



Our approach to delivering ambulance services



Maungatoroto and Kaiwaka

Ending single crewing of transporting ambulances

New Zealand is the only first world ambulance service with single crewed ambulance responses – we had been doing this up to 100 times a day across the country

This project enables St John to deliver on its vision to end single crewing of transporting ambulances in New Zealand by 2021 to:

- Improve clinical outcomes for patients by ensuring our patients have an ambulance clinician with them en route to hospital
- Improve the health, safety and wellbeing of our people, by helping to reduce fatigue, manual handling injuries and stresses associated with lone working
- Improve cardiac arrest survival rate. We know that double crewed ambulances have higher survival rates for these patients

Delivering ambulance services for New Zealanders



We're creating **urban and rural hubs** where ambulances and response vehicles start and finish in a central location, and get deployed based on actual or predicted demand in every community or suburb, we will be deploying a network of response capability that provides the best possible coverage to New Zealand communities, while using resources efficiently



We're making sure all ambulances are **double crewed** to deliver emergency care in the local area as well as provide transport capability for surrounding communities (known as the Double Crewing Project).



In rural and remote communities, we are introducing **First Response Units**, crewed by local volunteers to provide early assessment and treatment of patients, supported by a nearby transporting ambulance

Supported by a network of response capability



Our response network is supported by highly trained staff on Clinical and Air Desks and through **partnerships with PRIME doctors, FENZ, and air ambulance providers.**

Maungaturoto Current Situation

798

Workload
Responses per year

Establishment
Actual and approved full time equivalent staff and volunteers

224

Single Crew Responses
Responses per year

Role	Approved	Actual
Paramedic	1	0
EMT	0	1
Volunteers		16

67.4%

Full Crew Performance
Percent full crewing

Kaiwaka Current Situation

148

Workload
Responses per year

Establishment
Actual and approved full time equivalent staff and volunteers

94

Single Crew Responses*
Responses per year

Role	Approved	Actual
Volunteers		4

30.9%

Full Crew Performance*
Percent full crewing

* Data does not include double crewing with FENZ volunteer

Otamatea Proposed Changes

Establishment

Proposed full time equivalent staff and volunteers

Role	Proposed
Paramedic	4
EMA	4
Volunteers	20

	Current	Proposed
Vehicles	MROT1 KAIW1	OTAM1 OTAMFRU

Detail

- We propose employing **seven** new staff to double crew **OTAM1** 24/7
- We propose adding a new stretcher capable First Response Unit (**OTAMFRU**) crewed by volunteers
- In this proposal volunteer groups in Kaiwaka and Maungaturoto would merge and there would be no further operational requirement for Kaiwaka Ambulance Station

Introducing First Response Units



Stretcher Capable First Response Unit (FRU-SC)

Stretcher capable FRUs will be typically deployed at standalone stations (without a frontline ambulance). They are equipped with warning devices and communications equipment, standard First Response manifest, and include a stretcher and lifting/extraction equipment. These vehicles may transport in the local area (to a helipad, medical centre or towards backup).

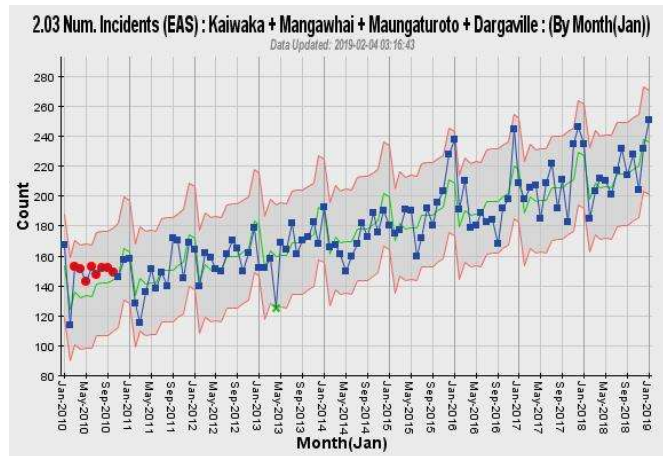


Non-Transport First Response Unit (FRU-NT)

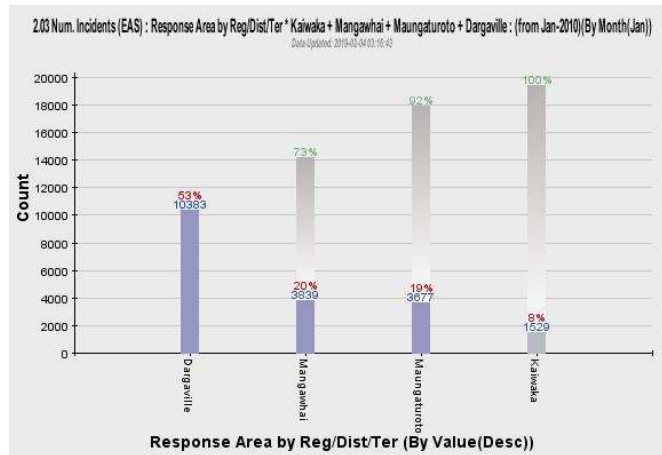
Non-transport FRUs may be deployed in addition to a frontline ambulance; within 30 minutes of a frontline ambulance; or in areas where access or terrain makes this type of vehicle more suitable. These vehicles are equipped as above but do not have a stretcher and may not be used to transport patients.



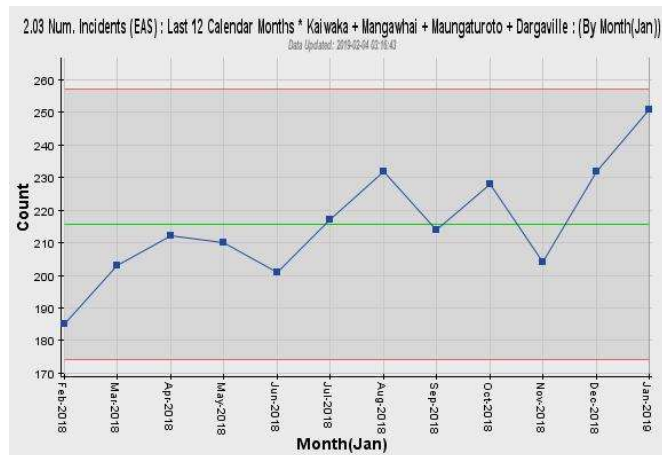
Total Number of Incidents in Kaipara District (2010 – 2019)



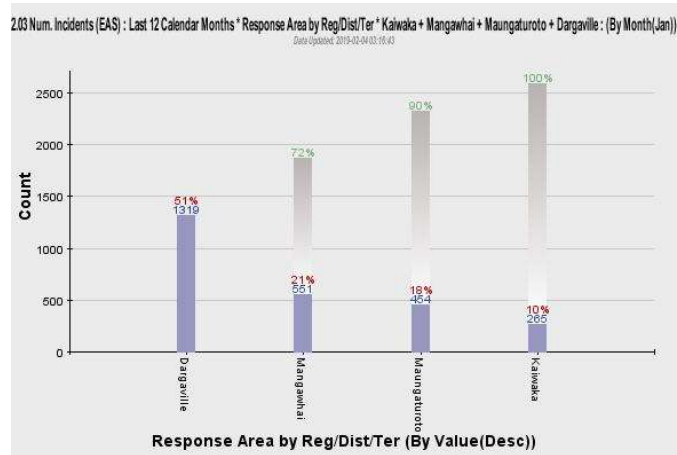
Incidents by Response Area Kaipara District (2010 – 2019)



