

Council Briefing Agenda

Date: Tuesday, 23 April, 2024

Time: 9:00 am

Location: Civic Centre, Te Iwitahi, 9 Rust Avenue

Elected Members: His Worship the Mayor Vince Cocurullo
Cr Gavin Benney
Cr Nicholas Connop
Cr Ken Couper
Cr Jayne Golightly
Cr Phil Halse
Cr Deborah Harding
Cr Patrick Holmes
Cr Scott McKenzie
Cr Marie Olsen
Cr Carol Peters
Cr Simon Reid
Cr Phoenix Ruka
Cr Paul Yovich

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

1. **Apologies / Kore Tae Mai**
2. **Reports / Ngā Ripōata**
 - 2.1 Placemaking Plans for Waipu and Parua Bay 3
 - 2.2 Ocean Beach Trees 85
3. **Closure of Meeting / Te katinga o te Hui**

2.1 Placemaking Programme Update – Final Draft Waipu and Parua Bay Placemaking Plans

Meeting: Council Briefing
Date of meeting: 23 April 2024
Reporting officer: Claudia Gonzales Pino (Strategic Planner)

1 Purpose / Te Kaupapa

The purpose of the briefing is to present the final draft Waipu and Parua Bay Placemaking Plans and receive feedback.

2 Background / Horopaki

2.1 The Placemaking Programme

The programme creates a series of spatial plans that look 30 years ahead for the high and moderate growth areas of the Whangārei District identified in the 2021 Whangārei Growth Strategy.

2.2 Plan development process

The Placemaking Plans for Waipu and Parua Bay have been developed concurrently following the process identified in Figure 1 below. Stages 1 and 2 have been completed.

Figure 1: Placemaking Plans development process.

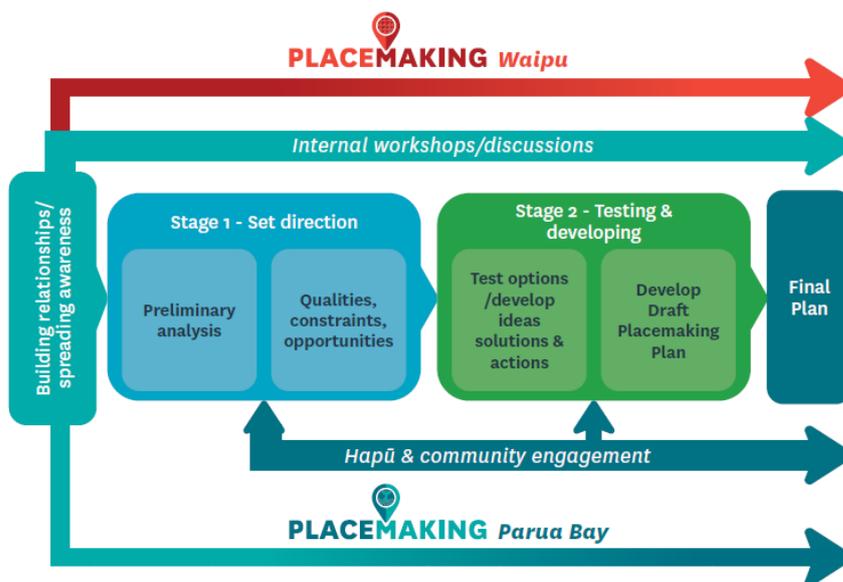


Figure 2 below indicates the key project milestones for the Community and for Council. In addition, Councillors have received monthly progress updates through the Strategy and Democracy Group operational reports.

Figure 2: Key process milestones.



The adoption of the Placemaking Plans for Parua Bay and Waipu was initially planned for August 2023. The reversal of Central Government Three Waters reforms affected the prioritisation process that informed the draft Long-Term Plan 2024-2034. Adjustments to the timing of actions in the Placemaking Plans were required to align with the draft Long Term Plan.

Staff intend to present the final Placemaking Plans for Waipu and Parua Bay for adoption at the June 2024 Council meeting.

3 Discussion / Whakawhiti kōrero

3.1 Final Placemaking Plans

The following amendments have been made since the second round of engagement:

- Updates to the dwelling growth projections and land capacity analysis using the most up to date data from the Whangarei District population projections prepared by Infometrics;
- Alignment with the growth scenarios developed for the Future Development Strategy;
- Include the vision statement based on Tangata Whenua and the community aspirations as expressed during the engagement process, and better articulate the connection between the vision, objectives and the actions of the plans.
- Editing improvements to:
 - Reduce duplication of previously provided information;
 - Reorganise the structure of the document to facilitate reading;
 - Consolidate the spatial analysis to clearly show how it informs the strategy.

The following table provides a summary of the changes made to the draft Plans presented to Council in March 2023.

Table 1: Changes register final Placemaking Plans.

Document sections	Final Plans
Prelude	<p>This was not included in the draft Plans.</p> <p>This section will include mihi mihi acknowledgements, welcoming remarks from His Worship the Mayor, and a one-page summary of the Plans. These are to be added prior to adoption of the plans.</p>
Section 1: The Placemaking Programme	<p>The draft Plans have been abridged to reduce duplication of the information regarding the Placemaking Programme and in the Engagement Summary reports.</p> <p>In addition, this section introduces the scope of the plans.</p>
Section 2: Parua Bay spatial analysis	<p>The information from Sections 5, 6 and 8 of the draft Plans was reviewed and reorganised as follows:</p> <ul style="list-style-type: none"> - Demographics, housing, urban form, character and zoning. - The Māori history of the place. - Service and transport infrastructure. - Commuter movement assessment and a high-level capacity assessment - constraints and planned upgrades. - Cultural landscape, natural hazards and climate change maps/infographics presented as key considerations and constraints to future growth and development.
Section 3: Future growth	<p>Section 9 of the draft Plan was reviewed.</p> <p>This section outlines the dwellings growth projections and land capacity assessment.</p>
Section 4: Vision, objectives and actions	<p>An overall vision has been created for each plan and place to express the high-level direction and future of each place.</p> <p>Objectives, derived from engagement, set out the four key areas of work for each plan. Actions are grouped under the objectives.</p> <p>Actions have been reduced to 24 for Parua Bay and 29 for Waipu. Actions undertaken by others outside of Council are included under the appropriate objective within the table that includes Council-led actions.</p> <p>Timing has been reviewed and better align with the draft 2024-34 LTP and the Future Development Strategy timeframes. Timeframes are now:</p> <ul style="list-style-type: none"> - Ongoing - Short-term (listed in the LTP for years 1 to 3) - Medium term (listed in the LTP for years 4 to 10). - Strategic (not listed in the LTP, outside the 10-years horizon).

Document sections	Final Plans
Section 4: Vision, objectives and actions	<p>The draft Plan included Section 11: Advocacy, specifically relating to advocacy actions led by local groups or external agencies.</p> <p>These actions are now included within the Action table.</p>
<p><Removed Section></p> <p>Draft Plan Section 7</p>	<p>The draft Plan included Section 7: Community Toolkit. This section was not a complete toolkit and provided email addresses and contact information of WDC and Mayor/Councillors for plan users.</p> <p>This has not been included in the final Plans as it is readily available information.</p>

3.2 Next Steps

Following the Council Briefing, the next steps would be:

- Amend the plans in accordance with the feedback provided by the Elected Members.
- Develop the graphic design of the documents.
- Present the final Plans for adoption by Council.

4 Attachments / Ngā Tāpiritanga

Attachment 1 – Final Draft Waipu Placemaking Plan

Attachment 2 – Final Draft Parua Bay Placemaking Plan

Waipu Placemaking Plan
Te Whakakaupapa Whaitua mō Waipu

2024

Placeholder for

- *Mihi/acknowledgments*
- *Mayor's foreword*

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1 The Placemaking Programme

1.1 Background

As our community and our city grows, Whangarei District Council (Council) works in partnership with tangata whenua and the community to create Placemaking Plans and plan for change. These aim to ensure that existing and future communities are well connected and have access to amenities, employment, public open spaces, and services such as education and healthcare services.

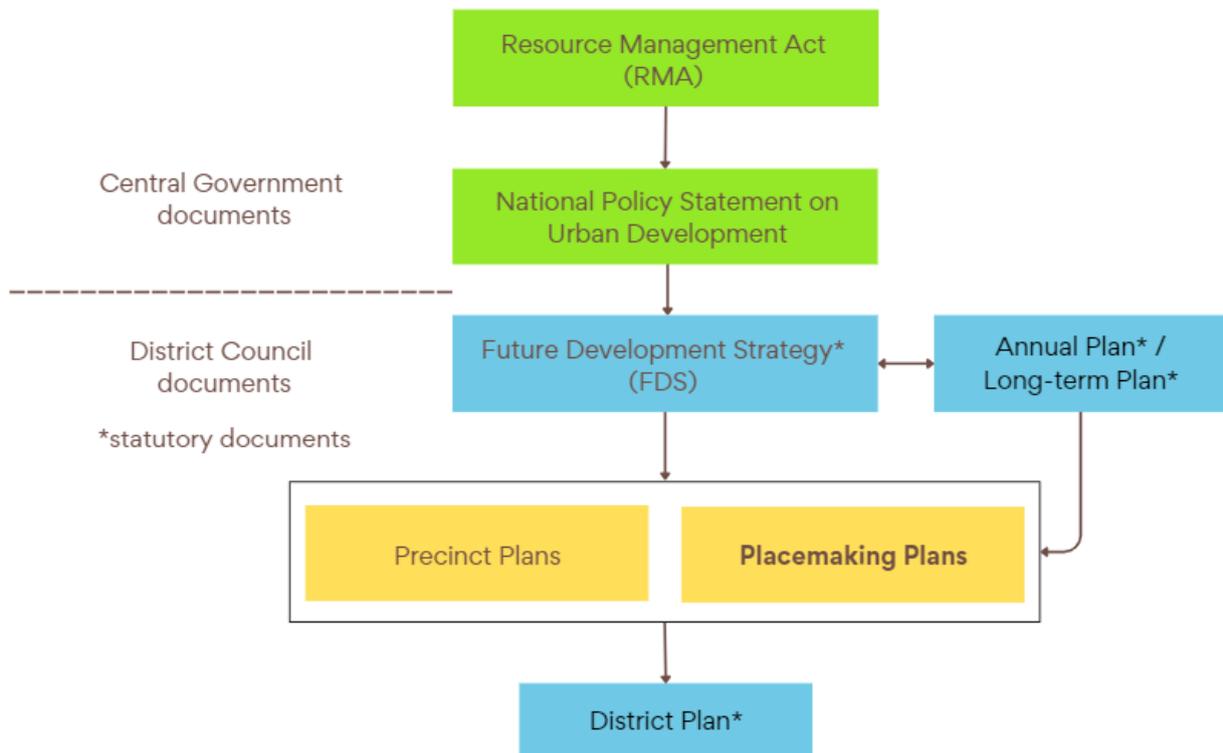
The Placemaking Plans are informed by community and tangata whenua aspirations, changes expected, infrastructure challenges, and constraints posed by natural hazards or the environment. They are intended to align to Council’s strategies and central government direction.

1.2 The Placemaking Plans

1.2.1 Where does this plan fit in?

The Waipu Placemaking Plan is an integrated plan, tying together Council’s planning, infrastructure, transport and regulatory tools at a place-specific level. Each Placemaking Plan identifies actions which will feed into various Council work programmes. The Long-Term Plan and Annual Plan will then allocate funding in accordance with the priorities of the actions.

Figure 1: Strategic fit.



Note: This is not an exhaustive list but a diagram of the key connections.

1.2.2 Placemaking role and drivers

Figure 2: Role and key drivers.



1.2.3 Developing the Placemaking Plan

Developing the Placemaking Plans is a collaborative process. Engagement with tangata whenua, stakeholders, the community, as well as internal collaboration and alignment across council departments and teams is critical to building this plan. The infographic below outlines the key council and community milestones.

Figure 3: Plan development process and key milestones.



1.2.4 Our engagement approach

Formal consultation with the wider community and tangata whenua was held between March and July 2022 and between May and June 2023.

The feedback received along all stages of community and tangata whenua engagement was collated into feedback summary reports that were presented to Elected Members and are available on our website www.wdc.govt.nz/placemaking

Table 1: Engagement summary.

1st Round of Engagement March – April 2022	Tangata Whenua Engagement* June – July 2023	2nd Round of Engagement – Draft Plan April – May 2023
<ul style="list-style-type: none"> - 41 people participated in workshops. - 164 reactions on social media. - 157 completed online surveys. - 27 'Drop a pin' on ArcGIS maps. - 5 Email submissions. - 6 One-on-one meetings. 	<ul style="list-style-type: none"> - 20 people participated in workshops. - 5 Email submissions. 	<ul style="list-style-type: none"> - 37 people participated in workshops. - 58 completed online surveys. - 13 email submissions. - 160 reactions on social media, plus 14 comments.
Who has engaged with us?		
<ul style="list-style-type: none">  Residents  Landowners  Businesses  Elected Member (WDC)  Waipū River Walk Group 	<ul style="list-style-type: none">  Waipū Presbyterian Church  Waipū Croquet Club  Bream Bay News  Waipū Museum  Waipū Residents and Ratepayers 	<ul style="list-style-type: none">  Tangata Whenua  Waipū Men's Shed  Sport Northland  Waka Kotahi  Ministry of Education

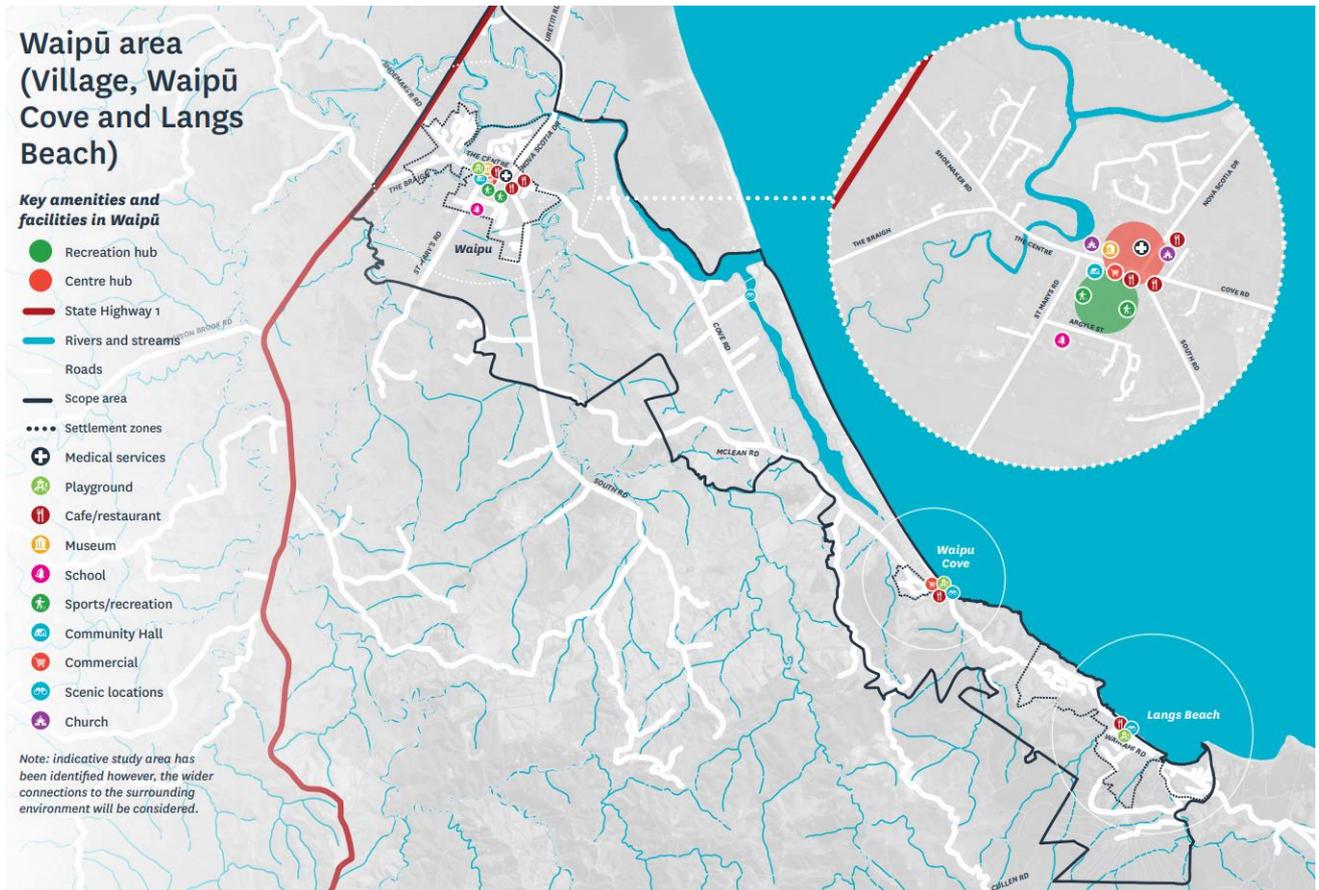
*Engagement with tangata whenua was planned and carried out with the support of a working group consisting in four local hapu members.

1.3 Waipu Placemaking Plan

This plan covers Waipu, Waipu Cove and Langs Beach but it is centered on Waipu village.

Waipu is our district’s southernmost settlement; it is often referred to as the southern gateway to the Whangārei District. The Waipu village have a variety of businesses, local amenities and services. These services support the wider Waipu – Waipu Cove, Langs Beach and rural Waipu – and the Bream Bay area. As such, these connections are important and relevant to the Waipu Placemaking Plan.

Figure 4: Placemaking Plan scope.



2 Waipu

2.1 Demographics

The population of the Waipu area¹ has grown steadily from 1,845 in 2006 to an estimated 3,352 in 2023 (Infometrics, 2023). The median age in Waipu is 53 years, above the median age in the Whangarei District, 41 years (2018 Census) 45% of the population of Waipu are between 30 and 64 years old.

Figure 5: Community profile: ethnicity.



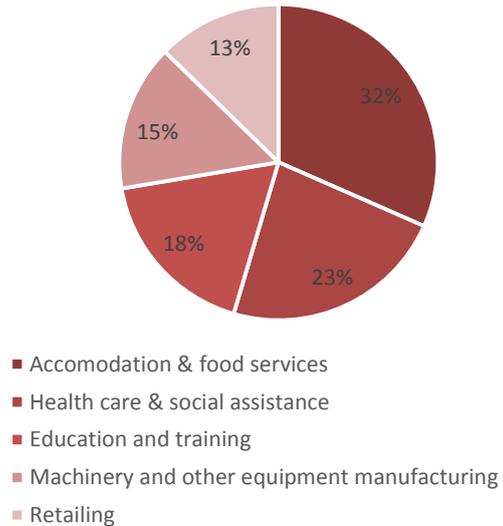
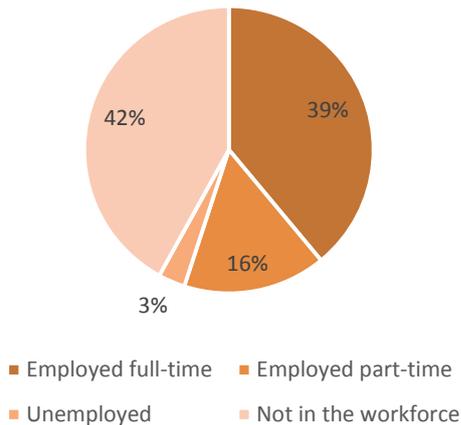
Note: Ethnicity is the ethnic group or groups a person identifies with. People may have identified with more than one ethnic group.

The median personal income within Waipu in 2018 was \$28,100, which is 3% above the district average of \$27,500 for the same year.

Figure 6: Community profile: business.

Employment: 660 filled jobs in 2018

Major employing industries



¹ This includes the population of Waipu village, Waipu Cove, Langs Beach and the rural area south of Waipu and north of the Kaipara District, corresponding to Statistical Areas 2 codes 109004 and 109003.

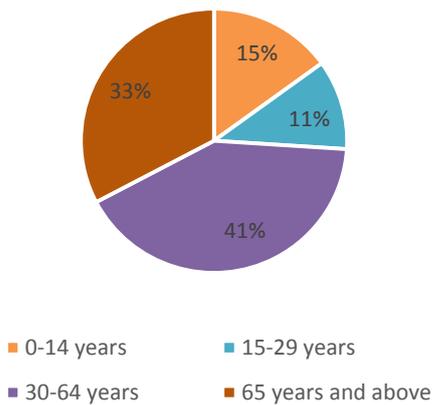
The latest population growth projections for the district show a spread throughout the urban areas. At the Southeast end of the Whangārei growth is projected for Bream Bay and Waipu as lifestyle-oriented settlements. When divided by age group, the growth projections for Waipu show minimum change in the population age distribution in 2051.

Table 2: Population growth projections 2023 - 2051.

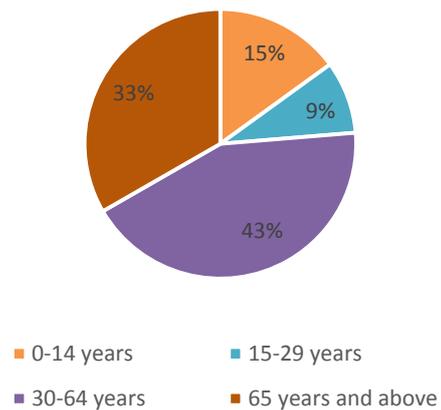
	POPULATION GROWTH PROJECTIONS ²		
	2023	2031	2051
Waipu village	1,276	1,902	3,412
Waipu Cove and Langs Beach	2,076	2,662	3,938

Figure 7: Community profile: population by age group.

Population by age group in 2023



Population by age group in 2051



Growth considerations:

- There are specific needs and services required by an aging population i.e. health care, support services, and accessible buildings (residential and commercial), transport and public spaces.
- The need to advocate for the extension of the capacity of local essential services i.e. medical centre.

² Projections developed by Infometrics for WDC (August 2023) and under a high growth scenario adopted by Whangarei District Council in August 2023.

2.2 Housing

The Waipu village is predominantly a residential area made up mostly of stand-alone residential houses. In 2018, there was approximately 1,791 private dwellings in the Waipu village with an estimated household size of 2.3 persons. The median weekly rent was \$320, 7% above the median in the Whangārei District.

Figure 8: Community profile: housing.

