

## 6.1 Northport Strategy

**Meeting:** Whangarei District Council  
**Date of meeting:** 19 December 2019  
**Reporting officer:** Rob Forlong (Chief Executive)

### 1 Purpose

To provide background and outline council's approach regarding the proposal to move Auckland's port to Northland.

### 2 Recommendations

That Council;

1. notes the report on the strategy for bringing the Navy and Ports of Auckland business to Marsden Point.
2. requests staff to continue working with government officials with a view to bringing the Port and Navy to Whangarei.

### 3 Background

Councillors have requested that they be provided with information on WDC's strategy and actions for attracting further maritime development to Marsden Point. In short – What is WDC doing to attract the Ports of Auckland business and Royal New Zealand Navy to Northland?

On 9 December 2019 Government made the decision to move the Ports of Auckland, although they have not specified the future location.

This report provides background and outlines our strategy in this area.

Elected members and staff have been working on these issues for a number of years. There are two strands to the strategy:

- advocacy and
- ensuring that plans are in place to make it as easy as possible for the two operations to relocate to Northland.

Both the Navy and Ports have long planning horizons and it is important that the groundwork is done well in advance. In addition, any decision to move either the Port or Navy from Auckland will be largely data and information driven so it is essential that we have the information and policies to support any decision to come to Marsden Point.

## 4 Advocacy

Turning first to the Navy, WDC has been advocating for the relocation from Devonport to Whangarei for many years. Since at least 2014 the Mayor has raised the matter with the Chief of Navy, usually annually around Waitangi celebrations. In addition, staff have had a number of discussions with Ministry of Defence officials. Recently, we were advised that the Navy was considering only two options for its future base. Stay at Devonport or move most or all of its facilities and many of its 2,000 staff to Whangarei. WDC provided a summary document to the Defence Force which answers their questions and makes a strong case for Whangarei as a naval base. The document is attached as attachment 1.

Similarly, WDC has been advocating for some or all of the Ports of Auckland to be moved to Northport. Elected members have made a number of strong public statements of support going back at least to 2017 (e.g. HWM in Stuff.co.nz February and September 2017).

In particular, WDC has been taking advice from Northport about what would most help them to attract Ports of Auckland business and have been working to help facilitate that outcome. Unsurprisingly, improved transport links, road, rail and coastal shipping, are high on Northport's list. As Councillors are aware, WDC has been lobbying strongly for an improved state highway south from Whangarei for many years and we continue to do so despite recent setbacks such as the 2018 Government Policy Statement (GPS) on Transport.

Local government had limited input into the Upper North Island Supply Chain Study (a government report on the possible move), so has had little opportunity to provide information to assist to the decision. However, it is not unusual for Government to commission a technical report first and seek information from stakeholders as a second phase. No doubt Council will have an opportunity to explain how we can help the Port and Navy relocation to Whangarei to be highly successful.

## 5 Facilitating a Relocation of the Port and Navy

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

The Marsden Point area has long been identified by WDC as a major future growth node for the region, and much of Council's work over the years has aimed to prepare for and enable this development.

### 5.1 Strategic Planning

Council has, for the last 15 years, recognised and planned for growth of Marsden Point and Ruakaka driven by continued expansion of Northport activities. Council has planned for Marsden Point/Ruakaka to eventually become a satellite city to Whangarei with between 15,000 and 34,000 residents.

#### **Why is it strategically important to plan for growth in Marsden Point?**

A move of exports and imports from the Ports of Auckland to Northport is predicted to have a significant positive impact on our District. An increase in activity of the port will boost our economy, and the support industries and services that will come with the port offer opportunities to our wider community. These opportunities include jobs, training and access to services.

Economic analysis estimates that a full move of port activity to Northport will generate an **additional 2,000 jobs per year and a net economic benefit of \$200 million over 30 years** - *Economic Analysis of Upper North Island Supply Chain Scenarios, Ministry of Transport (2019)* <https://www.transport.govt.nz/assets/Import/Uploads/Research/Documents/Cabinet->

[Papers/dd282d4e63/Attachment-1-Economic-Analysis-of-Upper-North-Island-Supply-Chain-Scenarios.pdf](https://papers.dd282d4e63/Attachment-1-Economic-Analysis-of-Upper-North-Island-Supply-Chain-Scenarios.pdf).

