

File number: 3802.04
Report to: Council
Meeting date: 14 August 2017
Subject: Mangawhai Community Plan Draft For Approval
Date of report: 31 July 2017
From: Howard Alchin, Policy Manager

Report purpose **Decision** **Information**
Assessment of significance **Significant** **Non-significant**

Approved for agenda

Summary

The purpose of this report is to formally present to the Mayor and Councillors the draft 'Mangawhai Community Plan' (**Attachment 1**). The draft plan has been compiled by a consultant working with a Council-appointed Community Advisory Panel. The recommendations of the Community Advisory Panel were received at the July 2017 Council meeting and these have informed the draft 'Mangawhai Community Plan' being presented today.

In order to give effect to the report the following actions are required: To have the report received; and to receive approval from Council for the recommended community consultation to be undertaken.

The draft Mangawhai Community Plan was previously referred to as the 'Mangawhai Town Plan' and has been renamed as the Mangawhai Community Plan to better reflect the wider environment and range of issues. The draft 'Mangawhai Community Plan' has sought to address growth and capacity for development into the 2030's in Mangawhai and to produce integrated work streams linking actions and budgets with the District Plan.

In order to better accommodate growth, particularly in Mangawhai and its surrounds, the two significant outputs from the Mangawhai Community Plan process are inputs into Council's Long Term Plan (LTP), and inputs in the form of any recommended District Plan change, or a number of associated plan changes.

To achieve these outcomes the draft Mangawhai Community Plan identifies six key themes or moves in the context of community feedback and how Mangawhai is expected to grow. Each key move is carefully analysed in terms of financial and growth modelling and the role a Council is able to undertake around growth including: Transportation; Water Supply; Wastewater Management; Open Space and Recreation; Urban Design; and District Plan provisions.

Recommendation

That Kaipara District Council:

- 1 Receives the Policy Manager's report 'Mangawhai Community Plan Draft for Approval' dated 31 July 2017; and*
- 2 Believes it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with the provision of s79 of*

the Act determines that it does not require further information prior to making a decision on this matter; and

3 Approves the draft Mangawhai Community Plan for public consultation.

Reason for the recommendation

The report represents the views of the community and is in line with the previously presented recommendations received by Council from the Community Advisory Panel.

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The purpose of this report is to formally present to the Mayor and Councillors the draft 'Mangawhai Community Plan'. The draft plan has been compiled by a consultant working with a Council-appointed Community Advisory Panel. The recommendations of the Community Advisory Panel were received at the July 2017 Council meeting and these have informed the draft 'Mangawhai Community Plan' being presented today.

Background

In order to give effect to the report the following actions are required: To have the report received; and to receive approval from the Council for the recommended community consultation to be undertaken.

The draft Mangawhai Community Plan was previously referred to as the 'Mangawhai Town Plan and has been renamed as the Mangawhai Community Plan to better reflect the wider environment and range of issues. The draft 'Mangawhai Community Plan' has sought to address growth and capacity for development into the 2030's in Mangawhai and to produce integrated work streams linking actions and budgets with the District Plan.

In order to better accommodate growth, particularly in Mangawhai and its surrounds the two significant outputs from the Mangawhai Community Plan process are inputs into Council's Long Term Plan (LTP), and inputs in the form of any recommended District Plan change, or a number of associated plan changes.

To achieve these outcomes the draft Mangawhai Community Plan identifies six key themes or moves in the context of community feedback and how Mangawhai is expected to grow based on financial and growth modelling. Each '**key move**' is carefully analysed in terms of financial and growth modelling and the role a council is able to undertake around urban growth. The six key moves are:

- Development of several carefully identified 'slow streets';
- Blue-green infrastructure;
- Improvement of Connectivity – including roads, walking and cycling;
- Facilitation of key developments;
- Protecting the coastal character of Mangawhai; and
- Developing a range of housing options and choices to reflect different lifestyles.

The key moves arise out of community consultation, technical reports and the Community Advisory Panel recommendations. The set of technical reports received and reviewed by the Mangawhai Community Plan include reports on: Transportation; Water Supply; Wastewater Management; Open Space and Recreation; Urban Design; and District Plan provisions.

The Community Advisory Panel spent 10 months seeking community feedback and considered the technical reports prior to making their recommendations which in turn underpin the draft Mangawhai Community Plan and the six key moves identified.

Issues

The draft Mangawhai Community Plan addresses high level policy and development issues around the formulation of Council's Long Term Plan and the provisions within the District Plan.

Factors to consider

Community views

Community views were compiled by the Community Advisory Panel, the recommendations of the Community Advisory Panel were received at the July 2017 Council meeting and they have informed the preparation of the draft Mangawhai Community Plan.

Options

Option A: Accept the report as presented.

Option B: Reject the report.

Option C: Recommend changes to the report.

Assessment of options

Option A is recommended based on community feedback, the Community Advisory Panel recommendations and the Council briefing.

Option B is not anticipated due to the surveying and consultation completed by Advisory Panel, therefore Option B is not recommended.

Option C is not anticipated for the same reasons that Option B is not recommended. In addition, Council has had the Community Advisory Panel's recommendations table which has been accepted by Council.

Next steps

After the draft plan is approved for consultation, the feedback period begins and runs until 01 September 2017. The community is encouraged to give feedback via the online feedback on Council's website (www.kaipara.govt.nz) or picking up a feedback form at Council. There will also be two public open days on Saturday 19 August and Saturday 26 August 2017.

Once the feedback period closes, all feedback will be summarised and considered by Council. Council may choose to amend the draft Mangawhai Community Plan and the aim is for a final Mangawhai Community Plan to be adopted in November 2017.

After adoption of the plan, the projects will be input into the LTP and an analysis of the district plan to review possible planning changes. In summary the process to be followed is:

- Public feedback period – Tuesday 15 August – Friday 01 September 2017;
- Mangawhai Community Plan Open Day – Saturday 19 August and Saturday 26 August 2017;
- Formal adoption by Council of the Mangawhai Community Plan – November 2017 Council meeting.

Attachment

- Draft Mangawhai Community Plan.



DRAFT MANGAWHAI COMMUNITY PLAN



The Mangawhai Community Plan is a document to provide guidance to Kaipara District Council in the management of growth in the wider Mangawhai area. It is confined to the roles of Council; planning and regulation, investment in services and infrastructure for transport, water supply, stormwater, wastewater, parks and reserves.

It does not include services provided by central government or the private sector. Budgets are estimates at this point and will be confirmed as part of Council's development of the next Long Term Plan 2018/2028. In mid-2016, as part of the project, Council set up a Mangawhai Community Panel to make recommendations for a community plan.

The recommendations were received by Council in July 2017. This draft Community Plan is consistent with the recommendations made by the Panel.

Mangawhai – growing well

In the years 2001 – 2016 there was an increase of 1,304 houses or an average of 87 new houses each year (1,391 to 2,695, almost double). Improvements to State Highway 1 will bring us closer to Auckland, and the growth of Auckland may create migration north in search of a better and simpler life.

Now just under a half of housing is lived in full time. The rest are holiday/weekend homes. This creates peaks of demand and demand for different housing choices.

The permanent population between the 2001 and 2013 Census grew by 57% from 1,391 to 2,429. It is estimated that current population is now around 3,000. This expands considerably every weekend and moreso over summer.

By 2030, it is expected that the number of homes in Mangawhai will have increased by about 1,400 (medium growth scenario) with a usually resident population of more than 4,000, assuming continued half half between permanently occupied/not occupied dwellings.



- Where will these homes go?
- How can we grow without losing what is special about Mangawhai?
- What is the impact on the environment?
- Will it still be easy to get around?



87

new houses per year

From 2001 – 2016 the increase in the number of houses

just under **1/2**

full time residents

The rest are holiday/weekend homes.

57%

growth in population

It is estimated that current population is now around 3,000.

4,000

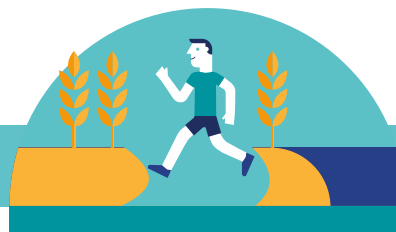
Residents by 2030

half-half between permanently occupied/not occupied dwellings.





1. Slow street



2. Blue-green infrastructure

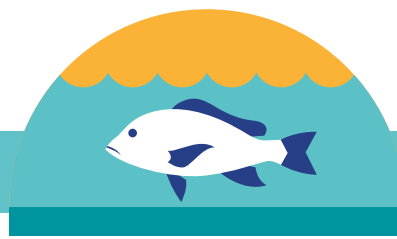


3. Improve connectivity

You told us that you are here because of the beach, the bush, the active way of life, the informality and the slower pace. You value community; lots of volunteering, looking after our environment, looking after each other. You do not want to lose these things as Mangawhai grows. We have reflected this in the following six key moves.



4. Facilitating key developments



5. Protecting coastal character



6. Housing & Lifestyle choice

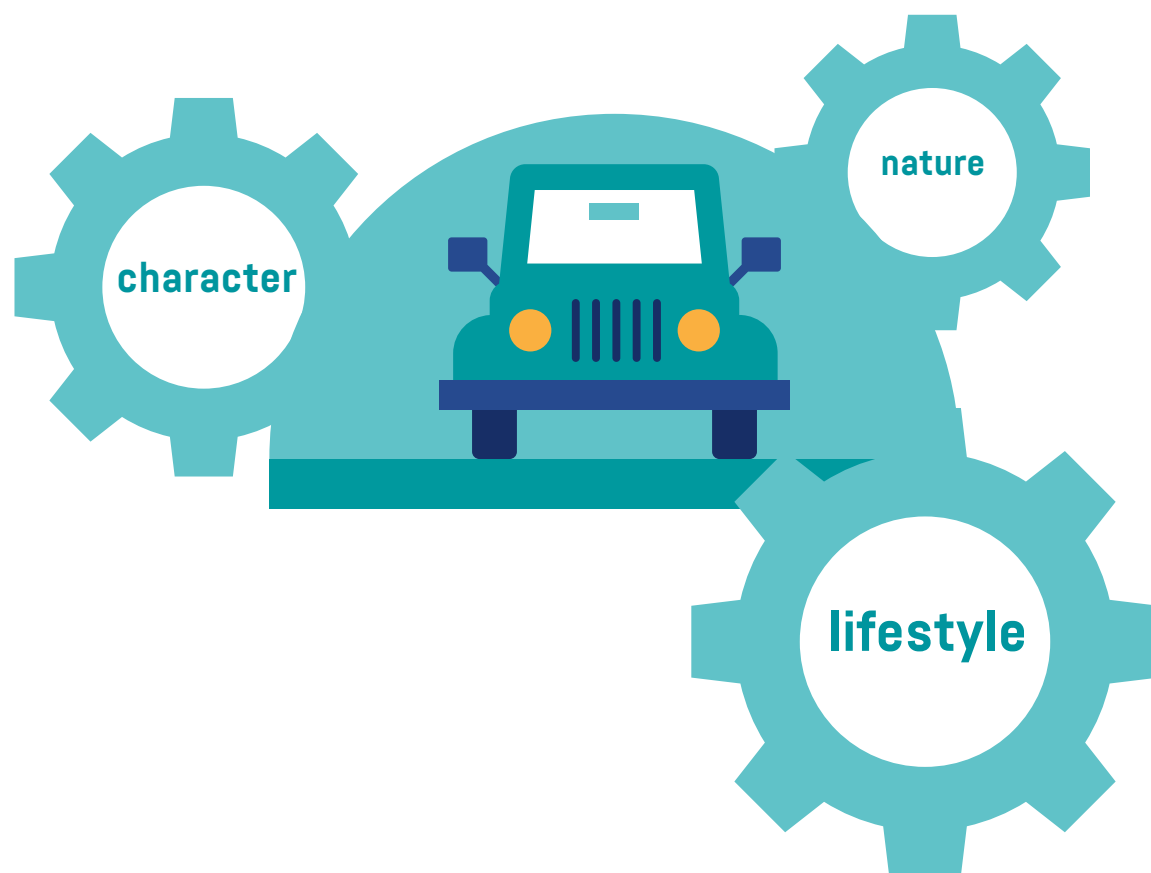


This is a synthesis of information gathered from the 2015 summer survey and stakeholder interviews.



KEY MOVE ONE

Slow street from school to beach

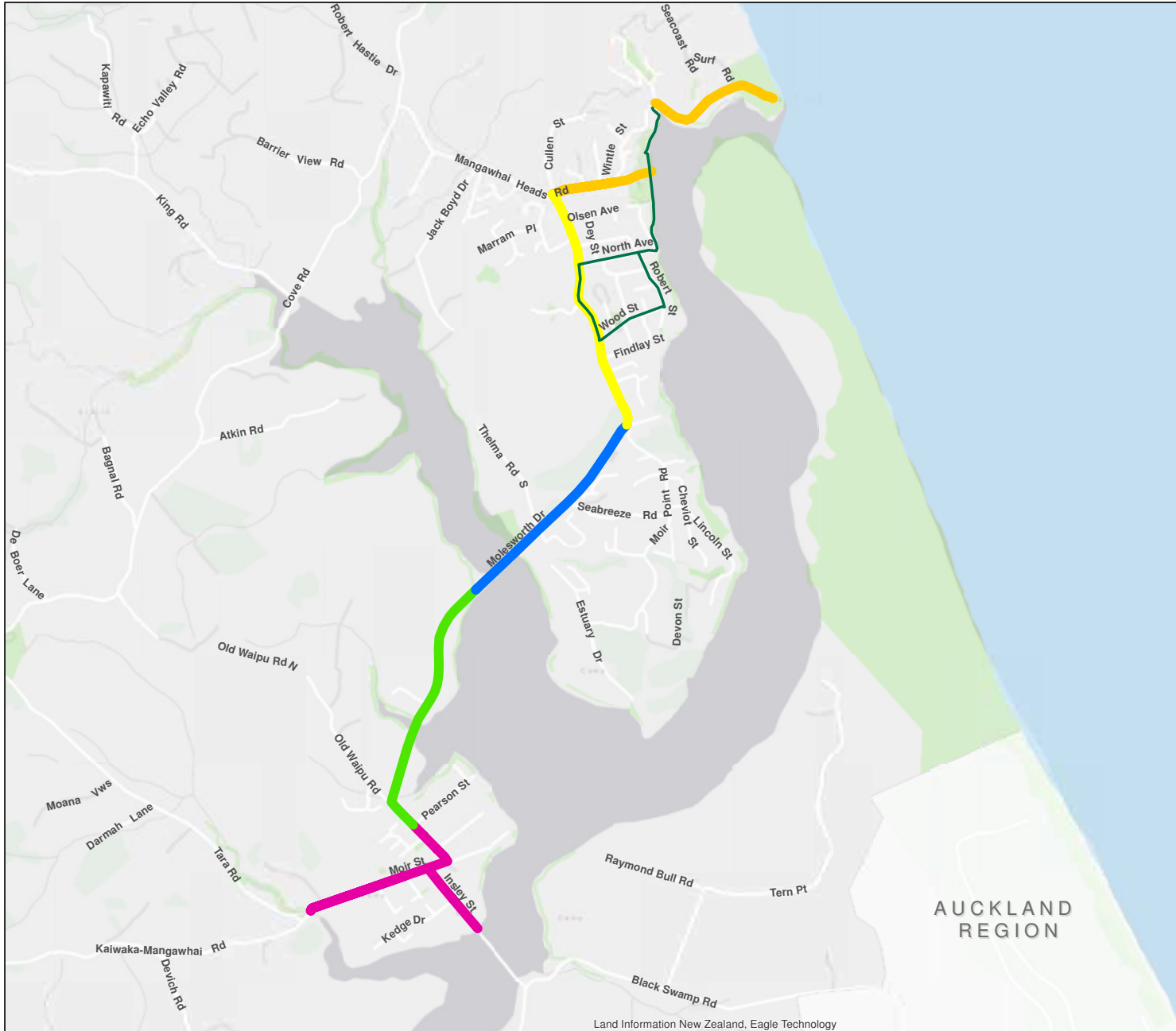


Explanation:

Once in Mangawhai, it is an active place, with a safe and slow pace. A slow street will connect the different areas of Mangawhai, from the school to the beach over time, invigorating town centres along the way.



Mangawhai Community Plan - Slow Street Map



Legend

- Stage 1
- Stage 2
- Stage 3
- Stage 4
- Stage 5
- Mangawhai Heads Loop

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KAIPARA DISTRICT

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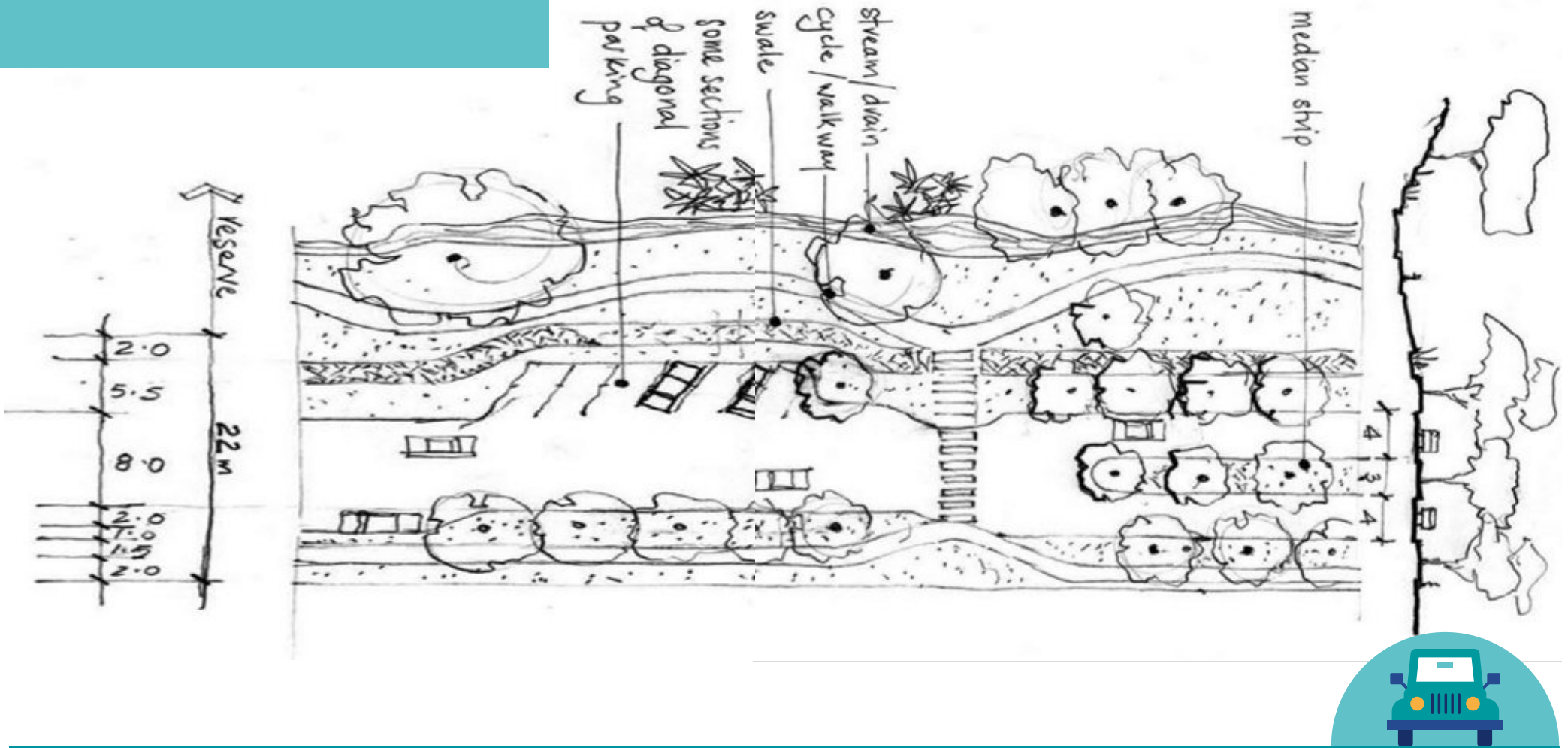
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A **shared use path** for cycling and walking would follow the road carriageway for its full length.

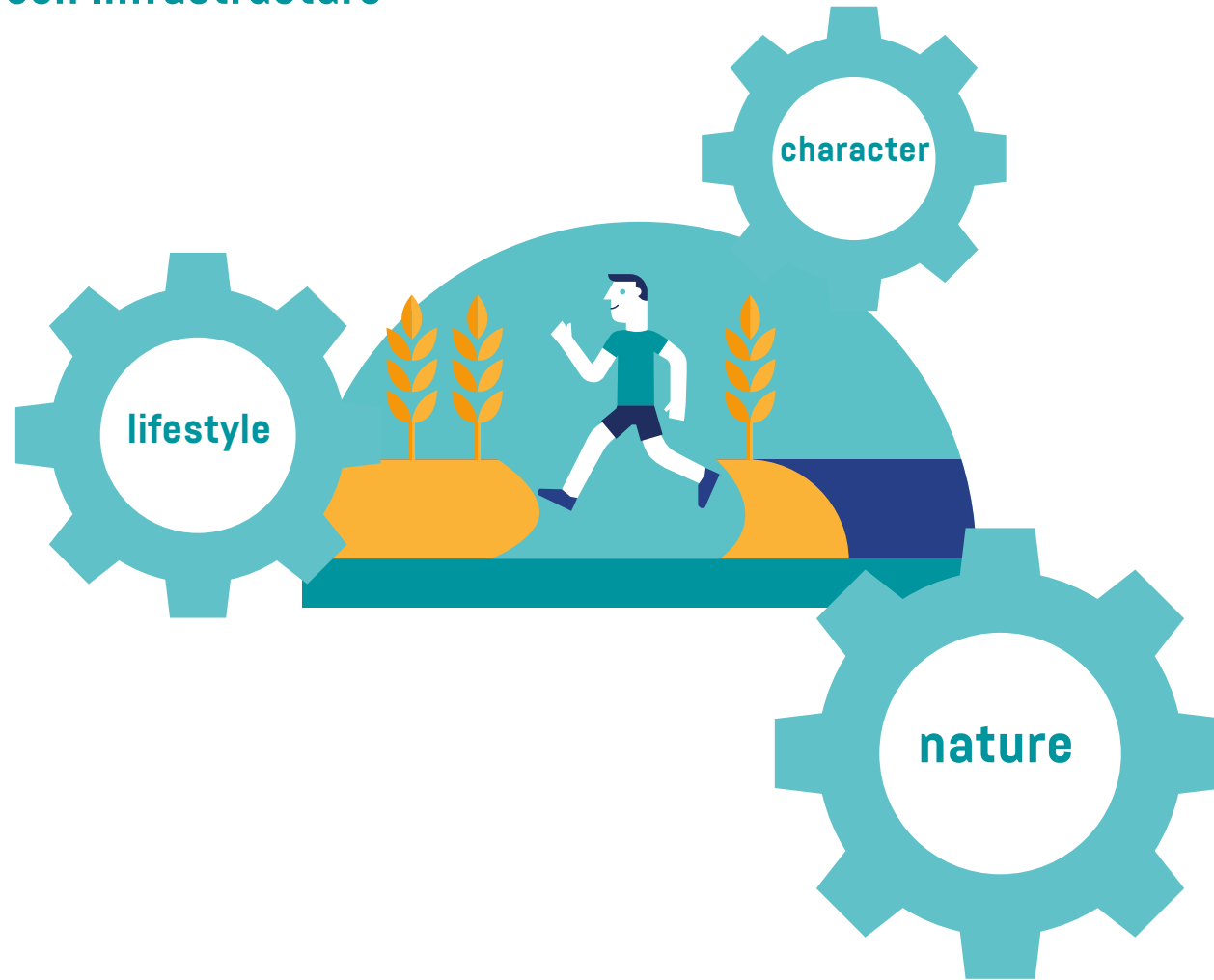
Intersections would be managed using **roundabouts**.

Below is a concept drawing of what a slow street might look like.



KEY MOVE TWO

Blue-green Infrastructure



Explanation:

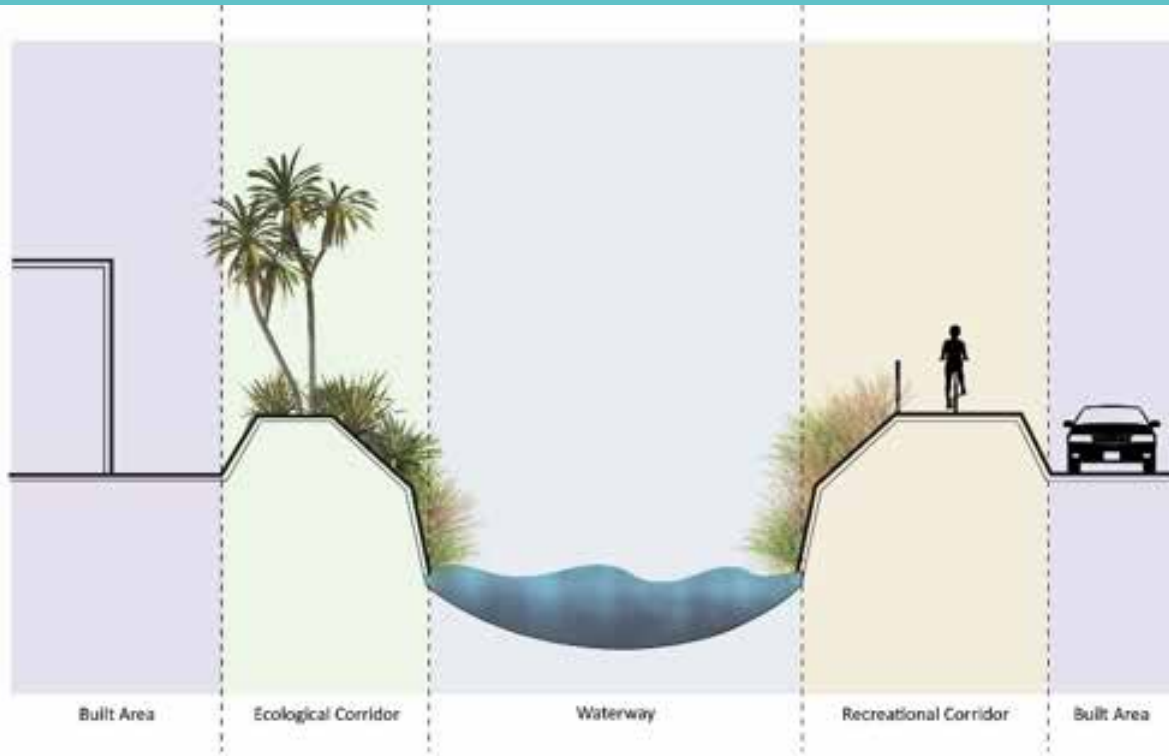
Connecting people with nature by using the coast, streams and creeks as routes for tracks, integrated with protecting bush, coastal and riparian landscaping and revegetation to sustain high water quality, eco-corridors and biodiversity.



Blue-green infrastructure using “**biofiltration**” is increasingly used to design stormwater management and manage natural waterways to lessen flood risk, and improve water quality, in the form of swales, overland flow and retention ponds/rain gardens.

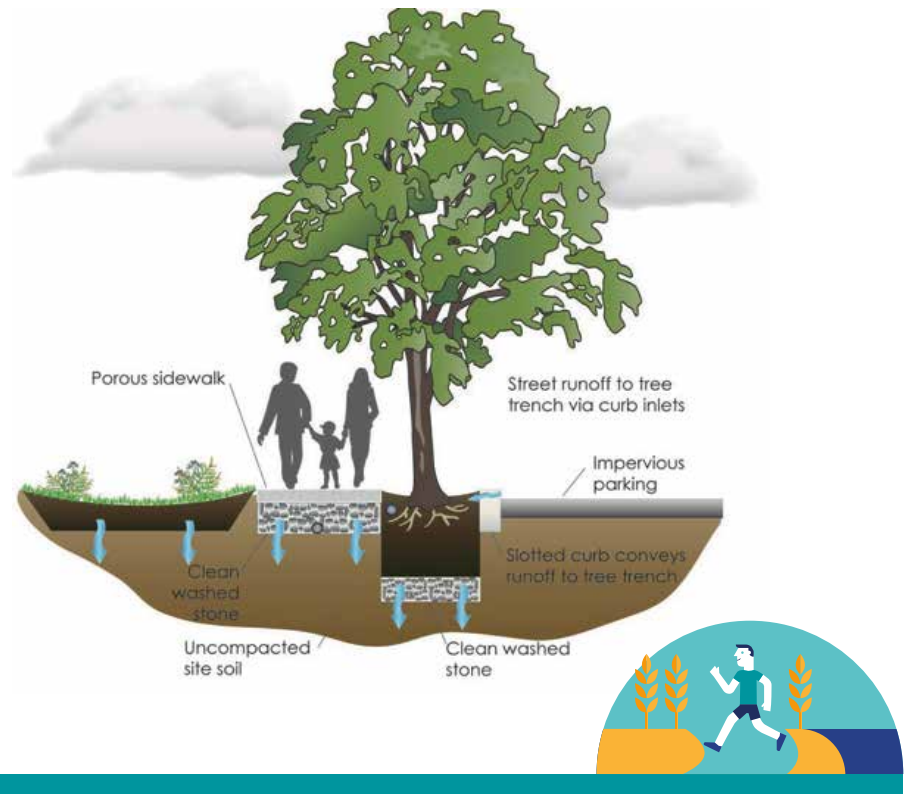
There is an associated use of landscaping to enhance **biodiversity**, create **eco-corridors** and improve **amenity**.

Wetlands could include the old wetlands in Mangawhai Community Park, the Mangawhai Golf Course and perhaps new wetlands on land that currently ponds at Fagan Place.



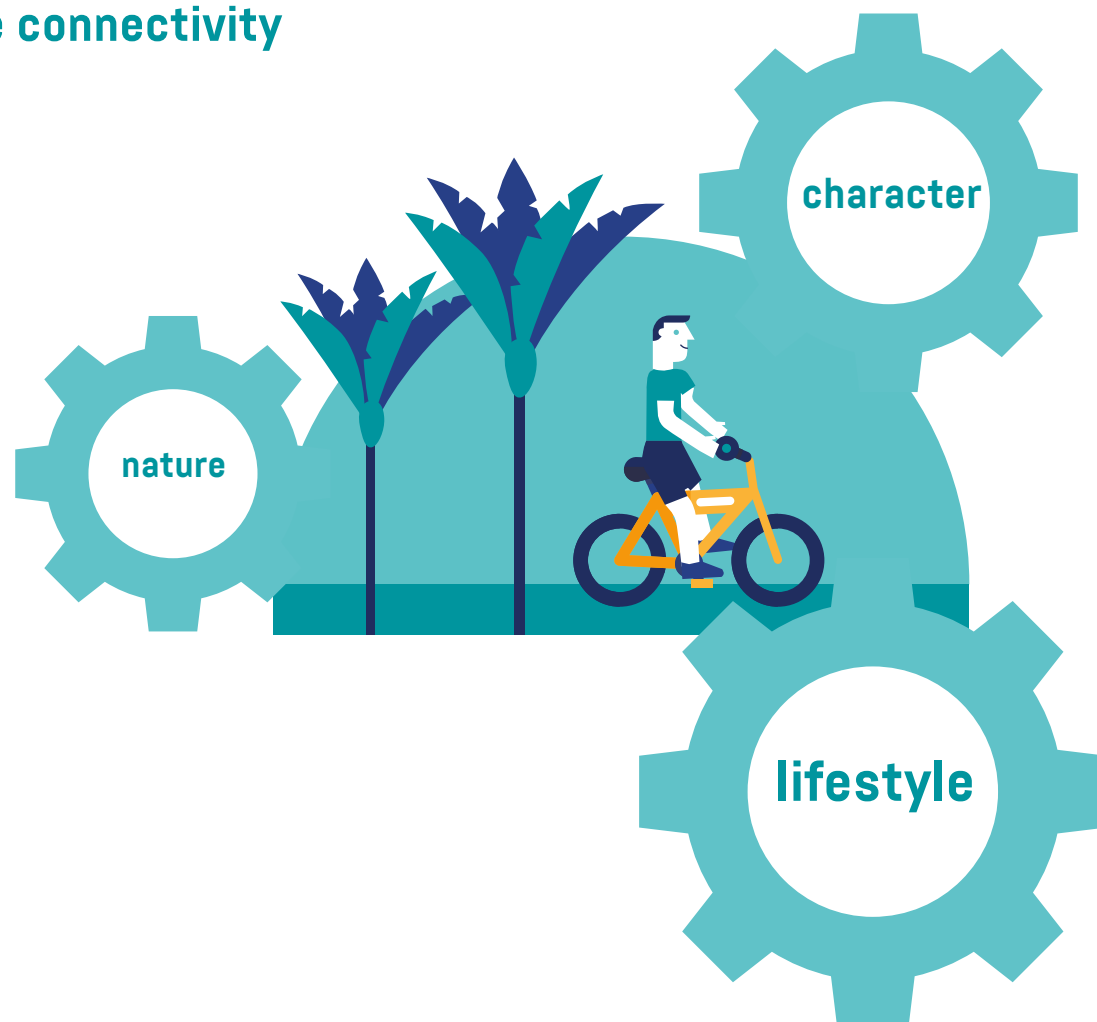
Blue-Green Infrastructure

- Blue refers to rivers and water bodies, whereas green refers to greening landscapes.
- Build a drainage layout in urban areas that interweaves the natural environment with community characteristics and contemporary functions.



KEY MOVE THREE

Improve connectivity

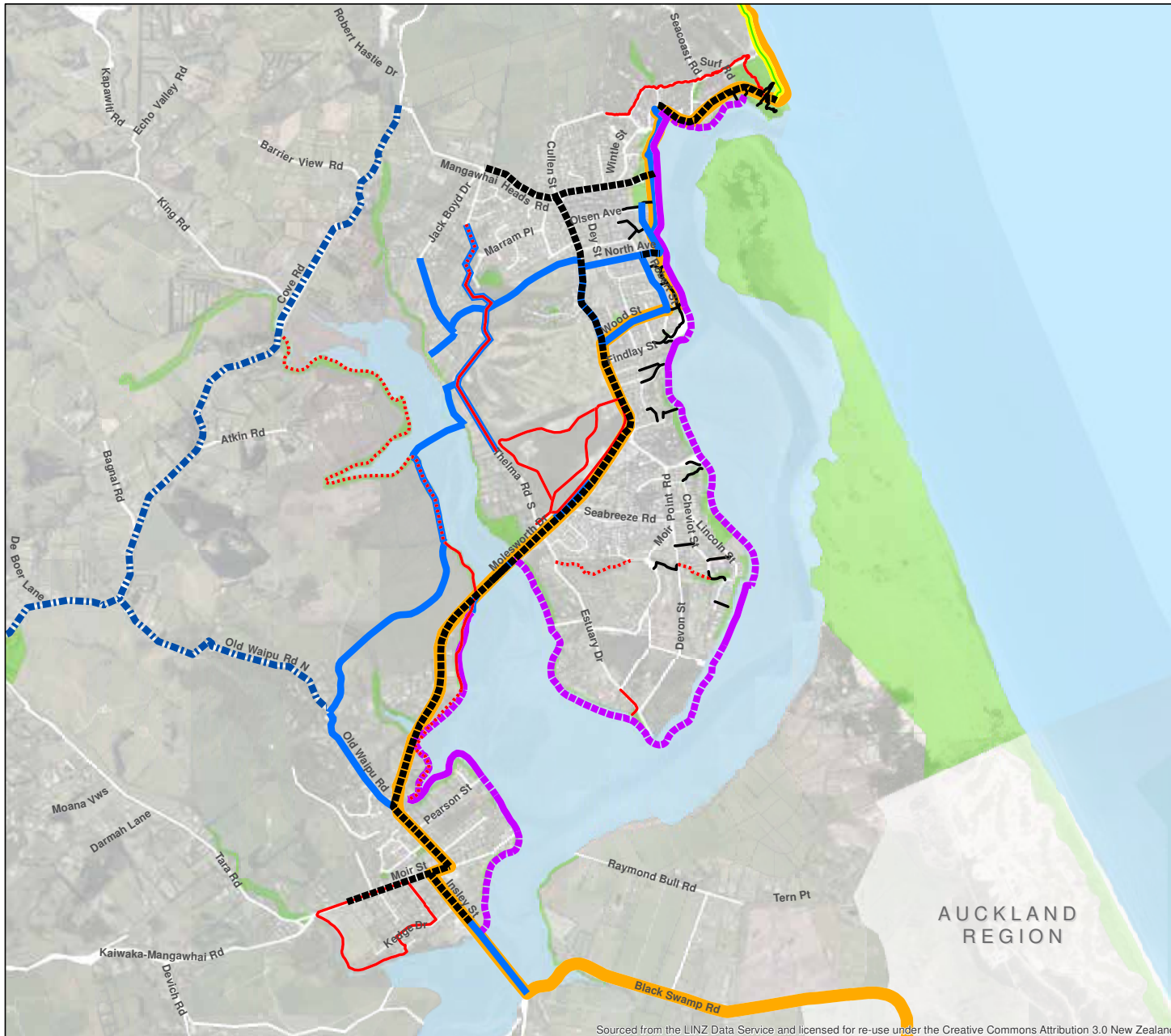


Explanation:

Making it attractive, safer and quicker to walk, cycle or scoot to where you want to go on shared paths along main routes, and connecting no exit streets. For vehicles, connecting of the two ends of Old Waipu Road as an alternative route into Mangawhai. A through route for through traffic (e.g. Garbolino/Cove Roads corridor).