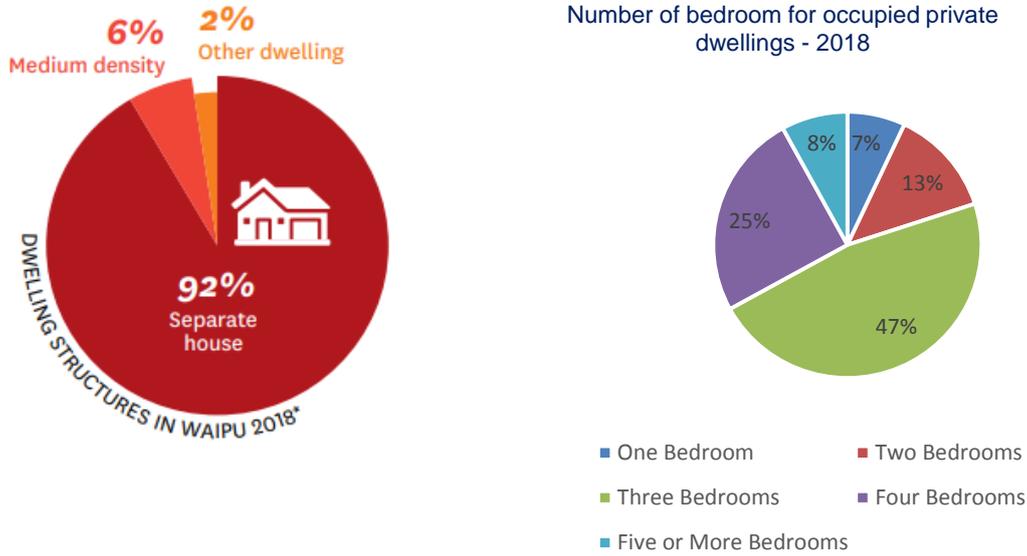


Figure 9: Building consents for residential and commercial buildings - Waipu area – 2005 to 2021.

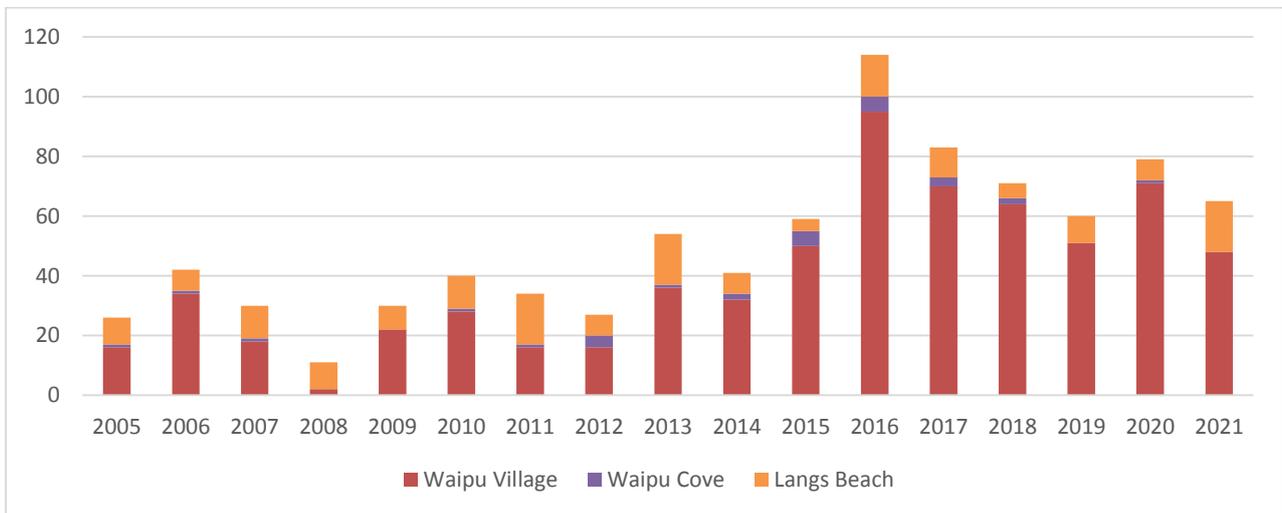


Table 3: Dwelling growth projections 2023 – 2051.

	DWELLINGS GROWTH PROJECTIONS ³		
	2023	2031	2051
Waipu village	554	811	1,389
<i>variation</i>	-	↑ 46%	↑ 151%
Waipu Cove and Langs Beach	891	1,153	1,631
<i>variation</i>	-	↑ 29%	↑ 83%

Growth considerations:

- Lack of variety in housing typology.
- Significant growth expected over the next 30 years in the Waipu village.

³ Projections developed by Infometrics for WDC (August 2023) and under a high growth scenario adopted by Whangarei District Council in August 2023. The projections of dwellings are based on the population growth and the average household size. This statistic identifies the estimate number of individuals living in the same dwelling and sharing facilities with each other.

2.3 The Māori History of Waipu⁴

Māori history is primarily an oral history often recalled through stories told from the perspectives of Whānau, Hapū and Iwi. There are multiple narratives of the stories and historic events that occurred before the arrival of Europeans in Waipu.

From around 1800, contact between Māori and Pākehā - early whalers and sealers - had already been established. However, some interactions with ships visiting to trade or take trees sometimes led to misunderstandings because of Pākehā breaking Tapu restrictions or prohibitions or mistreating Māori, for which Māori sought utu retribution. Not all interactions between Māori and Pākehā resulted in conflict. Pre-treaty transactions between Māori and Pākehā were carried out under Māori terms and authority and were mutually beneficial. But as time passed, the number of British settlers and Britain's own trade interest increased.

In 1832, James Busby was appointed as official Resident of the British Government, a sort of consular representative without any effective power. The appointment of Busby was an attempt by the British Government to influence the interaction between Māori and Pākehā without assuming responsibility. Busby's position, however, did not enable him to exert much control over British subjects beyond persuasion.

Between 1835 and 1840, land transactions between Pākehā and local Rangatira continued, as did concern that these land transactions were fraudulent or misleading. It was not until 1839 that Whangārei saw its first European settler. By mid-1839, to regulate the ongoing colonisation and stop dubious land deals, the British Government decided to annex at least part of New Zealand as part of New South Wales (claimed as a British territory since 1770). To this end, William Hobson was appointed as a consul to New Zealand in 1839 and instructed to obtain sovereignty over all or part of New Zealand with the consent of a sufficient number of Rangatira.

Prior to the signing of Te Tiriti o Waitangi, land deals increased as purchasers raced to buy as much land as they could. In a private capacity, James Busby entered land deals covering an estimated 12,000 acres at Ruakākā and Waipu between December 1839 and January 1840. In December 1839, he entered into a deed with prominent Te Parawhau, Ngai Tahu and Te Uri Rorori Rangatira Tīrarau and others in Ruakākā. The deed for Waipu was signed in January 1840 with Tūtahi, Toru, Tauwhitu, Te Hāro, Parihoru, Ngahuru, Pona, Wakataka, Pukerahi, Te Māhia, Ponahia and Tiakiriri. The Ruakākā deed extended south from Whangārei Te Renga Paraoa to beyond Ruakākā, while the Waipu deed covered the area from the southern boundary of the Ruakākā deed down to Bream Tail, including the area where the Waipu village is located today. Payment consisted of cash and goods valued at £127, including a second payment made in February 1840. The two deeds included provisions for portions of the lands transacted to be gifted back to the vendors, including 300 acres at Pohenui included in the Waipu transaction.

On 30 January 1840 at Waitangi, Lieutenant Governor William Hobson read a proclamation from Governor Gipps (governor of New South Wales) which prohibited further private land purchases from Māori and subjected all existing land purchases to a process of investigation and ratification. Busby's Waipu claim was investigated by the Land Claims Commission at the Bay of Islands in February 1841. When none of the vendors gave evidence before the commission, Busby's claim was considered withdrawn in June 1842.

⁴ An overview of the history of Waipu between 1838 – 1860 was prepared by historian Vincent O'Malley as part of the Tangata Whenua engagement process that informed the Placemaking Plan for Waipu. In this section Te Reo words are capitalized and a translation to English is provided.

In November 1853, J.G. Johnson was instructed by the Colonial Secretary to 'immediately proceed to Whangarei' to negotiate purchase of as extensive a block of land as possible, including a location fit for the Highlanders immigrants, recently arrived in the Colony. The 'highlanders' referred to a Gaelic-speaking party from the Scottish Highlands who had migrated to Canada (Nova Scotia), before travelling to Australia in April 1852 under the leadership of Reverend Norman McLeod. When the goldrush in Australia made land prices prohibitively expensive, McLeod decided to write to Governor George Grey about the prospects of obtaining a large block of land in New Zealand where they might settle as a group.

The first group of Highlanders arrived in Auckland in September 1853. Following their arrival, Johnson headed north to try to secure land for McLeod's party to settle. Johnson first identified a block estimated at up to 200,000 acres at Mangawhai as potentially suitable for McLeod's party, who inspected the land, rejected Mangawhai and instead indicated their desire to secure lands within the huge area claimed by Busby in the Ruakākā Valley.

In December 1853, an official notice appeared in the Auckland Provincial Government Gazette (dated 26 November 1853) from the Commissioner of Crown Lands advising that Duncan McKenzie, acting as a representative for the Highlanders, had applied for a run between Whangārei Harbour and Bream Tail.

The negotiations in respect of 60,000 acres located north of Mangawhai, including both the Ruakākā and Waipu valleys, were completed by January 1854. In February 1854, the Government agreed to allow the Highlanders exclusive rights to these lands. The Highlanders had previously negotiated with the Crown over the terms by which they might be permitted to occupy these lands, exercising political influence and pressuring the Crown to secure the lands for them.

In completing these transactions, Johnson noted he had had to overcome opposition from both James Busby and Hariata Rongo, the widow of Ngāpuhi Rangatira Hone Heke, who was leading a movement opposing Crown purchases. In order to overcome this obstacle, Johnson noted that he had avoided large hui involving all those with potential claims on lands in favour of dealing instead solely with those who had first come forward to offer the lands. The two deeds for Waipu reveal a series of staggered payments to different groups. The claimants to the Ruakākā and Waipu blocks listed in Johnson's report and the nature of their claims indicate references to 'rights by conquest' and the name of a common ancestor spelt in three different ways.

The total payment amounted to £310 for a block estimated to be 30,000 acres, equating to 2.4 pence per acre, a low price even by contemporary Crown standards. The Ruakākā deed included a clause specifying that ten per cent of the proceeds from the sale of those blocks would be 'expended for the benefits of the natives'. The Waipu deed did not include such a provision, nor were any reserves allocated to the Māori owners.

Duncan McKay was the first of the Highlanders to officially purchase land from the Crown within the Waipu block, paying £400 for 800 acres in May 1854. The first party of McLeod's followers settled in Waipu in September 1854. Several more ships followed from Nova Scotia including Getrude (1856), Spray (1857), Breadalbane (1858) and Ellen Lewis (1860), with over 800 people ultimately taking part in the migration.

James Busby's claim was recognised in 1868 and he was awarded compensation of £36,800. Meanwhile, the customary owners of Waipu had been paid a miserly price for their lands, deprived of a ten-percent clause or even reserves on the block, which had been purchased via a dubious process that avoided open dialogue with all those with potential interests in the lands. In addition, no plan was attached to the deed and no survey of the land was conducted, giving rise to uncertainty over the inland boundary.

In total six ships, bringing over 800 people, made the trip from Nova Scotia between 1851 and 1860, all of them financed, manned and provisioned by the migrants themselves. The remaining steep sections of the Waipu block failed to appeal to late arrivals, some of whom preferred to put some distance between themselves, and the main settlement still under the leadership of McLeod. Sister settlements were founded on or near the coast, both to the north and south of Waipu. Frequent contact was maintained initially by sea and later via cleared tracks, either on foot or horseback.

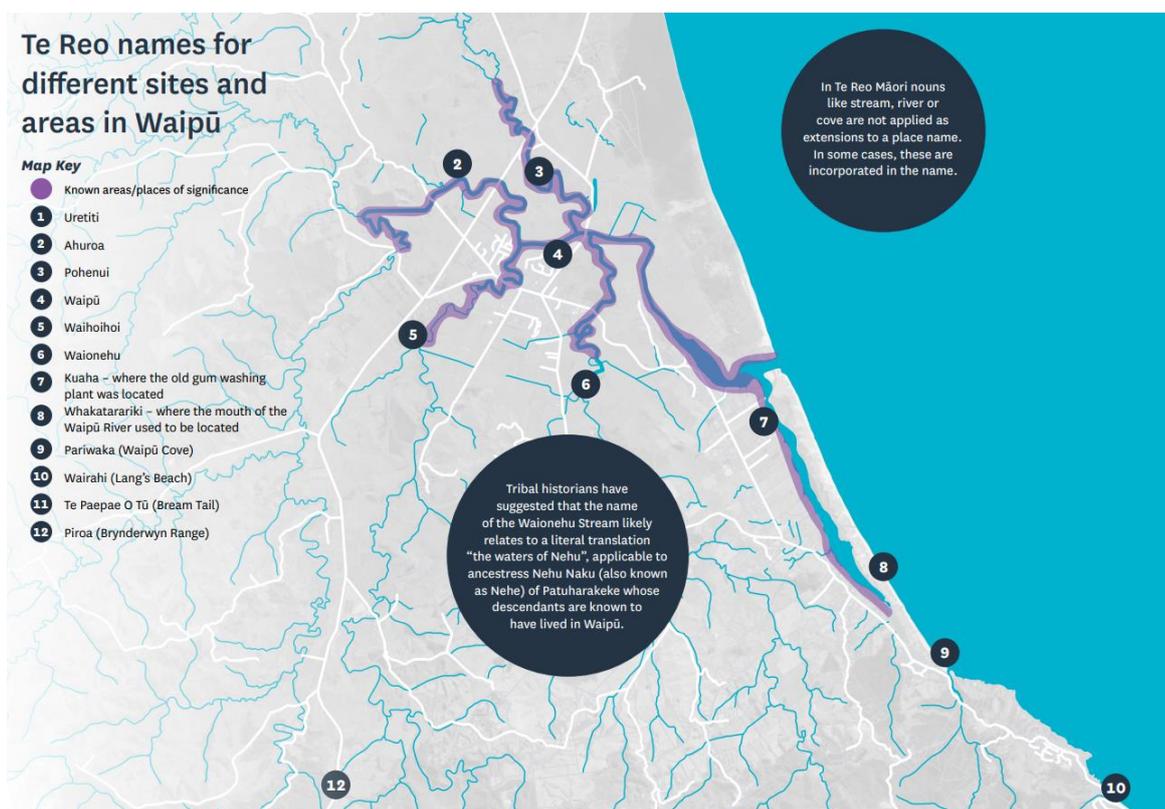
While the Scottish/Gaelic heritage of Waipu is known and celebrated, the land interests and relationships that Tangata Whenua and Mana Whenua have retained in the Waipu area are less known. Early relationships were established between the Hapū and the European settlers. Tribal stories recall how Patuharakeke assisted the early settlers in adjusting to their new surroundings and conditions by showing them techniques to ensure successful potato crops.

Since the days of Patuharakeke Whaea Tupuna ancestress Te Hame Te Pirihi (Hinemoana), Tamariki have been involved with Highland dancing. It is an example of Whakapiringa relationship building across cultures that remains sustainable.

Nowadays, Tangata Whenua continue to be actively engaged in promoting Māori Tikanga culture in Waipu. Local Hapū have a close relationship with Waipu Primary School, assisting in the ongoing incorporation of Te Ao Māori in the curriculum and Māori Tikanga during events. They support summer excursions for Tamariki (children) enhancing their sense of connection to the Rohe and the continuity of Māori in Waipu. Similarly, at the Waipu Scottish Migration Museum they have held board memberships and provided guidance and advice on content, displays and events.

The heritages of Waipu are also part of its character. The Māori history of the place precedes the arrival of the European settlers and has been guarded by Tangata Whenua whose descendants remain to this day the Kaitiaki stewards of the land. The community is more familiar with the Nova Scotian- Scottish history and heritage however, there is growing interest and intention to raise awareness of the local Māori history and uplift Māori identity.

Figure 10: Te Reo names for sites and areas in Waipu.



2.4 Urban form and character

2.4.1 Character

The people of Waipu; tangata whenua, long-time residents and those who have moved in recently, agree the rural and coastal character of the Waipu area is the drawcard to the place. Waipu's surrounding environment, the farmland, the waterways, the coast, the village feel, and the sense of place, are features that are valued.

The village character of Waipu can be seen in its centre and in the commercial and residential development that surrounds it. Most houses in the village are single storey detached homes situated on medium sized lots ranging from 600m² to 800m². Infill development, namely subdividing larger lots (up to 1,500m²) into two or more smaller can be seen in the Waipu village.

Waipu village has many local amenities and services. These include the Caledonian park and the Waihoihoi River Park and playground. The shops include a small supermarket, a gardening supply store, a pharmacy and a library. These service the larger Waipu area.

Growth considerations:

- The protection and enhancement of the village character.
- The management of the scale of built form and its impact on the streetscape.
- The preservation of significant natural areas and features.

2.4.2 District Plan zoning

Prior to 2019, the urban areas on our rural villages were zoned using the same framework as Whangārei City. The 2019 rezoning to Settlements allowed a more place-specific approach aligned with the existing and desirable type and density of development in our rural and coastal settlements.

The requirements for residential and/or commercial expansion were taken into consideration as well as the community consultation undertaken for the Whangārei Coastal Management Strategy – Waipu/Langs Beach (2008). As well as the seasonal changes in the occupation of the dwellings in the coastal areas.

The Settlement Zone includes subzones for residential development, areas of mix residential and small-scale commercial activities and for the existing small-scale industrial activities that service the village and surrounding rural areas.

There are pockets of zoned Rural Lifestyle Zone in areas between Waipu and Waipu Cove along Cove Road. Waipu Cove and Langs Beach are zoned almost exclusively for residential development.

Figure 11: Land-use zoning Waipu Village.

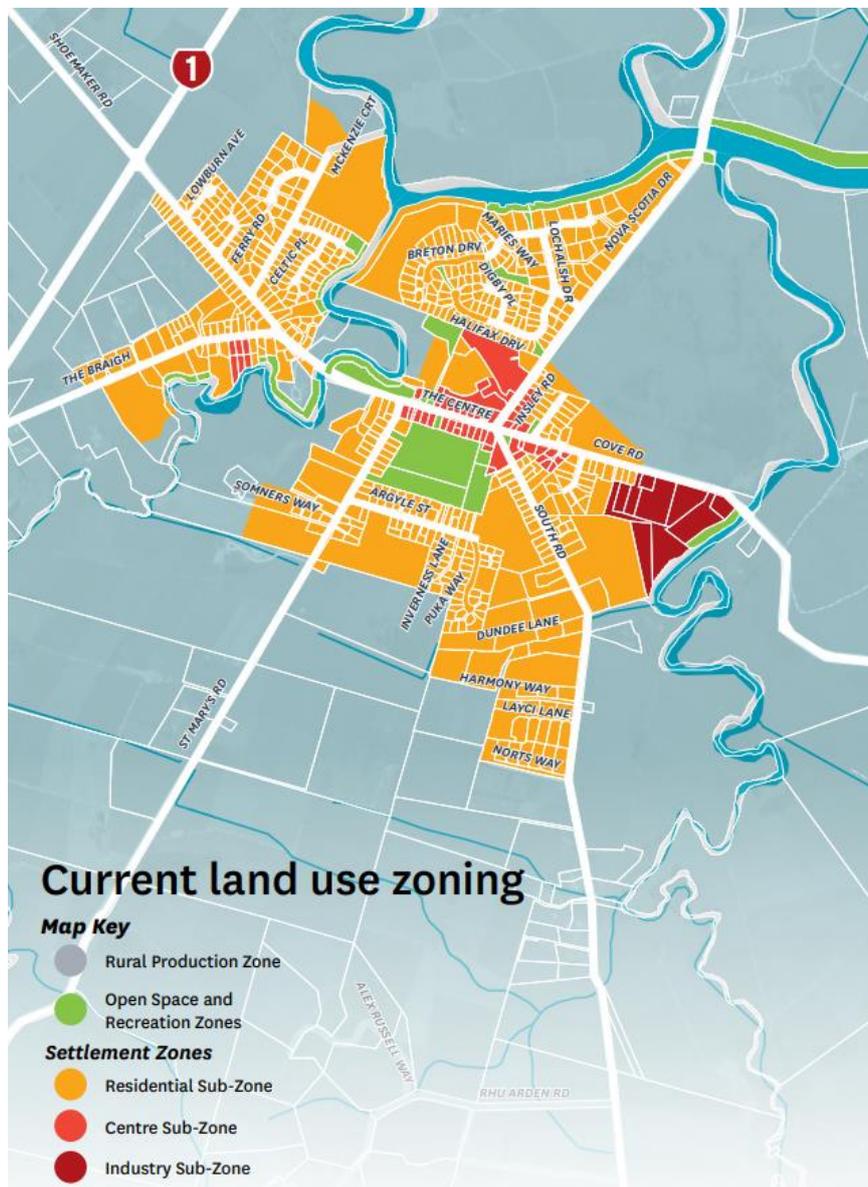
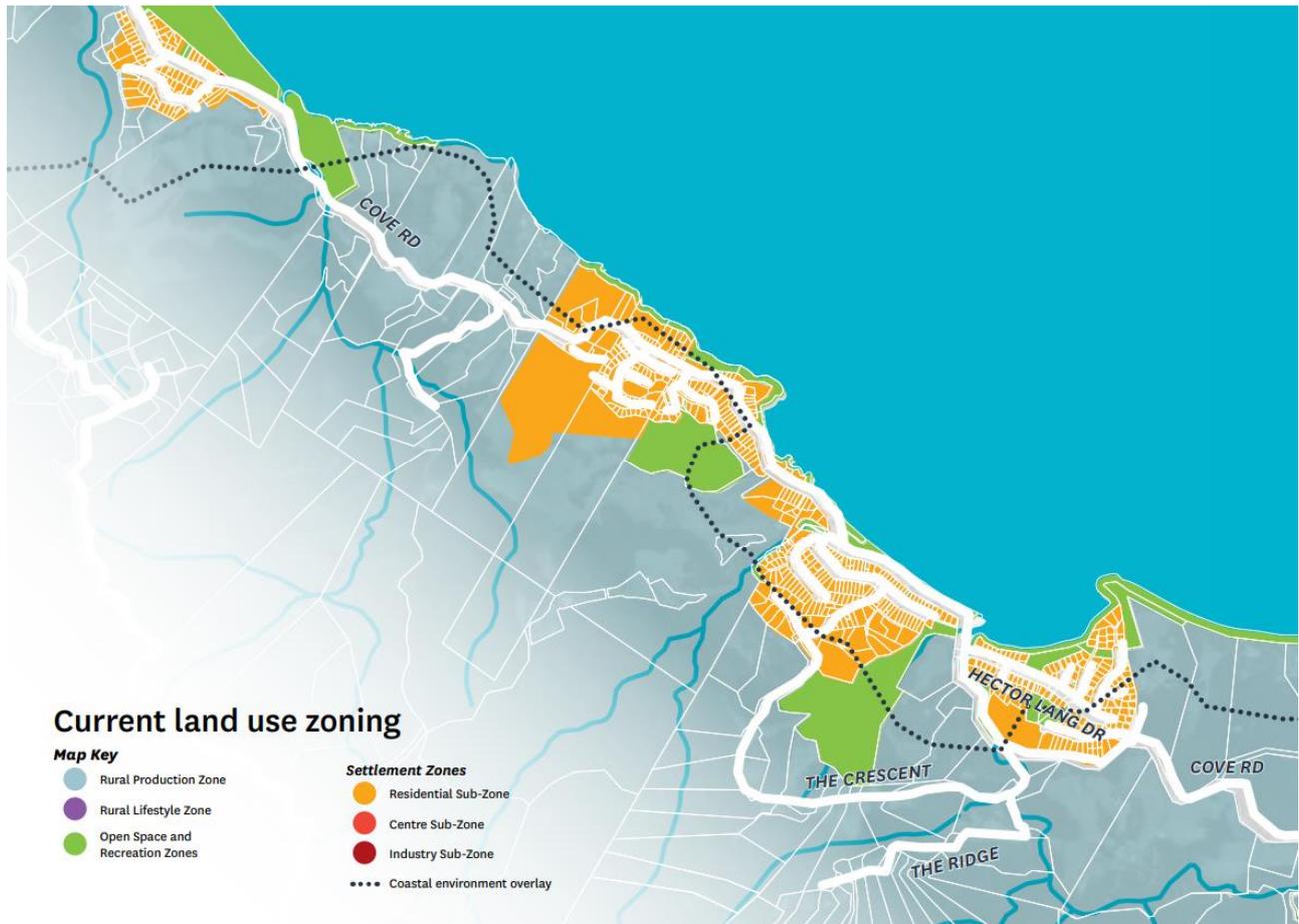


Figure 12: Land-use zoning Waipu Cove and Langs Beach.