### **What do our strategic plans say?**

Our existing growth strategy “Sustainable Futures 30/50” identified Marsden Point as a key growth area for the District with the potential to be a “satellite town” to Whangarei. Our new draft Growth Strategy continues to plan for growth in resident numbers and industrial activity, and the port expansion remains a key driver.

In recognition of the growth potential of Marsden Point /Ruakaka, a comprehensive structure plan has been prepared for the area which has long-term capacity for the development of a city of 34,000 people, together with around 840ha of industrial land and 200ha of commercial land. The structure plan was adopted by Whangarei District Council in 2009. We have ensured through our District Plan that we have the zoning in place to enable growth.

The plan also identifies areas for housing, so that people can live in close proximity to where they work and includes large areas of green space to act as a buffer between the houses and industrial activities. Initially development of this area did not happen as quickly as we had initially anticipated, but recent statistics show that growth has picked up. To ensure we are aligning our planning and infrastructure to the demands of growth, we are continually monitoring development in the area.

## **5.2 What further strategic planning is needed?**

There are still things we need to work on further if a port or Navy move is given the green light. This includes planning for the long term to ensure we:

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

It is important to acknowledge that the expansion of Northport and relocation of the Navy will occur over time. So, we will need to understand what we as a Council need to do to help facilitate the move. We also must ensure that through what will be a billion-dollar programme, we get great outcomes for our community such as a four-lane highway and rail line to Auckland. The rail line is looking increasingly likely, but the road remains at risk. Council will continue to advocate for the road as our top priority to brought into the next GPS for roading.

## **5.3 District Planning**

Council’s Urban and Services Plan Changes include a proposed Port Zone. This zone applies to Northport and surrounding land. It was prepared in consultation with Northport and is quite enabling. Northport has made comprehensive submissions on the Plan Change, including evidence provided in the plan change hearing on Friday 5 December 2019.

The district plan can only zone land. If Northport needs to undertake large areas of reclamation to expand the port activities, a further plan change would be required to zone the reclaimed land.

The Urban and Services Plan Changes also seek to rezone larger areas around the port as Heavy and Light Industrial Zone to enable supporting industry.

The proposed plan changes are consistent with 30/50 Growth Strategy and the Ruakaka Structure Plan.

#### 5.4 District Development initiatives related to the port

For a number of years, Council has been working with the Navy and Northland Inc on a proposal to relocate the Navy to the area.

These parties have also been in discussions with government regarding development of a drydock within the District. At a recent gathering in Ruakaka, Minister Jones noted that the government was working with a drydock operator (Babcocks) with a view to developing a dry dock at Northport. This would be an important precursor to moving the Navy to Whangarei.

Regular meetings are held with Northport and Marsden Maritime Holdings (MMH) to explore inward investment opportunities that would benefit from close proximity to the port, and benefit to the port of their trade.

We have meet with NZ Cruise Industry, coach line operators and private sector groups regarding the pending cruise industry involvement in Northport and the associated benefits for all concerned.

We have also engaged with the forestry industry and the timber processing sector to better understand their supply chain, risks to continued growth and contingencies around the future drop in supply of timber from Northland forests.

Even under its existing growth strategy it is projected that North Port will have as much berthage as Ports of Auckland and hard stand area equivalent to the Auckland CBD

<https://www.vision4growth.co.nz/>

We are in regular contact with logistics firms such as Mainfreight and their desire to further invest in the District.

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

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

This is a way to future-proof our economy.

Coastal shipping, as a practical solution to freight movement around NZ, provides a level of resilience that NZ Inc requires. The Kaikoura earthquakes and the impact on land transport for freight was significant and without an alternative freight system many businesses suffered.

The Kaikoura earthquake impacted Northland businesses' ability to shift freight. A quake in Wellington could obstruct transport by road or sea for up to 3 years, increasing the strategic value of North Port.

## 6. Conclusion

Moving some or all of the Ports of Auckland and/or Navy to Northland would certainly have its challenges, particularly in the area of road and rail development. However, WDC has already ensured that Marsden Point/Ruakaka are well set up to accommodate the expected growth from such a move. Our planning and strong balance sheet also ensures that the Whangarei District Council is able to "pull our weight" should government approve such a move.

## **7. Significance and engagement**

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website.



# *Whangarei District Council*

## *Response to New Zealand Defence Force Questionnaire*



September 2019



## Overview

Please find enclosed our response to the New Zealand Defence Force (NZDF) questionnaire regarding the propose relocation of the Navy base to Whangarei.

