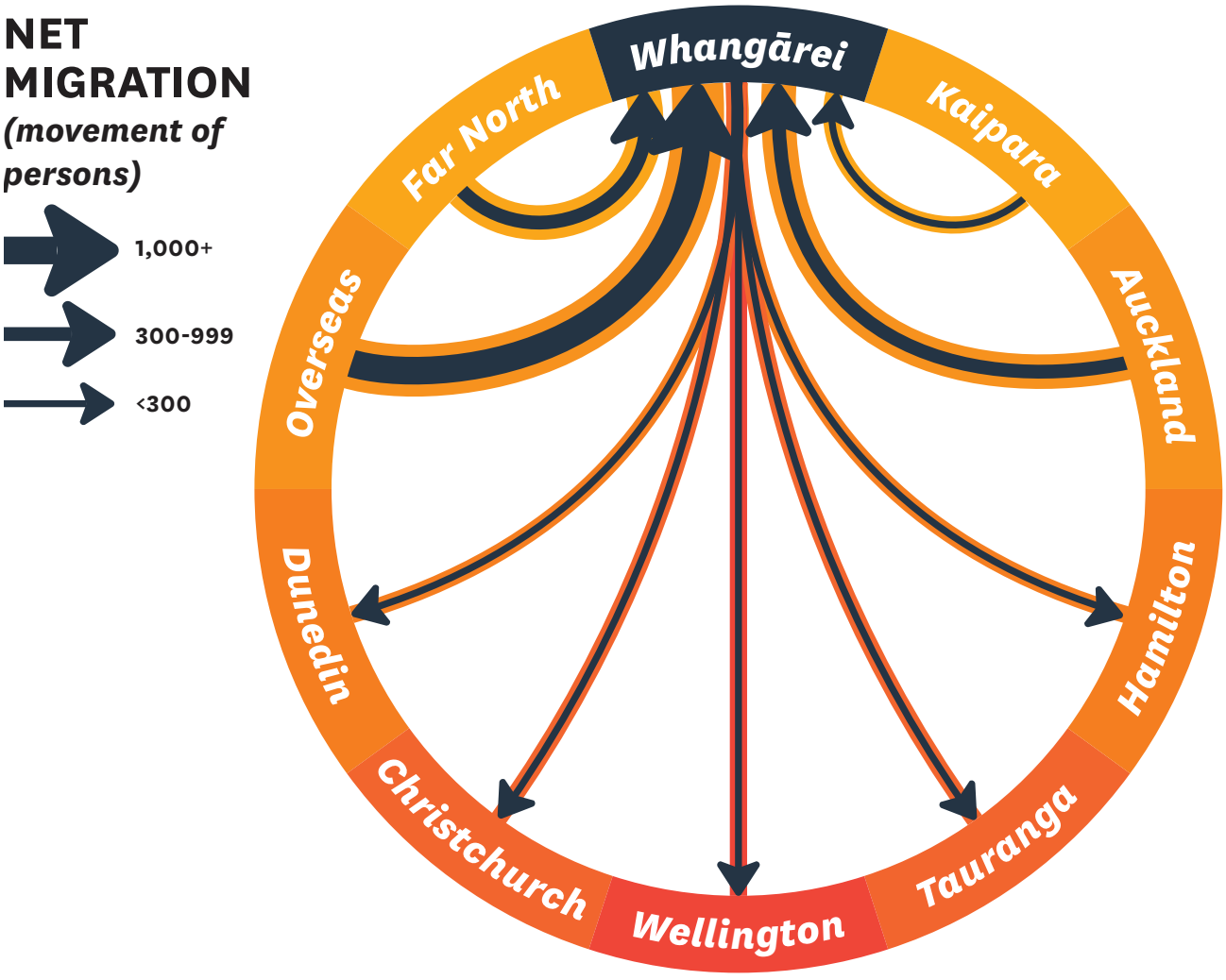
WHAT IS DRIVING GROWTH IN WHANGĀREI?

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 at a regional level. We believe this is due to our 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 our 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?

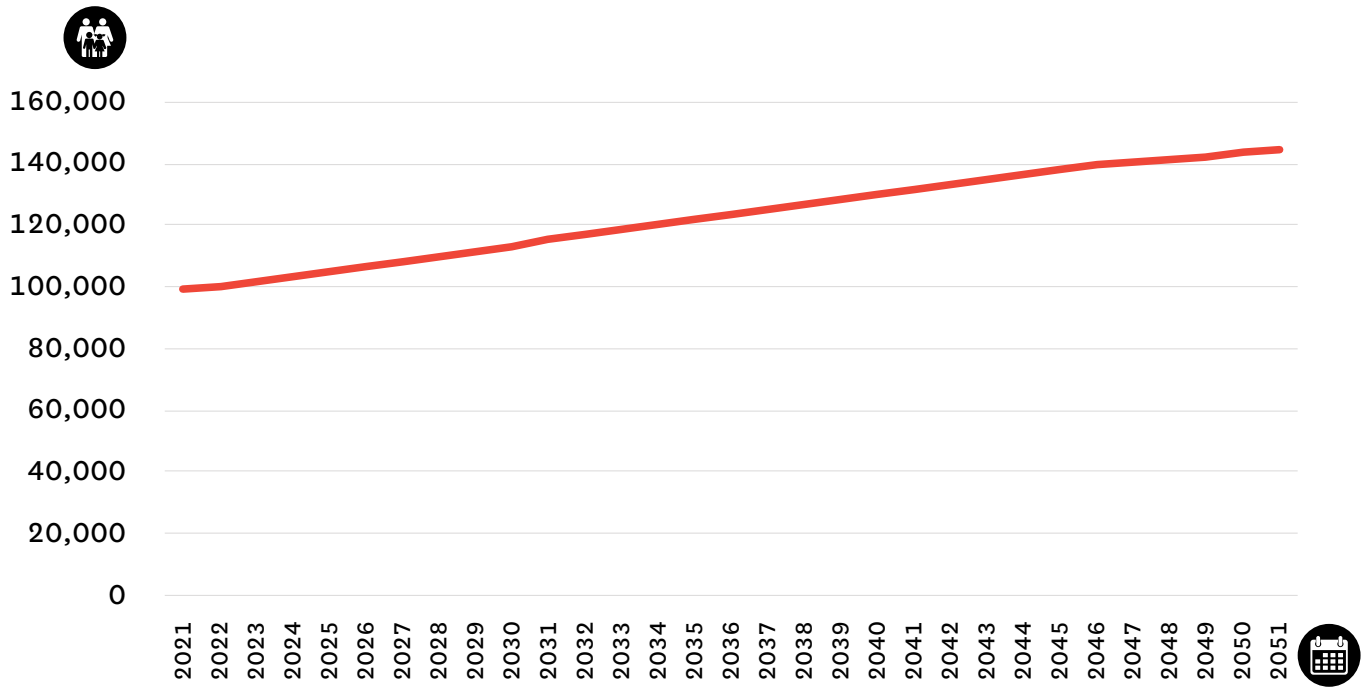
There is uncertainty about how our population growth will be impacted by COVID-19 and the associated economic downturn over the next few years. Although international migration numbers may drop, there may be an increase in the number of overseas New Zealanders returning home.

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

INDICATOR	FORECAST
POPULATION 2051	144,435
% POPULATION CHANGE 2021-2051	45.6%
AVERAGE % ANNUAL CHANGE	1.5%

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.

POPULATION FORECAST FOR WHANGĀREI DISTRICT 2021-2051



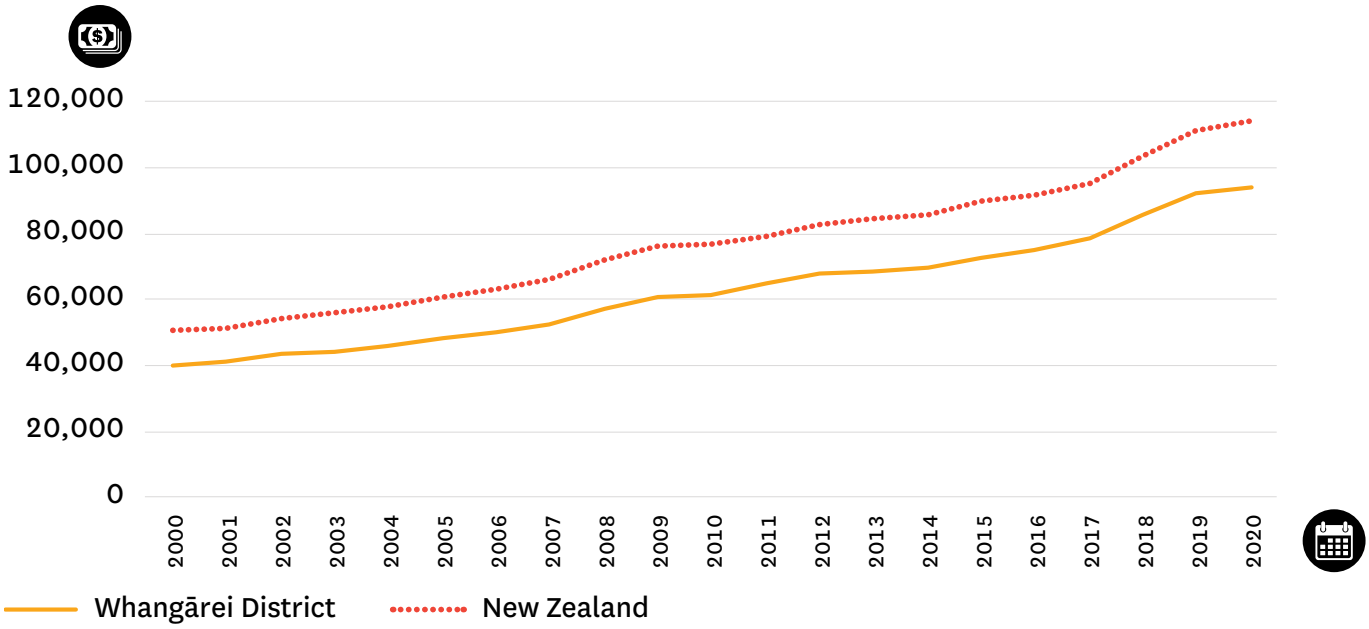
Strategic Driver: ***Successful economy***

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 for sectors such as tourism. Whangārei's local economy has responded positively to the challenging economic conditions. Economic activity rose 3.1% in September 2020, limiting the fall in year-end growth to -2.3% per annum. While the economy has fared relatively well, we must recognise the impacts have caused hardship on people across our District. In Whangārei, there are an additional 1,200 Jobseeker Support Recipients in September 2020 compared to last year, a 33% per annum rise.

Key for the prosperity of our District is understanding whether our economic performance is translating across all of our communities. The median household income has increased by 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.

CHANGES TO HOUSEHOLD INCOME IN WHANGĀREI DISTRICT AND NEW ZEALAND



Prior to COVID-19, total unemployment across Whangārei District had reduced by 2.5% in comparison to the national average of 1.6%. This would suggest the economic opportunities are translating across our communities.

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

GDP BY KEY INDUSTRIES

$551M
Manufacturing

$368M
Healthcare

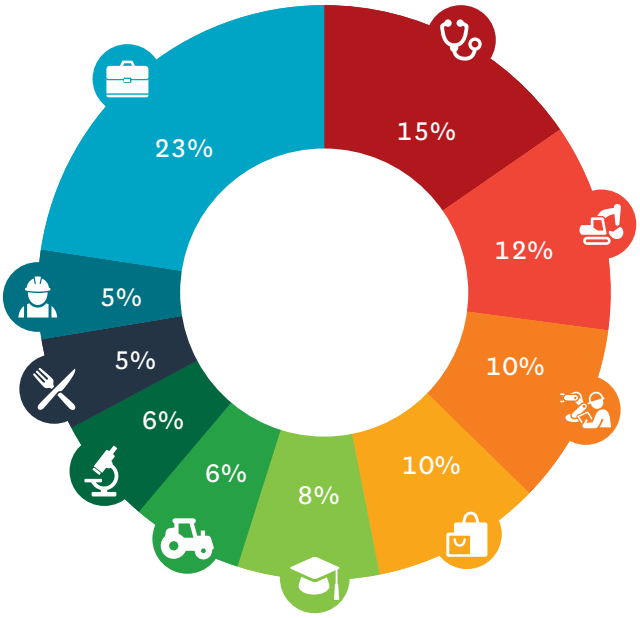
$298M
Construction

$261M
Forestry

$216M
Retail

$195M
Agriculture

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.

Retail and service sectors will face change over the coming decades. New e-commerce business models are beginning to reshape how both of these sectors are able to reduce costs while maintaining levels of service.

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 **RESTART** Respond to ***immediate impacts*** on key economic sectors	**Stage 2** **RECOVERY** Support ***ongoing and quick economic recovery*** across our District	**Stage 3** **RESET** 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. For example: 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. For example: 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. For example: 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.

See https://www.northlandnz.com/northland-inc/regional-initiatives/economic-action-plan/ for more information.

LIFTING PRODUCTIVITY

Working smarter is one of the key messages from the previous Organisation for Economic Co-operation and Development (OECD) review of New Zealand's economy. At a time where income equality is worsening and living costs are rising, there is evidence to suggest if productivity levels in Whangārei are to be lifted, this will positively influence income levels for households and will widen the future labour market. There are specific focus areas where Council can positively influence with more detail provided below.

EDUCATION AND TRAINING

Compared to the national average, there is a reason to feel optimistic towards the future of Whangārei's younger generation. Currently, the level of engagement in either education or training for 15-24 year olds in Whangārei is higher in comparison to the national average. Future investment by Central Government into major projects such as a defence force hub would provide exciting opportunities for our people to take on new training and education. Not only could this build on the prospects for the younger generation but would attract the younger population to either stay or relocate to Whangārei.

Being the largest tertiary education provider in Tai Tokerau, NorthTec plays a crucial role in ensuring the younger generation are able to fulfil their education aspirations and move into new employment opportunities. A growing student population can support other strategic outcomes for our District, such as more people living in our central city.

The 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.

TECHNOLOGY AND INNOVATION

Bringing forward innovative approaches will drive the future direction of our District's economy over the next 30 years. Technological innovation is often difficult to predict. From what we know about smart systems and energy innovation, it is anticipated over the next 30 years there will be real opportunities to diversify our economy, lift productivity and improve environmental outcomes.

To capitalise on the opportunity, Council needs to be proactive in how technology can support our service delivery and redefine our infrastructure projects. An example would be utilising the smart city concept in the revitalisation of our City Centre. Smart cities can be a vague and unclear term, but is usually used to describe two scenarios:

1. a city that takes a knowledge-based approach to its economy, transport, people and environment
2. a city connected and managed through computing — sensors, data analytics and other information and communications technology.

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

To focus actions, the following issues will be prioritised:

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.

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.

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.

Technology and innovation

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

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.

Investment to support Māori enterprise

As long as the Māori unemployment rate continues to stay at current levels, the level of inequality across our 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 as well as look towards our own procurement.

Strategic Driver: ***Housing needs***

As our population increases, we will need more houses. We anticipate approximately an additional 20,000 homes will be required 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 our 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.

In important to understand Councils role in relation to housing. Whangarei District Council's primary focus is in land use planning, ensuring there is enough land zoned (supply) for residential development. We also have a small portfolio of housing units for elderly people in our community. More recently, Council has focused on advocating and partnering with other agencies, such as Kāinga Ora, to improve housing in our District. Looking forward, Councils role in the housing market could change, acknowledging Central Government direction and possible future Local Government reforms.

HOUSING SUPPLY

In July 2021, we reviewed the housing demand and capacity assessment which was first completed in 2018 under the 2016 National Policy Statement on Urban Development Capacity.

The Housing Land Assessment estimated housing demand of a total of 12,788 dwellings (including the competitiveness margin). Plan-enabled capacity and feasible capacity was assessed under the Operative District Plan and the Draft District Plan (which would form the Urban and Services Plan Change). The assessment showed a shortfall in long term capacity for the long term under the Operative District Plan, but a sufficiency in the short, medium and long term for the Draft District Plan. We will review this assessment in 2024.

This assessment looks at:

- an estimate of the amount of housing we will need as our population grows and changes
- the available land that has been zoned in our 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% then the development is considered feasible.

This is important, because we want to ensure that the development we enable is feasible. 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.

37,940
dwellings in 2019

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

$497,438
2019 median house price

164
Housing units for older people

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

86.8%
separate houses

11.2%
medium density

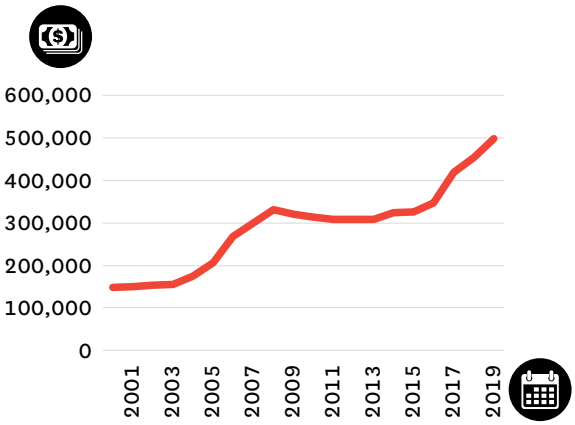
1.9%
other dwelling (dwelling structures in 2018)

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

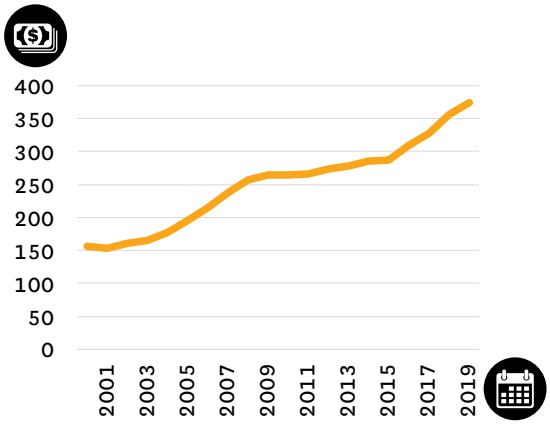
- we provide a choice of housing across our urban area and growth nodes
- we integrate development with quality infrastructure provision.