Growth opportunities:

- The current zoning includes provisions for higher density of development in both residential and commercial areas that are not yet observed.
- There is further opportunity for new development to increase the variety of house typologies.
- The exhaustion of the existing land zoned for urban growth and how to grow given the constraints.

2.5 Infrastructure

As development occurs in Waipu, there is a need to ensure that infrastructure is provided in a co-ordinated and cost-effective manner.

Infrastructure is provided by both the public sector (central, regional and local government) such as state-owned enterprises as well as by commercially operated business or trusts.

Council is responsible for services, including local roads, water reticulation, sewerage and refuse collection, parks, and recreation services. Other entities deliver essential services like power, telecommunications (internet/fibre), healthcare, and education.

2.5.1 3 Waters infrastructure

The maps below show the extent of water and wastewater infrastructure that currently services the Waipu village, Waipu Cove and Langs Beach. There is a water reservoir to the east of the village and a wastewater treatment facility north-east of the village. Both facilities service the network that extends to Waipu Cove and Langs Beach.

Figure 13: Drinking water and wastewater infrastructure - Waipu Village.

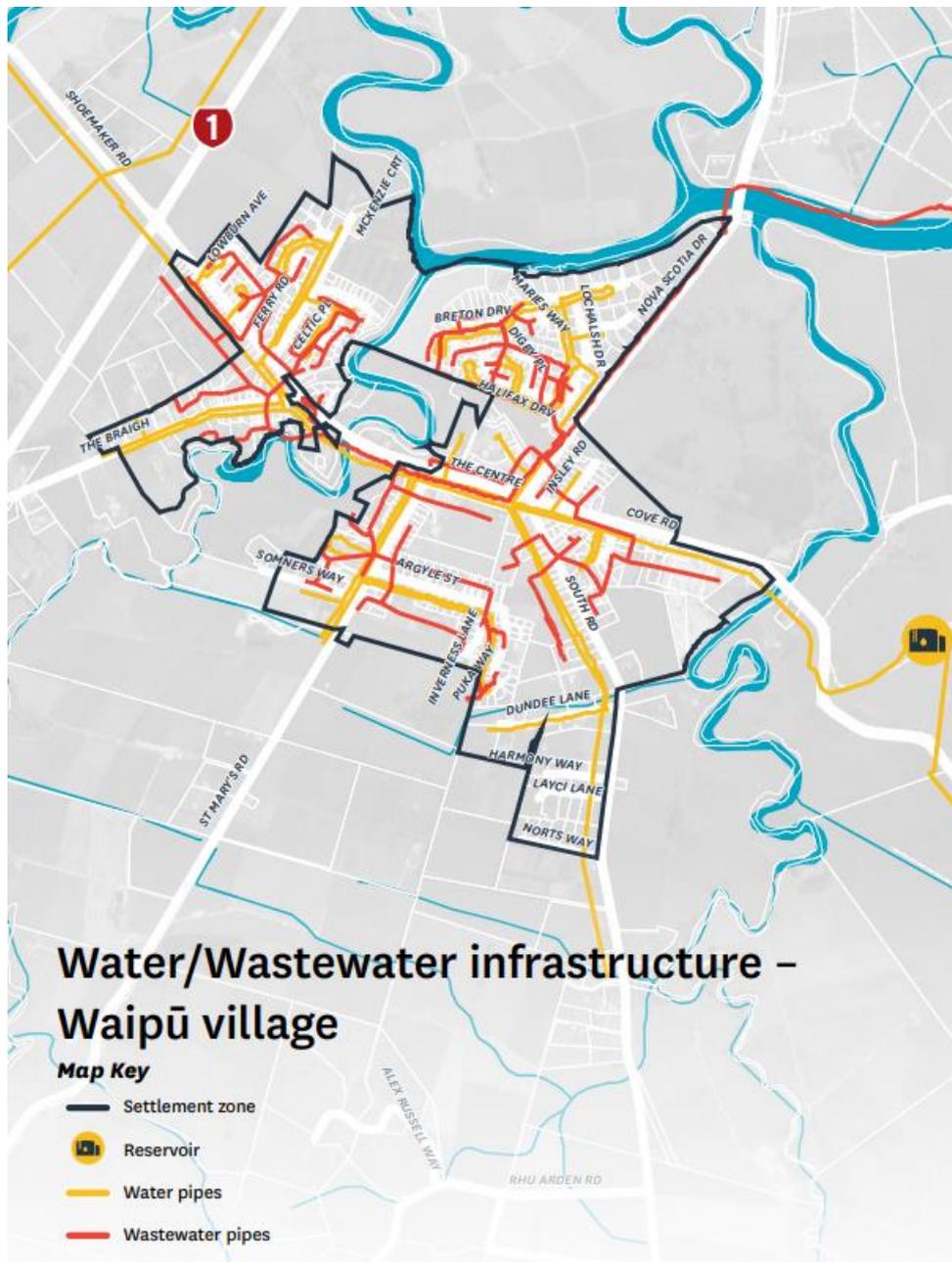
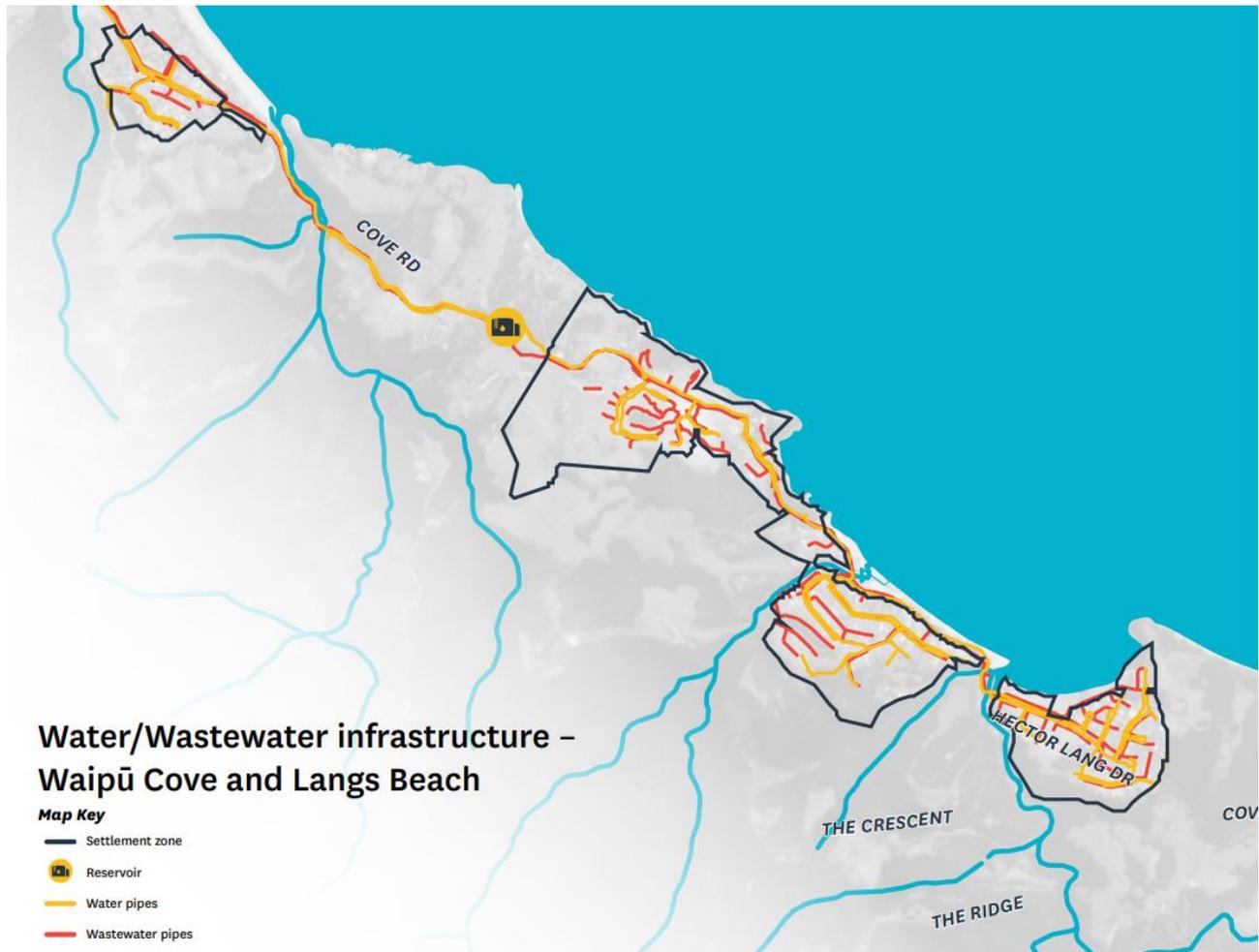


Figure 14: Drinking water and wastewater infrastructure - Waipu Cove and Langs Beach.



2.5.2 Transport infrastructure

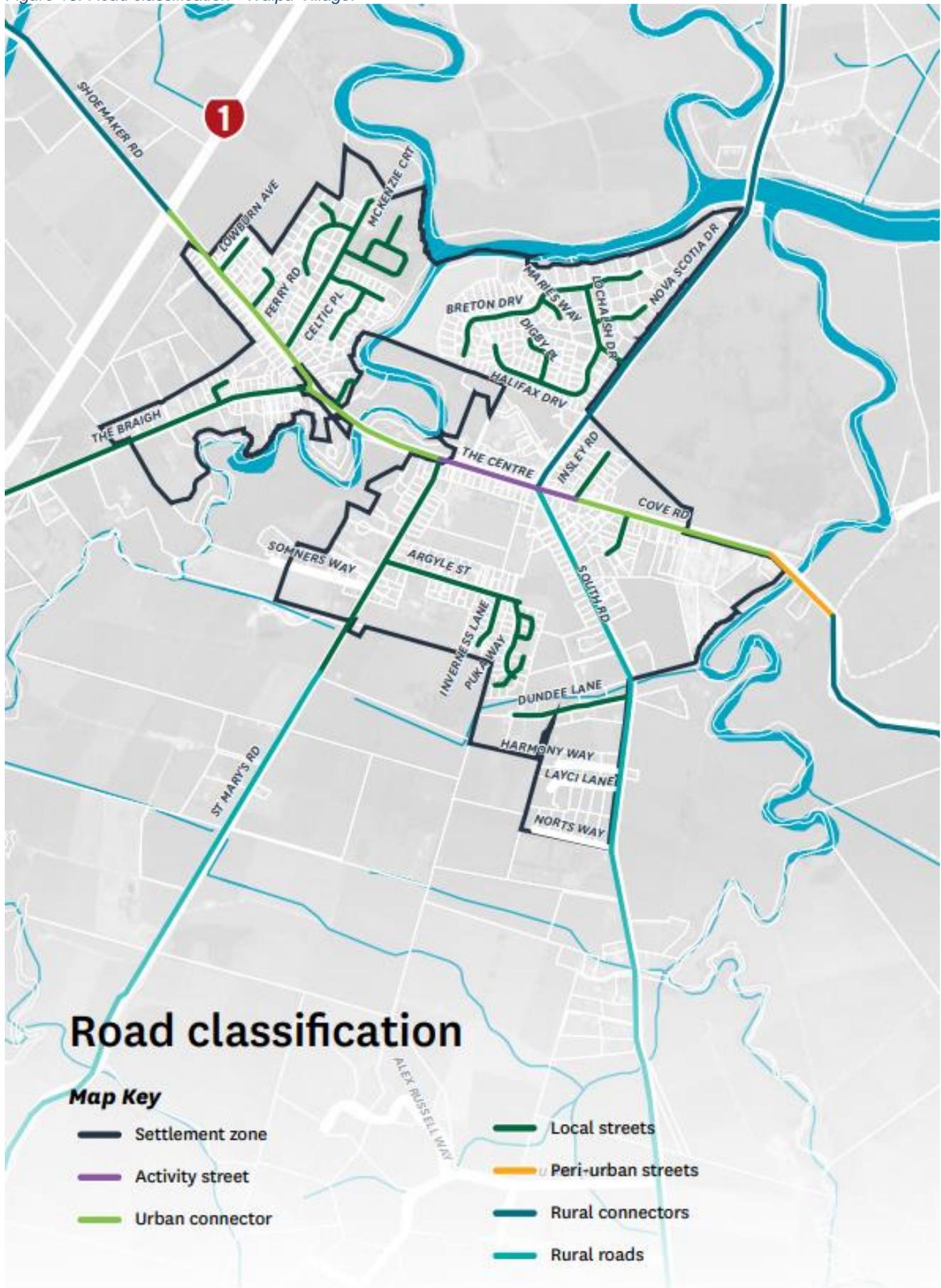
The most important transport connections in the Waipu area are State Highway 1 (SH1) and the roads connecting SH1 to the Waipu Village; Uretiti Road, The Braigh, Shoemaker Road and Nova Scotia Drive. While Cove Road connects Waipu village to Waipu Cove and Langs Beach.

In 2022, Waka Kotahi NZTA designed and implemented road safety improvements along SH1 and the road intersections that lead to Waipu. Implemented infrastructure included median barriers, wide centre lanes and turning bays. Planned improvements are yet to be implemented within the next 5 years.

The section of The Centre and Cove Road along the commercial area of the Waipu village is classified as an ‘activity street’. This means it is intended to provide a public realm with access to shops and services and cater for all transport modes, pedestrian, cyclist and motor vehicles, private or public.

There is an opportunity to retrofit this section of the The Centre and Cove Rd, enhance the public realm and cater for all transport modes accommodating pedestrians and cyclists. This will help develop a community-friendly village centre.

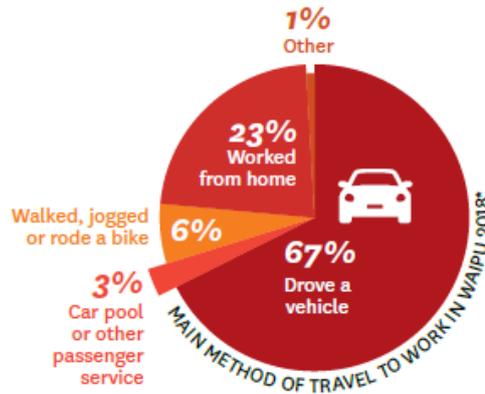
Figure 15: Road classification - Waipu Village.



2.5.3 Vehicle and commuter movement

The commuter data for Waipu indicate how many people arrive to and depart from Waipu to travel to work or for education purposes, as well as the modes of transport.

Figure 16: Methods of travel to work, Waipu Area.



Without a daily public bus service, private vehicle use is the main travel method to and from Waipu for both work and education purposes. The commuter data shows around 50% of the people who live and work in Waipu, only 6% walk or bike to work. A greater emphasis on walking, cycling alongside public transport improvements would encourage different movement options.

2.5.4 Infrastructure capacity

The table below gives a high-level indication of the infrastructure capacity for both physical and social infrastructure. This information is intended to provide a level of certainty around growth management and help direct and prioritise future infrastructure investment.

Table 4: Service and social infrastructure capacity assessment.

	Physical Infrastructure									Social infrastructure			
	Water Pipes	Wastewater Pipes	Stormwater pipes	Walking infrastructure	Cycling infrastructure	Road safety	Public transport	Fibre	Electricity	Schools	Playgrounds	Sports and recreation	Medical Services
Within 10 years	Green	Green	Light Green	Light Orange	Light Orange	Green	Red	Light Green	Light Green	Light Green	Light Green	Light Green	Red
Within 20 to 30 years	Green	Green	Light Green	Light Orange	Light Orange	Light Orange	Red	Light Green	Green	Light Orange	Light Orange	Light Orange	Red

- Enough capacity, no planned works
- Planned works to enhance capacity
- No planned works
- No capacity or intended changes

Feedback received regarding current capacity issues and planned improvements on service, transport and social infrastructure is detailed below.

- Planned changes to the **water supply infrastructure** correspond to network asset renewals. New modelling to be completed in the next two years will determine specific upgrades required to increase the network capacity to cope with growth.
- Planned changes to the **wastewater infrastructure** will address issues associated to the discharge of treated water.
- The **stormwater infrastructure** is focused on site-specific runoff attenuation and responses to the topography of each site.
- Upgrades to the **walking infrastructure** are to be implemented through the rolling asset repairs and renewals programme.
- Council will continue to support – via technical advice or funding - the community groups advocating for and developing **cycling infrastructure**.
- In the short-term **road safety infrastructure** will be implemented along The Centre in Waipu village. In the long-term road safety infrastructure is to be implemented along Cove Road in Waipu Cove and Langas beach.
- There are no issues identified for the **internet/fibre** provision.
- Northpower Ltd plans the construction of a new zone substation in Waipu within the next 10 years that would enhance the **electricity supply network** resilience.
- There are no issues identified with the number and capacity of the existing **playgrounds** in Waipu village.
- In Waipu **sport facilities** are privately owned. Council supports the maintenance and operation on these facilities and no capacity issues have been currently identified.

Infrastructure opportunities:

- Create a safe speed environment and enhance walking and cycling infrastructure within the Waipu village.
- Reduce private car-dependency for trips between Waipu, Ruakākā and Whangārei City to promote active transport modes and reduce car-dependency.
- A holistic growth management approach that considers the proximity of Waipu to Ruakākā, Marsden Point and Mangawhai, and potential for shared services and amenities.

2.6 Cultural landscape

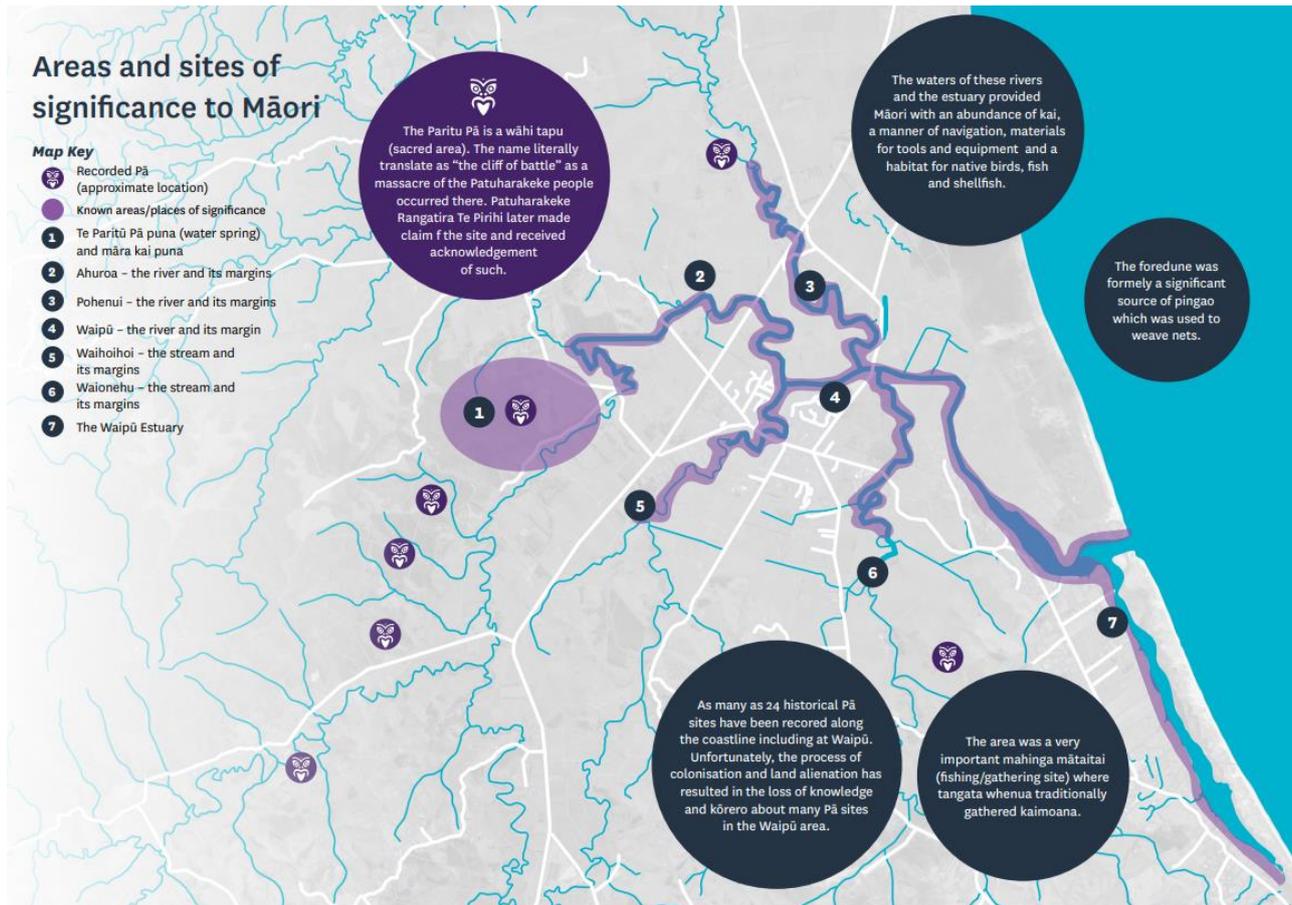
The land now known as Whangārei is among the remnants of the once vast lands that belonged to the ancient tribes of Ngāi Tāhuhu. In time, these became the lands inherited by the Whangārei sub-tribes of Ngāpuhi that span from the mid-north to the east coast and from the Bay of Islands south to the Auckland region, and a number of locations inland from the west coast between the Hokianga and Kaipara Harbours. The hapū of Te Parawhau and Patuharakeke are the descendants of the sub-tribes whose rohe span south of Whangārei Terenga Paraoa (Whangarei Harbour) in the lands now known as Waipu.

As a result of pre- and post-treaty land deals there is no whenua Māori within the Waipu village. Members of the Patuharakeke and Te Parawhau hapū continue to be involved in the resource management and enhancement of the natural, physical, cultural, and spiritual environment of the greater Waipu area.

Some of the Māori identity of Waipu remains in its name and the name of the streams that converge in the Waipu village before flowing into the Waipu River; Waihoihoi, Ahuroa, Pohenui, and Waionehu. As many as 24 historical pā sites have been recorded along the coastline including at Waipu attesting to the long occupation of Māori in the area. The process of colonisation and land alienation has resulted in the loss of mātauranga (knowledge) and kōrero about the many pā sites in the Waipu area. Hapū are actively researching their historical and traditional accounts to regain as much of this knowledge as possible.