Mangawhai Community Plan - Connections Map



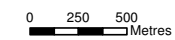
Legend

- Slow Street - Proposed shared path - walking and cycling
- Walking and/or cycling connections - proposed
- All tide coastal access - proposed
- All tide coastal access
- Through Routes
- Community walkway - planned
- Community walkway - existing
- Kaipara District Council walkway - existing
- Department of Conservation Cliff Top Walk
- Te Araroa Trail

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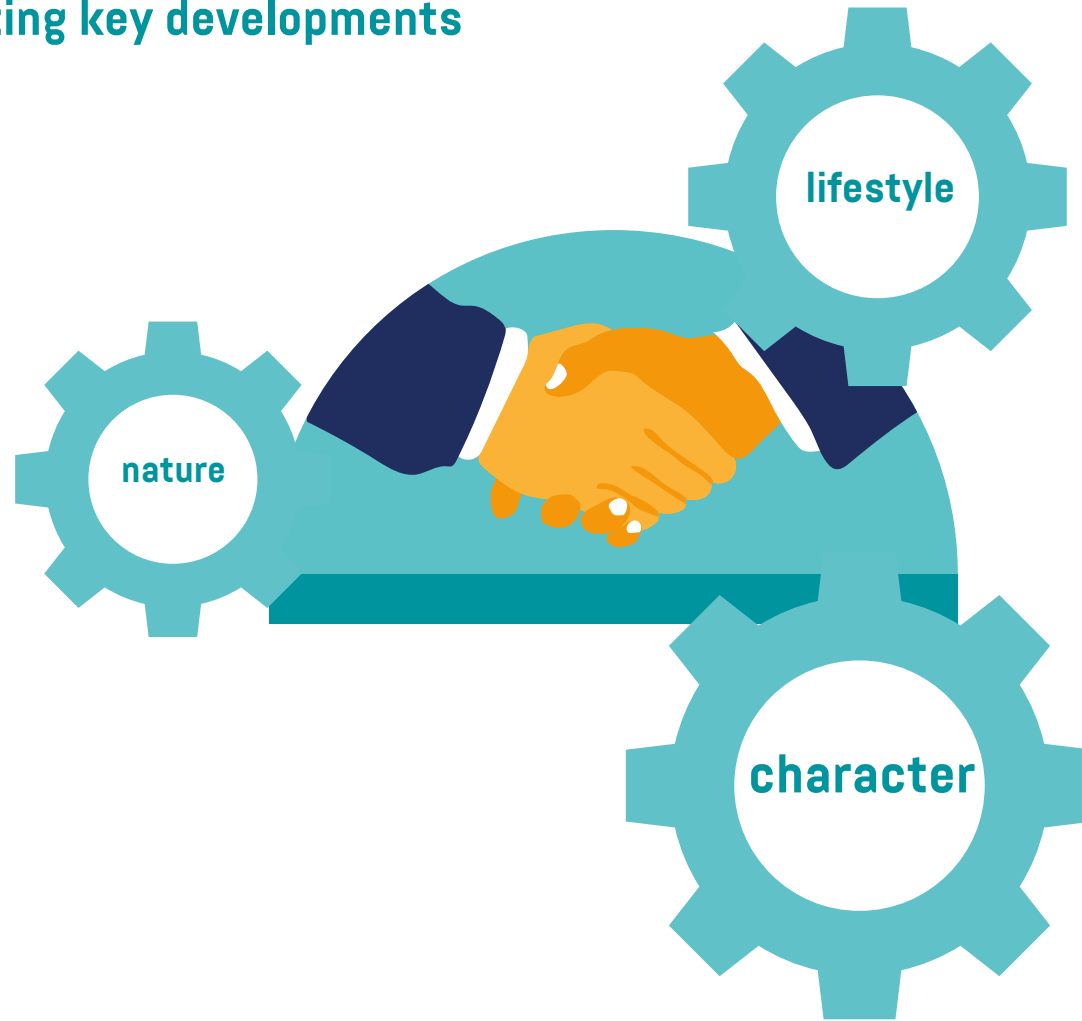


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KEY MOVE FOUR

Facilitating key developments



Explanation:

For example – Mangawhai Central (Estuary Estates) has 500 residential lots - equivalent to the capacity needed for five years. Any barriers to development need to be addressed if this capacity is to be released. Council will work with developers to maximise community benefits.

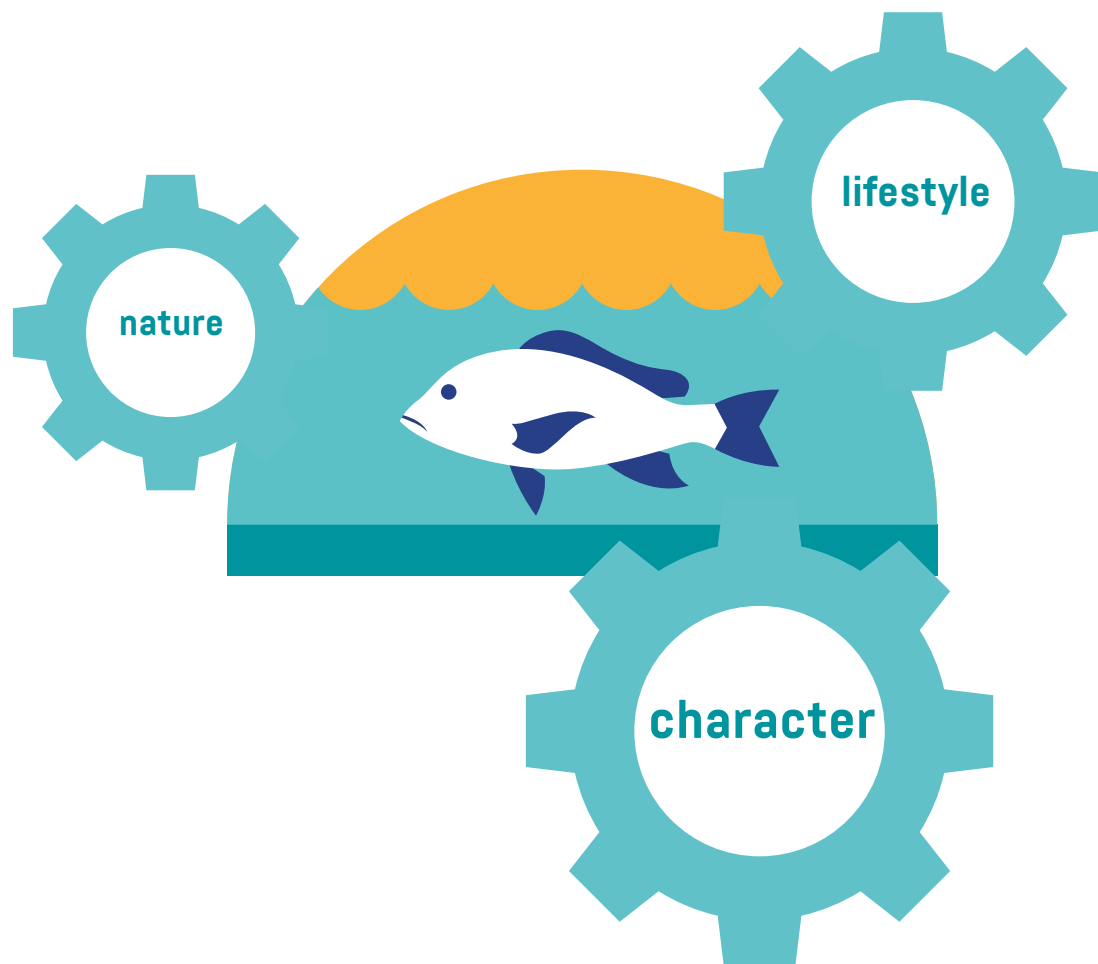


Green Network Plan Map



KEY MOVE FIVE

Protecting coastal character and history



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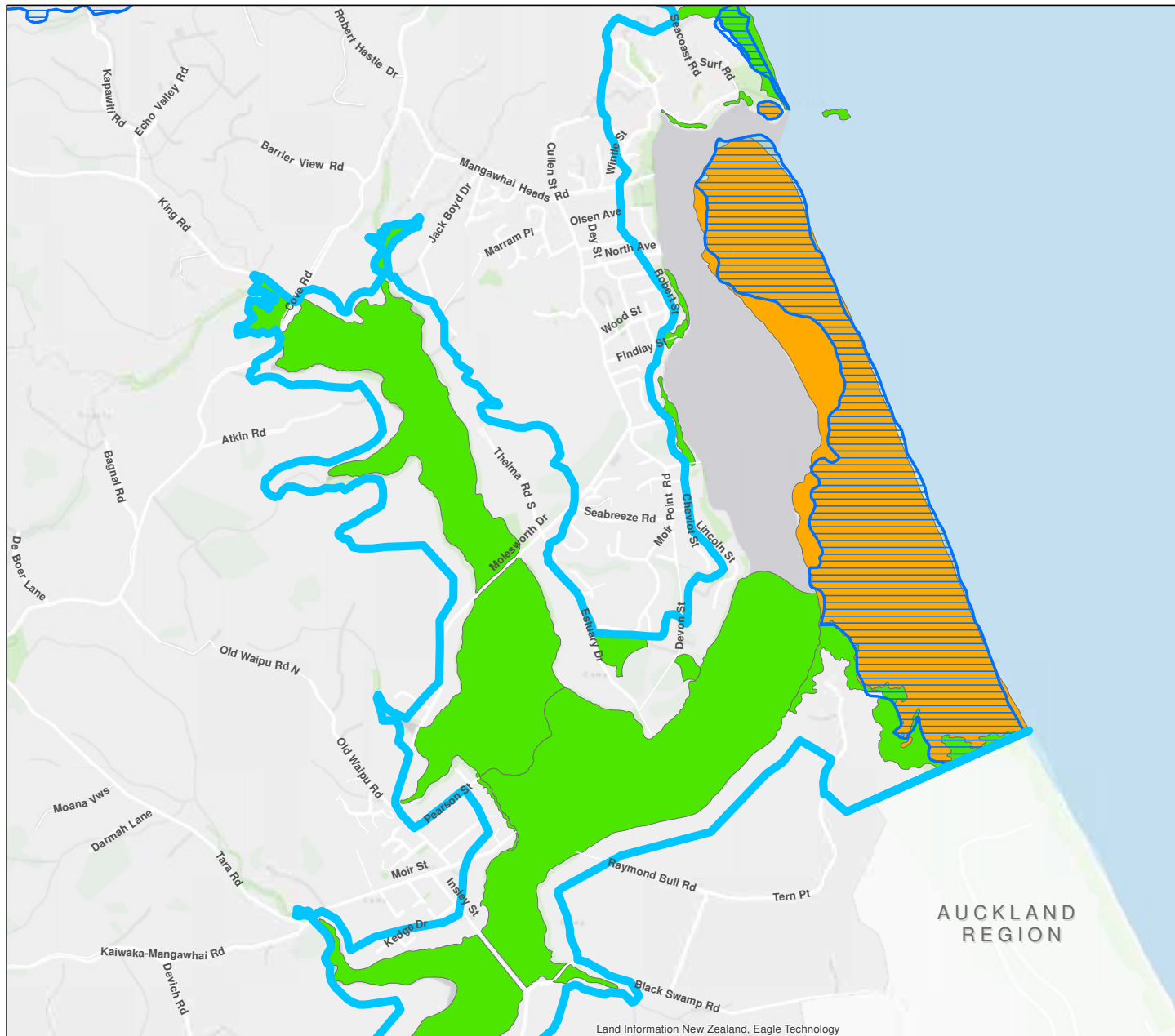
Explanation:

Looking back to the coast from the harbour, you see low rise houses on larger lots with extensive bush. In the Mangawhai coastal strip, retain coastal character with large lots, height limits and spacious setback from the road and any esplanade reserve.





Complete the network of esplanade reserves, protect archaeological sites of significance to Maori (mainly within the coastal area) and remove private uses of public reserves, together with providing more facilities on the coast.



Regional Policy Statement Map



Legend

-  Coastal Environment Boundary
-  Outstanding Natural Landscape
-  High Natural Character
-  Outstanding Natural Character

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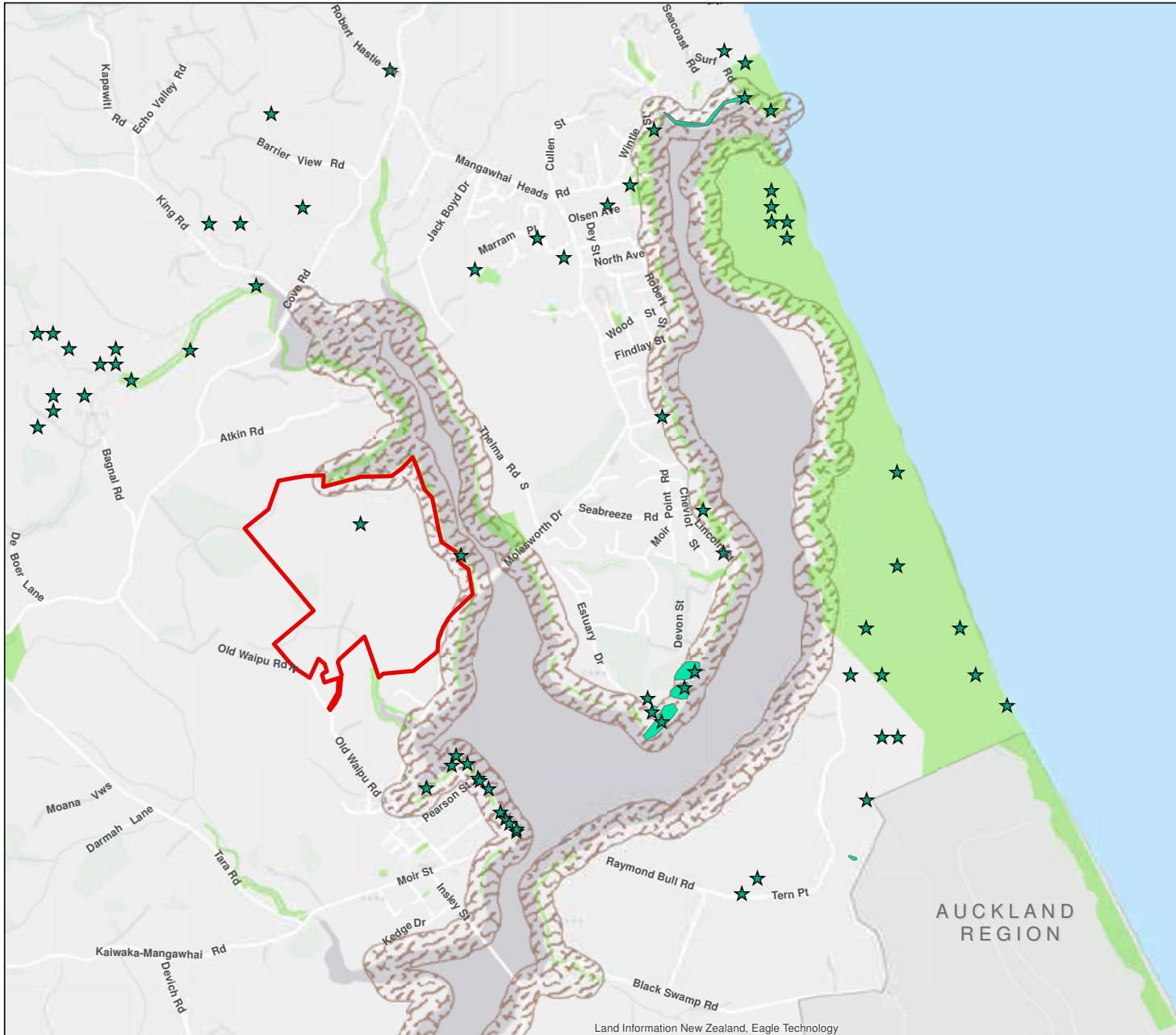
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Mangawhai Community Plan - Archaeological Sites Map



Legend

- ★ Archaeological Site
- Archaeological Area
- Estuary Estates
- Areas of Significance to Maori
- Reserves

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KAIPARA DISTRICT

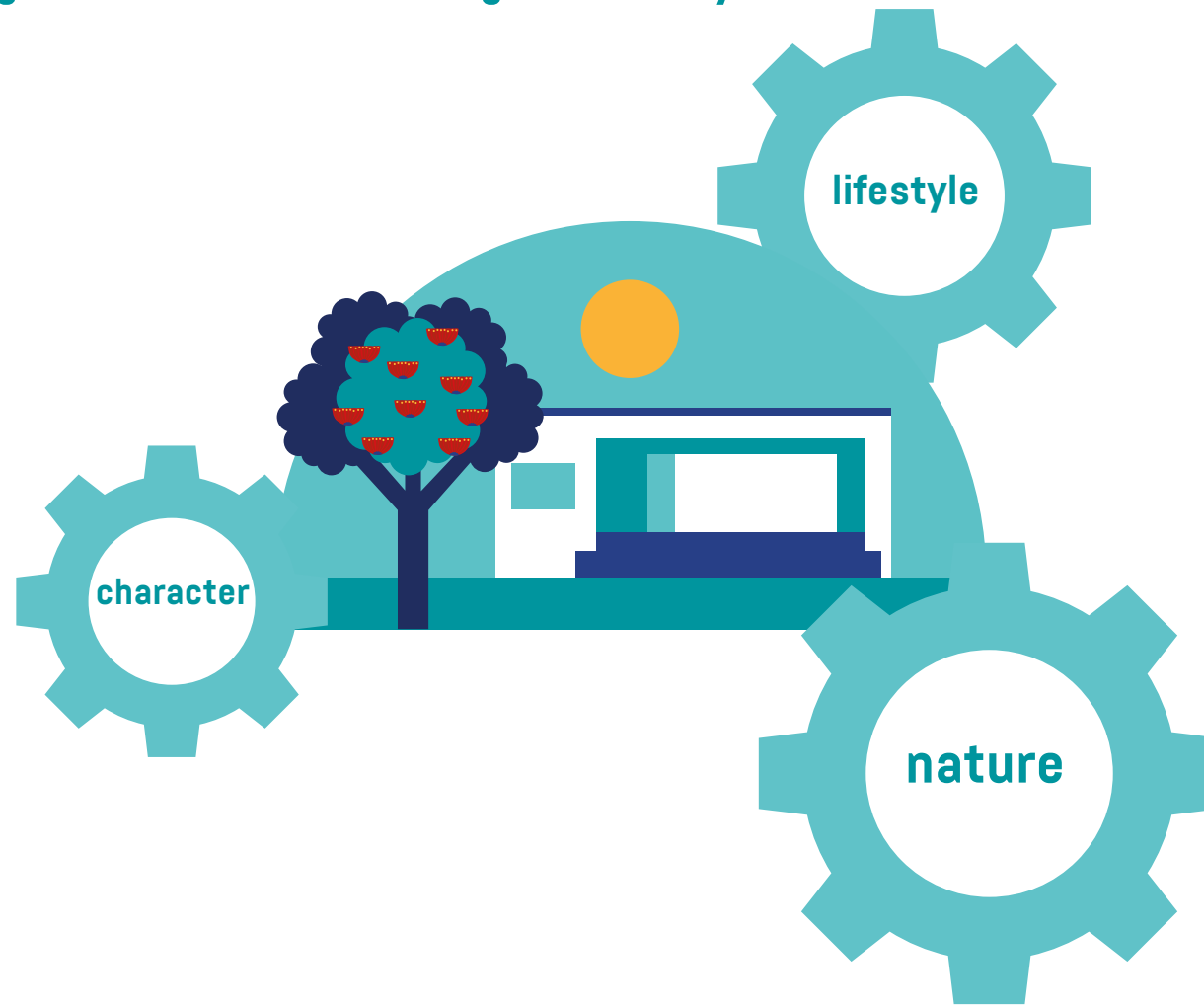
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KEY MOVE SIX

Providing for a choice of housing and lifestyles



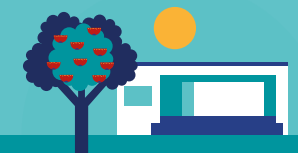
Explanation:

Providing for projected growth with **housing choice**, while retaining our valued **lifestyle** and **coastal character**.

Ideas for how to **cater for lifestyle** and housing choices other than in Mangawhai Central have produced the following suggestions to date:

- A rural-residential zone?
- Larger town centres with mixed residential/business use?
- New smaller lot multi lot subdivisions outside the coastal area?
- Minor secondary dwelling on current lots in a way that the property is unable to be subdivided?

It is proposed that these options be examined more thoroughly through a Resource Management Act Section 32 analysis and a possible plan change that could begin next year.



In Summary:



Mangawhai will **grow well**. While we grow, we shall care for **nature**, encourage a **slow pace** and **active lifestyle**, and retain the **coastal character** and **history**.



What does this mean for Transport initiatives?



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The suggested approach to transport development is to fix “pain points” in the network (notably the two intersections at the Village shops) but otherwise use cycling and walking to improve connectivity.

The intent is to slow traffic and life down generally when people are in Mangawhai. Roundabouts are the preferred mechanism for improving vehicle flow at intersections, while keeping movement at a reasonable speed that promotes the slow pace and safety for pedestrians and cyclists.



Project	Description	Year (beginning 01 July 2018)	Cost estimate (net) rounded (capex)
Stage one – slow street Mangawhai Village	Shared path and landscaping from: - Mangawhai School to Insley/Moir Streets intersection - Tara Bridge to Pearson Street (including Mangawhai Domain)	1-3 years	\$78,000
	Roundabout at Insley/Moir Streets intersection	1-3 years	\$1,000,000
	Roundabout at Moir Street/Molesworth Drive intersection.	1-3 years	\$600,000
	Review parking provisions	1-3 years	tbc
	Improved arrival experience from the south.	1-3 years	Included above
Stage two – slow street Mangawhai Community Park	Shared path and landscaping along Molesworth Drive from Moir Point Road to the southern end of the Causeway Bridge	4-6 years	\$207,100
Stage three – slow street Mangawhai Central	Shared path and landscaping along Molesworth Drive from Pearson Street to the Causeway Bridge	4-6 years	\$195,000
	Two roundabouts at entrances to Estuary Estates off Molesworth Drive.	tbc	tbc
Stage four – slow street Molesworth Drive Roundabout to Surf Club	Shared path and landscaping along Mangawhai Heads Road and Wintle Street from the Pearl Street Corner to Surf Club	7-10 years	\$180,000
Stage five – slow street Mangawhai Heads	Shared path and landscaping along Molesworth Drive from Moir Point Road to the Mangawhai Heads roundabout	7-10 years	\$137,000
	Wood Street/Molesworth Drive roundabout		\$600,000
Cycling/walking on road shared paths (other than on “slow street”)	Mangawhai Heads loop shared path (Wood Street / Robert Street / North Avenue / Alamar Crescent / camping grounds / Mangawhai Heads Road including Wood Street upgrade	4-6 years	\$1,128,000
	Mangawhai Village loop path (signage on existing esplanade) (Kainui Street / Pearson Street / coastal reserve / Moir Street)	1-3 years	\$10,000
Footpaths	Footpath along Alamar Crescent	7-10 years	\$47,000
	Pedestrian connection on Insley Street causeway and bridge	Beyond 10 years	\$224,000
Future stage – cycling/walking	Shared path to Mangawhai Central via Old Waipu Road.	Beyond 10 years	\$250,000
Connecting the two sections of Old Waipu Road	Provide an alternate route into Mangawhai and Estuary Estates from an upgraded and joined up Old Waipu Road.	Beyond 10 years	\$1,800,000
Through route for through traffic	Develop an alternate route for travellers to Langs Beach and Waipu Cove to time with Warkworth to Te Hana State Highway 1 upgrade (Cove Corridor). Include 2m verge for cyclists refuge along Cove Rd.	Beyond 10 years	unknown
Plan for other intersection improvements as Mangawhai grows	These may include Molesworth Drive /Sail Rock Drive, Molesworth Drive /Estuary Drive / Thelma Road, Tara Road / Mangawhai-Kaiwaka Road.	Beyond 10 years	unknown



What does this mean for Water Supply?



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The preferred option for water supply is to continue to rely on water harvesting for household use with no extension of the public supply, except to new commercial connections at Wood Street Town Centre.

This will require new houses to be capable of collecting rainwater in sufficient quantities. Communal water storage for firefighting is supported. This water could also be sourced from MCWWS for emergencies, via connection to the Fire Station to be sited on Mangawhai Community Park.



What does this mean for Stormwater Management initiatives?



The intent is that no untreated stormwater flows directly into the harbour or sea. This is a Council activity that has seen the least investment in Mangawhai over time, with plentiful remedial work required.

While more knowledge is needed to determine the best response, the preferred approach is, where practical, low impact bio-mechanisms (biofiltration) to manage stormwater.

This is not always possible because of differing ground conditions. Where there is insufficient soakage, or workable overland flow, piped network may be necessary. Where possible, drains/overland flow paths will be naturalised into streams with biodiverse riparian planting. Roads will be the first choice for overland flow in storm events. Retention ponding/swales will be used to treat stormwater before it soaks into groundwater or flows into the harbour where this will work. Otherwise a mechanical treatment device may be necessary.



Project	Description	Year (beginning 01 July 2018)	Cost estimate (net) rounded (capex)
Overland flow path/ ponding location and protection	Development a Stormwater bylaw that allows intervention in areas where legacy issues require resolution.	1-3 years	\$15,000 (opex)
	Use easements to protect existing overland flow not effected by development (or re-direct to the road corridor if possible).		\$200,000 (opex)
	Formalise and protect overland flow paths within roads and incorporate overland flow function into the road corridor as part of future road upgrading works.		\$40,000 – plus costs of proposed works (capex)
Install new systems at current pain points	Pain points exist in sections of: - Eveline Street - Quail Way	Pain points exist in sections of: 1-3 years 1-3 years	Capex: \$130,000 tbc
	Reduction of outflow pipes into the estuary from North Avenue to Mangawhai Heads Road.		
Improve knowledge and remodel performance (Catchment management plan)	Identify more clearly existing overland flow paths.	1-5 years	Opex: \$200,000
	Gather accurate information of current infrastructure and systems.		
	Understand soakage capacity including effects of groundwater levels and soil types.		
	Complete downstream assessments.		
	Gather and log as-built information in GIS.		
Investigate and develop where appropriate wetlands/ponding to collect stormwater in the Mangawhai Heads area that would otherwise go directly into the harbour	Re-water the original wetlands within Mangawhai Community Park from overland flow paths.	Annually from 2018/2019	Opex/Capex: \$500,000
	Look to create wetlands as public parklands on land around the Community Housing units at Fagan Place, where there is already natural ponding from the general area of Fagan Place, Wood Street, Margaret Street, Robert Street (otherwise, it would cost an estimated \$4.4m to pipe to the estuary).		
	Improve outlets and operation of stormwater to Golf Course wetlands.		
Engineering standards revision	Revise engineering standards to include: - Testing, design, construction, monitoring and maintenance of soakage systems (biofiltration) - Protection of overland flows from development - Protection of amenity and character.	1-3 years	Opex: \$25,000
Harbour Outlets	Reduce the number of outlets into harbour from Wood Street – Picnic Bay		Included in other projects



What does this mean for Wastewater Management?



The intent of the Mangawhai Community Wastewater Scheme (MCWWS) was to improve the quality of the water in the Mangawhai Harbour. This intent is still current. The future approach to connecting new properties and areas within the drainage district was agreed after recommendations from a Community Advisory Panel in 2016. Council is currently considering options. The decision on the preferred option will be made in 2018 as part of the Long Term Plan considerations.

Project	Description	Year (beginning 01 July 2018)	Cost estimate (net) rounded (capex)
Extending the number of connections to cover all the Residential zoned land/ drainage area and ensure the two match.	This involves how the treatment plant is managed, improvements to the farm and extension to reticulation.	NOW	\$350,000
		From 2018	Medium option is \$7.7 million over 10 years



What does this mean for Open Space and Recreation initiatives?



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The intent is to complete a continuous esplanade reserve around the harbour over time. Esplanade reserves will be developed for coastal recreation including boat/kayak launching, walking and cycling where accessible. Recreational walking and cycling tracks will continue to be developed with the help of the Tracks Trust, where possible along streams and coast to connect people with nature. A model “bio filtration” system is intended for Lincoln Reserve. Active recreation is intended for Mangawhai Domain, where Council can assist the Domain Committee in fulfilling this purpose.



Project	Description	Year (beginning 01 July 2018)	Cost estimate
Lincoln Road biofiltration demonstration on stormwater management.	Create a demonstration area on Lincoln Reserve as a model for using biofiltration (rain gardens, wetlands, retention ponds and biodiverse plantings) to clean stormwater.	1-3 years	\$30,000 for each of 1 3 years, total \$90,000
Non-motorised sea craft storage and launching on coast	Provide spaces for craft storage by launching places, to reduce need to drive craft to beach, at Alamar Reserve and Eveline Street	1-3 years	\$10,000 for each of 1 3 years, total \$30,000
Picnic and barbecue spots along the coast	Establish barbecues at Alamar and Lincoln Reserves Provide more seats at Lincoln, Pearson, Moir, Jordan and Robert reserves.	1-3 years	\$10,000 for each of 1 3 years, total \$30,000
Improved access to and use of beaches	Increase parking availability at Heads by reconfiguring current parking.	1-2 years	Capex:\$70,000
	Increase public use of Pacific Beach through improved signage.	1-3 years	\$5,000
	Enhance overflow parking by the Police units at Alamar Crescent. This may require reconfiguration of the camp ground boundary.	4-6 years	\$50,000
	Improve car parking at Pearson Reserve.	4-6 years	Paid by developer
	Bike stands at key locations	1-3 years	\$2,000 for each of 1 3 years, total \$6,000
	Public toilets at Lincoln Reserve and Mangawhai Heads Road by beach.	1-3 years	\$150,000 each

Project	Description	Year (beginning 01 July 2018)	Cost estimate
Off-road walking and cycling recreation tracks	Work with the Tracks Trust or developers to extend and improve tracks, using unformed (paper) roads if possible and connecting new subdivisions. See below.	Ongoing	Financial contributions, development contributions and/or MELA
	Continuous Coastal walkway	1-10 years	\$1.45m over 10 years
	Stage one – Heads Beach to Pearl Street	Year 1	\$300,600
	Tracks through Mangawhai Central	1-5 years	\$64,000
	Connecting no exit streets with walking and cycling tracks		
	- Thelma Road to Thelma Road link	7-10 years	\$95,500
	- Esplanade to Jack Boyd Drive link	1-3 years	\$36,000
	- Jack Boyd Drive to Thelma Road link	1-3 years	\$26,000
	- Across estuary (Tara Creek)	10+ years	\$1,000,000
Kaipara Walking and Cycling Strategy	Prepare and develop a strategy to determine future walking and cycling connections, formalising the routes in this plan	NOW	Done
Domain development	Work with Domain Committee to support them in developing the Domain for active recreational uses e.g. improving drainage.	Ongoing	\$100,000 for three years – Fundraising and financial contributions and/or MELA
Wood Street business area	Work with business owners and property owners to redevelop the public spaces within the centre.	2-4 years	\$800,000 over three years
	Provide public toilets	4-6 years	\$200,000
Urban forest	Develop a landscape/planting plan and programme for public streets and parks to enhance amenity and biodiversity that also provides guidance for people wishing to plant appropriate trees on their own properties and street berms.	NOW	\$20,000
		1-3 years	\$60,000 over three years
Re-establish the wharf on the estuary at the end of Moir Street	Support the volunteer group looking to re-instate the Moir Street historic wharf.	TBC	
	Purchase esplanade land adjacent to potential wharf location on Moir Street (owned by Ministry of Education)	Land Purchase Wharf	\$200,000 Unknown – Fundraising and MELA/ financial contributions
Complete the network of esplanade reserves along the residential coast	Create, as they become available through subdivisions, the missing links to the network – Jordan Street, Estuary Drive, Molesworth Drive, Pearson Street, Moir Street and Insley Street.	As subdivisions occur	Unknown – Financial contributions
	Remove private encroachment onto public esplanade reserves		
Another all-tide boat ramp	With the Harbour Restoration Society and Boating and Fishing Club, investigate the potential for a second all-tide boat ramp on to the harbour	4-6 years	Unknown until investigation complete
Cultural Place Making	Protection and celebration of sites of significance to Maori e.g.	Ongoing/ incorporated into projects above	
	- Te Whai Pa		
	- Two Pa and middens on Mangawhai Heads Reserve		
	- Small coastal Pa and middens on Pearson Reserve		
	Telling the story of the history through interpretation signage on walking tracks		
Solid waste management	Installing recycling bins in public areas such as town centres, beaches.	1-3 years	\$10,000



What does this mean for developing Mangawhai Community Park?



The Master Plan for Mangawhai Community Park was completed in 2013. A Friends of the Park and a Council Committee work together to maintain and develop the Park. There is an approved programme of work listed below.

Project	Description	Year (beginning 01 July 2018)	Cost (opex - reserves contribution funding)
Historic Village/Museum Hub	Complete landscaping and car parking at this hub	2017/2018	\$70,000
MAZ/St Johns Hub	Complete landscaping and car parking at this hub	annual	\$100,000 p.a.
Walkways/service lanes	Establish through routes to MAZ and the Museum from the Club, with improved planting and signage	annual	\$90,000 p.a.
Cultural place-making	Include stories of Iwi history through the pioneer village and Park signage in association with the Museum.	Included in other Park projects	
Community Development	Facilitate more collaboration between community groups with similar aspirations.	NOW	



What does this mean for possible new provisions in the District Plan?



There is sufficient capacity for new housing for some years in line with growth projections, within the current residential zone, especially if Mangawhai Central is included in the calculation. However, this is not a good match with demand. Greater housing choice is needed if the demand is to be met in a managed rather than ad hoc way. This ranges from rural-residential sites, to town houses on smaller lots.

To address the community concern about loss of character design guides or rules may be added to the District Plan, and a new “coastal” residential zone that limits development within a defined area along the coast from the Heads beach to the Insley causeway. It is also proposed to create a new zone on the periphery of the residential area for smaller lot lifestyle blocks, with associated environmental benefit rules. The commercial zones within the town centres are also proposed to be enlarged and allow for mixed use developments of a more intense nature.





The intention is Council will undertake a District Plan Effectiveness and Efficiency Review in 2018 as a statutory requirement under the RMA. This is a check on whether or not the outcomes in the District Plan are being met.

This may include:

- Plan changes to address issues;
- Extending town centre commercial zones including allowing for mixed use?
- Including urban design rules?
- Introducing a new Rural Residential zone with requirements to provide environmental benefit?
- Allow smaller lot size in some areas away from the coast?

Project	Description	Year (beginning 01 July 2018)	Cost (all opex)
Enforce the current provisions in the District Plan	The Kaipara District Plan can be more robustly administered in the short term while any plan changes are considered over the next year or two. Guidelines/practice notes will be developed to show how the Plan will be administered.	NOW	\$0 Within current budgets and fees/charges
Develop Urban Design Strategy	Develop a framework for the inclusion of urban design rules in the District Plan - it should be noted that Estuary Estates has urban design guidelines that may serve this purpose.	1-3 years	\$25,000
Proposed Plan Change 1 - coastal character	Propose a Plan Change that protects the character of the coastal area and harbour fringe streetscape urban design controls, also implementing the Northland Regional Council Regional Policy Statement for coastal areas.	NOW	\$200,000 annually
Mangawhai Central (Estuary estates)	Work with the owners to more connectivity, and faster development, without changing the land use.	NOW	Opex/Capex: \$500,000
Review of District Plan for Mangawhai area	Efficiency and Effectiveness review of the District Plan, then analysis of options for providing for future growth.	Year 1	Opex: \$25,000
Proposed Plan Change 2 - housing choice	Complete a Section 32 analysis considering options for extending housing choice. Propose a Plan Change that implements the preferred option, as identified in the Section 32 analysis.	1-3 years	Included in other projects



Funding the Implementation of this Plan:

Indicative cost summary- total \$29.3m

- Of the \$29.3m total, \$6.9m is already underway or planned; \$22.4m is new, as follows
- Indicative baseline is an interim update of the LTP 2015-25 budget used for comparison purposes

\$000's	Existing budgets (2016/2017 & 2017/2018)	Indicative Baseline (2018-2028)	Mangawhai Community Plan (2018-2028)	Mangawhai Community Plan (future years)	Total
Roading Total	1,455		6,260	2,374	10,089
Stormwater Total	130	1,543	2,677		4,350
Wastewater Total		400	7,250		7,650
Community Activities Total	401	2,970	2,844	1,000	7,215
Grand Total	1,986	4,913	19,031	3,374	29,304

Indicative cost summary- Funding for \$19.0 m 2018/2028

- Inflation adjusted, the requirement is for an additional \$33.6m (\$21.7m new capital expenditure and \$11.9m operational expenditure) and is funded as follows

\$000's	New total to be funded	General rates	Targeted rates	Development Contributions	Subsidy	Loans	Other
Transport	10,114	✓		✓	✓		✓
Stormwater	4,882	✓	✓	✓		✓	✓
Wastewater	14,030	✓	✓	✓		✓	✓
Community activities	4,536	✓				✓	✓
Total	33,562	✓	✓	✓	✓	✓	✓

Rate increases average just over 3% for the 10 years to June 2028, ie average of around 0.5% over indicative base of 2.6%
Debt increases from projected \$58 m in June 2018 to \$63 m by June 2028 (cf indicative base of \$36 m)



Sources of Information:

The following technical working papers have been produced to support the development of the Mangawhai Community Plan:

MANGAWHAI COMMUNITY ADVISORY PANEL

Mangawhai Programme – Input to development of the Mangawhai Community Plan

July 2017

KDC – Katrina Roos, Principal Planner

Kaipara District Plan Review – Mangawhai Town Plan

February 2016

GHD

Mangawhai Town Plan Stormwater Infrastructure Report

May 2016

KDC – Katrina Roos, Principal Planner

Land Development and Density – Mangawhai Town Plan

May 2016

ROB BATES

Mangawhai Town Plan – Growth and Development Outlook

May 2016

OPUS

Mangawhai Water and Fire Supply Options Feasibility and Cost Analysis

April 2016

OPUS

Mangawhai Town Plan – Urban Design Study Phase 1

June 2016

KDC – Annie van der Plas, Community Planner

Mangawhai Open Space Review

October 2016

OPUS

Mangawhai/Mangawhai Heads Review of Speed Limit Provisions

March 2017

MWH now part of Stantec

Mangawhai Town Plan – Transportation

March 2017

KDC – Howard Alchin, Policy Manager

Planning Technical Report, Mangawhai Town Plan Project

April 2017

MWH, now part of Stantec

Mangawhai Town Plan Stormwater Infrastructure Strategy

May 2017

TE URI O HAU – Environs Holdings Ltd

Cultural Impact Assessment Mangawhai Town Plan Development

May 2017

OPUS

Mangawhai Cycleway connections

May 2017





File number: 4101.01
Report to: Council
Meeting date: 14 August 2017
Subject: Kaipara Walking and Cycling Strategy: Adoption
Date of report: 31 July 2017
From: Sue Hodge, Parks and Community Manager

Report purpose **Decision** **Information**
Assessment of significance **Significant** **Non-significant**

Approved for agenda

Summary

Kaipara District Council's current Walking and Cycling Strategy was developed in 2005 and no longer aligns with current policies, local or regional needs or current drivers. A need for a new Strategy was identified in the Long Term Plan 2015/2025 to enable an integrated network for walking and cycling across the Kaipara district, and allow projects to be managed and prioritised.