Whangarei District Council (WDC) strongly supports a relocation of the Navy facilities to Northland. This opportunity will bring significant benefits for the New Zealand Defence Force and our community. We are ideally placed to meet your needs and can offer the best location for the Navy base.

## Questionnaire Response

### Section A: Relationship with NZDF

**1. What is your involvement/role with delivery of Defence capabilities and projects (if applicable)?**

As a local authority, we have had no significant involvement with the delivery of defence capabilities and projects.

**2. How long have you been aware of the Future Naval Base Study?**

We have been aware since the launch of the study in August 2019.

**3. Have you been involved either directly or indirectly in this project? If so, can you describe your involvement to date and confirm whether your opinions were adequately captured?**

Whangarei District Council has a long association with the Navy and has lobbied for the relocation of the Navy base to our District for many years. We have had multiple discussions around the opportunity that exists here – in particular, around the access to a deepwater port and the suitability of available land.

We have not been involved in this specific project, but we have had previous discussions with the government and the NZDF on investigations into moving naval functions to Whangarei, notably in 1997-99 and 2014.

## Section B: Future Naval Base

### 4. What is your view on the future location of the Naval Base? Do you have any issues or concerns with the future location of the Naval Base?

We strongly believe that Whangarei is the best choice for the future location for the Naval Base. Our growing and thriving District is ideally placed to accommodate the base, the needs of the defence force, as well as the needs of navy personnel and families. We are an innovative community who are passionate about our coastline, marine activities and industry. We offer a fantastic opportunity for improved lifestyle in subtropical Northland.

### 5. What would you expect are some of the benefits, disadvantages, risks and opportunities associated with the relocation of the Naval Base to Whangarei, compared to remaining at Devonport?

#### *From the Navy's perspective:*

Relocation of the Naval Base to Whangarei would provide easy access to a motivated and capable work force, with an existing ecosystem working across public and private sector in a collaborative manner to provide 'work ready' rangatahi.

Whangarei can offer more affordable housing, close proximity to a range of marine services, and already has most of the required key infrastructure in place. The relocation would also present a great opportunity to build a new fit-for-purpose members' base.

Our warm and welcoming lifestyle here is second to none, making it easy to attract employees with our easy commuting distances, access to enviable family-friendly outdoor activities, affordable housing, and a high amenity environment that's within an easy driving distance of Auckland.

A relocation of the Navy base to Whangarei would also free up valuable land in Devonport and reduce risk relating to sea level rise.

#### *From the District's perspective.*

We warmly welcome continued growth in our District – and see this as a key opportunity for Whangarei. Relocation of the Naval Base to Northland will provide further impetus for continued population and economic growth, and future education/training opportunities.

A Naval Base in Whangarei would be an attainable and very desirable vocational pathway for young local people, and a drawcard to attract more talent into the District. We believe the presence of more, younger, employed people would in turn offer opportunities to other non-associated businesses such as recreation and hospitality.

From our point of view, there are few disadvantages to come from this proposal. Welcoming an organisation of the Navy's size and significance to our District would provide clear benefit to Whangarei – we would be proud for you to call this home.

**6. Are there any impacts of this study on your organisation? If so, what are some of the key impacts you anticipate?**

There are no apparent impacts of the study. However, we would request that we be regarded as a key stakeholder and would like to offer our assistance in working collaboratively with you to support any future work.

**7. If the Naval Base were to move, what expectations would you have regarding integration with the move or preparation for the move?**

As a key stakeholder, we would work closely with the Navy to support the move and/or preparation for the move. This would relate to our key functions and responsibilities around infrastructure provision and district planning. We would do all that we can to play our part in making the relocation as seamless as possible.

## Section C: Understanding your long-term plans

### 8. Can you describe on a high level basis what your major upcoming or long-term plans for the Whangarei area?

Whangarei District is growing and Council has been planning for sustained growth and strong infrastructure over the next 30 years. These plans include our Growth Strategy and 2018 – 28 Long Term Plan; the highlights of these are summarised below.

#### Focus on our core assets

A large part of Council's work involves providing effective infrastructure for residents and ratepayers. We are investing in our transport network and plans include ongoing improvements to road maintenance, significant investment in walking and cycling activities and improvements to our road network to improve efficiency and safety.

In the 2018-2028 LTP, funding for the capital and operating spend for stormwater was increased, so we are now beginning to improve the stormwater system. Infrastructure is a long-term business so (as with the roads) these improvements will not be visible immediately, but we expect to be able to point to improvements in three to five years.

