



Kaipara te Oranganui

**KAIPARA
DISTRICT**

Two Oceans Two Harbours

Long Term Plan

Schedule update for the LTP 2021/2031

Schedule

Phase three and four

Phase three – Mid 2020

May

- Maori contribution to decision making ✓
- Strategic Assets ✓
- Revenue and Financing Policy ✓
- Growth Assumptions ✓
- Engagement concepts – Deferred June
- Remission Policies – Deferred July
- Financial Strategy - Deferred July

June

- Asset Management Plans (AMPs) including priorities ✓
- S&E Policy ✓
- Climate Change ✓
- Engagement concepts ✓

Phase four – Late 2020

July

- Activity profiles (Session 2)
- Infrastructure projects / Project Priorities – June ✓
- Financial Strategy
- AMPs ✓
- Treasury policy ✓ (*Moved to June*)
- Financial Contributions
- Assessment of assets for potential sale
- Remissions Policies
- Significant Forecasting Assumptions

August

- Draft Infrastructure strategy

September

- Financial forecasts
- Review of outstanding source documents
- AMPs
- DC Policy

October

- Preparation of CD concepts

November

- Adopt Ratings policies
- Adopt Revenue and Financing policies
- Adopt Infrastructure Strategy
- Adopt Financial Strategy

Schedule

Phase five and six

December

- Adopt Significance and Engagement policy
- CD concepts and draft
- Adopt AMPs

Phase five –Early 2021

January

- Audit CD

February

- Council decision making
- Adopt all outstanding source documents
- Adopt CD for consultation

March

- Formal consultation

April

- Submissions and Hearings

Phase six –Mid 2021

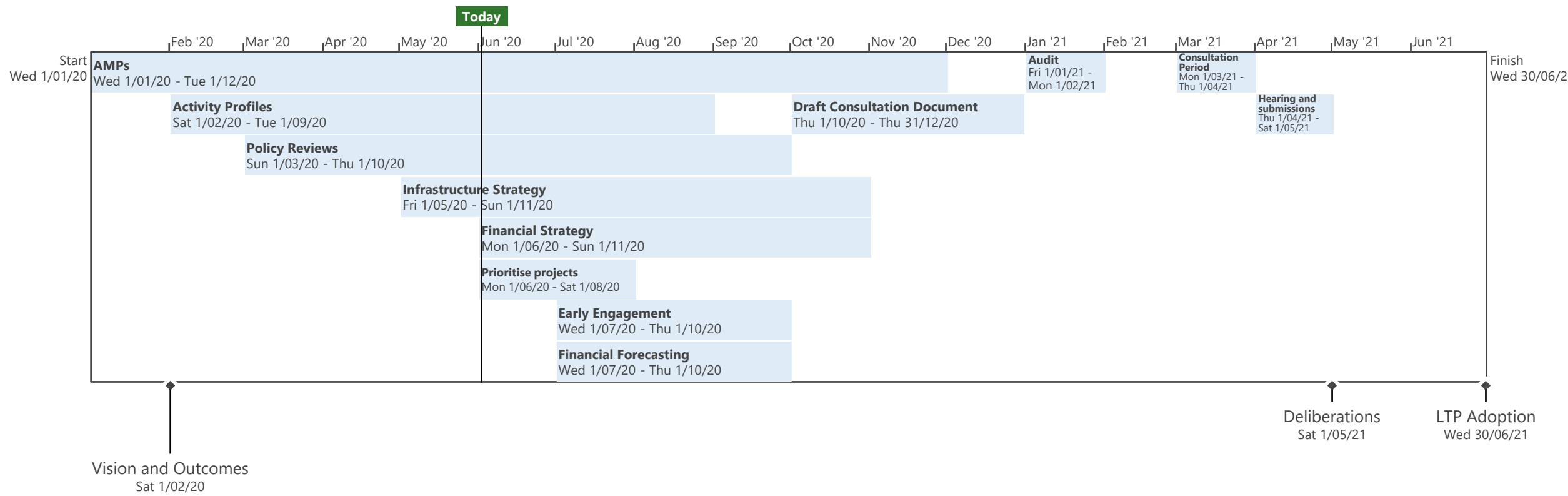
May

- Review budgets and update from consultation
- Formal audit

June

- Final LTP adopted

Timeline





Any Questions?

Long Term Plan Schedule 2021/2031



Thank You

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Kaipara District Council



AMP Briefing

Growing a better Kaipara



Kaipara te Oranganui • Two Oceans Two Harbours



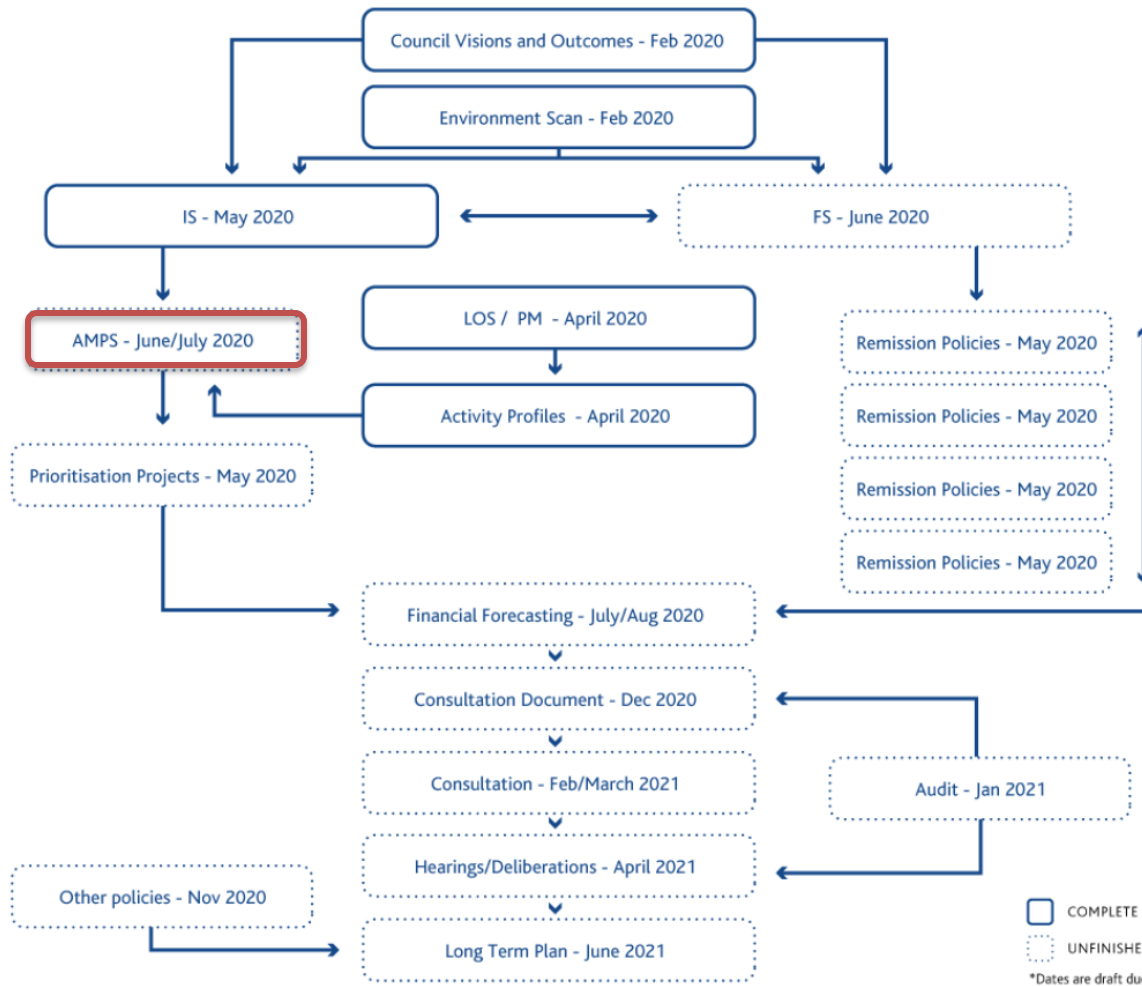
Purpose

- Explain the work which is ongoing and next steps
- Seek feedback on the emerging Draft Activity Management Plans and direction
- Understand the relationship between the Infrastructure Strategy and Asset Management Plans (AMPs)

Agenda

- LTP Process
- Infrastructure Strategy
 - Trends
 - Issues
 - Response
- AMPS
 - Transport | Water | Wastewater | Stormwater | Land Drainage | Solid Waste | Open Spaces

LTP Process



AMPs will be drafted by end of June

Financial Forecasts based on this input to understand the impacts

| Relationship to Infrastructure + Economic Strategy + Long Term Plan





Infrastructure Strategy

KDC Activity Management
Overview

Water Strategic Activity
Management Plan

Dargaville Scheme
Plan

Glinks Gully
Scheme Plan

Mangawhai
Scheme Plan

Ruawai Scheme
Plan

Maungaturoto
Scheme Plan



AMP Briefing

TRENDS & ISSUES



Trends affecting Kaipara

These are the main trends that will affect the Infrastructure Services that Kaipara District needs to provide. Do these trends resonate with Elected Members?

Population

- *Proximity to Auckland, lifestyle opportunities and growing employment.*
- *Population grew 20.6% from 18,963 in 2013 to 22,869 in 2018 making it the fastest growing district in Northland. 2051 population is estimated at 32,551*

Economic Changes

- Food productivity
- Tourism growth

Climate Change and Sea Level Rise

- increase in the number of hot days and heatwave days and an increase in the number of dry days
- increases in the intensity of ex-tropical cyclones and severe storms

Regionally Significant Infrastructure Programmes

- *Northland to Auckland Road and Rail*
- *NorthPort*
- *Kaipara Moana*

Key Issues

- **Aging Infrastructure** - Infrastructures has historically not had enough investment at the appropriate time with a significant portion of assets old and in need of costly renewals. An example of this is the water pipe assets in the historic area of Dargaville. The condition of parts of the stormwater network is still largely unknown and as a result continues to be a high risk for Council. The council also has to upgrade bridges on the roading network that are reaching the end of their lives and require renewal.
- **Customer and legislative expectations** are, in some areas, above the ability of Council to provide e.g. sealing and management of unsealed roads. The 3 Waters review has highlighted increased expectations in water quality. Clean Waters means we need to reduce sediment and address failing waste water systems.
- **Resilience** required to protect our towns and productive areas from large scale climate change caused events through flood protection measures such as Stopbank improvements and floodgate renewals.
- **Balancing how to fund new Infrastructure** need to meet the expected level of growth in our towns over the short, medium and long term.
- There is **uncertainty for waste minimisation** efforts at this stage due to central government strategies yet to be finalised – however our community and EMs want to see improvements.

AMP Briefing

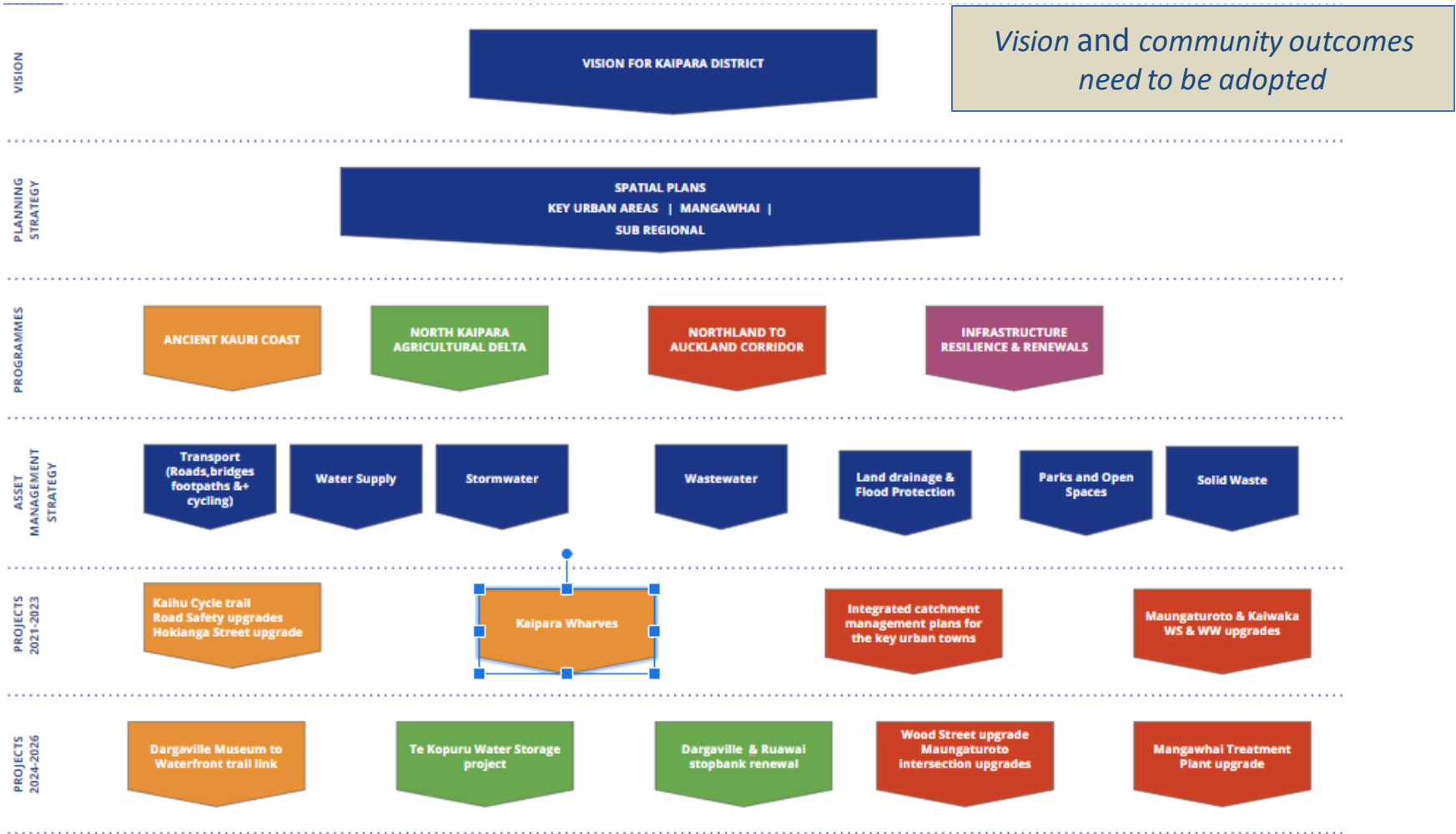
RESPONSE



Our response to these issues is built around four Pou

- **Customer centric design** – Infrastructure can enable and support the outcomes our community are looking to achieve. This strategy responds in a place based approach, providing an integrated infrastructure response
- **Circular economy** – The world's dominant economic model can be characterised as 'take, make and waste'. In a circular economy resources are never abandoned to become waste. Our 2019 waste minimization strategy signals a step change in reducing our disposal to landfill in Kaipara
- **Te Aranga Principles** - key objective of the Principles is to enhance the protection, reinstatement, development and articulation of mana whenua cultural landscapes enabling all of us to connect to and deepen our 'sense of place'.
- **Managing demand** – Making the best use of the infrastructure we have and using technology

Infrastructure Strategy Framework



Significant Projects

We think we have identified the significant projects? There is flexibility about when they are constructed, and we need to explore funding

Programme

Ancient Kauri Coast

- Ancient Kauri coast to Kaihu Valley Rail Trail
- Road safety upgrades
- Hokianga Street upgrade
- Kaipara wharves

North Kaipara Agricultural Delta

- Township improvement plan
- Roads and bridges
- Extend reticulation system

Northland to Auckland Corridor

- Maungaturoto & Kaiwaka w/s & ww upgrades
- Extend reticulation system
- Integrated catchment management plans for the key urban towns
- Cove Road improvements
- Mangawhai shared path

Infrastructure Resilience & Renewals

- Mangawhai community park
- NRC & KDC service centre in Dargaville

Projects

- Dargaville Museum to Waterfront Trail Link
- Ancient Kauri Coast Dargaville to Maungaturoto Heartland

- Te Kopuru water storage project
- Dargaville & Ruawai stopbank renewal

- Drinking water supply
- Wood Street upgrade
- Maungaturoto intersection upgrades
- Mangawhai treatment plant upgrade
- Sludge reuse system

- Mangawhai Library

- Ancient Kauri Coast Maungaturoto to Mangawhai

- Plastic Recycling
- Dargaville Library

Timeline

2021 - 2023

2024 - 2026

2027 - 2030

2030 - 2040

Key to asset types:



TRANSPORT



WATER SUPPLY



WASTEWATER



LAND DRAINAGE & FLOOD PROTECTION



COMMUNITY FACILITIES



PARKS AND OPEN SPACES



SOLID WASTE

FINISHED

Infrastructure Strategy

Northland to Auckland Corridor

Maungaturoto

Kaiwaka

Mangawhai

Water and waste water

Growth

Kaipara District Infrastructure Strategy
**NORTHLAND TO AUCKLAND
CORRIDOR**

Legend

- Regional Centre (>50,000 people)
- Town Centre (>4,000 people)
- Village Centre (>4,000 people)
- Rail line
- Proposed Rail Line
- State Highway
- Marsden Point
- Train Stop
- Boat Ramp/Wharf
- Recreation/Mountain Biking

NOTE:
The size of the centres are based on the population size.