The Parks and Community, and Roding teams have worked together to develop an updated Strategy, which will ensure walking and cycling projects for the Kaipara district can be clearly identified, prioritised and included in the Roding Asset Management Plan, and are able to gain external funding where possible. Consultant MWH New Zealand Ltd was engaged to develop the Strategy alongside the project team.

This report provides an overview of the 2017 Walking and Cycling Strategy that has been developed (**Attachment 1**). It is anticipated that this Strategy be adopted by Council and feasibility studies for key projects can then begin to be progressed in the 2017/2018 financial year.

Recommendation

That Kaipara District Council:

- 1 *Receives the Parks and Community Manager's report 'Kaipara Walking and Cycling Strategy: Adoption' dated 11 July 2017; and*
- 2 *Believes it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with the provision of s79 of the Act determines that it does not require further information prior to making a decision on this matter; and*
- 3 *Adopts the Kaipara Walking and Cycling Strategy, circulated as Attachment 1 to the above-mentioned report.*

Reason for the recommendation

To ensure Kaipara District Council has a clear direction and mandate for both initiating and supporting walking and cycling projects within the Kaipara district.

Reason for the report

To provide an overview of the updated Walking and Cycling Strategy that has been developed, and to gain Council's approval and adoption of this Strategy document so that projects then have a mandate to be progressed and/or supported.

Background

Council's current Walking and Cycling Strategy was developed in 2005 and no longer aligns with current policies, local or regional needs or current drivers. A need for a new Strategy was identified in the Long Term Plan 2015/2025 to enable an integrated network for walking and cycling across the Kaipara district and allow projects to be managed and prioritised.

A strategic approach is required for the development of the Walking and Cycleway programme within the Transport (Roading) Asset Management Plan and therefore Council's Long Term Plan 2018/2028, to ensure that Council attracts the maximum funding from external funders such as NZ Transport Agency (NZTA) and the Ministry of Business, Innovation and Employment (MBIE) for the key walking and cycleway projects.

The Strategy is also a requirement to enable access to regionally allocated central government funding as it will demonstrate alignment with our Northland regional partners, Whangarei District Council and Far North District Council, along with alignment to the Regional Land Transport Programme (RLTP) regional strategy.

Kaipara walking and cycling initiatives are also included in the Northland Economic Action Plan and therefore may be eligible to receive MBIE funding for business cases, feasibility studies and even a contribution towards development. Project Team staff will continue to work with Northland Inc to achieve this.

The Walking and Cycling Strategy will give Kaipara the tools to effectively manage and prioritise the individual projects that will be listed, as well as enable an integrated network throughout the Kaipara district.

It is identified that this Strategy is purposely not focused on footpaths or smaller scale connections, except where they may be very high priority. Once the Strategy document is adopted, key projects will then be investigated and feasibility studies are able to be conducted.

Stakeholder engagement has been undertaken as part of this review, for the purpose of gaining input from key walking and cycling stakeholders and determining priority projects for the Kaipara district.

This has included:

- Meeting with Te Roroa and Te Uri o Hau.
- A workshop with regional stakeholders, including; Far North District Council, Whangarei District Council, Northland Regional Council, Northland Inc, NZ Transport Agency. Councillor Jones attended this workshop as well.
- A workshop with local or district level stakeholders, including Department of Conservation, NZ Walking Access Commission, Sport Northland, local community interest groups. Councillors Curnow and Wade attended this workshop as well.

- A one page information sheet was sent to other key interest groups from throughout Kaipara for their comments.
- A survey was sent to 22 schools within the Kaipara district asking travel-related questions around how many students walk, cycle or catch the bus to school.
- Progress of the Strategy presented to Kaipara District Council at the April 2017 Council meeting for feedback.
- All key stakeholders were then provided an opportunity to feedback on the draft Strategy document.

The Strategy

The following vision and objectives have been developed for the renewed Strategy, taking into account feedback from stakeholders.

The vision of the Kaipara Walking and Cycling Strategy is:

'Working together to enhance walking and cycling in Kaipara'

Council aims to work towards this vision by focusing its efforts on the following three objectives:

- Become a walking and cycling destination to support economic growth, and provide transport and lifestyle choices.
- Partner with key stakeholders and community to deliver walking and cycling projects and behaviour change initiatives.
- Develop safe, connected and enduring district wide and township walking and cycling networks.

The Strategy therefore clearly identifies three clear opportunities for Council to focus on in regards to walking and cycling, these being:

- Leveraging off existing National Cycle Trail routes

There are significant opportunities to add value to Kaipara's two existing national cycle trail heartland rides as part of a Northland network of cycling trails. Kaipara's existing heartland rides currently appeal to 'strong and fearless' and 'enthused and confident' cyclists who are comfortable travelling longer distances on the State Highway network and/or gravelled roads relatively far from townships. An improved network could therefore provide connections to townships, services and other key attractions, as well as extensions and links to increase the number of visitors, and the length of their stay. It also provides opportunities to work with the private tourism industry to address gaps and services in the market that could be enhanced or developed along routes. It is anticipated that the development of these could bring increased economic growth to the district and region.

- Develop Safe and Connected Townships

While many residents will periodically need to travel to larger towns such as Whangarei and Auckland to access key goods and services and employment, the larger towns in the district provide much of what people require on a day to day basis. Dargaville, Mangawhai, Maungaturoto and Kaiwaka have predominantly urban catchments in the context of Kaipara, and would be ideally placed to promote walking and cycling journeys for school and work travel, following the implementation of supporting infrastructure. As these townships represent some of the larger concentrations of population within the Region; enhancing the local networks for recreation and commuting will offer the greatest benefits and

value for money, and given the compact size of many towns, these local trips provide ideal opportunities to encourage residents to walk and cycle.

- Collaboration and Behaviour Change

The third opportunity recognised for the Kaipara district is collaboration with key partners. This collaboration could be in the form of working together to jointly fund and connect key linkages, or co-operating to develop behaviour change initiatives to increase positive attitudes to walking and cycling. It is recognised that in both circumstances, Council working alongside community groups or outside organisations will provide greater benefits than attempting to achieve them on its own.

Working with key partners to connect walking and cycling linkages enables Council to support initiatives that may be led by the community or others. This means longer term strategic connections within the Kaipara district may be progressed with more momentum, and otherwise could take longer and more funding to achieve in isolation.

Additionally, by working with community groups and agencies to develop cycling skills, walking and cycling safety programmes and increased recreational choices, Council has a stronger ability to increase participation rates in walking and cycling. This may then lead to enhancing economic, social and environmental benefits, and connect with those who currently identify with the 'interested but concerned' or 'no way no how' attitude towards cycling.

The following have been identified as key projects in the Strategy:

1 Kaipara's contribution to the regional network include:

Short Term:

- Making the Kauri Coast Cycleway off-road from Dargaville to Donnelly's Crossing via the redundant rail corridor ensuring this Heartland Ride is more user friendly and could cater to a broader set of visitors and local residents;
- Extending further north from Donnelly's Crossing into the Far North District via the Old Waoku Coach Road;
- Establishing a loop linkage between the Kauri Coast cycleway and Kai Iwi Lakes (Taharoa Domain) (as a recreational reserve with high walking and cycling value and existing walking/cycling tracks); and
- Improving the existing 'Kaipara Missing Link' by increasing signage and promotion, and installing safety measures such as active warning signs along the route. Additionally, Council can work with ferry providers to enhance ferry services across the Kaipara Harbour, and support relevant parties to establish a wharf at Pouto. It is considered that these improvements could increase year round use of this trail, and attract more riders from Auckland.

Medium to Long Term:

- Trail from Dargaville to Maungaturoto, connecting townships and features via off-road routes and low volume roads, in alignment with the 'Ancient Kauri Coast Trail' Byway. This will further contribute towards Dargaville as a central hub for experiencing cycle trails. It is

anticipated that this route will be developed as the opportunities arise, capitalising on and connecting existing walking and cycling projects. Existing projects include:

- Ruawai stopbank cycleway
- Matakoho Bridges shared path connection.
- Route linking Mangawhai with the cycling trail from Waipu in the North and Pakiri and Matakana in the south. Support this to become a Heartland Ride. This would also largely align with the Te Araroa Trail running along the eastern coastline.
- Trail between Dargaville and Whangarei and/or trail between Dargaville, Maungaturoto and Kaiwaka via rail corridor, if and when it becomes available. A decision on the decommissioning of the railway lines is still to be decided, therefore this is considered low priority. An on rail cycling experience may also be an option on some sections of the railway track.

2 Safe and connected urban networks in (focused on connections to key locations):

- Mangawhai;
- Kaiwaka;
- Dargaville;
- Maungaturoto.

These connections are shown in more detail in the attached Strategy, implementation plan and maps.

3 Missing connections considered central to walking and/or cycling:

- Connecting the Kaihu residential area and shop;
- Connecting the Landing with The Village Green (Paparoa).

4 Other projects:

- Dargaville Historic Riverside Walk;
- Ruawai Stopbank Walkway Cycleway;
- Matakoho Bridges Walkway Cycleway;
- Mangawhai Harbour Walkway Cycleway connection;
- Brown Road Mountain Bike Park;
- Enhance walkways around natural features such as Tokatoka, Maungaraho, Tutamoe and Trounson Kauri Park; and
- Sea Links across the Kaipara Harbour

Issues

Some projects identified are clearly of a significant scale and therefore need to be planned for and funded accordingly. However, projects which have an opportunity to be undertaken in partnership or are more viable for external funding are considered shorter term or higher priority to ensure they are a realistic project for Council.

Factors to consider

Community views

Community views are central to this Strategy, particularly as some projects are already being progressed by community organisations. As stated above, the Project Team has been working closely with regional and district-wide stakeholders to ensure there is a clear understanding of community projects, and local desires in terms of walking and cycling networks.

Policy implications

The Walking and Cycling Strategy is identifying and prioritising key walking and cycling projects Kaipara-wide. Therefore alignment with other key policy and plans is considered key. Examples include the Mangawhai Community Plan, Kaiwaka Township Improvement Plan and Dargaville Placemaking initiatives. Projects from this Strategy also feed into the Roding Asset Management Plan, and align with both central government and regional policy initiatives.

Financial implications

There are no financial implications with the Strategy document itself, as this work has an allocated budget. Larger costs are anticipated for feasibility studies of key projects once the Strategy itself has been adopted. However, there is the potential for Council and community groups to receive external funding for these investigations.

Furthermore, it is anticipated in the Long Term Plan 2018/2028 there will be \$60,000 per annum allocated for 10 years to implement this Strategy across the district. As well as this, there will be \$300,000 in 2018/2019 for Mangawhai walkways and then \$150,000 each year after that for Mangawhai walkways.

Council will seek opportunities to use their local share to leverage external funds and subsidies to maximise the available budget.

Legal/delegation implications

There are no legal or delegation implications of the Strategy document itself. However, land ownership and governance structures of specific walking and cycling projects will need to be investigated and determined as part of the feasibility and scoping exercises.

Options

Option A: Council receives and adopts this updated Walking and Cycling Strategy for Kaipara.

Option B: Council does not receive or adopt this updated Walking and Cycling Strategy for Kaipara.

Assessment of options

If Council receives and adopts the updated 2017 Kaipara Walking and Cycling Strategy, this ensures that the prioritised projects are able to be included the Roding Asset Management Plan, Council's Long Term Plan 2018/2028, the Regional Land Transport Plan and Northland Economic Action Plan, and projects facilitated by Council and the community have a mandate to be investigated and progressed. Council would also be seen to be supporting and encouraging opportunities for economic growth and health and transport choices.

If Council does not receive and adopt this updated Kaipara Walking and Cycling Strategy, this would mean Kaipara District Council is no longer aligning or contributing towards the shared vision of an integrated walking and cycling network for Northland, and no longer has a mandate to support or progress walking and cycling projects that are already gaining momentum. It would also mean that Council is not taking advantage of on a key opportunity to attract economic development to the Kaipara district, or encourage healthy lifestyle or transport choices for residents.

Assessment of significance

This Strategy itself is not considered to trigger Council's Significance and Engagement Policy, however the undertaking of some projects stated in the Strategy do, due to implementation costs and high levels of public interest.

Recommended option

The recommended option is **Option A**.

Next step

Draft Strategy is amended, proofed and finalised based on Council's feedback, and circulated to relevant stakeholder groups and organisations for their information. Council's Parks and Community Team begins to scope the feasibility of key projects, and the inclusion of projects into the Long Term Plan 2018/2028. Projects are also included in Council's Roding Asset Management Plan.

Attachment

- DRAFT Kaipara Walking and Cycling Strategy 2017

DRAFT

Draft Kaipara **Walking and Cycling Strategy**

2017





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1. Introduction

This Strategy has been prepared to provide a framework to increase walking and cycling participation in the Kaipara district. It includes initiatives to develop and expand walking and cycling networks, for both local journeys as well as long distance touring routes to support economic growth. The Strategy also identifies opportunities for the district to collaborate with key partners to jointly fund and connect key linkages and develop behaviour change initiatives to change attitudes to walking and cycling.

The social, environmental, economic and health benefits of cycling are well understood and there is increasing support and investment in the development of walking and cycling infrastructure. Providing safe and connected walking and cycling networks will take time and money, and this strategy will provide Kaipara with priorities for investment. Key routes that support local and commuter trips, as well as linkages for recreational and tourism journeys that can provide economic benefits to the region have both been identified. Establishing and prioritising a network of routes will allow Kaipara to take advantage of new and evolving opportunities and pursue partnerships as they arise, maximising the benefits of Council's investment.

The strategy

This strategy considers the national, regional and local frameworks that walking and cycling initiatives in the Kaipara district seek to align with. In particular, contributing to the vision of a regional framework for Northland, desired by NZ Cycle Trails. Additionally, the strategy aligns with the national direction of the Draft Government Policy Statement (GPS) on Land Transport Funding 2018/19 – 2027/28, regional goals of the Tai Tokerau Northland Economic Action Plan, Twin Coast Discovery Highway Route Development and the Northland Regional Land Transport

Plan, and finally, closely reflecting local plans for walking and cycling already developed in some townships throughout Kaipara.

Note that this strategy proposes high level projects and initiatives that will enhance and expand walking and cycling networks, as well as improving road user safety, and encouraging and promoting these modes. These projects are listed in the implementation plan section of this strategy. This is not focused on footpath extensions or small scale projects, except where considered a priority. Further investigation, feasibility and costings of projects is required.

2. Vision and Objectives

Image Credit: NZTA

The vision of the Kaipara Walking and Cycling Strategy is:

‘Working together to enhance walking and cycling in Kaipara’

Council aims to work towards this vision by focusing its efforts on the following three objectives:

1.)

Become a walking and cycling destination to support economic growth, and provide transport and lifestyle choices.



2.)

Partner with key stakeholders and community to deliver walking and cycling projects and behaviour change initiatives.



3.)

Develop safe, connected and enduring district wide, and township walking and cycling networks.



3. Regional and Local Strategic Alignment

3.1

Draft Northland Regional Walking and Cycling Strategy – Northland Regional Council

A draft regional walking and cycling strategy is currently being developed by Northland Regional Council, in partnership with the three Northland district authorities – Far North, Whangarei and Kaipara. This is anticipated to show the desired framework for walking and cycling routes and aspirations for the Northland region. Kaipara's strategy is in alignment with this framework.

3.2

Ministry of Business, Innovation and Employment - Tai Tokerau Northland Economic Action Plan

The Ministry of Business, Innovation and Employment (MBIE) has identified Northland as one of six regions to be supported by the Regional Growth Programme. The aim of this programme is to identify potential growth opportunities to increase jobs, income and investment. The Tai Tokerau Northland Economic Action Plan identifies four key workstreams, including the growth of the visitor industry sector. Development of tourism product offerings is specified and the Plan references the development of "Kaipara cycleways and walkways project – linking west coast lakes, coastline and forests". A number of cycling initiatives in this Strategy deliver on this and in doing so will generate tourism and subsequent economic benefits for the region.

3.3

Twin Coast Discovery Highway Route Programme Business Case

The Twin Coast Discovery Route is identified within the Northland Economic Action Plan, in both the Transport / Logistics and Visitor Industry work streams, as an important component in growing the Northland economy through increased tourism and better transport connections. To ensure these outcomes were addressed holistically, the NZ Transport Agency (NZTA) and Northland Inc have partnered to develop a Programme Business Case (PBC) to collaboratively address this. The PBC considers the case for investment to address problems on the Twin Coast Discovery Highway (TCDH) to encourage customers to visit new places, try new experiences and stay longer in Northland. The PBC identifies a number of options / initiatives to achieve these outcomes. Cycling is an emerging visitor activity in Northland and has the potential to generate economic benefits for the region. Accordingly, cycling connections are an important component of the PBC preferred programme with recommended options including extensions to existing cycling paths, linking to other attractions and the creation of new infrastructure.



3. Regional and Local Strategic Alignment

Image Credit: NZTA

3.4

Ancient Kauri Trail Byway

The Byways concept was also developed as a project within the Northland Economic Action Plan, and aims to help revitalise the Twin Coast Discovery Highway. Themed Byway routes have been designed to create tourist journeys around certain areas of Northland, with visually appealing maps and a smartphone App for tourists to use.

The 'Ancient Kauri Trail' Byway has been developed for the west of the Kaipara District, beginning in Maungaturoto and extending north past the Waipoua Forest, highlighting the towns and significant features of this area, including Matakohē Kauri Museum and Tane Mahuta, encouraging tourists to stop and explore points of interest. Walking and cycling routes identified as part of this strategy align with this route and are considered to further encourage users to travel through and stop in these areas, therefore contributing towards the economic development of the district.

3.5

Northland Regional Land Transport Plan (2015 2021)

The Northland Regional Land Transport Plan (RLTP) sets out the region's land transport priorities and provides a forecast of anticipated transport revenue and expenditure over the period. It also illustrates potential areas where walking and cycling opportunities should be developed, including Dargaville, Maungaturoto, Kaiwaka and Mangawhai in the Kaipara district. This is therefore reflected in the development of 'safe and connected townships'; which emerge from this Strategy.

3.6

Kaipara District Council Draft Annual Plan 2016/2017

(Year 2 - Long Term Plan 2015/2025)

Councils are required to produce a Long Term Plan (LTP) to establish their intentions for the next decade. The Plan provides a 10 year budget, including anticipated revenue and expenditure. Long Term Plans are reviewed every three years to ensure the direction still aligns with community outcomes.

The goal for the provision of roads and footpaths in the Plan is for "People and goods are able to move safely and efficiently around the district by a variety of means". Funding is available for footpaths (new and maintenance), as well as \$60,000 for the development and implementation of this Strategy.

Furthermore, in the Long Term Plan 2018/2028 there will be \$60,000 per annum allocated for 10 years to implement this Strategy across the district. As well as this, there will be \$300,000 in 2018/2019 for Mangawhai walkways and then \$150,000 each year after that for Mangawhai walkways.

Council will seek opportunities to use their local share to leverage external funds and subsidies to maximise the available budget.



Image Credit: NZTA

3.7

Kai Iwi Lakes (Taharoa Domain) Reserve Management Plan 2016

The Kai Iwi Lakes (Taharoa Domain) Reserve Management Plan identifies opportunities to enhance walking and cycling experiences and improve connectivity within the domain as well as around the lakes and adjacent Council owned forestry blocks. Significant funding has been invested in developing walking and cycling tracks in this location and creating wider connections to encourage use of this recreational location is considered key. Therefore, the Plan also identifies broader potential links and circuits that provide connections to and between the Twin Coast cycle trail, and the Kauri Coast cycleway.

3.8

Kaiwaka Township Improvement Plan – 2016

Kaiwaka is a rural township located approximately halfway between Auckland and Whangarei, and provides a convenient rest stop for travellers using State Highway 1. The Plan was a collaborative effort developed to address traffic and pedestrian related concerns in the town, while also improving the overall attractiveness of the township. The vision of the Plan is for Kaiwaka to be a safe, connected, green, vibrant and distinctive place. The Plan has a strong focus on making Kaiwaka more accessible, particularly for pedestrians, and to manage traffic speeds through the township

3.9

Draft Mangawhai Town Plan - 2017

Mangawhai is the fastest growing settlement in Kaipara as a result of its proximity to Auckland and high recreational and scenic value. Kaipara District Council has identified the Mangawhai Town Plan (MTP) as a priority project to manage and improve design, environmental and infrastructure outcomes. Improving walking and cycling uptake and connectivity is a priority and guiding principle of the Town Plan, and the projects identified in the draft MTP are reflected in this strategy.

4. Existing Walking and Cycling Infrastructure

Within the Kaipara district there are approximately 90 kilometres of formed footpaths, with more than half of all urban roads providing a footpath on one or both sides of the road.

The majority of the footpath network is concentrated in Dargaville, however all urban centres have some formed footpaths. Across the district there are approximately 70 kilometres of urban roads that have no footpath infrastructure. Council is prioritising its footpath expenditure programme on creating new footpaths in areas where there are currently none provided, rather than to achieve footpaths on both sides of the road. Approximately 1.5 kilometres of new footpaths are created each year through new subdivision developments.

The Kaipara district is renowned for its numerous walking tracks that showcase stunning natural landscapes. These include tracks in Waipoua Forest, Trounson Park, Kai Iwi Lakes, Mt Tutamoe, Baylys Beach, Tokatoka, Maungaraho Rock, Paparao, and Mangawhai's coastal environment.

Te Araroa, New Zealand's Trail, is a national walking route stretching 3,000km from Cape Reinga in the north of New Zealand to Bluff in the south. This trail runs through the Kaipara district, from Mangawhai Heads Reserve to Pacific Road near Te Arai.

Two on road cycle trails that form part of the New Zealand Cycle Trail pass through Kaipara, using low volume roads and off-road trails. They are:

Kauri Coast Cycleway

The 113km Heartland Ride links Rawene on the Hokianga Harbour, though to Dargaville. This route uses low volume roads, and passes through Kauri forest and secluded coastal settlements.

Missing Link Cycleway

the 118km Heartland Ride joins Dargaville, the end of the Kauri Coast Cycleway with Central Auckland. The Kaipara Missing Link heads southwest from Dargaville to the holiday village of Pouto Point at the mouth of the Kaipara Harbour. The missing link to this cycle tour involves a boat trip across the Kaipara Harbour. The trail then follows a surprisingly gentle route into the very centre of Auckland.

Both of these national cycle trails form part of 'Tour Aotearoa', a 3,000km cycling event being held in February

2018. Participants cycle from Cape Reinga to Bluff, drawing hundreds of riders through the Kaipara district to travel the heartland rides. This is currently being investigated as a year round ride.

While there are currently few dedicated cycle facilities in Kaipara, funding for the development of cycle infrastructure will be included in Council's next Long Term Plan (2018/2028). Community groups are also instrumental in the development of walking and cycling facilities, with many local groups actively involved in maintaining and expanding trails across the district. For example, the Mangawhai Tracks Charitable Trust has strong support and funding to develop walking tracks throughout the Mangawhai township, Ruawai Promotions and Development Group is seeking funding to progress a cycleway along stopbanks of the Northern Wairoa River, and the Kauri Coast Promotions Society has applied to external funding sources to develop a historic walking loop within the Dargaville township and riverfront.



5. Key Issues

5.1 Few Transport Choices

Kaipara is predominantly rural with a number of small towns and coastal settlements dispersed across the district. The population is just under 22,000, of which 4,500 live in Dargaville, the largest town and main service centre in the district. Given the small and dispersed population, public transport services are not viable and walking and cycling journeys between towns are too vast. Older, more established urban areas such as Dargaville generally have well developed footpath networks, however many of the coastal settlements such as Mangawhai have narrow roads and few formed footpaths. Cycle facilities across the district are limited to directional signage, with few dedicated facilities available.

A snapshot of commuter mode share is provided in Figure 1 below and reveals that while few people cycle to work, the proportion of people walking to work is similar to Northland and the New Zealand average. Fewer

people drive to work in Kaipara, however this is offset with substantially more people working from home/did not go to work. This is likely to be due to Kaipara's rural environment, where many people are employed in the farming and agriculture industries and work from home. In addition, Kaipara has a greater proportion of older people (refer to Figure 5), many who may no longer work.

Data on other types of journey mode share, such as recreational and social trips is not available. However, given the compact nature of many townships, it is anticipated that there is significant potential for growth in local walking and cycling journeys.

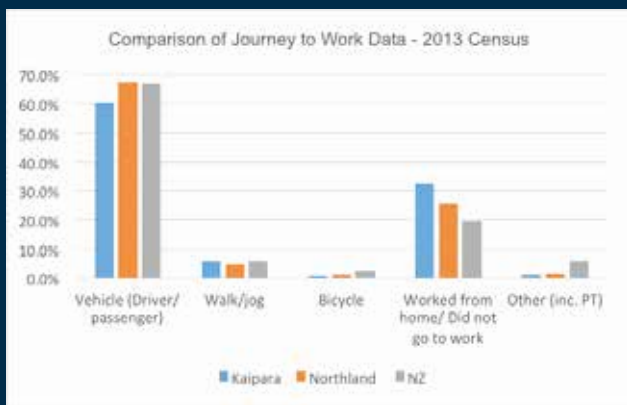


Figure 1: Comparison of journey to work data for Kaipara, Northland and NZ (Source: Statistics NZ)

Most households in Kaipara require access to a vehicle due to the isolation of rural communities, and limited access to goods and services. A comparison of motor vehicle ownership between Kaipara, Northland and New Zealand (refer to Figure 2) reveals that the proportion of two and three car households in Kaipara is similar to the New Zealand average, however multiple car households are more common in Kaipara compared with the Northland average. There are also fewer households in Kaipara with no access to a motor vehicle than the Northland and New Zealand average.

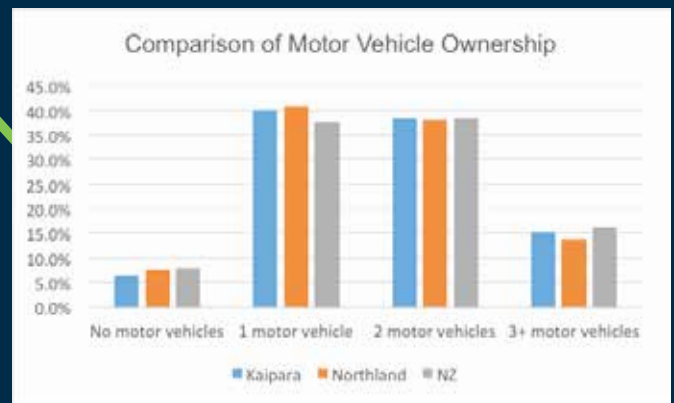


Figure 2: Comparison of motor vehicle ownership data for Kaipara, Northland and NZ (Source: Statistics NZ)

In summary, most households own at least one car as it is challenging to travel beyond key townships without a vehicle. As Kaipara has a lower median income than the national median, some households may be spending a high proportion of their income on fuel and transport.

¹ Statistics NZ website - Census 2013 data. <http://www.stats.govt.nz/Census/2013-census/data-tables/meshblock-dataset.aspx> Accessed 20 January 2017.

² Statistics NZ website - Census 2013 data. <http://www.stats.govt.nz/Census/2013-census/data-tables/meshblock-dataset.aspx> Accessed 20 January 2017.



5.1.2 Safety

Over the past five years, there have been 22 reported pedestrian and cyclist casualties in Kaipara. In general, casualties have been declining since 2011 (refer to Figure 3), however there was a cyclist fatality in Maungaturoto in 2016.

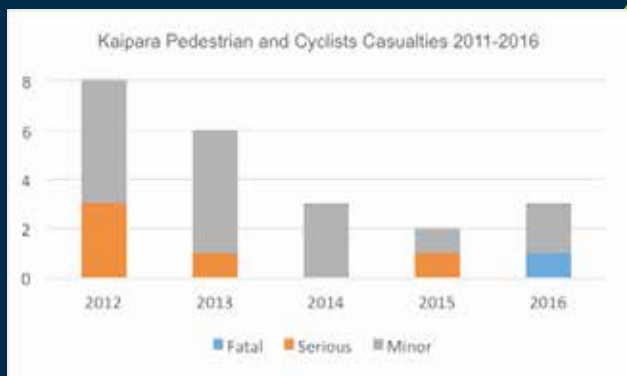


Figure 3: Pedestrian and cyclist casualties in Kaipara between 2011 and 2016

The largest concentrations of pedestrian and cyclist casualties are in Dargaville, given its higher population (refer to Figure 4). A cluster of crashes is evident at the intersection of Hokianga Road/ State Highway 12 intersection. This four leg unsignalised intersection has relatively high traffic and pedestrian volumes. Both intersecting roads are wide, meaning vulnerable road users have longer crossing times, increasing their risk of exposure to crashes.



Figure 4: Pedestrian and cyclist crash locations in Dargaville between 2011 and 2016

Most commercial areas throughout the district are located on the State Highway network. The shops and services located on these routes provide a sense of place for these communities, however this conflicts with the movement function of these high order roads. The presence of freight (including logging trucks) travelling through these townships contributes to the real and perceived safety risk of these roads, and hinders walking and cycling participation. Without separated facilities, these streets can be difficult for pedestrians and cyclists to safely navigate. Some rural schools are also located on the State Highway network within high speed environments; many of these schools actively discourage cycling to school.

Conversely Mangawhai has narrow streets including many without footpaths. While this encourages lower traffic speeds and volumes, pedestrians must often share the road with vehicles. This may be particularly challenging for more vulnerable road users such as children and the elderly. Actions identified in the Mangawhai and Kaiwaka improvement plans aim to improve accessibility through these townships.

5.3 Changing Demographics Issues

Access to reliable and affordable transport enables people to participate within their communities and provides access to social and economic opportunities. However, few transport options are available in Kaipara, and it is difficult to get around without a vehicle. The young, elderly and disabled may be unable or not permitted to drive. Others may be unable to afford a car and some residents may choose not to own one. Kaipara has a greater proportion of residents over 65 years compared to Northland and New Zealand. Furthermore, the median population of the district is 45.3 years, which is substantially higher than the New Zealand median of 38 years.

As the population continues to age, there will be greater need for improved pedestrian facilities and transport options to ensure residents do not become socially excluded. The increased use of mobility scooters on

footpaths could be encouraged, and drop kerbs and sensory aids (both visual and tactile cues) more readily considered.

Additionally, this is also an opportunity to positively influence the transport choices made by youth, as the above observations on population aging are not true of the district's Maori population, which is comparatively youthful. Since 2006 the district's Maori population increased 7.6%. Kaipara's Maori population is increasing both in real terms and in terms of the proportion of the district's population which it comprises (currently 23.1%). Encouraging Maori youth to take up walking and cycling opportunities is key to developing safe road skills early in life, and allowing youth to be more active and develop healthier lifestyles.

³ Kaipara District Council Environmental Scan 2016

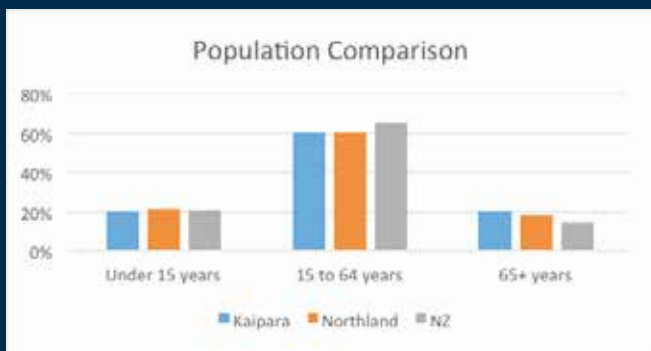


Figure 5: Comparison of population for Kaipara, Northland and NZ (Source: Statistics NZ)

5.4 Funding

Interest in developing cycle infrastructure has gained momentum in recent years and funding for walking and cycling projects and initiatives at the National level has increased significantly (refer to Figure 6). However the focus of NZTA's expenditure has been on urban centres. Funding for this activity class is now oversubscribed as the larger cities can provisionally obtain higher rates of investment for walking and cycling projects. For districts such as Kaipara with no urban centres, funding is not currently available from this activity class



Figure 6: Walking and cycling funding over the last 10 years (Source: NZTA)

Councils must also compete for NZTA funding for projects. Projects have to demonstrate value for money, where the benefits of the project must generally outweigh the costs. The benefits of walking and cycling projects consider the projected growth in the numbers of users following the implementation of the project. Projects in areas of low population density such as Kaipara are unlikely to be competitive against projects in large urban centres.

In the past, Kaipara district had limited funding to pay for new walking and cycling facilities. However Council is keen to reverse this trend, and there will be an emphasis on these projects in next Long Term Plan (2018/2028), with funding made available. Council will identify opportunities to leverage and maximise its budget and seek additional contributions from external sources including NZ Transport Agency and MBIE, as well as grants and commercial contributions. Kaipara district will also work with local groups to develop community-led walking and cycling facilities in the district.

6. Opportunities

6.1. Leveraging off existing routes

There are significant opportunities to add value to Kaipara's two existing national cycle trail heartland rides as part of a Northland network of cycling trails.

Kaipara's existing heartland rides currently appeal to 'strong and fearless' and 'enthused and confident' cyclists who are comfortable travelling longer distances on the State Highway network and/or gravelled roads relatively far from townships. An improved network could therefore provide connections to townships, services and other key attractions, as well as extensions and links to increase the number of visitors, and the length of their stay. It also provides opportunities to work with the private tourism industry to address gaps and services in the market that could be enhanced or developed along routes. It is anticipated that the development of these could bring increased economic growth to the district and region.

Kaipara's contribution to the Regional Network include:

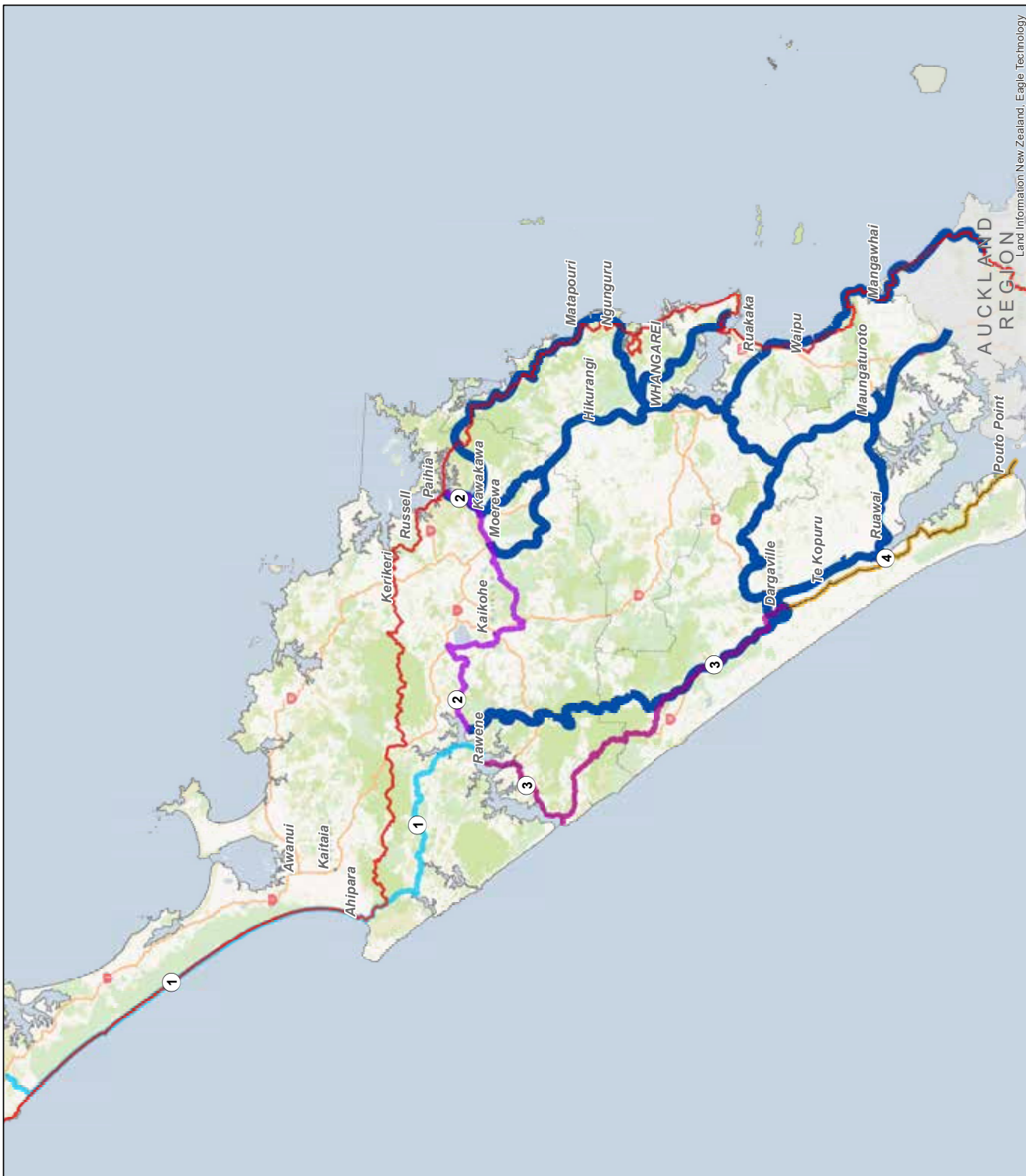
Short Term:

- Making the Kauri Coast Cycleway off road from Dargaville to Donnellys Crossing via the redundant rail corridor ensuring this Heartland Ride is more user friendly and could cater to a broader set of visitors and local residents;
- Extending further north from Donnellys Crossing into the Far North District via the Old Waoku Coach Road;
- Establishing a loop linkage between the Kauri Coast cycleway and Kai Iwi Lakes (Taharoa Domain) (as a recreational reserve with high walking and cycling value and existing walking/cycling tracks); and
- Improving the existing 'Kaipara Missing Link' by increasing signage and promotion, and installing safety measures such as active warning signs along the route. Additionally, Council can work with ferry providers to enhance ferry services across the Kaipara Harbour, and support relevant parties to establish a wharf at Pouto. It is considered that these improvements could increase year round use of this trail, and attract more riders from Auckland.