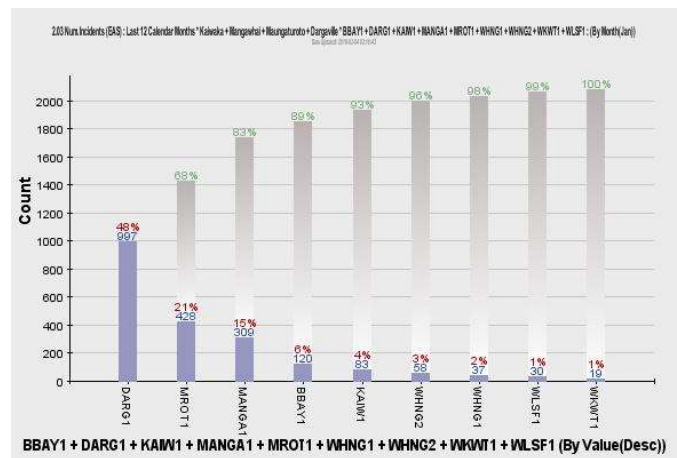
Total Number of Incidents in Kaipara District (Last 12 Months)



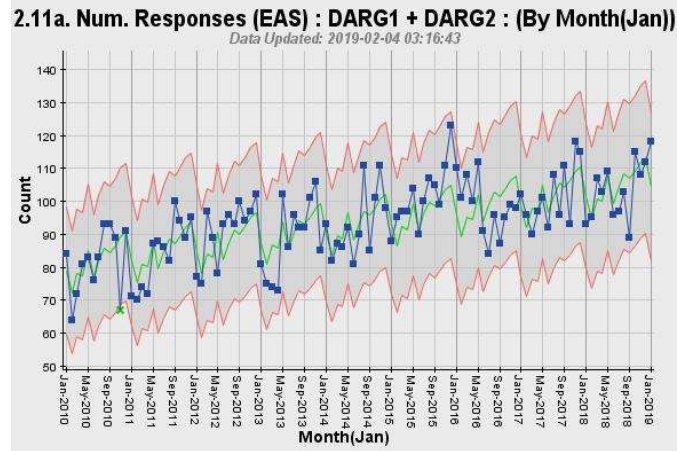
Incidents by Response Area Kaipara District (Last 12 Months)



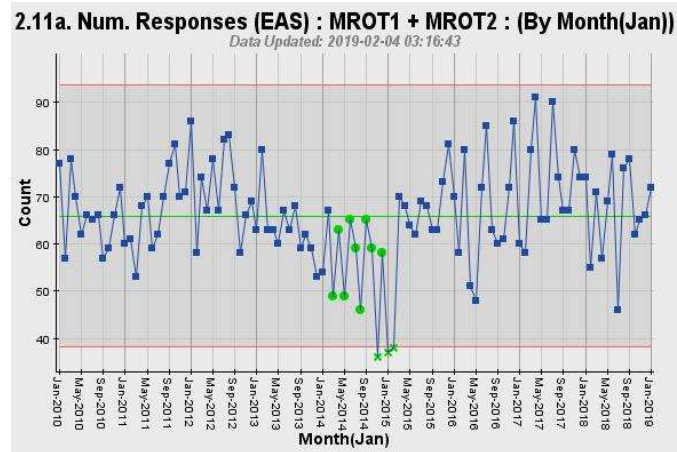
Responder in Response Area Kaipara District (Last 12 Months)



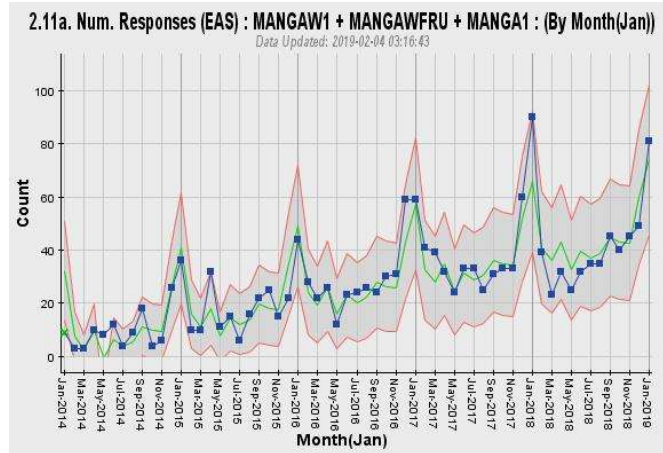
Responses by Station (2010 – 2019) Dargaville



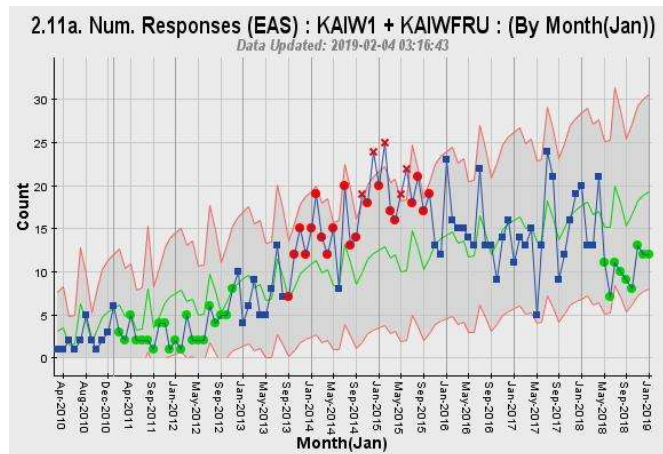
Responses by Station (2010 – 2019) Maungaturoto



Responses by Station (2010 – 2019) Mangawhai



Responses by Station (2010 – 2019) Kaiwaka



Kaipara kickstart

Enabling step-change of the Kaipara District

With a kind climate, great soils and the largest harbour in the Southern Hemisphere, Kaipara has rolling farmlands fringed with spectacular bays and beaches. As the perfect gateway between Auckland and the rest of the North, this part of Northland region is largely unknown and its potential untapped. Kaipara is waiting for catalytic investment to unlock growth and development which will benefit the whole of Northland.

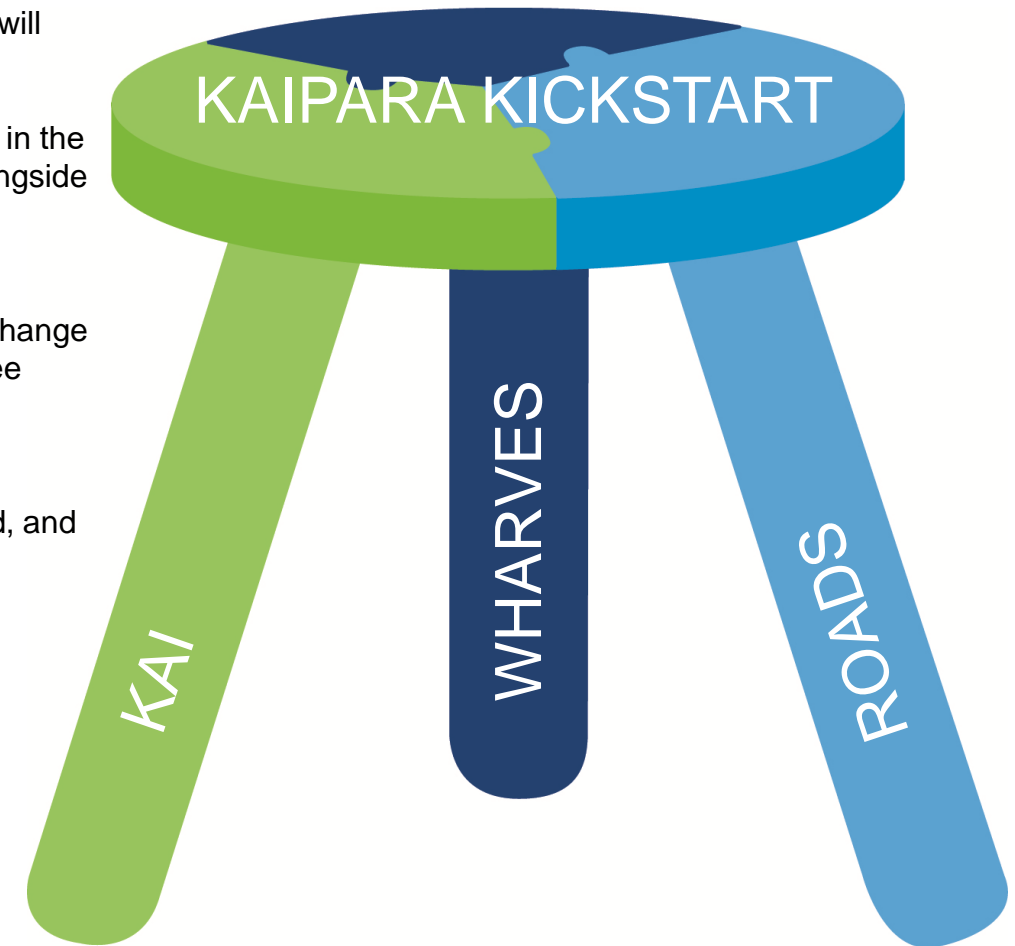
There is a huge opportunity to “kickstart” Kaipara by focusing on renewing what was done well in the past, building future-proofed infrastructure and opening up its land and resources which lie alongside Auckland.