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Auckland to Northland Corridor Significant Projects

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- Maungaturoto Growth (Spatial Plan)
- Kaiwaka Growth (Spatial Plan)
- Mangawhai Growth (Spatial Plan)
- Increase in water storage capacity at Bald Rock Dam to support Maungaturoto and Kaiwaka
- Water reticulation in Kaiwaka
- Water Supply for Mangawhai and possible reticulation
- Wastewater treatment plant upgrades at Mangawhai
- Off road connectivity issues ? (just threw this one in here as it may better link to walking cycling)
- TIP for select communities ... Maungaturoto and Kaiwaka
- Waste minimisation (washing, shredding, recycling)

Infrastructure Strategy

North Kaipara Agricultural Delta

Kaipara District Infrastructure Strategy
**NORTH KAIPARA
AGRICULTURAL DELTA**

Spatial Plan

Land use change

Water security

Kaipara Kai

High value soils

Legend

- Rural Land Use 1
- Rural Land Use 2
- Rural Land Use 3
- Rural Land Use 4
- Rural Land Use 5
- Rural Land Use 6
- Rural Land Use 7
- Rural Land Use 8
- Reservoir
- Potential Source
- Irrigated Land

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Scale: 1:550,000 @ A3

0 5 10 20km

...

- Assessment of stopbanks and level of service and alignment with adaptation decision-making, and ownership
- North Kaipara Agricultural Delta[MS1] – Te Kopuru to Dargaville, Darg – Awakino Pt East and Raupo Stopbanks
- Upgrade and repair key transport structures to meet HPMV requirements eg. sthe Kaiwaka-Mangawhai bridge
- Work with NZTA to upgrade detour routes alongside the SH1 corridor. [MS2]
- Water Storage and security of water supply for communities as above. (ties into below point, Resilience and replacement of old infrastructure too)
- Contribution towards the cost of investigating new water storage infrastructure in western Kaipara.
- Contribution towards development of new water storage infrastructure in western Kaipara.
- Sludge System Reuse
- Dargaville Growth (Spatial Plan Projects)
- Dargaville TIP,
- Waste Minimisation (washing shredding recycling)

Spatial Plans

Edit required for Northland Inc map

Tourism

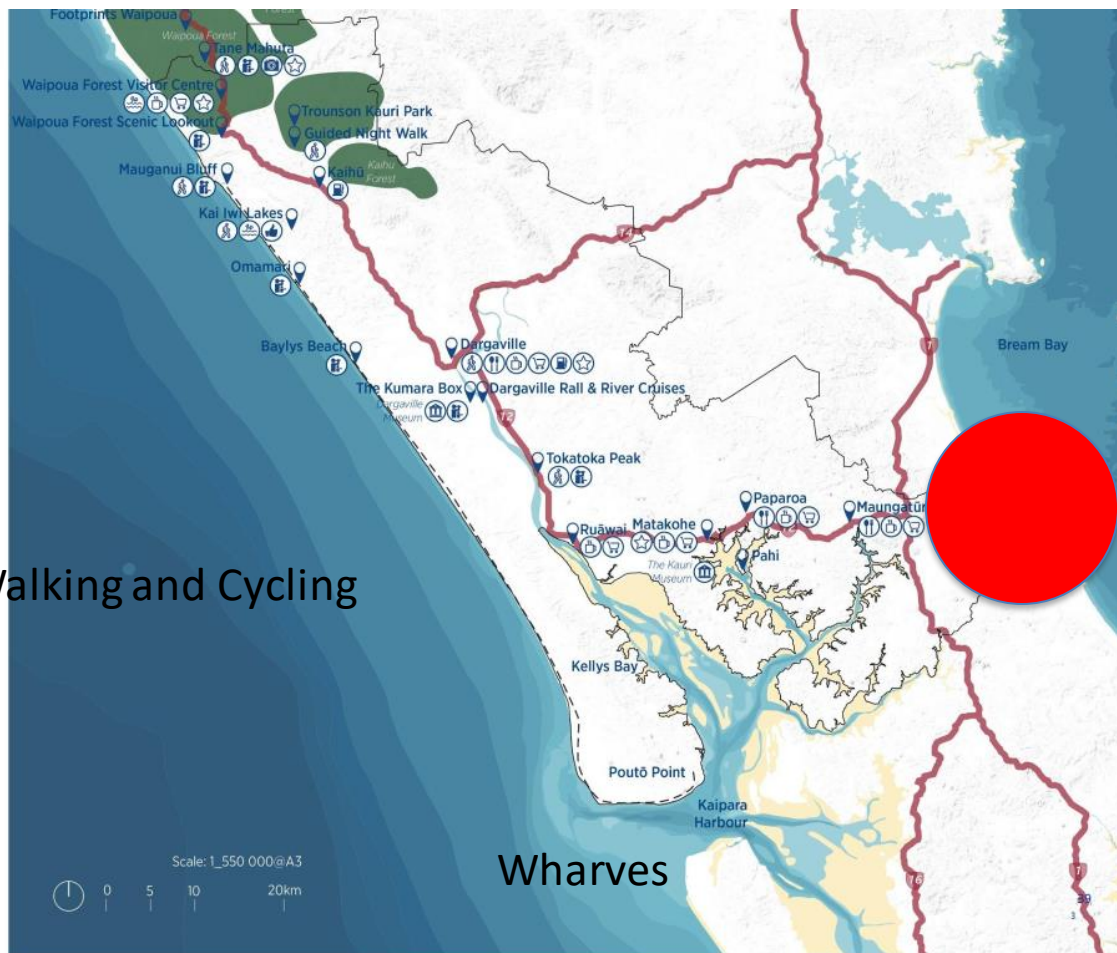
Legend

- State Highway
- Forest
- Point of Interest
- Walking Track
- Swimming
- Food
- Cafe
- Shop
- Petrol Station
- EV Charging
- Museum
- Scenic Views
- Iconic Photo Stop
- Local Favourite
- Don't Miss
- "7 Stands of Kauri"

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Walking and Cycling

Wharves



Infrastructure Strategy

Kaipara District Infrastructure Strategy Ancient Kauri Coast - Significant Projects

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1. North Kaipara

- Develop and open the Kaihu Valley Trail alongside accommodation and tourism initiatives as part of the Ancient Kauri Trail, and the Old coach Road section in Kaipara. Hamish, Nick Marshall)
- Premier Parks - Kai Iwi Lakes - Tahoroa Domain (Hamish)

2. Central Kaipara

- Implement the Dargaville Township Improvement Plan - In particular the riverside cycle path, boulevard and intersection improvements (Hamish, ANDy)
- Premier Parks - Pou tu te Rangi/Harding Park development plan (Hamish)
- Parks projects? Toilets, ROSIF, Freedom Camping projects? New sports park? (Hamish)
- Dargaville to Maungaturoto Heartland Ride - Cycleway (Andy Brown/Nick Marshall)
- Dargaville Pontoon (Hamish)

3. Poutō Peninsula

- New wharf at Pouto Point (Hamish Watson)
- Sealing the Pouto Road from X to Y (Andy Brown)

3. Kaipara Harbour

- Renewal of the Pahi Wharf (Hamish)
- Establishment of a beach landings opportunity at the ancestral marae of Arapaoa and Oruawharo. (Unsure)

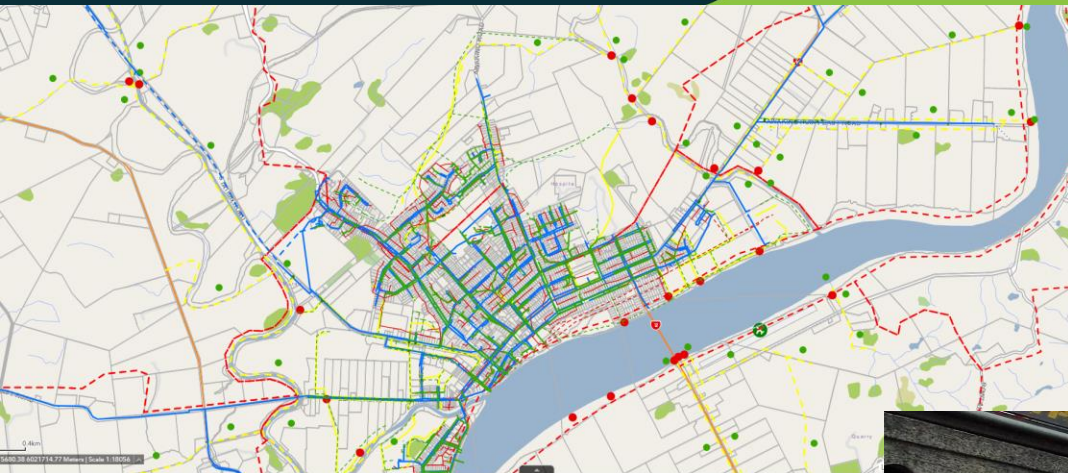
4. East Kaipara

- Develop (in partnership with WDC) the Brynderwyns Cycle Trail and associated Mountain Bike Parks
- Continue to implement the Mangawhai Community Plan including the shared path network and Mangawhai Community Park

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Infrastructure Strategy

Resilience of our network



Water security

Road Safety

Climate Change

Stop banks

Communities

Public Health

Bridges

Clean water



Resilient Infrastructure

Kaipara District Infrastructure Strategy

Key Move 4: Building resilience into our asset network

...

Overview

Since the last LTP, the Infrastructure Department has managed to bring all water services consents up to date and they are all now legally compliant. This has required gaining a greater understanding of both existing levels of service and what the future expectations may include. The Council cannot renew all its assets at the same time. It must prioritise when each centre, village and settlement will require a renewal and plan for events that are outside of the Councils control. *Providing resilience in the asset network* programme recognises council's core responsibilities in managing its assets efficiently and effectively but also how it plans for climate change events and how these assets could be impacted.

The programme of work is broken down under the following activity plans

Water and Wastewater Network

Condition surveys to complete full knowledge of the network to further prioritise condition critical assets, those that, require capacity increases to minimise leakage and breaks.

Response to climate change and sea level rise flooding including protecting wastewater treatment, pump station and pond facilities, and ground-water infiltration in flooding events.

Waste Minimisation

Promoting mechanism/incentives to support circular economies by reduction in waste-increase in more recycling, plastic washing shredding/preparation

Parks and recreational facilities

Bring all open spaces and recreation facilities up to a minimum standard and within all codes and NZ standards.

Transportation- NTA to review

Traffic network safe from flooding, road safety upgrades of black spot and pedestrian safety areas, maintaining minimum driveable standards on sealed and unsealed road network, increase in the sealed network and improvement in unsealed road standard, bridges (more detail?), encouraging sustainable travel with safer walking and cycling connecting important points of interest such as schools to parks and town centres.

Will see more focus in this LTP on

- Meeting safety requirements
- Bridge replacement
- Water Supply (Dargaville)
- Unsealed network
- Strengthening stop banks

Water Supply



Water Supply

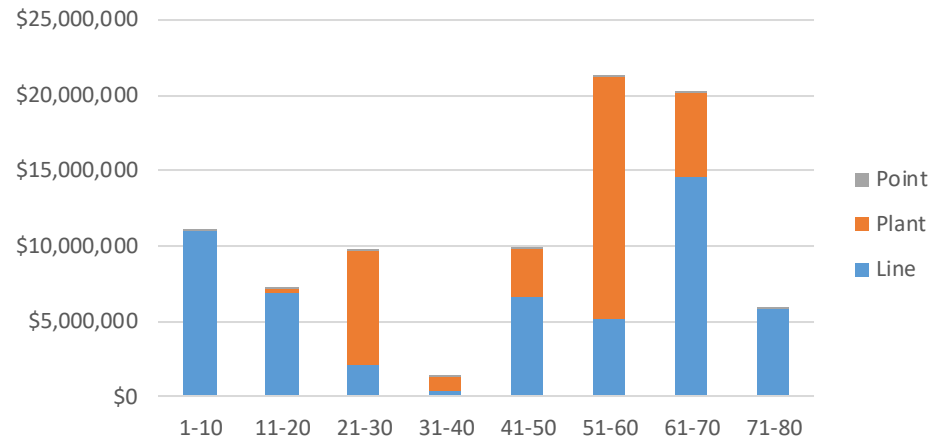
Existing asset condition

- \$50 million worth of assets aged older than 40 years, AC Pipe has a useable life of 60 years
- \$30 million + assets condition poor and below
- Nearly \$30 Million assets technically require renewals in year 1.