Medium to Long Term:

- Trail from Dargaville to Maungaturoto, connecting townships and features via off road routes and low volume roads, in alignment with the 'Ancient Kauri Coast Trail' Byway. This will further contribute towards Dargaville as a central hub for experiencing cycle trails. It is anticipated that this route will be developed as the opportunities arise, capitalising on and connecting existing walking and cycling projects. Existing projects include:
 - Ruawai stopbank cycleway
 - Matakohe Bridges shared path connection.
- Route linking Mangawhai with the cycling trail from Waipu in the North and Pakiri and Matakana in the south. Support this to become a Heartland Ride. This would also largely align with the Te Araroa Trail running along the eastern coastline.
- Trail between Dargaville and Whangarei and/or trail between Dargaville, Maungaturoto and Kaiwaka via rail corridor, if and when it becomes available. A decision on the decommissioning of the railway lines is still to be decided, therefore this is considered low priority. An on rail cycling experience may also be an option on some sections of the railway track.





Legend

Aspirational Regional Cycle Trail Framework

Existing Trails

- 1 - Far North Cycleway
- 2 - Twin Coast Cycle Trail
- 3 - Kauri Coast Cycleway
- 4 - Kaipara Harbour Missing Link
- Te Araroa Trail

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The information in this map was derived from digital databases. Care was taken in the creation of this map, however, Kaipara District Council and its consultants cannot accept any responsibility for errors, omissions or inaccuracies. This map is not to be used for navigation. Statistical information sourced from Land Information New Zealand 5 July 2017.

Land Information New Zealand, Eagle Technology



Image Credit: NZTA

6.2 Develop Safe and Connected Townships

While many residents will periodically need to travel to larger towns such as Whangarei and Auckland to access key goods and services and employment, the larger towns in the district provide much of what people require on a day to day basis. Dargaville, Mangawhai, Maungaturoto and Kaiwaka have predominantly urban catchments in the context of Kaipara, and would be ideally placed to promote walking and cycling journeys for school and work travel, following the implementation of supporting infrastructure. As these townships represent some of the larger concentrations of population within the Region; enhancing the local networks for recreation and commuting will offer the greatest benefits and value for money, and given the compact size of many towns, these local trips provide ideal opportunities to encourage residents to walk and cycle.



6.3 Collaboration and Behaviour Change

The third opportunity recognised for the Kaipara district is collaboration with key partners. This collaboration could be in the form of working together to jointly fund and connect key linkages, or cooperating to develop behaviour change initiatives to increase positive attitudes to walking and cycling. It is recognised that in both circumstances, Council working alongside community groups or outside organisations will provide greater benefits than attempting to achieve them on its own.

Working with key partners to connect walking and cycling linkages enables Council to support initiatives that may be led by the community or others. This means longer term strategic connections within the Kaipara district may be progressed with more momentum, and otherwise could take longer and more funding to achieve in isolation.

Additionally, by working with community groups and agencies to develop cycling skills, walking and cycling safety programmes and increased recreational choices, Council has a stronger ability to increase participation rates in walking and cycling. This may then lead to enhancing economic, social and environmental benefits, and connect with those who currently identify with the 'interested but concerned' or 'no way no how' attitude towards cycling.

7. Objectives and Actions

Council aims to achieve the vision *'Working together to enhance walking and cycling in Kaipara'* through the implementation of three key objectives. Each objective is supported by a number of actions to support the delivery of walking and cycling infrastructure, and embed the provision for these modes into Council practice, while making the most out of the recognised opportunities

OBJECTIVE 1: Become a walking and cycling destination to support economic growth, and provide transport and lifestyle choices

Key issues	Opportunities/ actions to address issues
<p>Tourism is a growing industry in New Zealand, and regional and international visitors are seeking new and alternative travel experiences. The development of New Zealand Cycle Trail routes (Heartland Rides) is facilitating this industry, however there is room for enhanced links within Kaipara. It is anticipated that the development of these would widen the appeal of our portion of the Trail Network to a wider group of cyclists and could bring increased economic growth to the district and region.</p>	<p>Work with key stakeholders to develop new potential cycle trails and links between existing routes and service towns. Potential routes include:</p> <ul style="list-style-type: none"> • Making the Kauri Coast Cycleway off road from Dargaville to Donnellys Crossing via the redundant rail corridor; • Extending further north from Donnellys Crossing into the Far North District via the Old Waoku Coach Road; • Establishing a loop linkage between the Kauri Coast cycleway and Kai Iwi Lakes (Taharoa Domain); • Improving the existing 'Kaipara Missing Link' by increasing signage and promotion, and installing safety measures such as active warning signs along the route. Additionally, Council can work with ferry providers to enhance ferry services across the Kaipara Harbour, and support relevant parties to establish a wharf at Pouto; • Trail from Dargaville to Maungaturoto, connecting townships and features via off road routes and low volume roads. It is anticipated that this route will be developed as the opportunities arise, capitalising on and connecting existing walking and cycling projects. • Route linking Mangawhai with the cycling trail from Waipu in the North and Pakiri and Matakana in the south. Support this to become a Heartland Ride. • Trail between Dargaville and Whangarei and/or trail between Dargaville, Maungaturoto and Kaiwaka via rail corridor, if and when it becomes available. <p>To leverage off the potential economic benefits of cycle trails Council needs to work with private industry service providers to ensure adequate accommodation, rest stops and services are available along cycling routes.</p>
<p>Residents in Kaipara have lower than average incomes, however many have high travel costs as few goods and services are available locally. Providing more affordable local transport options will lead to reduced transport costs, providing residents with increased discretionary income to support local businesses. This in turn allows local businesses to remain viable, improving the variety of goods and services available locally.</p>	<ul style="list-style-type: none"> • Continue to expand and link walking and cycling networks, as part of the safe and connected township opportunity to provide alternative transport choices. • Engage with communities through behaviour change programmes and school and business journey planning to influence positive transport and lifestyle choices.
<p>Fewer opportunities for active travel in Kaipara can result in poor community health outcomes. Providing active travel choices for local communities can lead to improved fitness and reduced health costs</p>	<ul style="list-style-type: none"> • Work with community health providers to encourage active modes through journey planning, following the implementation of safe and connected walking and cycling networks in townships.
<p>Many people do not perceive themselves as someone who walks or rides a bike, or may consider these modes unsafe. Others may perceive that distances are too far to walk or cycle.</p>	<ul style="list-style-type: none"> • Work with community walking and cycling groups to encourage and support new and existing walkers/riders and events. Ideally, this can be aligned to the construction of new routes and facilities. • Journey planning to reduce barriers and enable walking and cycling

OBJECTIVE 2: Partner with key stakeholders and community to deliver walking and cycling projects and behaviour change initiatives

<i>Key issues</i>	<i>Opportunities/ actions to address issues</i>
Kaipara has a low population and rates base, with limited funding available. This makes it difficult to leverage for national funding which requires a local share component.	<ul style="list-style-type: none"> Identify opportunities to integrate walking and cycling initiatives into other district projects. Options may include roading and safety improvements, urban design projects, parks and recreation projects, community-led initiatives and development of routes along stopbanks. Include key projects and local share funding allocations in Council's Annual and Long Term Plans.
Townships in Kaipara are small and dispersed, meaning the benefits of investment are lower than large urban centres. This makes it difficult to compete for funding at the national level.	<ul style="list-style-type: none"> Seek funding from alternative Government streams and private grants. Potential sources include those that seek health, environmental, social community development, tourism, and economic growth/employment benefits and outcomes (e.g. MBIE, Fonterra, community trusts, and Lottery grants).
Walking and cycling infrastructure is often seen as 'nice to have' and considered discretionary rather than core infrastructure (such as roading).	<ul style="list-style-type: none"> Ensure that walking and cycling infrastructure is provided with a funding allocation in Council's Annual and Long Term Plans. Plans developed in Mangawhai and Kaiwaka which have already or are anticipated to be adopted by Council need to be integrated in Council's Long Term Plan to be funded.
Walking and cycling infrastructure and maintenance can be delivered in an ad hoc manner, often in reaction to Annual Plan submissions and customer requests.	<ul style="list-style-type: none"> Prioritise walking and cycling expenditure based on demand and connectivity benefits/priority outlined in this Strategy. Work with other Councils in the Northland region to develop a regional Walking and Cycling Strategy and identify opportunities to pool funds and work collaboratively.
The State Highway network forms much of Kaipara's transport network and offers direct links through and between townships. No cycle facilities are provided on the State Highway network.	<ul style="list-style-type: none"> Advocate to the NZTA to provide for cycling on the State Highway network, particularly where these routes pass through towns, and provide key routes between towns. For example, the long term connection between Dargaville and Maungaturoto.
Developers are required to construct footpaths for new subdivisions, Some newly constructed footpaths are isolated and do not connect with other parts of the pedestrian network.	<ul style="list-style-type: none"> Ensure pedestrian access and links from new subdivisions to the existing network are provided, as is required for vehicle accessibility.
Some residents find it difficult to include physical activity into their lives, resulting in poor health outcomes. However, the health benefits of walking and cycling are often a significant motivator for people to change behaviour.	<ul style="list-style-type: none"> Work with local health and community groups to develop initiatives that encourage physical and social activity.
Many school children no longer walk and ride to school, often due to perceived risk (road safety and personal safety risks). Many schools actively discourage cycling due to traffic safety concerns including vehicle speeds and freight. Additional vehicles in the vicinity of the school at peak times exacerbates the risk for vulnerable road users. For some children in rural areas, travel distance can also be a barrier to walking and cycling uptake.	<ul style="list-style-type: none"> Work with families and local schools to support the promotion of walking and cycling to school through journey planning. Collaborate with other organisations to implement cycle skills training and road safety education to provide children with road environment awareness and skills.
Many residents and visitors may not be aware of walking and cycling opportunities available.	<ul style="list-style-type: none"> Work with tourism bodies to identify and develop walking and cycling routes, supported with wayfinding signage. These can be supported with brochures and maps containing themed information on routes such as historical and nature based walks, potential side trips from the National Cycle Trail routes and mountain bike trails. Costs for printed materials could be sourced through advertising from local service providers.

OBJECTIVE 3: Develop safe, connected and enduring district wide and township walking and cycling networks

<i>Key issues</i>	<i>Opportunities/ actions to address issues</i>
Many townships are located on the State Highway network, which is often wide and offers few safe crossing opportunities.	<ul style="list-style-type: none"> Identify opportunities to repurpose this space to provide separate facilities for pedestrians and/or cyclists, provide crossing points, for landscaping or to create public spaces. Narrowing wide streets has the additional benefits of reducing crossing distance, providing additional parking or dining/retail space, reduced road maintenance costs and reducing vehicle travel speeds.
Traffic and freight speed and volumes can intimidate vulnerable road users who are likely to perceive these roads as unsafe. Speed limits in the vicinity of some rural schools, commercial centres and on the urban fringe are not compatible with adjacent land use. Some schools discourage walking and cycling due to high traffic speed and presence of freight vehicles.	<ul style="list-style-type: none"> Council to continue to work with NZTA to reduce speed limits around rural schools and commercial areas, supported with traffic calming (such as gateway treatments), enforcement and education. Undertake safe routes to school safety audits to develop work programmes that enable students to travel safely and independently to school, including the provision of additional crossings. Identify opportunities to expand urban speed limit areas, where development is occurring on urban fringes.
Many towns have streets that lack basic pedestrian facilities, requiring pedestrians to walk on the road. This reduces the appeal and viability of these modes.	<ul style="list-style-type: none"> Continue to prioritise new footpath construction on streets that currently have no pedestrian infrastructure and where there is high demand (i.e. providing links between key destinations such as schools, recreation or retail areas).
Some towns feature narrow roads and do not have enough width to provide separate facilities for pedestrians and cyclists.	<ul style="list-style-type: none"> Consider the implementation of a lower speed limit or implementation of traffic calming such as threshold treatments, pavement treatments, planting and/or signage to reinforce a shared space environment. Alternatively, Council could investigate the implementation of lower speed limits in urban areas.
No safe links between towns are available for vulnerable road users. Many local roads and State Highways feature high speeds, narrow shoulders and single lane bridges.	<ul style="list-style-type: none"> Identify suitable routes for long distance cycling. On these roads, Council can seek opportunities to increase width during road rehabilitation/pavement reconstruction and seal shoulders. This offers safety benefits for motorists and cyclists. Consider options to improve cycle and pedestrian safety on narrow and single lane bridges e.g. clip on bridges. Consider new safety measures to warn motorists of cyclists being present on narrow roads and bridges. Electronic signs lighting up with cyclist symbols on a stretch of narrow road or a narrow bridge would improve perceptions of safety and may improve overall road safety by slowing traffic. Off road facilities are investigated where possible, including rail corridors, stopbanks and redundant bridges. Long term connections prioritise projects that could be closely linked, as opposed to supporting projects that do not create a realistic and safe connection between the two. For example, Ruawai stopbanks and Matakoho bridges, as part of the larger Dargaville to Maungaturoto vision.
Many of our urban centres have ageing populations. Quality walking surfaces and connectivity are important for older people (and those dependent on walking aids such as mobility scooters and wheelchairs) to maintain independent mobility.	<ul style="list-style-type: none"> Continue to implement engineering design guidelines to ensure pedestrian crossing facilities meet disability guidelines. The increased use of mobility scooters on footpaths could be encouraged, and drop kerbs and sensory aids (both visual and tactile cues) more readily considered. Consider further measures to improve footpath quality including ongoing maintenance, surface grade and drainage, lighting, signage and seating.

OBJECTIVE 3: Develop safe, connected and enduring district wide and township walking and cycling networks

<i>Key issues</i>	<i>Opportunities/ actions to address issues</i>
Average incomes in Kaipara are lower than the national average, however many services are inaccessible without access to a private vehicle.	<ul style="list-style-type: none"> • Provide and promote safe and connected walking and cycling networks in Dargaville, Mangawhai, Kaiwaka and Maungaturoto. This, paired with behaviour change initiatives, will provide residents with viable and affordable transport choices that will enable residents to reduce their transport costs.
Lack of adequate end of trip facilities (e.g. showers, bicycle parking) for people who walk and cycle may be a barrier for some people to walk or ride to their destination.	<ul style="list-style-type: none"> • Require large commercial and industrial developments in urban centres to provide suitable end of trip facilities for their staff. • Provide public bicycle parking facilities in key urban centres. • Investigate where public facilities may be needed along the Te Araroa Trail and Heartland cycling routes, and support private industry to establish services e.g. shuttles

DRAFT



8. Implementation Plan

8.1 Recommended Programme

WALKING AND CYCLING PROJECTS: Key District Projects

Timeframe	Project	Type	Approx. Distance	Comments	Estimated cost (if known)
Commission feasibility study and develop business case in 2017/18 Being implementation in year 2 of Long Term Plan (2019/20)	Trail from Dargaville to Donnelly's Crossing, off road via the old railway line	Walking and Cycling	40km	Potential to work in partnership with Te Roroa. Strong community support could then be channelled into establishing trust to maintain and manage after established.	Feasibility still required
Begin scoping 2017/2018	Donnelly's Crossing North via the Waoku Coach Road, to Waima	Walking and Cycling	43km	The coach road is legally an unformed road, however a formed track exists. Potential to work in partnership with Far North District Council as passes into their District. Strong community interest also.	\$1,500,000
Begin scoping 2017/2018	Loop linkage from Taharoa Domain to Kauri Coast Heartland Ride	Cycling	11km	Would potentially be an on road route, following Airstrip and Omamari Roads.	Feasibility still required
Begin scoping 2017/2018	Improvements to existing 'Kaipara Missing Link' Heartland Ride.	Cycling	59km	Improving the existing 'Kaipara Missing Link' between Dargaville and Pouto by increasing signage and promotion, and installing safety measures such as active warning signs along the route.	Feasibility still required
Begin scoping 2017/2018	Mangawhai Slow Street from School to Beach	Walking and Cycling (Shared Path)	9km	Provides walking and cycling connection from Mangawhai Village and Heads, and key residential, commercial and recreational locations in between. This will also include significant landscaping to enhance the street scape and reduce speeds on this route.	\$2,053,600
Supporting projects as arise	Dargaville to Maungaturoto Trail connecting townships and features	Cycling	90km	Trail from Dargaville to Maungaturoto, connecting townships and features via off road routes and low volume roads, in alignment with the 'Ancient Kauri Coast Trail' Byway. This will further contribute towards Dargaville as a central hub for experiencing cycle trails. It is anticipated that this route will be developed as the opportunities arise, capitalising on and connecting existing walking and cycling projects. Existing projects include: <ul style="list-style-type: none"> • Ruawai stopbank cycleway • Matakoho Bridges shared path connection. 	Feasibility still required
Begin scoping 2017/2018	Mangawhai to cycle trails in north and south, along the eastern coast. Support to become a Heartland Ride.	Cycling	-	Establish Kaipara portion of route linking Mangawhai with the cycling trail from Waipu in the North and Pakiri and Matakana in the south. Support this to become a Heartland Ride. This would also largely align with the Te Araroa Trail running along the coastline.	Feasibility still required
Awaiting decision on railway line	Dargaville to Whangarei and/or Dargaville to Maungaturoto and Kaiwaka via railway line	Cycling	-	A decision on decommissioning the railway lines still to be decided, therefore this is considered low priority. An on rail cycling experience may also be an option on some sections of the railway track.	Feasibility still required



SAFE AND CONNECTED TOWNSHIPS: Mangawhai

Timeframe	Project	Type	Approx. Distance	Comments	Estimated cost (if known)
2018/2028 Long Term Plan	<p>Mangawhai Slow Street from School to Beach (as above)</p> <p>Stages to be implemented in the following priority:</p> <ol style="list-style-type: none"> 1. Mangawhai Village: <ul style="list-style-type: none"> - Mangawhai School to Insley/ Moir Intersection - Tara Bridge to Pearson Street (including Mangawhai Domain) 2. Mangawhai Community Park: <ul style="list-style-type: none"> - Moir Point Road to southern end of the Causeway Bridge 3. Mangawhai Central: <ul style="list-style-type: none"> - Causeway Bridge to Pearson Street 4. Molesworth Drive Roundabout to Surf Club: <ul style="list-style-type: none"> - Mangawhai Heads Road - Pearl Street corner to Surf Club 5. Mangawhai Heads: <ul style="list-style-type: none"> - Moir Point Road to Molesworth Drive Roundabout. 	Walking and Cycling (Shared Path)	9 km	Provides walking and cycling connection from Mangawhai Village and Heads, and key residential, commercial and recreational locations in between. This will also include significant landscaping to enhance the street scape and reduce speeds on this route.	\$2,053,600
Design 2017/2018 and Construction 2018/2019	<p>Mangawhai Heads Loop</p> <ul style="list-style-type: none"> - Pearl Street corner to Sellars Car Park (boardwalk) - Wood Street, Robert Street and North Avenue to Sellars Car Park. 	Walking and Cycling	43km	Boardwalk along coast to connect to shared path up North Ave and looping to Robert and Wood Streets.	\$775,000
<p>Heads to Pearl Street 2017/2018</p> <p>All other stages 2018/2028 Long Term Plan</p>	<p>Mangawhai Heads to Mangawhai Village via an all tide coastal walkway</p> <p>All tide access needed:</p> <ul style="list-style-type: none"> • Mangawhai Heads Beach Carpark to Pearl Street corner • Findlay Street Steps to Evelyn Street Walkway • Evelyn Street to Heather Street • Heather Street to Breve Street • Breve Street to Cheviot Street Walkway • Cheviot Street Walkway to Lincoln Reserve • Lincoln Reserve to Jordan Street • Causeway Bridge to Legal Road (off Estuary Drive) • Legal Road to Moir Point Road • Moir Street to Insley Street • Insley Street to Spinnaker Lane 	Walking	6km	Allows for Te Araroa Trail to be continued around the coast.	\$1,742,966

SAFE AND CONNECTED TOWNSHIPS: Mangawhai cont.

<i>Timeframe</i>	<i>Project</i>	<i>Type</i>	<i>Approx. Distance</i>	<i>Comments</i>	<i>Estimated cost (if known)</i>
2018/28 Long Term Plan	Shared path to Mangawhai Central via Old Waipu Road	Walking and Cycling	1km	Upgrade Old Waipu Road to the entranceway of Estuary Estates, with a separated shared cycling/walking path. Potential to be completed as part of road upgrades.	\$250,000
2018/28 Long Term Plan	Links through and around Mangawhai Central	Walking and Cycling	3.2km	Links through the proposed Mangawhai Central Subdivision, connecting to and along Esplanade Reserve. A shared Cycleway/Walkway link through the subdivision would be preferable and make use of any proposed parks, playground, shopping centres, and housing. Could be funded through developers' contribution.	\$64,000
2018/28 Long Term Plan	Thelma Rd link	Walking and Cycling	3.2km	Thelma Road Link from Paper Road alignment through to existing sections of Thelma Road, 2.8m wide gravel track or better.	\$95,500
2018/28 Long Term Plan	Esplanade to Jack Boyd Drive link	Walking and Cycling	1.8km	An esplanade link through to Jack Boyd Drive is at this point unavailable, and would need to link through to Thelma Road and along proposed future subdivision, then through to Jack Boyd Drive.	\$36,000
2018/28 Long Term Plan	Jack Boyd Drive to Thelma Road link	Walking and Cycling	1.3km	Allows for Te Araroa Trail to be continued around the coast.	\$26,000
2018/28 Long Term Plan	Across estuary (Tara Creek)	Walking and Cycling	390m	Upgrade Old Waipu Road to the entranceway of Estuary Estates, with a separated shared cycling/walking path. Potential to be completed as part of road upgrades.	\$1,000,000
2018/28 Long Term Plan	Insley Street Causeway Bridge	Walking	51m	Links through the proposed Mangawhai Central Subdivision, connecting to and along Esplanade Reserve. A shared Cycleway/Walkway link through the subdivision would be preferable and make use of any proposed parks, playground, shopping centres, and housing. Could be funded through developers' contribution.	\$573,750
2018/28 Long Term Plan	Improved linkages between Fagan Place and Wood Street with Robert Street Reserve	Walking	600m	Achieved by signage and wayfinding maps	\$10,000
2018/28 Long Term Plan	Mangawhai Village loop, from Pearson to Moir Streets along esplanade reserve.	Walking	1.7km	Achieved by signage and wayfinding maps	\$10,000





SAFE AND CONNECTED TOWNSHIPS: Dargaville Township

Timeframe	Project	Type	Approx. Distance	Comments	Estimated cost (if known)
Begin scoping 2017/2018	Walkway from Northern Wairoa Bridge to Dargaville Museum	Walking	4km	Establish a path along the riverfront. A foot bridge would be required over the Kaihu River. Align with Historic walkway project initiated by community.	Feasibility still required
2018/28 Long Term Plan	Hokianga Road to Tuna Street (Silver Fern Farms) along SH12	Cycleway	1.6km	Connection for commuters to Silver Fern Farms.	Feasibility still required
2018/28 Long Term Plan	Gordon Street from Hokianga Road to Onslow Street (Selwyn Park Primary School)	Cycleway	1.2km	There is ample clear road reserve where a cycle lane could be constructed.	\$10,000
2018/28 Long Term Plan	Tirarau Street from Portland Street to Awakino Road	Cycleway	750m		Feasibility still required
2018/28 Long Term Plan	Ranfurly Street from Hokianga Road to Awakino Road.	Cycleway	900m	Ranfurly Street has kerb and channel making widening of the road pavement more costly. (approx. 950m)	\$7,500
2018/28 Long Term Plan	Hokianga Road from SH12 to the town limit.	Cycleway	2km	The existing width of this road provides space for a cycleway. This would connect to the existing Kauri Coast Heartland Ride.	\$10,000
2018/28 Long Term Plan	Portland Street from SH12 to Dargaville Primary	Cycleway	350m		Feasibility still required
2018/28 Long Term Plan	Parore Street from SH12 to Charlotte Street (St Joseph's Primary and Dargaville Intermediate)	Cycleway	930m		Feasibility still required
2018/28 Long Term Plan	Plunket Street from Gordon Street to Dargaville High School	Cycleway	300m	The existing footpath could easily be widened to accommodate cyclists.	\$1,500
2018/28 Long Term Plan	Awakino Road from SH12 to the hospital entrance.	Cycleway	700m	The existing width of this road provides space for a cycleway. (approx. 1.1km)	\$7,500
2018/28 Long Term Plan	Onslow Street from SH12 to Selwyn Park Primary School	Cycleway	350m		Feasibility still required
2018/28 Long Term Plan	Footpath on Tuna Street (to Silver Fern Farms)	Walking	150m	Connection for commuters to Silver Fern Farms	Feasibility still required



Image Credit: NZTA

SAFE AND CONNECTED TOWNSHIPS: Kaiwaka Township

<i>Timeframe</i>	<i>Project</i>	<i>Type</i>	<i>Approx. Distance</i>	<i>Comments</i>	<i>Estimated cost (if known)</i>
2018/2028 Long Term Plan	Pedestrian access on both Mountain Creek and Kaiwaka River bridges.	Walking	40m	Investigate bridge clip on or alternative pedestrian bridges.	Feasibility still required
2017/2018	Riverside walkway loop	Walking	2km	Establish a riverside walkway loop for visitors and locals to enjoy.	Feasibility still required
Dependent on future subdivision	Future link between Marshall Road and Kaiwaka Mangawhai Road.	Walking and Cycling	500m	Allow for connection through township away from SH1. Dependent on future subdivision.	Feasibility still required
2018/2028 Long Term Plan	New footpath with planted verge outside the Kaiwaka Cheese Shop north (to link with Riverside Walkway along Mountain Creek)	Walking	100m		Feasibility still required
2018/2028 Long Term Plan	New footpath along western side of Gibbons Road (from opposite the fire station around to SH1 and Kaiwaka Mangawhai intersection)	Walking	110m		Feasibility still required
2018/2028 Long Term Plan	Widening of existing footpath on eastern side of SH1 between the shops and residential area	Walking	300m		Feasibility still required
2018/2028 Long Term Plan	Widening/realignment of footpath with planted verge along SH1 from Kaiwaka Mangawhai Road to Mountain Creek Bridge	Walking	100m		Feasibility still required
2018/2028 Long Term Plan	New footpath along the corner of Gibbons Road and Kaiwaka Mangawhai Road outside the Four Square	Walking	80m		Feasibility still required

SAFE AND CONNECTED TOWNSHIPS: Maungaturoto Township

<i>Timeframe</i>	<i>Project</i>	<i>Type</i>	<i>Approx. Distance</i>	<i>Comments</i>	<i>Estimated cost (if known)</i>
2018/2028 Long Term Plan	Footpath extension on Gorge Road through cemetery to residential area	Walking	500m	Upgrade gravel track already in place.	Feasibility still required
2018/2028 Long Term Plan	Footpath extension from Doctors Hill Road to Fontera.	Walking	400m	Already pedestrian access available on bridge.	Feasibility still required

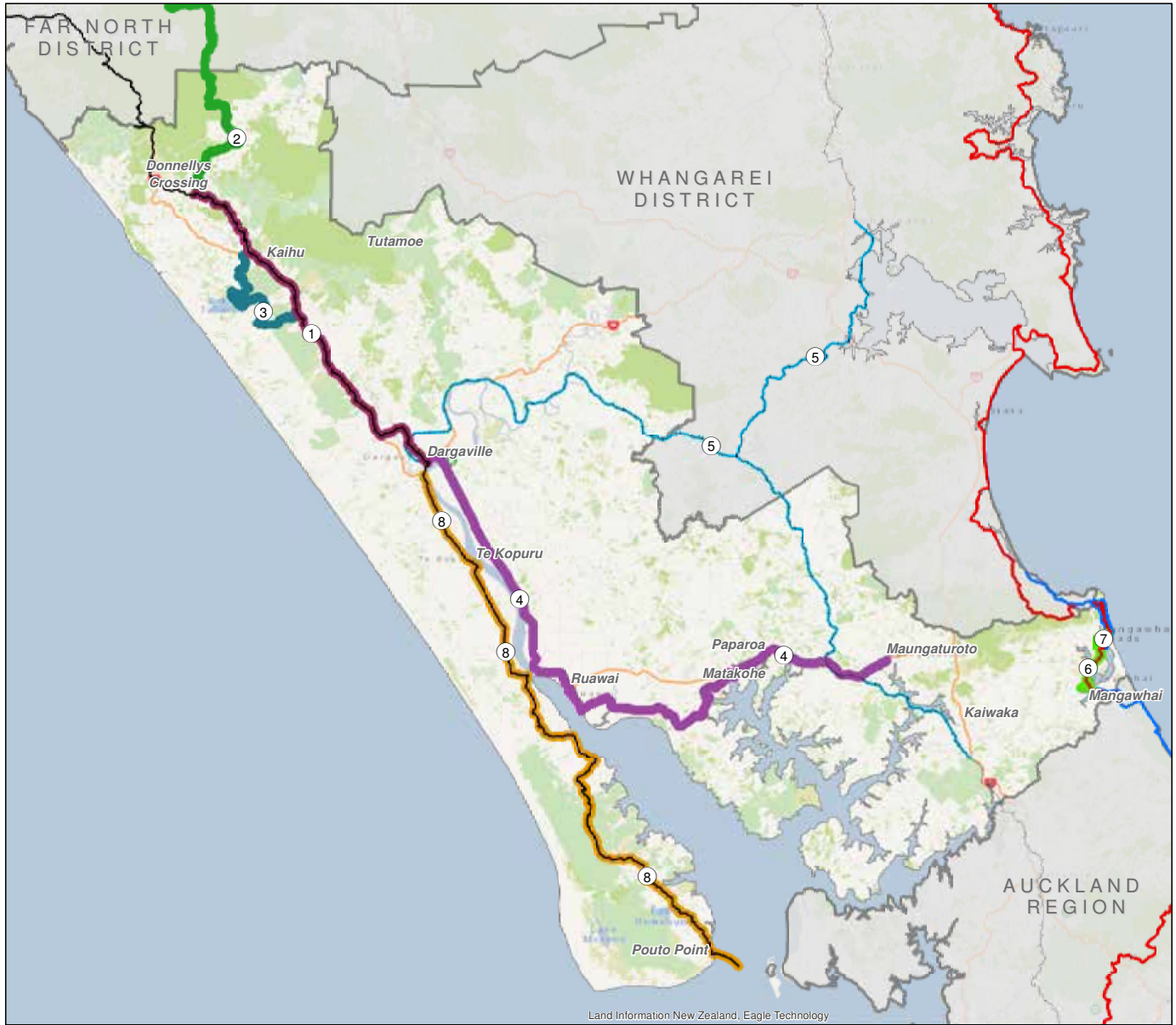
SAFE AND CONNECTED TOWNSHIPS: Missing Connections

Timeframe	Project	Type	Approx. Distance	Comments	Estimated cost (if known)
2018/2028 Long Term Plan	Connecting Kaihu settlement with the shop	Walking and Cycling	1.5km	Connecting the residential settlement with the only shop (Gas Station). Potential to take this along Kaihu Wood Road (running parallel to SH12) as an alternative to SH12.	Feasibility still required
2018/2028 Long Term Plan	Connecting the Landing with the Village Green (Paparoa).	Walking	260m	Connection between the two green spaces within this settlement.	Feasibility still required

Other Identified Projects

Timeframe	Project	Type	Approx. Distance	Comments	Estimated cost (if known)
Begin 2017/2018	Dargaville Historic Riverside Walk	Walking	4km	Dargaville Community Development Board establishing a historic walking loop through the Dargaville township showcasing historical features and river.	-
Begin 2017/2018	Ruawai Stopbank Walkway Cycleway	Walking & Cycling	4km (Initial stage)	Ruawai Promotions and Development Group are progressing a walking and cycling trail along the stop banks of the Northern Wairoa River from the Ruawai Wharf, with the long term goal of connecting with the Matakohe township.	-
Begin 2017/2018	Matakohe Bridges Walkway Cycleway	Walking & Cycling	1km	As part of the NZ Transport Agency's new bridges and road realignment project in Matakohe, is a project to develop a walking and cycling path, utilising old bridges and following the harbours edge. Potential to develop into historical trail connecting with Matakohe township.	-
In progress	Mangawhai Harbour Walkway Cycleway connection	Walking & Cycling	1.2km	Community led project (Mangawhai Recreational Charitable Trust) along public esplanade reserve. Aligns with walking and cycling connection (Across estuary - Tara Creek) stated above in Mangawhai projects.	-
-	Brown Road Mountain Bike Park	Mountain Biking		Mangawhai Tracks Charitable Trust plans to establish a mountain bike park near the base of the Brynderwyns. Also with potential to connect to existing tracks through bush on the Brynderwyns. Council to support where possible.	-
Begin 2017/2018	Enhance promotion of walkways around key natural features -Tokatoka -Maungaraho -Tutumoe -Trounson Kauri Park	Cycleway	2km	The existing width of this road provides space for a cycleway. This would connect to the existing Kauri Coast Heartland Ride.	\$10,000
Begin 2017/2018	Sea links across the Kaipara Harbour	Ferry		Enhance the existing 'Kaipara Missing Link' Heartland Ride by supporting more regular ferry services across the Kaipara Harbour to Pouto, so more visitors can ride this route year round, including attracting more riders from Auckland. Support the development of a wharf at Pouto Peninsula. Explore alternative ferry entrance into Kaipara District via Tinopai, with potential to connect to Matakohe. This is an opportunity for a private business interest.	-

9. Maps



Legend

Key District Projects

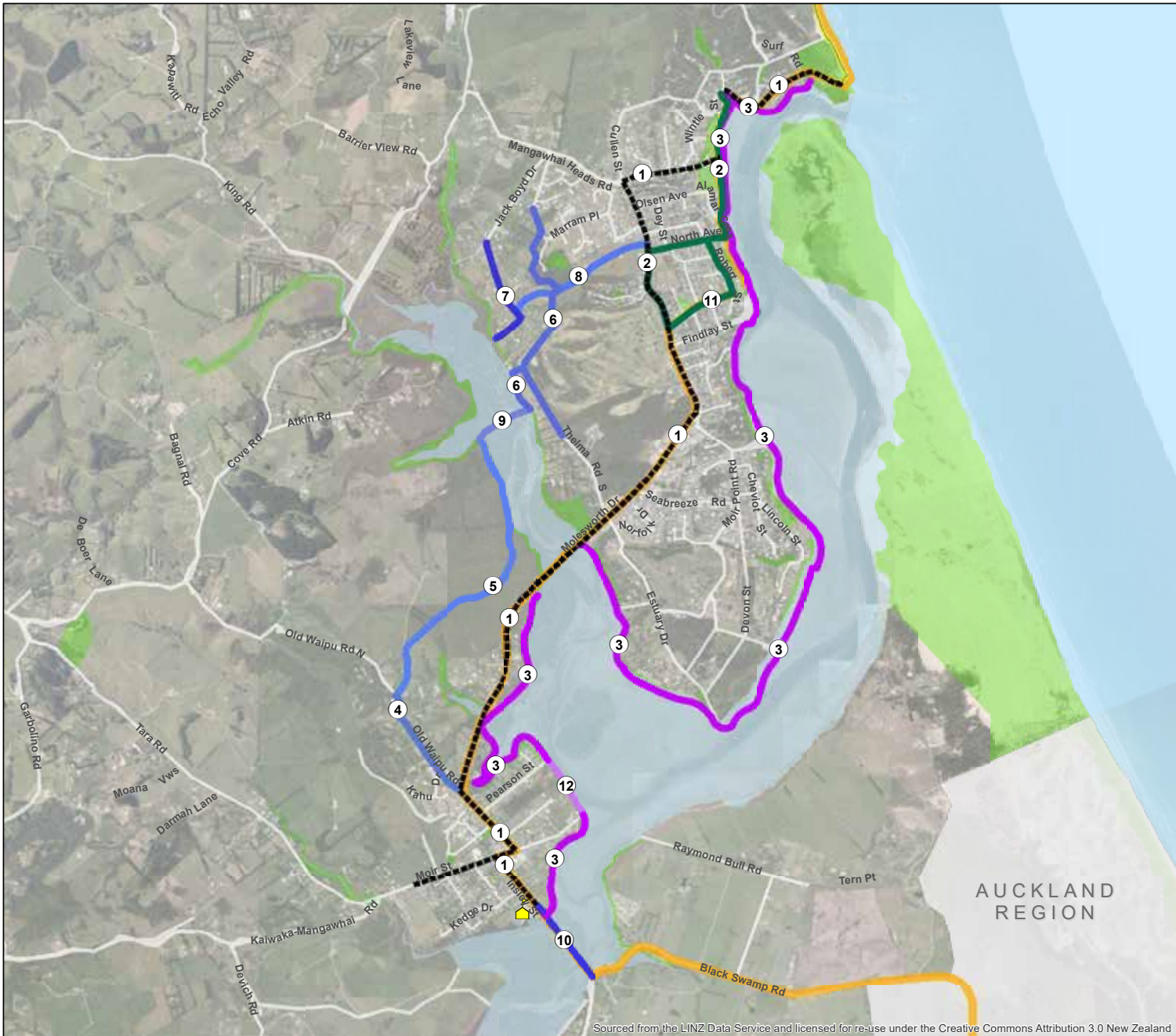
- 1 - Rail trail from Dargaville to Donnelly's Crossing
- 2 - Donnelly's Crossing North via Wauku Coach Road
- 3 - Connection from Taharoa Domain to Kauri Coast Heartland Ride
- 4 - Dargaville to Maungaturoto
- 5 - Future Rail trail (subject to line being decommissioned)
- 6 - Mangawhai slow street from school to beach
- 7 - Mangawhai Coastal Ride connecting North and South
- 8 - Improvements to existing Heartland Ride