This document covers three interlocked PGF funding bids – Kai (Growing the Kai in Kaipara), Wharves (Kaipara Moana Activation Plan) and Roads; like the three legs of a stool. The step-change effect of the combination of these three projects is greater than the sum of its parts. These three initiatives require a collective investment of approximately \$28M and will benefit not only the communities within Kaipara but the wider Northland region.

This package will see roads and bridges improved, wharves built, a transformation hub opened, and analysis conducted to support future development.

Structure of this document

- Why invest in the Kaipara Kickstart
- A description of the three PGF funding bids
- Three maps that show what’s in the current funding bids, what would follow those bids, and the other bids in the District that link to this package of work
- How much the initiatives will cost and how long they will take
- Benefits summary



Kaipara Kickstart

WHY?

OPPORTUNITY

Untapped natural, social, human and physical capital

The Kaipara is place of stunning opportunity: people, waterways, beaches, land and a rich history. As the fastest-growing District in the North Island, and in recognition of its untapped potential, now is the time to enable change. At the same time, the ocean, land and waterways are at serious risk of damage due to current practices. We need to act now, so that the needed development to leverage the strengths of the region (tourism, farming, etc) in Kaipara can be done right, first time.

PEOPLE

Capability: we need to give local communities, entrepreneurs and people the opportunity (and increase their capability) to make the change.

Social & Economic: There is unequal distribution of wealth and investment within Kaipara and throughout the neighbouring regions. Risk of exacerbation if Kauri tourist hot-spots are closed.

Iwi: Ngāti Whātua have many ancestral marae located at remote ends of variable quality roads, the health of Kaipara moana is under extreme pressure, and whānau aren't all thriving in the way they could.

LOCATION AND LANDSCAPE

“Kiwi As” but missing out

Kaipara is the essence of everything that is “Kiwi as” – way of life, natural beauty and diversity – but the community is missing out. Kaipara can be a modern Kiwi success story with the right catalysts for sustainable growth.

UNDER-UTILISED AREAS

Tourism and Horticulture

Tourism and demand for food are growing quickly in neighbouring Auckland, presenting an immediate opportunity to realise the potential of Kaipara’s under-developed natural assets of whenua and moana.

Kaipara Kickstart. Phase 1 of a plan to unleash the potential of the region.

Kaipara has an opportunity to use the Catalytic Capital provided by the PGF to support the development of the District. With a current rating base of only 22,000 people, annual revenue cannot overcome the infrastructural deficit left from 2012. The Kaipara District is therefore not able to make the sorts of bids for connected funding that other districts can make because the basic building blocks require urgent renewal. This PGF package is the first of a series. It focuses on three areas that urgently need addressing to facilitate other initiatives; roads, kai, and wharves.

WHAT DO WE GET?

UNLOCK THE POTENTIAL

Realise the potential of the assets (natural, social, human and physical) to bring growth and development to the District.

RELIEVE PRESSURE

Improving opportunities for Maori land, extending tourism and raising higher value land and water activities to the District will alleviate pressure in neighbouring areas and boost communities.

ACCELERATE CHANGE

Implementing sustainable initiatives and improving infrastructure to bring economic development in a way that has positive impacts on the environment, cultural assets and opportunities for people.

CONNECT

Connecting the Kaipara Moana and all its communities on its shores; and connecting Kaipara District and Auckland.

WHAT ARE THE BENEFITS AT YR 10?

SOCIAL

- Invigorated community
- Reduced dependency
- Financially viable / sustainable Council
- Increased road safety

ECONOMIC

- Jobs (950)
- Enterprise Revenue (\$300m)
- GDP +20%
- Lift value of land

CULTURAL

- Maori leading change (build on the history)
- Catalyse Iwi priorities

ENVIRONMENTAL

- Investing to restore and protect whenua and wai.
- Developing sustainable food practice
- Releasing pressure in other regions
- Net Carbon Zero transport system

Kaipara Kickstart Phase 1: three packages of work

ROADS

BACK TO THE BASICS

Providing the basics needed to enable acceleration of the District by upgrading key roads to catch up on road safety, roads surfaces and bridges, connecting businesses and connecting marae. Builds on investment already made by Kaipara District Council on roading analysis.

PHASE 1A – WHAT WILL HAPPEN NOW?

1. Kaipara District Council roading implementation to:
 - a. Engage with stakeholders and community to test and validate Phase 1 Network retmetalling and prioritise 50 Max bridges.
 - b. Establish and agree trade-offs.
 - c. Confirm most viable routes
 - d. Assess any further high-value unsealed or sealed extensions, with ONRC VKt demand forecast mapping
 - e. Launch NTA Unsealed Network Centre of Excellence, with priority on Kaipara District Council programme.
2. Unsealed network retmetalling work
3. Upgrade work:
 - a. Pōuto Road sealing
 - b. Kaiwaka road freight (50 max)
 - c. Waipoua River Road widening & sealing

The allocation of the cost between NZTA and PGF for the roading components of this package is yet to be determined.

PHASE 1B – WHAT WILL BE REQUESTED NEXT?

(Not part of this initial funding bid – details to be determined through Implementation Engagement):

1. Determine options for additional network wide safety and seal improvements
2. Engage with key stakeholders on local share funding
3. Detailed demand mapping to support supply side.

GROWING THE KAI IN KAIPARA

UNLOCKING POTENTIAL OF NATURAL ASSETS WITH SUSTAINABLE DEVELOPMENT

Opportunity to enhance and develop the fertile whenua and moana in the Kaipara. Introducing activities higher up the value chain and assisting landowners to make the transition. Investigating go-to-market avenues, eg to China.

PHASE 1A – WHAT WILL HAPPEN NOW?

1. Open a Transformation Hub in partnership with key stakeholders to be a central focus for the Kickstart. Including in particular helping locals navigate the process of transforming their land to higher-value crops and
2. Feasibility study and activation plan to:
 - a. Extend previous topo-climate study to whole of Kaipara District – extending previous application and geographic area
 - b. Explore new crop types, stock, aqua culture opportunities and options to adapt to climate change
 - c. Conduct commercial and financial analysis (e.g. encourage private sector investment and facilitate food clusters of different foods)
 - d. Develop a guide to assist locals through the process of moving to higher-value activities.

PHASE 1B – WHAT WILL BE REQUESTED NEXT?

(Not part of this initial funding bid – details to be determined through feasibility study):

1. Post-harvest infrastructure
2. Capability building in local farmers
3. Accelerate high value channels to China: Mayor to Mayor via Eastern Bridge Pathways, Opening of China Office
4. Possibly other activities identified by feasibility study.

KAIPARA MOANA ACTIVATION PLAN

OPENING UP THE HARBOUR TO ALL

Opportunity to develop the biggest harbour in New Zealand. Tourism operators and locals will be able to use the wharves to improve their incomes and job opportunities. Future opportunities for ferries to link Auckland to Kaipara.

PHASE 1A – WHAT WILL HAPPEN NOW?