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



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. In our draft Long Term Plan 2021-2031, we have $5.1m budgeted for renewal and maintenance of Council's existing pensioner housing, as well as an extra $4m over the first four years to leverage Central Government partnership for new pensioner housing stock.

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 individual/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.

Focusing housing within our urban area and enabling more intensive options has a wider benefit of supporting more sustainable transport options such as public transport and walking and cycling.

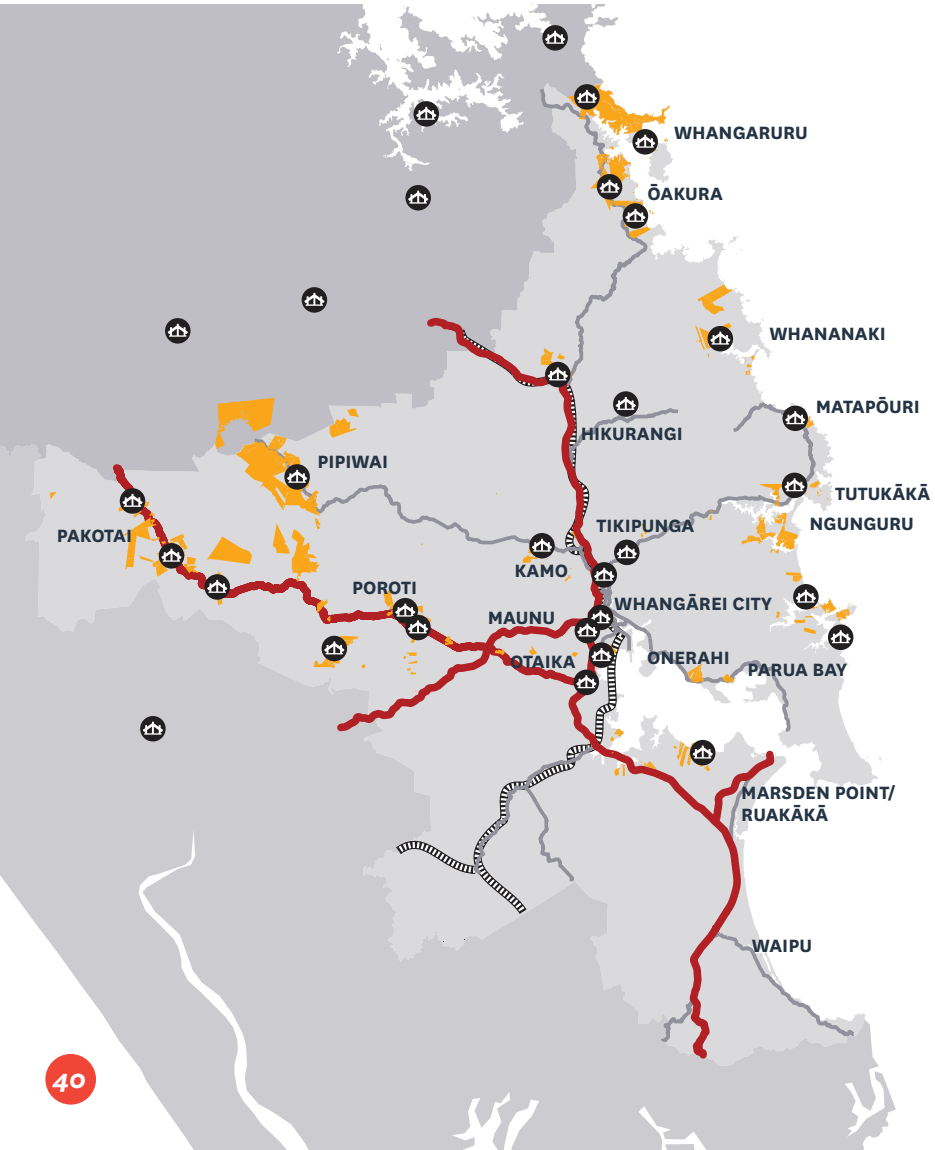
PAPAKĀINGA HOUSING AND DEVELOPMENT

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 our 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 Whangarei District Council.

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.



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Papakāinga opportunities

WHANGĀREI DISTRICT

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

HOUSING FOR ALL

Our housing market is not serving the needs of our whole community. The housing spectrum highlights a range of housing needs for people in different circumstances ranging from emergency, social housing to private housing needs. In Whangārei, we have a growing number of people/families who struggle to afford housing due to lower incomes and rising living costs.

The number of people on the Ministry of Social Development's social housing register is significantly rising. In September 2020, 502 people in Whangārei were waiting for homes on the MSD housing register, up from 287 people in September 2019. In our District, we have several Central Government and community housing providers. However, there is a lack of adequate housing, coupled with insufficient housing options (temporary and permanent) to meet the increasing demand. Many in our District are living precariously, including in cars, substandard buildings, garages, couch surfing or temporarily in motels. It is difficult to get a full picture of homelessness and those living precariously. Council is working to support Central Government agencies in the delivery of housing and identifying opportunities to speed up the delivery. We are also sharing our knowledge with those agencies to improve the understanding of housing need.

Emergency housing

Emergency accommodation for people experiencing homelessness or hardship

Crisis accommodation (days to weeks)

Shelters (days to weeks)

Transitional housing (weeks to months)

Housing support – Government (central or local), an organsiation or NGO provides support

Pensioner housing (subsidised)

Supported living (people with a disability)

Social Housing

Rental housing for very low to moderate income housholds

Public housing (provided by Kāinga Ora and other Community Housing Providers) – rent based on income

Private housing (prices are dictated by the market – affordability varies)

Private rental housing

Property ownership

HOUSING AFFORDABILITY

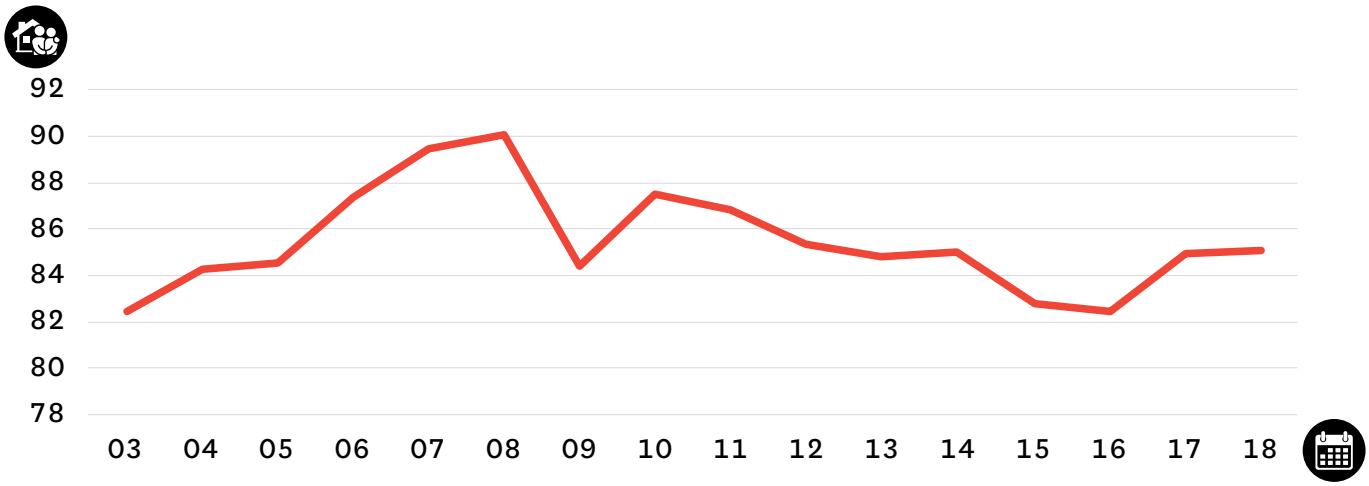
The affordability of housing in Whangārei is becoming an increasingly severe issue. Since 2010, our median dwelling sale price has increased by 67% and our rents have increased by 44%. Over the same period our median household income has increased by 37.6%. These trends highlight the housing affordability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

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

The 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

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 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

Overcrowding 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.

Overcrowding 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. Overcrowding 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.

ENABLING ALTERNATIVE HOUSING MODELS

Cooperative housing or cohousing is an approach to design neighbourhoods focused on shared community life, such as gardens, common facilities, transport storage and so on, while retaining privacy of the individual household. It can be defined as intentional clustered housing with some common facilities and shared neighbourhood life. Residents are part of the community with access to common facilities and support from the neighborhood, and their respective activities.

Historically, intentional collective communities were most often lifestyle, religious or environmentally focused however, this is changing. Cohousing in Aotearoa is becoming more diversified driven by different group's ambitions and by the scale of development. There are currently approximately 18 cohousing communities across the country.

Ahi Wai Eco Neighbourhood is Whangārei's first cohousing community with the vision of being 'a supportive intergenerational community and a model of sustainable urban living' (Ahi Wai- Eco neighbourhood, 2020). Plans have been developed for an 18 dwelling eco-neighbourhood, with construction planned to commence in 2021.

In addition, there are other co-living solutions being established in Aotearoa following overseas examples such as 'Co-Live' in Queenstown and 'the Coh' in Auckland. This involves tenants living together with shared communal spaces, with private rooms, like a university dormitory. It offers a more affordable option for people who are recently new to an area, young professionals, short term stayers, or people who seek a low maintenance housing solution and social living situation.

INNOVATIVE SOLUTIONS

In addressing some of our affordability issues, providing flexible and/or temporary housing for people in different circumstances needs to be encouraged while not compromising housing quality.

Building innovation opportunities such as tiny homes, container homes and pre-fabrication or off-site manufacture, are some pathways to reduce construction costs and the price of housing. Working with the construction industry to identify other housing obstacles such as trades or skill storages locally and solutions to address other building barriers to increase housing affordability is needed. In 2020, the Government introduced a Targeted Training and Apprenticeships Fund, making many sub-degree construction and trades qualification free to study until the end of 2022. NorthTec offers some of these programmes.

Central Government has and continues to explore new tools such as fast-tracking consenting processes and new building consents exemptions. From August 2020, changes to the Residential Tenancy Amendment Act 2020, limiting price increases for renters, came into effect protecting tenants, and further changes have been introduced that will affect both tenants and landlords.

Kāinga Ora, formally known as Housing New Zealand and parts of the KiwiBuild Unit was established on 1 October 2019 by the Kāinga Ora-Homes and Communities Act 2019. Kāinga Ora has two key roles. Firstly, continuing as a public housing landlord and secondly, its new role to enable, facilitate, and deliver urban development projects in New Zealand. In Whangārei, Kāinga Ora manage a housing portfolio of approximately 1,450 dwellings. They are looking at reconfiguring their housing stock to provide efficient and effective state housing that is aligned with current and future residential needs. Kāinga Ora are drafting a Te Tai Tokerau Regional Plan to outline and identify investment opportunities.

Central Government in January this year released the Public Housing Plan 2021-2024. This plan sets out the Governement's public housing supply intentions, with a particular focus on locations where housing need is urgent.

OVERVIEW OF THE CURRENT AND PLANNED PUBLIC HOUSING SUPPLY IN NORTHLAND

	2018	2020	2022	2024	INCREASE OVER 4-YEAR PERIOD
PUBLIC HOUSING	2,041	2,162	2,247	2,557	516
TRANSITIONAL HOUSING	139	166	273	311	172

Strategic Driver: *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 our 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.

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/ Ruakākā 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

SEA LEVEL RISE

75cm by 2100

RAINFALL

23% less spring and winter rainfall by 2100

Higher intensity rainfall events

More severe storm events

DROUGHTS

More frequent dry spells

Lower river flows and aquifer levels

BIOSECURITY

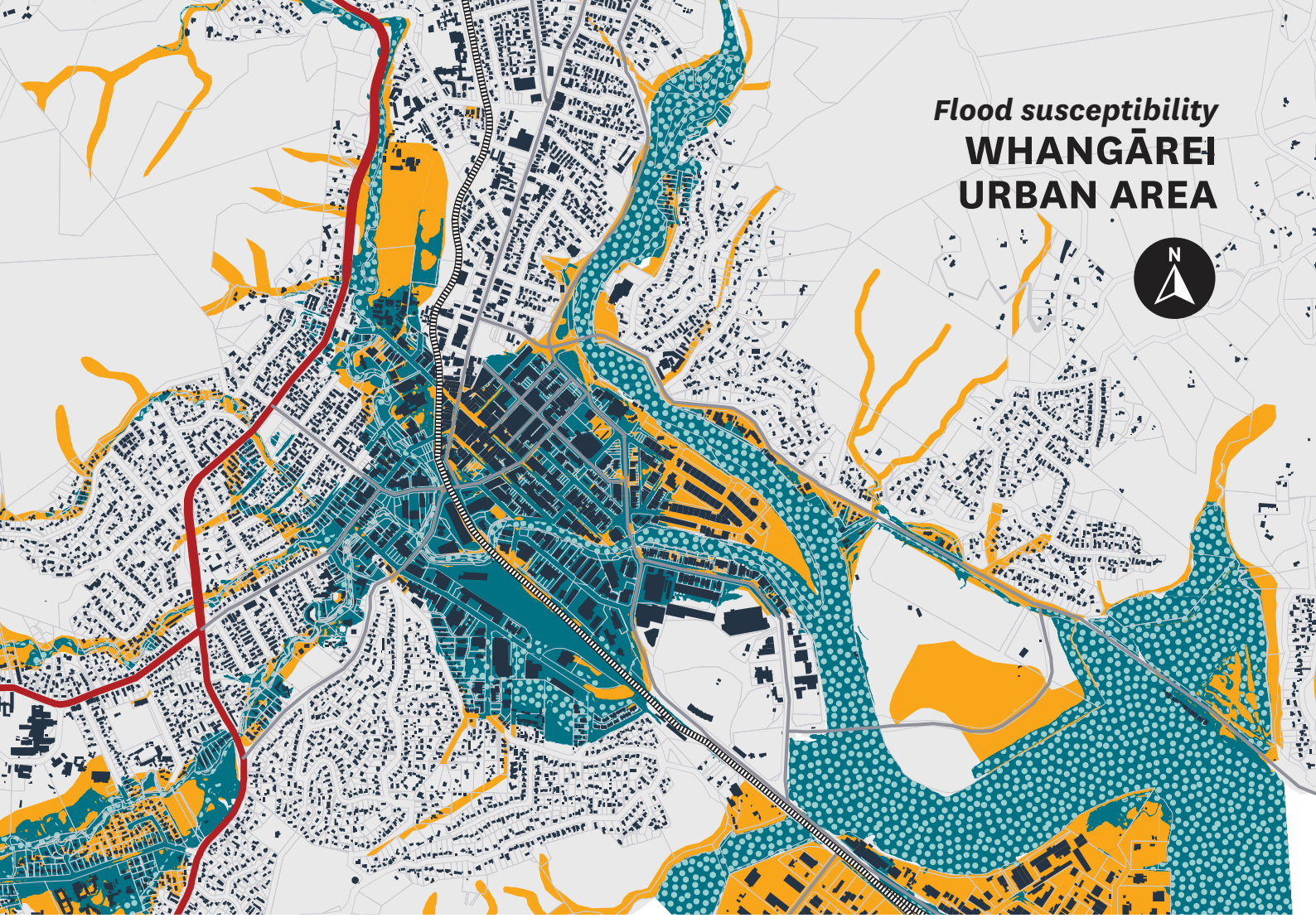
New/'sleeper' pests impacting on biodiversity and agriculture/ horticulture practices.