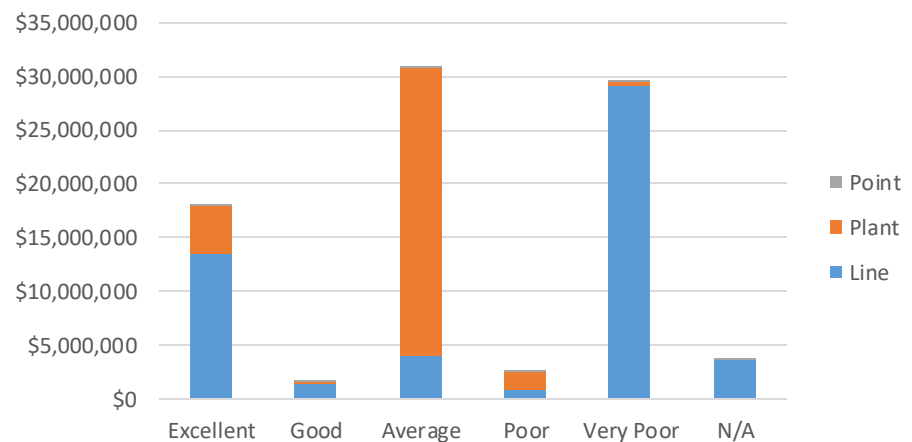
Proposed Renewals Strategy

- Spread costs out for affordability allow \$1 million of renewals each year for life of IS,
- Continue Condition assessments as fast as possible to try to base renewals on condition and criticality instead of age. Non-destructive testing
- Possible Crown investment as part of Covid-19 investment

Asset Age



Condition of Assets



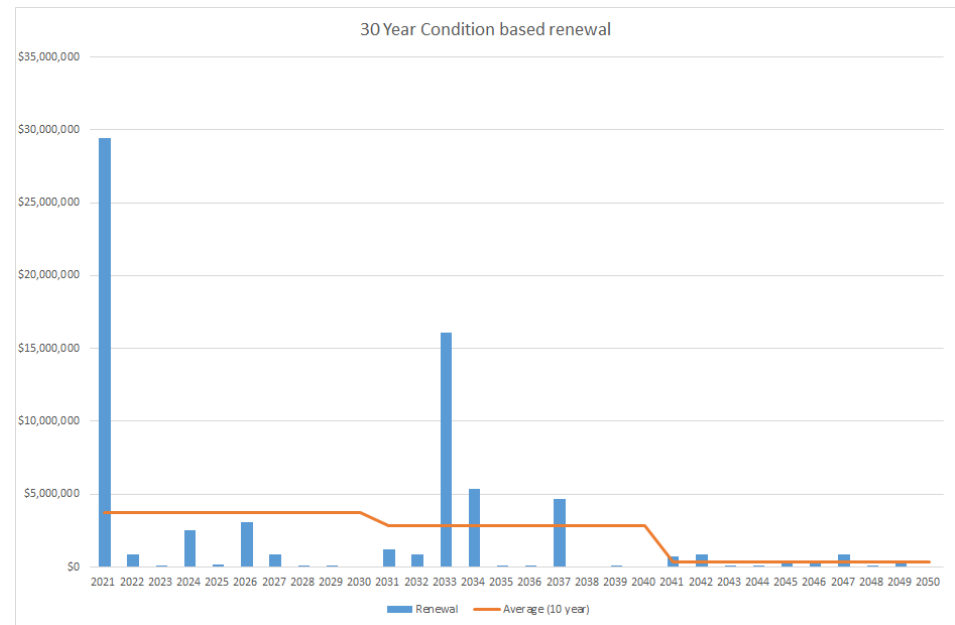
Water Supply

Significant Projects

- Early
 - Dargaville Water Storage (Connections)
 - Mangawhai Water supply
 - Dargaville Water Security
- Later
 - Dargaville Growth – Spatial Plan
 - Maungaturoto Water Security
 - Maungaturoto Growth - Water Treatment Upgrades investigation
 - Kaiwaka Water Supply

Financial considerations

- District wide approach allows interventions to be spread
- Spread renewals out over 30 years with \$1 million dollars of replacement each year for 30 years,
- This does not include the cumulative effect of other assets failing in that time,
- Growth projects incorporated in DC Policy to enable council to recover Development Contributions (in line with the Spatial Plans)



Wastewater



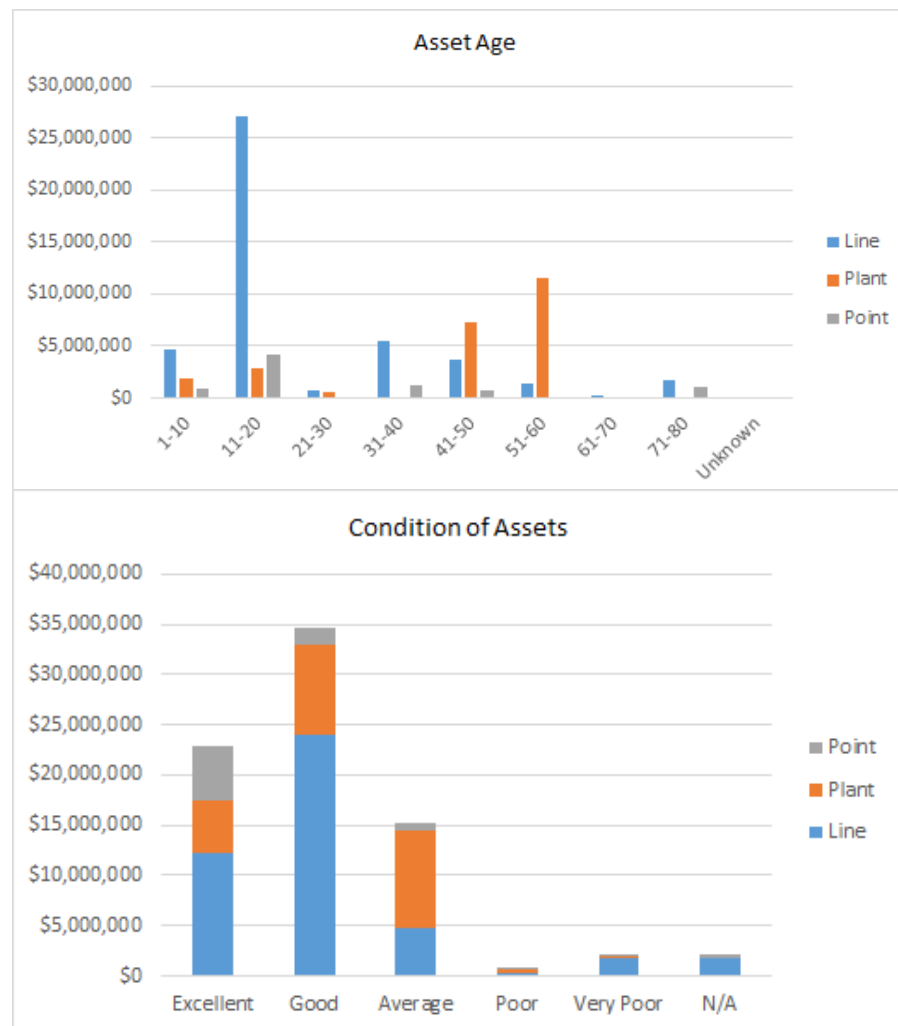
Wastewater

Existing asset condition

- Wastewater is not nearly as bad as Water Supply for the state of the assets,
- Majority of district network is under 20 years old,
- Most in an average or above condition
- 92km of 150mmØ pipeline
- Lack of knowledge, especially Mangawhai
- Infiltration – Dargaville 15 times WW flow,
- 24km of pipeline surveyed since 2018 in Dargaville, 49km of pipeline to survey in Mangawhai, 10km in Maungaturoto

Proposed Renewals Strategy

- Current renewal profiles aren't too bad though still significant for our communities
- The 10 year average shown in the graph would be best fit, \$600,000/annum till 2030.



Wastewater

Capital Projects

Early

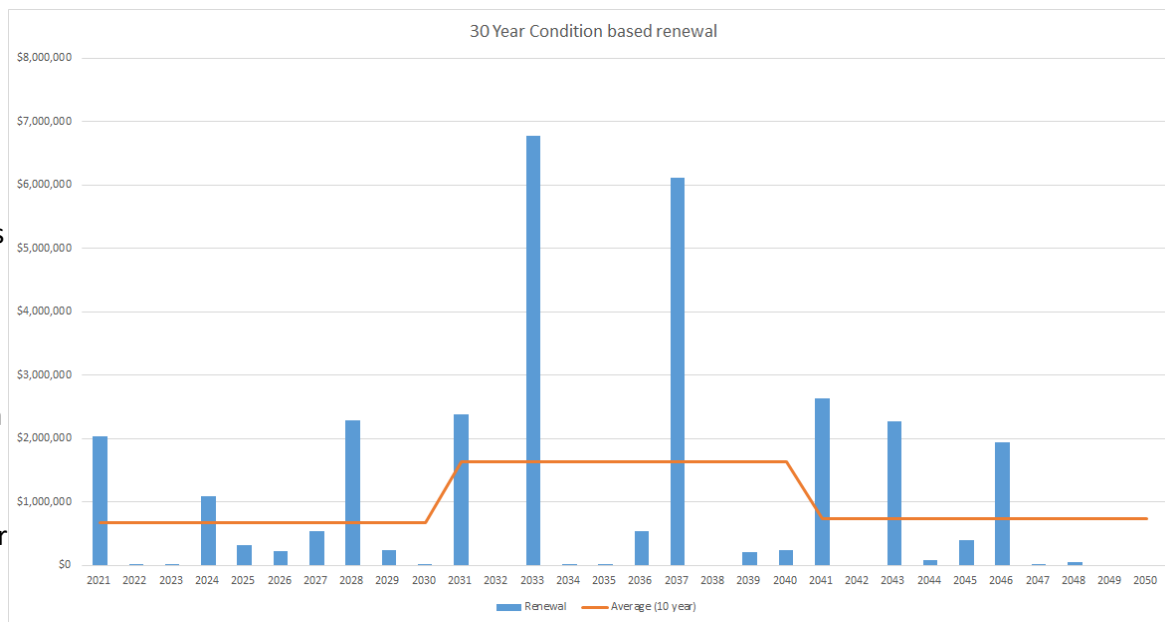
- Mangawhai Treatment facility, full investigation of Mangawhai network with holistic road map identified, capacity projects due to growth identified and implemented
- Maungaturoto Growth,
- Kaiwaka Growth,
- Mangawhai Growth
- Paparoa treatment facility (possibly construction last FY of current LTP),

Later

- Dargaville Growth Projects in line with Water Supply,
- Dargaville WWTP in response to changing Govt requirements and environmental outcomes,

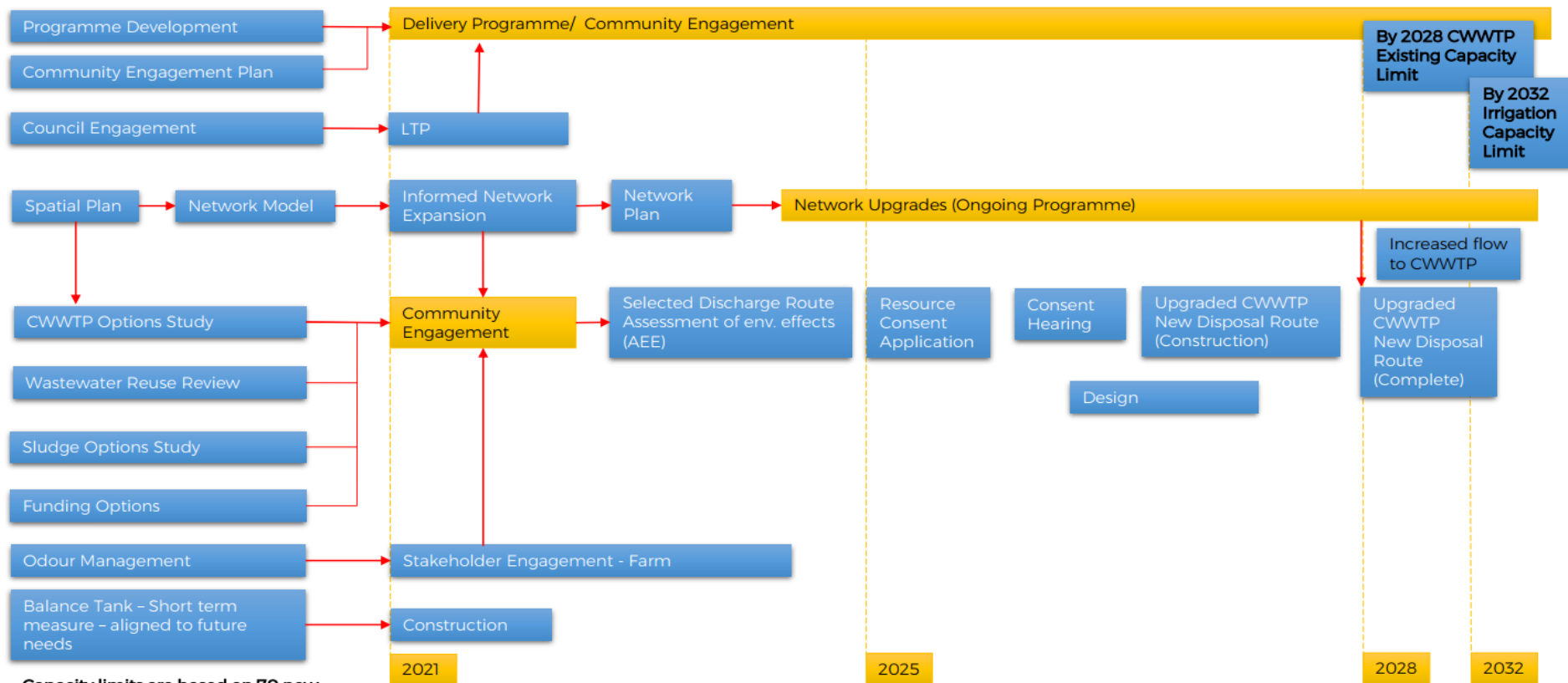
Financial considerations

- Proposed \$600,000 per annum renewals across the district
- Main concern to be growth projects as per the spatial plan
- Growth in townships to be supported by Development Contributions, and need to be implemented in a timely manner to avoid extra costs to council and negative environmental effects around our current schemes
- Mangawhai Wastewater treatment needs a full and holistic approach to review and plan for growth within the network, the treatment plant and also to identify the best solution for disposal.



MCWWS

Mangawhai CWWTP Roadmap



Capacity limits are based on 70 new connections per year

Stormwater



Storm water

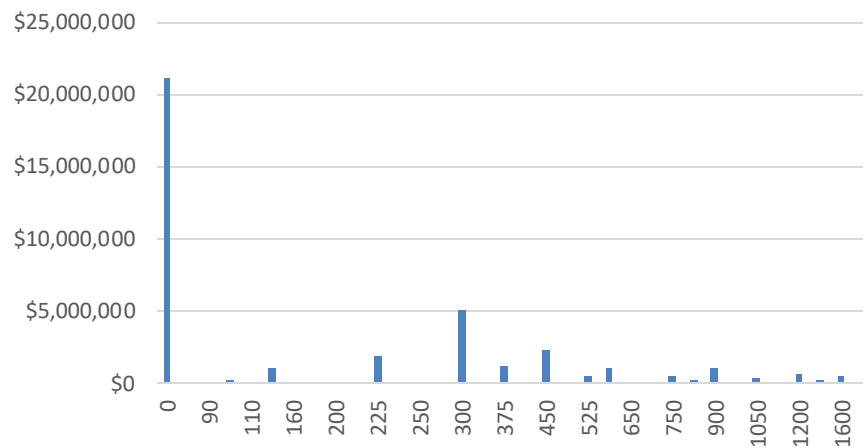
- Existing asset condition

- Mostly still an unknown
- Value by pipe diameter has \$20 Million at 0 Ø
- Largest value of pipe material is unknown \$25 Million

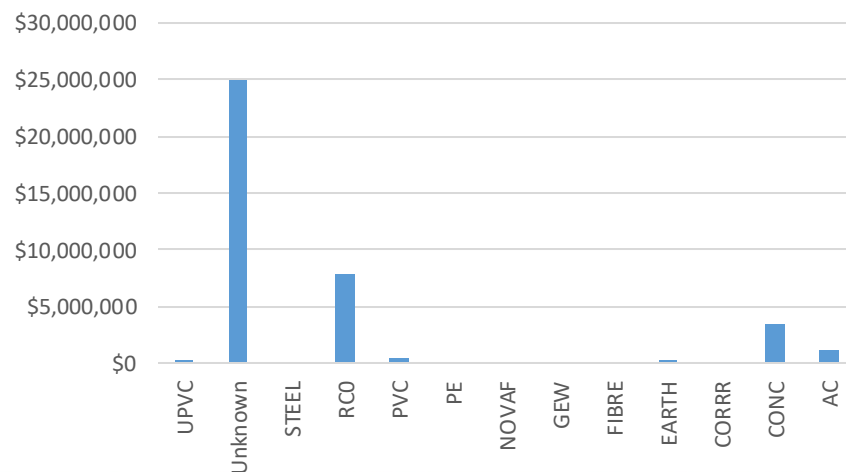
- Proposed Renewals Strategy

- The biggest issue is still knowledge, there is a large amount of information we have gathered in the last 2 years.
- The renewal profiles are skewed due to lack of knowledge,
- Continue to fix issue where known and allow a small budget for this, focus on information,
- Catchment management plans created, rain on grid modelling allowing for Climate Change a must