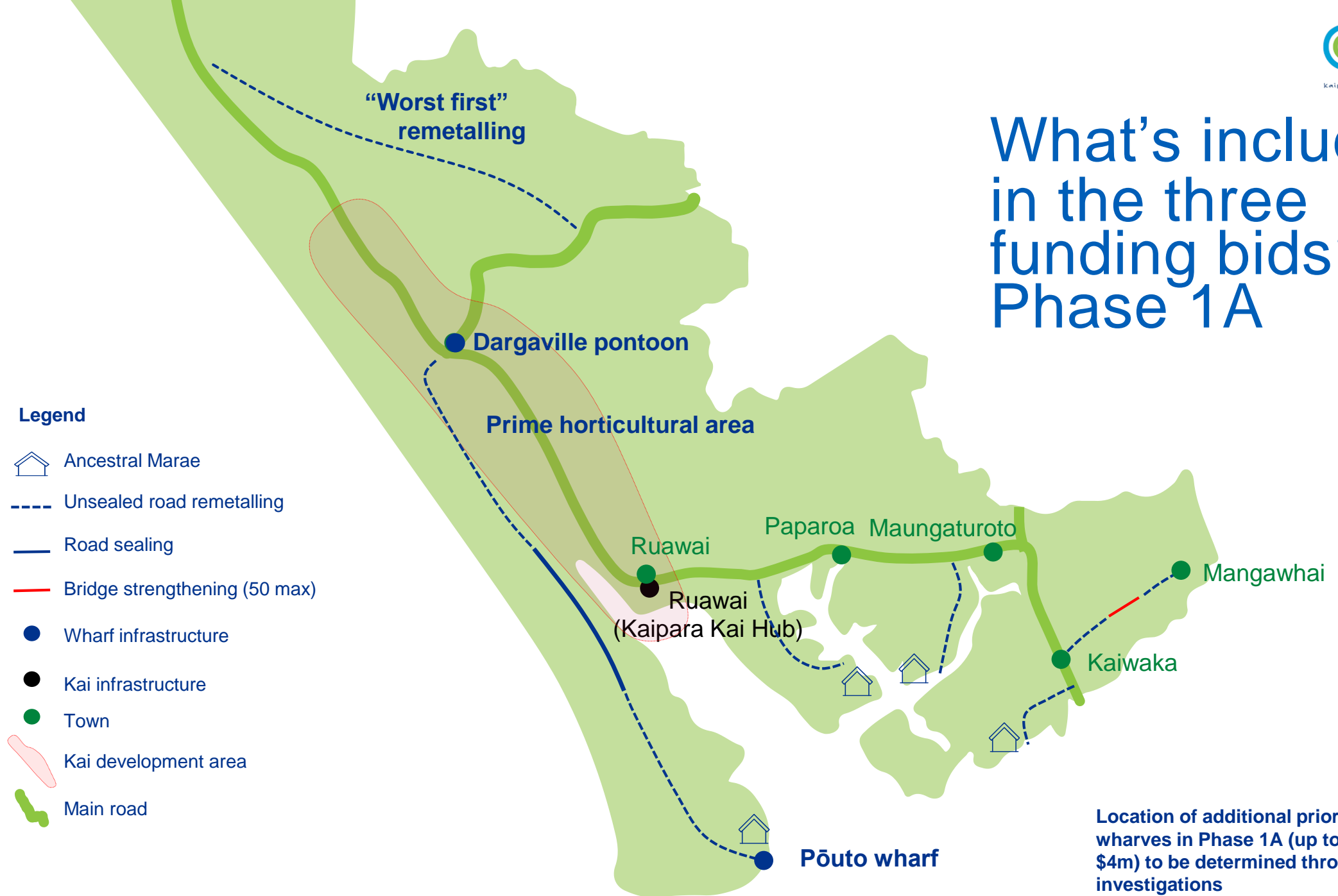
1. Feasibility study to :
 - a. Undertake engineering assessments of all current wharves on Kaipara Moana and estimate work to upgrade/replace
 - b. Conduct commercial and financial analysis to find revenue streams for Kaipara DC (e.g. value capture to fund infrastructure)
 - c. Develop business case to phase wharf projects around highest value and linkages with dependent projects (e.g. roads, kai and tourism) includes Auckland to ensure city linkages are in place.
2. Additional priority wharves or pontoons will be built, as determined through prioritisation and analysis in the feasibility study, up to a total of \$4m.

PHASE 1B – WHAT WILL BE REQUESTED NEXT?

(Not part of this initial funding bid – details to be confirmed through feasibility study):

1. Initial priority wharves for car ferries and high-volume tourism areas
2. Subsequent wharves to complete the network, linking marae, tourism areas, horticulture and agriculture, and locals within the Kaipara and between Kaipara and Auckland
3. Toilets, car parking and barriers at Pōuto Point, Ref Tourism Infrastructure Funding.

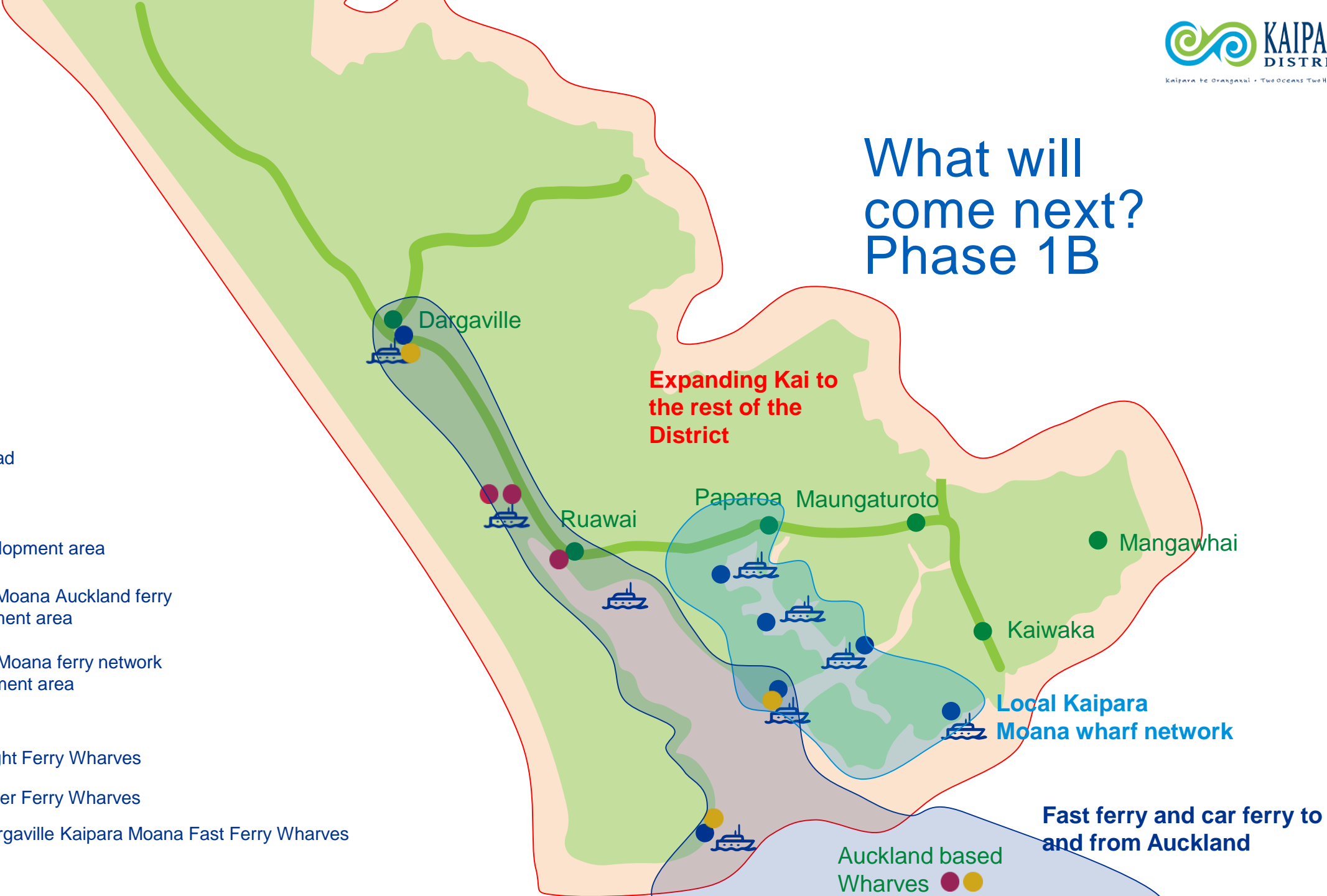
What's included in the three funding bids? Phase 1A