Investment over the years has ensured our solid waste, drinking water and wastewater infrastructure is robust and up to date. For example, the new Water Treatment Plant, currently being built at Whau Valley, will set Whangārei City up for many decades. The Bream Bay area is also served well with water and wastewater services.

#### Getting ready for the future

We have planned to accommodate 14,000 new homes and 540 hectares of business land over the next 30 years.



**91,400**  
Population as at 30 June 2018

**270,000**  
hectares Land area

**\$14.6 billion**  
Land value of rateable property in the District (13 June 2019)

**\$29.0 billion**  
Capital value of rateable property in the District (13 June 2019)

**44,337**  
Rateable properties

**\$1.79 billion**  
of assets

**188,059**  
Items available for loan in all of our Libraries

**621**  
kilometres  
Sewerage system



**1049**  
kilometres  
Sealed roads

**700**  
kilometres  
Unsealed roads



**740**  
Reserves and sports parks

**55km**  
Maintained walking tracks

**14km**  
Walk/cycleways

**763**  
kilometres  
Water distribution system



To support this development we are prioritising our planning and investment in areas which will be expected to grow the most. This includes the Marsden – Ruakaka area and Tikipunga and Kamo to the north of the city. We are also planning for growth in our existing urban area through development opportunities such as Port Nikau. Business and industrial activities will be accommodated through land at Marsden and to south of the city centre.

We are responding to a changing climate. A large portion of our District's boundary is coastal. This exposes many of our housing and business areas and much of our infrastructure to the risk of sea level rise, flooding and storm damage. As a result, climate change may be one of the District's largest challenges in future. We are taking this seriously and working strategically to ensure readiness for change.

***Making our District an even better place to live***

Hand-in-hand with a growing population goes a rise in community expectations. Residents are increasingly well travelled, have seen the civic amenities provided nationally and internationally, and would like to see similar amenities developed and provided in our District.

To this end, Council has entered into stronger road maintenance contracts, increased funding for road sealing, and is supporting projects such as the Hihiaua Cultural Centre, Hundertwasser Art Centre with Wairau Māori Art Gallery, Bland Bay Community Centre and other high-quality facilities for arts, sports and recreation.

## Section D: Targeted questionnaire

### 9. Are you able to describe your role? How does this relate to Northland Regional Council?

Whangarei District Council is a territorial authority with its role and functions defined under the Local Government Act. Our primary role is the provision of core infrastructure and services to our community. We also have planning and consenting functions under the Resource Management Act and Building Act. Our District covers a large area from Whangaruru in the North, to Langs Beach in the South.

The Northland Regional Council covers the wider Northland region and has responsibilities related to land management, flood protection, pest control, water quality and public transport. The regional council also has planning functions through the Resource Management Act.

However, there are a number of areas where there is strong collaboration and partnership between Whangarei District Council and Northland Regional Council, this includes:

- Working with Maori
- Public transport and regional infrastructure
- Environmental projects
- Economic development

### 10. What impact (if any) with this have on your plans and strategies for Whangarei? e.g. Growth Strategies

Our strategy and planning framework is very supportive and enabling of naval base development.

Our current growth strategy (Sustainable Futures 30/50) anticipates growth and development in both the Marsden – Ruakaka area and the Central area, which includes the Port Nikau development.

For Marsden – Ruakaka, our growth strategy anticipates industrial development as well as a new commercial centre. For the central area, development of mixed-use communities is anticipated along with enhancing marine-related commercial and industrial activities.

We are in the process of reviewing our growth strategy. The consultation draft of a new strategy continues the strategic direction of Sustainable Futures 30/50, with a greater emphasis on:

- maintaining our industrial land for economic purposes (including marine activities)
- providing greater choice of housing in key growth areas such as Marsden - Ruakaka and the Central area of our city.

We are also in the process of reviewing the urban zone provisions in our District Plan. This urban plan change has been notified and we are now in the process of preparing for hearings at the end of November.

More information on our growth strategy can be found here:

<http://www.wdc.govt.nz/PlansPoliciesandBylaws/Plans/SustainableFutures/Final-Strategy/Pages/default.aspx>

#### **11. What is the current zoning of this land/area? Are there any issues or concerns with the land?**

We are currently reviewing the zoning and rules in Marsden Point and Port Nikau as part of the urban and services plan change. Submissions are now closed and we have a hearing scheduled in late November/early December. If all goes well, we are hoping to have a decision back from the hearing panel in February.