The history, cultural narratives and cultural landscape maps provided in this plan are intended to raise awareness and contribute to uplifting the Māori identity of Waipu. The maps were developed from the cultural narratives provided by the hapū and kaitiaki (guardians) of these lands and the kōrero shared during tangata whenua engagement. The details of the tangata whenua engagement process are summarized in the Engagement Report.

Figure 17: Areas and sites of significance to Māori.



Future opportunities:

The maps developed for the Placemaking Plan intend to reflect part of the Māori identity of Waipu and the Bream Bay area, Te Reo names for traditional lands and associated narratives and the approximate location of areas and/or sites of significance to Māori.

These maps are intended as a starting point for developing cultural landscape maps of Waipu and the Bream Bay area. Further rangahau (research) is required to unlock more narratives. Additionally, iwi and hapū would have to agree to publicly disclose the location of areas and/or sites of significance. This task could and should be led, structured and developed by Whangārei and Waipu iwi and hapū.

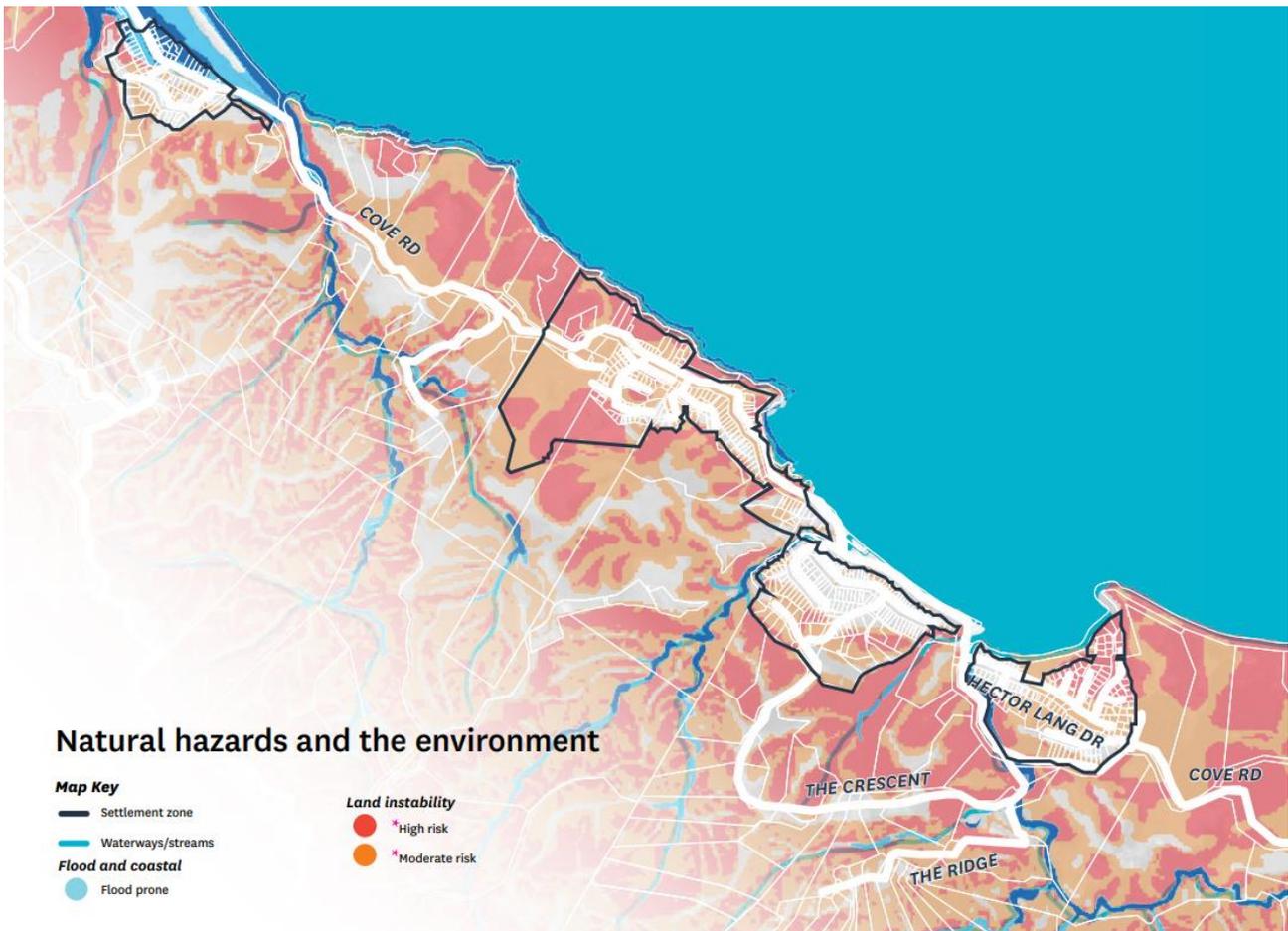
2.7 Natural hazards

The Waipu village is susceptible to flood risk particularly the areas in close proximity to the waterways that traverse and surround the village. Natural hazards impact buildings, and transport and service infrastructure exposed to river flooding.

Figure 18: Flood hazard areas, Waipu Village [to be added]

Waipu Cove and Langs Beach are susceptible to coastal flooding and land instability risk that threatens private property and service infrastructure. These areas are also exposed to flooding from the sea either during severe storms or tsunami. Coastal erosion results in coastal shoreline fluctuation. All of these combined threaten low-lying coastal land.

Figure 19: Land instability hazard areas - Waipu Cove and Langs Beach.



Growth constraints:

The suitability of enabling growth in areas prone to natural hazards risk.

2.8 Climate change

WDC is working with Northland Regional Council to support community initiatives, such as Kiwi Coast, Predator Free 2050 and Coastcare to build biodiversity resilience to climatic changes. The four Northland councils, through the Climate Adaptation Tai Tokerau (CATT) group, are providing guidance and pathways to develop community adaptation plans.

The impacts of climate change will vary across different parts of New Zealand. In Whangārei, the effects of climate change are already evident, such as changes to rainfall patterns. Climate change is likely to have multiple impacts for the Waipu, Waipu Cove and Langs Beach area.

[PLACEHOLDER] *Figure 20: Climate change potential impact in the Waipu area.*

Sea level change could result in continued permanent loss of land through coastal erosion, tidal inundation, and storm damage, all of which are already being experienced. Sea level change will impact the iconic beaches and cliffs along the coast, parts of Cove Road, the community coastal walkway, as well as water supply, stormwater and wastewater networks, the river and estuary.

Waipu's average air temperature is set to increase by 0.7-1.1°C and it will see an increase of 10 to 20 more heatwave days per year, according to projections out to 2040. This will increase the number of dry days by up to 8 per year and stream levels will decrease and run more slowly. Consequently, fire risk will be increased and water quality reduced.

Waipu currently experiences and will continue to experience marine heatwaves and changing chemical composition of the ocean (ocean acidification). This will likely have adverse effects on the productivity and functioning of marine ecosystems. Tropical and invasive species can already be observed surviving year-round, while other species are being pushed beyond thermal tolerance limits, upsetting some food webs and ecosystems.

(Ex)tropical cyclones are projected to increase in magnitude and frequency. Frost days will be highly unlikely. Even a minimal rise in sea level is expected to cause salinisation of coastal groundwater and wetlands, impacting coastal aquifers. Residents who rely on ground water might need to plan for alternative water storage.

Climate change mitigation strategies include:

- Increasing the amount of street trees and green areas for carbon sequestration on land blocks also enhances the amenity of the area. Street trees provide shade to keep buildings and private and public open spaces cool at a low cost.
- Manage of the riparian and coastal margins, including planting with native species.
- Avoiding construction near rivers and tributaries, taking into account their dynamic nature and lessening the risk of displacing people and property.
- Developing new pasture and crop varieties that are more resilient to environmental stresses will enable farming to continue to be profitable, while simultaneously reducing its environmental impact.

Future opportunities:

The development of a Climate Change Community Adaptation Plan is necessary to ensure our coastal settlements are more climate resilient.

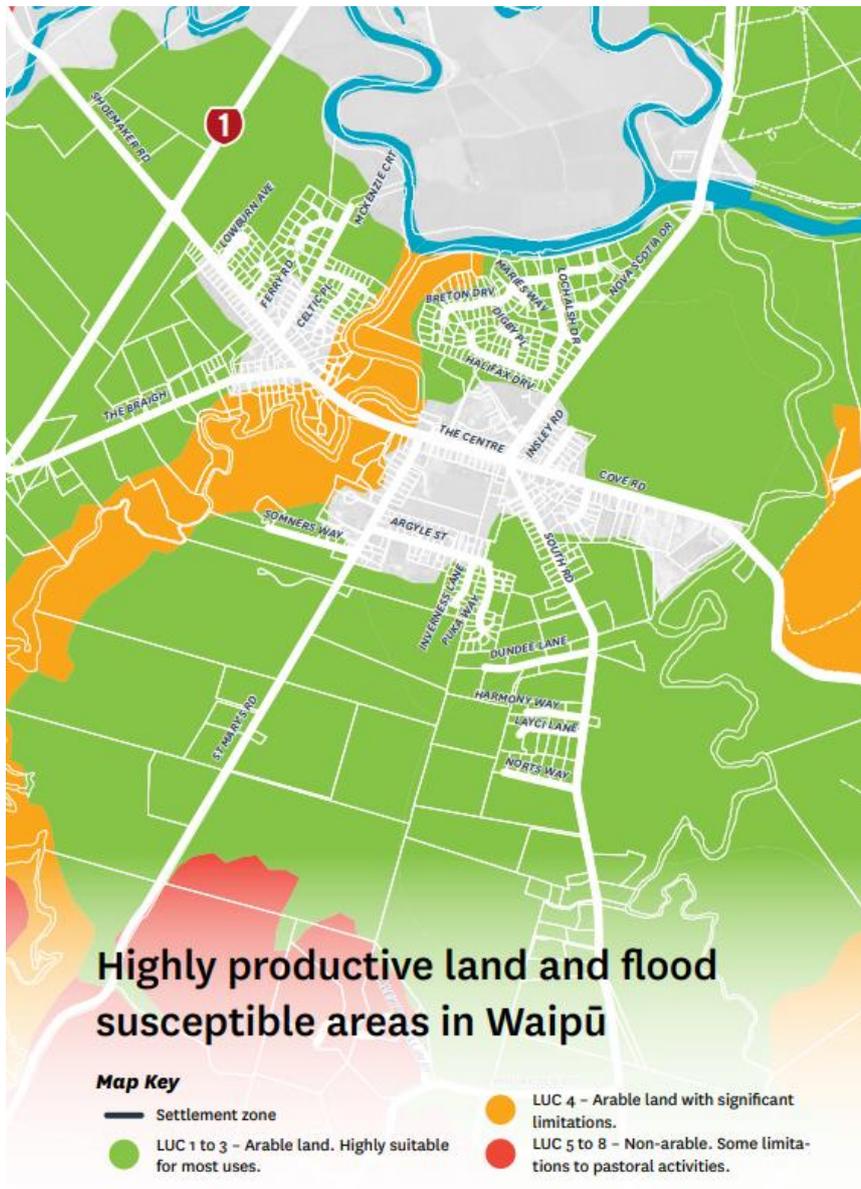
2.9 Highly productive land

From October 2022, territorial authorities are giving effects to the National Policy Statement for Highly Productive Land (NPS-HPL). This requires Council to protect the district’s most favourable soils for primary production.

The mapping of highly productive land (by the Northland Regional Council) and specific changes to the District Plan provisions are still to be implemented. Council gives effect to the NPS-HPL when assessing resource consent applications in areas classified as Highly Productive land.

As shown in the map below, there are areas of highly productive land surrounding the Waipu village. The protection of this land aligns with the feedback received from the community, who identified the contribution of these large extensions of rural land and rural production activities to the rural character of Waipu.

Figure 21: Highly productive land - Waipu Village.



Growth constraints:

Planning for growth in Waipu needs to consider exhausting the growth potential of the land currently zoned for development prior to expanding the urban areas over highly productive land.

3 Future growth

Central to the development of this Placemaking Plan is the management of future growth and infrastructure provision, and how to meet the demand for residential and business development.

The analysis summarised in the table below is a high-level indication of how many dwellings can be built, not that will be built. Aspects like density, market feasibility and construction cost have been taken into consideration at a high level. However, how these aspects will weight into each specific development is subject to change.

3.1 Waipu Village

Table 5: Residential land capacity assessment - Waipu village.

Waipu village ⁵ 531 dwellings in 2021	Projections over 10 years up to 2031	Projections over 30 years up to 2051
Demand	280	858
Residential capacity		
Infill potential	260 – 420	260 – 860
Redevelopment potential	340 – 480	340 – 860
Greenfield (vacant lots on Settlement Zone)	450 – 600	450 – 1,050
Total new residential units	1,050 – 1,500	1,050 – 2,770

3.1.1 Growth over the next 10 years

The land currently zoned as Settlement Zone can accommodate the growth anticipated for the next 10 years. The assessment of growth capacity over the next 10 years takes into consideration density provisions that are already enabled through the District Plan.

Developers need to optimise and activate the undeveloped or vacant land at a density of up to 500m² and the use of mixed-use zone for small residential development (along with commercial development) adding variety and affordability to the local housing stock.

Infill development is preferable on lots that can be subdivided into two or more lots of 500m², or where an additional minor dwelling will not restrict future opportunities for redevelopment of the whole lot. Redevelopment on sites with older buildings where it maximises the number of new dwellings is preferred.

3.1.2 Growth over the next 20 to 30 years

In order to accommodate the anticipated growth in the land currently zoned for built development (Settlement Zone) higher density development provisions would need to be introduced to increase the housing stock in the area if required.

⁵ From ArcGIS Growth capacity assessment – 30Oct 2023. Numbers rounded to the nearest 10th.

New zoning needs to include provisions that allow areas of mixed-used zoning within walkable catchments (400m radius) from residential areas. This is intended to encourage a compact urban form, improve access to amenities/services and enhance walkability.

It is envisioned that future heavy industrial and large commercial activities will not be accommodated in Waipu, rather be concentrated in the Marsden Point/One Tree point area. The land in Marsden Point is more suitable for these activities with larger land parcels, better transport connections (port, rail, and road) and currently zoned for these purposes.

If and when industrial areas retire or relocate, land-use change and rezoning provide an option for the use of existing light-industrial land for mixed-used or recreation areas for example. Support must be provided to landowners to assess possible future activities, appropriate commercial reuse, or land use change.

Council will continue to monitor growth and development through the resource and building consent process. There are limits to greenfield development along the margins of the existing Settlement Zone, such as flood prone areas and the presence of highly productive land. Hence, the potential rezoning of greenfield areas would have to be evaluated thoroughly.

Greenfield land would be released to enable development only;

- Should housing demand increase beyond capacity of the current settlement zone land and there is no further capacity for infill and redevelopment, particularly for highly productive Rural Production-zoned land.
- When the infrastructure is of capacity to allow higher density allowing for an efficient use of the land, and
- All modes of transport including public transport and walking and cycling can be provided and have been assessed through and integrated transport assessment (ITA).

3.2 Waipu Cove and Langs Beach

Table 6: Residential land capacity assessment - Waipu Cove and Langs Beach.

Waipu Cove & Langs Beach ⁶ 834 dwellings in 2021	Projections over 10 years up to 2031	Projections over 30 years up to 2051
Demand	319	797
Residential capacity		
Infill potential	390 – 570	390 – 1,260
Greenfield (vacant lots on Settlement Zone)	250 – 330	250 – 550
Total new residential units	640 – 900	640 – 1,810

3.2.1 Growth over the next 10, 20 and 30 years

There is sufficient undeveloped land and infill potential to meet the demand for residential growth over the next 10, 20 and 30 years. Taking into consideration the vulnerability of these areas to the effects of climate change and natural hazards, this is an opportunity to implement incentives to

⁶ From ArcGIS Growth Capacity assessment – 30 Oct 2023. Numbers rounded to the nearest 10th.

brownfield development and investing in upgrades to the infrastructure necessary to service more concentrated residential areas.

4 Waipu in 2054

4.1 Vision

The history of Waipu is vast and intricate. The many people that have called Waipu their home; tangata whenua, old settlers and newcomers have left a footprint that is now an essential part of Waipu's identity. The waterways that traverse the village, the Bream Bay coastline and the Brynderwyn Hills frame Waipu's landscape. The surrounding farmland and views to this rural outlook are valued by residents and visitors alike.

Local hapū continue to exercise kaitiakitanga and revitalise the Māori identity of Waipu. Growth and development are done with careful consideration to the features that form the identity of the place.

More housing is available for a growing and diverse community. Greater housing choices provide for the needs of the community at different life stages and different ways of living. Greater diversity of building forms and scales make residential and commercial areas more visually interesting adding to the village character.

Local business and services in the village centre profit for safe and accessible pedestrian movement that make of the streets a social space. Everywhere in the village local streets are designed to calm traffic and facilitate easy movement, creating a safe environment for all transport users.

A localised climate change adaptation plan, developed with community and tangata whenua, highlights the challenges and requirements for the long-term future of Waipu and the coastal settlements.

4.2 Objectives

The following objectives refer to specific areas of focus relevant to ensure growth and development align with the vision for the future of Waipu, Waipu Cove and Langs Beach.

- **Māori Heritage**

The design and development of public and private spaces considers opportunities to reconnect tangata whenua with their alienated lands, culture, and resources.

The community, community groups and developers engage with the local hapū building meaningful and genuine relationships and working together to uplift the Māori identity of Waipu.

- **Smart growth**

Through the application of Universal Design principles buildings, places and neighbourhoods are inclusive to all, in particular people with access needs, our vulnerable communities, older adults and persons with temporary or permanent disabilities.

New subdivisions are designed to include public spaces such as playgrounds and/or neighbourhood parks. All new neighbourhoods need places for local recreation and everyday areas to gather, relax and socialise.

In the Centre sub-zone, mixed use development shows greater diversity of building form. Small scale commercial buildings are integrated with the landscape. They allow for multiple uses over the building's lifetime, accommodating changing community needs or commercial trends over time.

The commercial areas of the village are visually interesting and align with the village character. They are designed to provide space for activities which benefit from interaction with the public realm, rather than carparking areas.

Activated commercial activities such as shops provide interest to passers-by and opportunities to see and engage with what might be going on inside. Business/commercial activities that face the street, also provide ‘eyes on the street’ and contribute to the safety of the place.

- **Connectivity**

Waipu is walkable, safe and accessible for all transport uses. New and improved roading infrastructure supports multi-modal connections and accessibility.

The components of an ‘activity street’ have been incorporated along The Centre; upgraded footpaths, share paths and traffic calming infrastructure. Together with active street frontages in the shops and service area they create a village centre with public and community spaces.

In residential areas, cul-de-sacs, single-lane roads and shared private driveways servicing multiple properties are avoided as they tend to direct traffic in a single direction and create congestion. Alternatively, mews or shared access lanes at the rear of the lots can reduce the space allocated to parking and manoeuvring.

Both in residential and commercial areas, vehicle accessways are located at the rear of the lots to reduce the number of vehicle crossings across footpaths. Garages and or car ports are located to the side or the rear of the sites to enable better interaction and good relationship to the street (both visually and physically).

New street blocks are designed to be small and regular in shape to promote walkability and maximise path choices for all transport users. All new roads have footpaths on both sides of the street and cycleways along the road corridor.

- **Natural environment**

Future growth in Waipu village, Waipu Cove and Langs Beach considers the protection of productive land, natural features, rural and coastal landscape and sites/areas of significance to Māori. Growth is consolidated within the existing Settlement Zone.

The protection of significant natural and physical features that traverse and surround Waipu village, Waipu Cove and Langs Beach enhances the character and identity of the Waipu Area.

Visual integration of new development with local historic character buildings is achieved through careful consideration to the scale, materials, detailing and context (environment). New development does not replicate heritage buildings rather responds appropriately to the size, scale and architectural details. New development is designed in a culturally sensitive way.

Visual connection of new development with the surrounding natural environment is achieved by ensuring views of the natural landscape are preserved. Through carefully considering paint colours and building materials new buildings avoid dominating the landscape.

Council works towards the creation of public open spaces that are safe, well-designed, and encourage a range of uses to meet the diverse needs of the community.

4.3 Implementation and timing

Some of the actions within the Waipu Placemaking Plan are specific to projects that are currently being implemented (ongoing). These actions are part of other council strategies.

The timing of the Placemaking actions is indicated in the actions table. The timing has been split into short-term (within 1 to 3 years), medium-term (within 4 to 10 years) and long-term (within 11 to 30 years).

Long-term actions are strategic, they require further investigation to inform funding requirements and timeframes. Long-term actions include aspirations of the community and tangata whenua that through further investigation could be included in Council strategies or implemented by the local community groups and/or other agencies.

The Long-Term Plan (LTP) outlines Whangarei District Council's funding as well as our activities and priorities for the next ten years. Some of the Placemaking actions will be included in the LTP 2024-2034, currently in development.

Advocacy actions are those which the Council does not take a lead role in delivery or funding but may take either supportive or supplementary roles. The Plan highlights these as they are important to Waipu. Advocacy will take different approaches depending on the specific outcome and partners required.

4.4 Actions

The following tables lists the actions within the Waipu Placemaking Plan in accordance with the timing of the action's implementation and provide information on whether and action is listed in other council documents.

As indicated above the timing of the implementation of these actions is subject to changes. In some cases, projects can be pushed forward as funding is secured earlier than expected or push backwards when unexpected events require council to rearrange their priorities.

MĀORI HERITAGE

Unless indicated otherwise, the following actions will be led by or developed in partnership with the local hapū.