Existing Trails

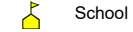
- Cycleway
- Te Araroa Trail

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Legend



School

Safe and Connected Townships Projects

- 1 - Mangawhai Slow Street from School to Beach
- 2 - Mangawhai Heads Loop
- 3 - Mangawhai Heads to Mangawhai Village via all tide coastal walkway
- 4 - Shared path to Mangawhai Central via Old Waipu Road
- 5 - Links through and around Mangawhai Central
- 6 - Thelma Road link
- 7 - Esplanade to Jack Boyd Drive link
- 8 - Jack Boyd Drive to Thelma Road link
- 9 - Across estuary (Tara Creek)
- 10 - Inslay Street Causeway Bridge
- 11 - Improved linkages between Fagan Place and Wood Street with Robert Street Reserve
- 12 - Mangawhai Village loop, from Pearson to Moir Streets along esplanade reserve

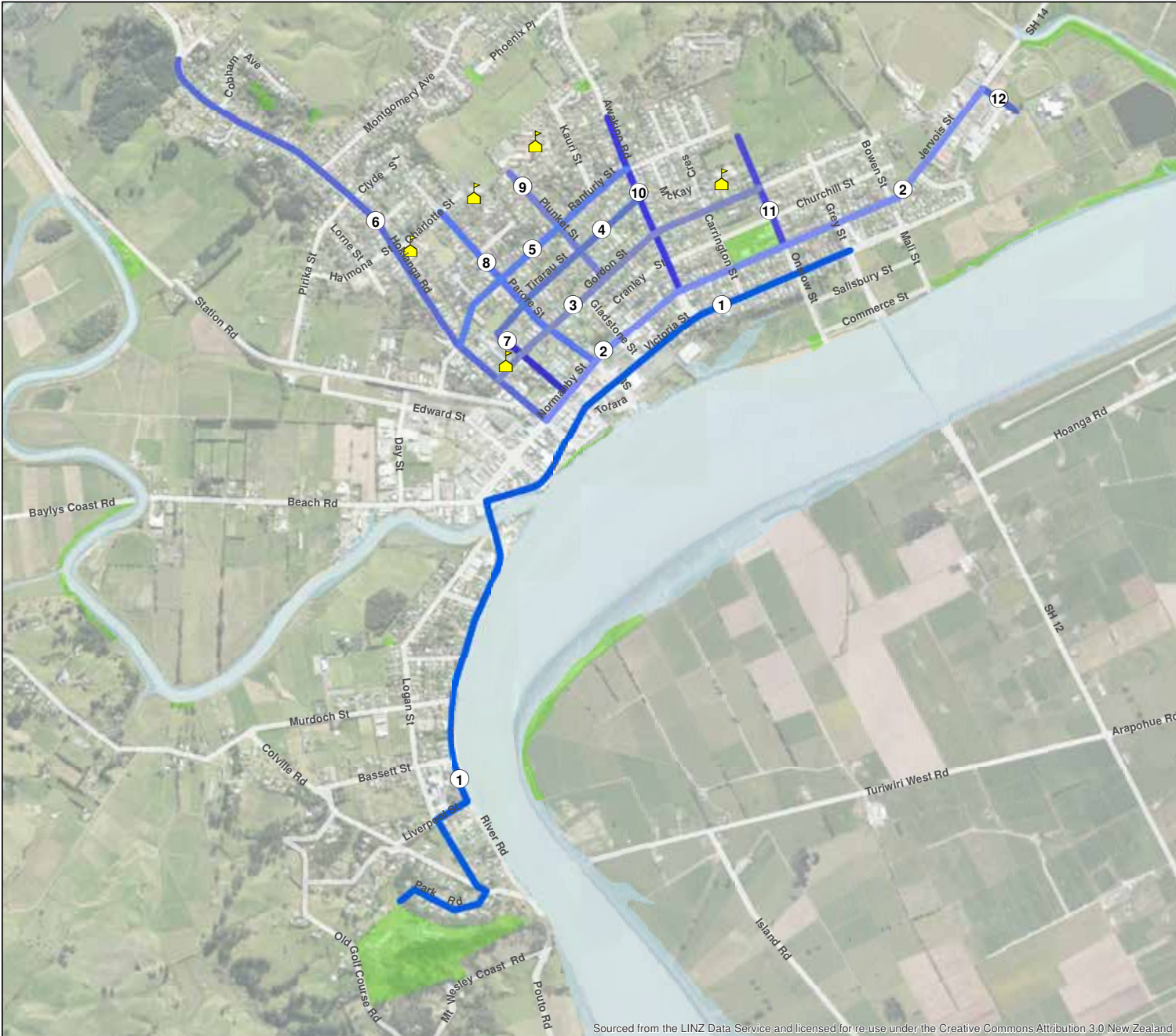
Other Walkways

- Department of Conservation Cliff Top Walk
- Te Araroa Trail
- Reserves

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Legend

-  School
- Safe and Connected Townships Projects**
-  1 - Walkway from Northern Wairoa Bridge to Dargaville Museum
-  2 - Hokianga Road to Tuna Street (Silver Fern Farms) along SH12
-  3 - Gordon Street from Hokianga Road to Onslow Street (Selwyn Park Primary School)
-  4 - Tirarau Street from Portland Street to Awakino Road
-  5 - Ranfurly Street from Hokianga Road to Awakino Road
-  6 - Hokianga Road from SH12 to town limit
-  7 - Portland Street from SH12 to Dargaville Primary
-  8 - Parore Street from SH12 to Charlotte Street (St Joseph's Primary and Dargaville Intermediate)
-  9 - Plunket Street from Gordon Street to Dargaville High School
-  10 - Awakino Road from SH12 to hospital entrance
-  11 - Onslow Street from SH12 to Selwyn Park Primary School
-  12 - Footpath on Tuna Street (to Silver Fern Farms)
-  Reserves

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Legend



School

Safe and Connected Townships Projects

-  1 - Pedestrian access on Mountain Creek and Kaiwaka River bridges
-  2 - Riverside walkway loop
-  3 - Future link between Marshall Road and Kaiwaka-Mangawhai Road
-  4 - New footpath with planted verge outside Kaiwaka Cheese Shop
-  5 - New footpath along western side of Gibbons Road
-  6 - Widening of existing footpath on eastern side of SH1 between shops and residential area
-  7 - Widening/realignment of footpath with planted verge along SH1 from Kaiwaka-Mangawhai Road to Mountain Creek Bridge
-  8 - New footpath along corner of Gibbons Road and Kaiwaka-Mangawhai Road outside Four Square
-  Reserves

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Legend



School

Safe and Connected Townships Projects

1 - Footpath extension on Gorge Road through cemetery to residential area

2 - Footpath extension from Doctors Hill Road to Fonterra

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- Missing Connections
- Reserves

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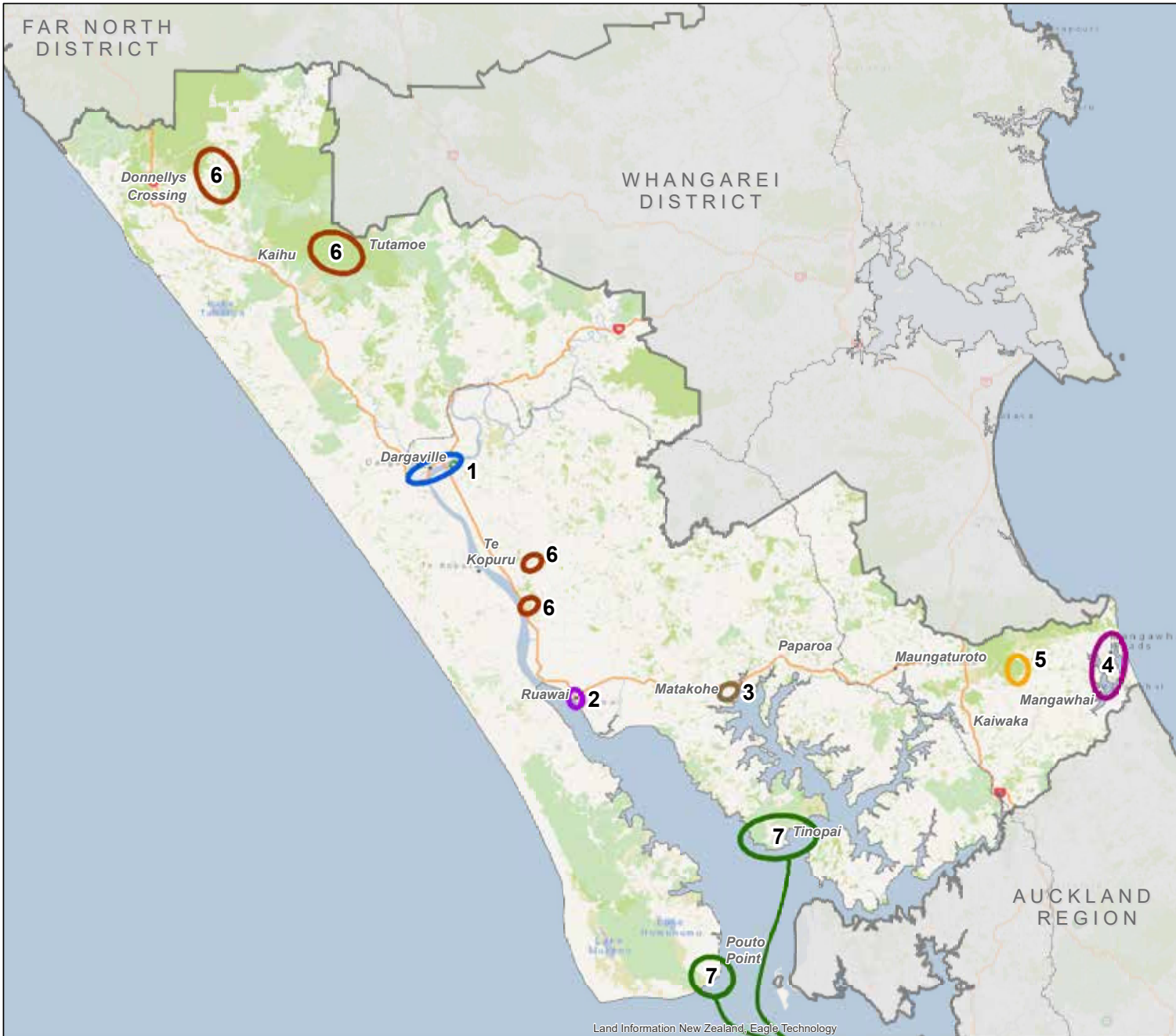
Legend

- Missing Connections
- Reserves

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Legend

Other Projects

- 1 - Dargaville Historic Riverside Walk
- 2 - Ruawai Stopbank Walkway/Cycleway
- 3 - Matakohe Birdges Walkway/Cycleway
- 4 - Mangawhai Harbour Walkway/Cycleway connection
- 5 - Brown Road Mountain Bike Park
- 6 - Enhance walkways around natural features
- 7 - Sea links across Kaipara Harbour

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10. Monitoring and Reporting

Monitoring is an important activity to evaluate the success of pedestrian and cycle infrastructure. The implementation of actions and projects in this Strategy will be monitored through a combination of the following actions:

- Survey existing Heartland Ride users to determine suitability of facilities along the route;
- Review visitor night data or additional information from local visitor centres and tour operators to identify numbers partaking in walking and cycling tourism;
- Track any trail usage and economic impact data from future evaluations of the New Zealand Cycle Trail and, if possible, Tour Aotearoa;
- Carry out township surveys to establish baseline data and determine needs analysis;
- Undertake manual counts of key walking and cycling routes to determine use and trends (this may also extend to reviewing cyclists using ferries to cross the Kaipara Harbour);
- Complete an annual school survey to understand travel behaviour and walking and cycling uptake;
- Review journey to work data (Statistics NZ) and crash statistics (NZ Transport Agency) to determine trends.

It is anticipated that this Walking and Cycling Strategy for Kaipara be reviewed every five years taking into account monitoring data to ensure it remains relevant for both Council and communities throughout the Kaipara district.



Appendix 1: Additional Strategic Alignment

11.1

Ministry of Transport – Draft Government Policy Statement on Land Transport Funding (2018/19 – 2027/28)

The Draft Government Policy Statement (GPS) on Land Transport Funding 2018/19 – 2027/28 outlines the Government's priorities for the National Land Transport Fund and prioritises investment accordingly. The Statement provides funding allocations to various transport activity classes such as local road maintenance, road policing, public transport and transport planning. Funding is managed and administered through the NZ Transport Agency (NZTA) and it is important that Kaipara's transport priorities align with the key priorities of the GPS. The key priorities of the current GPS are:

- Economic growth and productivity
- Road Safety
- Value for money.

The draft GPS has a renewed focus on supporting the regions, with a particular emphasis on supporting regional freight and catering for increasing numbers of tourists on the network. Expanding the pedestrian and cycle network in Kaipara will contribute to the three key priorities of the GPS, and align with the updated focus on tourism.

11.2

NZ Transport Agency - Safer Journeys Road Safety Strategy (2010 2020)

Safer Journeys is the Government's strategy to guide improvements in road safety over the period 2010 to 2020. The Strategy's vision is for 'a safe road system increasingly free of death and serious injury'. The Strategy introduces the Safe System approach to New Zealand and consists of four key elements as shown in Error! Reference source not found.. The Safe System approach recognises that people make mistakes and are vulnerable in a crash.



Figure 7: The Safe System approach (Source: NZTA)

Improved pedestrian access and provision of safe and connected cycle facilities in Kaipara will contribute to reductions in deaths and serious injuries of vulnerable road users, contributing to the overall vision of the Safer Journeys strategy.

11.3

Northland Regional Land Transport Plan (2015 – 2021)

The Northland Regional Land Transport Plan (RLTP) sets out the region's land transport priorities and provides a forecast of anticipated transport revenue and expenditure over the period. Proposed activities should be aligned and give effect to the objectives and priorities of the Government Policy Statement on Land Transport (GPS).

The RLTP addresses the physical and social challenges and constraints faced in the region and identifies the main transport priorities for Northland. The Plan lists seven key outcomes, four of which are relevant for walking and cycling:

A sustainable transport system that enhances the growth and existing economic development of Northland and New Zealand.

All road users are safe on Northland's roads.

Our people have transport choices to access jobs, recreation and community facilities.

The transport system enhances the environmental and cultural values of Northland.

The RLTP also illustrates potential areas where walking and cycling opportunities should be developed, including Dargaville, Maungaturoto, Kaiwaka and Mangawhai in the Kaipara district. This is therefore reflected in the development of 'safe and connected urban networks' which emerge from this Strategy.

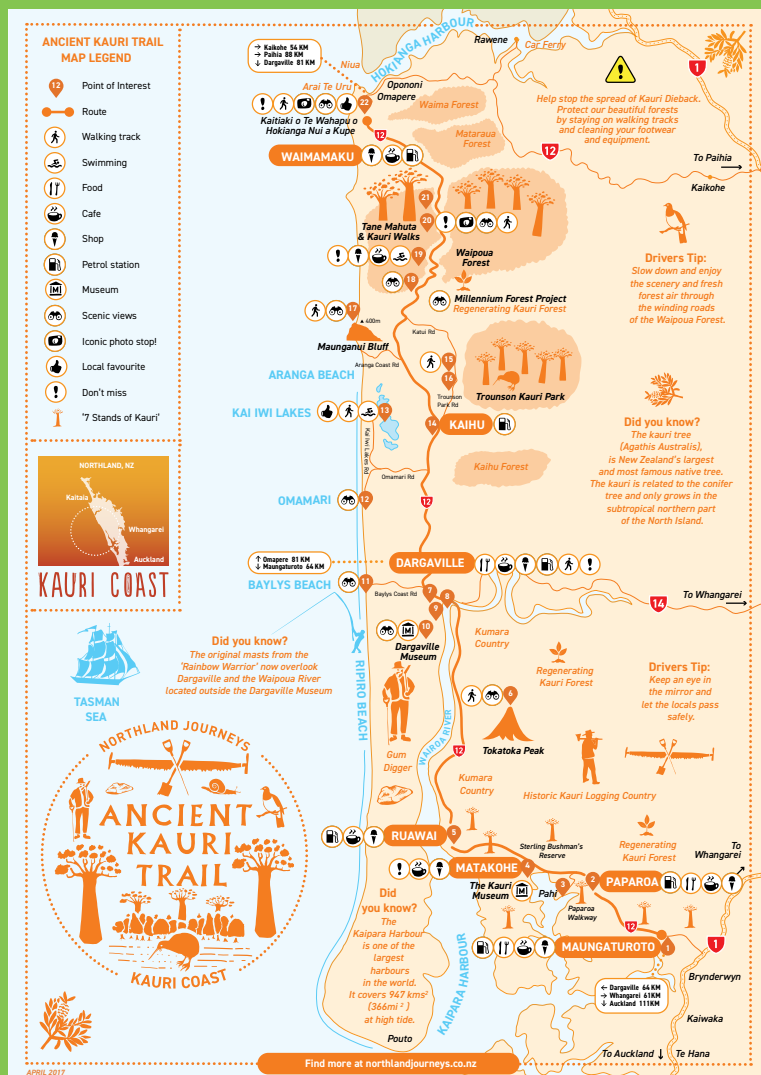
11.4

Northland Regional Road Safety Action Plan (2012)

The vision for Northland's Road Safety Action Plan is that "All road users are safe on Northland's roads". The Plan provides background data and emerging trends to identify the key road safety issues faced in the region, however it provides few actions to support safe walking and cycling in the region. Kaipara district can use the vision and goals of this Strategy to leverage and influence the next road safety action plan.

11.5

Ancient Kauri Trail Byway Map



DRAFT



Kaipara Te Oraoanaki | The Ocean's Touch Harbours

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File number: 2206.3 **Approved for agenda**
Report to: Council
Meeting date: 14 August 2017
Subject: Whistleblower Policy : Adoption and Implementation
Date of report: 25 July 2017
From: Hannah Gillespie, Human Resources Manager
Report purpose **Decision** **Information**
Assessment of significance **Significant** **Non-significant**

Summary

Audit, Finance and Risk Committee has asked Officers to investigate and review Council's Protected Disclosures Policy. The Committee would like to see some changes made to the Policy to ensure it is understood by all levels of staff and Council has additional external service available for staff to call if they would like to report a serious wrong doing.

Attachment 1 is the draft Whistleblower Policy and **Attachment 2** is the current Protected Disclosure Policy for Council's consideration.

Recommendation

That Kaipara District Council:

- 1 *Receives the Human Resources Manager's report 'Whistleblowing Policy : Adoption and Implementation' dated 25 July 2017;*
- 2 *Believes it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with the provision of s79 of the Act determines that it does not require further information prior to making a decision on this matter;*
- 3 *Adopts the draft Whistleblowing Policy (circulated with the above-mentioned report) for implementation.*

Reason for the recommendation

The recommendation has been made following a benchmarking process. We need to have a clear Policy that encourages staff to whistleblow any serious wrongdoings.

Reason for the report

To report on the investigation undertaken on Council's internal Protected Disclosures Policy.

The following was to be addressed:

- Investigation of an external organisation to take whistleblow enquiries;
- Ensure the Policy is understandable for employees at all levels;
- Ensure the Policy clearly shows it is whistleblowing and covers fraud, bullying harassment et al; and

- Ensure we have a best practice policy when compared to other organisations.

Background

The Protected Disclosures Act 2000 has a set out process for disclosures that organisations, both public and private, must adhere to. Our interpretation of the Act and how we publish that process is vital for employee involvement in the disclosure of wrongdoings. The key is to get staff to feel empowered to whistleblow in a safe and secure way.

Issues

The key issues to be considered in the development of a reviewed Protected Disclosure Policy include:

- The use of plain English and clear process so that staff at all levels of the organisation find it easy to understand;
- The inclusion of process options for the whistleblower so that they are able to follow the option most appropriate to the nature of the issue, and their own preference in terms of seniority and degree of confidentiality; and
- The scope of the Policy is broad enough to encompass serious wrongdoings in the business of Council.

External whistleblowing services

Two organisations have been researched that provide this service:

- Deloitte (current auditor);
- KPMG.

Deloitte – Offers a standard and tailored service which has different price points. Their tailored service is customised to Council, we can have a tailored bank of questions depending on the disclosure, unique 0800 number, email address, telephone introduction etcetera.

KPMG – Fixed annual cost based on an agreed number of reports per annum. Calls over that agreed number would incur a variable cost per report, but from their experience the ‘agreed’ number of reports have been in most instances adequate for other organisations.

Benchmarking analysis

Organisation	Protected Disclosure Officer/s	Others Involved	External agency	Policy owner	Review period
Kaipara (current)	HR Manager	CE	no	HR Manager	5 years
Tasman	Departmental Manager	CE	no	HR Manager, audit and risk	3 years
Matamata-Piako	CE	Mayor, Audit and Risk Chair	no	Audit and Risk Committee	annually
Nelson	Group Manager Corporate Services, Group Manager Community Services, Manager – people and capability	CE	no	Executive / leadership team	3 years
Palmerston North	General Manager/s	CE	no	HR	annually
NZME	Risk and Compliance	CEO, NZME	yes	unknown	Unknown, last

Organisation	Protected Disclosure Officer/s	Others Involved	External agency	Policy owner	Review period
	Manager	Counsel			reviewed June 2016
Sanford	GM Risk and Corporate Affairs	CEO, Chairman of Board, Executive Chairman	no	unknown	annually

Factors to consider

Community views

The communities will hold the view that Council should be compliant with the Protected Disclosures Act, and have a Policy that facilitates early identification of serious wrongdoings within Council activities.

Policy implications

If adopted, this new policy would replace the current Protected Disclosure Policy.

Financial implications

Our current policy has no external service for staff to report a serious wrong-doing to. A professional external service is available for under \$10,000 per annum.

Legal/delegation implications

Nil.

Options

Council has the following options:

Option A: Retain the current Protected Disclosure Policy.

Option B: Approve the draft new Whistleblowing Policy, but exclude the provision of the external service; or

Option C: Approve the draft new Whistleblowing Policy, including the provision of the external service.

Assessment of options

Option A is based on the Protected Disclosure legislation and is therefore legalistic rather than easy to understand by all staff. It also does not contain a completely confidential external optional route for the whistleblower.

Option B contains clearer titling and plain English language that will make it more accessible and understandable for staff at all levels. It does not contain a completely confidential external optional route for the whistleblower.

Option C contains clearer titling and plain English language that will make it more accessible and understandable for staff at all levels. It does contain a completely confidential external optional route for the whistleblower.

Assessment of significance

This is not a significant matter having regard to Council's Significance and Engagement Policy.

Recommended option

The recommended option is **Option C**.


Next steps

Human Resources Manager to engage with Deloitte to agree terms of service for external Whistleblower service.

Policy implemented and staff informed of the new changes. Information posters delivered to offices to inform staff.

Attachments

- Draft Whistleblowing Policy
- Protected Disclosure Policy

 KAIPARA DISTRICT <small>Te Kōwhiri Te Rauwharua</small>	Title of Policy	Whistleblowing Policy		
	Sponsor	General Manager Corporate Services/Chief Executive	Adopted by	Council
	Author	Hannah Gillespie, Human Resources	Date adopted	
	Type of Policy	Staff	Last review date	August 2017
	File reference	2206.03	Next review date	August 2019

Document Control			
Version	Date	Author(s)	Comments
1 st Commenced			
1.0	July 17	Hannah Gillespie	Periodic review, minor editing

1 Background

Kaipara District Council has approved this Policy and procedure to ensure people can raise concerns regarding actual or suspected contravention of Council's ethical and legal standards without fear of reprisal or feel threatened by doing so.

The Policy aims to facilitate disclosure of questionable practices, encourage proper individual conduct, and alert our Chief Executive, Mayor and Audit, Risk and Finance Committee of potential problems before they have serious consequences.

This Policy aims to support and reinforce our Code of Conduct Policy, Fraud Policy, and Bullying and Harassment Policy.

2 Objective

This Policy and procedure applies to all staff at the Council and includes:

- a) Former Staff members;
- b) Individuals seconded to the Council;
- c) Individuals contracted to the Council under contracts for services;
- d) Members of the Council's Executive Management; and
- e) Appointed Governance members.

3 Types of reportable "serious wrongdoings":

A serious wrongdoing may include, but is not limited to, any actual or suspected:

- a) Conduct or practices which are dishonest, illegal or breach any law;
- b) Breach of any Council Policy including our Code of Conduct;
- c) Sexual harassment, bullying, discrimination;
- d) Inappropriate accounting, internal accounting controls, or auditing matters;
- e) Corrupt activities;
- f) Theft, fraud or misappropriation of assets;
- g) Significant mismanagement or waste of funds or resources;
- h) Abuse of authority; or
- i) Unsafe work practice environment.

At Council we consider and will take such allegations seriously. We equally expect and assume that allegations are made in good faith, are truthful and can be substantiated.

4 How to submit a Whistleblow

Concerns may be communicated by any of the following means:

Mail to:

Protected Disclosures Officer – Chief Executive/Human Resources Manager

Kaipara District Council

42 Hokianga Road

Dargaville 0310

Independent, confidential and externally hosted telephone line or email site:

• Telephone: XXXXXXXXXXXX

• Email: XXXXXXXXXXXX

All allegations will be forwarded to the Chief Executive/Human Resource Manager (unless the allegation involves the Chief Executive and/or Human Resources Manager, in which case that role will be excluded from the forward), and will then be escalated to the Mayor.

The two individuals will then discuss and decide the appropriate action to take in order to investigate and validate the allegation.

They have up to twenty (20) working days to respond with their action/outcome from the investigation.

5 What to include in your Whistleblow

An allegation should include enough information about the incident or situation to allow Council to investigate it properly.

Should the complainant wish to remain anonymous, he/she may send the complaint in a way that does not reveal their identity. Should, however, the complainant wish to co-operate in further investigation of the complaint, he/she should submit his or her name and contact details together with the complaint. If he/she identifies themselves in the whistleblow report the investigator might contact them to ask further matters reported in the complaint.


Every report of a possible violation, compliance concern, complaint or other allegation will be retained confidentially in our electronic system.

6 Protection for the whistleblower from retaliation

Council acknowledges that whistleblowers fear possible retaliation from making a disclosure. This may be a concern of reprisals, discriminations, harassment or retribution. We are committed to minimise that from happening by:

- Keeping the details of the person making the whistleblow confidential and protecting their identity;
- Protection for the individual from victimisation for having made the disclosure; and
- Protection from personal disadvantage for having made the disclosure where the person disclosing has acted in good faith and has not engaged in misconduct or illegal activities or made a malicious disclosure.

Council intends to investigate any report thoroughly made in good faith. Every employee will be required to co-operate in internal investigations of misconduct or unethical behaviour.

 <p>Kaipara te Orangahiri KAIPARA DISTRICT The Ocean, Two Harbours</p>	Title of Policy	Protected Disclosures Policy		
	Sponsor	Jill McPherson, General Manager Planning and Community		
	Written By	Kyle Whitfield, Policy Analyst	Authorised/Adopted by	ET/Council
	Type of Policy	Corporate	Date Adopted	27 May 2013
	File Reference	2206.03	Review Date	October 2019

1 Background

The purpose of the Protected Disclosures Act 2000 is to promote the public interest:

- a) By facilitating the disclosure and investigation of matters of serious wrongdoing in or by an organisation; and
- b) By protecting Staff who, in accordance with the Act, make disclosures of information about serious wrongdoing in or by an organisation.

2 Objective

This Policy and procedure applies to all staff at the Council and includes:

- a) Former Staff members;
- b) Individuals seconded to the Council;
- c) Individuals contracted to the Council under contracts for services;
- d) Members of the Council's Executive Management; and
- e) Appointed Governance members.

3 Definition of "Serious Wrongdoing"

A serious wrongdoing includes any of the following types:

- a) An unlawful, corrupt or irregular use of public funds or public resources; or
- b) An act, omission or course of conduct that constitutes a serious risk to public health or public safety or the environment; or
- c) An act, omission or course of conduct that constitutes a serious risk to the maintenance of law, including the prevention, investigation and detection of offences and the right to a fair trial; or
- d) An act, omission or course of conduct that constitutes an offence; or
- e) An act, omission or course of conduct by a public official that is oppressive, improperly discriminatory or grossly negligent or that constitutes gross mismanagement.
- f) Any of the above provisions apply, whether the wrongdoing occurs before or after the commencement of the Protected Disclosures Act 2000.

4 Policy Statement

4.1 Council Disclosure Officer

The person nominated by the Council for the receipt and investigation of protected disclosures is the Human Resources Manager or their appropriately delegated nominee.

4.2 When information may be disclosed

A Staff member, as falls under Point 2 of this Policy, may disclose information in accordance with the procedure described in the following section if:

- a) The information is about serious wrongdoing in or by the organisation; and
- b) The Staff member believes on reasonable grounds that the information is true or likely to be true; and
- c) The Staff member wishes to disclose the information so that the serious wrongdoing can be investigated; and
- d) The Staff member wishes the disclosure to be protected.

4.3 Personal grievance

Where a Staff member who makes a protected disclosure of information claims to have suffered retaliatory action from the Council, that Staff member may have a personal grievance in accordance with the provisions of the Protected Disclosures Act 2000.

4.4 Confidentiality

- a) Every person to whom a protected disclosure is made or referred must use his or her best endeavours not to disclose information that might identify the Staff member who made the protected disclosure unless;
- b) The disclosing Staff member consents in writing to the disclosure of that information; or
- c) The person who has acquired knowledge of the protected disclosure reasonably believes that disclosure of identifying information;
 - i. is essential to the effective investigation of the allegations in the protected disclosure; or
 - ii. is essential to prevent serious risk to public health or public safety or the environment; or
 - iii. is essential having regard to the principles of natural justice.
- d) A request for information under the Official Information Act 1982 (other than one made by a member of the police for the purpose of investigating an offence) may be refused, as contrary to the Protected Disclosures Act 2000, if it might identify the disclosing Staff member.

4.5 False allegations

The protections conferred by the Protected Disclosures Act 2000 and by section 66(1)(a) of the Human Rights Act 1993 do not apply where the disclosing Staff member makes an allegation known to that Staff member to be false or otherwise acts in bad faith.

4.6 Internal procedure

The procedure described in Section 5 of this Policy must be followed when Staff wish to disclose information about a serious wrongdoing. This is in accordance with the requirement of the Protected Disclosures Act 2000 that all public sector organisations must operate appropriate internal procedures.

4.7 Publication of procedure

Information about the procedure described in the following section will be published by the Chief Executive in the most appropriate way.

4.8 Twenty working days

The Council's response to any disclosure of serious wrongdoing must occur within 20 working days after the date on which the disclosure was made.

5 Procedure

The following procedure must be used whenever a Staff member wishes to disclose a serious wrongdoing in terms of the Protected Disclosures Act 2000:

- a) A disclosure of a serious wrongdoing should be made in writing to the Council Disclosure Officer except in certain circumstances (see items e) to g) below).
- b) The disclosure statement should include all relevant details and should be signed and dated by the disclosing Staff member. A returning address should also be provided.
- c) Upon receipt of the disclosure statement, the Council Disclosure Officer will acknowledge receipt, in writing, of the statement and take whatever action he/she deems appropriate to investigate and resolve the particular serious wrongdoing.
- d) The Council Disclosure Officer will, within 20 working days after the date on which the disclosure was made, report in writing to the disclosing Staff member what action he/she has taken or recommended to be taken.
- e) A disclosure may be made directly to the Chief Executive if:
 - i) The disclosing Staff member believes on reasonable grounds that the Council Disclosure Officer is or may be involved in the serious wrongdoing alleged in the disclosure; or
 - ii) The disclosing Staff member believes on reasonable grounds that the Council Disclosure Officer is, by reason of any relationship or association with a person who is or may be involved in the serious wrongdoing alleged in the disclosure, not a person to whom it is appropriate to make the disclosure.
- f) A disclosure may be made to the Chair of the Commissioners/Mayor or if appropriate to an external authority if the disclosing Staff member believes on reasonable grounds:
 - i) That the Chief Executive is or may be involved in the serious wrongdoing alleged in the disclosure; or

- ii) That immediate reference to an appropriate authority is justified by reason of the urgency of the matter to which the disclosure relates, or some other exceptional circumstances; or that there has been no action or recommended action on the matter to which the disclosure relates within 20 working days after the date on which the disclosure was made.

"Appropriate authority", without limiting the meaning of that term, includes:

- The Commissioner of Police; the Controller and Auditor-General; the Director of the Serious Fraud Office; the Inspector-General of Intelligence and Security; an Ombudsman; the Parliamentary Commissioner for the Environment; the Police Complaints Authority; the Solicitor-General; the State Services Commissioner; the Health and Disability Commissioner; and
- Includes the head of every public sector organisation, whether or not mentioned in paragraph (iii); and
- Includes a private sector body which comprises members of a particular profession or calling and which has power to discipline its members; but
- Does not include a Minister of the Crown; or a Member of Parliament.

- g) A disclosure may be made to a **Minister of the Crown** or **Ombudsman** if the disclosing Staff member:

- i) Has already made substantially the same disclosure in accordance with items 6 a) to e) above and believes on reasonable grounds that the person or appropriate authority to whom the disclosure was made; or
- ii) Has decided not to investigate the matter; or
- iii) Has decided to investigate the matter but has not made progress with the investigation within a reasonable time after the date on which the disclosure was made to the person or appropriate authority; or
- iv) Has investigated the matter but has not taken any action in respect of the matter nor recommended the taking of action in respect of the matter, as the case may require; and
- v) Continues to believe on reasonable grounds that the information disclosed is true or likely.

File number: 4404.0
Report to: Council
Meeting date: 14 August 2017
Subject: Quail Way Stormwater
Date of report: 31 July 2017
From: Curt Martin, General Manager Infrastructure

Approved for agenda

Report purpose **Decision** **Information**
Assessment of significance **Significant** **Non-significant**

Summary

Due to the frequency and relative severity of storms this year, Quail Way in Mangawhai has been experiencing localised surface flooding with water ponding for relatively long periods after each storm event. The area is a localised low point and has no natural outlet whereby the surface stormwater can drain away overland.

The initial portion of the adjacent Pohutukawa Place has a reticulated stormwater system that drains to the intersection of Quail Way and Moir Point Road, and subsequently relies on soakage. Surface nuisance ponding is therefore also being experienced in this portion of Pohutukawa Place due to the elevated water tables.

Testing has confirmed that soakage is not a viable option, and an alternative disposal option by way of a piped stormwater reticulation system has been investigated. The recommended option is to provide a new stormwater reticulation system at an estimated cost of \$500,000 + GST to discharge to the foreshore via Breve Street.

Recommendation

That Kaipara District Council:

- 1 *Receives the General Manager Infrastructure's report 'Quail Way Stormwater' dated 31 July 2017; and*
- 2 *Believes it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with the provision of s79 of the Act determines that it does not require further information prior to making a decision on this matter; and*
- 3 *Approves the provision of a new capital budget of \$500,000 + GST in the current 2017/2018 financial year for the provision of stormwater reticulation in Quail Way, Mangawhai.*

Reason for the recommendation

To seek Council's approval for additional capital funds for the provision of stormwater reticulation in Quail Way, Mangawhai.

Reason for the report

To present options to mitigate stormwater ponding issues in Quail Way and Pohutukawa Place.

Background

To date there has been relatively high rainfall recorded this year in Mangawhai compared with 2016. To illustrate this the March 2017 rainfall of 289mm was 672% more than the March 2016 rainfall of 43mm (NRC station, Hakaru).

Due to the frequency and relative severity of storms this year, Quail Way in Mangawhai has been experiencing localised surface flooding with water ponding for many days after each storm event. The area is a localised low point and has no natural outlet whereby the surface stormwater can drain away.

The area was initially developed in the late 1990's and no piped stormwater infrastructure was installed as it was deemed at the time that soakage was an appropriate method of disposal. Reviewing the files has revealed that ponding in this area was identified in the 1990's and overland flow paths discussed. A previous engineering report recommended the provision of an overland flow path to drain surface stormwater from the Quail Way catchment to the south-west (i.e. towards Seabreeze Road). Unfortunately this was never implemented and the adjacent area is now developed which precludes this option from further consideration.

Due to the frequency and relative severity of storms this year since March, the underlying soils were surcharged and the water table did not lower sufficiently between each storm event to allow the surface stormwater to soak away in a timely manner.