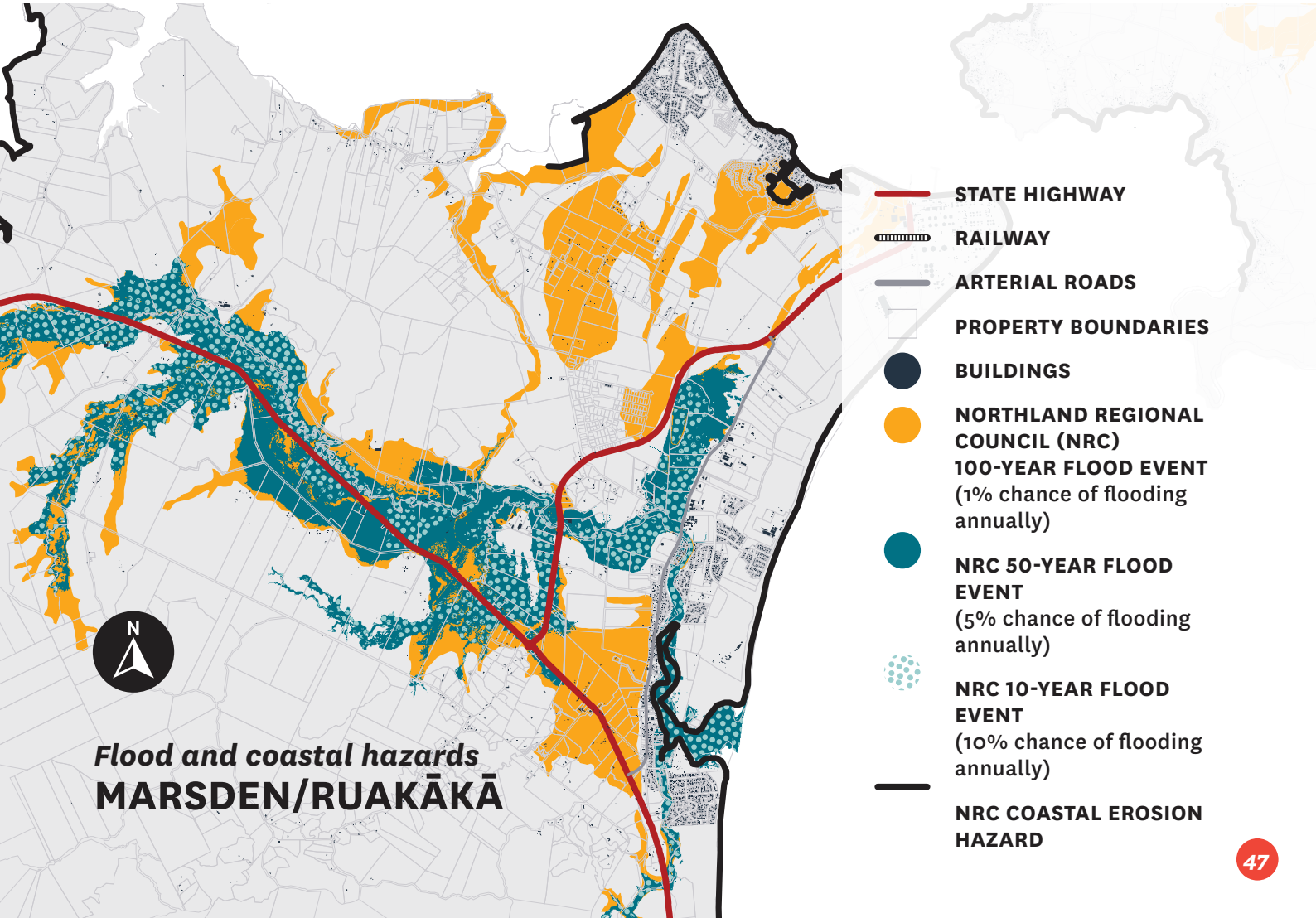
Mitigation: To reduce emissions, enhance removal, and to increase our cooling capacity

Adaptation: To anticipate, prepare for and cope with the expected and unavoidable impacts of climate change.

How to respond to sea level rise?

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


Flood susceptibility
WHANGĀREI
URBAN AREA
N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Flood and coastal hazards
MARSDEN/RUAKĀKĀ
STATE HIGHWAY
RAILWAY
ARTERIAL ROADS
PROPERTY BOUNDARIES
BUILDINGS
NORTHLAND REGIONAL COUNCIL (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, Whangarei District Council declared a climate emergency. The declaration from our Elected Members allows for Whangarei District Council to begin developing our Draft Climate Action Plan (CAP). The CAP will help guide future decisions on refining our District's resilience to the impacts of climate change. The actions promote a District-wide transition to ensuring we are all acting appropriately. The declaration of a climate change emergency in our District reflects Council's concerns about climate change. The CAP is relevant to our rural, coastal and urban communities. The CAP commits Council 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. The CAP is driven by the following outcomes:

Honouring Te Tiriti o Waitangi

- Our commitment to our partnership with hapū and iwi under Te Tiriti o Waitangi is embedded in everything we do.

Reducing emissions

- Reduce the greenhouse gas emissions of 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 in July 2018, the Tai Tokerau Climate Change Adaptation 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 Northland to achieve a holistic approach towards an environmentally sustainable approach for all of the region'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 our District.

1. Healthy Homes Tai Tokerau is reducing energy consumption with insulation and solar power installations.
2. PAK'nSAVE 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. Legislation that will influence the national climate direction include:

- Climate Change Response (Zero Carbon) Amendment Act
- Emissions Trading Scheme (ETS)
- Resource Management Act.
- Climate Change Commission's Advice Package

Both the implementation of the Zero Carbon Act and new changes to the Emissions Trading Scheme will have many flow-on effects for our District. This will require Whangarei District Council to provide leadership and 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.

CLIMATE RISK ASSESSMENT

In response to the impacts of our changing climate, Council will be committing to a Climate Change Adaptation Strategy. The initial focus will be working across Council to deliver climate change risk assessments. These risk assessments will inform future investment and planning decisions.

The risk assessments will include a comprehensive identification of risks associated with climate change, and a preliminary assessment of the impacts and implications for our organisation and communities within our District. Decisions are still to be made on the initial pilot area for the risk assessment. This will be determined by the five value domains that provide an assessment for the risks and opportunities for each settlement:

1. Natural environment
2. Human
3. Economy
4. Built environment
5. Governance.

Strategic Driver:
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 our 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 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.

Potable water

We own and operate the storage dams, treatment plants, pipework and water meters that make up our District's water supply network. Council provides approximately 9 million cubic metres of treated water annually to about 80% of our 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, our 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.

Wastewater

Whangarei District Council owns and operates nine wastewater treatment plants throughout our 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.

Approximately 20% households in our 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.

Stormwater

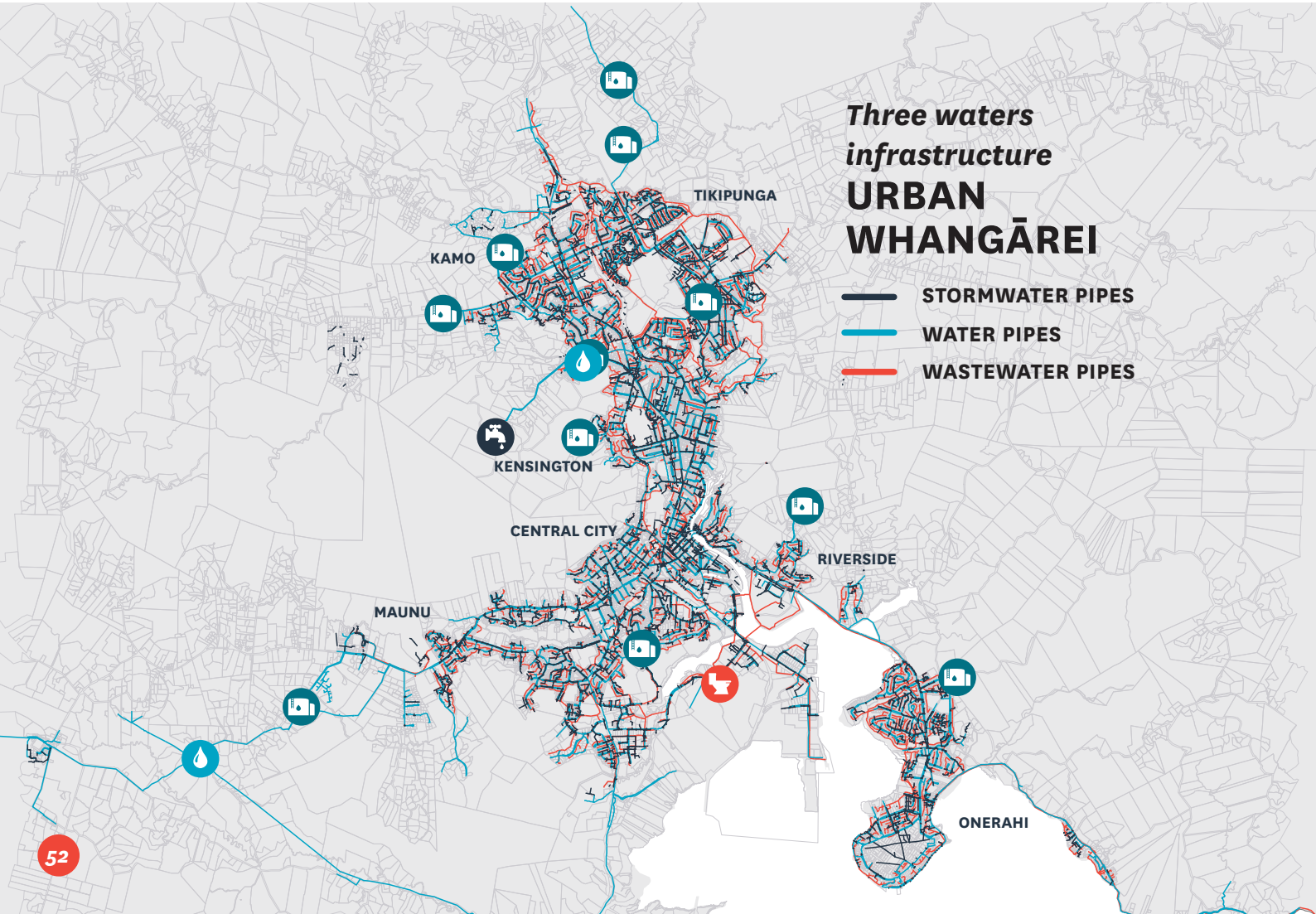
Our stormwater network prevents flooding to properties and roads. The stormwater network is separate from our sewer network. Water collected in our system, however, is not treated or screened and is discharged at different points to the harbour and out to sea. What goes down the drain, including pollutants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

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

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 lockdown 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 our 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 access to good telecommunication coverage, which can limit 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.

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.

SOLID WASTE

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

As our 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 has shown support for the long-term transition to a circular economy. This 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.

Waste Minimisation

Supporting community led initiatives is an important component to achieving positive climate outcomes for our District. Communities across our District are already invested in doing their part to reducing household waste. Community funding is available for waste minimisation projects and community clean ups through a contestable Community Grant Fund.

Whangarei District Council are looking for new opportunities to reduce the pressure of increasing waste output.

COMMUNITY SERVICES AND AMENITIES

Council has a key role in providing community services and amenities in our 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 our 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.

According to the NDHB 2020 annual report, there are currently 169 general practitioners (GPs) and 172 practice nurses across 37 general practices providing primary healthcare to Northlanders enrolled with with Mahitahi Hauora Primary Care Entity, and non-enrolled and non-resident patients. NDHB has 255 contracts with 128 non-government organisations (NGOs) including Māori Health providers and Whānau Ora collectives that provide a range of public health, primary healthcare and community services across Northland.

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 this. 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:

- 44 schools (36 state, seven state integrated and one private school)
- 10 full primary schools which cater for children from year one to year six
- 18 primary and four composite schools for students from year one to year 15
- there are two specialised intermediate schools, Kamo and Whangārei Intermediate
- eight secondary high schools made up of co-education (combined gender), single gender and private.

Some schools in our 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 our 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 Wānanga o Aotearoa share a site in Raumanga and the University of Auckland campus on Rust Avenue. NorthTec offers a wide range of vocational subjects up to a diploma level. Te Wānanga 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: *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. As our District's population continues to grow and more goods and services are coming in and out of our District, providing other forms of transportation will be essential to creating a transport system that works for everyone in our community.

To support this outcome, it is crucial that we align our transport and land use planning.

The strategy does this by focusing growth in urban areas and centres which have good access to existing and planned public transport and walking/cycling networks.

Focusing employment opportunities in areas that are accessible by a choice of transport options.

We also recognise that there is a large amount of population growth and residential development planning in the northern urban areas of Kamo and Tikipunga. However, employment opportunities here are limited, forcing many people to commute into the city or south to Ruakākā. Through our Placemaking Plan for Tikipunga we will identify areas for employment opportunties in these areas.

Aligning our investment with community need and the Strategic Drivers of regional and national transport objectives.

Key outcomes for the future of transport in our District

- Modal shift
- Increased safety
- Greater resilience
- Improved connectivity
- Environmental sustainability

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 Whangarei District Council's Walking and Cycling Strategy.

NORTHLAND TRANSPORTATION ALLIANCE

Far North District Council
Te Kaunihera o Tai Tokerau ki Te Raki
KAIPARA DISTRICT
Whangarei District Council
Northland Regional Council
WAKA KOTAHI NZ TRANSPORT AGENCY

ALIGNMENT

To ensure we can leverage the best outcomes for our community we need to be aligned with strategic outcomes that drive Waka Kotahi New Zealand Transport Agency (NZTA). This includes prioritisation of the key outcomes and understanding what that means for our communities.

In building this strategy and our Placemaking Plans we will align with key documents:

Government Policy Statement on Land Transport: sets out how money from the National Land Transport Fund is allocated towards achieving the Government's transport priorities.

https://www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport-2021/

Transport Outcomes Framework: outcomes for the transport system centred around the wellbeing of New Zealanders and the liveability of places.

https://www.transport.govt.nz/area-of-interest/strategy-and-direction/transport-outcomes-framework/

Arataki: 10-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system.

https://www.nzta.govt.nz/planning-and-investment/planning/arataki/

Toitū Te Taiao: sets out how to reduce land transport emissions, improve public health and reduce environmental harm

https://www.nzta.govt.nz/about-us/about-waka-kotahi-nz-transport-agency/environmental-and-social-responsibility/toitu-te-taiao-our-sustainability-action-plan/

Road to Zero: the Road to Zero strategy sets out a vision for a New Zealand where no one is killed or seriously injured in road crashes

https://www.transport.govt.nz/area-of-interest/safety/road-to-zero/

This strategy and our Placemaking Plans play an important role in aligning investment from our Long Term Plan, Regional Land Transport Plan and Regional Public Transport Plan.

More information on regional transport planning can be found here:

www.nrc.govt.nz/transport/

PUBLIC TRANSPORT

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

One of the biggest drivers for a successful public transport network is population density. We recognise that alignment between our land use planning and transport infrastructure is essential. That is why this strategy seeks to accommodate a majority of new development within the existing urban area. This will support both increased public transport coverage and walking and cycling options.

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.

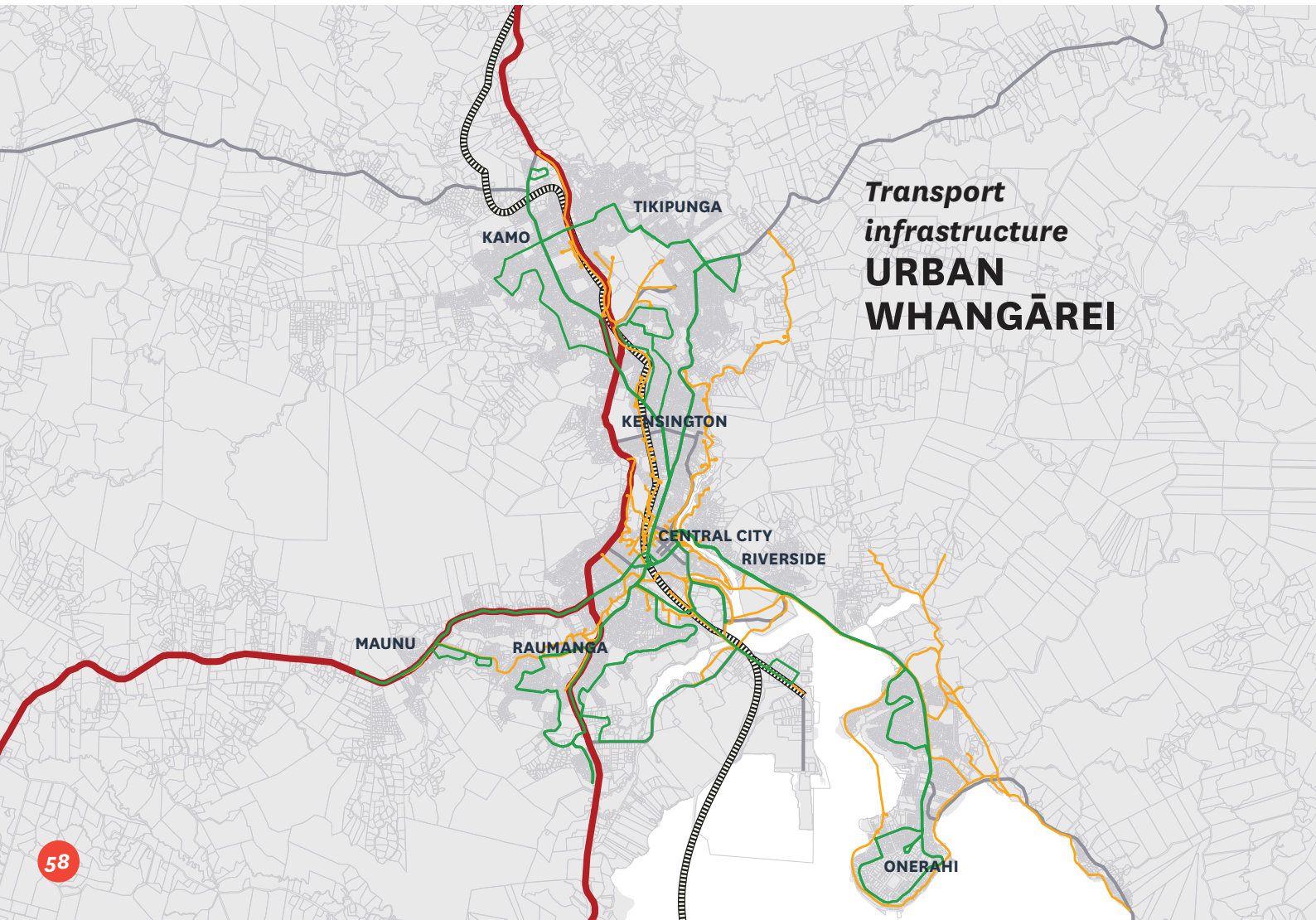
This will require a public transport network that improves coverage across our District and can provide a service that operates at higher frequencies. This will be crucial for areas of high growth such as Marsden Point/Ruakākā, Kamo, Maunu and Tikipunga.