	Action	Lead	Timing
1	<p>Local Māori history</p> <p>Uplift and raise awareness of the local Māori history at the time of design, development, or implementation of relevant Council-led projects in Bream Bay and Waipu areas.</p>	<p><i>Local hapū</i></p> <p><i>WDC – Infrastructure</i></p>	<p><i>Ongoing</i></p>
2	<p>Hapū spatial plans</p> <p>a. Complete the development of a business case for the hapū spatial plans.</p> <p>b. Develop a program of work detailing order of development of the plans and timing.</p> <p>c. Secure funding for the development of the plans, either WDC or external entities.</p> <p>d. Provide technical guidance for the development of the hapū spatial plans.</p>	<p><i>Local hapū</i></p> <p><i>WDC – Strategic planning</i></p>	<p><i>Ongoing</i></p>
3	<p>Cultural landscape maps</p> <p>Facilitate and resource the meeting of the representatives of the tribes of Waipu to discuss and agree on an approach to identify and protect sites/areas of significance to Māori. The decisions arising from the meeting will inform future District /Regional Spatial Plans and determine the level of protection and appropriate legal and/or regulatory mechanisms to protect these sites/areas.</p>	<p><i>Local hapū</i></p> <p><i>WDC – District Plan</i></p> <p><i>WDC Strategy</i></p>	<p><i>Strategic</i></p>
4	<p>Māori Cultural Centre</p> <p>Work with and support tangata whenua to purchase and establish a Māori cultural centre intended as:</p> <p>a. A hapū-led place where healthcare services, education and legal services are provided.</p> <p>b. A place to gather and/or hold events to support the development and enhancement of Māori wellbeing outcomes.</p>	<p><i>Local hapū</i></p>	<p><i>Strategic</i></p>

<p>5</p>	<p>Local Marae Work with and support tangata whenua to purchase land for the establishment of a Marae in Waipu.</p>	<p><i>Local hapū</i></p>	<p><i>Strategic</i></p>
<p>6</p>	<p>Street naming Consider local Māori history, tikanga and te reo Māori names when submitting proposals for street/road names at resource consent stage. Council will facilitate information for community-led initiatives to re-name Waipu streets/roads with names in te reo Māori and guided by tikanga.</p>	<p><i>Developers</i></p>	<p><i>Ongoing</i> <i>This is an advocacy action</i></p>

SMART GROWTH			
Action		Lead	Timing
7	<p>Higher density provision in the Settlement Zone</p> <p>Introduce higher mixed-use density provisions (with enable design led apartment and terrace housing typologies) in the current Settlement Zone.</p>	<i>WDC – District Plan</i>	<i>Strategic</i>
8	<p>Land-use change</p> <p>As industrial activities retire or relocate from Waipu, work with landowners to assess the best future use.</p>	<i>WDC - Strategy</i>	<i>Strategic</i>
9	<p>Basketball court</p> <p>Construction of a basketball court in the Waipu village.</p>	<p><i>Community-led</i></p> <p><i>With the technical support of WDC – Parks & Recreation</i></p>	<i>Short-term</i>
10	<p>Solution to temporary-seasonal traffic and parking peaks</p> <p>Develop a business case for solutions to traffic issues related to large-public events in the Waipu village.</p>	<i>WDC - Infrastructure</i>	<i>Strategic</i>
11	<p>Protection of heritage character and buildings</p> <p>Council will work alongside landowners and agencies such as Heritage New Zealand to preserve, enhance and revitalise heritage and character buildings to enhance Waipu’s identity.</p>	<i>Community-led</i>	<p><i>Ongoing</i></p> <p><i>This is and advocacy action</i></p>
12	<p>Healthcare facilities</p> <p>Local, affordable and cultural healthcare facilities are needed in the area.</p>	<p><i>Private with further support from Te Whatu Ora</i></p>	<p><i>Ongoing</i></p> <p><i>This is and advocacy action</i></p>

CONNECTIVITY			
Action		Lead	Timing
13	Waipu cycleways a. Implementation of the 3k sections of the Waipu-to-Waipu Cove trail from Riverview Place to McLean Road. b. Investigate the extension of the trail connecting Waipu Cove and Mangawhai.	<i>Community-led: Waipu Cycleway & Walkway Trust</i>	<i>Short-term</i>
		<i>With the technical support of WDC – Infrastructure</i>	<i>Strategic</i>
14	Cycling amenities Install bike storage racks and end-of-trip facilities/amenities (lockers, public toilets, etc) when and where new cycleways are provided.	<i>WDC – Infrastructure</i>	<i>Medium-term</i>
15	Footpath improvements As footpaths in the Waipu village, Waipu Cove and Langs Beach come up for renewal, widen footpaths to achieve better walkability, accessibility, and positive amenity. Widening of footpaths should adjust to the current national standards: - 1.8m wide for local streets - 2.4m for activity streets	<i>WDC – Infrastructure</i>	<i>Strategic</i>
16	Traffic calming infrastructure In association with the Speed Limit review programme, complete the implementation of traffic calming infrastructure. a. Raised pedestrian crossing along The Centre b. Raised pedestrian crossing along Waipu Cove Road (the section traversing Waipu Cove).	<i>WDC – Infrastructure</i>	<i>Strategic</i>
		<i>WDC – Infrastructure</i>	<i>Strategic</i>

17	Activity Street – The Centre Redevelop the section of The Centre and Waipu Cove Road classified as activity streets into a safe-speed environment that accommodates all transport modes – vehicles, pedestrians and cyclists. And promotes foot-traffic around business areas. Components: a. Traffic calming infrastructure. b. Walking and cycling infrastructure. c. Redeveloped commercial areas.	<i>WDC – Infrastructure</i>	<i>Strategic</i>
		<i>Community-led</i>	<i>Strategic</i>
18	Intersection improvement Implement safety improvements for all transport users to the intersection of The Centre/Nova Scotia Drive/South Road and Cove Road, included but not limited: a. Traffic calming infrastructure (roundabout) b. Safe crossing points for pedestrians and cyclists	<i>WDC – Infrastructure</i>	<i>Strategic</i>
19	One-way bridges replacement Replacement of the one-way bridges on Cove Road in the Waipu Village, Cove Road and Langs Beach	<i>WDC – Infrastructure</i>	<i>Strategic</i>
20	Car-sharing opportunities Support and incentivise community initiatives for car-sharing.	<i>Community-led</i>	<i>This is an advocacy action.</i>
21	Public transport initiatives Advocate for increasing the frequency of the Bream Bay Link to a daily service. Or the establishment of an on-demand public transport service.	<i>NRC or private operators</i>	<i>This is an advocacy action.</i>
22	E-mobility infrastructure As uptake of electric vehicles continues, incentivise the implementation of support E-mobility infrastructure.	<i>NRC and Northpower Ltd.</i>	<i>This is an advocacy action.</i>

NATURAL ENVIRONMENT			
Action		Lead	Timing
23	<p>Neighbourhood parks and interconnecting the reserve network</p> <p>Aim to achieve 2.2ha of passive recreation areas per 1000 residents by 2035 (currently 0.72ha/1000res – Neighbourhood Parks – as per 2018 parks category Framework review).</p> <p>This is to be achieved through:</p> <ul style="list-style-type: none"> - Land acquisition, and - Requirements for the provision of land for public use (recreation areas or coastal or riparian margins) at the time of subdivision. 	<p>WDC – Parks & Recreation</p>	<p>Ongoing</p>
24	<p>Climate adaptation planning</p> <p>Provide technical guidance for the development of a community climate change adaptation plan for the Bream Bay catchment.</p>	<p>Local community (ies)</p> <p>Local hapū</p> <p>WDC – Strategic planning</p>	<p>Strategic</p>
25	<p>Waipu River Walk</p> <p>Extend the walking track and resurface in a way that provides accessibility but mitigates any adverse effects on the river’s water quality.</p> <p>Add amenities along the walk, including benches and display boards acknowledging mana whenua and the natural history of the place, native trees and shrub planting, adventure playgrounds and art/sculpture rail.</p>	<p>Community-led:</p> <p>Waipu River Walk Committee</p>	<p>This is an advocacy action.</p>
26	<p>Wairahi Tracks</p> <p>Development of walking tracks along esplanade reserves and wetland restoration in the Langs Beach Scenic Reserve.</p>	<p>Community-led:</p> <p>Wairahi Tracks Charitable Trust</p>	<p>This is an advocacy action.</p>
27	<p>Waipu destination marketing</p> <p>Northland Journey’s ‘the welcoming coast’ campaign includes Bream Bay, Waipu, Waipu Cove and Langs Beach to continue to</p>	<p>Northland Inc.</p>	<p>This is an advocacy action.</p>

	drive economic and visitor growth to the area.		
28	<p>Protection and improvement of natural habitat</p> <p>Council will continue to support flora and fauna protection programmes and projects to improve water quality.</p>	<i>NRC, Department of Conservation, public</i>	<i>This is an advocacy action.</i>
29	<p>Protection of dunes and critical habitats in Bream Bay</p> <p>Council is working with the Department of Conservation, Northland Regional Council, local hapū and conservation groups to:</p> <ul style="list-style-type: none"> • Ensure protection and restoration of dunes systems in Langs Beach and Waipu Cove • Improve compliance with current motor vehicle access rules around the Waipu river mouth • Meet community expectations around recreational access to the southern end of Uretiti Beach. 	<i>NRC, Department of Conservation, public and local hapū</i>	<i>This is an advocacy action.</i>

Parua Bay Placemaking Plan
Te Whakakaupapa Whaitua mō Parua

2024

Placeholder for

- *Mihi/acknowledgement*
- *Mayor's foreword (100 words)*

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1 The Placemaking Programme

1.1 Background

As our community and our city grows, Whangarei District Council (Council) works in partnership with tangata whenua and the community to develop the Placemaking Plans and plan for that change. This way Council can make sure that existing and future communities are well connected and have easy access to amenities, employment, public open spaces, and services such as education and healthcare services.

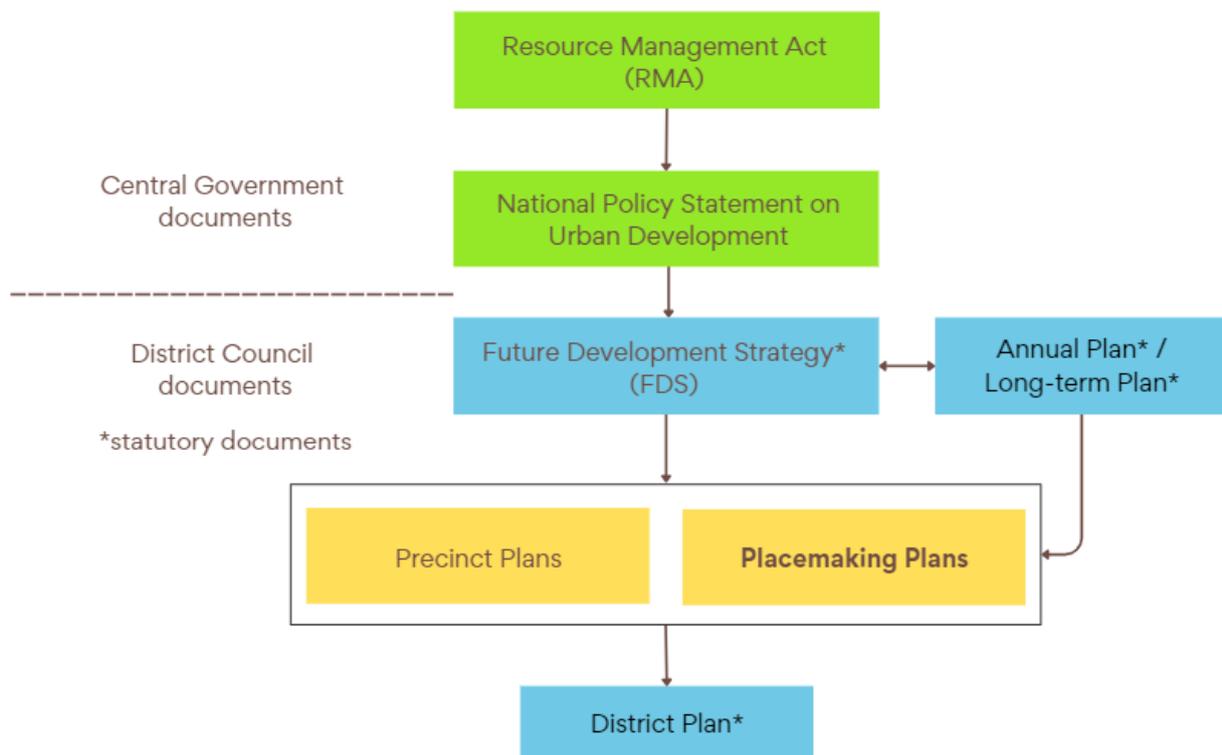
The Placemaking Plans are informed by the community and tangata whenua aspirations, changes expected, infrastructure challenges, and constraints posed by natural hazards or the protection of the environment. They are intended to align to council's strategies and central government direction.

1.2 The Placemaking Plans

1.2.1 Where does this plan fit in?

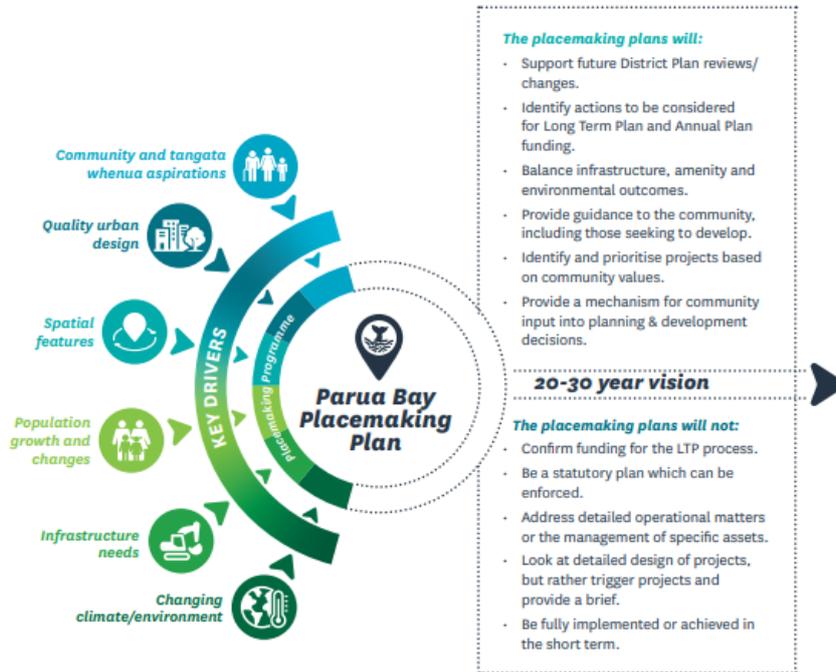
The Parua Bay Placemaking Plan is an integrated plan, tying together Council's planning, infrastructure, transport and regulatory tools at a place-specific level. Each Placemaking Plan identifies actions which will feed into various Council work programmes. The Long-Term Plan and Annual Plan will then allocate funding in accordance with the priorities of the actions.

Figure 1: Strategic fit.



1.2.2 Placemaking role and drivers

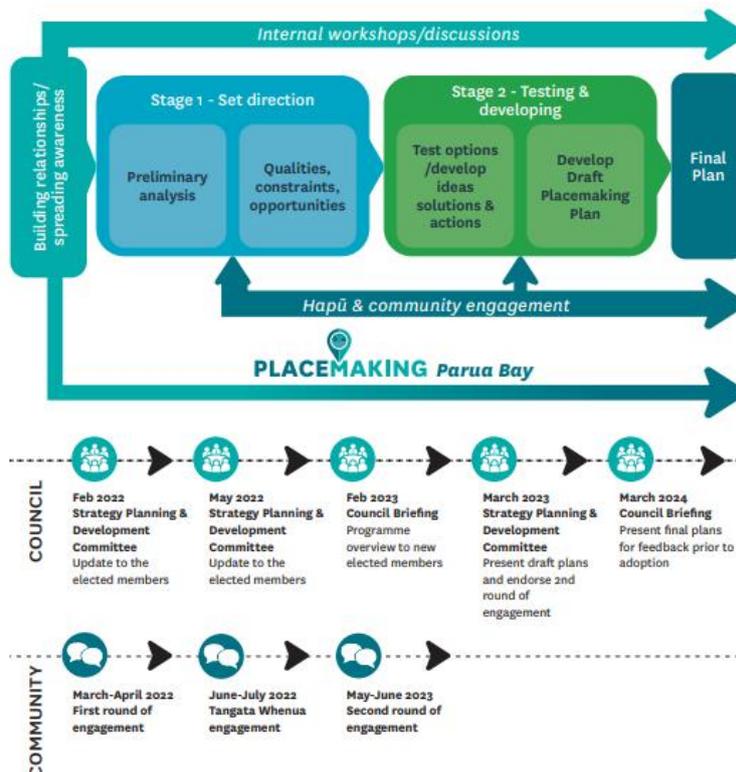
Figure 2: Role and key drivers.



1.2.3 Developing the Placemaking Plans

Developing the Placemaking Plans is a collaborative process. Meaningful engagement with tangata whenua, stakeholders, and the community has been critical to building this plan. As well as internal collaboration and alignment across council departments and teams. The infographic below outlines the key council and community milestones.

Figure 3: Plan development process and key milestones.



1.2.4 Our engagement approach

Formal consultation with the wider community and tangata whenua was held between March and July 2022 and between May and June 2023.

The feedback received along all stages of community and tangata whenua engagement was collated into feedback summary reports that were presented to Elected Members and are available on our website www.wdc.govt.nz/placemaking

Table 1: Engagement summary.

1st Round of Engagement March – April 2022	Tangata Whenua Engagement* June – July 2023	2nd Round of Engagement – Draft Plan April – May 2023
<ul style="list-style-type: none"> - 67 people participated in workshops. - 143 reactions on social media. - 209 completed online surveys. - 50 'Drop a pin' on ArcGIS maps. - 6 Email submissions. - 8 One-to-one meetings. 	<ul style="list-style-type: none"> - 17 people participated in workshops. - 2 one-to-one interviews to kaumatua. 	<ul style="list-style-type: none"> - 34 people participated in workshops. - 16 completed online surveys. - 11 email submissions. - 160 reactions on social media, plus 14 comments.
<u>Who has engaged with us?</u>		
<ul style="list-style-type: none">  Tangata whenua  Maori  Residents  Landowners  Business owners 	<ul style="list-style-type: none">  Parua Bay Residents and Ratepayers Association  Whangārei Heads Citizens Association  Member of Parliament for Whangārei  WDC Councillor/Elected Member  NRC Councillor/Elected Member 	<ul style="list-style-type: none">  Parua Bay Primary School  Mt Manaia Bowling Club  Back Yard Kiwi  Sport Northland  Ministry of Education

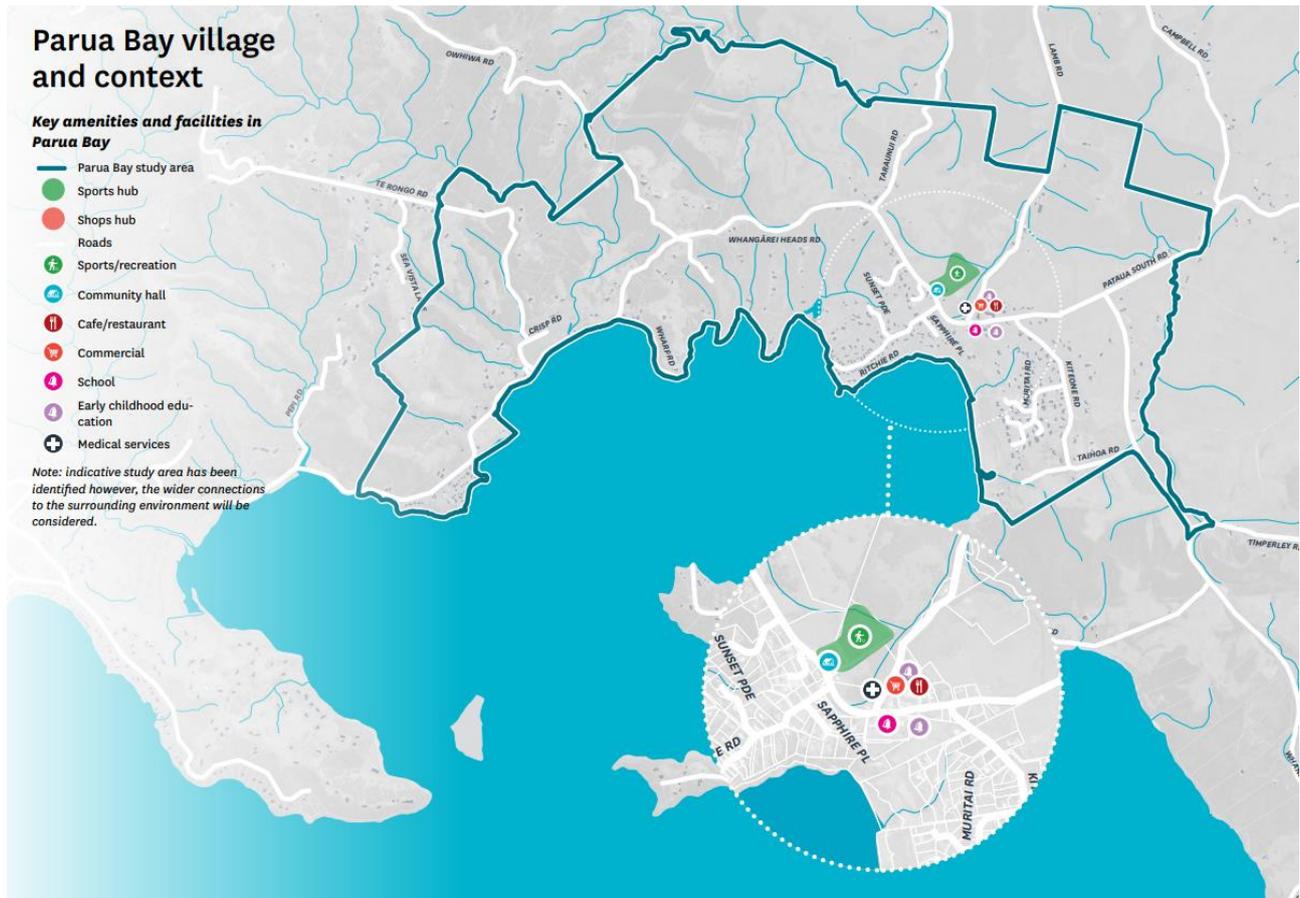
*Engagement with tangata whenua was planned and carried out with the support of a ropū (working group) consisting in four local hapū members.

1.3 Parua Bay Placemaking Plan

The focus area of the Parua Bay Placemaking Plan is shown on the map below. The wider area including connections to coastal communities and the surrounding Whangārei Heads environment are important and have been considered in the development of this plan.

Accessed via Whangārei Heads Road, the Parua Bay village connects to communities along the coast, including McLeod's Bay, Reotahi, Taurikura, Urquhart's Bay, Ocean Beach, Pataua South, and Taiharuru. The business, local amenities and services located in the Parua Bay village serve the wider Whangārei Heads community.

Figure 4: Placemaking Plan scope.

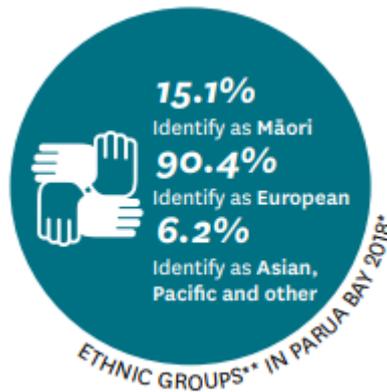


2 Parua Bay

2.1 Demographics

The Parua Bay area¹ has a population estimated at 2,770 in 2023, 2.6% of the population of the Whangārei District (Infometrics, 2023). In 2018, the median age within Parua Bay was 50 years, with 47% of the population of ages between 30 and 64 years.

Figure 5: community profile: ethnicity.

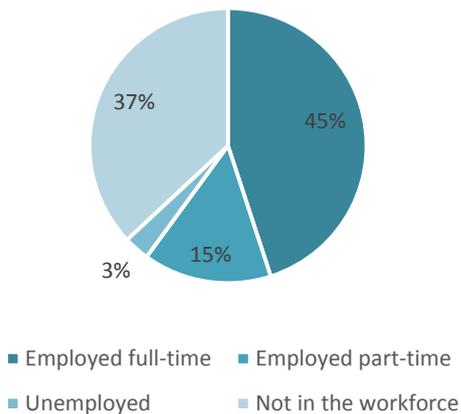


Note: Ethnicity is the ethnic group or groups a person identifies with. People may have identified with more than one ethnic group.