Value Pipe Diameter



Value Pipe Material



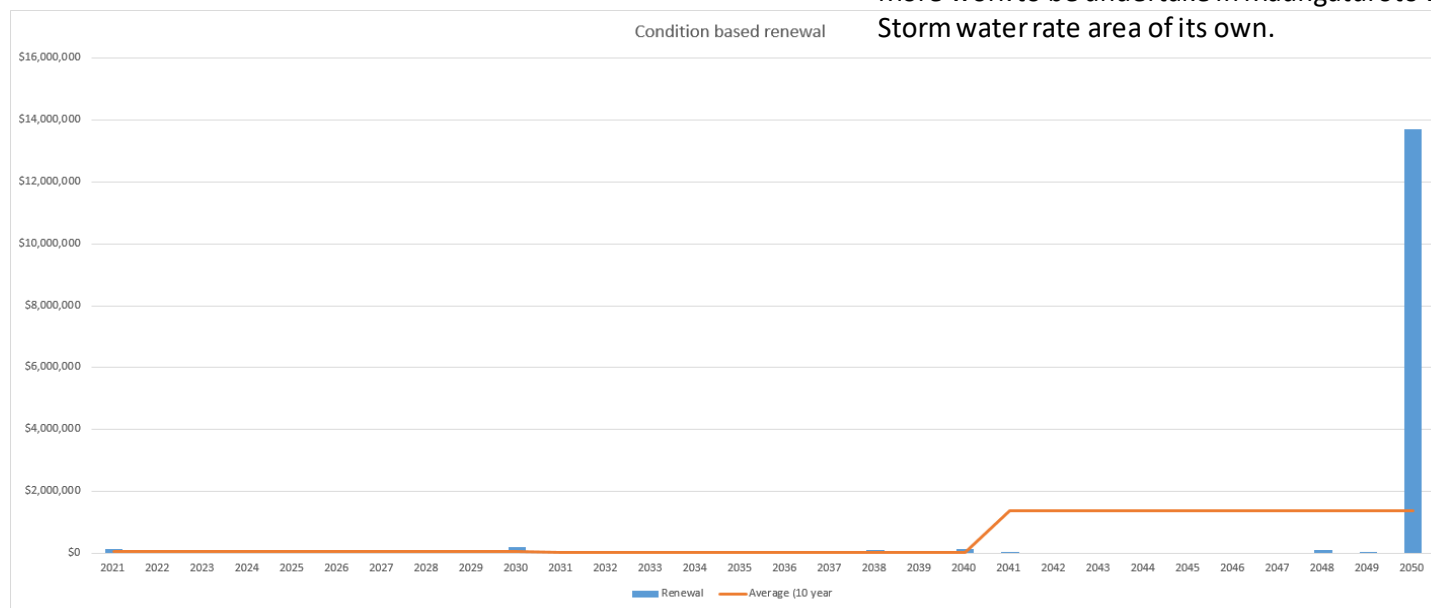
Storm water

Capital Projects

- Early
 - Mangawhai Wood Street \$5 million Yrs 1 – 10
 - Dargaville Stop Banks and Flood Protection, Catchment Management Plans
 - Rain on Grid Modelling – Climate Change.
- Later
 - Implementation of any renewals and projects that align to the data capture, modelling and climate change projects

Financial Considerations

- As so little is known about the current state of the assets more funds are to be put towards data cleansing.
- Early requirements are related to catchment management plans which cannot be capitalised
- Funds signaled for known projects Mangawhai Community Plan etc.
- Catchment management plans to be undertaken to identify over land flow paths, required upgrades to the system, climate change response etc.
- Stop banks and flood protection within Dargaville is a function of the Storm water rate, and not a district wide response.
- More work to be undertake in Maungaturoto which needs to be a Storm water rate area of its own.



Land Drainage



Land Drainage

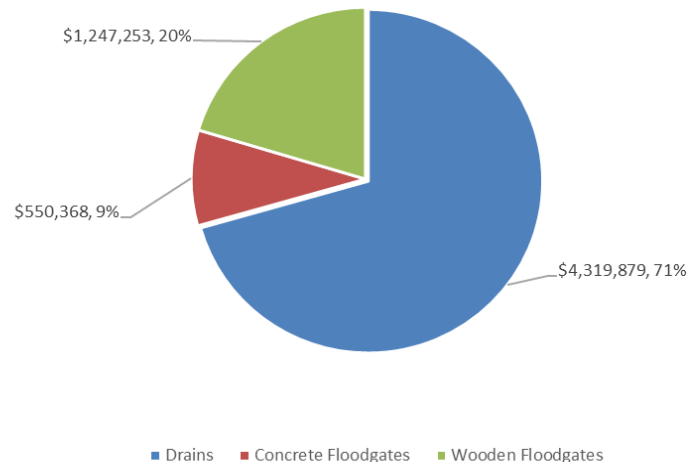
- Existing asset condition

- Asset condition is very hit and miss, apart from condition assessments conducted in Raupo it is mainly on the districts to advise the LD officer of needed repairs or replacements
- Mostly open drains,
- Stop banks have a varied level of condition and construction.

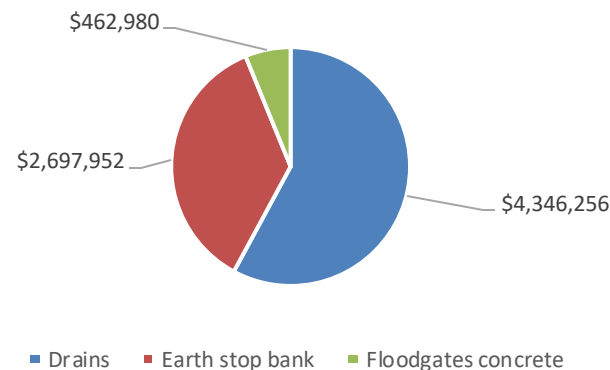
- Proposed Renewals Strategy

- Dargaville and Te Kopuru Stop banks have been put forward to the shovel ready projects,
- Raupo is focused on renewals of flood gates and stop banks but is the only district to be so focused,
- Next LTP period focus on gaining a consistent ownership of stop banks,
- Identify required upgrades to respond to climate change
- Focus on providing information to inform next LTP period ... consultation and engagement.

Northern LD Replacement Valuations



Raupo Land Drainage Replacement Valuations



Land Drainage

- Operations

- Next AMP period full review of all ownership of stop banks and flood protection assets and Infrastructure.

- Capital Projects

- Dargaville Stop bank –
- Te Kopuru Stop Bank (named as one project but made up of 5 districts – Links to Water Storage Project)
- Raupo Stop Bank upgrades on-going

- Financial Considerations

- A district wide response to flood protection and rate recovery changes.
- Raupo Drainage District is fully protected against climate change (circ. \$70 million)
- Protection of all high value production land and townships.



Solid Waste



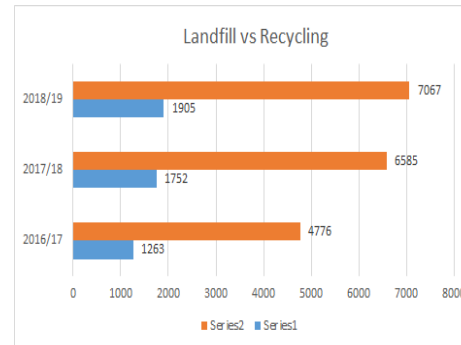
Solid Waste

Current Situation

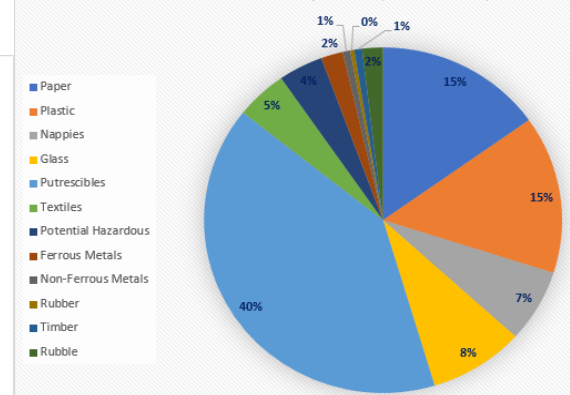
- General Refuse Composition
- What the rate payers want ?
- Current diversion rates
- Difficulties with Recycling

Proposed Improvements – key items

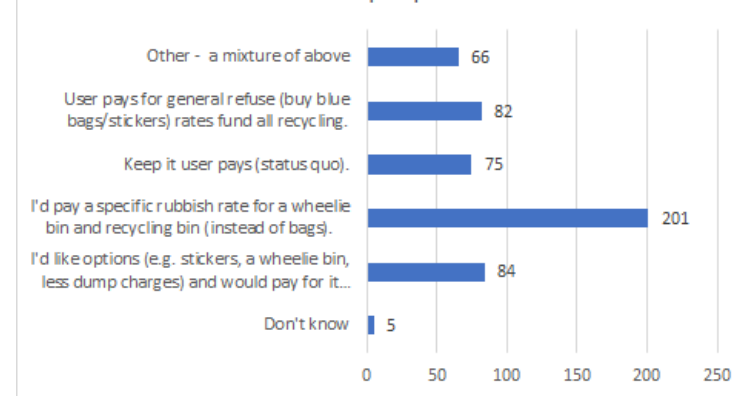
- If not already completed in 20/21 expand the Council Solid Waste Team to enable more focus on Waste Minimisation
- Closed Landfill engineering assessments for Climate Change Readiness
- Assets registered in Asset finder
- Proposal and Investigation and building of New purpose-built Resort/processing centre with first stage of processing for materials, composting facilities and incinerator.
- Installation of compaction solar powered bins in various locations, coastal and some urban
- Implement licensing of all waste operators
- Provision of Waste Minimisation, sustainable and circular economy education
- Implementation of Central Government initiatives, these are most likely to include
 - Container deposit schemes, waste levy increases, kerbside collection standardisation of refuse and recycling, both products collected and how we collect them.
 - Remediation of closed landfills in readiness for climate change as identified in the engineering assessments.
 - Reutilisation of some closed landfill sites, ie Kaiwaka site developed as a dog park ?



Kerbside Refuse Composition (2017 - 2020)



What the people want



Solid Waste

- Capital Projects
 - Climate Change upgrades to Closed Landfills
 - centralised resort centre
 - Plastic shredding & wash plant
 - First stage process of fibre & polystyrene
 - Composting plant
- Financial Considerations
 - Minimal, the response from KDC will need to match the response from Central Gov,
 - Allow funds for investigation into likely responses to be able to be utilised where appropriate.
 - Review of rate policy and how funds are recovered to facilitate the changes required, by bag, general rate, etc.
 - Councils appetite for a public private partnership on waste minimisation and recycling.



Parks & Open Spaces



Parks and Open Spaces

- Existing asset condition

- Parks: Generally good, Maintenance contract
- Cemeteries: Good condition, plenty capacity
- Toilets: Varying condition from poor to excellent, recent independent audits completed, this needs to become a regular assessment (bi-annual)
- Playgrounds: General condition good, recent independent audit results 66% this seems to be about where we sit and is average/above average across the country
- Coastal structures: Unknown, last assessment was back in 2015, some items have been picked up as part of the Wharves project

- Proposed Renewals Strategy

- Playgrounds renewal/new
- Toilet upgrades annually. A draft strategy was developed in 2013 and was never finalized, need to complete.
- Asset condition assessments for structures ie boardwalks, lookouts' coastal structures etc
- Next LTP period focus on gaining a better understanding of assets and conditions, implement more assessments,
- Identify required upgrades to respond to climate change
- Focus on providing information to inform next LTP period ... consultation and engagement.
- Campground strategy to be created

Parks and Open Spaces

Operations

- Clearance of backlog in 2020 will allow a modest reduction in parks maintenance costs
- New wharf assets to be maintained

Capital Projects

- Early
 - Mountain Bike tracks - Kai Iwi & Browns Rd,
 - Walking linkages Cycling/walking
 - Ancient Kauri Trail -
 - Playground renewals
 - Toilet upgrades
 - Park development (Drainage, seating)
 - Premier Parks developments (Implement RMP's)
 - Hard surface renewals
 - Wharves
- Later
 - Mountain Bike tracks - Connections to Browns Road and Kai Iwi
 - Mangawhai to Dargaville

Financial Considerations

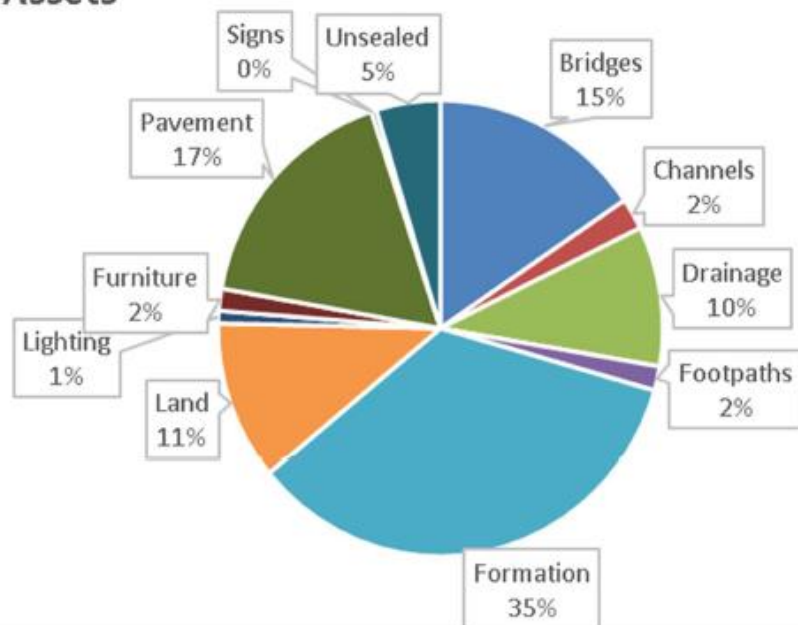
- Reserves and open spaces assumed to be funded through General Rate?
- Improvement projects identified to allow for development contributions and more ambitious Tourism Innovation Funds (or similar) applications,
- Premier parks funded through general rate recovery where required,
- Maintenance of Wharves through general rates
- Maintenance of cycle trails through subsidised (NLTF) general rates,
- Large projects within Kaipara District as a whole to be identified so as to allow council to seek external funding where appropriate to deliver projects at a minimal cost to ratepayers



Transportation



Road Assets



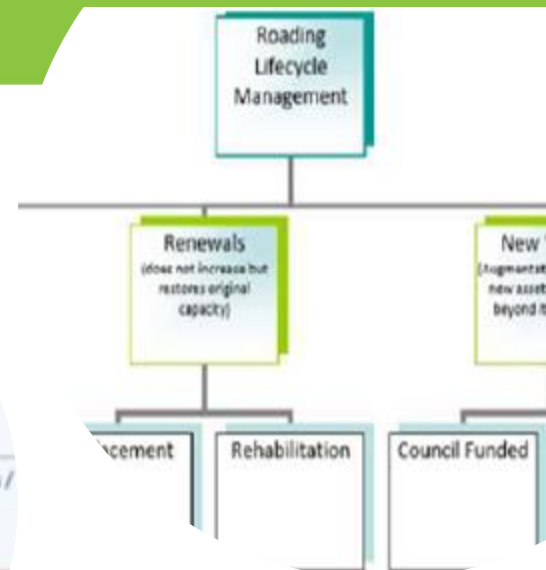
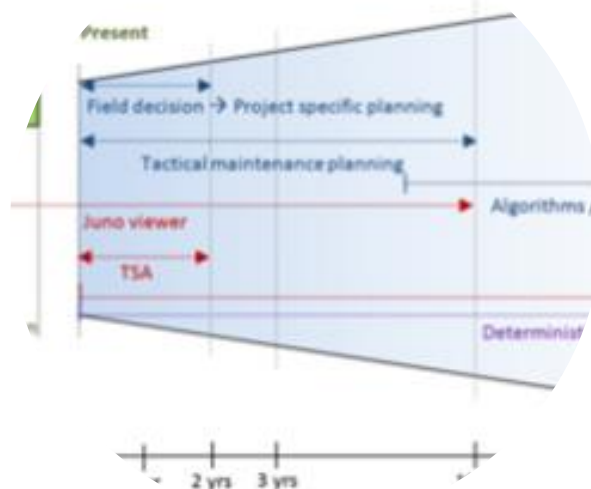
Asset	Quantity	Replacement Cost
Bridges	348	\$91,800,044
Channels	1,845 km	\$13,250,800
Drainage	139 km	\$58,748,155
Drainage Structures	14,462	
Footpaths	91 km	\$10,190,923
Land	3,234 ha	\$67,155,752
Lighting	1,184	\$5,250,095
Furniture	railings, retaining walls, traffic facilities	\$9,289,211
Signs	9,459	\$2,232,010
Pavement	448 km	\$101,571,436
Unsealed	1,125 km	\$27,573,035
Formation	1,573 km	\$204,776,973
		\$591,838,434

Asset Description	Replacement Cost \$	Total Accumulated Depreciation \$	Depreciated Replacement Cost \$	Annual Depreciation \$
and	67,155,752	0	67,155,752	0
rmation	204,776,973	0	204,776,973	0
aled pavement surface	10,352,337	6,966,480	3,385,857	685,444
led pavement layers	91,219,099	21,323,943	69,895,156	1,091,294
led pavement layers	27,573,035	9,472,528	18,100,506	1,922,56
e	58,748,155	25,968,135	32,780,020	799,7
ter channels	13,250,800	5,205,093	8,045,707	17
	10,190,032	3,546,991	6,643,032	
	607,348	229,291	378,057	
	2,232,010	888,250	1,343,760	
	2,621,453	826,795	1,794,658	
	4,060,410	1,571,162	2,489,248	

RIGHT ROAD, RIGHT

The One Network Road Classification (ONRC)

The ONRC is a new framework that categorises roads throughout the country. This is the first... that consistent specifications will apply to all public roads from Cape Reinga to the South, regardless... The ONRC considers the needs of all road users, be they motorists, cyclists or pedestrians. It will give... and certainty about what standard and services to expect on the national road network, including the... It will also help New Zealand to plan, invest in, maintain and operate the road network in a more strategic, on... throughout the country.