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.

Transport infrastructure

WHANGĀREI DISTRICT

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



Transport infrastructure

URBAN WHANGĀREI

SAFETY

Road safety is a priority for NZTA and for the Northland Transport Alliance (NTA). Northland's direction towards road safety has been guided through evidence-based initiatives. The new national strategy, Road to Zero, is founded on a safe system approach that sets the trends for roads and roadsides, speeds, vehicles and road use.

New Zealand's road safety strategy sets the ambitious target to reduce road user death and serious injuries by 40% by 2030. The target is being pushed through a combination of infrastructure improvements, such as:

- median barriers and intersection treatments
- speed limit changes in urban areas and on the high risk parts of the roading network
- increased levels of enforcement, both by safety cameras and police officers.

Whangarei District Council will be proactively advocating for the needs of our District but see the newly set direction as a positive long-term target to aspire towards.

WALKING AND CYCLING INFRASTRUCTURE

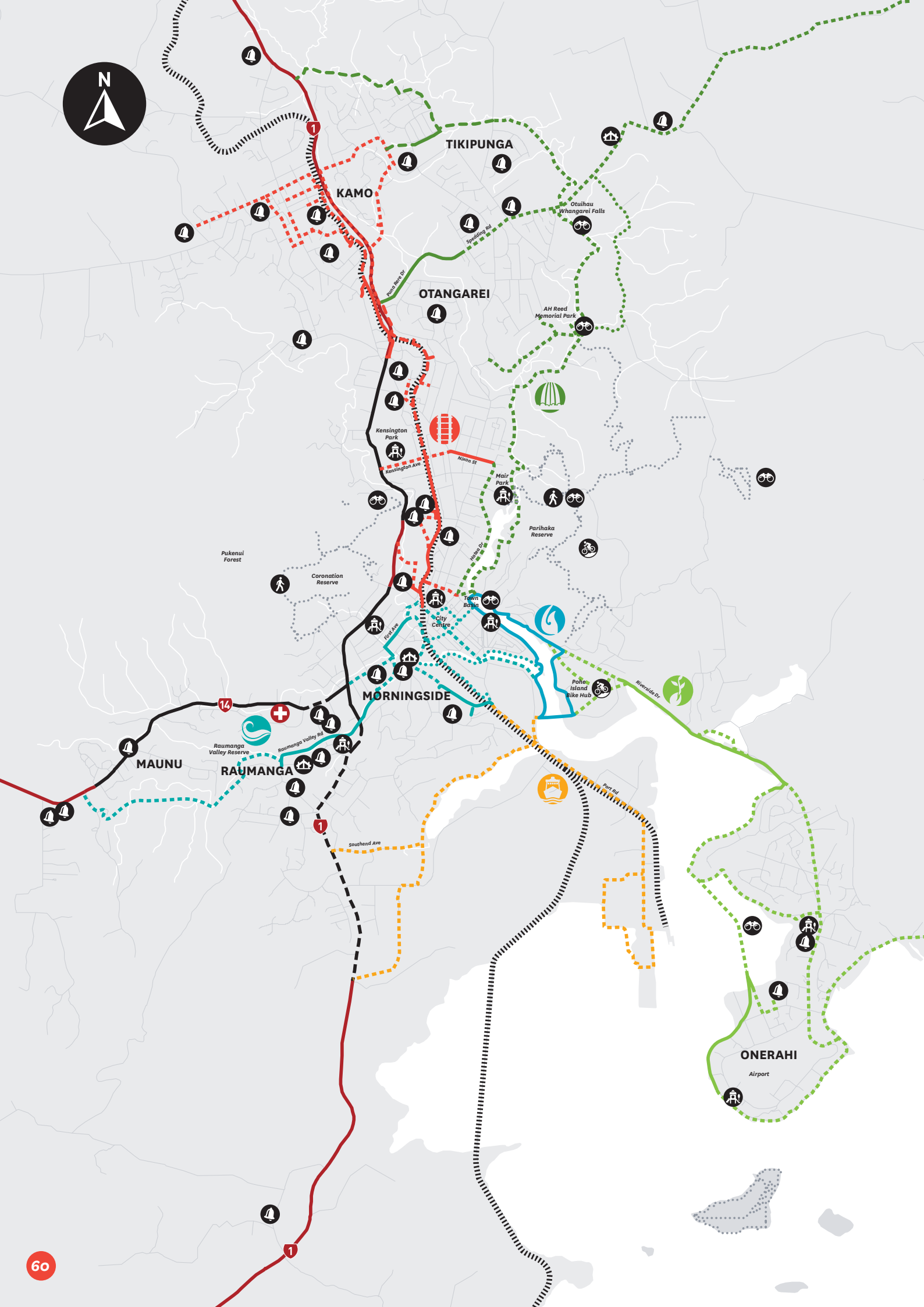
Alongside public transport, walking and cycling offers opportunities to get to work, school and services without needing to drive. New development should be well connected to existing walking and cycling routes. This will build on the outcomes sought by our existing Walking and Cycling Strategy. We are committed to providing cycle lanes that are accessible for all members of the public and that promote transport choice. There are a range of initiatives Whangarei District Council has committed to that illustrates our efforts.

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 access 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 Whangarei 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.

Footpaths provide an important link to our key community areas. It is essential Whangarei District Council has an approach that allows for new creative initiatives that improve experiences for the public. It is essential our communities feel the use of footpaths is a viable transport option. Council is working towards a vision that openly encourages walking to key destinations including schools across our 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 increase in the coming years, Council needs to support our communities with the transition to alternative transport options in an effort to reduce congestion, reduce emission levels and add positive health and wellbeing benefits for our people.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TIKIPUNGA
KAMO
OTANGAREI
MORNINGSIDE
MAUNU
RAUMANGA
ONERAHI
Airport
Otuihau Whangarei Falls
Spedding Rd
Puna Rere Dr
AH Reed Memorial Park
Kensington Park
Kensington Ave
Nixon St
Mair Park
Parihaka Reserve
Hihiaua Pl
Pukenui Forest
Coronation Reserve
Town Basin
City Centre
First Ave
Pohe Island Bike Hub
Riverside Dr
Raumanga Valley Reserve
Raumanga Valley Rd
Port Rd
Southend Ave
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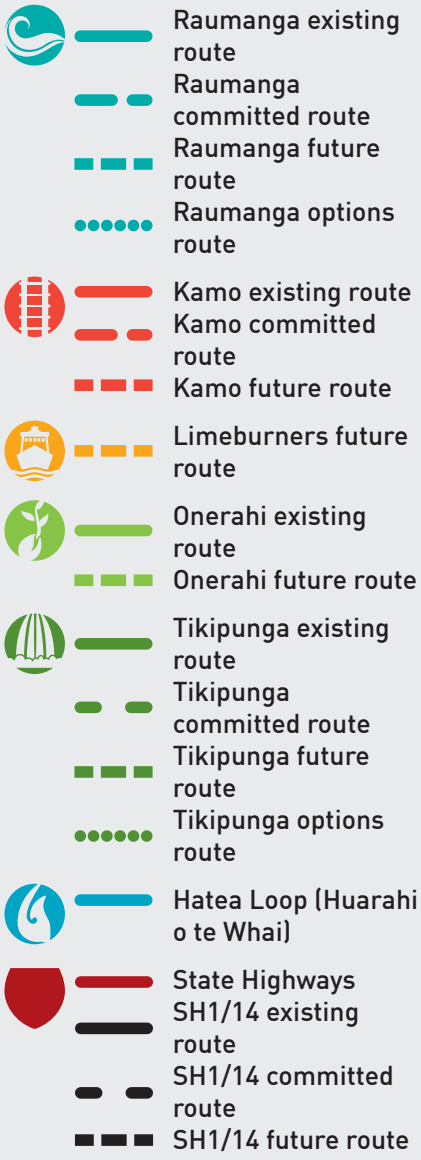
Transport network

URBAN WHANGĀREI



ELECTRIC VEHICLE UPTAKE

Whangārei historically has had a high dependency on the use of private vehicles. This is due to the dispersed nature of development in our District. Central Government and the Climate Change Commission recognise that the uptake of electric vehicles will be a critical element to meeting the long-term emissions reduction targets New Zealand has agreed to. Transport is our second highest emitter; therefore, it can be anticipated how our communities move around will see radical changes in the near future.

The Climate Change Commission has recommended the light vehicle uptake will need to be accelerated as fast as possible. To meet our proposed emissions budgets and meet our obligations to the 2050 targets, 'at least 50% of all light vehicles (cars, SUVs vans and utes) and motorbike imports should be electric by 2027 (both battery EV and plug in hybrid EV).

Central Government have announced a new clean car package aimed at increasing the uptake of electric vehicles and hybrid vehicles in support of the net-zero targets by 2050. From a Council perspective, we have a responsibility to assist Central Government understand the challenges our people are up against when considering the transition to Electric Vehicles.

Council can support these outcomes by:

1. working with other agencies and energy providers to identify and implement EV charging infrastructure opportunities

2. introduce more EV's and hybrid vehicles into Council's fleet

3. support community aspirations for EV infrastructure in their neighbourhoods.

FUTURE TRANSPORT PLANNING

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

There will also be locations where further transport planning and strategy is required, in partnership with Waka Kotahi. This includes:

1. new transport links at the hospital and Raumanga, between State Highway 1 and 14
2. future connections to State Highway 1 in Tikipunga
3. possible transit lanes on the State Highway network.

Priorities for our Council include:

1. improving the safety of our roads
2. reducing vehicle congestion
3. exploring new future transport routes
4. supporting the investigation for the long-term possibilities for passenger rail, ferry service and light rail.

FREIGHT

The movement of goods into, through and out of our District is crucial for the success of our economy. The importance of rail and our port is highlight throughout this strategy. Our road network and the State Highway is also an important component of the freight network.

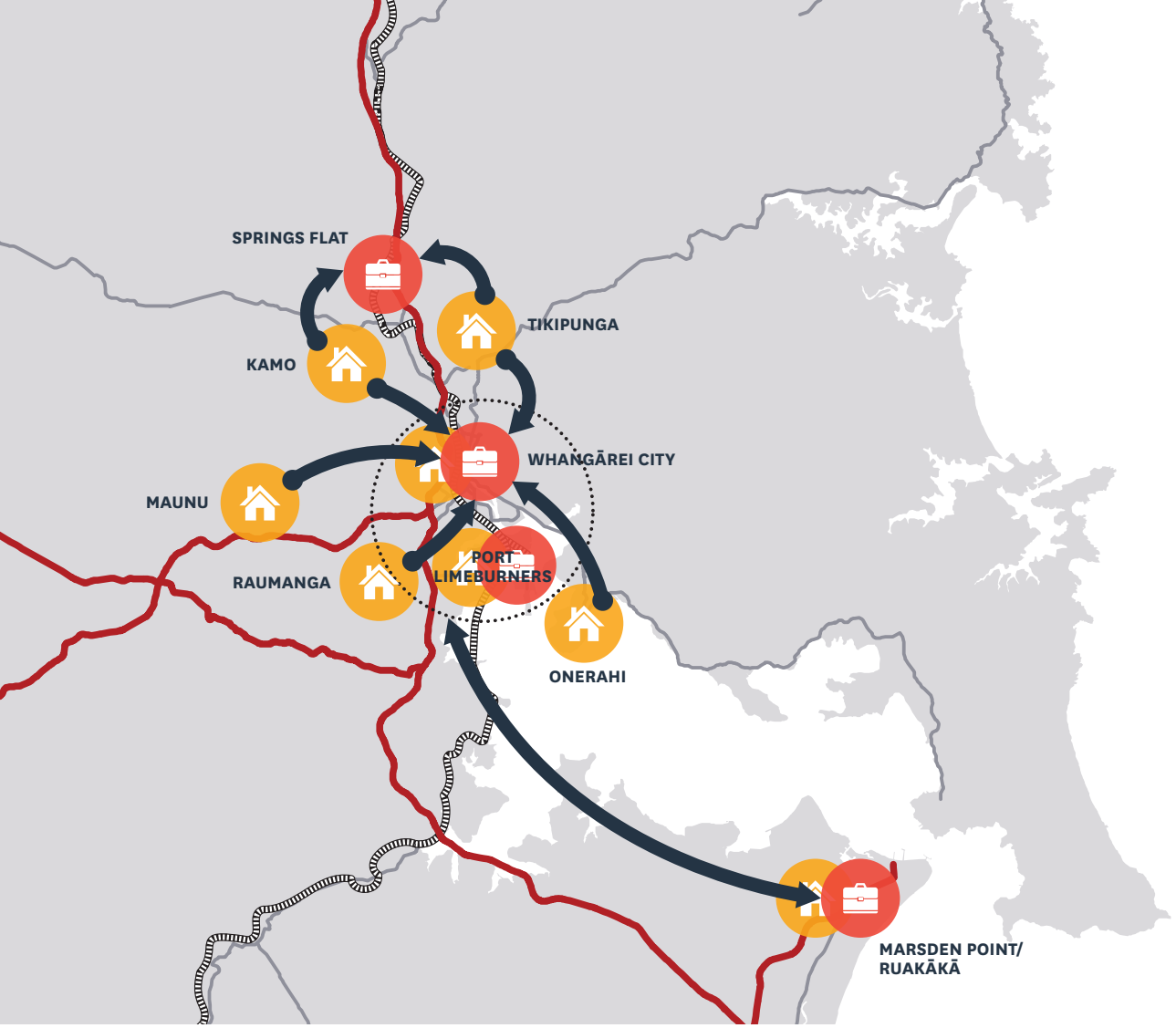
As we continue to grow, further planning is needed to ensure we maintain a safe and efficient freight network that maximises rail usage along with road transport.

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 include:

1. public transport improvements: projects include the Rose St bus terminal upgrade, bus priority lanes and bus shelter upgrades
2. intersection upgrades: improvements to intersections which are congested during peak periods to address current pinch points in the Whangārei transport network
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 safe 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)
5. new road connections: such as the Springs Flat Rd roundabout.

Further alignment of transport opportunities and land use planning will be delivered through the Placemaking Programme and the Future Development Strategy.



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JOURNEYS TO WORK

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

	Population estimate / Business floor area	2021	2051
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: ***Our valued natural environment***

Whangārei's natural environment is one of the key reasons people visit our District and why they choose to move here. The natural environment is highly valued by our community and is vitally important to our long-term success. Protecting and enhancing our natural environment enhances our cultural, social and environmental wellbeing and economic prosperity.

Our natural environment is diverse and distinctive. It is comprised of landforms, the coast, rivers and wetlands, the Whangārei Harbour, vegetation including indigenous bush, countryside, pastural farmland and built up areas.

IMPORTANCE TO MĀORI

Māori have a connection with Papatūānuku (earth mother) and natural resources which is expressed through their relationship with the natural environment.

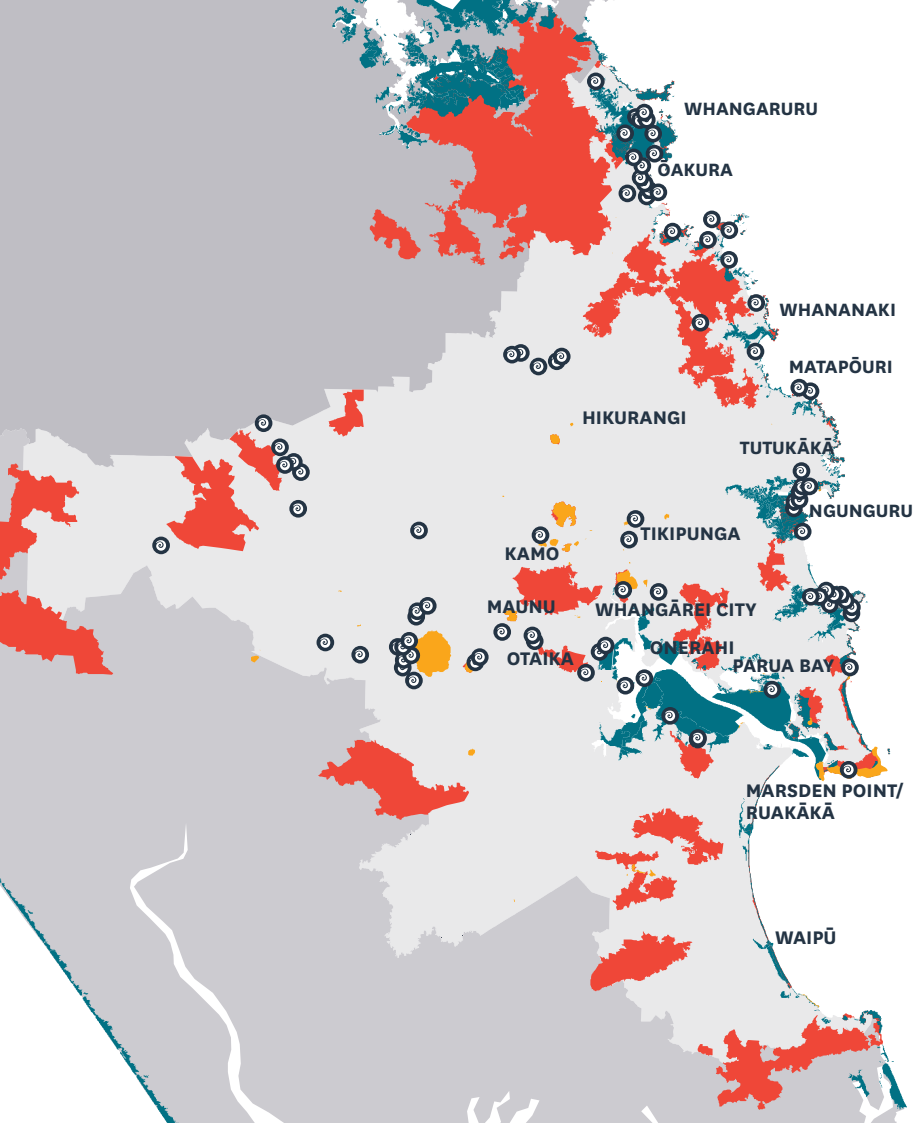
The Māori world view and relationship with the natural environment informs their own values and principles. Tangata whenua have a deep relationship with the place through their birthplace and their ancestors' birth places. The concept of tūrangawaewae – a place to stand is very important and is traditionally expressed through people's relationship with a place, maunga (mountain), awa (river) and other natural features. This cultural heritage informs and strengthens our collective 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 our District are kaitiaki (protectors or guardians) of the environment and we need to assist them to fulfil their role as kaitiaki, and ourselves to be stewards of the environment.