Location of additional priority wharves in Phase 1A (up to \$4m) to be determined through investigations

What will come next? Phase 1B

- Legend**
-  Main Road
 -  Town
 -  Kai development area
 -  Kaipara Moana Auckland ferry development area
 -  Kaipara Moana ferry network development area
 -  Ferry
 -  Car/Freight Ferry Wharves
 -  Passenger Ferry Wharves
 -  AKL- Dargaville Kaipara Moana Fast Ferry Wharves



Other PGF bids which align with the "Kaipara Kickstart" package

Sedimentation prevention/riparian planting project (Kaipara Harbour Catchment)


Kauri Forest Experience (Te Roroa)

Kaihu Valley Rail Trail

Water storage Project

Poutū-te-rangi Harding Park Museum

Dargaville








Paparoa Maungaturoto

Ruawai

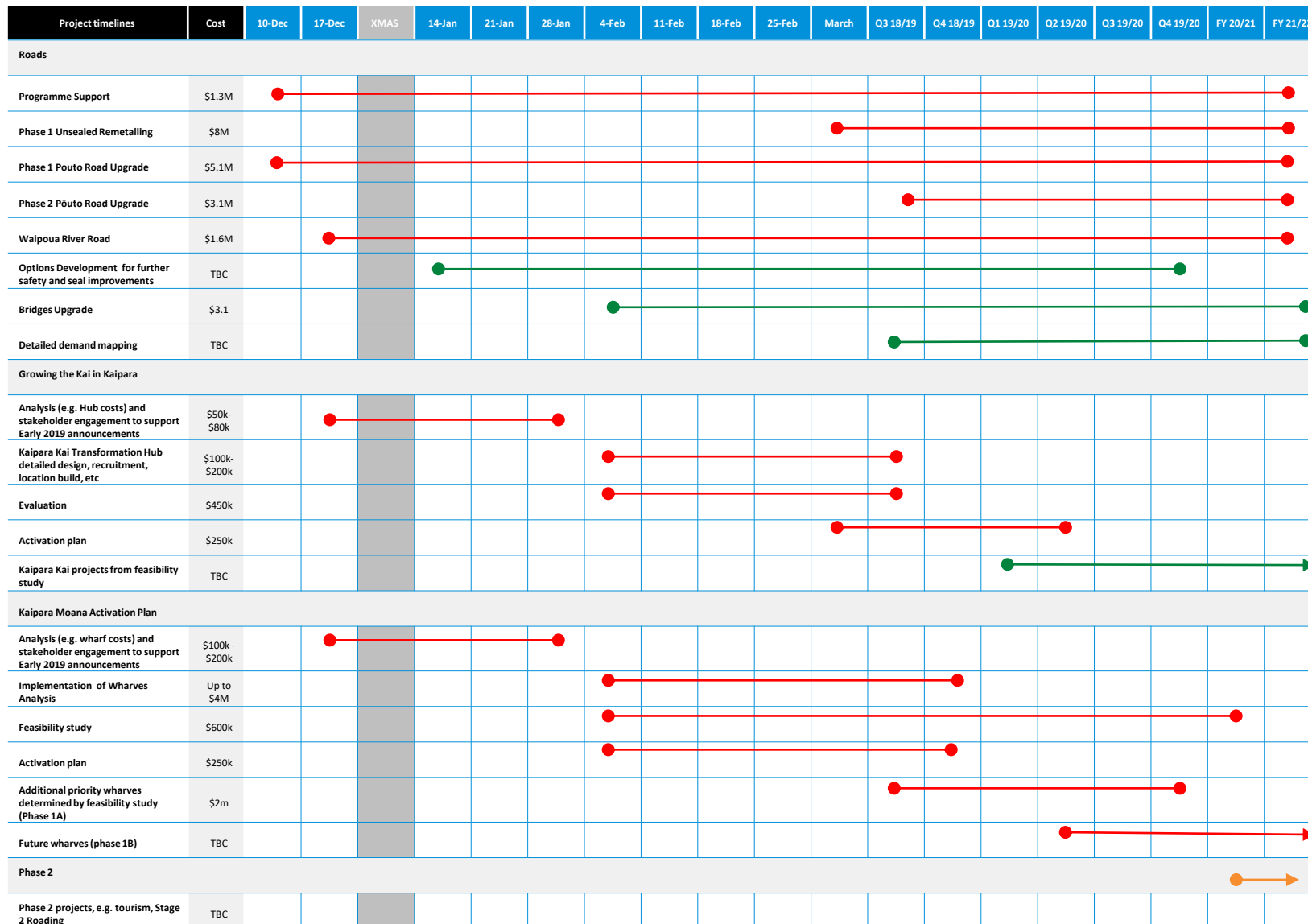
Mangawhai

Kaiwaka

Legend

-  Main Road
-  Town
-  Kauri Tourism project
-  Rail Trail Development
-  Kaipara Catchment area
-  Water Storage project
-  Museum project

Timelines, costs and key milestones



Legend

- Kaipara Kickstart: Phase 1a (this funding bid)
- Phase 1b (to follow, once feasibility studies completed)
- Phase 2 (will be the subject of a future bid)

KEY MILESTONES

Early 2019 announcements:

- Remediation roading
- Upgrade roading
- Kaipara Kai Transformation Hub
- Kaipara Kai feasibility study
- Dargaville wharf pontoon
- Pōuto Point wharf
- Wharves feasibility study

Mid-late 2019:

- Open Dargaville wharf pontoon

Late 2019:

- Open Kaipara Kai Transformation Hub
- Announce decisions and subsequent funding and projects from Kaipara Kai and wharves feasibility studies

2020:

- Open Pōuto Point Wharf
- Remediated and upgraded roads get progressively completed and opened
- Additional projects from feasibility studies start to be completed

Future years

- Open additional wharves (e.g. car ferries)
- Phase 2 funding bid announcements and openings

Benefits summary



Kaipara Kickstart Phase 1: Funding Summary

ROADS	
Cost	\$m
Projects	
Pouto Rd Phase 1	\$5.1m
Pouto Rd Phase 2	\$3.1m
Bridges	\$3.1m
Waipoua River Rd	\$1.6m
Unsealed Roads	\$8.1M
Programme Support	<u>\$1.3M</u>
Total	\$22.3m

KAI	
Cost	\$m
Phase 1 - Planning	
Analysis	\$0.1m
Feasibility Study	\$0.45m
Activation Plan	\$0.25m
	<u>\$0.8m</u>
Phase 1 - Projects	
Kaipara Kai Office	<u>\$0.2m</u>
Total	\$0.95m - \$1.1m

WHARVES	
Cost	\$m
Phase 1 - Planning	
Analysis	\$0.2m
Feasibility Study	\$0.6m
Activation Plan	\$0.2m
	<u>\$1.0m</u>
Phase 1 - Projects	Up to \$4M
Total Wharves	\$5m

Funding	\$m
KDC	\$1.0m
NZTA/PGF	\$21.3m
Total	\$22.3m

Funding	\$m
KDC (support in kind)	\$0.1m
PGF	\$1.0m
Total	\$1.1m

Funding	\$m
KDC	\$0
NZTA/PGF	\$5m
Total	\$5m

Total (Phase 1)	
Cost	\$m
Roading	
Total Cost	\$22.3m
PGF Funding	\$14.5m
Kai	
Total Cost	\$1.1m
PGF Funding	\$1.0m
Wharves	
Total Cost	\$5.0m
PGF Funding	\$5.0m
Total	
Total Cost	\$28.3m
PGF Funding	\$20.5m