AMP Strategy
Renewals Strategy
Maintenance Strategy

Regional Problem Statements

These are consistent with the Kaipara Key Issues in our Infrastructure Strategy but also regionally consistent

Sealed Roads – Larger renewal programmes to address historic backlogs, expensive urban rehabilitations in Whangarei and inappropriate allocation of in-house costs and maintenance contract fixed costs in Kaipara and Far North are resulting in our sealed roads having some of the highest costs per kilometre in our peer group.

Drainage – Ad hoc historic maintenance of drainage systems has increased the susceptibility of our pavements to water ingress and premature failure. It also increases the likelihood of flooding and slips during heavy rain events.

Resilience - Poor geology, a subtropical climate and poor drainage systems make our roads susceptible to slips and flooding during heavy rain events, resulting in road closures that often affect critical routes. This is only expected to get worse over time due to the effects of climate change.

Unsealed Roads – Use of out of specification GAP aggregates on our unsealed roads is resulting in:

- adverse health impacts to residents due to dust
- high levels of community dissatisfaction due to poor road condition and
- high maintenance costs.

Structures – Lack of historic maintenance and renewals of structures in FNDC and KDC is resulting in a large number of structures prematurely reaching the end of their life which is adversely affecting freight access and increasing demands for expensive bridge replacement.

Growth and Alternative Transport - Rapid growth and lack of suitable alternative transport modes are causing congestion in Whangarei during commuter peaks and in Kerikeri/Waipapa and Mangawhai during peak holiday periods. Lack of alternative transport modes in many communities restricts access to places of employment, education and social opportunities which is leading to severance, safety issues and higher levels of social deprivation.

Safety – Northland has a narrow, winding and unforgiving rural road network which combined with poor driver behaviour has resulted in the region being a high Community at Risk for death and serious injury (DSI) crashes and the rate of DSI crashes is trending upward for all three councils. FNDC and KDC also have higher Collective Risks than their peer group.

Direction

- Less focus on sealed roads
- More focus on unsealed roads
- More focus on providing adequate drainage
- More focus on bridge renewals
- Continued focus on safety including speed management
- More focus on resilience improvements
- Continuation of the shared path programme
- Continuation of intersection improvements



What it will cost

- Maintenance, Operations and Renewals Funding
- Capital



The Provision of Roads and Footpaths - Operating

	Annual Plan	Budget	Budget	Budget	Budget	Budget	Budget	Budget	Budget	Budget	Budget
	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Annual general											
ate penalties	8,997	9,458	10,048	10,584	10,796	10,902	11,315	11,643	11,930	12,286	12,697
/targeted rates	390	390	399	407	417	427	437	448	460	472	485
ating purposes	5,845	4,541	4,856	4,968	5,057	5,178	5,306	5,443	5,588	5,735	5,911
ees and charges	0	0	0	0	0	0	0	0	0	0	0
heads recovered	2,528	2,102	2,132	2,188	2,085	2,112	2,160	2,192	2,236	2,270	2,329
ax, fines, infringe-											
and other receipts	0	0	0	0	0	0	0	0	0	0	0
total operating funding	17,760	16,491	17,435	18,147	18,355	18,619	19,218	19,726	20,214	20,763	21,422
ating funding											
nents to staff and suppliers	10,158	8,125	8,558	8,755	8,914	9,126	9,351	9,591	9,846	10,116	10,411
Finance costs	55	51	68	74	86	99	110	116	127	139	153
charges and overheads applied	3,755	4,142	4,281	4,394	4,462	4,577	4,699	4,819	4,956	5,088	5,253
er operating funding applications	0	0	0	0	0	0	0	0	0	0	0
al applications of operating funding	13,968	12,318	12,907	13,223	13,462	13,802	14,160	14,526	14,929	15,343	15,817
us (deficit) of operating funding	3,792	4,173	4,528	4,924	4,893	4,817	5,058	5,200	5,285	5,420	5,605

Maintenance, Operations and Renewals

– FWP proposed budget

Phase	FAR	2021/22	2022/23	2023/24	2021-2024 Total	Local Share 2021/22	Local Share 2022/23	Local Share 2023/24	Local Share requirements for 3 years	2018/19	2019/20	2020/21	Total 2018-21	Change	% change
111 - Sealed pavement maintenance	61	\$ 1,872,000	1,911,312	1,951,450	\$ 5,734,762	\$ 730,080	\$ 745,412	\$ 761,065	\$ 2,236,557	\$1,764,217	1,800,000	1,800,000	\$ 5,364,217	\$ 370,545	7%
112 - Unsealed pavement maintenance	61	\$ 2,340,000	2,389,140	2,439,312	\$ 7,168,452	\$ 912,600	\$ 931,765	\$ 951,332	\$ 2,795,696	\$2,336,280	2,200,000	2,200,000	\$ 6,736,280	\$ 432,172	6%
113 - Routine drainage maintenance	61	\$ 728,000	743,288	758,897	\$ 2,230,185	\$ 283,920	\$ 289,882	\$ 295,970	\$ 869,772	\$ 755,838	650,000	650,000	\$ 2,055,838	\$ 174,347	8%
114 - Structures maintenance	61	\$ 260,000	265,460	271,035	\$ 796,495	\$ 101,400	\$ 103,529	\$ 105,704	\$ 310,633	\$ 194,431	250,000	250,000	\$ 694,431	\$ 102,064	15%
121 - Environmental maintenance	61	\$ 572,000	584,012	596,276	\$ 1,752,288	\$ 223,080	\$ 227,765	\$ 232,548	\$ 683,392	\$ 557,253	520,000	520,000	\$ 1,597,253	\$ 155,035	10%
122 - Traffic services maintenance	61	\$ 731,300	746,657	762,337	\$ 2,240,294	\$ 285,207	\$ 291,196	\$ 297,311	\$ 873,715	\$ 740,102	710,000	690,000	\$ 2,140,102	\$ 100,192	5%
123 - Operational traffic management	61	\$ 15,600	15,928	16,262	\$ 47,790	\$ 6,084	\$ 6,212	\$ 6,342	\$ 18,638	\$ -	0	0	\$ 0	\$ 47,790	
124 - Cycle path maintenance	61	\$ 26,000	26,546	27,103	\$ 79,649	\$ 10,140	\$ 10,353	\$ 10,570	\$ 31,063	\$ -	0	0	\$ 0	\$ 79,649	
125 - Footpath maintenance	61	\$ 156,000	159,276	162,621	\$ 477,897	\$ 60,840	\$ 62,118	\$ 63,422	\$ 186,380	\$ 135,507	139,000	142,000	\$ 416,507	\$ 61,390	15%
131 - Level crossing warning devices	61	\$ 10,400	10,618	10,841	\$ 31,860	\$ 4,056	\$ 4,141	\$ 4,228	\$ 12,425	\$ 7,967	10,000	10,000	\$ 27,967	\$ 3,893	14%
140 - Minor events	61	\$ 104,000	106,184	108,414	\$ 318,598	\$ 40,560	\$ 41,412	\$ 42,281	\$ 124,253	\$ -	0	0	\$ -	\$ 318,598	
151 - Network and asset management	61	\$ 2,500,000	2,552,500	2,606,103	\$ 7,658,603	\$ 975,000	\$ 995,475	\$ 1,016,380	\$ 2,986,855	\$1,534,644	1,360,000	1,360,000	\$ 4,254,644	\$ 3,403,959	80%
Subtotal for Road operations and maintenance:		9,315,300	9,510,921	9,710,651	\$ 28,536,872	\$ 3,632,967	\$ 3,709,259	\$ 3,787,154	\$ 11,129,380	8,026,239	7,639,000	7,622,000	\$ 23,287,239	\$ 5,249,633	23%
211 - Unsealed road metalling	61	3,100,000	3,165,100	3,231,567	\$ 9,496,667	\$ 1,209,000	\$ 1,234,389	\$ 1,260,311	\$ 3,703,700	1,277,853	2,250,000	2,250,000	\$ 5,777,853	\$ 3,718,814	64%
212 - Sealed road resurfacing	61	2,000,000	2,042,000	2,084,882	\$ 6,126,882	\$ 780,000	\$ 796,380	\$ 813,104	\$ 2,389,484	3,228,986	1,800,000	1,800,000	\$ 6,828,986	\$ -	-10%
213 - Drainage renewals	61	736,305	751,767	767,554	\$ 2,255,626	\$ 287,159	\$ 293,189	\$ 299,346	\$ 879,694	714,859	651,000	651,000	\$ 2,016,859	\$ 238,767	12%
214 - Sealed road pavement rehabilitation	61	1,600,000	1,633,600	1,667,906	\$ 4,901,506	\$ 624,000	\$ 637,104	\$ 650,483	\$ 1,911,587	729,479	1,400,000	1,940,450	\$ 4,069,929	\$ 831,577	20%
215 - Structures component replacements	61	1,000,000	1,021,000	1,042,441	\$ 3,063,441	\$ 390,000	\$ 398,190	\$ 406,552	\$ 1,194,742	858,886	2,450,000	650,000	\$ 3,958,886	\$ -	-23%
221 - Environmental renewals	61	0	0	0	\$ -	\$ -	\$ -	\$ -	\$ -	0	0	0	\$ -	\$ -	
222 - Traffic services renewals	61	500,000	510,500	521,221	\$ 1,531,721	\$ 195,000	\$ 199,095	\$ 203,276	\$ 597,371	165,248	175,000	175,000	\$ 515,248	\$ 1,016,473	197%
Subtotal for Road renewals:		8,936,305	9,123,967	9,315,570	\$ 27,375,842	\$ 3,485,159	\$ 3,558,347	\$ 3,633,072	\$ 10,676,579	6,975,311	8,726,000	7,466,450	\$ 23,167,761	\$ 4,208,081	18%
432 - Road Safety Promotion	61	200,000	204,200	208,488	\$ 612,688	\$ 78,000	\$ 79,638	\$ 81,310	\$ 238,948	104,568	195,432	165,000	\$ 465,000	\$ 147,688	32%
Total budget:		18,451,605	18,839,088	19,234,709	\$ 56,525,403	\$ 7,196,126	\$ 7,347,245	\$ 7,501,537	\$ 22,044,907	15,106,118	16,560,432	15,253,450	\$ 46,920,000	\$ 9,605,403	20%

Any Questions?



We welcome your feedback!
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Kaipara te Oranganui

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Two Oceans Two Harbours

Draft Significance and Engagement Policy

Required content

determining significance (page 10)

how Council will engage on matters with a high degree of significance (page 11)

how Council will engage on other matters (page 12)

strategic assets (page 13)

Other content

context and explanation of LGA consultation requirements (pages 3-7)

engaging with Māori (page 8)

policy statement and principles of engagement (page 9)

- finalise draft Policy based on any further feedback today
- Statement of Proposal for consultation to July Council meeting
- consultation August/September
- hearing and deliberations October
- adoption of final Policy November 2020



Next steps

Questions? Feedback?





Thank You

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Kaipara District Council





Kaipara te Oranganui

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Two Oceans Two Harbours

Climate Change

Draft Strategy Work Programme & LTP Integration



Outline

- **LTP Integration**
- **Collaboration & alignment**
- **Timeframes & budgetary needs**
- **Next steps**

LTP Integration

What does a climate change strategy look like in the LTP?



Indicators

Community Outcomes



Linked Climate Smart Kaipara vision

Embedded into Activity Profiles



Same climate change language across

Throughout Infrastructure Strategy



Risk assumptions throughout

Detailed actions in AMPs



Supportive actions identified

Explicit risks & opportunities in
Financial Strategy



Across the LTP

Clear delineation

Shared responsibility

District Leadership

- Assessments for Adaptive Pathways Planning
- Community engagement
- Mana Whenua partnership
- Ensure planning & regulatory alignment

Infrastructure Strategy +AMPs

- Apply risk assessment & vulnerable assets
- Identify costings
- Prepare for adaptive pathways implementation
- Emissions reductions integrated into business plans & procurement process

Finance Strategy

- Financial risk via forward-looking climate scenarios
- Integration of climate risk management into corporate risk management
- Emissions reductions integrated into business plans & procurement process

Integration into
services



Services	Already Embedded	Additional Works
Civil Defense	Emergency management; MoU	Investigate potential changes to service; Scenario assessments for Community Response Plans & Emergency Planning
Community Assistance	Community partnerships	Investigate opportunities to support sustainability initiatives in community
Building Control	H1 – Energy Efficiency in Code of Compliance Certificate; Provides information to applicants	Investigate adding emissions & sustainability certifications; Investigate sustainable building advice service; Investigate ease of alternative solutions
Regulatory Services	Investigates District Plan breaches	Investigate potential changes to service
Resource Consents	Effects of climate change in resource consent conditions (protection against exposure to natural hazards)	Implement updated resource consent conditions; LIMs & PIMs processes

Integration into services

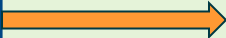
Services	Already Embedded	Additional Works
District Leadership	District Plan Review; Hazards Assessments and Updates	Adjustments to District Plan, including spatial plans, if required
Governance	Democratic participation; Transparency	Feasibility of adding climate change considerations to Council reports
Corporate Services	Risk Assumptions; Risk Framework	Scenario assessment into risk framework;

Integration into services

Services	Already Embedded	Additional Works
Roading	NTA Resilience Strategy; Emergency works; Preventative maintenance	Works prioritised comparison to adaptive pathways planning; Sustainability scenarios
Waste Management & Waste Minimisation	Waste minimisation plan = reduced GHG emissions, increased sustainability	Continue to pursue waste reduction, material reuse & repurposing, increased capacity of transfer station for recycling
Land Drainage / Storm Water	Condition assessments; SWCMPs; LOS review	Scenario assessments, feasibility, designs, costings
Water Supply	Kaipara Kickstart Water project Risk Management Strategy; Asset Data Inventories	Scenario assessments, feasibility, designs, costings; Sustainability scenarios
Wastewater Treatment & Reticulation	Condition assessments; Database & geospatial framework; Wastewater modelling	Scenario assessments, feasibility, designs, costings; Sustainability scenarios

Collaboration & Alignment



Work Programme In-House Alignment	Council Areas	"Our House" [operational]	Decision-Making	Projects	Mana Whenua Partnerships	Community Work
						
	Happening now...	Procurement Process Review Emissions Inventory - Corporate	LTP <ul style="list-style-type: none"> Infrastructure Strategy & AMPs Financial Strategy District Plan <ul style="list-style-type: none"> Chapter Review Spatial Planning Urban Design Guidelines NTA Resilience Strategy	Kaipara Kickstart Kaipara Kai PMO internal discussions	Identified throughout Work from MoU & MEA Resource needs & commitments written into work programme	Engagement activities identified Resource needs & commitments written into work programme
	Where we're heading...	Business Case Process Council travel & accommodation	Climate-related financial risk disclosure & management plan Vulnerability & Risk Assessments, Identify costings LIMs & PIMs	Kaipara Kickstart Wharves & Water Storage Embed climate change consideration	Te Ao Māori framework creation Māori governance across action plans	Forums, draft document consultations, community panels

Regional Initiatives Alignment



**FND
C**

LGNZ Declaration

**Climate Change
Roadmap + FTE
(adopted)**

**Call for climate change
policy**

Committee Delegation

**FNDCE: Climate
Change Roadmap in
KPI**



WDC

**Climate Change
Emergency**

Sustainability Strategy

**Climate Action Plan
(underway)**

**Call for climate change
policy**

**Planning &
Development
Committee**



NRC

**CATT Coordination &
Facilitation**

**Climate Change Strategy
(underway)**

**Climate Change Working
Party (Councillors &
TTMAC reps)**

**Climate change
"checklist" in
compliance schedule
(report agendas)**

Regional Collaboration

CATT

**Climate
Adaptation
Te Taitokerau**



**Governance Accord -
Joint Standing Committee**

Adaptive Pathways Planning

**Te Ao Māori
Framework**

**Shared
Strategy**

**Similar
Timeframes**

**Shared
Resources &
Costs**

CATT & KAAP

Why have 2 work streams?