NATURAL CAPITAL

Natural capital captures the natural resources in our environment, this includes air and water, but also soil and plants. Businesses in Whangārei rely on this natural capital in order to prosper. If the natural capital is threatened or in decline, then so is the profitability of those businesses. Therefore it is everyones interest that as we continue to grow we make sure we properly value natural capital in financial terms. For our Council this means we need to consider natural capital when we are identifying new areas for development, and in how we design and implement infrastructure projects.

Our natural environment contributes to the tourism industry. There are over 300 tourism operators leveraging our District's natural environment offering a wide range of accommodation, activities and hospitality businesses. Although the tourism industry has been 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.



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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

GEOGRAPHY AND DEVELOPMENT

Our unique geography and landscape features shape our settlement pattern and development. It 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.

Our District boasts 270km 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 our District is more than 40km away from a 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 our 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 potential impacts are suitably avoided, remedied or mitigated.

INDIGENOUS BIODIVERSITY

Our unique landforms and soil types in Northland have 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. Whangārei 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.

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 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 our District has been identified as SNAs. Approximately two thirds of the SNA land mapped in the Whangārei District is in private or Māori ownership. Our District Plan protects approximately 43% of the 80,000 hectares. This is currently classified as Outstanding Natural Landscapes or Outstanding Natural Featureswhich has restrictions on vegetation clearance, earthworks, buildings, and subdivision.

THE WHANGĀREI HARBOUR

The Whangārei Harbour is situated in the heart of our 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 105km² in size and can be categorised 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, and 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 Whangarei District Council and Northland Regional Council 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 over time.

HĀTEA CATCHMENT/ OTUIHAU WORKING GROUP

In 2015 Northland Regional Council and Whangarei District Council began to focus together on improving water quality of the Hātea 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.

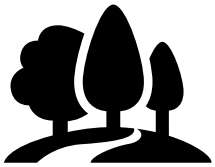
The Kaipara Harbour is different to the way it was before people arrived in the area. Due to changes in land-use over time, the Moana has been degraded by sediments eroded from the surrounding catchment. Annual inputs of land to the harbour are estimated to be around 7 times higher than before human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

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

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.

Central Government have 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: ***Projects to support prosperity***

There are a number of large scale projects that will influence the long-term prosperity of Whangārei and Northland, but will be delivered by Central Government or private enterprise. These projects include:

- transport investment in State Highways and rail
- Northport and freight networks
- health infrastructure
- defense force hub and training opportunities.

Although we may not be delivering these projects, we have a key role in advocating and ensuring we leverage the best outcomes for our community. It is also important for us to stress the importance of timely decision making to give certainty to our community and potential investors.

NORTHPORT

The long-term expansion of Northport will play an important role in meeting future freight needs of New Zealand. The role of Northport is also crucial to support the needs of businesses across Northland.

The port is a key piece of infrastructure. Any decision around expansion or moving some Ports of Aucklands activities to Northport will have impacts on the wider freight network. Therefore, we are advocating that these major decisions are not made in isolation. The Upper North Island Strategic Alliance Group (UNISA) are advocating that any future decision should be focused on freight logistics rather than the future Port location.

Regardless of any future decision made by Central Government on any potential relocation of the Ports of Auckland, through Northport's Vision for Growth, total freight capacity is going to expand over the next 30-40 years. The future growth vision is focused towards building a larger footprint allowing for new opportunities to expand its freight volumes.

The value of Northport for the Whangārei and the Northland economy are the opportunities it brings about for new industries, new business and employment for our people. Northport have been, and will continue to be, an important contributor to expanding on the economic and social opportunities for our District.

Continued port expansion will have medium to 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 Marsden Point/Ruakākā and Port Nikau.

Challenges and opportunities for port growth

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

RUAKĀKĀ STRUCTURE PLAN

A key factor in supporting Northport is whether our District can accommodate a large increase in population and economic activity.

The Marsden Point/Ruakākā area has long been identified as a major future growth area for our District. Council has, for the last 15 years, recognised and planned for growth of Marsden Point/Ruakākā driven by continued expansion of Northport activities.

Sustainable Futures 30/50 identified Marsden Point/Ruakākā as a key growth area for our District with the potential to be a “satellite town” to Whangārei. The Strategy continues to plan for growth in residential and industrial activity, the port expansion remaining a key driver.

In recognition of the growth potential of Marsden Point/Ruakākā, a 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 Whangarei District Council in 2009.

Development of this area has not happened as quickly as initially anticipated, but growth figures show that growth is occurring.

To ensure Council are aligning future planning and infrastructure requirements, Council will be committing to a work programme that will help determine future demand in Ruakākā. Council are looking forward to working alongside Northport and community groups to build the long-term vision for the area.

DRY DOCK

A New Zealand owned and operated dry dock has been proposed for the Northland region. Recent feasibility studies have been conducted to outline whether the concept is a financially achievable investment. The Shipping Federation estimate the cost of a new dry dock would be up to $240m. The Shipping Federation have recognised the importance of a dry dock for New Zealand.

Having a dry dock in New Zealand would save fuel consumed travelling overseas, would be of the benefit for the natural environment and would also save time and money for ship operators in New Zealand. It would allow for ships to be inspected, repaired and cleaned without needing to take long and costly overseas voyages.

For Whangārei, it would open new opportunities for our already growing Marine Industry through creating a new overseas shipping market. It also encourages the opening of new business ventures for Whangārei which builds on a more diverse economy.

AIR TRANSPORT

Whangārei is the economic and business hub of Te Tai Tokerau Northland. Air transport plays an important role to our regional economy. Business travel, friends and family are currently the main travel type, with a portion of high value freight for export, and connectivity to Auckland for international flights. Whangarei District Council welcomes Central Government's strategic moves to strengthen Northland's freight capabilities through infrastructure investment. The only missing piece is securing the future of air transport.

DEFENSE FORCE HUB

Whangarei District Council have been advocating for the relocation of the New Zealand Royal Navy Base from Devonport to Whangārei for many years. Recently, it was outlined 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.

Any future decision to relocate the Navy Base to Whangārei would immensely grow the opportunities available for our District. Relocation of the Naval Base would provide further impetus for continued population and economic growth, and future education/training opportunities, would increase future business opportunities across our District, flow on infrastructure investments and will increase future overall spending.

Particularly for a District that has previously struggled to maintain and attract younger people into the area, the relocation of the Navy Base would allow for new opportunities to open. A Naval Base in Whangārei would be an attainable and very desirable vocational pathway for young local people, and a drawcard to attract more talent into our District.

RAIL INFRASTRUCTURE

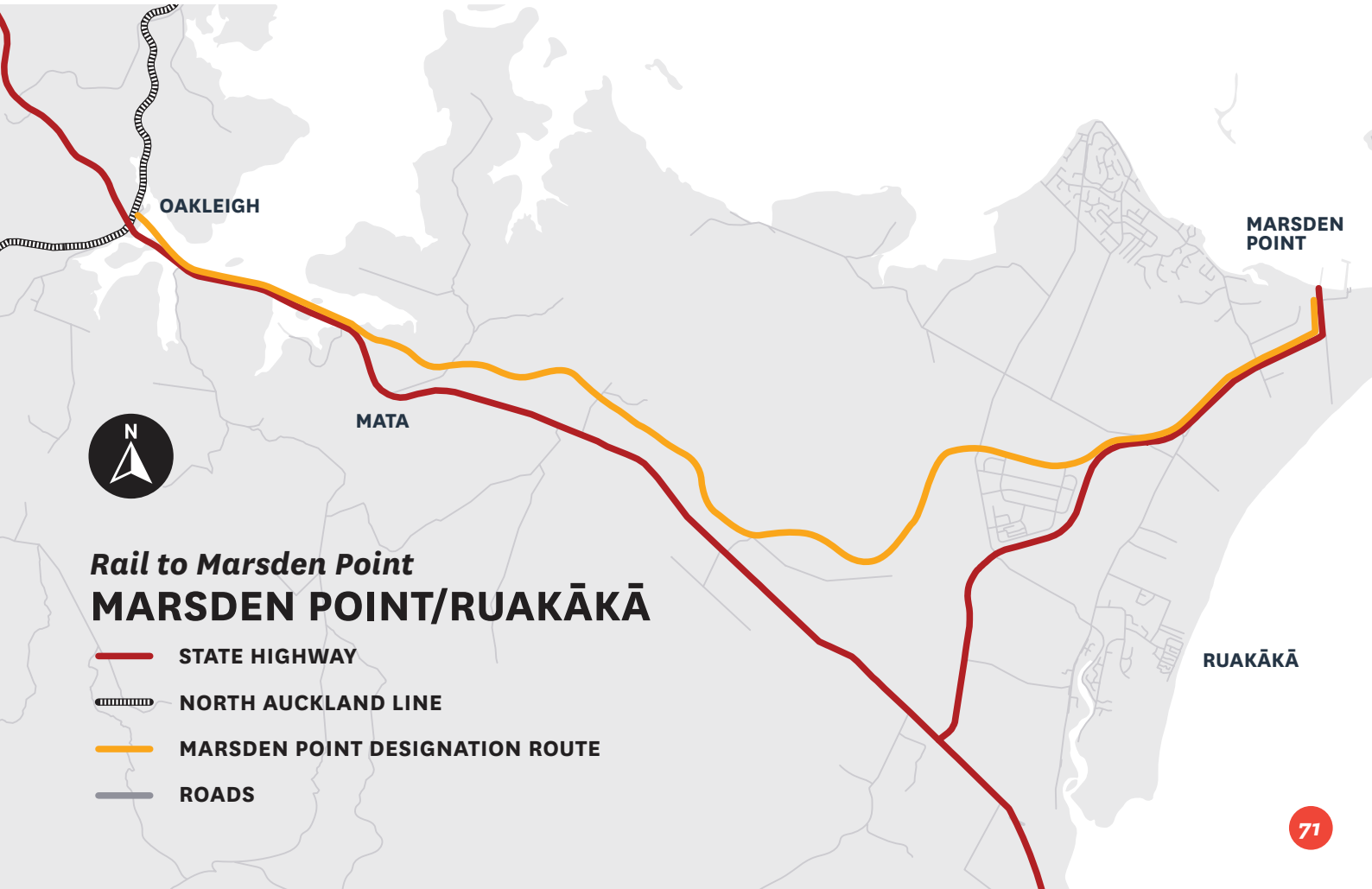
Whangārei's long-term prosperity is linked to the increasing use of rail for our freight movements. Across the Northland region, approximately 98.6% of Northland freight volume travels by road. Furthermore, all freight movement to Northport is 100% reliant on road transport as there is no rail link from 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 $109.7m investment in Northland rail. This builds on a $94.8m investment announced in September 2019 and $2.2m 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.



HEALTH INFRASTRUCTURE

Population growth is going to place substantial strains on our health facilities that are already hugely underfunded. Whangārei has had deeply troubling health issues that have had significant impacts on many people's livelihoods. Future funding is absolutely essential if there is any expectation that the underlying health statistics of the Northland region are to improve.

Whangarei District Council must take more responsibility to ensure the messages of the NDHB are being heard. Having access to good quality healthcare is essential for the wellbeing of our communities. Therefore, Council must continue to advocate (where possible) for future funding from Central Government.

STATE HIGHWAY IMPROVEMENTS

Central Government are already underway to improving State Highway 1 into Whangārei through the new laning project. Central Government has defunded or indefinitely suspended funding for Whangārei to Port Marsden and Auckland. Increasing construction costs is the main contributor for the decision. Whangarei District Council will continue to advocate for the needs of our growing District and region.

Strategic Driver: ***Resilient rural and coastal communities***

Although we are home to the largest urban centre north of Auckland, we also have a number of rural and coastal communities. Our strategic direction focuses on growth in our existing urban areas, but we must still recognise the importance of our rural and coastal areas and provide the neccessary investment and services to ensure they are resilient.

The resilience and wellbeing of our communities is an important driver for how we manage our future. This also builds on our partnership with hapū and recognising Māori communities across our District. This can be achieved through Council's role in supporting community well beings by creating safe, connected and liveable neighbourhoods which have the right facilities and services.

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 our District should have access to Council amenities and services, as well as a consistent level of service from Council. Future growth across Whangārei 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 the function of our communities. 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 surrounding rural environment because we acknowledge places like Hikurangi serve a much wider community.

CULTURAL WELLBEING AND RESILIENCE

Rural and coastal areas are of importance to our Māori communities and their resilience is anchored around our partnership with hapū. Te Tīriti o 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 Māori culture and its uniqueness. Culture connects and strengthens communities. It instills a sense of pride, identity and sense of belonging which improves individual and community wellbeing.

Whangārei is becoming increasingly diverse. Māori 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 hapū through Te Huinga and Te Kārearea 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 has 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 such as health and life expectancy, trust and social cohesion, educational performance, employment, the reduction of crime and 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 our District
- strengthen connections within and between our rural and coastal communities
- provide facilities and services which support resilience across our District such as parks and playgrounds, sports facilities, community centres and facilities and libraries
- ensure our projects and planning are inclusive, cater for all abilities, cultural groups and ages and have 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 utilise 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

Ngā Putanga me Ngā Mahinga

Strategic outcomes

The following outcomes drive our strategic response and decision making:

- 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 meet 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 our 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 our District
- we monitor and report on the outcomes and actions of the Growth Strategy, to ensure we are heading the right direction.

Performance indicators

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.
10%	mode share for Public Transport and an average 35min Public Transport trip to a 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.
2%	annual increase in inner city residents for the first 5 years, then 5% annual increase.

Strategic response

Te Whakautu Rautaki

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.

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.

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 utilise 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.

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 a 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
- 19,000 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.

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 Point/Ruakākā, Waipū, Parua Bay and Hikurangi.

Outside of these areas, the focus will be to provide limited 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 our 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.

How much housing and business land can we provide?

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

Council's decision on the Whangārei District Plan Urban and Services Plan changes was notified in July 2020. Several appeals were lodged which could affect the spatial extent of residential and business zoning, as well as the various land use and density controls within each zone. As this Strategy is reviewed, the outcomes of these appeals will be considered in relation to how they impact growth patterns across our District.

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.