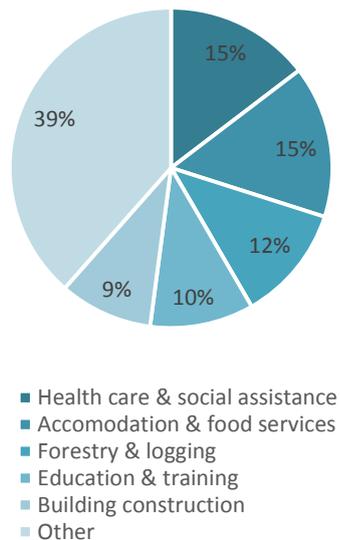
The median personal income within Parua Bay in 2018 was \$35,900, which is 30.5% above the district average of \$27,500 for the same year.

Figure 6: Community profile: local economy.

Employment: 384 filled jobs in 2018



Major employing industries



¹ The Parua Bay area consists in the Statistical Area (SA2) where the Parua Bay villages are located but also includes the coastal settlements of Waikaraka, Tamaterau and residents of the nearby rural areas.

Parua Bay has seen steady growth in its population and number of houses over the past 15 years. However, it is expected this growth will slow down over the coming years.

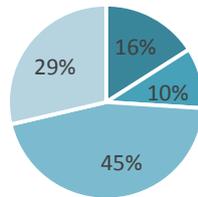
The projections anticipate the 65-years-and-older group to be the fastest growing age group. By 2051, they are projected to comprise 34% of the population of Parua Bay. This would mean that 1,243 residents will be over the ages of 65 years within Parua Bay, an increase of 9% from 2018.

Table 2: Population growth projections 2023 - 2051.

POPULATION GROWTH PROJECTIONS ²		
2023	2031	2051
2,770	3,023	3,664

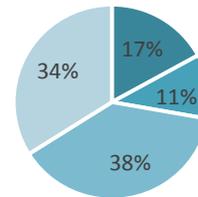
Figure 7: Community profile: population by age group.

Population by age group in 2023



■ 0-14 years ■ 15-29 years
 ■ 30-64 years ■ 65 years and above

Population by age in 2051



■ 0-14 years ■ 15-29 years
 ■ 30-64 years ■ 65 years and above

Growth considerations:

- There are specific needs and services required by an aging population i.e. health care, support services, and accessible buildings (residential and commercial), transport and public spaces.
- The need to advocate and attract essential services i.e. pharmacy and medical centre.

² Projections developed by Infometrics for WDC (August 2023) and under a high growth scenario adopted by Whangarei District Council in August 2023.

2.2 Housing

The Parua Bay village is primarily a residential area made up mostly of stand-alone residential houses. There were approximately 1,035 private dwellings in Parua Bay in 2018; with an estimated household size of 2.4 persons. The median weekly rent was \$350 in 2018, 17% above the median in the Whangārei District.

Figure 8: Community profile: housing.

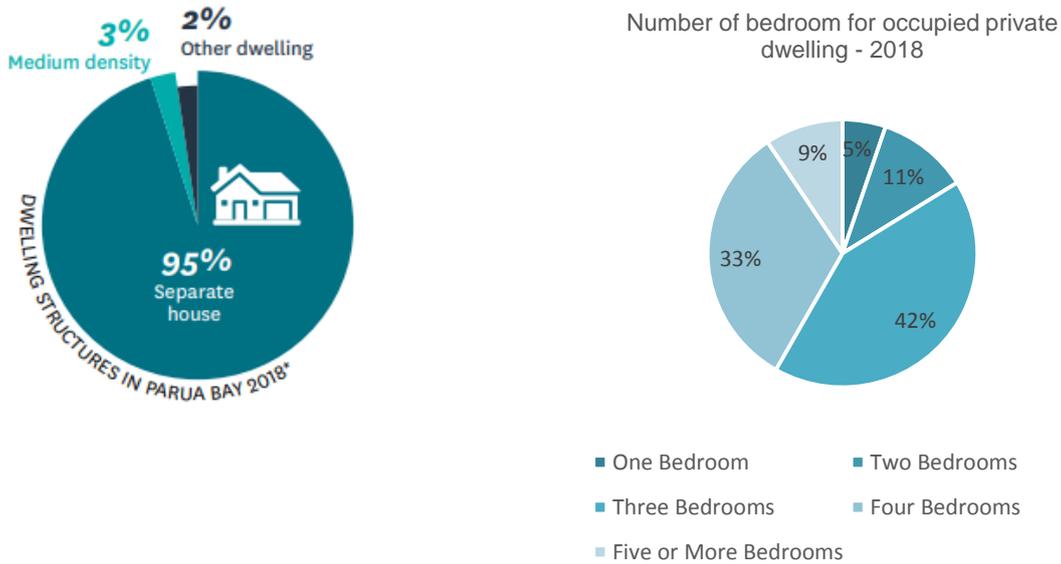
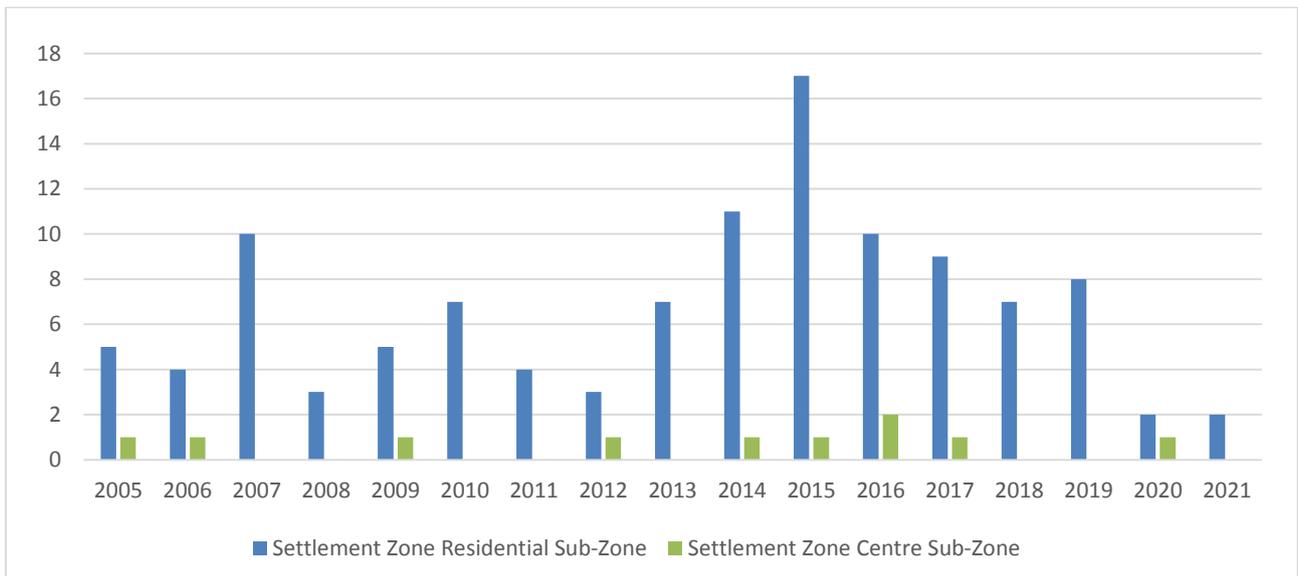


Figure 9: Building consents for residential and commercial buildings - Parua Bay village - 2005 to 2021.



70% of the dwellings in Parua Bay were built in the last 30 years. In line with the population growth more residential dwellings would be required in Parua Bay. The projections of dwellings are based on the population growth and the average household size. This statistic identifies the estimate number of individuals living in the same dwelling and sharing facilities with each other.

Table 3: Dwelling growth projections 2023 - 2051.

DWELLINGS GROWTH PROJECTIONS³		
2023	2031	2051
1,179	1,292	1,452
-	↑ 10%	↑ 23%

Growth considerations:

- Lack of variety in housing typology.

³ Projections developed by Infometrics for WDC (August 2023) and under a high growth scenario adopted by Whangarei District Council in August 2023.

2.3 Māori History of Parua Bay

The genealogy of the Whangārei tribes is shaped by passages across the Pacific Ocean. For some the Ruakarama seafaring vessel charts the origin of the ancient tribe of Ngāi Tāhuhu. At its height of occupation, the land that is today the Whangārei District belonged to Ngāi Tāhuhu. The Ngāti Tū tribe, who remain in Parua Bay maintain their Ngāi Tāhuhu identity. All the Whangārei tribes trace common descent from the progenitor, Tāhuhuniorangi of Ngāi Tāhuhu.

The Mataatua seafaring fleet charts the origins of the Ngāpuhi tribe and Ngāpuhi's matriarchal lineage from the ancient tribe Ngāti Awa. The majority of the Whangārei tribes identify as a sub-tribe of the Ngāpuhi confederation of tribes, whose union with Ngāi Tāhuhu began in the Mangakāhia Valley. Further significant tribal connections woven into the Whangārei tribes are Te Waiariki, Ngāti Wai, Ngāti Whātua and Te Uri o Hau, who also all share lineage from ancestor Tāhuhuniorangi.

From the mid-1600s to the mid-1700s, the Ngāpuhi lineages across Whangārei supplanted Ngāti Awa's northern occupation, extending the Ngāpuhi territory from Hokianga harbour to taking near-full possession of Whangārei by the close of the 1700s. The northern shores of the Whangārei harbour in which Parua or Parua Bay is located were inherited by the ancestor Ngarokiteuru and his descendants of Ngāti Tū and Ngāti Kahu o Torongare.

Among the principal Whangārei sub-tribes are Patuharakeke, who reside on the southern riverside, and Te Parawhau and Ngāti Kahu o Torongare, who span respectively the southern and northern stretches from west of Whangārei City to Parua Bay and beyond.

In the early 1800s, a *tuku whenua* (gifting of land) of the Pakikaikutu lands near Parua Bay took place at the behest of the Te Parawhau rangatira Te Tirarau and other Whangārei chiefs to Te Tāwera o Ngāti Pūkenga for a wrong committed. Ngāti Pūkenga is a tribe whose origins lay in the Bay of Plenty, thereby adding another layer to the network of tribes of Whangārei.

Māori who remain connected to their ancestral lands in Parua Bay refer to it by the name they have always known it to be: Rāhui Kuri – a gathering of dogs. Several ideologies of how Rāhui Kuri got its name exists, however the one that resonates among the descendants of Horomona Kaikou refers to those times when chiefs of the surrounding areas, including Ngunguru, Tutukaka, Maruata and so on, would gather at this particular location to discuss matters of importance, often over several days. From the hilltops looking down, attendees would see the chiefs sitting wearing their dog skin cloaks, thus appearing as if it were a gathering or *rāhui* of dogs – Rāhui Kuri.

In present days, the hapū of Ngāti Kahu o Torongare, Ngāti Tū, Ngāti Kororā o Te Waiariki, Te Parawhau, Patuharakeke and Te Tāwera o Ngāti Pūkenga are all interconnected and interwoven into the Māori cultural narrative 'landscape' that is Parua Bay. The members of these hapū continue to exercise *kaitiakitanga* of their ancestral lands and *taonga*.

2.3.1 Land alienation

Prior to the arrival of colonial settlers, all land in Aotearoa New Zealand was deemed customary land. The European concept of defining and dividing *whenua* through the introduction of land surveying and boundary delineation as part of a land acquisition process was in complete juxtaposition to Te Ao Māori (Māori world view), whereby Māori adopted a welcoming rather than a proprietary or unshared approach to land ownership.

Pre-treaty land transactions between Māori and Pākehā were conditional transactions. The transactions were marked by continuing Māori occupation, resource use and ongoing payment. Made under Māori terms and authority, these transactions also allowed Pākehā sufficient rights to ensure mutual benefit.

The first Land Claims Commission, active from 1841 to 1844, was tasked with investigating and reporting on the claims filed by Pākehā individuals and companies who had transacted with Māori prior to the signing of Te Tiriti (the Treaty of Waitangi). However, these claims were resolved without consideration of the conditional nature of the land transactions made prior Te Tiriti. The investigations of the claims were made under the Pākehā view that the land deeds arranged with Māori were full or final sales. This led to exclusive titles being granted to the Pākehā claimants while any land found to have been validly purchased from Māori but not granted to a Pākehā claimant being assumed by the Crown without regard to continued Māori rights to the land.

In 1865 the Native Land Court was established primarily to define the boundaries of that land and convert it from communally held land by allocating owners and shares most often in an arbitrary way that diminished the number of rightful owners. This led to separation within tribes and disconnected and alienated Māori from their traditional lands.

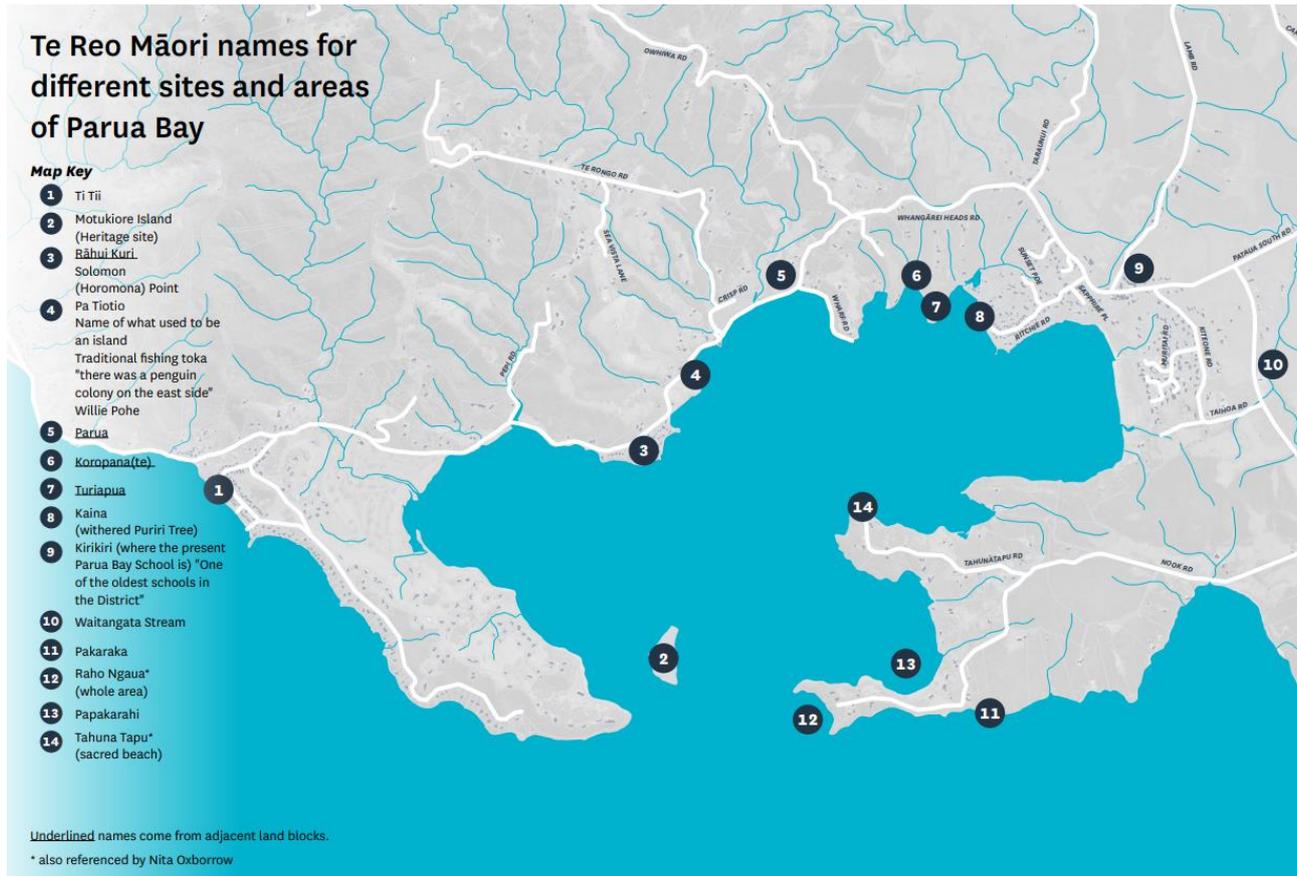
From 1865, tribal owners of land within the rohe of Parua Bay would be made to prove their landownership claims at Native Land Court sittings held in Whangārei. The Native Land Court claim hearings were often to the detriment of other entitled landowners, who, by not being present or not physically occupying their lands, lost their land entitlements, thereby permanently excluding them from ownership and hastening their alienation from traditional ways of life.

This process impacted numerous customary land blocks in the Whangārei Heads area, including Rāhui Kuri (Solomon's Point), Kohinui (through which the Kohinui stream flows), Waikawau (between the Kohinui and Parua Bay blocks), Turiapua (north of Richie Road) and Kaiwa.

While the Native Land Court was set up to facilitate the sale of Māori land directly to private purchasers, the Crown remained the biggest purchaser of Māori land. Land purchase negotiations were handled by the Land Purchase Department. The Crown's purchase of the Kaiwa block for example came about as a result of its unsuccessful attempt to buy a large block of land at Parua Bay due to the strong opposition of Chief Haimona Te Hakiro, who strongly opposed the sale of land

Today, the Māori footprint in Parua Bay has been diminished and limited whenua Māori (Māori land) remains in the Whangārei Heads area as a result of pre- and post-Treaty land deals, confiscation, policies, and practices. Within the Parua Bay area, every whenua Māori land block has been alienated. Within the Whangārei Heads area the remaining whenua Māori are Rāhui Kuri, Pakikaikutu, Taiharuru, Pataua, Pūkahakaha, Waipareira, and Waikare blocks.

Figure 10: Te Reo names for sited and areas in Parua Bay.



2.4 Urban form and character

2.4.1 Character

The village character of Parua Bay emerged through residential development located along the coast and on rolling backshore hills; summer baches that in time turned into permanent residences. There is now a mix of single-storey and two to three-storey dwellings of different typologies and a variety of architectural styles on lots ranging between 500m² and 800m².

Residential buildings are typically located strategically to optimise site elevations and landscape/sea views. Very little fencing is observed, with existing mature vegetation and planting typically used to create privacy.

Commercial buildings and services are clustered in the areas adjoining Whangārei Heads Road. There are cafes, a small supermarket, retail shops and local business that service the Whangārei Heads area. The residential areas are located within walking distance to the village amenities and services.

The village character of Parua Bay is among the desirable qualities of the area that the community expects would guide the way it will grow and develop in the future.

Growth considerations:

- The protection and enhancement of the village character.
- The management of the scale of built form and its impact on the streetscape.
- The preservations of significant natural areas and features.

2.4.2 District Plan Zoning

Prior to 2019, the urban areas on our rural villages were zoned using the same framework as Whangārei City. The 2019 rezoning to Settlements allowed a more place-specific approach aligned with the existing and desirable type and density of development in our rural and coastal settlements.

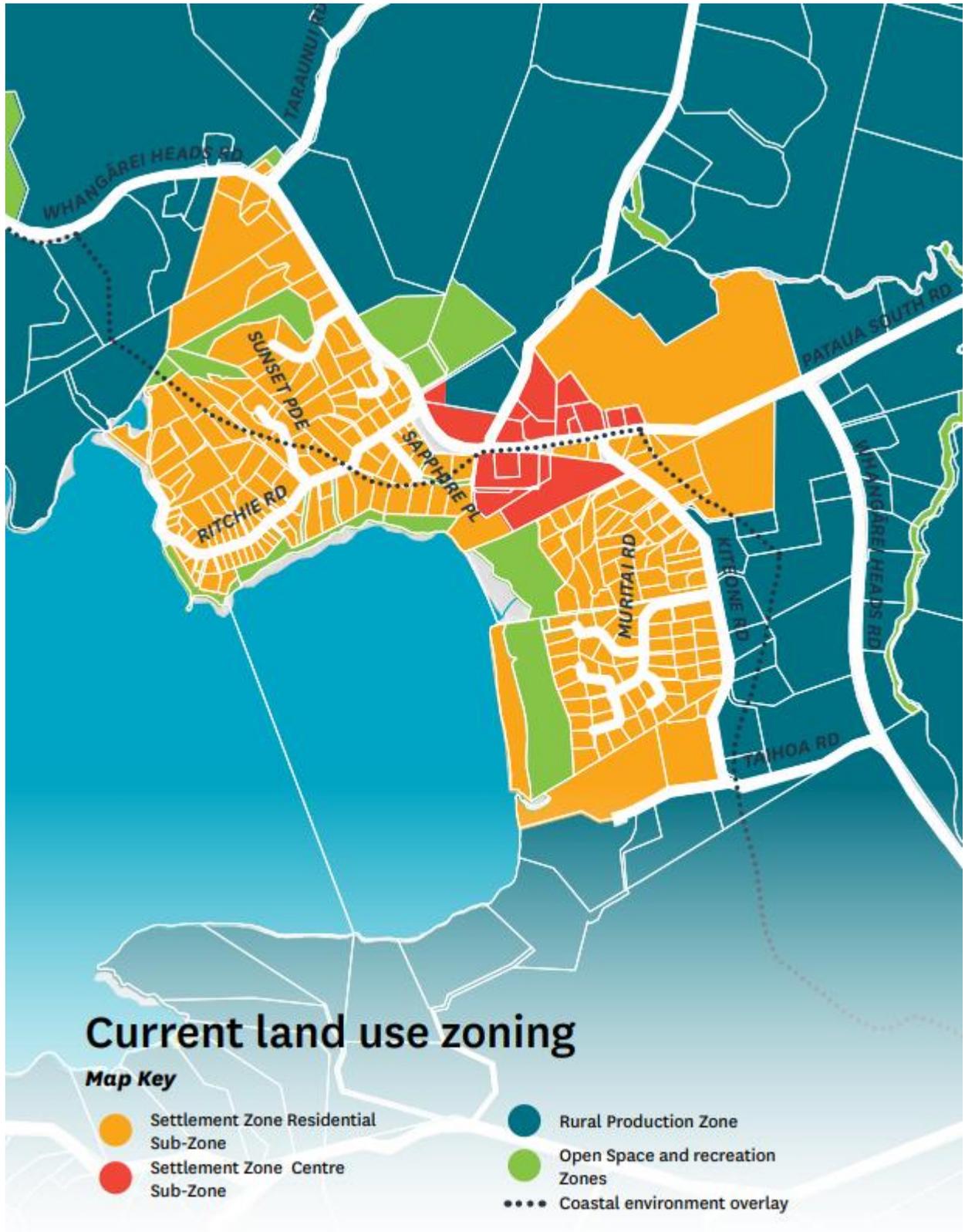
The requirements for residential and/or commercial expansion in the Parua Bay Village were taken into consideration as well as the community consultation undertaken for the Whangārei Coastal Management Strategy – Parua Bay (2008).

The Settlement Zone includes subzones for residential development and areas of mix residential and small-scale commercial activities that service the village and the surrounding rural and coastal settlements.

Growth opportunities:

- The current zoning includes provisions for higher density of development in both residential and commercial areas that are not yet observed.
- There is further opportunity for new development to increase the variety of housing typologies.

Figure 11: Land-use zoning Parua Bay Village.



2.5 Infrastructure

As development occurs in Parua Bay, there is a need to ensure that infrastructure is provided in a co-ordinated manner.

Infrastructure is provided by both the public sector (central, regional, and local government) such as state-owned enterprises as well as commercially operating business or trusts.