* Priority works – feasibility study will identify the prioritisation order which also align to the phase 2 programme

Kaipara Kickstart Phase 2: Indicative strategic case



ROADS	
Cost	\$m
Phase 1	\$ 5.1
Phase 2	\$17.2
Phase 3 (10 Years)	
Bridge Upgrade (Indicative)	\$5m
Sealing Program (indicative)	\$10m
	<u>\$15m</u>

Potential Funding
Future program funded by NZTA and KDC

KAI	
Cost	\$m
Phase 1	\$1.1m
Phase 2 (10 yr – exclude water)	
Land Conversion (500 - 1000ha) (Depends on crops)	\$100m
Post Harvest Facilities	\$20m
	<u>\$120m</u>

Potential Funding
Mainly private funding.
Some grants/loans to accelerate Māori land development

WHARVES	
Cost	\$m
Phase 1	\$5m
Phase 2	
Wharves' enhancement	\$5m
Wharf Network	\$2m
Opex for public transportation	\$20m
	<u>\$27m</u>

Potential Funding
KDC, AC, NZTA
Opex from user charges and subsidy

Total (Phases 1 and 2)		
Cost	Total \$m	PGF/NZTA
Roads		
Phase 1	\$22.3m	\$14.5m
Phase 2	\$19.2m	\$19.2m
Kai		
Phase 1	\$1.1m	\$1.0m
Phase 2 (Private funding)	\$120m	TBC – Loan to accelerate change
Wharves		
Phase 1	\$5.0m	\$5.0m
Phase 2	\$27m	TBC – Ferry Terminal
Total		
Phase 1	\$28.4m	\$20.5m
Phase 2	\$153m	TBC

Kaipara Kickstart Summary

Current

Summary – Small community with low incomes. The forgotten District’s potential has been constrained by geographic isolation and under investment

22,000 population
 10,000 households
 8,400 jobs
 \$378m incomes
 \$737m GDP

KDC

Summary – KDC is financially constrained with no ability to fund a \$28m program. Roads dominate the current and future Opex and Capex budgets

2019	Total	Roads
Opex	\$46m	\$12.3m
Capex	\$20m	\$13.5m
Rates	\$31m (56% of income)	
Debt	\$46m	

Kaipara Kickstart

Summary – The Phase 1 PGF funding (\$21m out of a total \$28m investment) addresses gaps and ignites sustainable growth

Program	Total Cost	PGF
Phase 1	\$28m	\$21m
Phase 2	\$20m	TBC – Mainly KDC, NZTA & private

Impact

Summary – Roads, Wharfs and land use changes unleashes a forgotten region to fulfil its potential.

570 New Jobs
 \$140m Increase Economic Activity
 Sustained Social and Environmental gains
 Fundamental shift in the economic value of land (>\$1b)
 Releases pressure on other regions (food and tourism)

In order to deliver the above, KDC will build internal capacity via the creation of a PMO to overview the delivery of the Kaipara Kickstart PGF programme and seek to engage expert advisors, as required, during the project lifecycle.


Council Briefing 4 February 2019





KAITIARA
DISTRICT
Kaitiaki Te Ohangitahi • The Ocean The Harbour

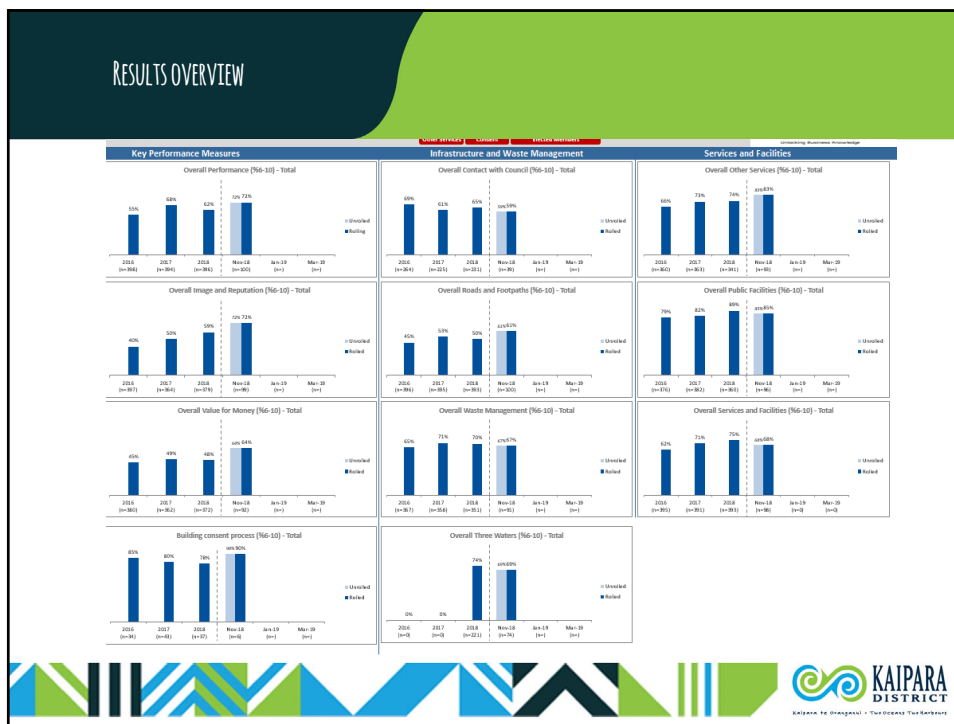


Customer Perceptions Survey – Results



KAITIARA
DISTRICT
Kaitiaki Te Ohangitahi • The Ocean The Harbour





- ## 1ST QUARTER RESULTS
- Key Research phones 100 households each quarter
 - First quarter overall results received
 - Some measures used for Long Term Plan
 - Others used to monitor satisfaction with services and facilities
 - Overall improvement in key performance measures including:
 - Image
 - Reputation
 - Value for money
 - Footpaths
 - Roading
 - Animal management
 - Litter and graffiti
- KAIPARA DISTRICT
Kaitiaki ke Ohangaiti - Teitahiaki Te Kaitiaki

1ST QUARTER THEMES

- Positive comments include:
 - Debt is reducing
 - Beautification work in the community
 - Walkways being created
 - Elected members generally doing a good job
- Dissatisfaction includes:
 - The lack of space in the Dargaville Library
 - Those in rural areas have no services
 - Rates are too high for the services Council offers
 - Potholes and not enough grading



ANY QUESTIONS?



We welcome your feedback!
0800 727 059 | www.kaipara.govt.nz





BACKGROUND

- Formal consultation occurred last year through the Long Term Plan process, there are no material changes from what was consulted on
- For the Annual Plan 2019/2020 it's proposed to communicate with the community about:
 - The decision to not need formal consultation
 - The plan for 2019/2020 (along with other project updates, PGF, elections, MCP)

The logo for Kaipara District is located in the bottom right corner of the slide. It features a stylized infinity symbol or swirl icon to the left of the text "KAIPARA DISTRICT". Below the text, there is a smaller line of text in Māori: "Kāwhiri ke Māngai • Te ūkaipara" and "Te ūkaipara".

OUR APPROACH

Principles

- Council is getting on with doing things
- We are going to where people will be
- We will be showcasing our plan for 2019/2020, along with other project updates.

Key Messages

- What we have done so far (efficiency gains, budget alterations)
- Rates changes for 2019 and their drivers
- Debt levels
- Projects being undertaken in 2019/2020.



WHAT IT LOOKS LIKE

December 2018 – February 2019

- Making the community aware we are not consulting on our Annual Plan 2019/2020 this year

April – May 2019

- To reinforce the previous message and inform our community on the draft Annual Plan 2019/2020. This period is closer to the time that it will be adopted, so that it is more current.

July 2019

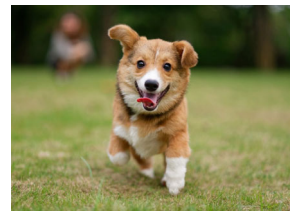
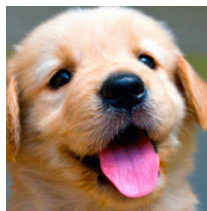
- To reinforce the previous messages and advise the community on the approved Annual Plan 2019/2020.