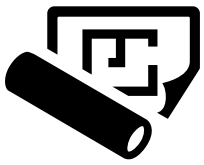
For each of the growth areas we have provided detail on how these houses can be built. This falls into three scenarios:

Infill development potential

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

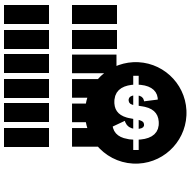
Redevelopment potential

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

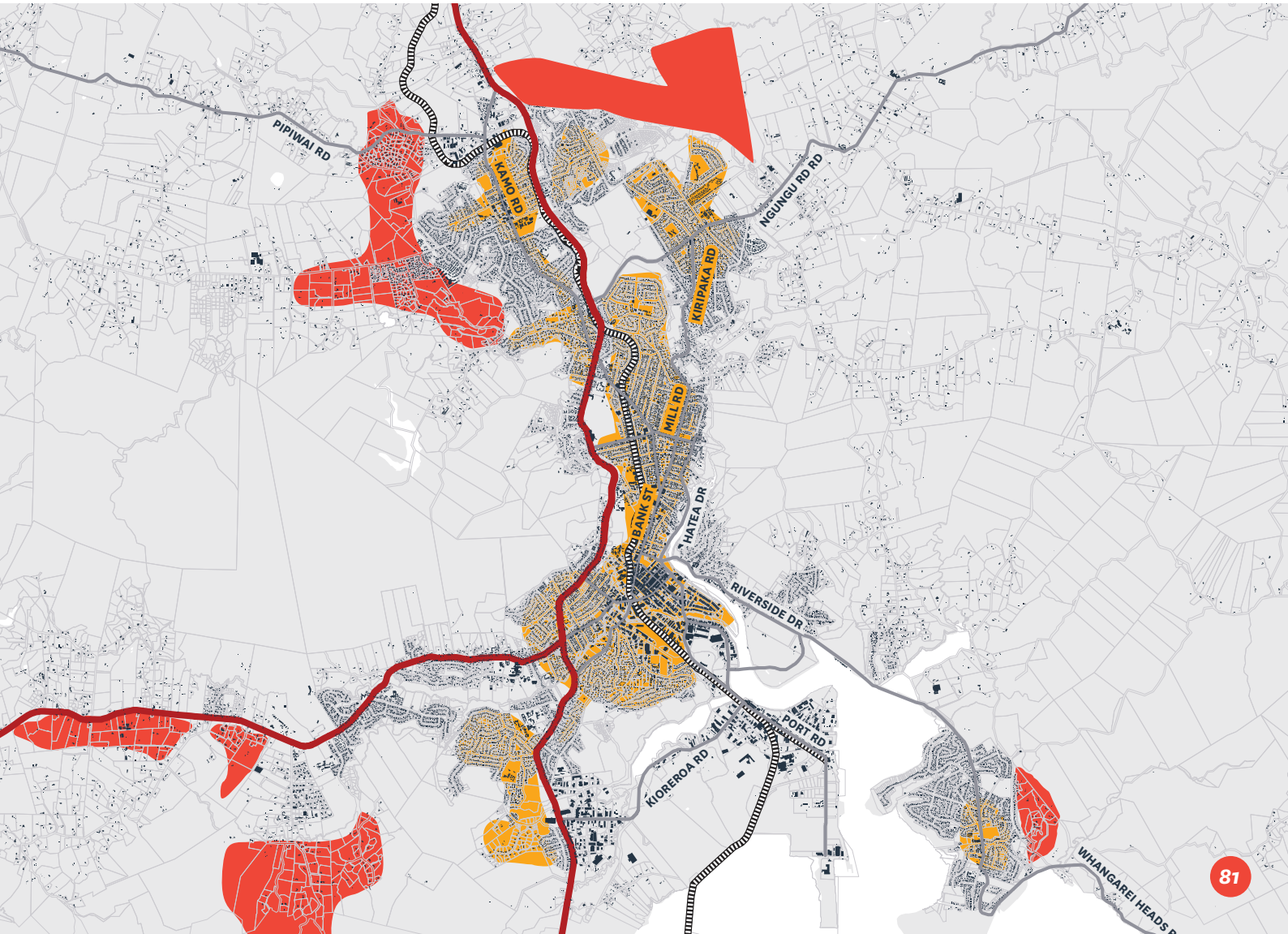
Our urban area currently contains over half our District's total population, a concentration of business and industrial activities along with major services such as our hospital.

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.

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 for 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 our 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. Whangarei District Council has recognised this by adopting a City Centre Plan in December 2017.

Currently, about one third of our 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, Hīhīaua 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 within the land which is already zoned for residential and business uses. 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.

INNER CITY LIVING

Increasing the number of people living in our City Centre is of a strategic priority for Council. More people living in our city will help support the revitalisation of central areas and help support the outcomes of Council's key policies and strategic documents including:

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

Council has been exploring all options to improve the confidence towards future inner city development. Council has undertaken a review to determine what actions would be most effective to increase the number of inner city development. The work programme will initially focus on increasing inner city development within the City Core which has been directed through the City Core Precinct Plan. Over time, there is an expectation the boundaries of Council's focus will expand potentially towards the Hihiaua precinct.

Whangārei City Centre

Through the City Centre Plan, City Core Precinct Plan, Complete Streets Masterplan and Draft Waterfront 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.

More information on our City Centre planning can be found at www.wdc.govt.nz/CityCore

Market factors and feasibility

Our review looked at all market-related factors that have influenced inner city development. The review identified a number of issues impacting on the private sector housing delivery:

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

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 summarised 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 Centre 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.

Financial tools and incentives

One of the tools available to Council is to implement new financial tools to improve both the building conditions and to drive future demand for inner city living. For Councils in New Zealand, there are two financial tools that are most common:

- development contributions
- rating tools.

Both tools are used as financial incentives to benefit both developers and tenants. If there is strong evidence that suggests the implementation of either tool would positively influence inner city development, Council would act accordingly.

The Inner City Living Programme

Council have committed to building a long-term work programme to improve the delivery of inner city development.

This includes two separate pieces of work to support and enable more residential development in our centre:

1. INNER CITY BUSINESS CASE

The Inner City Business Case will provide guidance on the opportunities for future inner city development. This includes feasibility for development as well as identifying and removing road blocks for development.

2. INNER CITY TOOLKIT

The Inner City Toolkit will assist landowners/developers in the development process. It will include a guide on costs, process and development types and specific case studies.

Future direction of the Inner City Programme

Work will continue to be ongoing. Research into other successful inner city models suggest Council should explore future opportunities to improve future inner city development:

- future opportunities of a public/private partnership
- advocating to Kāinga Ora to support future inner city development opportunities.

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 Complete Streets Masterplan provides a framework for public space investment along with key projects such as the new Town Basin park. The Complete Streets Masterplan was adopted by Council in August 2020 and outlines a blueprint plan for 19 streets within the city core.

TOWN AND LOCAL CENTRES

Our town centres and local centres perform an important function of providing services to the surrounding community and hubs for transport. Therefore, they are a key focus for investment and growth. To guide our decision making, the centres around our District are grouped into the following:

- City Centre
- Marsden Primary Centre
- Town Centre
- Local Centre
- Neighbourhood Centre

More details on the centres and development outcomes can be found in our District Plan. The nature of the centres will inform future planning through our Placemaking Programme and Future Development Strategy.

Having a consolidated grouping of centres will direct our planning and investment and support alignment between urban form, land use and infrastructure decisions.

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.

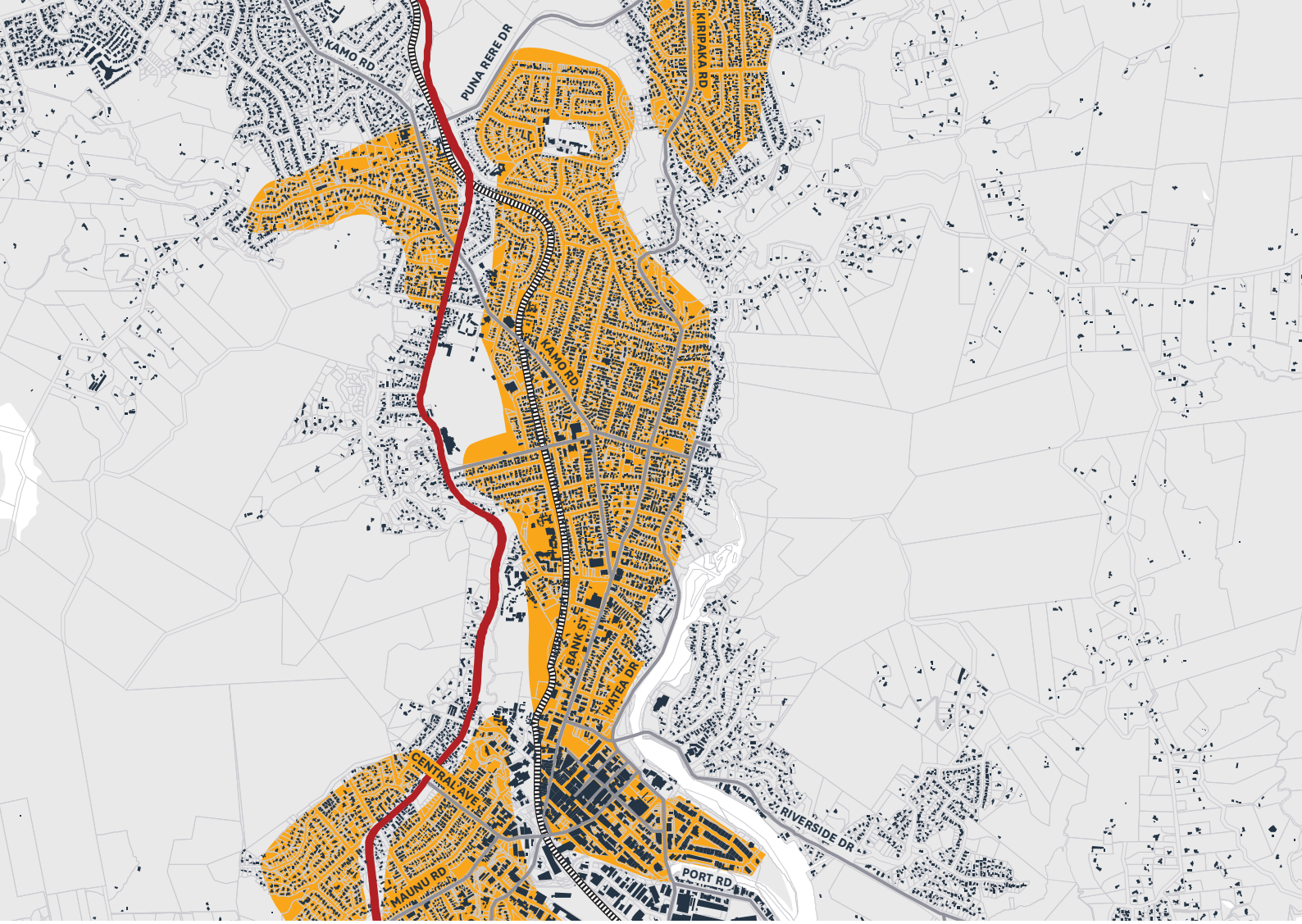
CENTRAL WHANGĀREI

Whangārei City Centre is home to a number of businesses 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 through the Complete Streets Masterplan (www.wdc.govt.nz/CityCore)
- better cycling connections linking our shared path network
- develop a carparking strategy for visitors and workers
- inner city living opportunities
- more grade-A office spaces.



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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 Whangārei City. Recent growth projections anticipate it will be Whangārei's second largest urban area. Over the next 30 years the population is expected to increase by 33%.

Over a 30-year period, population increases are expected to reach as high as 32.74%.

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

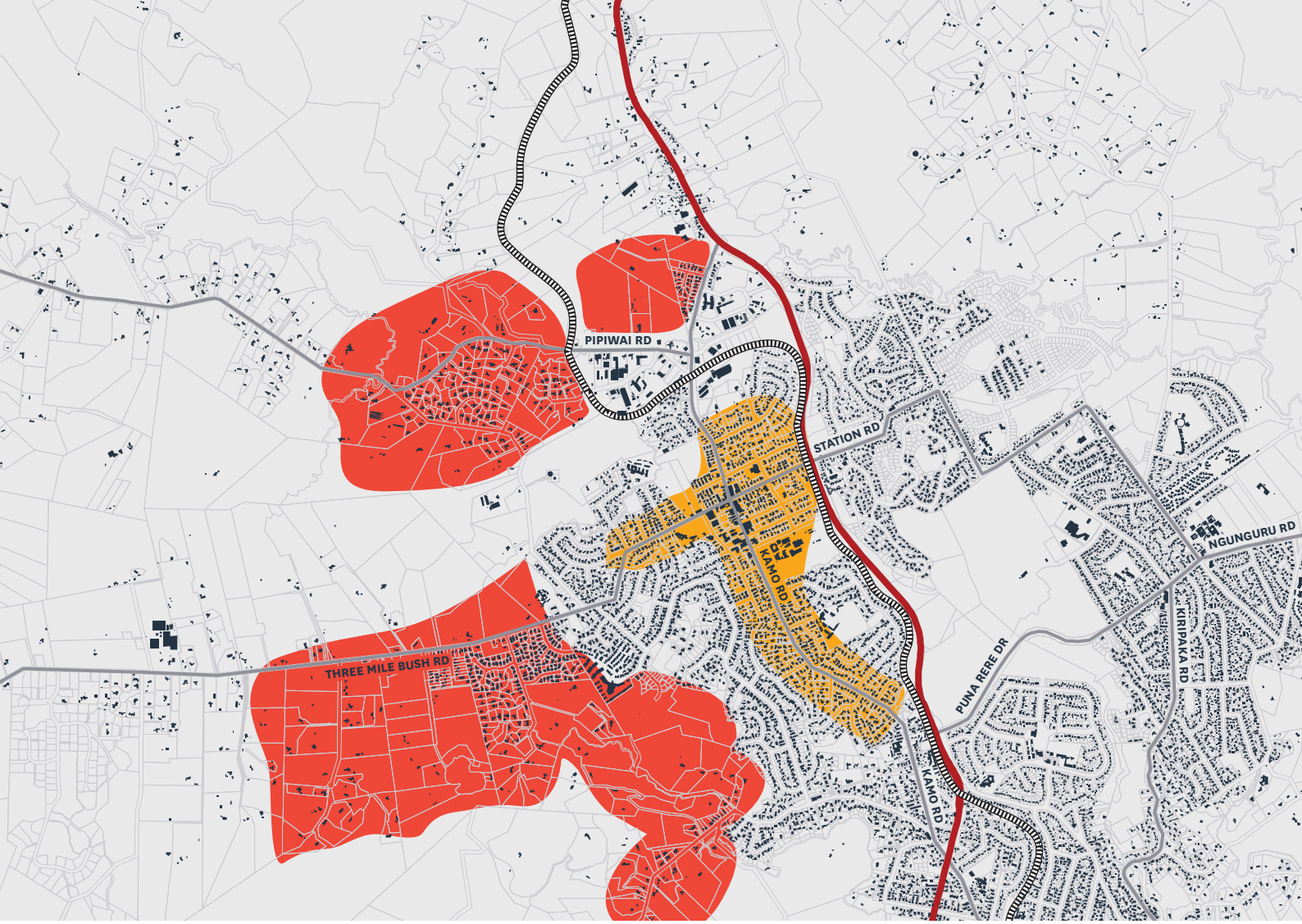
Kamo is well served by transport, including the Kamo Shared Path and frequent bus services.

Kamo is also an important hub for businesses and employment opportunities, with a thriving town centre 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 opportunities for housing in 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 into town and nieghbouring Tikipunga and more frequent and comprehensive bus services.



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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	17,750	▲ 17.95%
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:

- develop and implement the Tikipunga Placemaking Plan
- 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
- investigate new transport connections to State Highway 1 to unlock more residential and employment activities.

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	64.42%
DWELLINGS	3,676	6,594	

	2013	2019	
HOUSE VALUES	$241,158	$425,344	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 popular residential area located to the west of Whangārei City which has experienced modest population growth, but considerable increase in property values.

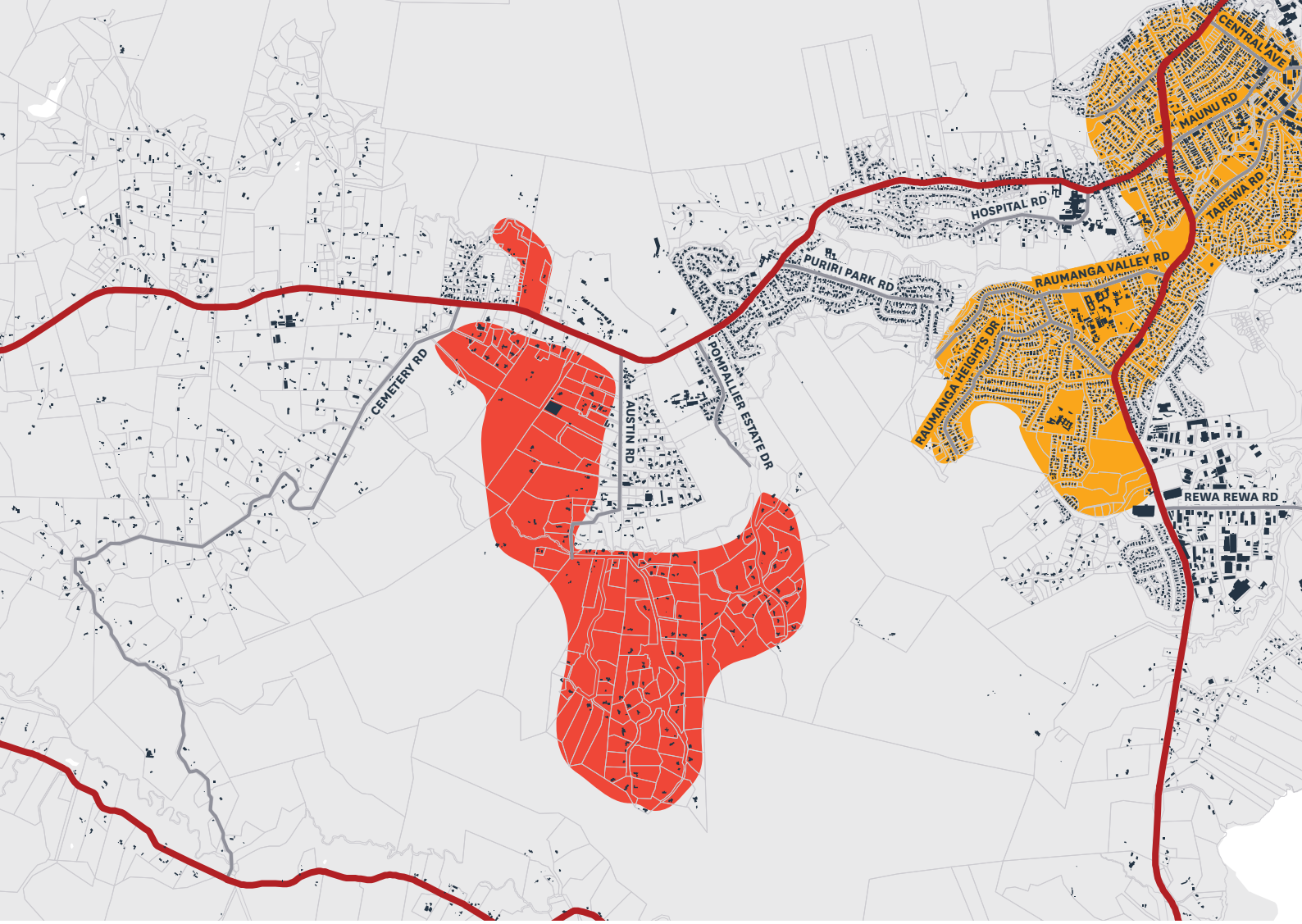
Maunu is home to the Whangārei Hospital. This is the primary hospital for Northland and has plans for expansion and redevelopment. As well as being a major health service provider, it is also a large employer for our District.