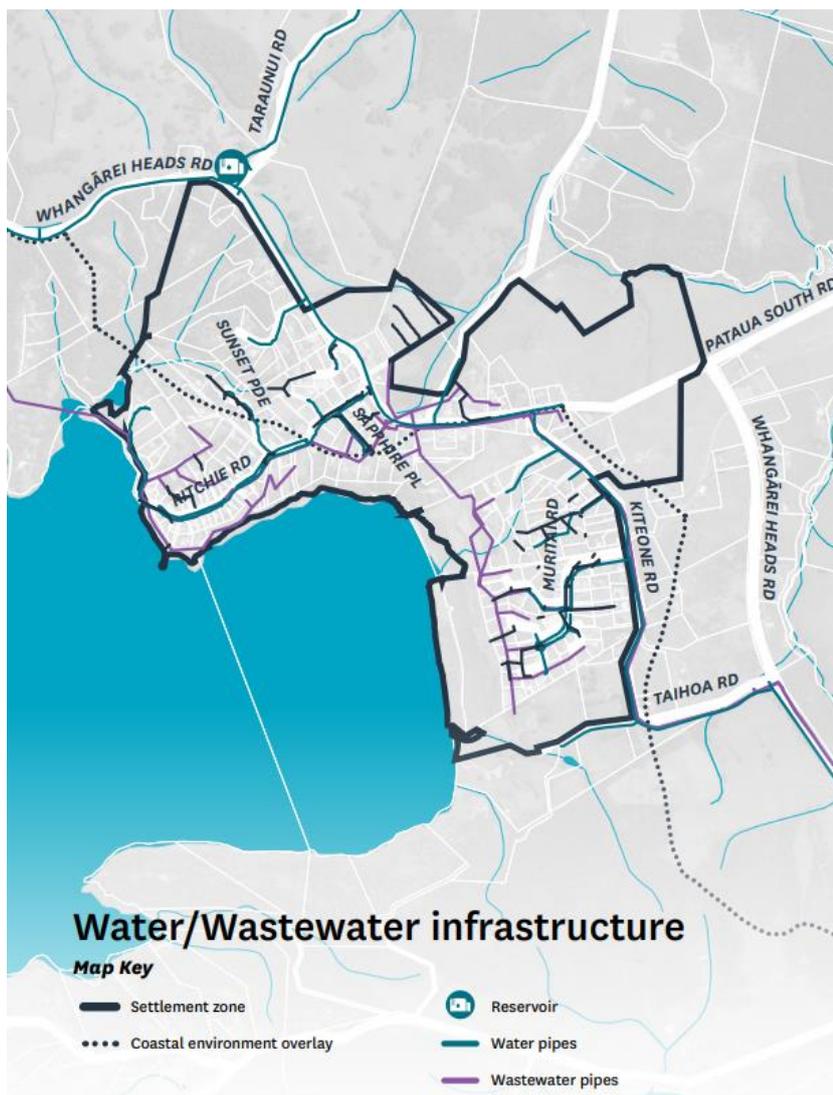
Council is responsible for services, including local roads, water reticulation, sewerage and refuse collection, parks, and recreation services. Other entities deliver essential services like power, telecommunications (internet/fibre), healthcare and education.

2.5.1 3 Waters infrastructure

The maps below show the extent of water and wastewater infrastructure that currently services the Parua Bay village and further extends to Whangārei Heads. There is a water reservoir located on Taranui Road and wastewater storage tanks located east of the intersection of Whangārei Heads Road and Ritchie Road.

Stormwater runoff within private properties is managed by onsite attenuation. And runoff from impervious surfaces like footpaths and roads is collected by a combination of open stormwater drains and vegetation on road reserves.

Figure 12: Drinking water and wastewater infrastructure - Parua Bay village.



2.5.2 Transport infrastructure

Whangārei Heads Road is the main accessway to Parua Bay. Mount Tiger Road/Owhiwa Rd is narrow and windy and does not constitute a safe alternative. The topography of the land limits the options for upgrades of both roads. In addition, Whangārei Heads Road is vulnerable to coastal inundation and sea level rises.

The Whangārei Coastal Management Strategy – Parua Bay (2008) outlines an aspiration to develop an alternative road or bypass around the Parua Bay village intended to divert traffic from the village and enable the village to have a pedestrian focus. A preliminary analysis of this proposal concluded that the potential benefit to the Whangārei Heads community will not offset its environmental impact nor its financial cost to build a new road.

In 2023, the speed limits along Whangārei Heads Road were reduced to improve the overall road safety for all road users (pedestrians, cyclists, and drivers) and reduce serious harm and fatal crashes.

A section of Whangārei Heads Road when it traverses the Parua Bay village is classified as an ‘activity street’⁴. This means it is intended to provide a public realm with access to shops and services and cater all transport modes, pedestrian, cyclists, and motor vehicles, private and public.

There is an opportunity to retrofit this section of Whangārei Heads Road, enhance the public realm and cater for all transport modes accommodating pedestrians and cyclist. This will help develop a community-friendly village centre.

⁴ The One Network Framework (ONF), the national road classification acknowledges that roads do not just have a movement function but are destinations for people and have a ‘place’ function.

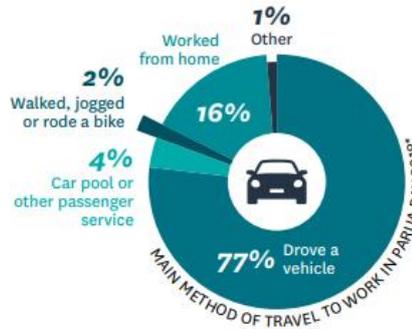
Figure 13: Road classification - Parua Bay Village.



2.5.3 Vehicle and commuter movement

Parua Bay is the central hub of the Whangārei Heads and Pataua areas. The commuter data for Parua Bay shows how many people arrive to and depart from Parua Bay for work and/or education purposes, as well as the modes of transport used.

Figure 14: Methods of travel to work, Parua Bay.



Without a daily public bus service, private vehicle use is the main travel method to and from Parua Bay for both work and education purposes. The second most used mode of transport for education purposes are the school buses. These service the students from Whangārei Girls’ and Boys’ High schools, which are a private service subsidised by the Ministry of Education.

During the peak summer months (December and January) the beach bus service operates once a week connecting Whangārei City and Ocean Beach. No bus shelters, stops, or associated parking are provided along Whangārei Heads Road or in the Parua Bay village for this service.

2.5.4 Infrastructure capacity

The table below gives a high-level indication of the infrastructure capacity for both physical and social infrastructure. This information is intended to assist in managing growth and to direct and prioritise future infrastructure investment.

Table 4: service and social infrastructure capacity assessment.

	Physical Infrastructure									Social infrastructure			
	Drinking water	Wastewater	Stormwater	Walking infrastructure	Cycling infrastructure	Road safety	Public transport	Fibre	Electricity	Schools	Playgrounds	Sports and recreation	Medical Services
Within 10 years	Green	Green	Light Green	Green	Light Green	Green	Red	Red	Light Green	Light Green	Light Green	Light Green	Red
Within 20 to 30 years	Green	Green	Light Green	Green	Light Green	Green	Red	Red	Light Green	Light Green	Light Green	Light Green	Red

- Enough capacity, no planned works
- Planned works to enhance capacity
- No planned works
- No capacity or intended changes

Feedback received regarding current capacity issues and planned improvements on service, transport and social infrastructure is detailed below.

- Planned changes to the **water supply infrastructure** correspond to network asset renewals. New modelling to be completed in 2024 will determine specific upgrades required to increase the network capacity to cope with growth.
- Ongoing analysis on the capacity of the **wastewater infrastructure** will guide the network upgrades planned for 2024 – 2025. Additional network capacity, when required is to be addressed through planned network upgrades.
- The **stormwater infrastructure** is focused on site-specific runoff attenuation and responds to the topography of each site.
- In the short and long term, the upgrades to the **walking infrastructure** include upgrades to the existing footpaths near the shops and primary school and construction of new footpaths in areas where no footpaths are provided.
- Council will continue to support – via technical advice or funding - the community groups advocating for and developing **cycling infrastructure**.
- In the short and long term, upgrades to the **road safety infrastructure** will include traffic calming infrastructure and the sealing of unsealed roads in the village.
- The **electricity supply network** was upgraded in 2023. The existing capacity of the network is considered to be sufficient to the anticipated growth in the next 20 to 30 years.

Infrastructure opportunities:

- Create a safe speed environment and enhance walking and cycling infrastructure within the village.
- Reduce private car-dependency for trips between Whangārei Heads and Whangārei City.

2.6 Cultural Landscape

2.6.1 Cultural landscape map

Parua Bay's coastal fringe presents as a basin that is constantly replenished by the ebb and flow of Te Terenga Parāoa (Whangārei harbour), the main coastal waterway whose name refers to 'a gathering of chiefs'.

Beyond its coastal outline, Parua Bay extends inland to encompass mountainous valleys that were once abundant with native flora and fauna, vast tracts of land filled with native trees – kauri, totara, kahikatea, manuka; numerous ara (pathways) formed by ngā tapuwai; the sacred footprints of tūpuna who travelled overland to and from this once bountiful place, and numerous streams, creeks, and rivers that flow inland and toward the ocean, connecting coast to coast.

Such abundance of natural resources and sources of kai and kaimoana made Parua Bay a highly desirable coastal settlement destination for Māori. Its proximity to neighbouring tribal boundaries and accessibility by land and sea via Pataua estuary's network of river portages and Te Terenga Parāoa (Whangārei harbour) enabled coastal, inter-island, and inner-harbour trading opportunities for Māori.

Varying accounts of how Parua Bay got its name have been documented over time, including the interpretation of Parua Bay as Two Pā Bay – Rua meaning two, referring to the two ancient pā sites, predominantly 'one at the end of Nook Road, and one on Motukiore'. Another suggests it derives from the Māori word 'paru', meaning 'dirty', referencing the muddy waters surrounding Parua Bay's mudflats and mangrove stands.

Māori with strong historical whakapapa (lineage) and who remain connected to their ancestral lands in Parua Bay refer to it by the name they have always known it to be: Rāhui Kuri – a gathering of dogs.

Several ideologies of how Rāhui Kuri got its name exist, however the one that resonates among the descendants of Horomona Kaikou refers to those times when chiefs of the surrounding areas, including Ngunguru, Tutukaka, Maruata and so on, would gather at this particular location to discuss matters of importance, often over several days. From the hilltops looking down, attendees would see the chiefs sitting wearing their dog skin cloaks, thus appearing as if it were a gathering or rāhui of dogs – Rāhui Kuri. Another thought-provoking narrative states that Rāhui Kuri was named after Manaia's dog.

Parua Bay's inner harbour entrance is flanked on either side by four of the area's most important historical wāhi tapu (sacred sites) to Māori: Te Waro (Manganese Point); Motukiore, with its ancient pā to the west; the Raho Ngaua premonitory and its ancient pā site located to the east facing Marsden Point; and Rāhui Kuri, the land mass that juts out to seemingly divide Parua Bay in half, and on which two pā were sited.

Another ancient pā site that was situated on the hill opposite The Pine's Golf Club overlooked the western foreshore and entrances into Parua Bay's inner harbour.

These geographical landmarks alone invite further enquiry into Parua Bay's rich Māori cultural heritage past and serve to deepen the understanding and respect for the significant contributions pre- and post-European Māori have made towards Parua Bay's dynamic, multi-cultural present-day settlement.

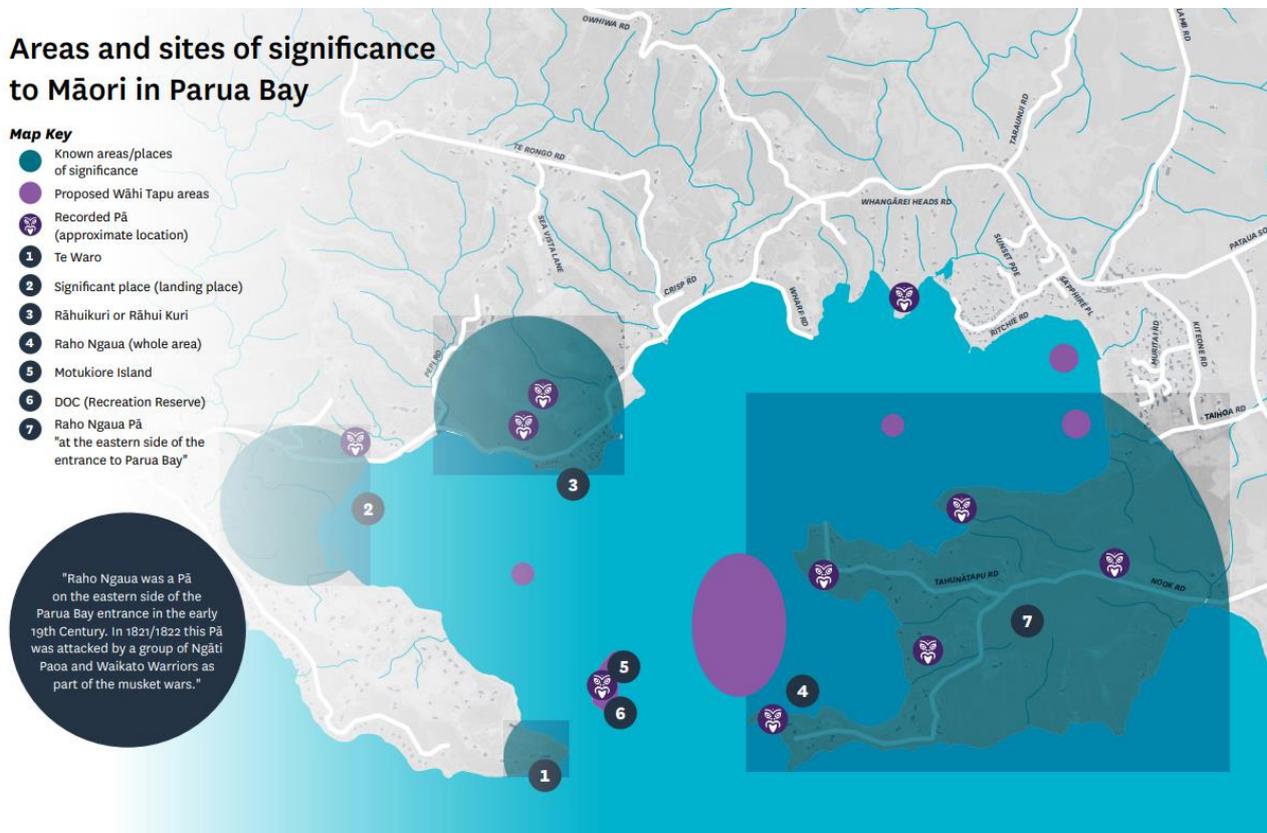
Over time, other names were given to areas in Parua Bay by early Pākehā arrivals based on their own experiences. For example, when Captain James Cook brought a ship into the area in the 1700s to replenish water supplies, the less-than-inviting reception he received from local Māori living on Te Waro (Manganese Point) resulted in Cook naming it "Disappointment Point".

The names of Parua Bay's network of roads are themselves a mix of Māori and Pākehā dual-heritage cultural narrative. Pākehā-named road signs generally reflect the names of early arrival settler families who established themselves in a particular area. Pepi Road, Crisp Road, Lamb Road, Ross Road and Ritchie Road are all prime examples.

Early historical block maps relevant to the Parua Bay area define these lands and their connected waterways by their Māori names. Māori generally named places referencing the honouring of tūpuna (ancestors) or persons of importance, historical events or incidents that took place, places of importance (legend, ritual, rite of passage) and so on.

While some historical block names within the Parua Bay rohe, including Parua, Owhiwa, Kohinui, Taraunui, Rukuwai, Waipareira, Turiapua, Kiteone and Pataua, are depicted on road signs as mentioned previously, others like Rāhui Kuri, Waitaiki, Whanui, Waikawau, Te Koropana and Kaiwa are not, nor are their associated waterways – despite being of vital importance to Māori and early settlers to the area.

Figure 15: Areas and sites of significance to Māori.



Future opportunities:

The maps developed for the Placemaking Plan intend to reflect part of the Māori identity of Parua Bay, Te Reo names for traditional lands and associated narratives, and the approximate location of areas and/or sites of significance to Māori.

These maps are intended as a starting point for developing cultural landscape maps the Whāngarei Heads area. Further rangahau (research) is required to unlock more narratives. Additionally, iwi and hapū would have to agree to publicly disclose the location of areas and/or sites of significance. This task could and should be led, structured and developed by Whangārei and Parua Bay iwi and hapū.

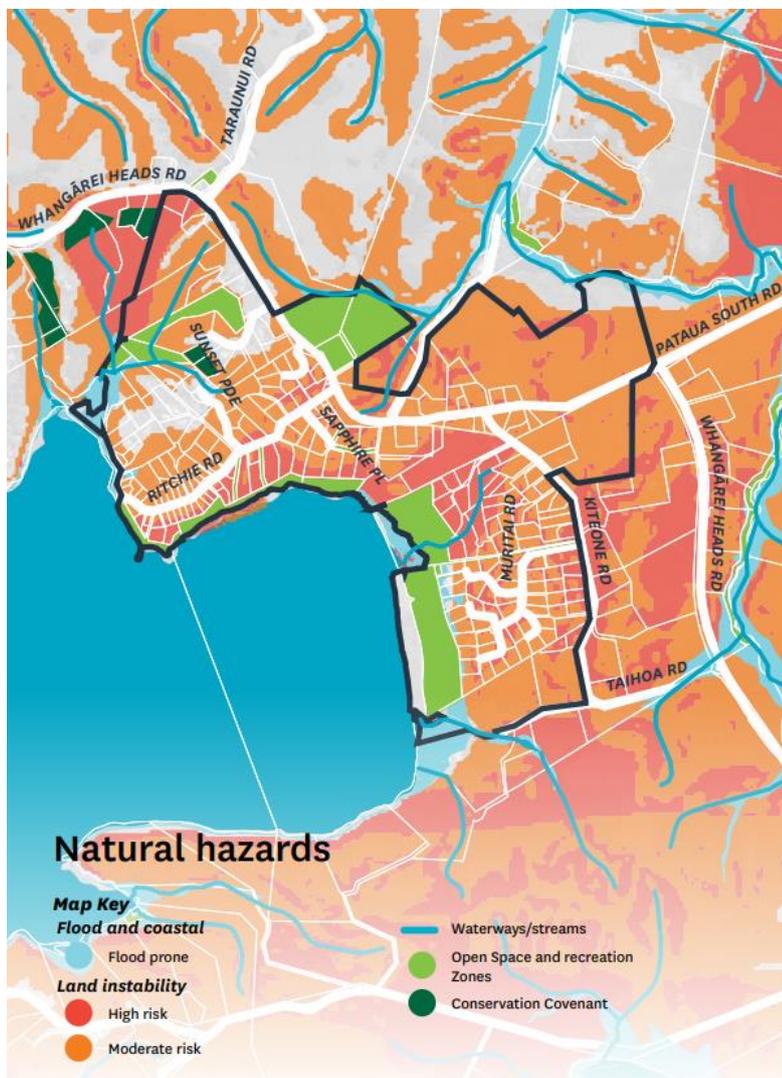
2.7 Natural hazards

The Parua Bay area is susceptible to natural hazards such as land instability risk and flooding risk both along the coastal margin and the creeks that traverse residential areas. Hazards create risks to human health and safety and threaten property. These risks can be exacerbated by land use activities such as earthworks, building, excavation, and vegetation clearance. These are factors to consider not only in relation to the feasibility of built development in the area but to the vulnerability of the main access road and servicing infrastructure to natural hazards.

In Parua Bay, natural hazards impact:

- Buildings, transport and service infrastructure exposed to coastal erosion, landslip and flooding from the sea.
- Flooding from the sea either during severe storms or tsunami threaten low-lying coastal land.
- Land instability issues exacerbated by inappropriate earthworks are a risk the safety of people and property.

Figure 16: Land instability and Flood hazards areas - Parua Bay Village.



Growth constraints:

- The suitability of enabling growth in areas prone to natural hazards risk.

2.8 Climate change

WDC is working with Northland Regional Council to support community initiatives, such as Kiwi Coast, Predator Free 2050 and Coastcare to build biodiversity resilience to climatic changes. The four Northland Councils, through the Climate Adaptation Tai Tokerau (CATT) group, are providing guidance and pathways to develop community adaptation plans.

The impacts of climate change will vary across different parts of New Zealand. In Whangārei, the effects of climate change are already evident, such as changes to rainfall patterns. As a coastal township, climate change is likely to have multiple impacts for Parua Bay.

[PLACEHOLDER] *Figure 17: Climate change potential impact in Parua Bay.*

Sea level change could result in continued permanent loss of land through coastal erosion, tidal inundation, and storm damage, all of which are already being experienced. Sea level changes will affect the main access road to Parua Bay, Whangārei Heads Road, as well as water supply, stormwater and wastewater networks, and coastal stop banks/sea walls.

The alternative Mount Tiger Road is a mountainous route prone to slips. Whangārei District Council is working with Civil Defence and Northland Transportation Alliance to maintain Whangārei Heads Road as a critical lifeline, along with other infrastructure servicing Whangārei Heads.

Parua Bay's average air temperature is set to increase by 0.7-1.1°C and we will see an increase of 10-20 more heatwave days per year, according to projections out to 2040.⁵ This will increase the likely number of dry days by up to 8 per year and stream levels will be lower and run more slowly. Consequently, fire risk will be increased and water quality reduced.

Parua Bay currently experiences and will continue to experience marine heatwaves, along with the changing chemical composition of Aotearoa New Zealand's oceans (ocean acidification). Tropical and invasive species can already be observed surviving year-round, while other species are being pushed beyond thermal tolerance limits, upsetting some food webs and ecosystems, most notably in shellfish.

(Ex)tropical cyclones are projected to increase in magnitude and frequency. Frost days will be highly unlikely. Even a minimal rise in sea level is expected to cause salinisation of coastal groundwater and wetlands, impacting coastal aquifers. Residents who rely on ground may need to plan for alternative water storage.

Climate change mitigation strategies include:

- Increasing the amount of street trees and green areas for carbon sequestration on land blocks also enhances the amenity of the area. Street trees provide shade to keep buildings and private and public open spaces cool at a low cost.
- Manage of the riparian and coastal margins, including planting with native species.
- Avoiding construction near rivers and tributaries, taking into account their dynamic nature and lessening the risk of displacing people and property.

Future opportunities:

The development of a Climate Change Community Adaptation Plan is necessary to ensure our coastal settlements are more climate-resilient.

⁵ Based on NIWA's RCP projections for 2040. Further information can be retrieved at <https://niwa.co.nz/our-science/climate/information-and-resources/clivar/scenarios#regional>

3 Future growth

Central to the development of this Placemaking Plan is the management of future growth and infrastructure provision, and how to meet demand for residential and business development.

The analysis summarised in the table below is a high-level indication of how many dwellings can be built, not that will be built. Aspects like density, market feasibility and construction costs have been taken into consideration at a high level. However, how these aspects will weigh into the developability of each site will vary.

Table 5: Residential land capacity assessment - Parua Bay Village.