Key events and collateral:

- Dedicated website page; Double-sided information sheet, showcasing the key takeaway information (displayed at public events, libraries, Council offices, handed out at community events, circulated through community networks); Full page newspaper advertorial content; Rates Newsletter (May 2019); Posts on Facebook highlighting the Annual Plan process; Feature articles in the local papers (media releases), informing communities of the draft Annual Plan 2019/2020, and effects; Public Market Days.



DOG Control Policy and Bylaw



POLICY ON DOGS & DOG MANAGEMENT BYLAW

Statutory Requirements

- The Dog Control Act 1996 requires Council to adopt a Policy on Dog control and a Dog Management Bylaw to give effect to the Policy.
- The Bylaw is required to be reviewed every 10 years.
- The current review is required to be completed by July 2019.
- Jurisdictional boundary change - Mean Low Water Springs
- Meaning of public place



The current Policy and Bylaw have been reviewed and a Draft prepared.

As part of this review staff have:

- Reviewed dog related complaints received by Council
- Sought feedback from key groups e.g. resident and rate payers' associations
- Sought direction from Elected Members at the 6 December 2018 Council Briefing.



The Draft Policy and Bylaw is now presented to Elected Members for their feedback.

Staff can then make amendments based on this feedback before the Draft Policy and Bylaw is presented to the 28 February 2019 Council meeting to be adopted for public consultation.




POLICY ON DOGS & DOG MANAGEMENT BYLAW

Key Changes

Key changes to the Policy on Dogs & Dog Management Bylaw are as follows:

- Dogs to be kept on a leash when walked in urban streets and footpaths;
- A permit will be required to breed dogs on urban sections;
- Dog access rules in Dargaville and Mangawhai to be simplified;
- The roads around Trounson Kauri Park to be made on-leash areas to protect kiwi;
- Dogs to be kept on-leash on the Mangawhai Cliffs Track;
- Dogs to be prohibited from the Pou Tū Te Rangi pā;
- Addition of provisions to protect dogs and address nuisances;
- Dogs to be kept on-leash around much of Pahi's foreshore.



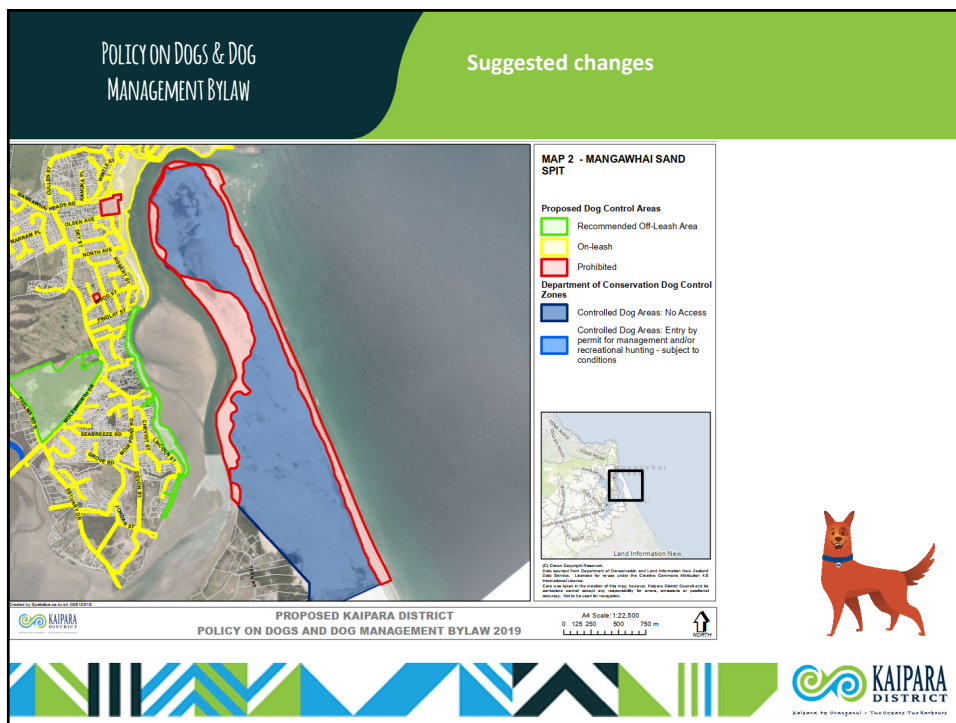
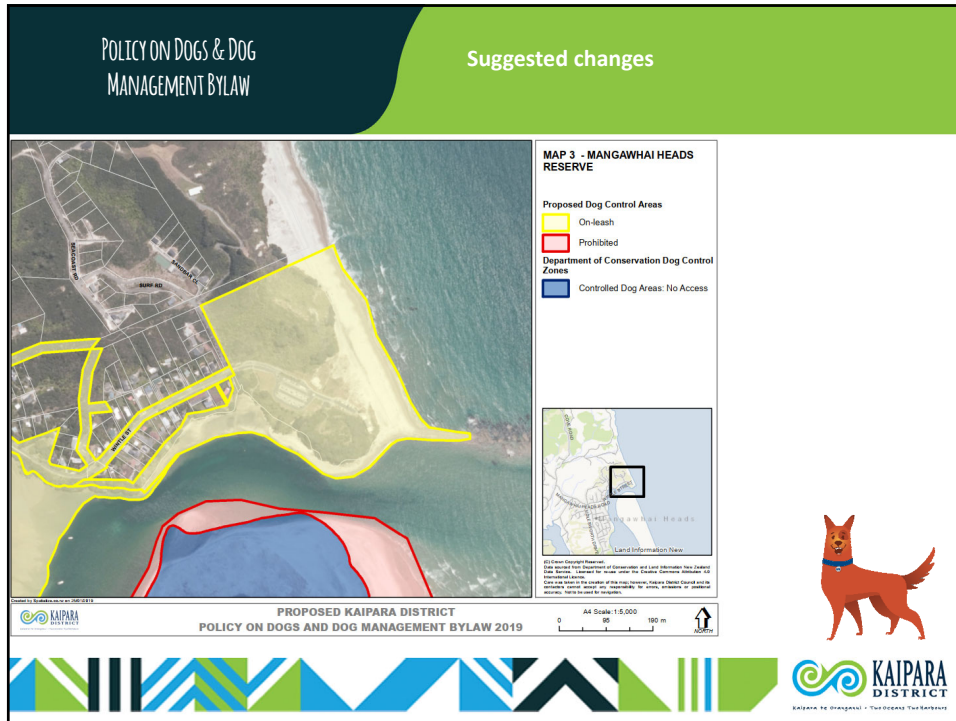
KAIPARA DISTRICT
Kaitiaki te ōrangahau | Te ōrangahau Te ōrangahau