Regional & district planning instruments aligned, cost efficient

Enables districts to deal with unique, specific issues

Sharing of technical expertise



Timeframes & Budgetary Needs



Trajectories

Climate Smart Policy



We are here



We are here



We are here

Timeframe KAAP

20/21

21/22

22/23

23/24

24+

Adopt Strategy

- 1. Hazards Mapping
- 2. Regional Risk Assessment



- 1. Draft KAAP Living Document
- 2. Adaptation Forums
- 3. Technical Reports



- 1. KAAP Living Document Adopted



- 2. Action Steps Outlined & Integrated Across Council



- 1. Assess KAAP Living Document Objectives against Adaptive Pathways

Climate Smart Policy

- 1. CATT Governance
- 2. Adaptive Pathways Scoping
- 3. Indicative Costings



- 1. Adaptive Pathways Process
- 2. Te Ao Māori Framework
- 3. Mana Whenua Partnership



- 1. Pilot Adaptive Pathways Planning
- 2. Te Ao Māori Framework



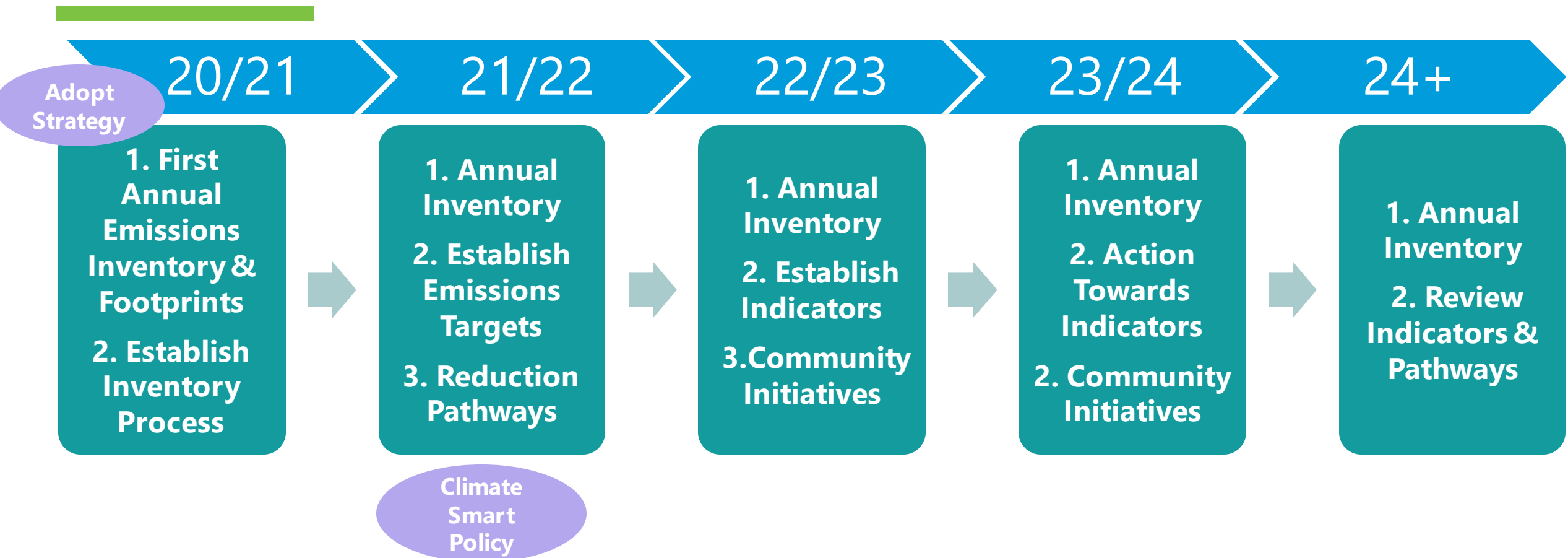
- 1. Adaptive Pathways Planning with Communities



- 1. Adaptive Pathways Planning with Communities

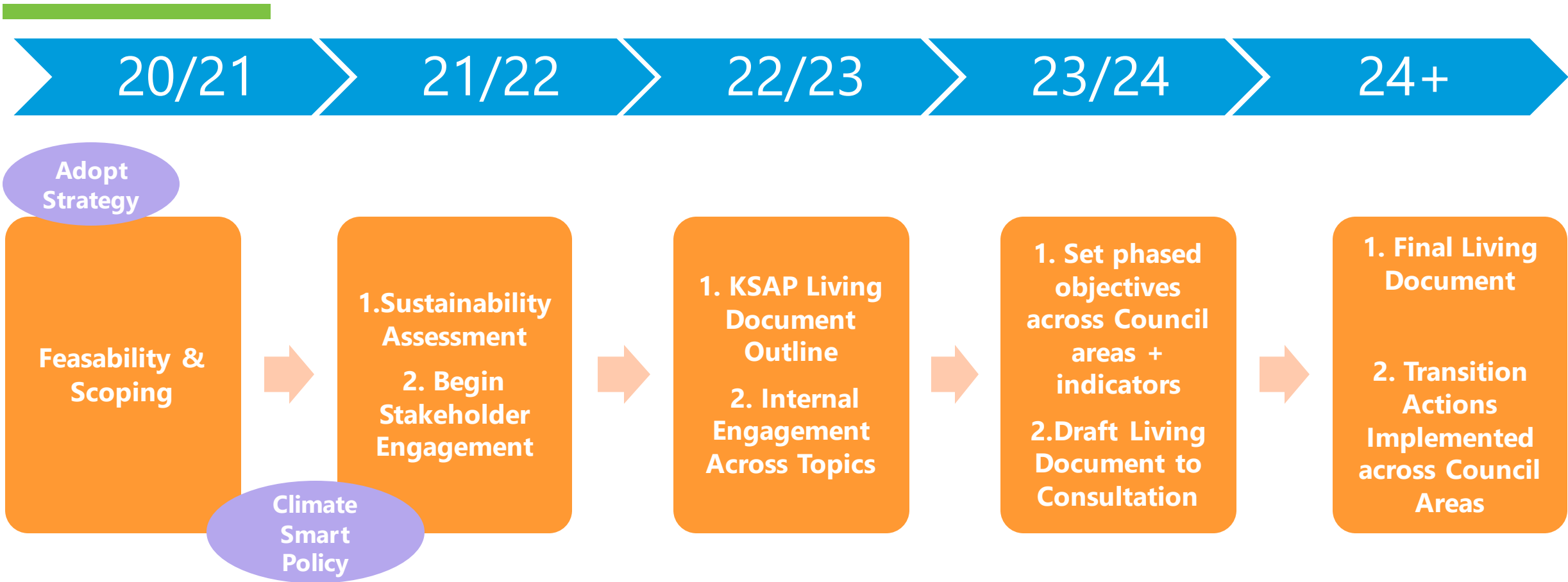
Timeframe

KMAP – Mitigation Action Plan



Timeframe

KSAP – Sustainability Action Plan



Budgetary Needs

Five areas without a current budget

Where ongoing work will be required

Cost-sharing methodology – CATT

Shared services & technical expertise

District Leadership

Policy & District Planning

1. Climate Change Strategy Cost Centre

2. Adaptive Pathways Planning Cost Centre

Science & Technical Reports
(Professional Services)

Tool Development
(Professional Services)

Community Engagement

Mana Whenua Partnerships

Comms

Next Steps

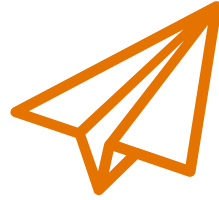


Feedback



- **What aspects of the work programme do you need more information on for the next briefing?**
- **Are there other areas to consider in terms of budgetary needs?**
- **Initiational feedback on CATT & proposed governance structure? Climate change key messages?**

Upcoming



August

Adaptation

CFHZ & CEHZ map updates –June / July

CATT – Governance & Climate Change Key Messages

Mitigation

First annual emissions inventory & footprint



Thank You

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Kaipara District Council





Kaipara te Oranganui

**KAIPARA
DISTRICT**

Two Oceans Two Harbours

LTP communications

Pre-engagement for 2021-2031 LTP

Engagement schedule

July

Aug

Sep

Oct-Nov

Mar

Engage

Reflect

Gather

Test

Consult

A young child with curly hair, wearing a black t-shirt and shorts, is walking away from the camera into shallow, rippling water. A black and white dog is walking alongside the child. The water is clear, revealing a pebbly and shell-covered beach. In the background, there is a dense line of green trees under a blue sky with scattered white clouds.

Engage

Tell the story

- Awareness and understanding
- What to expect and opportunities - timeline
- Invite participation

Iwi engagement

- Engage leaders directly
- Engage early, give time
- Empower and equip to lead structured conversation
- Receive feedback





Reflect

- Acknowledge what the community has said in the past



Gather

Invite new ideas

- Strong, robust ideas
- Format options?



Test

Have your say

- Online
- Face to face community meetings
- Your involvement?



Consult

Have your say

Consult

- Online
- Concurrent f2f engagement

Discussion

Feedback?

Format

- Reflect priorities – feedback?
- Gather new ideas – format?

Topics

- Pre-consultation – further topics?
- Consult - topics?

Your involvement?





Kaipara te Oranganui

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Kaipara's Future

Population and Household Projections – Key forecasting assumptions for the LTP 2021-51



Population Projections

Looking forward 2013 - 2051

Population Projections.

- Kaipara District Council engaged Infometrics to prepare population and household projections from 2021-2051.
- These are based on the balance of births, deaths and net migration.
- Economic factors are key drivers of change.
- Growth in Mangawhai is strongly influenced by the comparative affordability of housing in Auckland as well as improving transport linkages.
- Growth in the west of the district is influenced by employment growth with more jobs translating to more residents.



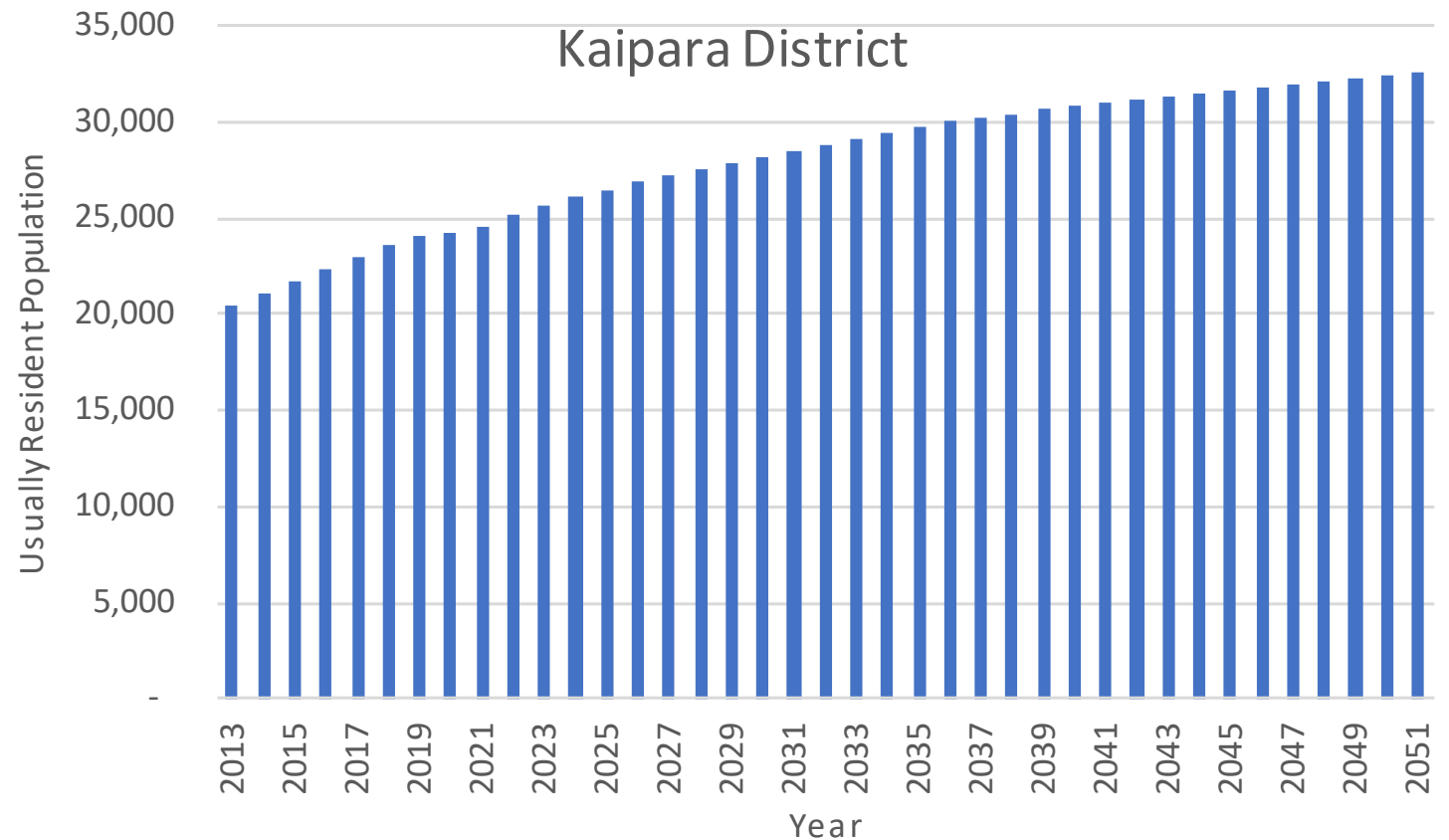
Population Projections

Kaipara's Population

Kaipara's population has grown strongly over the 15 years to 2019, reaching an estimated population of 24,100 in 2019 (22,869 according to the 2018 census).

As a consequence of COVID-19, population growth is projected to slow over 2020 and 2021 with softer net migration and a decline in employment.

Population growth is projected to pick up from 2022 onwards, with the district growing steadily to reach a population of 32,600 in 2051.