We assume that the navy base requires access to the waterfront/ port facilities, supporting industrial activities and administration, and residential facilities. Both sites provide clear opportunities to develop these facilities. At a broad level the urban and services plan change recognises the importance of this type of development through its regionally significant infrastructure provisions. The proposed plan change seeks to enable and protect these types of development.

##### ***Port Marsden***

We believe Port Marsden would be ideal for the Navy. Marsden contains existing heavy industrial and port facilities at North Port and the NZ refining company. There are large areas of vacant industrial and residential land that are free from hazards and have good road access via SH15A. Most of the vacant land around the port is owned by Marsden Maritime Holdings (MMH). This land has been notified as a special purpose zone in the urban and services plan change. This zone provides for expected future expansion and development within the port and surrounding land to respond to the future growth of the upper North Island.

The zone provides flexibility to adapt and to develop the area in order to support the port and its future operations. It is enabling of port activities and associated repair and maintenance, and marine industrial activities etc. It is restrictive in terms of residential and commercial activities, though there are zones that provide for these activities nearby. Here is the proposed zoning map:

<http://www.wdc.govt.nz/PlansPoliciesandBylaws/Plans/DistrictPlan/DistrictPlanChanges/Documents/PC-Urban-and-Services/2-Notified-Maps/Zoning-Map-43.pdf>

Whangarei District Council is currently at capacity in terms of providing enough water for firefighting capacity for industrial activities in this area. We can commence planning for that once the Navy's plans are known. A new reservoir will probably be required to service the area within the next few years.

##### ***Port Nikau***

As a new master-planned development that provides for a mix of uses at the old Whangarei port, Port Nikau would be a very good and flexible choice for the

Navy. It's proposed to contain a mix of high density residential, a small commercial centre, mixed use development, open space, and heavy and light industrial zones. Any activities that are outside the design set out in the master plan would be a discretionary activity.

The heavy and light industrial areas will be enabling for the type of development anticipated around naval facilities. The Port Nikau site is also near existing marine industry on Port Road, and close to the city's additional amenities, and residential capacity.

In terms of constraints, there may be issues with managing the impact of noise and lighting at night on residents on the other side of the Hatea River. There is also a designation for the airport, which restricts anything that may impede the flight path of aircraft over part of the site so this may restrict the height of buildings, masts or poles; however, investigations around a new airport location are underway, and if approved, the new airport would likely be ready in the same time period as the naval base relocation (see question 13). A further consideration is the amount of land available and whether this is sufficient for navy purposes, currently there is approximately 14 hectares of land zoned for business purposes.

The site is quite low-lying and parts of the site have been identified by the Northland Regional Council as being within the 50- and 100-year coastal flood hazard area. As mentioned earlier, we are working strategically to ensure readiness for the risks associated with climate change.

Here is the proposed zoning map for Port Nikau:

<http://www.wdc.govt.nz/PlansPoliciesandBylaws/Plans/DistrictPlan/DistrictPlanChanges/Documents/PC-Urban-and-Services/2-Notified-Maps/Zoning-Map-73.pdf>

This is the map legend:

<http://www.wdc.govt.nz/PlansPoliciesandBylaws/Plans/DistrictPlan/DistrictPlanChanges/Documents/PC-Urban-and-Services/2-Notified-Maps/Maps-Legend.pdf>

## 12. Are you able to advise what would be a reasonable rate for this land?

Both Port Nikau and Ruakaka offer a range of potential opportunities for developing high quality, affordable housing along with the associated social and commercial infrastructure that this work force could require.

As an example of residential property prices, the average house sale value for the last 30 sales in Morningside (closest suburb to Port Nikau) was approximately \$443,000. In Ruakaka the median value is \$615,000. The range of these prices demonstrate there is housing stock along the whole spectrum of the market – all within close proximity.

As an example of commercial land, Port Nikau sales prices range from \$175 per sqm (large section further back along Logyard Road) to \$200 per sqm (on Port Road). These are based on sales over the last two months. In Ruakaka, there are a few parties with large land holdings, with MMH and Paul Gray & co. progressing with development.