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
- investigate new transport links between State Highway 1 and State Highway 14.



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

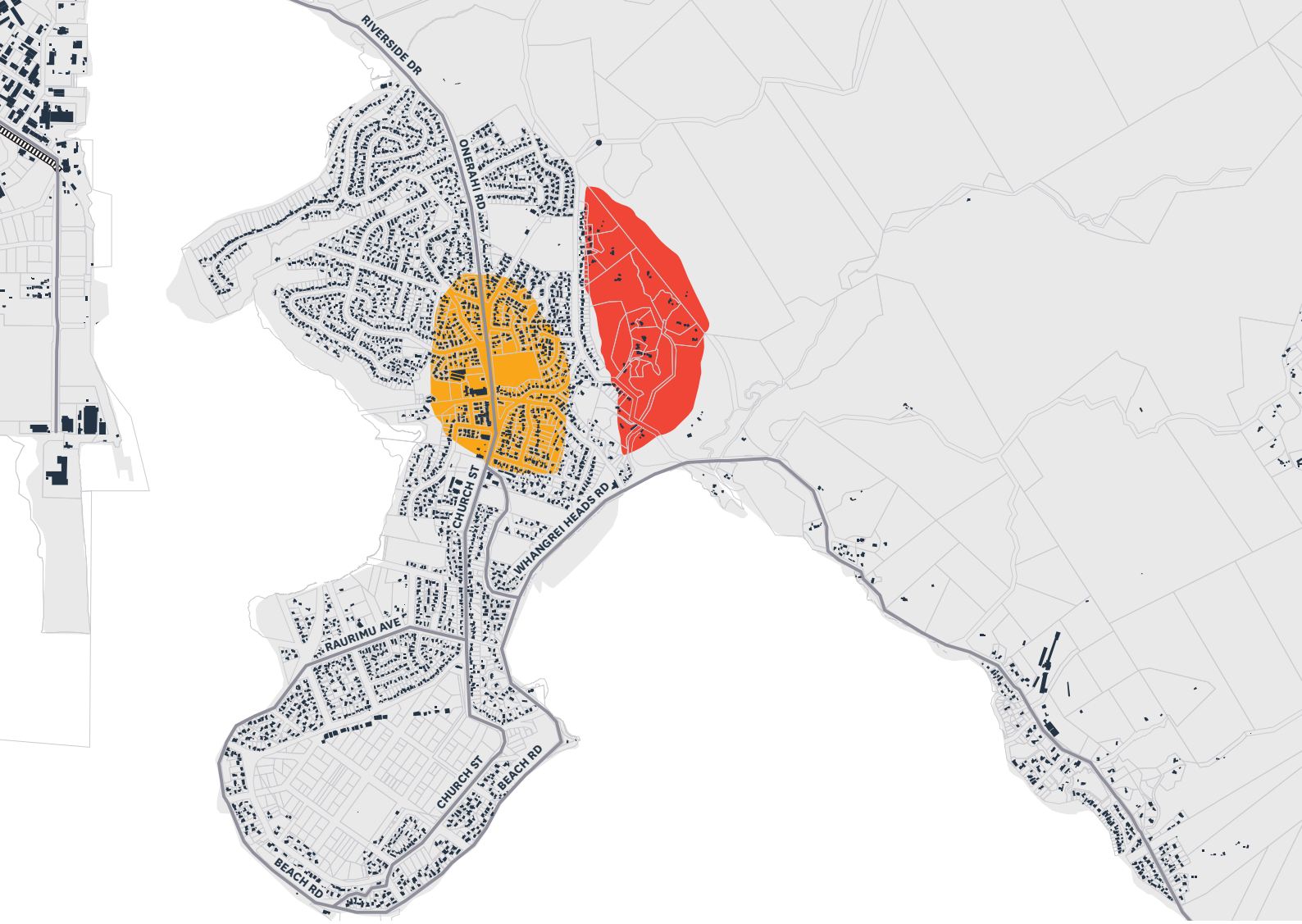
Onerahi is a settlement located between central Whangārei and the coastal route towards Parua Bay and Whangārei Heads. Onerahi is home to Whangārei Airport as well as other commercial activities in and around its town centre. Onerahi is connected to Whangārei city by a single road and a shared path.

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.



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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.

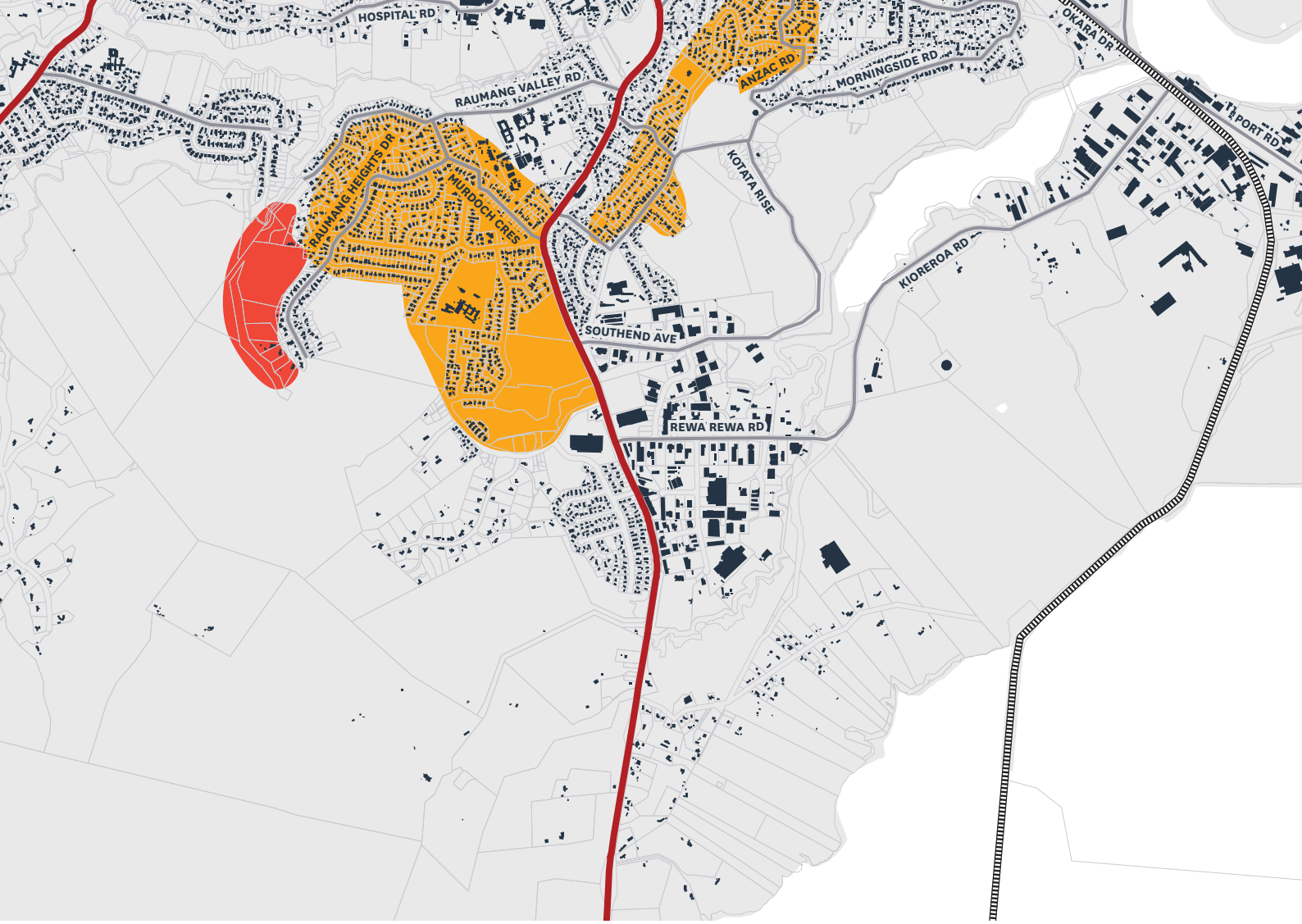
Along with residential area, the commercial and industrial areas provide important services and employment for our District. Raumanga is also home to NorthTec, Northland's largest tertiary education provider.

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 our 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:

- develop and implement the Hikurangi Placemaking Plan
- transport safety improvements including junction with State Highway 1, pedestrian crossing at the retail core
- cycleway connectivity to Whangārei City 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 dry dock 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 Corridor 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, the population was anticipated to be higher than what it currently is. 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 Whangarei District Council to ensure the direction of the Plan is relevant for the future development of Marsden Point/Ruakākā.

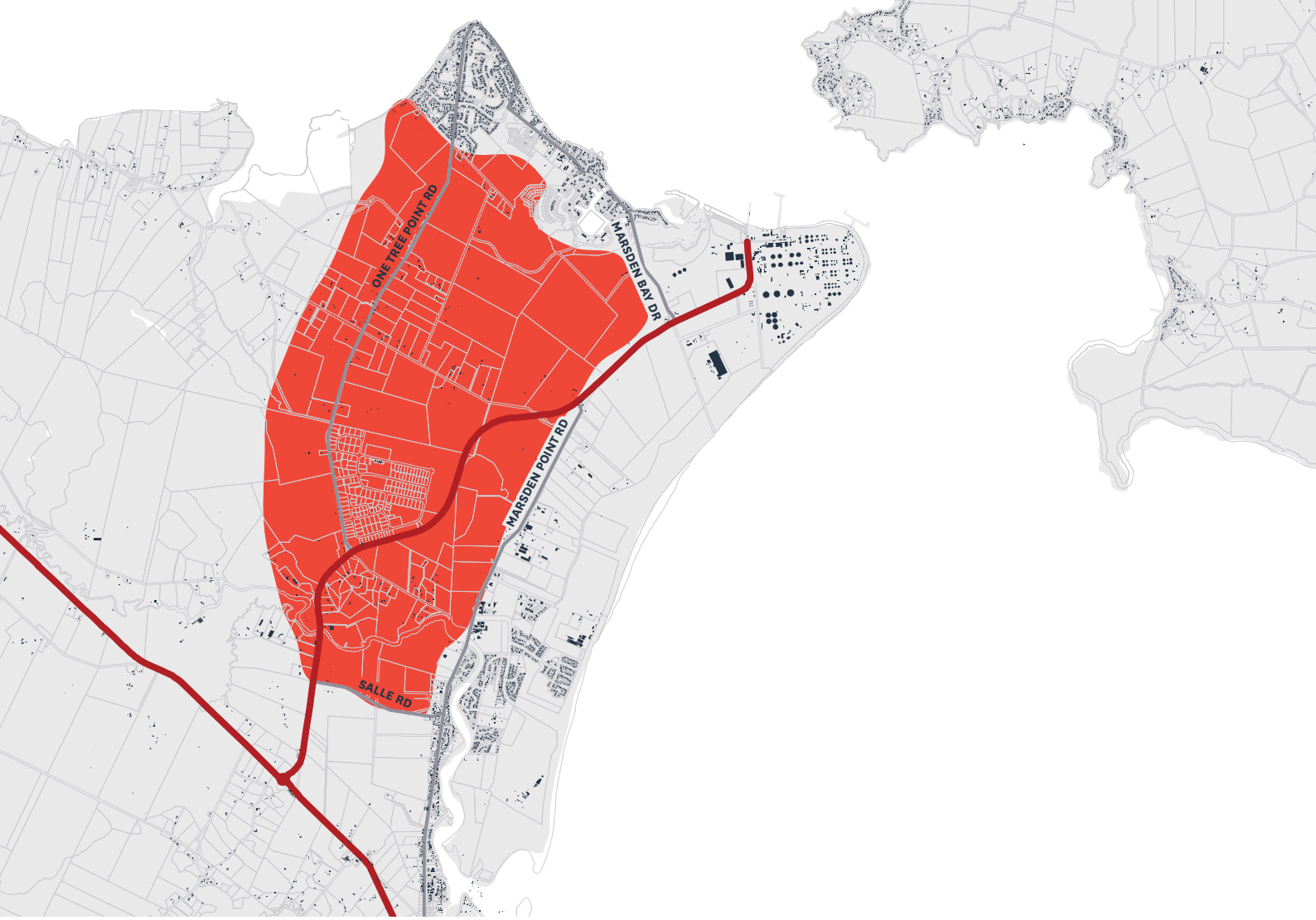
Between 2013-2019, housing values have increased 96.48%. During the same time, rental prices have increased 41.44% which is the highest percentage change out of any area in our District.

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 Marsden Point/Ruakākā:

- advocating and supporting decision making on Northport, the dry dock and the navy base
- maintaining the industrial land around Northport and Marsden Point/Ruakākā to future proof the area for land-intensive industrial and logistic activities
- flood risk and mitigation for the land around Marsden Point/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
- acknowledge the role of Marsden Primary Centre in supporting the wider Ruakākā and Bream Bay community.



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.

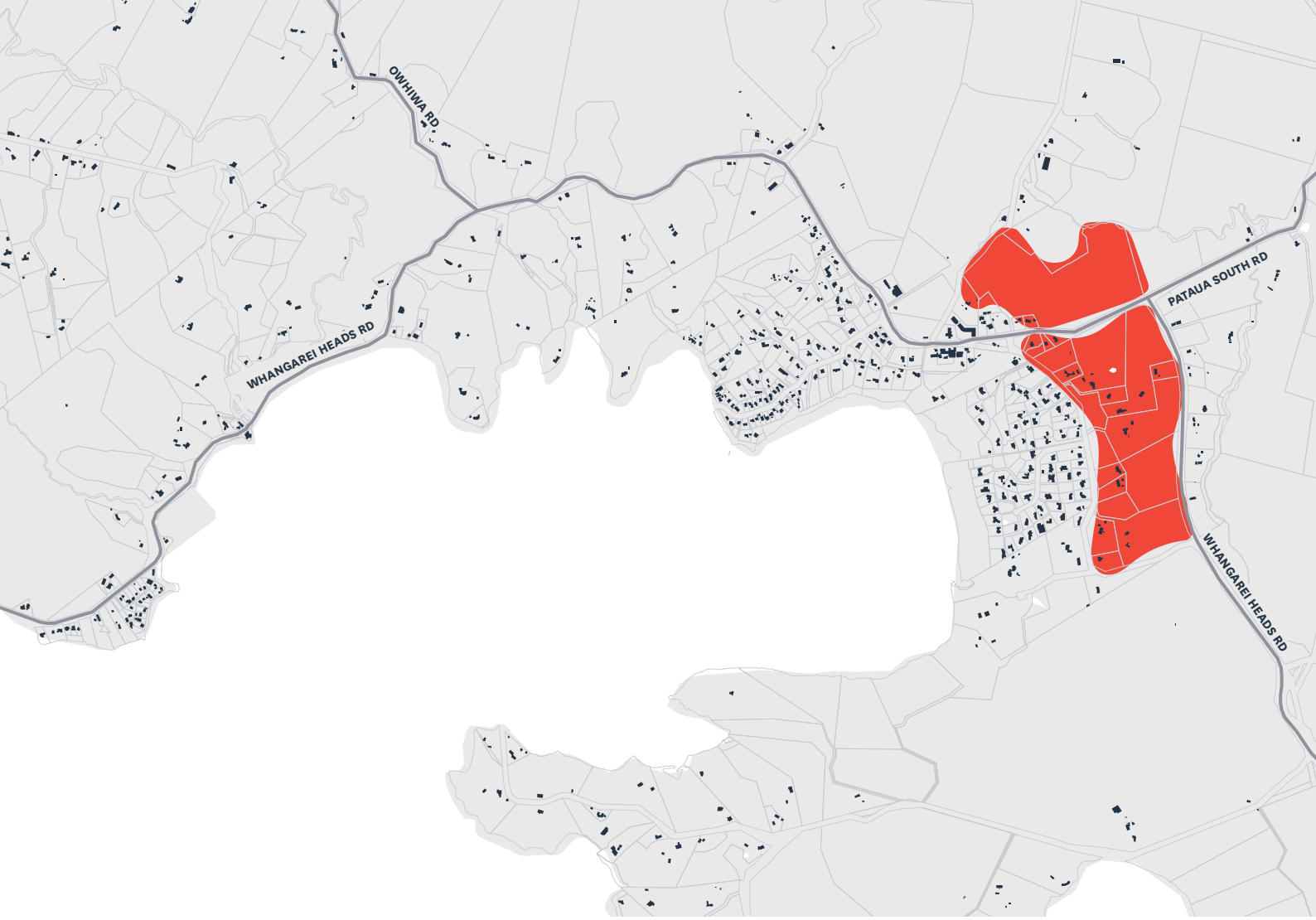
Population projections forecast an increase of approximately 39%, with an approximate number of residents reaching 3,493 in 30 years. Property prices have increased by nearly 60% since 2013.