Projected population growth in Kaipara District 2013-2051

Population Aging

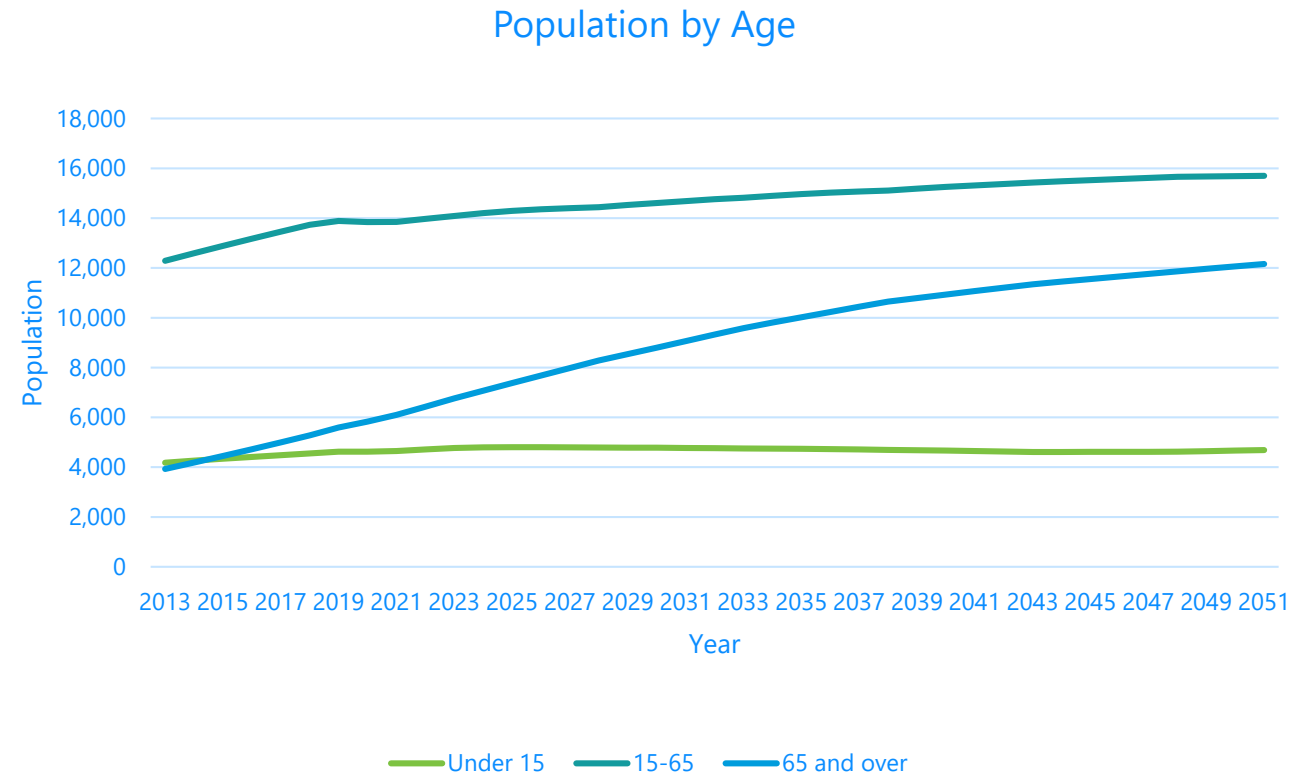
Kaipara's population is projected to age rapidly over the next 30 years.

The number of residents aged 65 years and over will grow from 5,600 in 2019 to 12,200 in 2051.

The population 15 to 64 years of age will grow slightly.

The population under the age of 15 is projected remain steady.

Population aging in Kaipara is exacerbated by the popularity of parts of the district as retirement destinations, resulting in an influx of migrants in the early retirement age group.



Population projections by age group for Kaipara District from 2013 - 2051

What are SA2s???

Infometrics' population and household projections for Kaipara District are broken down into smaller areas referred to by Statistics New Zealand as "statistical area 2s" (SA2s).

These are shown opposite.

"SA2s" have different boundaries to the former "Area Units" making comparisons difficult.



Population Projections

Statistical Area 2	Year													
	2013	2019	2020	2021	2022	2023	2024	2025	2026	2031	2036	2041	2046	2051
Dargaville	4,600	5,027	5,002	4,996	5,031	5,063	5,088	5,102	5,107	5,105	5,104	5,090	5,092	5,097
Kaipara Coastal	3,680	3,796	3,788	3,795	3,833	3,869	3,902	3,925	3,943	4,011	4,058	4,114	4,185	4,241
Maungaru	1,815	1,890	1,894	1,905	1,931	1,958	1,981	2,001	2,018	2,079	2,112	2,120	2,157	2,207
Mangawhai Village	535	1,062	1,146	1,236	1,339	1,446	1,529	1,611	1,692	2,073	2,392	2,636	2,778	2,851
Mangawhai Heads	1,320	2,186	2,283	2,392	2,524	2,659	2,774	2,887	2,998	3,553	4,060	4,442	4,628	4,704
Mangawhai Rural	1,505	2,300	2,379	2,469	2,583	2,699	2,793	2,883	2,971	3,461	3,965	4,377	4,799	5,242
Total Mangawhai	3,360	5,547	5,808	6,097	6,446	6,803	7,096	7,381	7,661	9,088	10,418	11,455	12,204	12,796
Kaiwaka	1,760	2,217	2,222	2,237	2,270	2,303	2,341	2,375	2,406	2,524	2,593	2,608	2,614	2,658
Maungaturoto	1,160	1,318	1,322	1,332	1,353	1,374	1,405	1,434	1,461	1,543	1,590	1,612	1,608	1,588
Ruawai-Matakohe	2,430	2,520	2,494	2,477	2,479	2,480	2,489	2,492	2,491	2,475	2,467	2,444	2,423	2,420
Otamatea	1,595	1,785	1,770	1,761	1,766	1,770	1,768	1,762	1,752	1,699	1,642	1,595	1,569	1,544
Kaipara District	20,400	24,100	24,300	24,600	25,110	25,619	26,070	26,473	26,839	28,524	29,983	31,039	31,852	32,552

Population projections for Kaipara's communities 2013-2051

Mangawhai

Mangawhai is projected to grow rapidly.

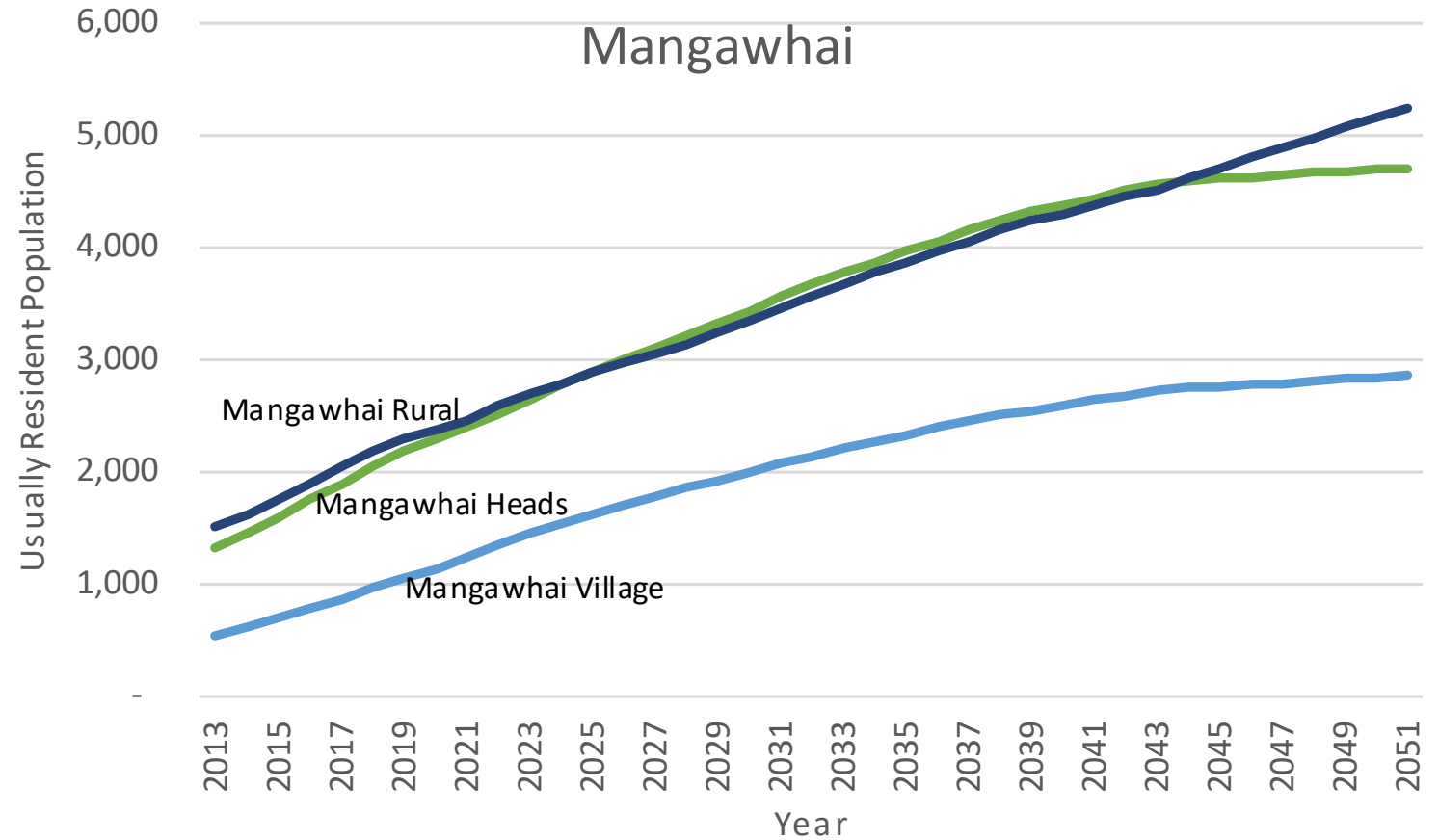
Will soon become our District's largest centre.

Is attracting retirees and people who can commute back to Auckland for work.

2019 population is estimated at 5,808.

Population is projected to reach 9,088 by 2031 and 12,796 by 2051.

NB: This only refers to Mangawhai's usually resident population. Population fluctuations (holiday makers) are captured elsewhere.



Mangawhai's population 2013 - 2051

Dargaville and Northwest Kaipara

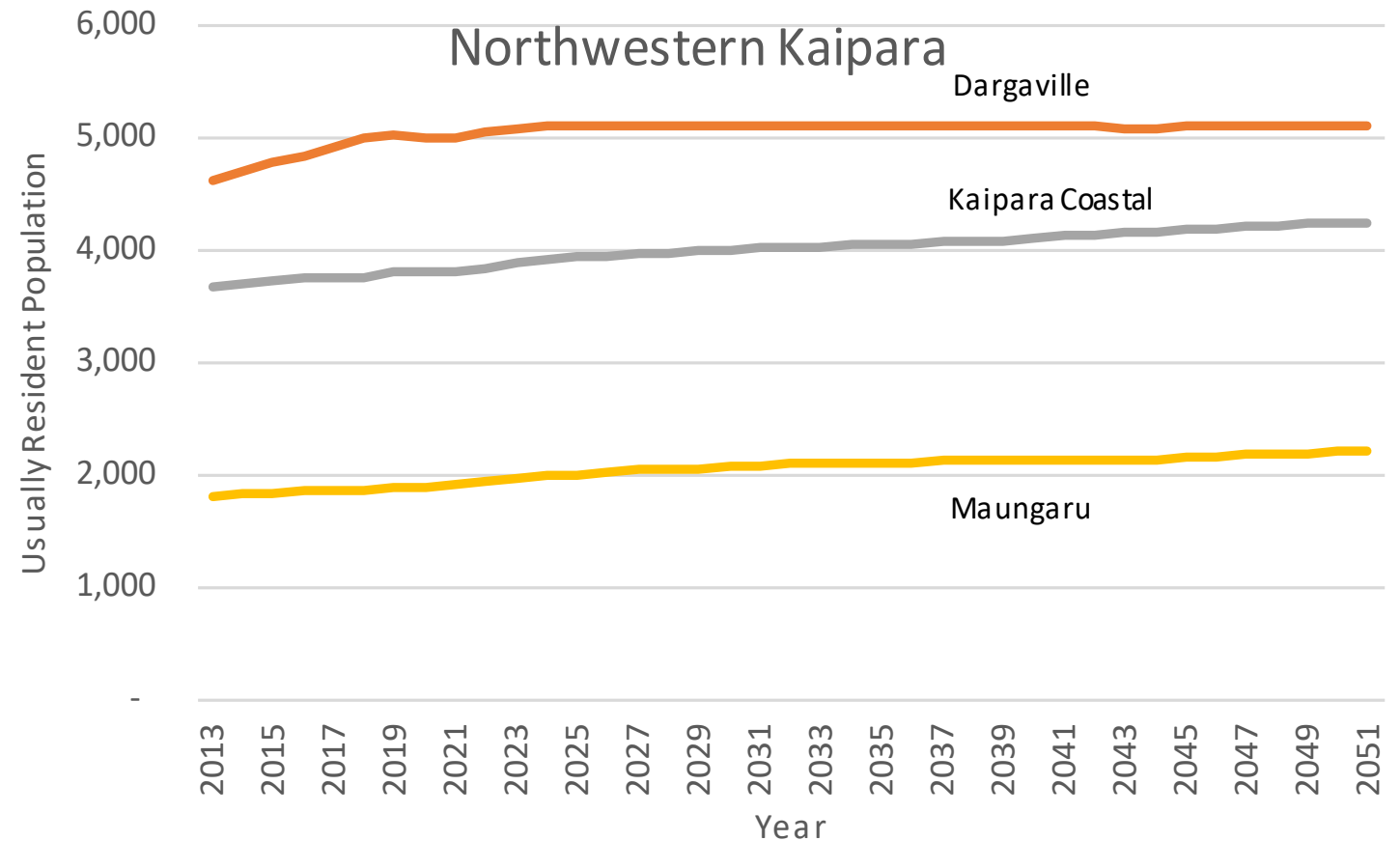
Northwest Kaipara is projected to grow steadily.

Employment growth is key to population growth.

Dargaville's 2019 population is estimated at 5,027.

Dargaville's population is projected to reach 5,105 by 2031 and 5,097 by 2051.

Much of Dargaville's future growth will be outside the boundary of the Dargaville SA2, therefore reported as occurring in Kaipara Coastal and Maungaru.