The lower lying section of the sealed road is also experiencing notable deterioration due to being saturated for long periods.

The adjacent Pohutukawa Place has a reticulated stormwater system that drains to the intersection of Quail Way and Moir Point Road, and subsequently relies on soakage. Surface nuisance ponding is therefore also being experienced in Pohutukawa Place due to the elevated water tables in Quail Way.

There is a Northpower transformer situated at the end of Quail Way within the ponding area, as well as individual domestic electricity supply pillars, and the risk of electrocution has been raised by residents and Northpower due to the surface ponding.

As a result of the recurring surface ponding, Northpower has reassessed the risk and advised that they may need to temporarily cut power to the street if and when the level of ponding results in an unacceptable level of risk. Building works in Quail Way are also being affected as Northpower is unable to provide new power connections to their buried network due to the very high water table. Options to provide a temporary overhead electricity network in Quail Way would cost in the order of \$75,000.

Issues

Recent geotechnical investigations and associated soakage testing has reinforced the poor soakage characteristics of the underlying soils in this area. Of note is the fact that no hardpan layer was encountered at Quail Way. However, previous geotechnical investigations have shown the presence of a hardpan layer to the south of Quail Way towards Seabreeze Road, and the presence of this hardpan could potentially reduce the horizontal flow to the south. Underlying the hardpan and the sand is

generally either clays/silt dominant i.e. low permeability which will reduce the vertical flow. These two factors may have caused the flooding and standing water being unable to drain in the Quail Way area, due to stormwater being prevented from flowing downslope to the south via groundwater flow. Another factor could be the increased development in the area and the use of soakage pits for stormwater control.

Whilst localised minor infiltration may be viable during summer conditions, it is clear that on a larger scale stormwater is unable to drain or flow sufficiently from the area as has been evident over the last few months. The testing has confirmed that soakage is not a viable option, and an alternative disposal option by way of a piped stormwater reticulation system has been investigated.

Council's engineering standards require that for new stormwater systems in residential areas, the primary system (i.e. the piped reticulation) shall be designed to accommodate the 1:5 year storm event, and secondary flow paths (i.e. overland flow paths) shall be designed to accommodate the 1:100 year storm event to give protection to surrounding buildings when flows exceed the primary flow and/or the primary system becomes blocked.

Where it is not possible to provide secondary overland flow paths, then the primary piped reticulation system would ideally need to be designed to ensure that buildings are not flooded i.e. the primary system would need to have greater capacity.

Two options have been considered to provide a piped reticulation system that would discharge to the foreshore at the end of Breve Street. Option 1 includes stormwater reticulation up to 450mm in diameter. Option 2 has been sized for the 1:100 year storm.

Factors to consider

Community views

Affected residents have voiced their concerns and would expect Council to address the situation.

Policy implications

There are no policy implications.

Financial implications

Currently the budgets in the Annual Plan 2017/2018 are only sufficient to allow for stormwater management planning in Mangawhai. The Long Term Plan 2015 also provides very little in the way of stormwater capital expenditure in Mangawhai.

Finance has advised that an additional \$500,000 capital expenditure (loan funded over 20 years) would result in an average increase of the Mangawhai stormwater targeted rate of \$19 per property (based on an average property value of \$275,000).

Any additional capital expenditure would also result in an increase in Council's level of debt unless commensurate savings were identified.

Legal/delegation implications

There is a risk that affected residents may seek legal recourse should Council elect not to implement any remedial works. Northpower may also seek to recover costs from Council if they are required to

undertake temporary works to maintain power supply to the residents.

Options

Option A: Status quo

Option B: Provide a piped reticulation with pipes up to 450mm in diameter that would discharge to the foreshore at the end of Breve Street.

This option would not cater for the 1:5 year storm (pipes up to 1.2m in diameter would be required) and stormwater would still pond when the reticulation system was overloaded during storm events. However, the surface ponding would be able to drain away after the storm had passed. Subsoil drainage installed in conjunction with the reticulated stormwater system would assist in lowering the water table between storm events and thereby providing additional storage below ground.

A high level cost estimate for this option is approximately \$500,000 (noting that an excavation of approximately 4.5m deep would be required at Breve Street).

Option C: Provide a piped reticulation that would discharge to the foreshore at the end of Breve Street and sized for the 1:100 year storm event.

This option would require pipes up to 1.5m in diameter. A high level cost estimate for this option is approximately \$1,500,000 (noting that an excavation of approximately 4.5m deep would be required at Breve Street).

Assessment of options

Option A would not improve the level of surface and would unlikely be well received by the affected residents of Quail Way and Pohutukawa Place.

Power supply to the street may be temporarily cut off during periods of significant ponding, and private construction works would continue to be disrupted due to Northpower being unable to provide new power connections as a result of the high water table.

Northpower may be required to install an overhead electricity network in Quail Way and may seek to recover costs from Council.

Option B would provide a more efficient stormwater drainage system. Stormwater would still pond on the surface when the reticulation system was overloaded during larger storm events, but to a lesser extent and would be able to drain away after the storm had passed.

A resource consent may be required for the discharge of the stormwater to the harbour, and there is a risk that there would be objections from interested parties.

There is also the risk that de-watering of the excavations during construction may be required which would add to the construction costs. This could be minimised to an extent by undertaking construction during the drier summer months however, as we have no record of the groundwater depths this is an unknown.

Option C would provide the most efficient stormwater drainage system that would alleviate surface flooding up to the 1:100 year storm event. This option is the most expensive option.

A resource consent may be required for the discharge of the stormwater to the harbour, and there is a risk that there would be objections from interested parties.

There is also the risk that de-watering of the excavations during construction may be required which would add to the construction costs. This could be minimised to an extent by undertaking construction during the drier summer months however, as we have no record of the groundwater depths this is an unknown.

Assessment of significance

Option B would involve more than \$300,000 unbudgeted expenditure however, the decision:

- does not involve more than \$3,000,000 or more budgeted expenditure;
- will not impact by increasing individual rate levies by 10%;
- is not seen as a high risk activity or contract for procurement;
- does not involve a proposal or decision to transfer ownership or control of a strategic asset to or from the Council; and
- does not involve a proposal or decision to alter significantly the intended level of service provision for any significant activity.

Considering the relatively low financial implications of the proposal or decision on Council's overall resources, and the relatively low level of general public interest, it has been determined to be 'not significant' in relation to the Significance and Engagement Policy as on balance it does not have a high degree of significance.

Recommended option

The recommended option is **Option B**.

Next step

If approved undertake the detail design and tender the physical works to be undertaken during the drier summer period.

File number: 2109.01.02.05**Approved for agenda** **Report to:** Council**Meeting date:** 14 August 17**Subject:** Community Grants Policy Review and Recommendations**Date of report:** 31 July 2017**From:** Seán Mahoney, Democratic Services Manager**Report purpose** **Decision** **Information****Assessment of significance** **Significant** **Non-significant****Summary**

Council's Community Assistance Policy allows for community organisations to apply for Capital Grants and Contracts for Service for multi-year funding, annually. Council established a Community Grants Committee to review the existing arrangements. At its meeting on 19 May 2017 the Committee began an initial review of the Policy to set a new framework for the current triennium. This review was concluded at the 24 July 2017 meeting and a revised Policy is now ready for Council to adopt.

The revised Policy is intended to provide a catch-all relationship between community groups and Council. It is structured to allow Council to set strategic direction for the support of these groups through the Long Term Plan but still provide a framework of support to all community groups within the Kaipara district. The Policy also quantifies a level of support that community groups can receive with building and resource consenting applications.

The Community Grants Committee also makes some further recommendations around reviewing the Rates Remission Policy to see if this can be aligned to the Community Assistance Policy and delegating the approval of future grants to the Committee rather than full Council to expedite the decision-making process.

Recommendation

That Kaipara District Council:

- 1 *Receives the Democratic Services Manager's 'Community Grants Policy Review and Recommendations' dated 31 July 2017; and*
- 2 *Believes it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with the provision of s79 of the Act determines that it does not require further information prior to making a decision on this matter; and*
- 3 *Adopts the Community Assistance Policy (Attachment 1 of the above-mentioned report); and*
- 4 *Reviews the Rates Remission Policy before 2018; and*
- 5 *Creates a clear set of community activities they would like to support in the Long Term Plan 2018/2028; and*

- 6 *Change the Committee's Terms of Reference to allow for delegation of decision-making on future Grants; and*
- 7 *Notes that the current years funding will be transitional and total \$73,850; and*
- 8 *Notes that the current year transitional process will run later than the new policy; and*
- 9 *Instructs the Chief Executive to create a separate budget for resource and building consent grants and adjust Forecast One accordingly.*

Reason for the recommendation

The new Policy will allow for a more streamlined and consistent framework for community groups seeking Council support.

Reason for the report

To provide an overview of adopting a new Policy and making recommendations to Council.

Background

The current Community Assistance Policy was adopted by Council in 2014 to provide a framework for community groups looking for financial support from Council.

Issues

The existing Policy was considered to be cumbersome for applicants and was not a user friendly document or process. Previous applications were sent out for public consultation and then back to a full Council meeting which created long delays with minimal public input. As the newly elected Council creates a framework for supporting and working with communities it is appropriate to review this Policy and process.

The revised Policy has been kept to a minimal number of pages and also utilises a flowchart to allow groups to understand the process in a quick and easy way.

Council will need to ensure that the Long Term Plan 2018/2028 creates a set of community deliverables and activities that they would like to support. This will ensure the Committee can allocate scarce resource into areas the Elected Members feel are of value.

This proposed Policy also provides for an opportunity for community groups to apply for funding to cover resource and building consent fees and to receive free advice from consenting staff during this process. The current practice allows for this to occur but in an ad-hoc manner and their costs in total are not captured, even though they are a real cost to Council. The new Policy provides for a transparent and accountable way of recording and reporting this support. Council will also consider giving formal letters of support to developments at this stage. This would allow for groups to utilise this support to leverage other funding opportunities.

The Committee felt that it would be appropriate for Council to consider aligning this support to the Rates Remission Policy and is making a recommendation to Council to review this Policy (currently not scheduled until 2018)

The structure of the revised Policy delegates the decision-making and accountability reporting to the

Community Grants Committee and the Terms of Reference will need to be adjusted accordingly.

The Community Grants Committee will also take responsibility for the funding previously termed the “Mayoral Fund”. This will allow for a transparent and consistent process around the allocation of resource and protect the Mayor from ad-hoc requests that may not follow a strategic or logical decision.

The current process had allowed for funding and awarding of grants to run over the financial year end. This means that a transitional arrangement will be in place for the current year (2017/2018). The unallocated balance is \$53,850 and the transferred Mayoral Fund of \$20,000 leaves \$73,850 available in the current year. As this is the transition year then the initial applications under this process will be unable to meet a September decision deadline but will be actioned following this meeting with a process for applications running in September 2017.

Factors to consider

Community views

Community organisations have fed back their concerns and frustrations with the existing Policy which they found at times confusing and also laborious in terms of the time taken to assess, process and decide.

Policy implications

This Policy will become operational and replace the existing Policy on adoption. It is also recommended that the Rates Remission Policy be reviewed.

Financial implications

The budget for Community Assistance will also include the previous Mayoral Fund allocation of \$20,000 per annum to allow for \$100,000 per annum to be available. The Committee recommended that the resource and building consent support be funded from a separate budget capped at \$15,000 per annum. There is therefore a potential costs increase to Council of a maximum of \$15,000. However some of this support around consenting fees is already provided at a manager’s discretion so the net impact will be lower. Providing a budget to allocate these costs to will provide greater transparency around support to community groups.

Legal/delegation implications

These are discretionary grants therefore it is at the Community Grants Committee’s discretion to award them or not. Council is requested to delegate future decision-making to this Committee.

Options

There are two options to consider:

Option A: To accept the revised Policy and associated recommendations to Council.

Option B: To make further amendments to the Policy and recommendations to Council.

Assessment of options

Council needs to clarify as early as possible the changes in policy for the current financial year so that organisations can plan any applications accordingly. The Committee held two formal meetings and one

briefing session around the development of the new Policy and Elected Members have made a number of important changes to streamline the process and provide greater clarity and transparency.

Assessment of significance

This does not trigger the thresholds of Council's Significant and Engagement Policy.

Recommended option

The recommended option is **Option A**.


Next step

A finalised Policy will be made available on Council's website (www.kaipara.govt.nz) . All applicants to the last round will also be sent a copy.

Council to consider a revised Rates Remission Policy and setting the Long Term Plan direction at a later Council meeting.

Attachment

- Attachment 1: Draft Community Assistance Policy

	Title of Policy	Community Assistance Policy		
	Sponsor	General Manager Community	Adopted by	Council
	Author	Natalie Robinson/Darlene Lang	Date adopted	xx
	Type of Policy	xx	Last review date	August 2017
	File Reference	2109.01	Next review date	August 2020

Document Control			
Version	Date	Author(s)	Comments
1 st Commenced	14 August 2017	Natalie Robinson & Darlene Lang	
1.0			

1 Purpose

The purpose of this Policy is to create clear guidelines and an effective process to enable Council to assist community organisations to achieve their goals.

2 Objectives

The Community Outcomes as adopted by Council for the Long Term Plan 2018/2028 have informed the Objectives of this Policy. The Policy is intended to contribute to:

- A district with welcoming and strong communities; and
- A district with plenty of active outdoor opportunities; and
- A trusted Council making good decisions for the future.

3 Background

Kaipara District Council is committed to the Vision of 'Thriving Communities Working Together'. Council seeks to achieve this by assisting the community in developing and providing their own facilities and services, and building strong and welcoming communities.

Council is committed to recognising and supporting achievement; developing community leadership and self-reliance; assisting and supporting community involvement.

This Policy ensures that Council's contributions to communities are fair, consistent and strategically aligned to Council's Vision, Community Outcomes and the purposes of local government under the Local Government Act 2002.

3.1 Other Funding Options

This Policy is an umbrella framework that allows Council to consider requests for assistance under a number of separate schemes. Council also administers funding under the Mangawhai Endowment Lands Account (MELA) Policy. An application under this Policy may, if it meets the assessment criteria, be encouraged to apply under the MELA Policy. Council also administers a Rates Remission Policy which community groups may apply for. Community organisations can apply for Council's community facilities insurance, which may provide them with a reduced premium (community organisations must meet their own insurance costs).

The Northern Wairoa War Memorial Hall (also known as Dargaville Town Hall) is available at a discounted rate to community groups. Please Contact Council's administration department for further details and bookings.

Council administers a number of other funds, on behalf of other organisations who elect their own decision-makers, which assist specific community purposes, such as the Rural Travel Fund and the Creative Communities grants.

Council can provide letters of support to community organisations seeking alternative funding. This role is delegated to the Mayor to sign off individual requests.

Council’s website (www.kaipara.govt.nz) is updated regularly to provide information on other funding sources community organisations may be eligible for. Council officers are available to assist community organisations both under this Policy and other funding options. This may include helping source and apply for funding, as well as general advice and navigation of Council services.

3.2 Fund Distribution

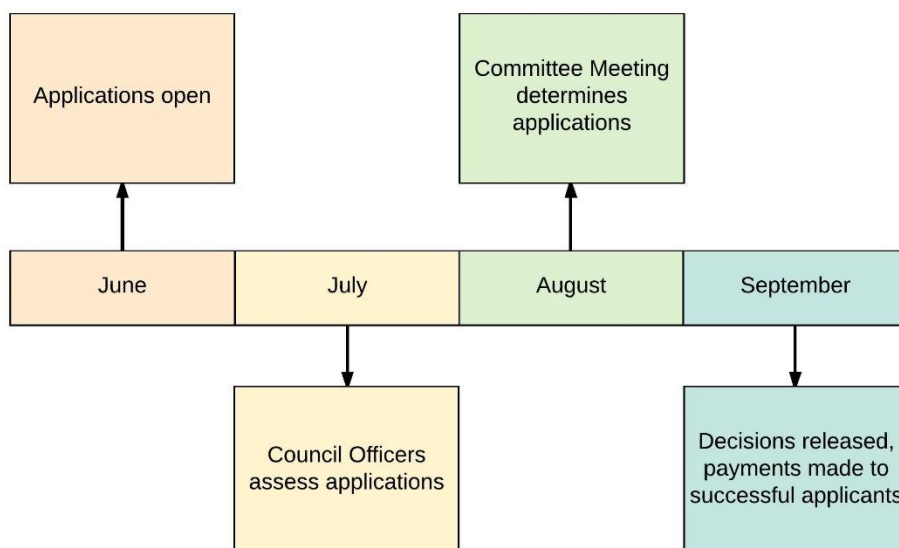
There is a need for a high level of transparency and accountability for the spending of public funds. To enable this standard to be met, accountability arrangements will be documented in a formal Contract between the community organisation receiving support and Council. The agreement will be appropriate to reflect the nature and level of support given.

Funding will be implemented through a Contract which will outline:

- The purpose for which the funding was provided;
- The conditions attached to the funding;
- Accountability requirements, including the methods to report back on the use of the funds;
- The steps Council will take if progress is not as planned.

3.3 Timing of Applications

The timing of community grants will be matched with the planning and budgeting cycles of the Council. Council will call for applications in June, and release decisions by September. Licences to Occupy and Contracts for Service may be applied for at any time, and will be considered by Council officers.



Decisions on Community Grant applications will be made by the Community Assistance Committee, who has delegated authority from Council to make decisions on applications. These decisions will be reported back to Council. All Grants, new Licences to Occupy and Contracts for Service entered into during the year will be reported in the Annual Report for that year.

Application forms will be made available on Council's website and at Council offices when the funding round opens.

4 General Assessment Criteria

Council will consider the following when assessing applications received for Community Assistance. These are general criteria which community organisations applying for support need to demonstrate in their applications.

4.1 *Benefit to the Kaipara, and contribute to Community Outcomes*

Kaipara District Council will provide assistance to community organisations as resources allow, and where this helps achieve the priorities specified in Council's Long Term Plan, the district's specified Community Outcomes and is not inconsistent with any other Council policies or plans.

Community assistance will be for organisations providing services or activities within the Kaipara district. Applications will be considered on merit and benefit to the community and/or the natural environment. Applications should be for services or projects not already provided by another group or agency.

4.2 *Not-for-Profit*

Council will only provide assistance to legally constituted not-for-profit entities, and there should be a volunteer component to the service.

4.3 *Financial Reporting*

All applications must be accompanied by an audited or reviewed Statement of Financial Position for the previous financial year, and a budget projection for the next financial year.

4.4 *Central Government Funding*

Community organisations that receive the bulk of their funding from central government will not be eligible for grants.

4.5 *Health and Safety*

Applicants must comply with all legislative requirements.

4.6 *Acknowledgement*

All successful applicants must acknowledge the support of Kaipara District Council on any correspondence, advertising or other publicity material.

4.7 *Accountability Requirements*

All recipients under this Policy are required to enter into an Agreement or Contract with Council that outlines the terms and conditions of the approved assistance. Funds will not be provided until both parties have signed the Agreement or Contract, which will outline, among other obligations:

- The purpose and conditions of the assistance;
- Accountability requirements, as determined by the level of assistance required.

5 Specific Assessment Criteria for Funding Mechanisms

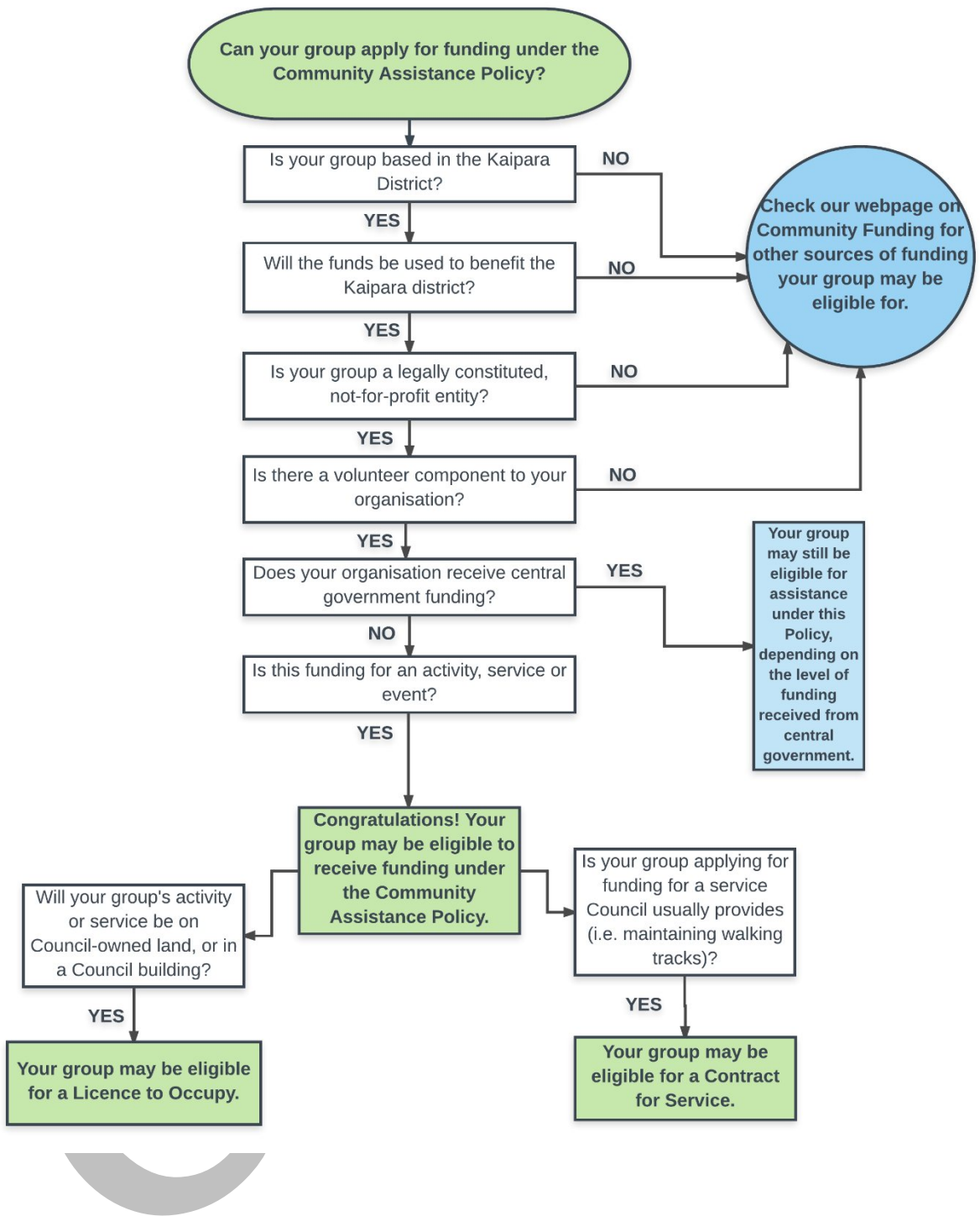
Funding Mechanism	Specific Assessment Criteria for Funding Mechanisms
Community Grants	<ul style="list-style-type: none"> • Intended to make a contribution to an organisation to support Council's Community Outcomes; • Intended to support events, services or activities that are of benefit to the community, and can demonstrate those benefits; • These grants will be funded via the Community Assistance Grants budget; • Can be for operational costs or capital projects; • Applications will be called for in June of each year.
Building and Resource Consents Grants	<ul style="list-style-type: none"> • Intended to contribute to the costs incurred by community organisations through the resource and building consent processes where Council's Community Outcomes and the general assessment criteria are met; • The maximum grant payable for either a resource or building consent will be \$3,000; • Community organisations will be provided with free process guidance with consenting staff to a maximum of four hours per application, if required; • These grants will be administered as part of Council's operational budget; • Activity Managers will report quarterly to Council on all Expressions of Interest and applications made under this scheme. • A Building and Resource Consents Grant can be applied for at any time prior to final consent being issued.
Contract for Service	<ul style="list-style-type: none"> • Intended to fund a community group for delivery of a service which councils generally undertake, that provides benefit to the community and is available to members of the public e.g. maintenance of walking tracks, public toilets, provision of community libraries; • A Contract for Service can be applied for at any time; • Contracts for Service will be considered by Council officers, and either approved OR declined by an Activity Manager, depending on the type and level of service being offered, and available budget: <ul style="list-style-type: none"> ○ If approved, they will be administered as part of Council's operational budget;

	<ul style="list-style-type: none"> ○ If <u>declined</u>, the organisation will be encouraged to apply (if eligible) for the next round of Community Grants funding through this Policy, or referred to other funding sources; ○ The Activity Manager may be constrained from approving a Contract for Service, if the budget does not currently exist. The Activity Manager would then consider seeking an increase to their budget for the next planning and budgeting cycle. ● Activity Managers will report to Council quarterly on all Expressions of Interest and applications.
<p>Licence to Occupy</p>	<ul style="list-style-type: none"> ● This is an agreement for a not-for-profit community organisation to locate in or use Council-owned land, or a Council-owned building; ● The facilities and activities of the organisation applying for a Licence to Occupy must be available to members of the public; ● Applicants must demonstrate the organisation has the resources or ability to establish and operate on the land or in the building they have been granted the licence over; ● A Licence to Occupy can be applied for at any time. Given the time and investment needed to comply with the conditions, an agreement in principle (Development Agreement) may be initially entered into; ● Council will use a standard formal licence it has developed, which includes an accountabilities requirement clause and default/termination clause; and ● Organisations are eligible to apply for other forms of Community Assistance, provided they comply with the specific criteria for each category.

6 Exceptions

This Policy is not intended to fund applications for:

- Wages;
- Benefits to individuals;
- Central government funded services;
- Welfare services;
- Religion. This does not preclude religious organisations from applying, if they would otherwise meet the criteria in this Policy;
- Repaying or servicing debts;
- Projects which seek to redistribute funding to others.



File Number 2304.0
Report to: Council
Meeting date: 14 August 2017
Subject: Budget Carryovers 2016/2017
Date of report: 04 August 2017
From: Curt Martin, General Manager Infrastructure
Report purpose **Decision** **Information**
Assessment of significance **Significant** **Non-significant**

Approved for agenda

Summary

Budgets are approved by Council via the triennial Long Term Plan (LTP) and subsequent Annual Plans. Due to the timing of the Annual Plan (AP) preparation, budget carry forwards have to be forecast a few months prior to the end of the financial year. In some instances the actual value of the works completed to 30 June is less than what was forecast at the time of the LTP or AP preparation. This results in a shortfall of the budget that has been carried forward to the following financial year resulting in a budget shortfall to allow completion of the works.

Recommended

That Kaipara District Council:

- 1 *Receives the General Manager Infrastructure's report 'Budget Carryovers 2016/2017' dated 04 August 2017; and*
- 2 *Believes it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with the provision of s79 of the Act determines that it does not require further information prior to making a decision on this matter; and*
- 3 *Adopts the carryover of the following budgets from the 2016/2017 financial year to the 2017/2018 financial year:*

Project	Budget Carryover	Comments
Wastewater Maungaturoto		
Wastewater Treatment Pond Desludging.	\$300,000	This is an OPEX budget however will be loan funded. Resource consent required prior to commencing works.
Wastewater Mangawhai		
10625 Estuary Drive Pump Station Upgrade	\$100,000	Project commenced but delayed due to late supply of equipment.
10543 MCWWS Resource consent variation and 10614 MCWWS Disposal options	\$141,000	Project awarded to Opus and is progressing. The complexity of assessing the options to identify the preferred option has taken longer than anticipated.

Roading		
106 Bridges and Structures Tangowahine Valley Road Bridges 272 and 276	\$339,885	No tenders received for Design and Build contract. Designs in progress and will tender construct-only contracts.
135 Road Works - Minor Improvements - Baldrock Road Slip Remediation RP510 - Pukehuia Road Slip Remediation RP9650 - Pukehuia Road Slip Remediation RP14000	\$612,139	Work deferred due to rearranged priorities after the two cyclone events in April. Resources diverted to emergency works. Baldrock Road contract has been tendered.
152 Footpaths and Berms	\$55,056	Generally savings from projects undertaken in 2016/2017 - propose to add to 2017/2018 budgets to maximise available subsidy where possible.
163 Roding Network and Asset Management	\$40,017	
164 Emergency Works and Preventative Maintenance	\$17,212	
234 Roding Community Programmes and Road Safety	\$37,358	
248 Roding Infrastructure - Unsubsidised	\$76,767	
252 Road Works - Drainage	\$150,908	
281 Traffic Services	\$20,153	
Other		
10637 Library planning and design.	\$6,000	Initial design not completed. Delay while new library is considered.
10649 Mangawhai office extension	\$36,000	Issues with contractor availability. Completed early 2017-2018
10403 Tinopai playground	\$40,000	The community changed its mind about the location. Consultation has confirmed new site and community project now underway.
10271 Website redesign	\$65,000	Project commenced but not complete at 30 June 2017
10203 Purchasing	\$19,000	Project commenced but not complete at 30 June 2017
10042 Contract Management/ Project accounting	\$20,000	Project commenced but not complete at 30 June 2017
10041 Contact centre 10648 Telephony upgrade	\$54,000 \$69,000	Projects are interlinked. Supplier delays have slowed completion, now expected early 2017/2018.
Flood protection		
10510 Floodgate replacements	\$9,000	80% complete.
10511 Stopbank improvements	\$40,000	Delayed, awaiting agreement to proceed.
10541 Floodgate 53 replacement	\$74,000	The works could not be completed due to weather.

Reason for the recommendation

To authorise the carryover of unspent budgets from the 2016/2017 financial year in order to complete the works without impacting adversely on the 2017/2018 financial year budgets.

Reason for the report

To seek Council's approval to carry over the 2016/2017 budgets of identified uncompleted projects.

Background

Budgets are approved by Council via the triennial Long Term Plan (LTP) and subsequent Annual Plans (AP).

Due to the timing of the AP preparation, budget carry forwards have to be forecast a few months prior to the end of the financial year. In some instances due to various reasons, often outside the control of Council (e.g. inclement weather or a contractor falling behind programme), the actual value of the works completed to 30 June is less than what was forecast at the time of the LTP or AP preparation. This results in a shortfall of the budget that has been carried forward to the following financial year and consequently a budget shortfall to allow completion of the works.

The following budgets are proposed to be carried over into the 2017/2018 financial year:

Project	Budget Carryover	Comments
Wastewater Maungaturoto		
Wastewater Treatment Pond Desludging.	\$300,000	This is an OPEX budget however will be loan funded. Resource consent required prior to commencing works.
Wastewater Mangawhai		
10625 Estuary Drive Pump Station Upgrade	\$100,000	Project commenced but delayed due to late supply of equipment.
10543 MCWWS Resource consent variation and 10614 MCWWS Disposal options	\$141,000	Project awarded to Opus and is progressing. The complexity of assessing the options to identify the preferred option has taken longer than anticipated.
Roading		
106 Bridges and Structures Tangowahine Valley Road Bridges 272 and 276	\$339,885	No tenders received for Design and Build contract. Designs in progress and will tender construct-only contracts.
135 Road Works - Minor Improvements - Baldrock Road Slip Remediation RP510 - Pukehuia Road Slip Remediation RP9650 - Pukehuia Road Slip Remediation RP14000	\$612,139	Work deferred due to rearranged priorities after the two cyclone events in April. Resources diverted to emergency works. Baldrock Road contract has been tendered.
152 Footpaths and Berms	\$55,056	

163 Rooding Network and Asset Management	\$40,017	Generally savings from projects undertaken in 2016/2017 - propose to add to 2017/2018 budgets to maximise available subsidy where possible.
164 Emergency Works and Preventative Maintenance	\$17,212	
234 Rooding Community Programmes and Road Safety	\$37,358	
248 Rooding Infrastructure - Unsubsidised	\$76,767	
252 Road Works - Drainage	\$150,908	
281 Traffic Services	\$20,153	
Other		
10637 Library planning and design.	\$6,000	Initial design not completed. Delay while new library is considered.
10649 Mangawhai office extension	\$36,000	Issues with contractor availability. Completed early 2017-2018
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10042 Contract Management/ Project accounting	\$20,000	Project commenced but not complete at 30 June 2017
10041 Contact centre 10648 Telephony upgrade	\$54,000 \$69,000	Projects are interlinked. Supplier delays have slowed completion, now expected early 2017/2018.
Flood protection		
10510 Floodgate replacements	\$9,000	80% complete.
10511 Stopbank improvements	\$40,000	Delayed, awaiting agreement to proceed.
10541 Floodgate 53 replacement	\$74,000	The works could not be completed due to weather.

The carrying over of unspent budgets is a mechanism to transfer budgets between the financial years to allow the completion of approved projects. This ensures that the 2016/2017 projects are not offset into the following year.

Issues

In some instances insufficient funds have been carried forward as part of the AP process into the 2017/2018 financial year to allow completion of the 2016/2017 financial year projects.

Factors to consider

Council has committed to undertake these projects and it would be prudent to allow their completion without impacting adversely on the 2017/2018 financial year budgets.

Council also has a legal obligation to honour its contractual commitments.

Whilst a reasonable effort has been made to identify the projects that would not be completed by 30 June, the early timing of the preparation of the AP will at times result in the risk of the actual spend at year end being less than the forecast spend at 30 June due to the works being delayed.

Community views

The community has been consulted regarding the budgets provided in year two of the LTP 2015/2025 and there will be an expectation that the associated projects will be completed by Council.

Policy implications

No policy implications have been identified.

Financial implications

There would be no adverse financial implications if the unspent 2016/2017 budgets were carried over into the following 2017/2018 financial year.

Legal/delegation implications

Council has a legal obligation to honour its contractual commitments. As such it needs to ensure funding is available to allow payment to its contractors.

Options

The following options are available for consideration:

Option A: Accept the recommendation to approve the carryovers from the 2016/2017 financial year.

Option B: Approve carryovers from the 2016/2017 financial year but with amendments as determined by Council.

Option C: Decline to approve the carryovers from the 2016/2017 financial year.

Assessment of options

Option A would allow Council to complete the works approved in the 2017/2018 financial year that have not been able to be completed by 30 June 2017, and where insufficient funds have already been carried forward into the 2017/2018 budget.

Finance has confirmed that there would be no adverse financial effects should Council resolve to carry over the unspent funds.

Option B would allow Council to complete some of the works approved in the 2017/2018 financial year that have not been able to be completed by 30 June 2017, and where insufficient funds have already been carried forward into the 2017/2018 budget.

For example Council may elect to not carry over the Rooding budgets (totalling \$1.35m). This would provide a net saving to Council of \$0.53m, but would result in the deferral of some projects in the Rooding programme.

Option C would result in Council having to either:

- terminate the remainder of the contract works (this would result in a risk of claims for loss of profit);
or
- fund the shortfall from budgets provided in the 2017/2018 budget for other projects; or
- overspend the 2017/2018 budget; or
- a combination of the above.

Assessment of significance

In accordance with Council's Significance and Engagement Policy the carryover of the identified budgets to the 2017/2018 financial year is an operational matter and not significant.

Recommended option

The recommended option is **Option A**.

Next step

If approved by Council, Finance will include the carryovers in the 2017/2018 financial year budgets.

File number: 2117.01

Approved for agenda

Report to: Council

Meeting date: 14 August 2017

Subject: Proposed marine protection in Northland

Date of report: 04 July 2017

From: Howard Alchin, Policy Manager

Report purpose **Decision** **Information**

Assessment of significance **Significant** **Non-significant**

Summary

Northland Regional Council (NRC) has a desire to increase the extent of Marine protection in Northland. NRC's Marine Management Working Party has identified three proposals which are suitably advanced for NRC to begin progressing them. The projects are:

- a marine reserve in the Bay of Islands;
- converting the existing Mimiwhangata Marine Park into a marine reserve; and
- a mixed use marine park off the Tutukaka Coast.

NRC has sent a letter dated 20 June 2017 (**Attachment 1**) informing Kaipara District Council (KDC) of this initiative and inviting KDC to lend its support to these projects.

When considering if and how KDC supports this initiative, it must be remembered that this matter is outside KDC's jurisdiction (boundaries).

These projects are likely to have benefits for tourism at a regional level and for fisheries management on the North Island's East Coast. This is then likely to have flow-on benefits to the Kaipara district, both in terms of more tourists passing through the district and potentially better fish stocks around Mangawhai (marine reserves facilitate recovery of fish stocks).

Therefore, if Council decides to support this proposal it is recommended to limit that support to a Letter of Support. Conversely, Council could remain silent on this matter, being satisfied that the matter is outside KDC's jurisdiction area and does not have a significant impact on the district or its people.

Recommendation

That Kaipara District Council:

- 1 *Receives the Policy Manager's report 'Proposed marine protection in Northland' dated 04 July 2017; and*
- 2 *Believes it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with the provision of s79 of the Act determines that it does not require further information prior to making a decision on this matter; and*
- 3 *Directs the Kaipara District Council Chief Executive to send a Letter of Support to the Northland Regional Council for:*

- *a marine reserve in the Bay of Islands;*
- *converting the existing Mimiwhangata Marine Park into a marine reserve; and*
- *a mixed use marine park off the Tutukaka Coast.*

Reason for the recommendation

While these sites are not in the Kaipara district, their protection will have benefits for tourism and fisheries management at a regional level.

Reason for the report

To inform Council of the proposal by Northland Regional Council (NRC) to provide greater marine protection in Northland, and recommend a level of support for the proposal.

Background

NRC has a desire to increase the extent of Marine protection in Northland. NRC's Marine Management Working Party has identified three proposals which are suitably advanced for NRC to begin progressing them. The projects are:

- a marine reserve in the Bay of Islands;
- converting the existing Mimiwhangata Marine Park into a marine reserve; and
- a mixed use marine park off the Tutukaka Coast.

Issues

NRC has sent a letter dated 20 June 2017 (**Attachment 1**) informing Kaipara District Council (KDC) of this initiative and inviting KDC to lend its support to these projects.