**13. Are there any planned investments for the domestic airport in the region?**

Whangarei District Airport is a joint venture between Whangarei District Council and the Ministry of Transport. It is well served by Air New Zealand with regular flights between Whangarei and Auckland. From time to time, other private sector companies have attempted to set up regular flights but there has not been enough demand, though the presence of an organisation the size of the Navy may change that. For example, a previous operator ran a regular commuter service for several years, between Whangarei and Coatesville.

In the future, the airport may need to be relocated. Early stage work has been undertaken on this, including feasibility studies to identify future location and investment logic mapping. It should be noted that the current airport land is owned by the Ministry of Transport. Council is also investigating a new airport location and preliminary information has been shared with you. If approved, a new airport is likely to be ready in the same time period as the naval relocation.

**14. In your opinion, are there any building, property or planning constraints for the proposed location that the NZDF should be aware of?**

For Marsden – Ruakaka, the following hazards that should be noted:

- Acid sulphate soils
- Some flood susceptible land
- Coastal erosion hazard lines
- Hazardous Activities Industries List (HAIL)

For the central area (specifically around Port Nikau and Port Road), the following hazards that should be noted:

- Acid sulphate soils
- Flood susceptible land
- Priority river flooding (10 year and 100 year)
- Land instability (high and moderate)

**15. Do you foresee any resistance from stakeholders/members of the community arising from the Naval Base moving to Whangarei?**

There does not appear to be any likely resistance from our community; however, a project of this scale would need to be supported by appropriate consultation with the wider community, as well as those key stakeholders who may be more directly impacted. This includes our hāpu partners (please see question 19).

**16. Are you able to provide some specific information about the rates and charges that will be applicable to the Naval staff and families? Are these rates subject to negotiation?**

Whangarei District has some of the lowest rates in the country. Rates are a charge against a property (rating unit) and set by local and regional councils. For the

Whangarei District area, this is Whangarei District Council and Northland Regional Council. Land rates are based on what a property is used for (land use) and the rateable land value of the property. Rates are set annually by a Council resolution and are charged each financial year (1 July to 30 June). Based on the rates set by Whangarei District Council in July 2019 and property values assigned in August 2018, the table on the following page shows a sample of properties showing their rates for the 2019–2020.

We do not negotiate rates with individual parties. However, we will raise this issue with our elected members to gauge whether there is any support. Our focus is on running an efficient Council with relatively low rates.

We also charge water rates. Water rates are paid by ratepayers whose properties are connected to the water supply network; most of these properties have water meters.

More information on our rates can be found here:

<http://www.wdc.govt.nz/RatesandPayments/Rates/Pages/default.aspx>

|   |                    |                    |
|---|--------------------|--------------------|
| <b>Rural property with a land value of \$806,000 (2018-19 \$733,000)</b>                                  |                    |                    |
| General rate – land value   | \$2,406.81         | \$2,410.83         |
| Uniform Annual General Charge   | \$458.00           | \$476.00           |
| District-wide refuse management rate  | \$179.00           | \$187.00           |
| <b>Total</b>  | <b>\$3,043.81</b>  | <b>\$3,073.83</b>  |
| <b>Rural property with a land value of \$2,570,000 (2018-19 \$2,320,000)</b>                              |                    |                    |
| General rate – land value   | \$7,617.72         | \$7,687.13         |
| Uniform Annual General Charge   | \$458.00           | \$476.00           |
| District-wide refuse management rate  | \$179.00           | \$187.00           |
| <b>Total</b>  | <b>\$8,254.72</b>  | <b>\$8,350.13</b>  |
| <b>Commercial property with a land value of \$496,000 (2018-19 \$325,000)</b>                             |                    |                    |
| General rate – land value   | \$7,310.29         | \$7,563.95         |
| Uniform Annual General Charge   | \$458.00           | \$476.00           |
| Sewerage disposal rate (1 pan)  | \$457.00           | \$472.00           |
| District-wide refuse management rate  | \$179.00           | \$187.00           |
| <b>Total</b>  | <b>\$8,404.29</b>  | <b>\$8,698.95</b>  |
| <b>Industrial property with a land value of \$2,290,000 (2018-19 \$1,500,000)</b>                         |                    |                    |
| General rate – land value   | \$33,739.80        | \$34,922.27        |
| Uniform Annual General Charge   | \$458.00           | \$476.00           |
| Sewerage disposal rate (5 pans)   | \$2,285.00         | \$2,360.00         |
| District-wide refuse management rate  | \$179.00           | \$187.00           |
| <b>Total</b>  | <b>\$36,661.80</b> | <b>\$37,945.27</b> |
| <b>Total</b>  | <b>\$1,900.08</b>  | <b>\$2,004.55</b>  |
| <b>High value residential (lifestyle) property with a land value of \$2,112,000 (2018-19 \$1,320,000)</b> |                    |                    |
| General rate – land value   | \$3,439.74         | \$3,643.60         |
| Uniform Annual General Charge   | \$458.00           | \$476.00           |
| District-wide refuse management rate  | \$179.00           | \$187.00           |
| <b>Total</b>  | <b>\$4,076.74</b>  | <b>\$4,306.60</b>  |