Parua Bay village⁶ 1,114 dwellings in 2021	Projections over 10 years up to 2031	Projections over 30 years up to 2051
Demand	179	338
Residential capacity		
Infill potential	520 – 700	520 – 1,250
Redevelopment potential	170 – 210	170 – 370
Greenfield (vacant lots on Settlement Zone)	390 – 510	390 – 850
Total new residential units	1,080 – 1,420	1,080 – 2,470

3.1 Growth over the next 10 to 30 years

The land currently zoned as Settlement Zone can accommodate the growth anticipated for the next 10 to 30 years.

The assessment of growth capacity over the next 10 years takes into consideration density provisions that are already enabled through the District Plan. Developers need to optimise and activate the undeveloped and vacant land at a density of up to 500m² and the use of mixed-use land for small residential development (along with commercial development) adding variety and affordability to the local housing stock.

Infill development is preferable on lots that can be subdivided into two or more lots of 500m², or where an additional minor dwelling will not restrict future opportunities for redevelopment of the whole lot. Redevelopment is preferable on those sites with older buildings where it maximises the number of new dwellings.

In relation to commercial land, much of the land zoned for commercial development remains undeveloped or under-developed with little to no uptake of the mixed-use provisions of the District Plan.

The 30-years assessment takes into consideration higher density development provisions that would need to be introduced to increase the housing stock in the village.

⁶ From ArcGIS Growth capacity assessment – 30Oct 2023. Numbers rounded to the nearest 10th.

The need for and suitability of these provisions would have to be monitored and further assessed at the next review of the Settlement Zone chapter of the District Plan. Not opening land for greenfield development allows investment to focus on the upgrade of the infrastructure necessary to service more concentrated residential areas.

4 Parua Bay in 2054

4.1 Vision

Whangārei Heads is home of beautiful coastal and harbour beaches, volcanic mountains, and historical forests. This diverse environment is a major driver of the lifestyle and cultural practices and is valued by residents and visitors. Parua Bay is the local hub and plays a key role in servicing the wider headlands. Features such as Manaia, Bream Head and the harbour frame Parua Bay's landscape and form the identity of the village.

Local hapū continue to exercise and revitalise kaitiakitanga and traditional practices in Parua Bay. Access to the beaches and harbour, and the environment is maintained for all. A localised climate change adaptation plan, developed with community and tangata whenua, highlights the challenges and requirements for Parua Bay's long-term future.

Development in Parua Bay is centred around the commercial hub. The collection of people and services encourages new local businesses as well as employment opportunities. More housing is available, providing for different ways of living of different members of the local community at all life stages. Development is done in way that acknowledges the local character, the scale, and the environment.

Streets are developed as social spaces, encouraging interaction and a sense of community. Active modes are more prevalent. New developments consider all transport modes, as needs and behaviours have shifted. A reliable public transport service continues to help shift travel from the private vehicle to more sustainable modes.

4.2 Objectives

The following objectives refer to the specific areas of focus relevant to ensure growth and development align with the vision of Parua Bay.

- **Māori heritage**

The design and development of public and private spaces considers opportunities to reconnect tangata whenua with their alienated lands, culture, and resources. Whangārei District Council supports and will continue to support the development and implementation of tangata whenua-led actions.

Council, hapū and the community work together towards the preservation of taonga (socially or culturally valuable objects, resources, phenomenon, ideas and techniques) and the wairua (spirit, soul) in which they are imbued.

The community, community groups and developers engage with the local hapū building meaningful and genuine relationships and working together to uplift the Māori identity of Parua Bay.

- **Consolidated growth**

Parua Bay's growth is accommodated within the existing Settlement Zone. In the Residential areas new builds and redevelopment with different building typologies show a more efficient use of the land responsive to the local context.

In the centre, mixed use development shows greater diversity of building form. Small scale commercial buildings are integrated with the landscape. They allow for multiple uses over the building's lifetime, accommodating changing community needs or commercial trends over time.

The commercial areas of the village are visually interesting and align with the village character. They are designed to provide space for activities which benefit from interaction with the public realm, rather than carparking areas.

This is an opportunity for council to develop and implement incentives to brownfield development aiming to increase the density of future development.

- **Connectivity**

The Parua Bay village is walkable, safe, and accessible for all transport users. New and improved infrastructure supports multi-modal connections and accessibility.

Whangārei Heads Road in the village has incorporated the components of an 'activity street'; upgraded footpaths and share paths, traffic calming infrastructure. Together with active street frontages in the shops and service areas they create a village centre with public and community spaces.

In residential areas, cul-de-sacs, single-lane roads and shared private driveways servicing multiple properties are avoided. Alternatively, shared access lanes at the rear of the lots are provided to reduce the space allocated to parking and manoeuvring.

Both in residential and commercial areas, vehicle accessways are located at the rear of the lots to reduce the number of vehicle crossings across footpaths. Garages and or car ports are located to the side or the rear of the sites to enable better interaction and good relationship to the street (both visually and physically).

New street blocks are designed to be small and regular in shape to promote walkability and maximise path choices for all transport users. All new roads have footpaths on both sides of the street. There is a network of cycleways connecting the main roads.

- **Quality design**

New development responds to the natural environment, protects what is important (such as view shafts, key landscape features and areas of significance to Māori); and is guided by the community and tangata whenua values.

Through careful consideration to the scale, paint colours and building materials new buildings along the coastline or in elevated areas avoid dominating the landscape.

New subdivisions are designed to include public spaces such as playgrounds and/or neighbourhood parks. All new neighbourhoods have places for local recreation, everyday areas to gather, relax and socialise.

Public facilities are designed and improved in accordance with universal design guidelines. The operation of existing community spaces will continue to be supported by Council.

Service infrastructure is designed, maintained and/or improved to mitigate and adapt to the effects of natural hazards and climate change.

Buildings and infrastructure need to be located in suitable locations and designed and built with risk in mind considering both the short-term and the long-term impacts of natural hazards/climate change.

4.3 Actions

The following tables list the actions within the Parua Bay Placemaking Plan in accordance with the timing of the action's implementation and provide information on whether the action are led by Council, community groups or other agencies.

The timing of the implementation of these actions is subject to changes. In some cases, projects can be pushed forward as funding is secured earlier than expected or push backwards when unexpected events require council to rearrange their priorities.

4.3.1 Implementation and timing

Some of the actions within the Parua Bay Placemaking Plan are specific to projects that are currently being implemented (ongoing). These actions are part of other council strategies.

The timing of the Placemaking actions is indicated in the actions table. The timing has been split into short-term (within 1 to 3 years), medium-term (within 4 to 10 years) and long-term (within 11 to 30 years).

Long-term actions are strategic, they require further investigation to inform funding requirements and timeframes. Long-term actions include aspirations of the community and tangata whenua that through further investigation could be included in Council strategies or implemented by the local community groups and/or other agencies.

The Long-Term Plan (LTP) outlines Whangarei District Council's funding as well as our activities and priorities for the next ten years. Some of the Placemaking actions will be included in the LTP 2024-2034, currently in development.

Advocacy actions are those which the Council does not take a lead role in delivery or funding but may take either supportive or supplementary roles. The Plan highlights these as they are important to Parua Bay. Advocacy will take different approaches depending on the specific outcome and partners required.

MĀORI HERITAGE

Unless indicated otherwise, the following actions will be led by or developed in partnership with the local hapū.

Action		Lead	Timing
1	<p>Local Māori history</p> <p>Uplift and raise awareness of the local Māori history at the time of design, development, or implementation of relevant Council-led project in the Whangārei Heads area.</p>	<p><i>Local hapū</i></p> <p><i>WDC</i></p>	<i>Ongoing</i>
2	<p>Hapū spatial plans</p> <p>a. Complete the development of a business case for the development of hapū-based spatial plans.</p> <p>b. Develop a program of work detailing order of development of the plans and timing.</p> <p>c. Secure funding for the development of the plans.</p> <p>d. Provide technical guidance for the development of the hapū spatial plans.</p>	<p><i>Local hapū</i></p> <p><i>WDC – Strategic planning</i></p>	<i>Ongoing</i>
3	<p>Cultural landscape maps</p> <p>Facilitate and resource the meeting of the representatives of the tribes of Whangārei Heads to discuss and agree on an approach to identify and protect sites/areas of significance to Māori.</p> <p>This will inform future District Plan or Spatial Plans and determine the level of protection and appropriate legal and/or regulatory mechanisms to protect these sites/areas.</p>	<p><i>Local hapū</i></p> <p><i>WDC – District Plan</i></p>	<i>Ongoing</i>
4	<p>Parua Bay gateway landmarks</p> <p>Implement gateway arrival/visual landmarks – e.g. pou – and wayfinding signage to highlight Parua Bay’s character, key features and amenities.</p>	<i>Local hapū</i>	<i>This is an advocacy action.</i>

CONSOLIDATED GROWTH			
Action		Lead	Timing
5	Off-leash dog areas Investigate options to provide off-leash dog areas in Whangārei Heads.	<i>WDC – Strategy</i>	<i>Short-term</i>
6	Higher density provision in the Settlement Zone Introduce higher density provisions in the current Settlement Zone.	<i>WDC – District Plan</i>	<i>Strategic</i>
7	Climate Change Adaptation Plan Provide technical guidance for the development of a community climate change adaptation plan for the Whangārei Heads catchment.	<i>Local hapū</i> <i>Local community (ies)</i> <i>WDC – Strategic planning</i>	<i>Strategic</i>
8	Extending fibre Support local groups lobbying central government for funding to extend fibre coverage to Whangārei Heads.	<i>Community groups</i>	<i>This is an advocacy action.</i>
9	Healthcare facilities Support the establishment of a local medical centre.	<i>Private provider with support from Te Whatu Ora</i>	<i>Ongoing</i> <i>This is an advocacy action.</i>
10	Parua Bay destination marketing Work along Northland Inc. in support of the “where the giants gather” campaign to continue to drive economic and visitor growth to the area.	<i>Northland Inc.</i>	<i>Ongoing</i> <i>This is an advocacy action.</i>
11	Native bush protection Land covenants, resource consent conditions and other optional protections can be used to support regeneration or protection of bush, as well as supporting habitat for animals such as kiwi.	<i>NRC, Department of Conservation, public</i>	<i>Ongoing</i> <i>This is an advocacy action.</i>
12	Predator Free Whangarei Continue to support the Predator Free Whangārei programme in the Whangārei Heads.	<i>Predator Free Whangārei, supported by NRC, DOC, Kiwi Coast, public</i>	<i>Ongoing</i> <i>This is an advocacy action.</i>

QUALITY DESIGN			
Action		Lead	Timing
13	<p>Neighbourhood Parks and interconnecting the reserve network</p> <p>Aim to achieve 2.2ha of passive recreation areas per 1,000 residents by 2035. This is to be achieved through:</p> <ul style="list-style-type: none"> - Land acquisition, and <p>Requirements for the provision of land for public use (recreation areas or coastal or riparian margins) at the time of subdivision</p>	<p>WDC – Parks & Recreation</p>	<p>Ongoing</p>
14	<p>Wharf Rd Wharf</p> <p>a. Short term: installation a new platform over the old wharf deck.</p> <p>b. Long term: replacement of the wharf.</p>	<p>WDC – Parks & Recreation</p> <p>WDC - Infrastructure</p>	<p>Short-term</p>
		<p>WDC – Parks & Recreation</p> <p>WDC - Infrastructure</p>	<p>Strategic</p>
15	<p>Skatepark</p> <p>Construction of a skatepark at the Parua Bay Recreation Reserve.</p>	<p>Community groups:</p> <ul style="list-style-type: none"> - Parua Bay Residents and Ratepayers Association (PBRRA) - Parua Bay and Districts Community Centre Society Incorporated <p>With the support of the WDC – Infrastructure team.</p>	<p>Short-term</p>
16	<p>Parua Bay Playground / “2017 Parua Bay Recreation Grounds Interim Development Plan”</p> <p>Implementation of the 2017 Parua Bay Interim Development Plan</p> <ul style="list-style-type: none"> a. Development of the Parua Bay recreation grounds b. Extension of the footprint of the community centre 	<p>Community groups:</p> <ul style="list-style-type: none"> - Parua Bay Residents and Ratepayers Association (PBRRA) - Parua Bay and Districts Community Centre Society Incorporated 	<p>Ongoing</p>

	New netball and basketball courts	<i>With the support of the WDC – Infrastructure team.</i>	
17	Public toilets Install a new public toilet in the Parua Bay Village.	<i>WDC – Parks & Sport fields WDC - Infrastructure</i>	<i>Strategic</i>

CONNECTIVITY			
Action		Lead	Timing
18	Traffic calming infrastructure In association with the Speed Limit Review programme, complete the implementation of traffic calming infrastructure along Whangārei Heads Road:	<i>WDC – Infrastructure</i>	<i>Short-term</i>
	<ul style="list-style-type: none"> a. Raised pedestrian crossings (2) in the Parua Bay village. b. Traffic calming infrastructure in front of the Parua Bay Tavern. 	<i>WDC – Infrastructure</i>	<i>Medium-term</i>
19	Footpath improvements As footpaths in Parua Bay come up for renewal, widen footpaths to the current national standards (1.8m wide local roads and 2.4 activity streets)	<i>WDC – Infrastructure</i>	<i>Short-term</i>
	<ul style="list-style-type: none"> a. Along Whangārei Heads Road in the village b. Elsewhere in the village 	<i>WDC – Infrastructure</i>	<i>Strategic</i>
20	Activity Street – Whangārei Heads Road in Parua Bay Village Redevelop the section of Whangārei Heads Road that traverses Parua Bay Village into a safe-speed environment that accommodates all transport modes – vehicles, pedestrians and cyclists. And promotes foot-traffic around business areas. Components: <ul style="list-style-type: none"> a. Traffic calming infrastructure. b. Walking and cycling infrastructure. c. Commercial areas redevelopment. 	<i>WDC – Infrastructure</i> <i>Community groups</i>	<i>Strategic</i>
21	Cycleways Investigate the feasibility (route selection, designing and costing) of a cycle lane or shared path connecting: <ul style="list-style-type: none"> a. The coastal settlements of Whangārei Heads b. Parua Bay and Whangārei City 	<i>WDC – Infrastructure</i> <i>Community groups</i>	<i>Strategic</i>

22	Car-sharing opportunities Support and incentivise community initiatives for car-sharing.	<i>Community groups</i>	<i>This is an advocacy action.</i>
23	Public transport initiatives Advocate for the establishment of a regular public transport service connecting Whangārei Heads and Onerahi/Whangārei City. Options may include on-demand transport and water-based transport.	<i>NRC or private market</i>	<i>This is an advocacy action.</i>
24	E-mobility infrastructure As uptake of electric vehicles continues, incentivise the implementation of support E-mobility infrastructure. This may also be required for boats over time.	<i>NRC and Northpower Ltd.</i>	<i>This is an advocacy action.</i>

2.2 Ocean Beach Trees

Meeting: Council Briefing
Date of meeting: 23 April 2024
Reporting officer: Louis Rattray – Manager Parks and Recreation

1 Purpose / Te Kaupapa

The purpose of this report is to advise the committee on the proposed approach for dealing with dead pine trees on Council reserve at Ocean Beach and to advise of any Emission Trading Scheme (ETS) liabilities.

2 Background / Horopaki

In late 2023 Council officers were made aware that a mature stand of pine trees on Council land in behind the Surf Club had died and become unsafe. One of the outlying trees had fallen narrowly missing the surf club.



Affected site

Upon inspection it appeared that the trees had been poisoned. There was evidence of ring barking and native trees have been planted in amongst the pines. Council officers have no evidence as to whom took these actions.

Council officers instructed contractors to fell the trees most at risk to the surf club, installed warning signs and investigated solutions to a potentially expensive and unbudgeted problem.



Dead Pine trees



Trees felled to protect the surf club



Ring barking

Emissions Trading Scheme (ETS)

Council has a \$282,000 Emission Trading Scheme (ETS) liability on this stand of pines which will be a cost to Council if the trees are not replaced. Council officers have confirmed the pines can be replaced with native trees however the native trees will require greater after care to help them establish and meet the ETS requirements for native trees.

ETS requirements for native tree plantings requires the trees to reach a certain height and canopy cover within a specified time period. Failure to meet these requirements could result in financial penalties for Council.

Cultural Impact Assessment (CIA)

A Cultural Impact Assessment (CIA) was conducted which concluded there are three archeological sites in the vicinity, but none will be affected by the felling of the trees.

3 Discussion / Whakawhiti kōrero

The poisoning of the pine trees at Ocean Beach places Council in a challenging position where it now needs to manage health and safety risks to the public, the financial risks of not meeting its ETS obligations and the reputation risk of the actions it may or may not take. Council officers have explored a number of options for managing the risks and consulted with the local community.

Option 1 - Do nothing

The do nothing option allows for the trees to succumb to nature and one by one fall to the ground and rot.

Trees in the vicinity of the surf club and car park have been removed to reduce the risk to public however there is nothing preventing people from entering the site. Warning signs to stay out have been erected.

The native trees which have been planted are being choked by creepers and vines and as such are unlikely to grow to a sufficient size within the allotted time to maintain the ETS credits and will therefore cost Council approximately \$280,000.

The trees are likely to fall in strong winds and storms in the future and at last assessment pose low immediate risk.

Option 2 – Manage site

This option involves leaving the trees to fall without human intervention however planting the perimeter of the site with flaxes to create a natural barrier preventing people from accessing the site and managing the native plantings already established.

The climbers and vines will be removed and the native plantings provided after care for 5 years to help them establish. Providing this level of site maintenance will ensure the native plantings will meet ETS requirements allowing Council to retain is \$280,000 credits.

The planting of flaxes will cost \$30,000 with annual aftercare of \$10,000 per annum for 5 years thereafter.

The aftercare will require contractors to enter the site and a full health and safety plan will be developed to ensure worker safety.

This option is favoured by the local community

Option 3 - Fell and chip the pines and do nothing

The cost to fell and chip the pines on site is approximately \$100,000.

The felling and chipping of the pines will destroy the existing native plantings and therefore Council will no longer meet its ETS requirements costing Council approximately \$280,000.

The area occupied by the pines will become bare land and eventually taken over by weeds and other noxious plants.

Option 4 – Fell and chip the pines and replant with natives

The cost to fell and chip the pines on site is approximately \$100,000.

The cost to replant with 11,000 natives is \$70,000 with annual aftercare of \$10,000 per annum for 5 years, to ensure Council meets ETS requirements.

Option 5 – Fell and remove the trees

A number of contractors were spoken to about removing the trees for commercial gain. No one was interested in the trees as they have no commercial value and therefore this option was discounted.

Options analysis

Options	Cost	Pros	Cons
Option 1 - Do nothing	\$280,000		- Highest public risk - ETS financial liability to Council
Option 2 – Manage site	\$80,000	- Lowest cost - Reduces Councils ETS liability - Managed risk - Replaces pines with native bush - Supported by community	
Option 3 - Fell and chip the pines and do nothing	\$380,000	- Removes H&S risks	- Highest cost - ETS financial liability to Council - Lowest community value
Option 4 – Fell and chip the pines and replant with natives	\$220,000	- Removes H&S risk - Replaces pines with natives	- High cost
Option 5 – Fell and remove the trees	N/A	N/A	N/A

Council officers are likely to recommend Option 2 however this will need to come back to Council via the Long Term Plan process.

Financial

Parks and Receptions annual trees purchase budget is \$30,000 and \$37,000 is for non-contract/response tree maintenance. These budgets can be used for funding option 2 however this will leave no remaining tree purchase budget in 2024/25 and reduce our ability to responded to unscheduled tree issues for 5 years.

If Council is to consider additional budget to fund this specific project it should be noted that there is no funding currently signalled in the Draft LTP and it is suggested that this be considered as part of the Issues and Options Paper as there will be an impact on rates.

Parks and Recreation has no budget available in the current financial year 2023/24 to undertake any works and so works will commence in 2024/25.

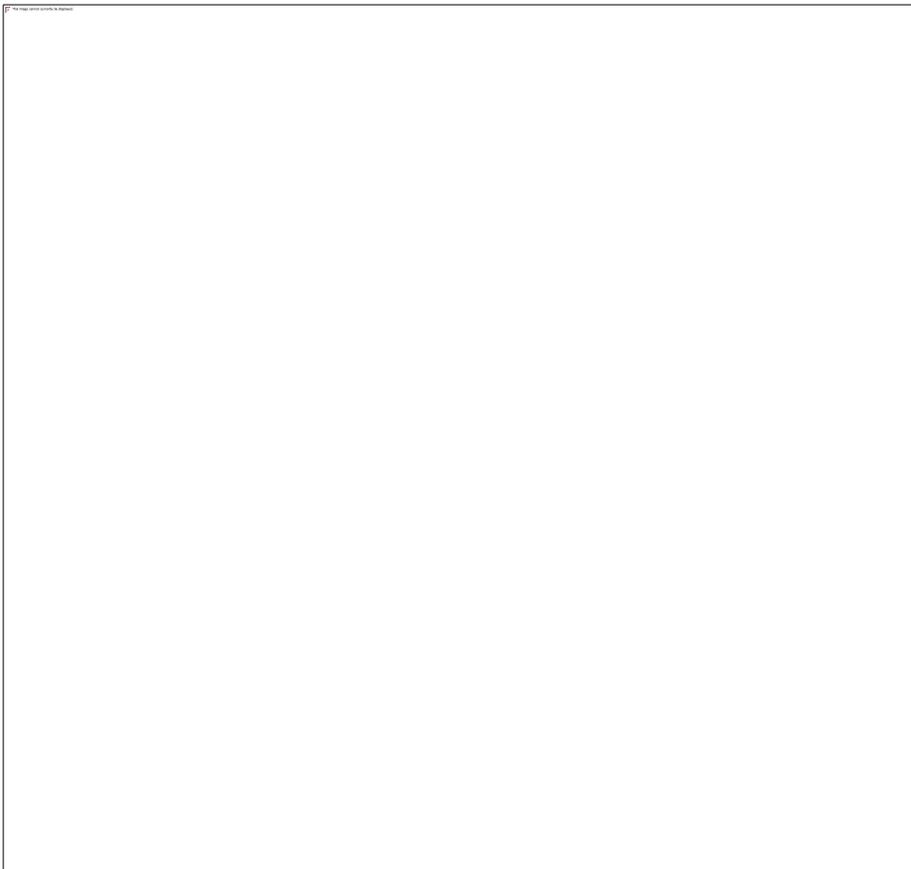
What other ETS Liabilities does Council have?

Council owns mostly pre-1990 forestry land with an ETS liability of \$33m should all blocks be deforested without replanting.

Two sites in addition to Ocean Beach have been identified as being at risk.

The 2022 Future Forestry Strategy Report identified Parihaka as having insufficient forest cover to meet ETS liabilities. This was exacerbated by the 2019 scrub fire which burnt off 5 ha of trees. Council has planted 18,000 plants on Parihaka since 2019 combined with natural regeneration. This, however, may not be enough to meet ETS requirements and a review of Council's planting strategy at Parihaka is recommended.

McLeods Bay has also been identified as a site which may not be meeting ETS requirements and may require additional investment of approx. \$150,000 over the next 2-3 years to be compliant. Further investigation is required to assess Councils liabilities and a report will be brought back to Council in 2024/25.



Councils current ETS liabilities