Northern Kaipara's population 2013 - 2051

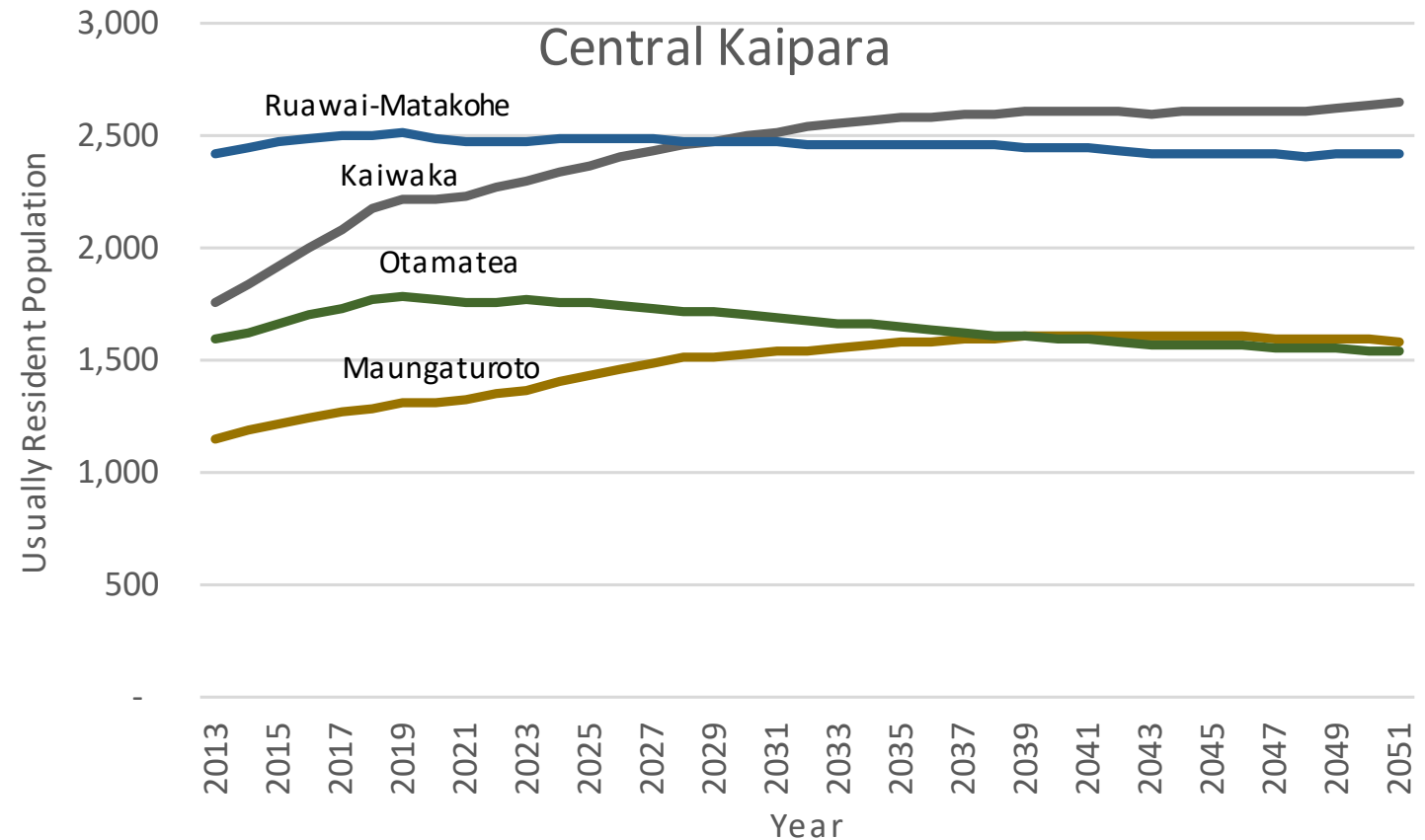
Central Kaipara

Central Kaipara will grow both because of employment growth and reducing travel times to Auckland.

Slight population decline is projected for Otamatea and the Ruawai-Matakohe area due to less local employment and the aging population. However the number of households in both these areas will still increase due to a trend towards smaller household size.

Maungaturoto's 2019 population is estimated at 1,318.

Maungaturoto's population is projected to reach 1,543 by 2031 and 1,588 by 2051.



Central Kaipara's population 2013 - 2051

Population Fluctuations

These population projections refer only to Kaipara's "usually resident population".

They do not capture those who holiday here while primarily living at another address.

Past analysis suggests the combined population of Mangawhai Village and Mangawhai Heads more than doubles during holiday periods.

Population fluctuations are anticipated to continue into the future, however their severity is anticipated to ease as holiday homes are increasingly being taken up by new permanent residents.



Household Projections

How we live 2013 - 2051



Households are getting smaller

Because of population aging and couples having fewer children

- The average household size of the district is projected to ease from 2.37 individuals per household in 2019 to 2.14 individuals per household in 2051.
- The effect of this is to spread the same population over a greater number of households.
- Accordingly, household numbers are projected to grow faster than the population, from 10,000 in 2019 to 14,600 in 2051

Household Projections

Statistical Area 2	Year													
	2013	2019	2020	2021	2022	2023	2024	2025	2026	2031	2036	2041	2046	2051
Dargaville	1,817	2,034	2,029	2,031	2,049	2,067	2,078	2,085	2,088	2,090	2,091	2,096	2,115	2,138
Kaipara Coastal	1,460	1,538	1,543	1,554	1,578	1,602	1,622	1,640	1,654	1,720	1,770	1,812	1,849	1,871
Maungaru	712	758	765	776	793	810	824	837	849	898	933	955	989	1,025
Mangawhai Village	237	472	512	554	601	651	687	724	760	929	1,075	1,196	1,276	1,320
Mangawhai Heads	615	1,001	1,044	1,093	1,151	1,212	1,261	1,309	1,357	1,594	1,808	1,975	2,066	2,103
Mangawhai Rural	625	1,000	1,037	1,078	1,130	1,183	1,228	1,271	1,312	1,544	1,773	1,951	2,125	2,303
Total Mangawhai	1,477	2,473	2,592	2,725	2,883	3,046	3,176	3,304	3,429	4,067	4,656	5,122	5,467	5,727
Kaiwaka	690	875	883	896	916	935	958	978	997	1,080	1,137	1,165	1,181	1,205
Maungaturoto	426	502	509	518	532	546	562	578	593	646	691	731	759	774
Ruawai-Matakohe	940	1,049	1,045	1,045	1,054	1,062	1,071	1,077	1,082	1,101	1,120	1,126	1,123	1,122
Otamatea	641	732	731	732	740	747	751	753	754	756	754	751	753	752
Kaipara District	8,163	9,962	10,098	10,277	10,545	10,814	11,042	11,251	11,445	12,358	13,150	13,757	14,236	14,614

Household projections for Kaipara's communities 2013-2051

Household Projections

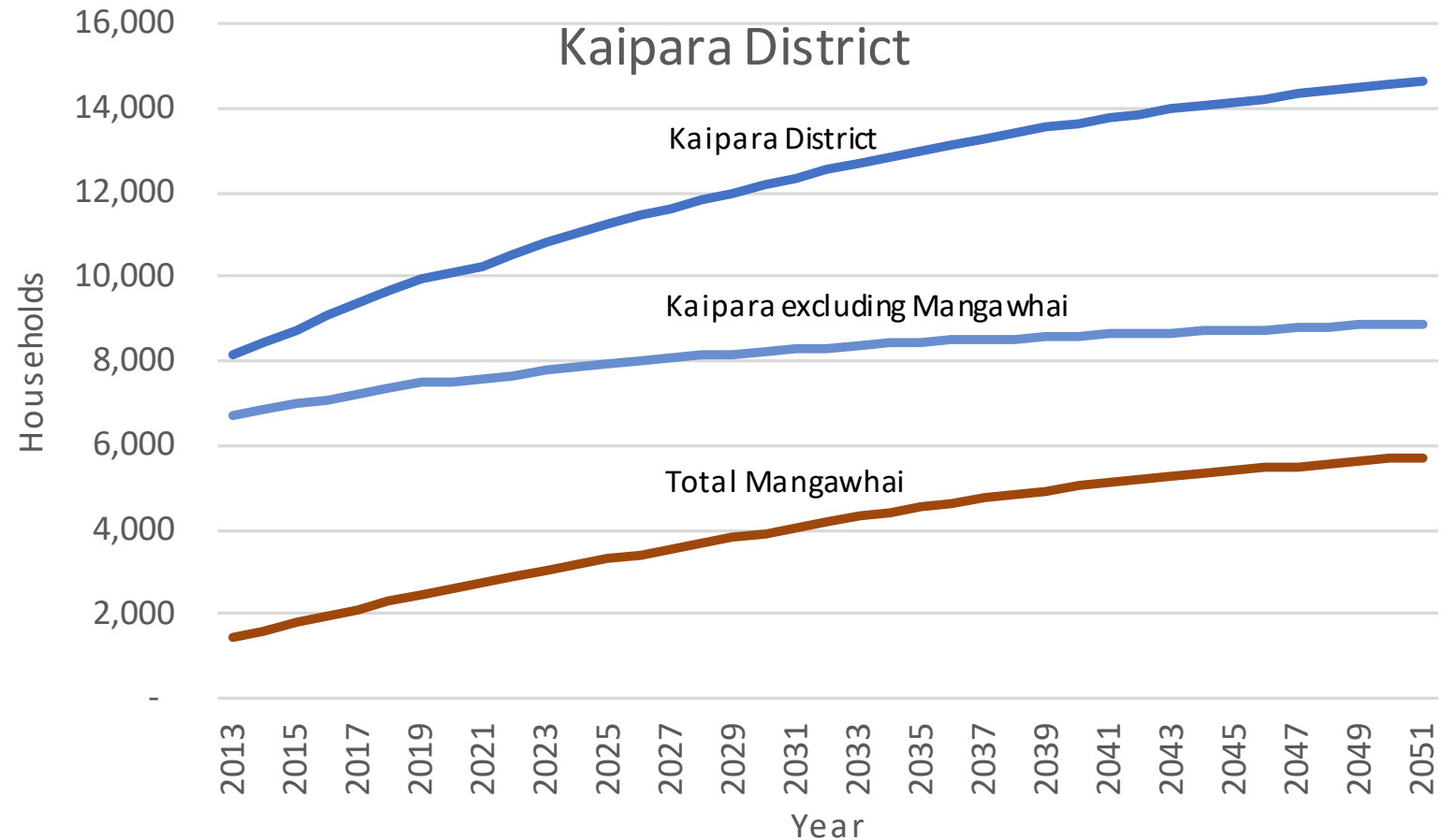
Household growth should not be taken as a proxy for dwelling growth.

Dwelling growth pertains to the number of dwellings (houses and apartments) be they occupied or unoccupied.

Household growth pertains to the number of “family units” or “households” who live in these dwellings.

Households can thus include families, people living alone and people flatting together.

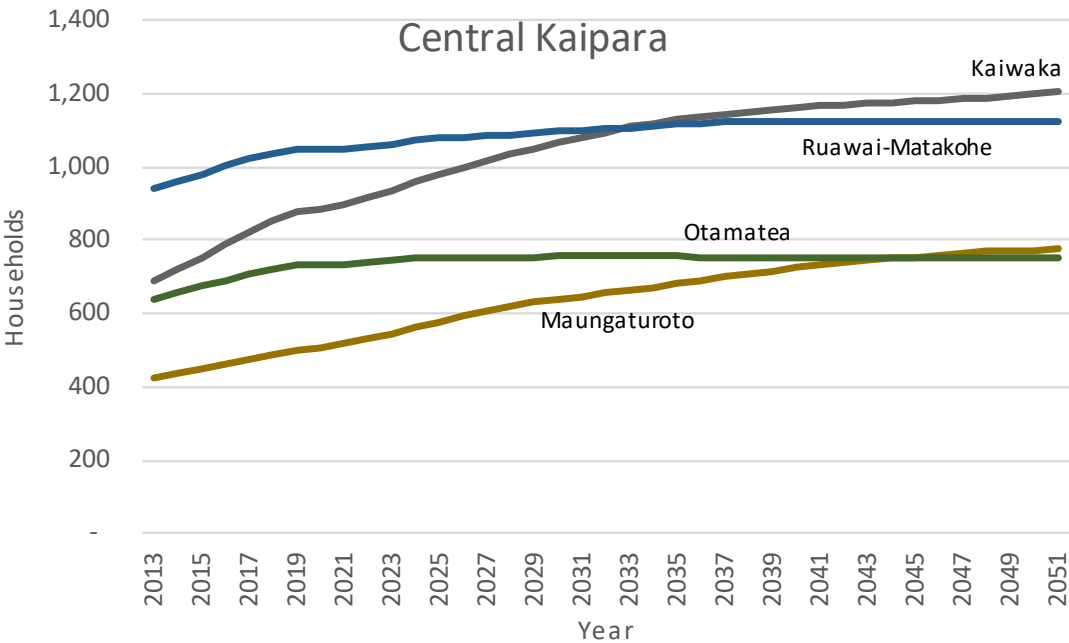
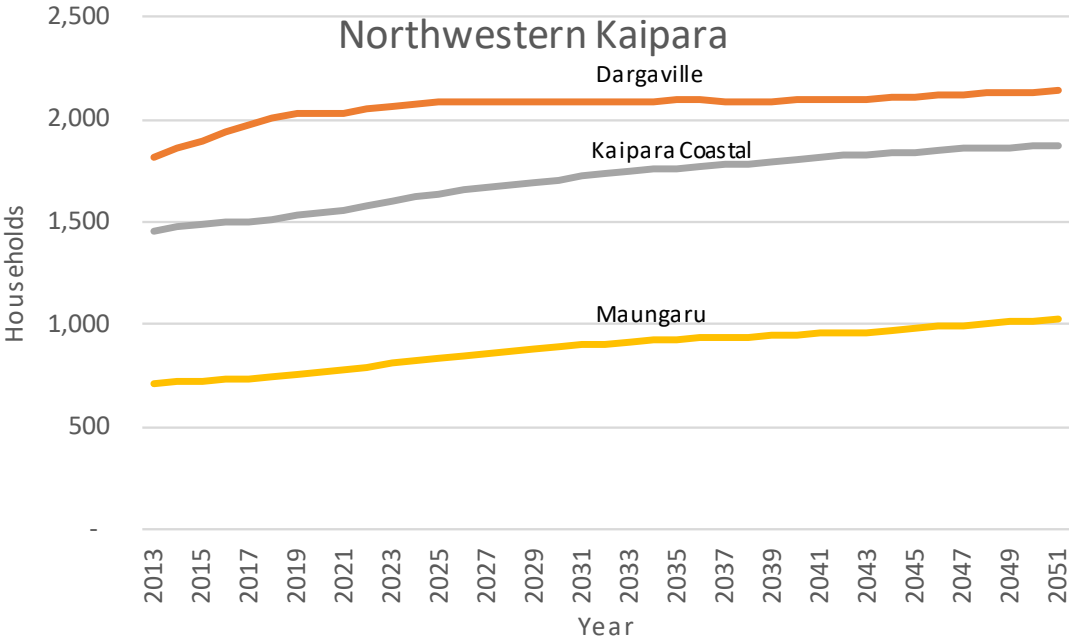
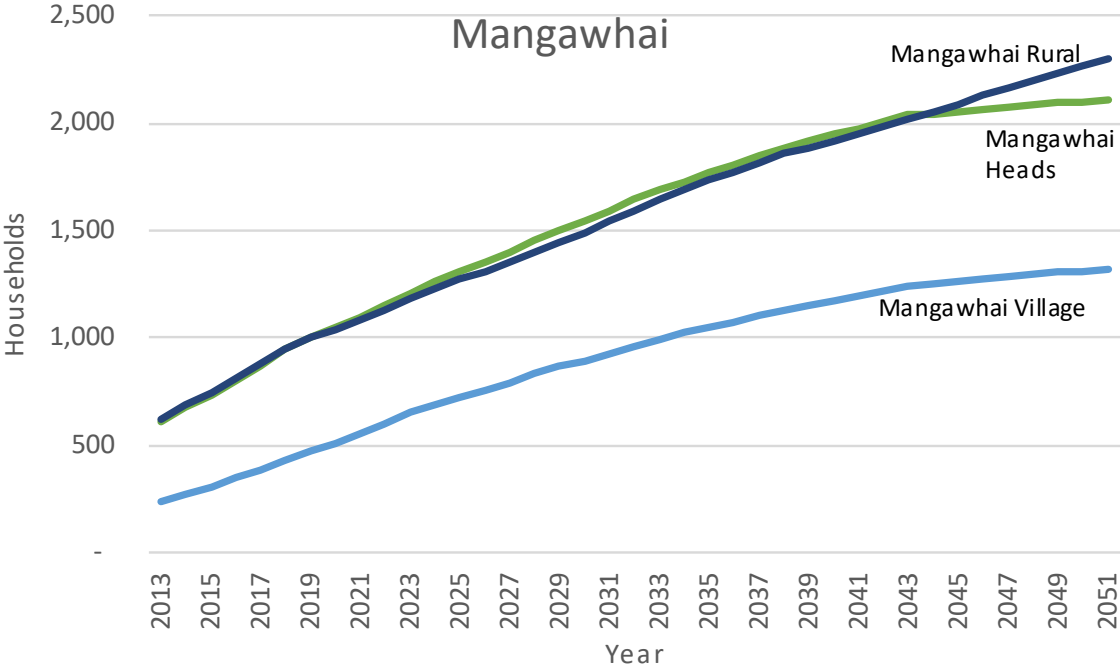
Household projections therefore make no allowance for unoccupied dwellings (e.g. holiday homes).



Kaipara's households 2013 - 2051

Household Projections

Local Trends





Thank You

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Kaipara District Council