**17. What impact do you think that a move of the Naval Base (and associated personnel) would have on the provision of facilities and recreational opportunities in the District? Are there any plans to improve your amenities and recreational facilities?**

Whangarei District Council already has in place strong infrastructure across water, sewerage, stormwater, roads and community facilities. We sit well within our debt ceiling and have a strong balance sheet. International credit rating agency Standard and Poors has again awarded an AA credit rating (with a positive outlook) to Council.

The move of the Naval Base will support the continuous improvements to the amenities and recreational facilities in the District, including the Central and Marsden – Ruakaka areas.

We intend to spend over \$100M in the next 10 years, upgrading recreational facilities in the District. Significant investment is planned over the next years, including:

- New park at our Town Basin, which will provide an important link between Whangarei's waterfront, the Hātea Loop walkway and the City Core. The park area will include an amphitheatre, green spaces, terraced waterfront seating, trees for shade, and illuminated water jets
- New theatre
- Public space improvements and sports facilities at Pohe Island
- Walking and cycling infrastructure
- Sportsfield land purchases
- Sportsfield renewals
- Neighbourhood parks renewals

This will continue the ongoing amenity improvements for our District, which has seen increased investment in public spaces, playgrounds and parks – all contributing towards building Whangarei's reputation as a great place to live, work and play.

**18. Are there any other services and/or facilities that you consider may be impacted by moving the Naval Base to Whangarei?**

Both Port Nikau and Ruakaka/Bream Bay area have been subject to rigorous urban design scrutiny, which would increase the likelihood of the successful integration of many new workers and their families.

There may well be additional demand on local schooling, particularly at the early childcare and primary school level in these locations given the likely demographics of these workers and their families, but the projected timeline for implementation would suggest this can be well managed. It would also provide NorthTec the opportunity to increase their existing Future Trades offer to meet and more closely align with industry demand.

If the Navy confirmed relocation to Whangarei, Council would commence planning for increased demand on infrastructure and land for housing supply, alongside what has already been identified and accommodated for within the Whangarei District Growth Strategy.

There are many positive impacts, particularly for those industries directly or indirectly involved within the marine sector. This sector has a long and proud history in

Whangarei and has built up a substantial capability legacy. This has, however, long been a sector subject to peaks and troughs in demand. The presence of the Navy would give these businesses the certainty to invest in future growth, not just in plant but more importantly, in training local workers. Typically, with the boom and bust environment, demand for capable workers must be met immediately generally by bringing in workers from overseas. The long-term certainty of demand would be an incentive for local business to work with central government agencies to develop local supply pipelines to address this shortfall. At the same time, the physical presence of the Navy would open the possibilities to many Northland youth that these industries provide a realistic and achievable vocational pathway.

The associated positive impact of a larger cohort of young working people is the demand they create within the hospitality and leisure sector, giving those businesses the confidence to invest in growth, new products and workers to meet this demand.

**19. Who are the key Maori / iwi / hāpu organisations we need to engage with?**

We support engagement with our hāpu partners. We currently have two established forums, which may be an appropriate starting point for engagement: Te Karearea Strategic Partnership Forum and Te Huinga. We are happy to work with NZDF on engaging with hāpu.

**20. Are there any other key people in your organisation that are not here today that you think that we should be talking to?**

- North Port <https://northport.co.nz/>
- Refining NZ <https://www.refiningnz.com/>
- Bream Head Conservation Trust <https://breamheadtrust.nz/>
- Ruakaka Economic Development Group (REDG) <http://www.marsdenpoint.nz/>

**21. Can you advise us of any people at the Northland Regional Council that you consider we should be talking to and why?**

- Darryl Jones, Economist
- Jonathan Gibbard, Group Manager - Strategy, Governance and Engagement
- Phil Heatley, Strategic Projects Manager