Parua Bay is a popular destination, therefore it is expected that high levels of growth will continue. 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
- limiting any further development expansion existing settlements in Whangārei Heads
- investigate and facilitate opportunities to maintain and enhance the natural environment in Whangārei Heads.



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	44.3%
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 our 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.

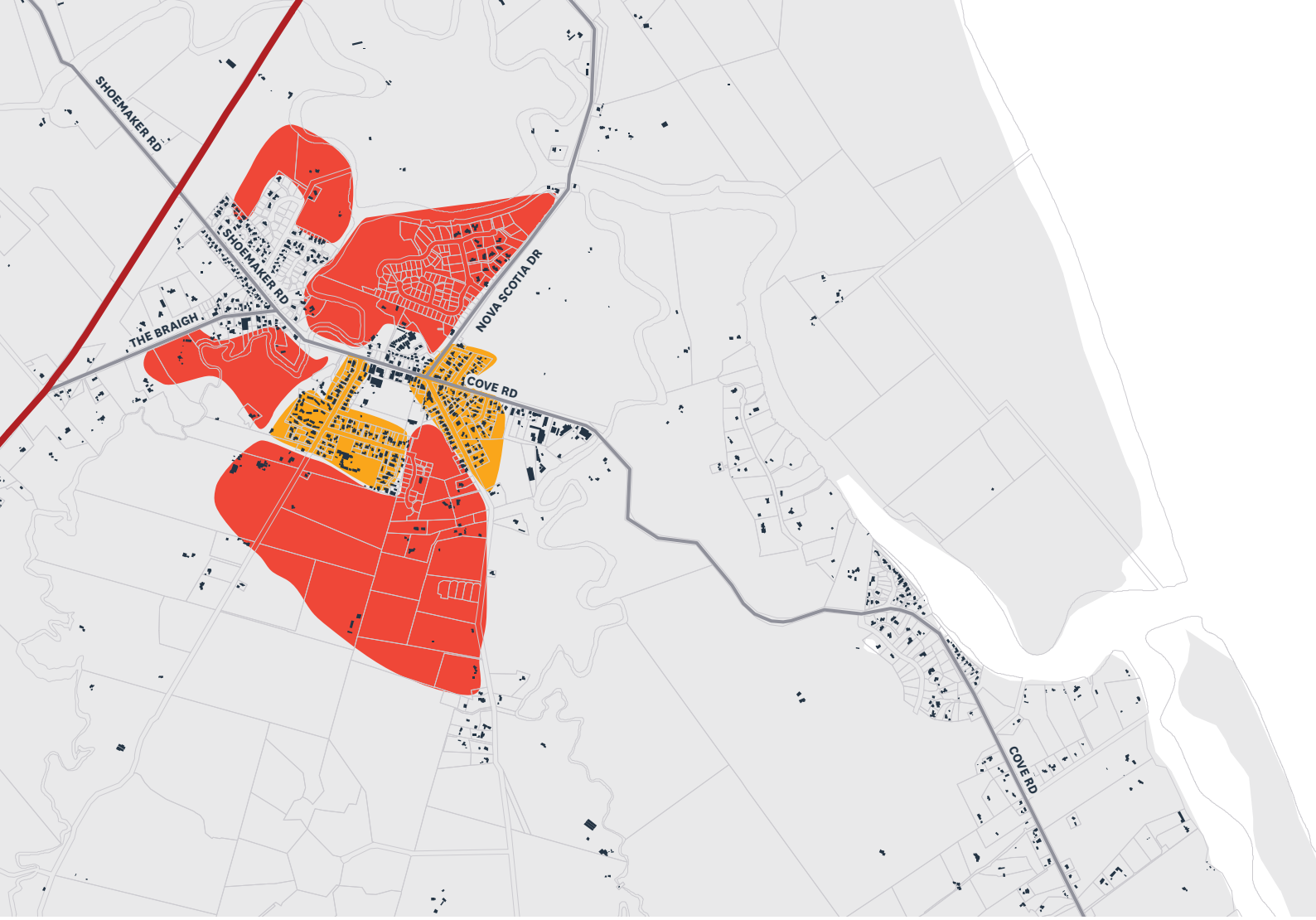
Population percentage increase for Waipū is some of the highest in our District with the population forecasted to rise by nearly 120% by 2048. This is due to the factors described above as well as to its proximity to future economic opportunities in Marsden Point/Ruakākā.

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 patterns 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.



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	118.4%
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 VILLAGES

Our rural and coastal settlements make up approximately 20% of the population in our District. These settlements are generally small, vibrant and 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 our 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 Maungakaramea 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 our 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 our 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.

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 and Hikurangi 2020-21
- Parua Bay 2021-22
- Waipū 2021-22
- Kensington 2022-23
- Marsden Point/Ruakākā 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 Point/Ruakākā 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:

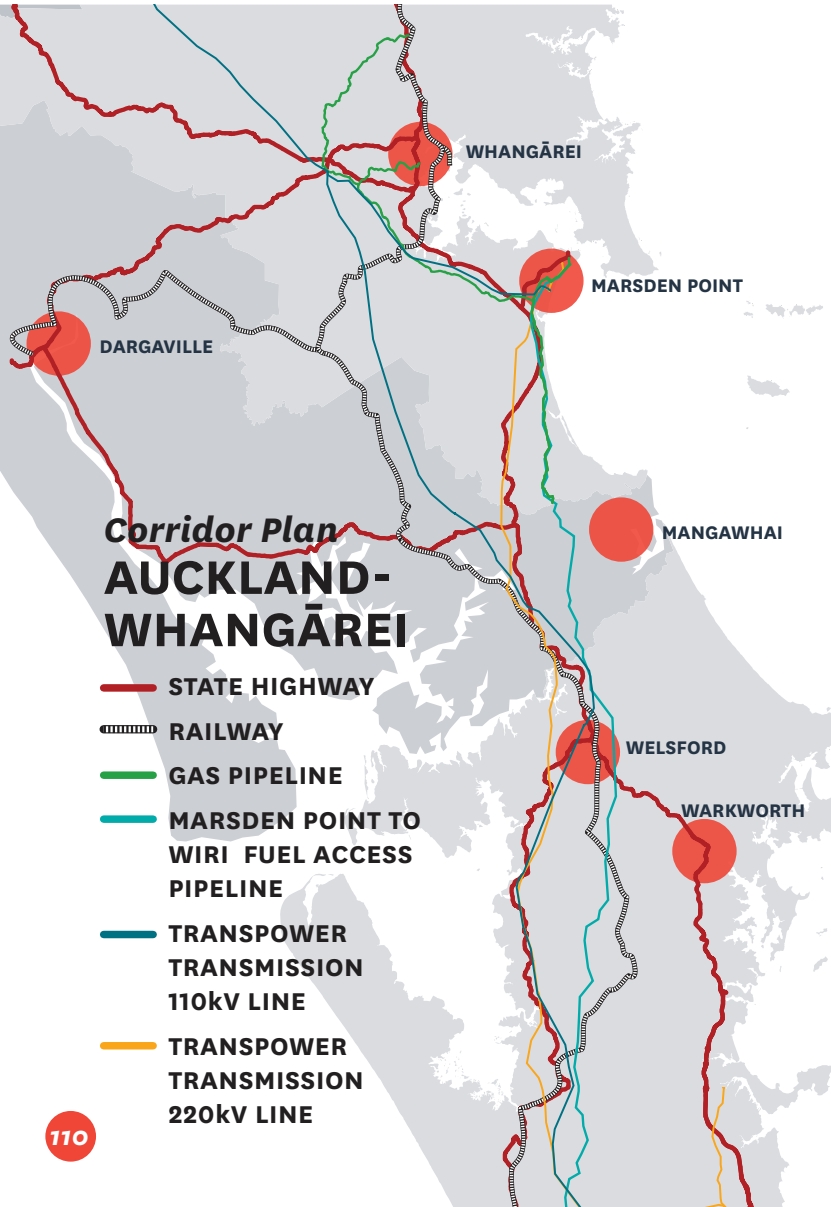
- support future District Plan reviews/changes
- align planning with the infrastructure programme in the LTP
- inform Council decision making
- provide a level of certainty for infrastructure providers, communities and potential developers and guide future investment in our District
- identify and prioritise 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 Northland. Hotspots include Warkworth, Wellsford, Mangawhai, Waipū, Ruakākā, Whangārei and Kerikeri. 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 the dry dock.

Led by Central Government discussions have begun to determine scope, governance structure and approach to begin collaboration work on the Northland-Auckland (N2A) Corridor Plan.

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-UD 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) Where there is insufficient capacity – initiate a response within 12 months (PC3)	Produce a future development strategy (PC12-14) Set and incorporate minimum development capacity targets for housing in plans (PC5-11)	Undertake housing and business development capacity assessment (PB1-5) Monitor market indicators (PB6) Use price efficiency indicators (PB7) Apply margin of feasible development capacity (PC1-2)

To reconcile the needs of our District with our statutory requirements under the NPS-UD, 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 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. This will inform the Long Term Plan, Asset Management Plans and our District Plan
HOW	Operational report to the Planning and Development Committee	Annual report to the Planning and Development Committee	Annual report to the Planning and Development Committee	Revised Capacity Assessments to Council 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. Each of these actions will be worked through in partnership with hapū through both Te Huinga and Te Kārearea.

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
URBAN DEVELOPMENT	Assess the demand for our housing and business land and our ability to meet that demand across our District . Review the Future Development Strategy to meet the requirements of the NPS-UD and to inform future Long Term Plans Work with hapū and our Māori communities, along with Te Puna Kokiri, to identify Māori housing needs and opportunities.	To ensure we are not limiting supply of land in way that constrains the housing market or economic sustainability. To ensure we meet our obligations under the National Policy Statement on Urban Development.
MāORI PARTNERSHIP	Develop with Te Huinga, a background report of Māori issues and opportunties. This will update the current report developed in 2009.	To support ongoing policy and strategy development.
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.
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.

ACTION	OVERVIEW	WHY
INNER CITY LIVING	Support inner city living through: • Inner City Living Business Case and Tool Kit • investment in public spaces and infrastructure.	To provide housing choice and support the revitalisation of our City Centre.
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.
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: • the Walking and Cycling Strategy • City Core Precinct Plan.	To reduce flooding risk as well as improving the biodiversity of our waterways and promoting walking and cycling connectivity.
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.
STRATEGIC PARTNERSHIPS AND ADVOCACY	Using strategic partnerships advocate for investment which supports our District . This should prioritise decision on Northport, funding for State Highway improvements, Rail infrastructure, Health infrastructure.	Acknowledging that key decisions will impact on how we grow and develop, we need to have a voice through strategic partnerships with Central Government.
INTER-REGIONAL PLANNING	Work in partnership with Central Government and hapū to develop a Northland to Auckland Corridor plan. This will enable better co-ordination of planning and infrastructure in response to high levels of growth and development.	Many of the strategic issues are not unique to Whangārei and can be better addressed through an inter-regional approach.

Glossary
Te Kuputaka

Affordable Housing

There is no agreed New Zealand definition for affordable housing. However a useful benchmark used by other NZ councils is whether a household pays more than 30% of its gross income on housing costs.

Asset Management Planning (AMP)

Plan for managing our infrastructure and assets to deliver an agreed standard of service.

Biodiversity

Biodiversity is the variability among living organisms within a particular habitat or ecosystem.

Building Act

The Building Act 2004 sets out the rules for the construction, alteration, demolition and maintenance of new and existing buildings.

Centres Hiearchy

A list of centres within our District ordered by importance of function, size and services.

Climate Change Adaptation

To anticipate, prepare for and cope with the expected and unavoidable impacts of climate change.

Climate Change Mitigation

To reduce emissions, enhance removal, and to increase our cooling capacity.

Development contributions:

Fee charged to new developments to contribute to the costs of building the infrastructure that supports them. This is outlined in the Development Contribution Policy.

Development Capacity

Means in relation to housing and business land, the capacity of land intended for urban development based on:

- the zoning, objectives, policies, rules and overlays that apply to the land, in the relevant proposed and operative regional policy statements, regional plans and district plans
- the provision of adequate development infrastructure to support the development of land.

District Plan

Our District Plan is a statutory document drafted under the Resource Management Act. It sets the objectives, policies and rules for development and activities in our District and addresses the effects of land use and subdivision, noise and traffic.

E-commerce

is the activity of buying or selling of products on online services or over the Internet.

Environment

Environment includes:

(a) ecosystems and their constituent parts, including people and communities

(b) all natural and physical resources

(c) amenity values

(d) the social, economic, aesthetic, and cultural conditions which affect the matters stated in paragraphs (a) to (c) or which are affected by those matters[1].

Future Development Plan/Strategy (FDS)

A requirement of the National Policy Statement on Urban Development. This plan would identify new housing and business development for the next 30 years.

It would also show the necessary infrastructure needed to serve that development and the timing of when development is likely to occur.

1 · section 2 of the RMA

Future Development Opportunities

Areas for where development could occur in the medium to long term, subject infrastructure provision and District Plan zoning.

Feasible Development

Means that development is commercially viable, taking into account the current likely costs, revenue and yield of developing; and feasibility has a corresponding meaning. For this plan we assume a 15% or more profit as being feasible.

Housing Affordability Measure (HAM)

The Housing Affordability Measure (HAM) uses Stats NZ household-level income data to provide a picture of shifts in housing affordability. Affordability is calculated using data from Stats NZ's Integrated Data Infrastructure (IDI) to measure income at the household level.

Infrastructure

Means network infrastructure for water supply, wastewater, stormwater, and land transport.

It also includes community infrastructure such as parks, playgrounds, libraries, community development as well as health and emergency services and facilities.

Kawa

Customs or traditions

Kāinga Ora–Homes and Communities

Kāinga Ora–Homes and Communities (Kāinga Ora) was established on 1 October 2019 as a new Crown agency to transform housing and urban development throughout New Zealand. Kāinga Ora has two key roles – continuing to be a public housing landlord, and a new role to work in partnership to enable, facilitate, and deliver urban development projects.

Kaitiakitanga

Guardianship

Local Government Act (LGA)

The Act gives Local Government its powers and defines processes, including laws relating to the constitution of councils, council elections and the powers and duties of councillors and council staff.

Long Term Plan (LTP)

The Long Term Plan sets out our vision, direction, work plan and budgets for the next 10 years. With input from our communities, we develop a new LTP every three years.

Mana whenua

Māori who have historic and territorial rights over the land.

Mixed use

Compatible and complementary activities within an area (often mixed residential, business, recreational, retail or hospitality nature, with shops / offices on the ground floor and apartments above).

Mode share

Is the percentage of travelers using a particular type of transportation or number of trips using said type

National Policy Statement (NPS)

National policy statements form part of the Resource Management Act's policy framework and are prepared by Central Government. NPSs contain objectives, polices and methods that must be given effect to by policy statements and plans. NPSs must also be given regard to by consent authorities when making decisions on resource consent applications, alongside other considerations.

National Environmental standards (NES)

National environmental standards (NESs) are prepared by Central Government and can prescribe technical standards, methods (including rules) and/or other requirements for environmental matters throughout the whole country or specific areas. If an activity doesn't comply with an NES, it is likely to require a resource consent. NESs must be observed and enforced by local authorities.

Natural hazards

Extreme climatic or geological events of which adversely affects or may adversely affect human life, property, or other aspects of the environment.

Outstanding Natural Landscapes (ONL)

Tend to be large areas that have a consistency of character and have a prevailing naturalness (and freedom from apparent human influence like structures, roads and the like). Their outstanding status means that they are exceptional and distinctive from the more common landscapes that prevail over the balance of our District.

Papakainga

Development of a communal nature on ancestral land owned by Māori.

Productivity

A measure of how well an organisation uses its resources (inputs, such as labour and capital) to produce goods and services (outputs) and is typically expressed as a ratio of outputs to inputs. As such, productivity is a measure of efficiency.

Regional Land Transport Plan

A 10 year plan for the transport network and services for the region.

Resource Management Act (RMA)

The Resource Management Act promotes the sustainable management of natural and physical resources such as land, air and water. It provides a statutory framework for our District Plan and Resource Consent process.

Significant Natural Areas (SNA)

Is an area that has significant indigenous vegetation or habitat of indigenous fauna. A SNA may include remnant native bush or native forests, wetlands and waterways.

Structure Plan

A structure plan is a framework to guide the development or redevelopment of an area by defining the future development and land use patterns, areas of open space, the layout and nature of infrastructure.

Te Taiao

The environment

UNISA

Upper North Island Strategic Alliance (UNISA). Established in 2011, UNISA responds to and manages a range of inter-regional and inter-metropolitan issues. Members consists of Northland, Waikato and Bay of Plenty Regional Councils, Auckland Council, Whangarei District Council and Hamilton and Tauranga City Councils. Mayors and Chairs from the respective regions make up the alliance.

Urban Design

Creating functional and attractive places and creating positive outcomes socially, environmentally, economically and culturally for people and their surroundings.

Urban development

Means development that occurs within or on the fringe of our existing urban area.

Urban Growth Agenda (UGA)

The Urban Growth Agenda is a government led programme to remove barriers to the supply of land and infrastructure, and make room for cities to grow up and out. The Northland to Auckland Corridor Plan falls within this programme.

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