When considering if and how KDC should support this initiative, it must be remembered that KDC's jurisdiction ends at mean high water springs (the high tide line on the beach). Marine matters are therefore largely outside KDC's jurisdiction. Furthermore, the three proposed sites are located in marine areas which are not off the coast of the Kaipara district.

That said, these projects are likely to have benefits for tourism at a regional level and for fisheries management on the North Island's East Coast. This is then likely to have flow-on benefits to the Kaipara district, both in terms of more tourists passing through the district and potentially better fish stocks around Mangawhai (marine reserves facilitate recovery of fish stocks).

Council will therefore need to consider if it will support this matter or remain silent. If Council does choose to support this matter, it is the officer recommendation that this support be limited to a Letter of Support, given that this matter is largely outside KDC's jurisdiction. Similarly, if Council finds fault with NRC's proposal, it should also limit the extent of its opposition.

Factors to consider

Community views

Community views will vary with some desiring greater protection of coastal areas and others having concerns over a localised loss of access to resources. However it should be noted that, in this instance, any loss of access to resources will occur far outside the Kaipara district while flow-on benefits such as increased fish stocks and an increase in tourism may be felt in the Kaipara district.

Policy implications

There are no policy implications.

Financial implications

There are no financial implications for KDC.

Legal/delegation implications

This matter is largely outside of KDC's jurisdiction. KDC's jurisdiction ends at mean high water springs.

Options

Council has the following options:

Option A: Provide a Letter of Support for this initiative by Northland Regional Council.

Option B: Determine that this matter is outside Kaipara District Council's area of responsibility and that it is therefore not appropriate to respond.

Option C: Write a letter in opposition to this initiative by Northland Regional Council.

Assessment of options

Option A. Providing a Letter of Support for this initiative would be a good action if Council considers that this initiative will have benefits for tourism and fisheries management at a regional level.

Option B. Determining that this matter is outside Kaipara District Council's area of responsibility and that it is therefore not appropriate to respond is a completely acceptable option.

Option C. Writing a letter in opposition to this initiative is not advised. This matter is too far outside Kaipara District Council's jurisdiction for KDC to take action to oppose it strongly.

Assessment of significance

This matter does not trigger Council's Significance and Engagement Policy.

Recommended option

The recommended option is **Option A or B**.

Next step

If Option A is chosen, Council staff will draft a Letter of Support along these lines, have it signed by the Chief Executive and delivered to Northland Regional Council.

Or

If Option B is chosen no further action will be necessary.

Attachments

1. Letter dated 20 June 2017 – Marine Protection in Northland

20 June 2017

Graham Sibery
Chief Executive
Kaipara District Council
Private Bag 1001
Dargaville 0340
Email: gsibery@kaipara.govt.nz

Private Bag 9021
36 Water Street
WHANGĀREI 0148
New Zealand

Phone: 09 470 1200
Freephone: 0800 002 004
Environmental Hotline:
0800 504 639
Fax: 09 470 1202
Email: mailroom@nrc.govt.nz

www.nrc.govt.nz

Dear Graham

MARINE PROTECTION IN NORTHLAND

Northland Regional Council has recently reaffirmed its support for greater marine protection in Northland. Northland's coastline is one of our greatest natural assets with significant biodiversity and amenity values and significant opportunities to make a more meaningful contribution to our regional and national economy.

After considering how to best advance greater marine protection in Northland the council decided to work with active communities who already have a proposal developed and may need some support to advance it. After a high level review of approximately 8 proposals we have narrowed our focus to three of the community proposals:

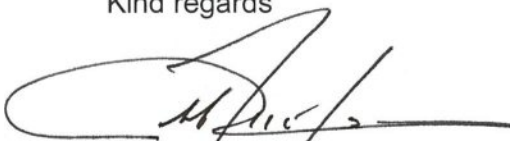
- a marine reserve in the Bay of Islands;
- converting the existing Mimiwhangata Marine Park into a marine reserve; and
- a mixed use marine park off the Tutukaka coast.

Letters have also been sent to relevant Ministers requesting their support and information regarding the anticipated transition from the Marine Reserves Act 1971 to the proposed Marine Protected Areas legislation (in late 2018), and any implications of the recent Marine and Coastal Area applications on progressing marine protected areas.

We recognise that all Northland's councils have critical roles to play in advancing any marine protected area proposal in Northland. With that in mind, if your council would like to be involved we would be happy to discuss how you could support moving at least one of these proposals to an operative status within the next 5 years.

Please do not hesitate to contact me or Jonathan Gibbard, Group Manager – Strategy and Governance (jong@nrc.govt.nz; DDI 09 470 1227) for further information or clarification.

Kind regards



Malcolm Nicolson
Chief Executive

Cc Rob Forlong, Shaun Clarke

File number: 3807.09.03

Approved for agenda

Report to: Council

Meeting date: 14 August 2017

Subject: Private Plan Change 3: North City Developments

Date of report: 28 July 2017

From: Howard Alchin, Policy Manager

Report purpose **Decision** **Information**

Assessment of significance **Significant** **Non-significant**

Summary

This Report is to inform Council of the Decision made by the Independent Hearing Commissioners, who heard the submissions and have made a Decision on Private Plan Change 3, under delegated authority pursuant to Section 34 of the Resource Management Act 1991 (RMA).

This Report is also to seek formal approval to amend the Operative District Plan in accordance with the Commissioner's Decision (**Attachment 1**) and to publicly notify the amendment, as required by the First Schedule to the RMA. This Decision makes a number of amendments to the District Plan. This includes:

- Amending Rule 14.10.5 to limit the height of the building on this site;
- Insertion of a new Restricted Discretionary Activity (Rule 14.10.30) for Special Provisions;
- Amending Map 55 to show the subject site zoned as Commercial (Harbour Overlay); and
- Any consequential amendments to the District Plan necessary to give effect to the Plan Change (i.e. Amendment to Rule 13.10.8)

A request for the Private Plan Change, seeking to re-zone the subject site from Residential (Harbour Overlay) to Commercial (Harbour Overlay) was received by Council on 10 May 2016. The Kaipara District Council Commissioners resolved on 28 June 2016 to accept the request rather than adopting it.

The Proposed Private Plan Change was notified on 19 August 2016, with six submissions being received and no Further Submissions. The hearing was held on 13 April 2017, and the Decision was publicly notified on 26 May 2017.

The appeal period for the decision, pursuant to Clause 14 of the First Schedule of the RMA, is 30 working days. That period expired on 10 July 2017, and subsequent checks with the Environment Court have revealed there have been no appeals filed. Council can therefore proceed to adopt and publicly notify changes to the Operative District Plan.

Pursuant to Clause 17 of the First Schedule of the RMA, Council can now adopt the changes to the Operative District Plan as a result of the Hearing Commissioner's decision. A Public Notice will be placed in newspapers covering the Kaipara district, announcing the Operative District Plan (as per the above changes) has been amended, and is operative, with the date being set to no sooner than five working days after the Public Notice appears.

The changes to the District Plan will then be officially operative. The date as to when these changes will become operative is intended to be 01 October 2017.

Recommendation

That Kaipara District Council:

- 1 *Receives the Policy Manager's report 'Private Plan Change 3: North City Developments' dated 28 July 2017; and*
- 2 *Confirms it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with s79 of the Act determines that it does not require further information prior to making a decision on this matter; and*
- 3 *Approves Private Plan Change 3 in accordance with Clause 17 of the First Schedule of the Resource Management Act 1991; and*
- 4 *Directs Council officers to amend the Operative District Plan (Rule 14.10.5, Rule 14.10.30, Planning Map 55 and any necessary consequential amendments) in accordance with the Independent Hearing Commissioner's Decision on Private Plan Change 3 dated 26 May 2017; and*
- 5 *Resolves to delegate to the Chief Executive the authority to publicly notify the 'operative date' (intended to be 01 October 2017) at least five working days beforehand.*

Reason for the recommendation

Following a Decision by the Independent Hearing Commissioners, the submitters may appeal to the Environment Court. However, in the absence of any appeal, which has been confirmed by Council officers and Environment Court staff, the next step in the process set out in the First Schedule of the Resource Management Act is to approve amending the District Plan to give effect to the Decision, and notify the amended District Plan as operative.

Reason for the report

The purpose of this Report is to seek Council's approval to amend the Kaipara District Plan in accordance with the directions provided in the Independent Hearing Commissioners Decision. This is done in order to give effect to the Decision on Private Plan Change 3.

Background

The Resource Management Act 1991 provides for Private Plan Change requests to be lodged with the Council. Council can accept the request, in which case it remains the applicant's document, or it can adopt it, in which case Council assumes full responsibility for its processing. A request was received regarding the subject site in May 2016. This request sought that the subject site (legal description) be rezoned from Residential (Harbour Overlay) to Commercial (Harbour Overlay). There were no changes sought to the Objectives, Policies, Issues or Rules of the District Plan.

This request was brought to Council at its June 2016 meeting. At that meeting, the Commissioners resolved to continue with the application as a Private Plan Change, rather than the alternative, which would be a Council-initiated Plan Change.

The Proposed Private Plan Change, including the required Section 32 Evaluation Report was notified on 19 August 2016. The submissions period ran until 23 September 2016. Council received six submissions. A summary of submissions was prepared, and notified. The Further Submissions period ran from 18 November 2016 until 02 December 2016. No further submissions were received.

Council staff then prepared a s42A Hearing Report, which was circulated to the parties before the Hearing. The Hearing was held on 13 April 2017, and was heard by two Independent Hearing Commissioners (Alan Watson and Burnette Macnicol) who were acting with delegated authority. Two of the submitters attended the hearing, and one submitter spoke to their submission.

The Decision on the Private Plan Change was publicly notified on 26 May 2017, with copies of the Decision being sent to the applicant and the submitters by post and email. The Decision allowed for the amendment and creation of District Plan rules, to reflect conditions imposed on the subject site (i.e. a Commercial building may be built on the site, but the permitted activity standard will be 12m, whereas the rest of the Commercial Zone provides for 20m as the permitted activity standard). The amended rules, and the creation of Rule 14.10.30 are intended to address any potential reverse sensitivity effects of having a commercial activity established in a residential area.

Under the provisions of the RMA, there are 30 working days within which parties may file an appeal. This period expired on 10 July 2017. Inquiries have been made with the Environment Court, and it has been confirmed that there have been no appeals received on this Proposed Private Plan Change.

Therefore, under the RMA (Clause 17 of the First Schedule), Council can proceed with adopting the provisions of the Plan Change, notifying as such, and making the provisions operative.

Issues

The Proposed Private Plan Change notification, submission and hearing process, saw six submitters raise issues regarding the potential effects of the Proposed Private Plan Change. These have been considered and discussed throughout the s42A Hearing Report by Council Officers, and the Decision by the Hearing Commissioners.

Factors to consider

Community views

The Proposed Private Plan Change was subject to a robust and full process through following the First Schedule of the RMA, which defines the process all Plan Changes (private or Council-initiated) must follow. Community views have been provided for as the Plan Change was publicly notified, and the public were able to submit. There were six submissions received. Their views have been heard and considered before the Decision was made.

As a result of amending the District Plan in light of the Hearing Commissioner's Decision for this site, the community will have an updated and current District Plan, providing a level of certainty as to what may occur on the subject site.

Policy implications

The District Plan is a policy document, setting direction for growth and rules for development. The District Plan has been through a robust and public process, as has Proposed Private Plan Change 3. Compliance with the decision-making requirements of ss76-68 of the Local Government Act 2002 has been achieved through the public participation process of the RMA, including calling for submissions, holding a hearing, and the availability of a right of appeal to the Environment Court, which has not been exercised in this case.

Financial implications

There will be costs associated with notifying changes to the District Plan and making that amendment operative, however as this is a Private Plan Change, this cost will be met by the applicant.

Legal/delegation implications

Under the RMA, Council is required to approve the District Plan as amended through the Hearing Commissioner's Decision, which was made under delegated authority. This agenda item ensures Council meets all of its legal obligations for the District Plan, as set out under the RMA.

Options

Option A: Resolve to approve the amendments to the Operative District Plan, as directed in the Hearing Commissioners' Decision.

Option B: Not resolve to approve the amendments to the Operative District Plan, as directed in the Hearing Commissioners' Decision.

Assessment of Options

If Council does not resolve to approve the amendments to the Operative District Plan as amended through the Hearing Commissioners' Decision on Proposed Private Plan Change 3, then Council will not have followed the process as outlined in the First Schedule to the Resource Management Act 1991 for Plan Changes.

Council may resolve not to approve the change under Clause 17 of the First Schedule, thereby rejecting the Hearing Commissioners' Decision, but the submissions would need to be re-heard. Any decision to reject the Hearing Commissioners' Decision would be open to judicial review. This would expose Council to risk, and is not recommended.

Recommended Options

The recommended Option is **Option A**.

Assessment of significance

It is not considered that this will trigger Council's Significance and Engagement Policy.

Next step

The Kaipara District Plan will be updated in accordance with the Hearing Commissioners' Decision (Rule 14.10.5, Rule 14.10.30, Planning Map 55, and any other consequential amendments) and made Operative. The intended date of the amendments being made Operative is 01 October 2017. The District

Plan on the website will be updated accordingly, and Public Notices will be placed in newspapers that cover the Kaipara district, stating 01 October 2017 as the date from which the amended Kaipara District Plan will be Operative.

Attachments

- Decision of the Independent Hearing Commissioners on Private Plan Change 3 (**Attachment 1**)

Attachment 1: Final Plan Change provisions for inclusion in the District Plan

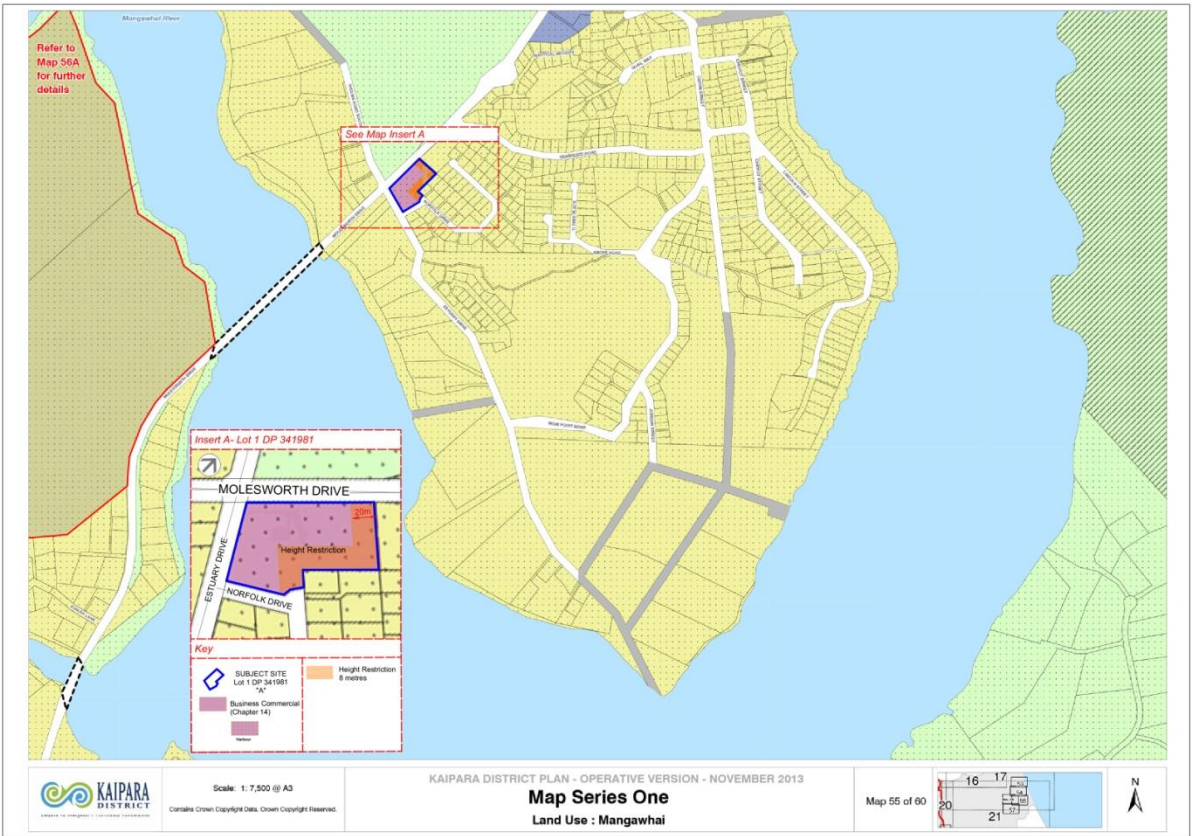
<i>Rule</i>	<i>Parameter</i>	<i>Permitted Performance Standard</i>	<i>Activity</i>	<i>Activity Status if the activity does not meet the Performance Standard</i>	<i>Assessment Criteria</i>
14.10.5	Maximum Height	(1)Commercial Zone Only Any building is a Permitted Activity if: a) <i>The building does not exceed 12 metres in height except on Lot 1 DP 341981, Area Marked A on Planning Map 55 where the Special Provisions in 14.10.30 apply. This is the site at the corner of Molesworth Drive, Estuary Drive and Norfolk Drive at Mangawhai.</i>		Restricted Discretionary Activity	Assessment Criteria to remain status quo under provision 14.10.5

...

14.10.30	Special Provisions	(1) Lot 1 DP 341981, Area Marked A on Planning Map 55. Any building or establishment of an activity on Lot 1 DP 341981 notated on Planning Map 55 as "A" will be a restricted discretionary activity and the Council's discretion will be limited to the matters over which the Council has retained discretion, and the assessment criteria set out in this Rule 14.10.30.		Restricted Discretionary	Council will restrict its discretion to the following matters when considering and determining an application for resource consent: <ul style="list-style-type: none"> a) Provision of infrastructure; b) Geotechnical issues; c) Access, parking and traffic management; d) Pedestrian and cycleway safety, connections and linkages e) Landscape, visual connections and residential amenity; f) Reverse sensitivity; and g) Crime prevention through environmental design. The Council will consider the following assessment criteria when considering and determining an application for resource consent: <ul style="list-style-type: none"> a) Whether any built development (including car parking) is supported by a design statement (report) prepared by a suitably qualified professional; b) Whether the proposed development is serviced by adequate infrastructure for wastewater, stormwater, potable water, power and telephone; c) Whether the proposed
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				<p>development is supported by adequate geotechnical reports;</p> <p>d) Whether the design and layout of the proposed development provides for adequate access to the proposed buildings, sufficient onsite parking, internal access capability and access/egress from the main entrance(s) and whether such arrangements avoid adverse effects on the road network and neighbouring properties;</p> <p>e) The extent to which pedestrian and cycleway connections and visual links between Estuary, Molesworth and Norfolk Drives are provided for;</p> <p>f) Whether a landscape plan has been provided to demonstrate the provision of landscape amenity and/or to avoid remedy or mitigate adverse visual amenity effects for areas fronting the road boundaries, and/or the residential boundaries of the site;</p> <p>g) Whether buildings fronting the road boundaries of the site have active street frontages, and whether appropriate amenity is provided for with activities to be established in those areas;</p> <p>h) Whether the buildings are consistent with the Mangawhai Design Guidelines (sections 5 and 6 in particular);</p> <p>i) Whether the design of any building ensures that infrastructure services and communication devices are concealed and/or treated as part of the overall design of any building;</p> <p>j) Whether reverse sensitivity effects on adjacent residential areas are considered and addressed;</p> <p>k) Whether the Ministry of Justice National Guidelines on Crime Prevention through environmental design (CPTED) have been implemented in the design of buildings and infrastructure on the site;</p> <p>l) Whether opening hours sufficiently acknowledge the</p>
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				<p>neighbouring residential area and whether there are measures to address any potential for disturbance and loss of amenity;</p> <p>m) Whether the use of those parts of the site lying closest to the neighbouring residential area recognises the potential to impact on those residents by for example, measures such as opening and/or operating hours, service deliveries and collection and lighting; and</p> <p>n) The extent of consultation that has been carried out with the local Iwi authority regarding any proposed removal of the former wastewater facility from the site.</p>
13.10.8	Separation Distance for Noise Sensitive Activities	<p><i>(3) Except the following is a permitted activity and is excluded from the Standards of 13.10.8:</i></p> <p><i>Any noise sensitive activity within 300m of the cadastral boundaries of Lot 1 DP 341981 being the site at the corner of Molesworth Drive, Estuary Drive and Norfolk Drive at Mangawhai.</i></p>		



IN THE MATTER of the Resource Management Act 1991

AND proposed private plan change 3 from **NORTH CITY DEVELOPMENTS** to the Kaipara District Council to rezone Lot 1 DP 341981 situated along Molesworth Drive, Mangawhai from Residential to Commercial.

DECISION BY INDEPENDENT HEARING COMMISSIONERS

1.0 THIS DECISIONS REPORT

This decisions report contains the decisions of the independent hearing commissioners regarding the proposed private plan change and the submissions to it. The report includes a commentary on the issues raised regarding the proposed private plan change as part of the basis for the decisions that are made on it and the submissions to it. Those issues were largely addressed in the planning report (**section 42A report**) on the application, prepared in accordance with section 42A of the Resource Management Act 1991 (**RMA**) by Council planner Paula Hansen. That report includes a recommendation on the submissions. It also includes a recommendation that the proposed private plan change be approved, with some amendments.

2.0 APPOINTMENT

The Kaipara District Council (**Council**) appointed two independent hearing commissioners (**Commissioners**), pursuant to section 34 of the RMA, to hear the proposed private plan change and the submissions to it and to make the associated decisions.

3.0 COMMISSIONERS

Alan Watson

Burnette Macnicol.

4.0 APPLICANT

Russell Maloney, applicant

Alan Webb, legal counsel

Kylie McLaughlin-Brown, planner and landscape architect

Dean Scanlen, traffic engineer.

5.0 SUBMITTERS

Malcolm Peter Davey

Marion Elizabeth Naish

William Grant Naish

Glennis Stormont

Helen Curreen

Mangawhai Museum and Historical Society

Of the above submitters, only Ms Curreen presented at the hearing. Ms Stormont attended but did not wish to present.

6.0 COUNCIL OFFICERS

Pauline Hansen, Policy Planner

Howard Alchin, Policy Manager

Matthew Smith, Civil Engineer.

7.0 OTHERS

We record that there were other persons attending but not participating in the hearing.

8.0 THE HEARING

The hearing of the application and the submitters was held at the Mangawhai Club in Mangawhai on 13 April 2017. For the applicant, we heard legal submissions from Mr Webb followed by evidence from Ms McLaughlin-Brown and Mr Scanlen. Ms Curreen

then addressed us as one of the submitters. The Council was represented by Mr Alchin, Ms Hansen and Mr Matthew Smith who each addressed details of the proposal and the evidence that had been presented by the applicant and the submitter.

Following the presentations at the hearing it was adjourned so that the applicant could provide further information requested by the Commissioners, that being particularly an amended plan change document that addressed some of the comments made by the Commissioners during the hearing. That was received on 21 April 2017 and is discussed below. The hearing was closed on 26 April 2017.

9.0 THE PROPOSED PRIVATE PLAN CHANGE

The proposed private plan change (**the plan change or the proposal**) is to rezone an area of approximately 7,863m² of land legally described as Lot 1 DP 341981 (**the site**) from Residential (Harbour Overlay) to Commercial (Harbour Overlay), as those zones are currently provided for in the operative Kaipara District Plan 2013 (**the District Plan**).

The site is located at the corner of Molesworth, Estuary and Norfolk Drives, Mangawhai Heads. The plan change proposes to limit the height of buildings on the site to 8m and to provide a building setback of 20m in an area identified on the site where parts of the boundaries of the site adjoin the Residential zone. It is also proposed to include a new rule requiring restricted discretionary activity assessment for any development on site with the assessment criteria including consideration of the landscaping of the site, the design of buildings and the Crime Prevention Through Environmental Design (**CPTED**) principles. Other than the height of buildings, all other rules for the Commercial zone are to apply as currently written in Chapter 14 of the District Plan.

The plan change does not seek to change any of the objectives and policies that apply to the Commercial zone for land use and subdivision. Neither does it seek to change the Harbour Overlay provisions. In other words the existing objectives and policies which set performance standards for land use activities and those that apply to subdivision would be applied to the area that is subject to the rezoning proposal.

The proposal is to provide all services for stormwater and wastewater off site. This includes connection to the reticulated wastewater system.

The application for the plan change is supported by the following technical reports:

- Economic Impact Assessment Report - ME Consultants;

- Geotechnical Report - Cook Costello;
- Service Plan and Molesworth Drive Roading Upgrade Plans/Wastewater;
- Stormwater Report - Morphem Consultants;
- Traffic Impact Assessment – Engineering Outcomes Limited;
- Landscape and Visual Assessment - Threshold Associates;
- Acoustic Report - Marshall Day;
- NES Assessment (Contaminants in Soils to Protect Human Health) - ENGEO Consultants.

10.0 CHANGES SOUGHT TO THE DISTRICT PLAN

The proposal would result in the following changes to the District Plan to give effect to the plan change request:

- Alterations to Map 55 showing the area that is to be zoned Commercial, the 20m building setback from the Residential zone for the 8m building height restriction and the 2.5m planted buffer area.
- Changes to Rule 14.10.5 to provide for the 8m building height restriction within the 20m building setback.
- Introduction of a new Rule 14.10.30 requiring a resource consent for a restricted discretionary activity including assessment criteria that includes the integration of Appendix 25A of the District Plan – Mangawhai Design Guidelines, for the site including the use of CPTED principles into the Commercial zone rules.
- Other consequential changes as required to integrate the plan change into the District Plan.

11.0 SUBMISSIONS

The plan change was publicly notified for submissions on 19 August 2016 with submissions closing on 23 September 2016. Six submissions were received. The summary of submissions was notified 18 November 2016 with the period for further submissions closing 2 December 2016. No further submissions were lodged. There were no late submissions.

The concerns raised in the submissions cover a range of matters but have been

conveniently grouped and discussed in the section 42A report under the following broad categories:

- Providing for Commercial Activities in Mangawhai;
- Residential Amenity and Effects of Commercial Activities;
- Traffic and Pedestrian Matters;
- Geotechnical and Stormwater Matters.

We adopt those groupings for the purposes of this decisions report, including for both our discussion of these issues below and for our resultant decisions.

In addition, we note the matter raised in legal submissions¹ for the applicant regarding the no complaints covenant registered on the Naish and Stormont properties. The intention of that covenant is to prevent those parties submitting against the application.

We have not taken the approach sought in the legal submissions that the submissions should be set aside or that the submissions should not have been allowed to be lodged. We see this as a private property issue and separate to the matters that we are to consider under the RMA. Accordingly we have considered all of the evidence put before us and weighed it on its merits. We note the legal submissions did seek, in the alternative, that the submissions be given no, or very little weight and it was pointed out that neither submitter appeared at the hearing.

12.0 STATUTORY CONTEXT

In order to provide a context to our considerations and decisions we provide an outline of the statutory context of a private plan change request below. We note that this statutory context is provided in detail by the Council planner in the section 42A report.

12.1 Procedural issues

On 28 June 2016 the Council formally resolved to accept the plan change request and not adopt it as a Council-initiated plan change. The plan change then proceeded to notification as a private plan change.

12.2 A Decision on Private Plan Change

¹ Legal submissions from Alan Webb dated 13 April 2017, paragraphs 30 to 37

We are to make a decision under delegated authority on the plan change provisions and the matters raised in the submissions to the plan change. Our decisions must include reasons for acceptance or rejection of submissions and may also address submissions in groups and include consequential alterations to the plan change and any other relevant matter arising from submissions. In that respect, we may either decline, approve or approve the plan change with modifications and are to give reasons for our decisions

12.3 Statutory Consideration of Plan Changes in terms of sections 74, 31, 75 and 32 RMA.

Section 74(1) requires that a territorial authority prepare and change its plan in accordance with:

- its functions under s31 of the RMA;
- the provisions of Part 2 of the RMA;
- its duty under s32 of the RMA; and
- any regulations.

Section 74(2) requires that in addition to the requirements of sub-sections 75(3) and (4), a territorial authority shall have regard to the following matters of relevance to this plan change:

- any proposed regional policy statement or proposed regional plan;
- any management plans and strategies prepared under other Acts; and
- relevant entries in the Historic Places Register.

Councils must not have regard to *trade competition or the effects of trade competition* in terms of section 74(3) and Schedule 1 clause 29(1B).

Section 31 specifies the functions of territorial authorities including;

- the establishment, implementation and review of objectives, policies and methods to achieve integrated management of the effects of the use, development or protection of land and associated natural and physical resources of the district, (including for the purposes of avoidance or mitigation of natural hazards and the maintenance of indigenous biological diversity); and
- the control of effects of use, development or protection of land, including noise and control of subdivision.

Section 75 states what District Plans must state (s75(1)) and what they may state (s75(2)). It also outlines that a District Plan must give effect to (s75 (3)):

- (a) any national policy statement; and
- (b) any New Zealand coastal policy statement; and
- (c) any regional policy statement.

and what a district plan must not be inconsistent with (s75(4)):

- (a) a water conservation order; or
- (b) a regional plan for any matter specified in s30(1).

Submission evaluation processes are required to examine the appropriateness of each objective in achieving the statutory purpose of the Act, and the efficiency and effectiveness of policies, rules or other methods in achieving these objectives. Section 32 requires an evaluation of alternatives, benefits and costs undertaken by an applicant (in the case of private plan changes) prior to public notification, and a further evaluation by the local authority before making a decision on the plan change. A section 32 RMA evaluation is also required for any Council-initiated plan changes to set out the issues and options early in the plan change process.

13.0 THE ISSUES

The following discussion of the issues raised in submissions includes an account of the information presented at the hearing as well as our related analysis of the issues raised.

13.1 Providing for Commercial Activities in Mangawhai

The concerns raised in submissions related to the current proposal having been put forward at a time when there are no definite plans of where and how commercial development should proceed at Mangawhai; whether there was a need for further commercial development given the two existing shopping areas; and, the unsightly nature of future commercial development on the site.

These points, and others are addressed in the section 42A report from the Council with which we find we are largely in agreement. Reference is made in the submissions to the Mangawhai Town Plan or the Mangawhai Development Plan. We take those references to both be to the Mangawhai Town Plan, as the Council's planner did in the section 42A report, which is a Council project that is currently being undertaken. We were informed by the Council's planner that this document has not been completed and as such had not been considered by the Council for adoption. Even then it would only have the status of being a non-statutory document until it had been through the

First Schedule process under the RMA.

It is however evident, from the submissions and site visit, that the increasing population at Mangawhai will need further commercial developments and there is an associated need to plan where such development should be provided for. The evidence and site visit showed there was an element of “randomness” to where developments and/or activities occur. This is better managed through a planning process. However, the Council has in recent times reviewed its District Plan, which was made operative in November 2013, and appears to provide for future rezonings and similar to be dealt with by way of plan changes. Part of the reasons for that approach would be that the existing District Plan includes controls to manage the effects of future commercial development on neighbouring properties. There is then the opportunity for an application for a plan change to be made, in accordance with the RMA, and in the manner now made by the applicant.

Ms McLaughlin-Brown referred in evidence to the existing land use consent for the site. Although part of that consent has now expired, it provided for a future business area and boat and car wash down facility on the site. That component of the consent does not expire until May 2018. She also pointed out that the Council had essentially “rolled over” the former District Plan to make it operative in November 2013 and without providing for any additional Commercial zoned land. Ms McLaughlin-Brown quoted from the District Plan² that indicated some reliance was placed on the plan change approach to providing for future growth. The quoted extract in her evidence included:

The Land Use and Development Strategy seeks to provide clear direction on future Growth Areas without placing undue costs and resources on existing and current communities to fully investigate these areas (as would be required for full re-zoning). ... These identify areas for future development and the specific matters that need to be considered to enable the rezoning of these areas.

Her view was that this provides for the initiation of private plan changes to realise economic opportunities. We agree and in the absence of appropriately zoned land such plan change requests can reasonably be expected.

Ms McLaughlin-Brown’s evidence was that the plan change addressed a number of issues that included Mangawhai facing an increasing population and there being a lack of Commercial zoned land to accommodate such growth.

² Evidence of Kylie McLaughlin-Brown, paragraph 22.

We can find no reason to decide against the plan change on the basis of there being sufficient zoned land available for commercial activities and, to the contrary, that the plan change is needed given the clear indications of continuing growth at Mangawhai. In these respects too, we accept the evidence of Ms McLaughlin-Brown regarding the current Commercial zoned areas at Mangawhai Village to the south and at Mangawhai Heads to the north being limited in their ability to expand or grow as they are surrounded by residential activities. This was evidenced further by our site visit. We note further the view expressed by some submitters that the future plans for development on the Estuary Estates land at Mangawhai can provide for future growth. That land lies to the south of the site and whilst future development was approved on the basis of a plan change some 8 years ago, it has not proceeded. It is apparent to us, from the evidence, that some further Commercial zoned land is needed at Mangawhai at this time.

It did however become apparent from our consideration of the submissions and the plan change provisions that there is a need to clarify whether there are different approaches to commercial development/buildings and commercial activity. The plan change seeks, from all the information available to us, to have any proposed development or proposed activity deemed a restricted discretionary activity to enable the range of assessment criteria in the plan change to be applied. The amendments we have made to address this matter ensure this is the case and that any proposed development or proposed activity falls for consideration as a restricted discretionary activity. However, that approach, in the usual manner applying to all activities in any zone in a district plan, would not apply to all subsequent commercial activities that are carried out in an established commercial building on the site. Such changes may well be covered by the successors in title provisions of the RMA or by existing use rights, as provided for in s10 of the Act, and therefore not require resource consent.

13.2 Residential Amenity and Effects of Commercial Activities

The concerns raised in submissions included consistency of commercial activities with the neighbouring residential area and issues of noise, lighting and glare and shading, wind tunnels, shading, security, loss of views and loss of privacy. The matter of reverse sensitivity was also raised.

It is apparent from the submissions that there is a clear preference by the submitters for residential development on the site. However, the plan change is for commercial development and there is therefore the need to assess the impacts commercial

development and activities could have on the neighbouring residential area. In these respects there are controls on commercial activities in the District Plan that are intended to manage the effects of commercial activities and in addition, further controls are proposed as part of the plan change, to apply to the site, that are intended to take account of the residential neighbourhood in which the site is located.

The existing District Plan controls include building height in relation to boundary, building setback from boundaries, screening of storage areas, separation distances, noise limits and lighting and glare provisions. The plan change provides for buildings as a permitted activity up to a height of 12m in accordance with the Commercial zone provisions but limits the height to 8m over that part of the site which is within 20m of the Residential zone to recognise the potential impact of buildings within that area on neighbouring residents. Further, any commercial activity on the site is deemed to be a restricted discretionary activity. That requires a proposal to be assessed against a range of provisions that include particular consideration of the impacts of the proposed activity upon the adjacent Residential zone. The provisions recognise, and provide for avoidance or mitigation of, the potential reverse sensitivity effects between the respective zones.

In addition, the plan change provides additional site specific provisions that seek to ensure that potential reverse sensitivity effects are addressed. These are by:

- Limiting the height of buildings on that part of the site within 20m of the Residential zone to 8m in order to address issues that may arise from development such as effects on daylight and sunlight, visual effects and impacts associated with bulk and dominance of buildings.
- Applying design criteria that seek to ensure development meets urban design principles and provides for suitable design outcomes.

We note that the requirements for landscaping for streetscape enhancement and car parking areas and for landscape buffers between commercial uses and adjacent residential development were removed from the plan change by the applicant during the hearing. This was on the basis that these matters were better addressed by including them as a matter for the exercise of Council's discretion when considering a restricted discretionary activity application. We agree that is a more effective approach in considering impacts on neighbours, particularly given that future development will be discretionary.

The need for details of a proposed development to be more precise and for controls that recognise the neighbouring Residential zone were highlighted in submissions. We

acknowledge the specifics of a proposed development would arguably make it easier to assess the effects of it but then any proposal is assessed in the context of existing zone provisions rather than each and every proposal warranting closer consideration. The plan change provisions take account of the situation of the site being adjacent to existing residential development, as well as it lying adjacent to a primary road providing access to and from Mangawhai. In these respects the plan change includes a building height control that acknowledges the adjacent Residential zone and also requires restricted discretionary activity consideration for any future commercial activities. The revised plan change provisions received as further information during the adjournment of the hearing made it clear, for example, that any application for resource consent, as opposed to any built development, is a restricted discretionary activity.

Whilst the existing and proposed provisions largely provide sufficient recognition of the adjacent Residential zone the submissions demonstrated the need for some further considerations as part of a restricted discretionary activity application. In particular, the opportunity for nuisance elements from any activity in proximity to the site boundaries with the Residential zone, for example servicing or vehicle activity from close to the eastern boundary of the site to the rear of a building on the site. The associated effects could be addressed by way of some limitations on the use of this area but are more effectively dealt with as a matter for discretion in the restricted discretionary activity criteria. In order to address the concern of submitters, that we share, we have added two further matters to the restricted discretionary activity criteria as:

- *Whether the opening hours sufficiently acknowledge the adjacent residential area and whether there are measures to address any potential for disturbance to residents in it.*
- *Whether the use of those parts of the site lying adjacent to the neighbouring residential area recognises the potential to impact on the residents within that residential area by for example, opening and/or operating hours, times for service deliveries and collection, and lighting.*

With the provisions included in the plan change, and the additional provisions included following our consideration of submissions and a site visit, we find the potential effects on residential amenity and, the potential effects of commercial activities are effectively dealt with by the plan change provisions.

13.3 Traffic and Pedestrian Matters

The concerns raised in submissions included traffic generated by the proposal impacting on Molesworth Drive which is already very busy; the risk created by increased traffic to pedestrians; and the impact of the increased traffic on the road intersection.

These concerns, centred around the potential for increased traffic volumes, were addressed by Ms Curreen at the hearing but those concerns were not supported by Mr Scanlen for the applicant nor by the Council's engineer Mr Smith. It is apparent that traffic volumes are increasing with on-going development at Mangawhai and it is then a matter of assessing when and what may be needed to accommodate it, particularly with regard to traffic safety, pedestrians and access out of Estuary Drive and Norfolk Drive to Molesworth Drive.

Roading improvements that would see the Council taking an area of land at the south-western corner of the site were discussed at the hearing. However both the engineers concluded it was not necessary at this time for reasons that included there being no definitive plan regarding what may be needed. The Council's planner Ms Hansen agreed and recommended in her report that no land be taken for this purpose. She stated *this is due to any intersection upgrade that is yet to be finalised and the requirements which are currently unknown.*³

We acknowledge that may be an appropriate response at this time and note further, that the Council can resolve what may be needed at this intersection and arrange to take the land, with that being done sooner if it is considered the land take may be prejudiced by future development on the site. That does not however appear to be the case.

There is no evidence that the traffic volumes in Mangawhai will do other than continue to increase and in that respect the Council does need to consider what roading improvements may be necessary to accommodate the growth in the wider network.

The matter of access, parking and traffic management is otherwise a matter for Council's discretion in assessing any proposals for the site with the assessment criteria including considerations of parking provision, internal access and access/egress. These provisions in the plan change ensure due regard to the traffic movements associated with proposed development on the site and the opportunity for any land take required can be resolved immediately by Council if desired or later as part of the consideration of development on the site. There is also an opportunity to consider pedestrian safety, both external and internal to the site, that being a particular

³ Section 42A report, clause 9.59

concern of Ms Curreen in both her submission and presentation at the hearing. The provisions ensure the Council has the opportunity to influence traffic and parking arrangements associated with future building and activities on the site.

The provisions particularly provide for consideration of the access points to the site so that access can be arranged in manner that it does not impact on the function of Molesworth Drive as a main entry/exit route for Mangawhai, nor on neighbouring residents.

Otherwise we find agreement with the traffic assessment we received with the application and with the evidence of Mr Scanlen, supported by the Council's engineer at the hearing.

13.4 Geotechnical and Stormwater matters

The concerns expressed in a submission are with the reliance on a geotechnical report from 2007 and it leaving some issues unresolved. In particular, relating to the subsoils and the water drainage from this area, and there being no stormwater detention plan for managing stormwater discharges from this area. In these respects, Ms Curreen pointed out at the hearing concerns for harbour water quality, the greater extent of hard surfaces on a site developed for commercial purposes and the reddish-brown colour of water that currently discharges from the site and which was stated to be related to the type of soils and their poor drainage characteristics.

The application includes a geotechnical report and a stormwater assessment report. The former may be from 2007 but, as outlined in the application, the site has remained vacant and has not altered since that time. The report concludes that the land is suitable for development subject to recommendations that include boreholes being used to verify there is no underlying peat stratum and it is noted that any future application for development on the site would require a geotechnical report.

In relation to stormwater, an assessment has been prepared and the details provided in a report included with the application. It demonstrates that stormwater can be adequately designed to ensure that any post-development flows are the same or less than pre-development flows, even with 100% impermeable surfaces as the Commercial zone provides for.

We note stormwater is an assessment criteria included as part of the consideration of future development on the site and in this respect we find it is covered by the plan change provisions.

13.5 Other matters

We found that some of the wording in the plan change provisions, as proposed was not totally consistent and could be amended without changing the intent of the plan change. We raised this matter during the hearing and sought that the issues raised be addressed by way of further information to clarify some of the proposed provisions. In this respect, Mr Webb as legal counsel for the applicant sought time to make some amendments. We granted that request and subsequently received, as stated above, revised provisions and proceeded to close the hearing.

The plan change provisions can also we consider, and as discussed above, be usefully complemented with two further assessment criteria for the purpose of considering applications for restricted discretionary activity consent. The additional criteria are based on concerns of submitters and our visit to the neighbourhood. The additional criteria are:

- *Whether the opening hours sufficiently acknowledge the adjacent residential area and whether there are measures to address any potential for disturbance to residents in it.*
- *Whether the use of those parts of the site lying adjacent to the neighbouring residential area recognises the potential to impact on the residents within that residential area by for example, opening and/or operating hours, times for service deliveries and collection and lighting.*

We have made a further amendment to the plan change provisions to take account of the current Rule 13.10.8 – Separation Distance for Noise Sensitive Activities, whereby a separation distance of 300m is required when establishing a dwelling, otherwise a restricted discretionary resource consent is required for it. The Commercial zoning sought for the site would mean any residential section that currently has not been built on within 300m of the subject site will need resource consent. That is not an intention of the plan change, nor something we desire so we have made a consequential amendment to this rule which will allow for residential dwellings to be established within the 300m parameter without the need for resource consent. That was recommended by the Council's planner and we agree.

We also record that we have had regard to the infrastructure that is available to the site or can otherwise be provided. A stormwater assessment report was provided with the application that confirms that stormwater can be adequately designed to ensure

that post-development flows are the same or less than pre-development flows. These details are confirmed in the evidence from the applicant and by the Council's engineer. There is no water supply available for the site but it is of a size that can provide for an adequate supply from rain water detention and storage, or similar.

The Council's planner confirmed in the section 42A report, that consultation had taken place with Te Uri o Hau as mana whenua. Their response states they have no issues with the plan change but they have also stated they would like to be involved in any discussions regarding the decommissioning of the underground wastewater treatment infrastructure. That infrastructure has previously been decommissioned but we accept their interest in its removal from the site and we have provided for it in the plan change provisions.

14.0 STATUTORY CONSIDERATIONS

The plan change is to be considered in terms of the provisions in the RMA outlined above, under Statutory Context in this decisions report. These provisions were addressed in the application, in the applicant's legal submissions and planning evidence at the hearing and in the section 42A report from the Council's planner. The submissions, and the evidence of the one submitter presenting at the hearing, perhaps understandably focussed on the effects of the plan change, if approved.

We address the statutory context below in terms of the provisions the RMA directs us towards, and in terms of the evidence presented, in order to provide our findings from all the information provided to us.

14.1 National Policy Statements (NPS) and National Environmental Standards (NES)

The NPS relating to the coast is considered below. The other consideration in these respects relates to the former activities on the site falling for consideration under the NES for Assessing and Managing Contaminants in Soil to Protect Human Health. The former activities related to a wastewater treatment facility on the site which once serviced neighbouring residential development. It has been decommissioned and the dripper lines removed and the tanks can be removed when any earthworks are undertaken on the site. The Council planner has reported that the former facility accordingly does not pose any risk to human health of the receiving environment and that a NES assessment, that outlines that there are no issues with respect to contaminants resulting from the wastewater tanks, was provided with the application for the plan change.

The NPS on Urban Development Capacity 2016 is also relevant. The Mangawhai area is an area experiencing growth. The provision of additional commercial land through the mechanism of a private plan change is consistent with the relevant objectives and policies of this NPS which, amongst other things seek to achieve efficient and effective urban environments to provide for social, economic, cultural and environmental wellbeing and also to ensure that there is sufficient feasible development capacity.

We find no NPS of NES matters preventing the plan change proceeding.

14.2 New Zealand Coastal Policy Statement 2010 (NZCPS)

The site is within the coastal environment being within close proximity (some 200m) from the Mangawhai Harbour such that the NZCPS is a relevant consideration. We find in respect of the range of policies that:

- Tangata whenua, Te Uri o Hau, have been consulted and an additional provision is now included in the plan change provisions to recognise their interest in the removal of the wastewater infrastructure from the site.
- The site can be adequately serviced with respect to infrastructure.
- The plan change is consistent with consolidating the existing settlement.
- The site has earlier been deemed to be appropriate for commercial use and development through the granting of resource consent, although we acknowledge this in itself does not necessarily lead to the plan change being approved.
- The plan change would not result in any adverse impact on the visual qualities or natural character of the coastal environment given particularly the built environment around the site.

In these respects we find the plan change is not contrary to the NZCPS.

14.3 Northland Regional Policy Statement (RPS)

The proposed RPS was made operative on 9 May 2016, the day before the plan change application was formally received by Council and adopted for the purpose of going through the First Schedule RMA process for consideration. We therefore consider only the newly made operative document.

There are a number of policies relating to the coastal environment, natural character and waste management and the storage of hazardous substances. In these respects, the site is located in an area with limited natural character as these values have

previously been compromised through residential, and other forms of urban development. It is also located between the three settlement areas at the Village, the Heads and Molesworth Peninsula and in a location which would consolidate development and avoid sprawling or sporadic development. The area to the north of the site was previously assessed as being suitable for a service station, including the storage of hazardous substances with resource consent granted for it. That consent has now expired and that site developed for residential purposes. These matters can all be addressed through the plan change provisions with the storage of hazardous substances also being managed through existing District Plan provisions for the Commercial zone.

Further, we find the plan change to be consistent with provisions relating to providing for continued growth and economic wellbeing at Mangawhai. Reverse sensitivity is dealt with by way of existing controls in the District Plan and by additional controls introduced by the plan change.

In all these respects we find the proposal to be consistent with the RPS for Northland.

14.4 Other regional plans

The other regional plans that have statutory status, include the Regional Coastal Plan, the Regional Air Quality Plan and the Regional Water and Soil Plan. We find agreement with the applicant that none of these plans are of relevance. We note in respect of the Coastal Plan that although the site is within the coastal environment it lies outside the coastal marine area and is not in an area identified as having natural character or landscape values of significance.

14.5 Non-statutory plans and strategies

There are a number of plans and strategies that apply that we have also considered and find that they are either supportive of the plan change in general terms or, in the case of the more specific plans for this area, have been absorbed into the District Plan or are currently under preparation. These include:

- Strategy for the Sustainable Economic Development of Northland (as updated 2007-2011)
- Regional Community Growth Strategy
- Mangawhai Structure Plan 2005 (largely now included in the District Plan)
- Mangawhai Town Plan (under preparation).

14.6 Sections 31 and 32 RMA

Section 31 addresses the functions of territorial authorities under the RMA and includes:

- a) *the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district;*
- b) *the control of any actual or potential effects of the use, development, or protection of land, ...*

We find nothing in the plan change that conflicts with the functions of the Council under the RMA. The plan change provisions take account of any actual or potential effects of the development that may proceed in terms of its provisions.

Section 32 provides for the consideration of alternatives, benefits, and costs and requires that an evaluation must be carried out. A further assessment is required to be made by Council prior to making a decision on the plan change.

The application contains a section 32 analysis which addresses the relevant matters. The plan change does not propose to change or amend or add any objectives or policies to the District Plan and limits any changes to the rules, specifically the proposed amended Rule 14.10.5 and proposed new Rule 14.10.30. It also evaluates five options in concluding that a rezoning to the existing Commercial zone in the District Plan with additional provisions is the most appropriate option.

A further analysis on the section 32 evaluation is required prior to making a decision on a private plan change. We have had regard to all the evaluation material provided with the application and in the evidence for the applicant, along with the section 42A report from the Council's planner. We also note that no submitter challenged the plan change on the basis of the section 32 considerations.

We find that the information provided with the application, together with the additional considerations in evidence from the applicant's planner and the Council's planner, provide for us to conclude that the section 32 considerations of the RMA are met.

As discussed above, under Other matters, an area of potential concern is with regard to the current Rule 13.10.8 – Separation Distance for Noise Sensitive Activities, whereby a separation distance of 300m is required when establishing a dwelling, otherwise a restricted discretionary resource consent is required for it. We have addressed that above and made a consequential amendment to the plan change provisions accordingly. We note that was recommended by the Council's planner and

we agree.

14.7 Part 2 RMA

We find with regard to Part 2, being the purpose and principles of the RMA, the plan change to be in accordance with its sustainable management purpose. It will enable people and communities to provide for their social wellbeing and for their health and safety whilst sustaining the potential of the land resource to meet the reasonably foreseeable needs of future generations and will avoid, remedy or mitigate any adverse effects of related activities on the environment.

In terms of the associated principles of the RMA, the plan change does not impact on any matters of national importance (section 6) and has particular regard to the efficient use of the land resource, the maintenance and enhancement of the local amenity values and of the quality of the local environment (section 7). In these considerations, and of section 8 (Treaty of Waitangi) the interests of Maori have been addressed through the consultation with Te Uri o Hau and the consequent inclusion of an additional provision in the plan change that takes account of their interest in the removal of the earlier wastewater infrastructure on the site.

In all these respects we find that the considerations we are to have regarding Part 2 of the RMA are met.

15.0 CONCLUSIONS

We have considered the relevant statutory matters in the assessment of the plan change and find, from all the information provided to us that it is consistent with the matters we are to have regard to in terms of the Resource Management Act 1991. We have had particular regard to the submissions and made some changes to the plan change provisions to meet some of the concerns.

We find the site is suitable for the rezoning sought and further, that with the amendments made to the plan change provisions, that the potential for any adverse effects are appropriately avoided, remedied or mitigated to the extent they would be no more than minor.

16.0 OVERALL DECISIONS

Acting under a delegation from the Kaipara District Council to hear and decide the proposed plan change and the submissions the Commissioners, pursuant to clauses

29 and 10 of the First Schedule to the Resource Management Act 1991, resolve that:

- **The Proposed Plan Change 3 to the Kaipara District Plan is approved with the modifications described below; and**
- **The submissions which support the Proposed Plan Change and/or seek further changes to the Plan Change are accepted to the extent that the Plan Change is approved with modifications described below; and**
- **All other submissions, including those opposing the Plan Change, are rejected.**

The reasons for the above decisions on the Plan Change are included in the discussion in this decision report and can be briefly summarised as being:

- The Plan Change will assist with the lack of commercial space at Mangawhai, especially in providing for an increasing population.
- The Plan Change controls provide for relevant matters to be assessed as part of restricted discretionary activity consideration of proposals.
- There is an existing resource consent that provides for commercial development on the site.
- The Plan Change can be affected with minimal changes to the District Plan and its provisions. The additional provisions are largely specific to the site rather than applying across the district. The Mangawhai Harbour Overlay remains for the site.
- The relevant provisions of the Resource Management Act 1991 have been addressed and are met.
- The Plan Change is supported by a range of relevant reports from specialists advising the applicant and supported by the Council officers' analysis of the provisions.
- Where appropriate, the concerns of submitters have been taken account of with some amendments made to the Plan Change provisions.

The following records the decisions on the submissions before we provide the modifications we have made as part of our decisions and a final copy of the plan change and the associated planning map.

The decisions on the submissions are grouped, discussed and amendments made in terms of the following broad categories:

- Providing for Commercial Activities in Mangawhai;
- Residential Amenity and Effects of Commercial Activities;
- Traffic and Pedestrian Matters;
- Geotechnical and Stormwater Matters.

We note that under the RMA, individual decisions on each and every submission or the specific relief sought in the submissions is not required but decisions can be grouped in the manner we have done.

The decisions below reference the particular submissions and/or parts of the submission being decided, the submitter's name, a summary of the concern and the decision sought by the submitter. These details are taken from the Council's section 42A report. We then provide our decisions on the submissions and the reasons for the decisions. The decisions are addressed under subject headings as above.

While the relevant statutory matters may not necessarily be referred to directly, we record that appropriate consideration has been given to these and any other relevant matters in making these decisions.

Providing for Commercial Activities in Mangawhai

Sub No.	Sub name	Summary	Decision sought
DPNCD3.6.1	Helen CURREEN	The current Land Use Consent (2007) was granted in a climate of extreme Council dysfunction. This impacted on planning decisions in an environment where the then District Plan was seriously failing to curtail inappropriate development. There was considerable community concern and opposition to development of this and several adjacent sites at the time.	No specific relief is sought.
DPNCD3.6.2	Helen CURREEN	This area is seen as Mangawhai Gateway. It should look lush green and appealing for people driving north up the causeway. Commercial development - large buildings,	That the application is declined and the current consent lapse and the rezoning remain Residential (Harbour

		parking and signage would be unsightly.	overlay).
DPNCD3.6.5	Helen CURREEN	Mangawhai already has two shopping areas and lots of quite random commercial development. The Estuary Estate's plan within the current District Plan will provide for any future need of commercial and business development. This application represents piecemeal commercial development and is simply very poor planning.	That the application is declined and the current consent lapse and the rezoning remain Residential (Harbour overlay).
DPNCD3.6.6	Helen CURREEN	This application is in the absence of any actual proposal for the site and requests a further loosening of Council planning controls.	That the application is declined and the current consent lapse and the rezoning remain Residential (Harbour overlay).
DPNCD3.1.1	Malcom Peter DAVEY	Commercial activities should be contained to the current Village and Heads Commercial zones.	That the land not be designated Commercial but retain its current Residential status.
DPNCD3.7.1	MANGAWHAI MUSEUM AND HISTORICAL SOCIETY INC.	This area must be aligned with the proposed Mangawhai Development Plan. We are aware that a group has been formed to undertake this planning process and have a concern that this lot may not be consistent with the final Mangawhai Development Plan.	I would encourage communications between both parties to ensure consistency with this development plan.
DPNCD3.7.2	MANGAWHAI MUSEUM AND HISTORICAL SOCIETY INC.	Mangawhai Museum and Historical Society Incorporated wish to be heard in all discussions relating to the intended use (residential or commercial) of the area.	Regardless of whether this area is rezoned or not, Mangawhai Museum should be consulted with throughout this process in its entirety due to the close proximity.
DPNCD3.7.3	MANGAWHAI MUSEUM AND HISTORICAL SOCIETY INC.	I need confirmation of ability by you as Council to keep prudent controls in place, even if this area is rezoned. Mangawhai is already a very fragmented town when considering residential vs commercial. One of the goals of the Mangawhai Development Plan is to reduce	No specific relief sought.

		the risk of this continuing. Good communication between landowner and community should result in a positive outcome.	
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Decisions

- 1) **Reject submission points 3.6.1, 3.6.2, 3.6.5 and 3.3.6 of Helen CURREEN** as the focus of the Plan Change is on how the proposed changes will fit with the District Plan structure in terms of Objectives and Policies, giving effect to the Regional Policy Statement, and to ensure that Part 2 RMA matters are met rather than to the merits of a specific development. Appropriate controls already exist in the Commercial Zone and the proposed additional rules will help strengthen the provisions already in place rather than weaken the provisions. Two additional assessment criteria are added, as a consequence of submissions, to take account of the neighbouring residential area, these additional criteria relating to opening and/or operating hours, service deliveries and collections and lighting on that part of the site close to the Residential zone. No Changes to the Proposal.
- 2) **Reject submission point 3.1.1 Malcolm DAVEY;** and
- 3) **Reject submission point 3.7.1 of the MANGAWHAI MUSEUM AND HISTORICAL SOCIETY INC.** as it seeks consistency between the Proposed Plan Change and a document, the Mangawhai Town Plan or Development Plan that is not yet completed and is subject to change. This is also likely to be a non-statutory document. No Changes to the Proposal; and
- 4) **Accept in Part submission point 3.7.2 of the MANGAWHAI MUSEUM AND HISTORICAL SOCIETY INC.** as the Plan Change process allows an opportunity to be heard in terms of what development may occur onsite, however in terms of future development, the right to be heard or have a say on a development is limited to the process that is undertaken. For example if a Resource Consent is needed or not. No Changes to the Proposal.

Reasons for the decisions:

- 1) The Mangawhai Town Plan has no documents at this stage that can be used to assess the Proposed Plan Change against, and the Plan Change and Mangawhai Town Plan follow two different processes that are not currently compatible in terms of the RMA. The Plan Change is following a formal process under the RMA while

the Mangawhai Town Plan is following a non-statutory process which has no statutory timeframes attached to the process.

- 2) The Mangawhai Museum and Historical Society Incorporated can express their views through the Plan Change process at a hearing which they had indicated they would do. Any development that occurs whether as a Residential or Commercial Zoned site will be subject to the RMA provisions. These may or may not require consultation with neighbouring property owners. Restricted discretionary activity status for future proposals will provide sufficient opportunity for input by neighbouring property owners if there are effects that warrant this input.
- 3) The Proposed Plan Change introduces new provisions for the site which are tighter than the existing Commercial zone rules. These provisions are in addition to the existing Commercial zone and are directed to the particular circumstances of the site and are complemented by provisions added by the Hearing Commissioners.

Residential Amenity and Effects of Commercial Activities

Sub No.	Sub Name	Summary	Decision sought
DPNCD3.6.3	Helen CURREEN	The area behind is residential and this land should also be consistent with that for the benefit of the adjacent residents.	The area behind is residential and this land should also be consistent with that for the benefit of the adjacent residents.
DPNCD3.3.2	Marion Elizabeth NAISH	Security, lack of privacy, noise and unattractive surroundings that do not enhance this part of Mangawhai need to be addressed.	Plan Change 3 should not proceed. The developer should apply for a more precise development with more detail of proposed use of the land, so that any future work can benefit all in the area.
DPNCD3.4.1	William Grant NAISH	As the longest boundary connected to this land we could be affected in many ways -loss of privacy, noise, ambient lighting at night, security to our property from people using the Commercial area.	Refuse the Plan Change. Let the developer apply for a precise development under current discretionary activities allowed for residential areas. This way we can all have a say on what happens. With the change to Commercial the developer can do pretty much as they want.
DPNCD3.4.2	William Grant NAISH	This is a quiet residential area. We don't need 12m high buildings restricting	Refuse the Plan Change. Let the developer apply for a precise development

		views, creating shading and wind tunnels.	under current discretionary activities allowed for residential areas. This way we can all have a say on what happens. With the change to Commercial the developer can do pretty much as they want.
DPNCD3.5.2	Glennis STORMONT	Have opening hours been discussed as living in close proximity to an all night station would be most disturbing to myself and other property owners bordering and living near to the proposed development.	No specific relief sought.

Decisions:

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| <ol style="list-style-type: none"> 1) <i>Reject submission point 3.6.3 by Mrs Helen CURREEN.</i> 2) <i>Reject submission point 3.3.2 by Marion Elizabeth NAISH.</i> 3) <i>Reject submission point 3.4.1 and submission point 3.4.2 by William Grant NAISH.</i> 4) <i>Accept in part submission point 3.5.2 by Mrs Glennis STORMONT.</i> |
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Reasons for the decisions

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| <ol style="list-style-type: none"> 1) The existing Commercial zone provisions combined with the proposed new provisions in the plan change will adequately address reverse sensitivity issues associated with security, lack of privacy, noise, lighting and unattractive surroundings. The Plan Change controls, as proposed have particular regard for activities on that part of the site close to the Residential zone boundaries. Those controls have been complemented with additional provisions following the consideration of the submissions. 2) Should an all-night service station or similar be proposed in the future then the opening hours along with other associated effects can be considered as part of a restricted discretionary activity application. Similarly, with respect to the times for any servicing that may be sought on that part of the site close to the Residential zone boundary. |
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Traffic and Pedestrian Matters

Sub no.	Sub name	Summary	Decision sought
DPNCD3.6.7	Helen CURREEN	Traffic in the area is already a problem and creating risk for pedestrians. The Museum has just developed	That the application is declined and the current consent lapse and the rezoning

		the Molesworth driveway as their main entrance (counter to their consent). This will only make matters worse.	remain Residential (Harbour overlay).
DPNCD3.1.2	Malcolm Peter DAVEY	Traffic generated by commercial on this site would impact on Molesworth Drive which is already a very busy road impacted by museum and the activity zone.	That the land not be designated Commercial but retain its current Residential status.
DPNCD3.3.1	Marion Elizabeth NAISH	Ours is a small one exit street (Norfolk Drive) consisting of mostly permanent residents either young families or retired. Increased traffic is of concern. School bus stop is on Estuary Drive, on boundary of this land.	Plan Change 3 should not proceed. The developer should apply for a more precise development with more detail of proposed use of the land, so that any future work can benefit all in the area.
DPNCD3.5.1	Glennis STORMONT	A vehicle survey seems to have been taken in 2008 which can no longer be relevant given the number of permanent households which have increased in the surrounding area including Estuary Drive. Vehicles from adjoining areas use Estuary Drive as access to Molesworth Drive. What plans have been made to accommodate traffic turning from one street to another, especially given the variable speed limits in close proximity to the intersection?	Confirmation that the proposed development does not encroach on the safety of the vehicle and pedestrian traffic in the area.
DPNCD3.5.3	Glennis STORMONT	Pedestrian traffic which involves the museum, the proposed period village adjacent to it and also the existing commercial area in Molesworth Drive has increased over the years and would also need to encompass any new development on the site.	Confirmation that the proposed development does not encroach on the safety of the vehicle and pedestrian traffic in the area.

Decisions:

1) Reject submission point 3.6.7 by Helen CURREEN.

- 2) **Reject submission point 3.1.2 by Malcolm Peter DAVEY.**
 3) **Accept in part submission point 3.3.1 by Marion Elizabeth NAISH.**
 4) **Accept in part submission points 3.5.1 and 3.5.3 by Glennis STORMONT.**

Reasons for the decisions

- 1) Additional developments can be expected to continue on the Molesworth Peninsula which will also impact the intersection of Estuary and Molesworth Drives. Those developments and the Plan Change for the site will create an opportunity to upgrade the intersection. The land indicated as possibly being required for an intersection upgrade is unlikely to be affected by the Plan Change and is not required at this time in terms of the evidence provided on this matter.
- 2) A peer review of the traffic assessment generally confirmed the information within the traffic assessment submitted with the Plan Change. It is agreed that vehicle and pedestrian safety should be considered when the site is developed. The restricted discretionary activity approach to future development will provide for that to be the case.
- 3) Vehicle and pedestrian traffic will continue to increase at Mangawhai. In this respect it has already be recognised that the road intersection will need upgrading in future regardless of the outcome of the Plan Change.

Geotechnical and Stormwater Matters

Sub No.	Sub Name	Summary	Decision sought
DPNCD3.6.4	Helen CURREEN	The current application to some extent depends on previous reports for the 2007 application. The Geotechnical Report for instance leaves some issues unresolved. In particular the subsoil of this area (Peat Swamp) and the water drainage from this whole area adjacent to Molesworth Drive. This is further acerbated by Council's repeated failure to have a stormwater detention plan for water from this area.	That the application is declined and the current consent lapse and the rezoning remain Residential (Harbour overlay).

Decision

- 1) **Reject submission point 3.6.4 by Helen CURREEN.**

Reason for the decision

- 1) Geotechnical issues that may be affected by stormwater can be managed through appropriate design when development of the site occurs. This is included as part of the restricted discretionary activity consideration of future development on the site.

The following modifications are made to the text of the Plan Change 3:

- Rule 14.10.30, Special Provisions, revision of the Rule as submitted by the applicant at the hearing in accordance with Attachment 1 in order to clarify the wording, to

make the wording more consistent with the Resource Management Act 1991 and to remove the provision relating to a 2.5m planted buffer given that can be considered as part of the revised provisions.

- Planning Map, consequential amendment to the planning map showing the subject site to remove the planted buffer.
- Rule 14.10.30, adding two additional assessment criteria to provide for consideration of opening hours and the use of those parts of the site lying closest to the Residential zone.
- Rule 13.10.8, consequential amendment to provide for residential development within 300m of the site, which would otherwise require restricted discretionary activity consent with the modifications.
- Rule 14.10.30, Assessment Criteria, amendment to add a criterion relating to consultation with the local Iwi group regarding any proposed removal of the former wastewater facility from the site.

The final Plan Change provisions and a plan of the subject site for inclusion in the Kaipara District Plan are included as Attachment 1.



Alan Watson

Chair, for Hearing Commissioners Burnette Macnicol and Alan Watson
19 May 2017

File number: 4201.03 **Approved for agenda**
Report to: Council
Meeting date: 14 August 2017
Subject: Waste Management and Minimisation Plan Hearing Panel
Date of report: 31 July 2017
From: Sean Mahoney, Democratic Services Manager
Report purpose **Decision** **Information**
Assessment of significance **Significant** **Non-significant**

Summary

Council approved the composition of a Hearing Panel for the Waste Management and Minimisation Plan Hearings. The Panel was to comprise of Councillors Julie Geange, Anna Curnow and Victoria Del la Varis-Woodcock.

Councillor Del la Varis-Woodcock has asked to be removed from the Panel to manage any perceived conflicts of interest. Council therefore needs to rescind the resolution of 08 May 2017 and resolve to appoint a new Panel member.

Recommendation

That Kaipara District Council:

- 1 *Receives the Democratic Services Manager's report 'Waste Management and Minimisation Plan Hearing Panel' dated 31 July 2017; and*
- 2 *Believes it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with the provision of s79 of the Act determines that it does not require further information prior to making a decision on this matter; and*
- 3 *Rescinds the 'Waste Management and Minimisation Plan Hearing Panel' resolution of 08 May 2017 that states " Appoints a Hearing Panel consisting of the following Councillors: Julie Geange, Anna Curnow and Victoria Del la Varis-Woodcock"; and*
- 4 *Appoints a Hearing Panel consisting of the following Councillors: Julie Geange, Anna Curnow and xxxxxxxxxxxxxx.*

Reason for the recommendation

To allow Council to appoint a revised Hearing Panel for the upcoming Waste Management and Minimisation Plan Hearing Panel.

Reason for the report

Councillor Del la Varis-Woodcock wishes to step down from the Panel. The Panel intends to meet in early September so the composition of the Panel needs to be confirmed at this Council meeting.

Background

Council resolved to adopt a Waste Management and Minimisation consultation document at the 08 May 2017 meeting. They also appointed a Panel to hear submissions. Councillor Del La Varis Woodcock no longer wishes to sit on this Panel.

Issues

Council needs to add a third member to the Panel before it meets. It is anticipated this will be in early September.

Factors to consider

Community views

The consultation and hearings process is designed to enable community views to be considered. However making a change to the Hearings Panel members does not require additional community input.

Policy implications

Nil.

Financial implications

Nil.

Legal/delegation implications

Nil.

Options

Option A: Rescind the 'Waste Management and Minimisation Plan Hearing Panel' resolution passed on 08 May 2017 and appoint an additional Councillor to the Panel.

Option B: Rescind the 'Waste Management and Minimisation Plan Hearing Panel' resolution passed on 08 May 2017 and leave the Panel as two members.

Assessment of options

As Councillor Del La Varis-Woodcock has requested to step down then Council needs to replace her promptly. A two member panel could prove complicated particularly if there is no agreement.

Assessment of significance

This decision does not trigger the significance thresholds.

Recommended option

The recommended option is **Option A**.

Next step

Set dates for the Hearings Panel.

File number: 5105.09
Report to: Council
Meeting date: 14 August 2017
Subject: Assignment of Lease - Dargaville Plunket
Date of report: 21 July 2017
From: John Burt, Property and Commercial Advisor
Report purpose **Decision** **Information**
Assessment of significance **Significant** **Non-significant**

Approved for agenda

Summary

Plunket currently holds a lease with Kaipara District Council for their clinics at 29 Hokianga Road, Dargaville and the Rose Marsden Cottage, Moir Street, Mangawhai. Due to a nationwide restructuring of Plunket, the assets and liabilities of the existing Plunket branch and area societies will be transferred to the Plunket National Society. The restructure will not change the service provided by the Plunket centres and they have requested that the building lease remains in the control of Plunket so that the services Plunket offer can be retained for the public in exactly the same manner as they are now. To enable these changes, two Deeds of Assignment are required to effect changing the name of the lessee to Plunket National Society. Once the above has been effected Plunket plans to establish a new charitable trust and wants to assign the leases from Plunket National Society to the Plunket Charitable Trust.

Recommended

That Kaipara District Council:

- 1 *Receives the Commercial Property Manager's report 'Assignment of Lease - Dargaville Plunket' dated 21 July 2017; and*
- 2 *Believes it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with the provision of section 79 of the Act determines that it does not require further information prior to making a decision on this matter; and*
- 3 *Approves the assignments of leases required to effect the transfer of leases from the existing Societies to Plunket National Society and then to the Plunket Charitable Trust once it has been established; and*
- 4 *Delegates to the Chief Executive responsibility for the negotiation of the terms and conditions of the Deed of Assignments required; and*
- 5 *Delegates to the Chief Executive responsibility for the execution of these Deed of Assignments.*

Reason for the recommendation

This decision provides a simple and viable solution for Plunket and Council, whereby the current lease remains in existence but is assigned to the new entities. It allows our local Plunket to continue operating in its usual capacity delivering a service which is strongly supported by this community.

Reason for the report

To obtain approval from Council that the two leases for the Dargaville and Mangawhai Plunket rooms between Kaipara District Council and the Plunket Northland Area and lower Northland Branch Society(s) respectively be assigned to the Plunket National Society and then from this Society to the Plunket Charitable Trust.

Background

Plunket has operated in the Kaipara since the 1920's. They have a lease with Council for the front half of the premises sited at 29 Hokianga Road, Dargaville from which they operated their local crèche/clinic. They also have a lease of the Rose Marsden Cottage on Moir Street adjacent to the Mangawhai Domain.

Issues

The changing way that people want to volunteer their time has had a big impact on Plunket and its Branch or Area Structures. People are still keen to get involved with projects, fundraising etcetera but less inclined to become involved in governance as Office Holders. In response to this issue Plunket has decided to restructure and consolidate into one National entity and for this to become a registered Charitable Trust. An information sheet explaining the rationale for the changes is appended to this report (**Attachment 1**). Plunket has therefore requested that Council agrees to the assignments outlined elsewhere in this report.

Factors to consider

Community views

The clinics are both in excellent locations with plenty of parking enabling mothers and babies/young children to easily and safely access the clinic and its services. The Dargaville premises were purpose-built for Plunket using Plunket funds with the intention of securing this site for the continuation of their valuable service. The Mangawhai Plunket committee has been very active with fundraising to enable improvements and additions to the facilities at Rose Marsden Cottage. The community would assume that Council has an obligation to support Plunket in the area.

Policy implications

Nil

Financial implications

Nil

Legal/delegation implications

Any assignment of leases requires a resolution of Council has this responsibility has not been delegated.

Options

Option A: That Council agrees to assign the two leases for the Dargaville and Mangawhai Plunket rooms between Kaipara District Council and the Plunket Northland Area and lower Northland Branch Society(s) respectively to the Plunket National Society and then from this Society to the Plunket Charitable Trust.

Option B: That Council does not agree to assign the two leases for the Dargaville and Mangawhai Plunket rooms between Kaipara District Council and the Plunket Northland Area and lower Northland Branch Society(s) respectively to the Plunket National Society and then from this Society to the Plunket Charitable Trust.

Assessment of options

Option A provides a simple and viable solution whereby the lease remains in existence but is assigned to the new entities. It allows our local Plunket to continue operating in its usual capacity delivering a service which is strongly supported by this community.

Option B could mean that Plunket would have to either surrender their lease or enter into a new lease arrangement, both of which could place the security of Plunket in jeopardy. To the community this may appear to be an unnecessary and unsupportive decision.

Assessment of significance

Council's Significance and Engagement Policy details thresholds and criteria that Council has determined it should consider in deciding whether a decision significant. Under this Policy a decision in accordance with the recommendation is not considered to have a high degree of significance.

Recommended option

The recommended option is **Option A**.

Next step

Deed of Assignments to be prepared and executed.

Attachment

- Plunket Lease Transition Information



Lease Transition Information



Over several years, the changing way that people want to volunteer their time has had a big impact on Plunket and our Area Society structure. Local people are still very keen to get involved in projects, fundraising and the actual delivery of our services. However, we have found that they are much less willing to be involved in the local governance of Plunket as office holders and Board members. As a result, some boards around the country were starting to fold, which resulted in families missing out on some service in those areas. Unfortunately, this was starting to happen more frequently in those areas where the need for those services was greatest, which Plunket could not allow to continue.

In response, our membership agreed in November 2016 that consolidating into a single unified entity would be the best way to make sure we continue to meet the needs of families across the country, so that no one misses out. Plunket's members voted to consolidate all its Area Societies into the National Society (Royal New Zealand Plunket Society Inc). This decision was made to help make sure we could continue to achieve our vision: 'In the first 1000 days, we make the difference of a lifetime'.

The transition process will take effect from 1 July 2017, with the Royal New Zealand Plunket Society Incorporated assuming responsibility for the activities, assets and liabilities of the former societies. While the oversight of Plunket's activities will be at a national level, the operation of our services will continue to be managed regionally and the delivery of our services will continue to be community driven.

This community driven approach includes:

- working with local Plunket Groups and other volunteers to identify the needs of children and whānau within their community, and the right responses;
- involving volunteers in the annual planning and budgeting process for the delivery of services locally;
- enabling volunteers to be actively involved in the delivery of community based services e.g. playgroups and toy libraries; and
- working together to undertake local fundraising activity.

As part of the consolidation process, Area Societies are performing the necessary legal tasks to transfer their responsibilities to the national body, this includes the transfer and assignment of leases. This will enable Plunket's National Support Office to perform the responsibilities of all Area Societies after they cease to operate.

In the first 1000 days we make the difference of a lifetime

7 Public Excluded Council Agenda items: 14 August 2017

Recommended

That the public be excluded from the following part of the proceedings of this meeting namely:

- *Confirmation of minutes 11 July 2017*
- *Forestry Sale - Offers*

The general subject matter of each matter to be considered while the public is excluded, the reasons for passing this resolution in relation to each matter and the specific grounds under s48(1) of the Local Government Official Information and Meetings Act, 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered:	Reason for passing this Resolution	Ground(s) under Section 48(1) for the passing this resolution:
<i>Confirmation of minutes 11 July 2017</i>	<i>Section 7(2)(i) enables any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</i>	<i>Section 48(1)(a) That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.</i>
<i>Forestry Sale - Offers</i>	<i>Section 7(2)(i) enables any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</i>	<i>Section 48(1)(a) That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.</i>

9 Open Council Agenda Monday 14 August 2017

Recommended

That the public be re-admitted to the meeting and resolutions made whilst in Public Excluded be confirmed in Open Meeting once the relevant parties have been informed.

Closure

Kaipara District Council
Dargaville