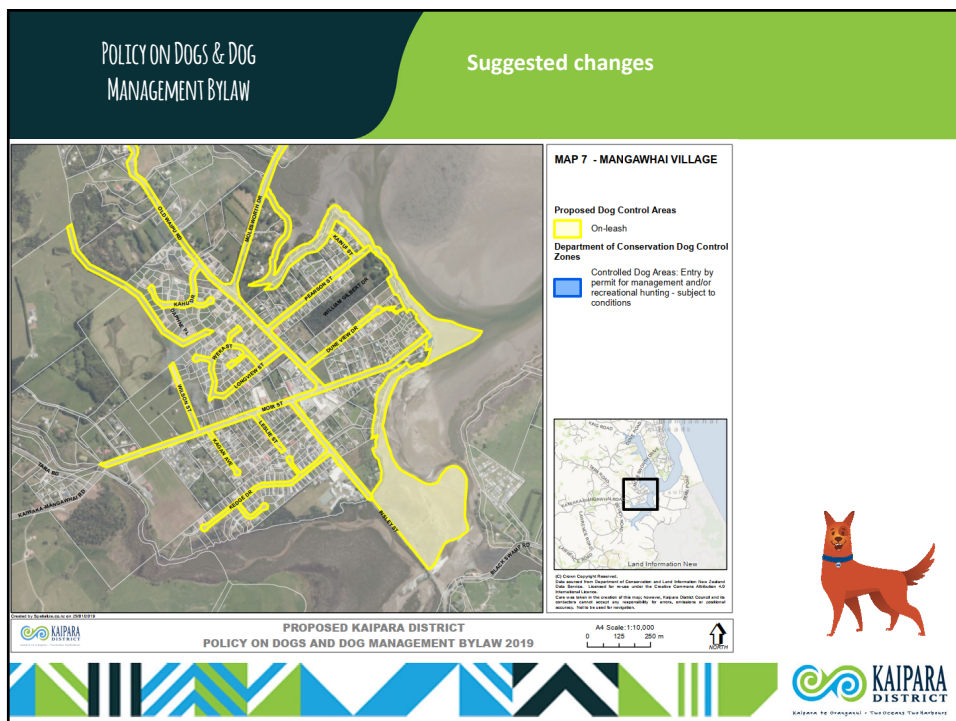
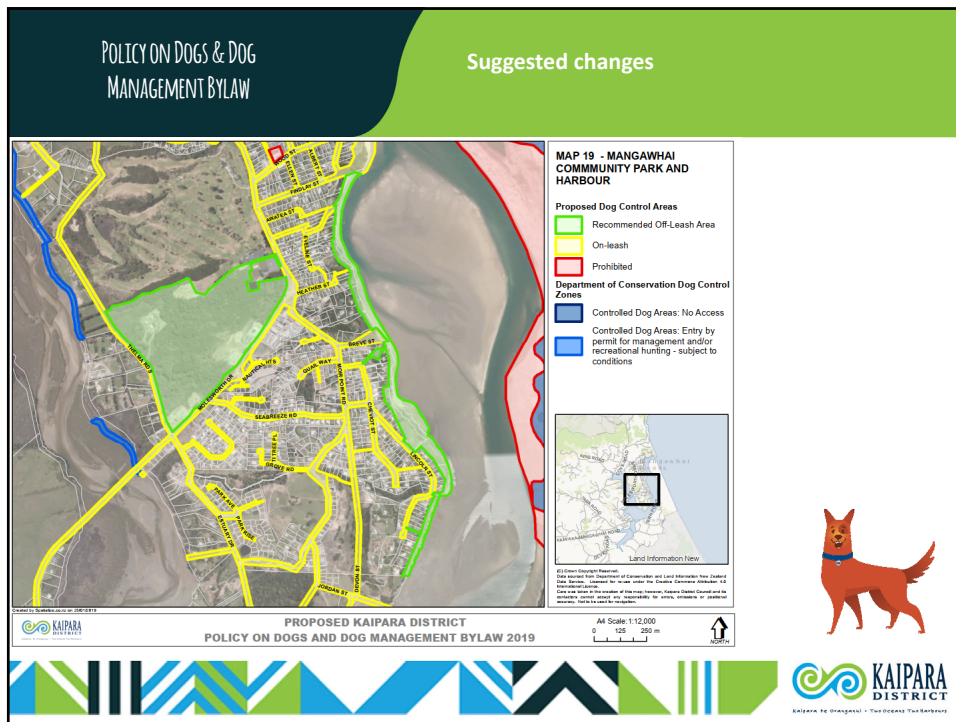
MAPS

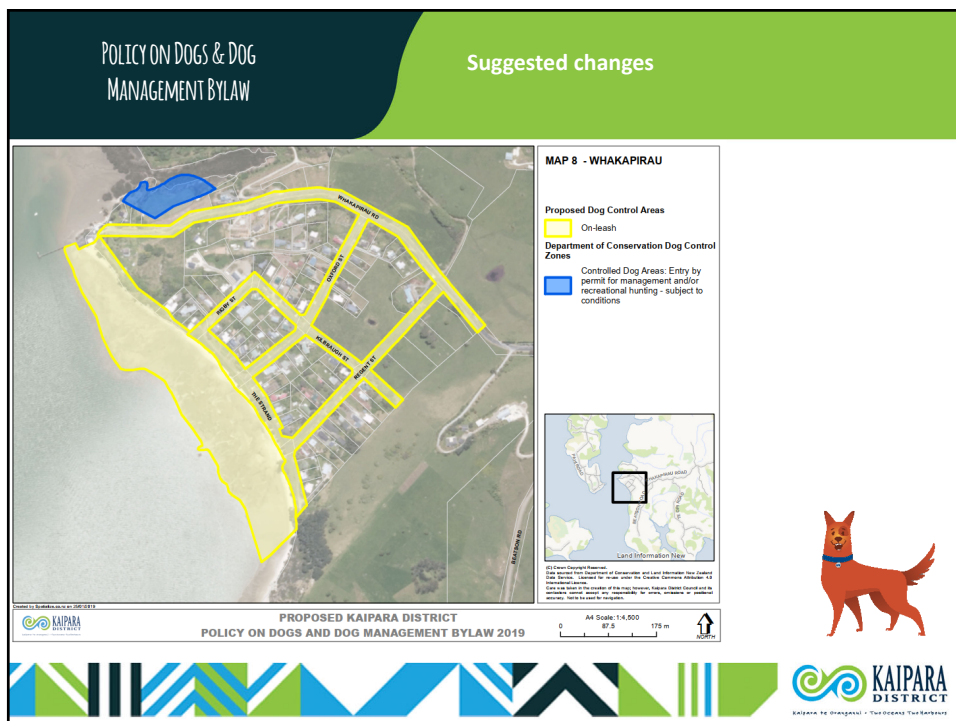
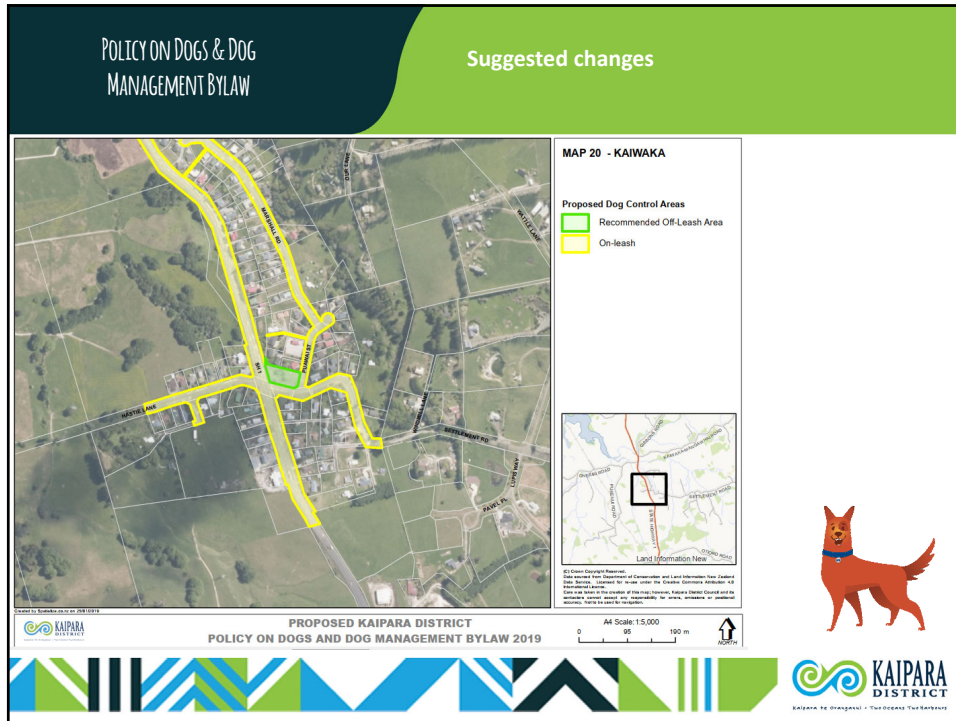
- Where the Rules apply
 - Community suggested changes
 - Elected Members input

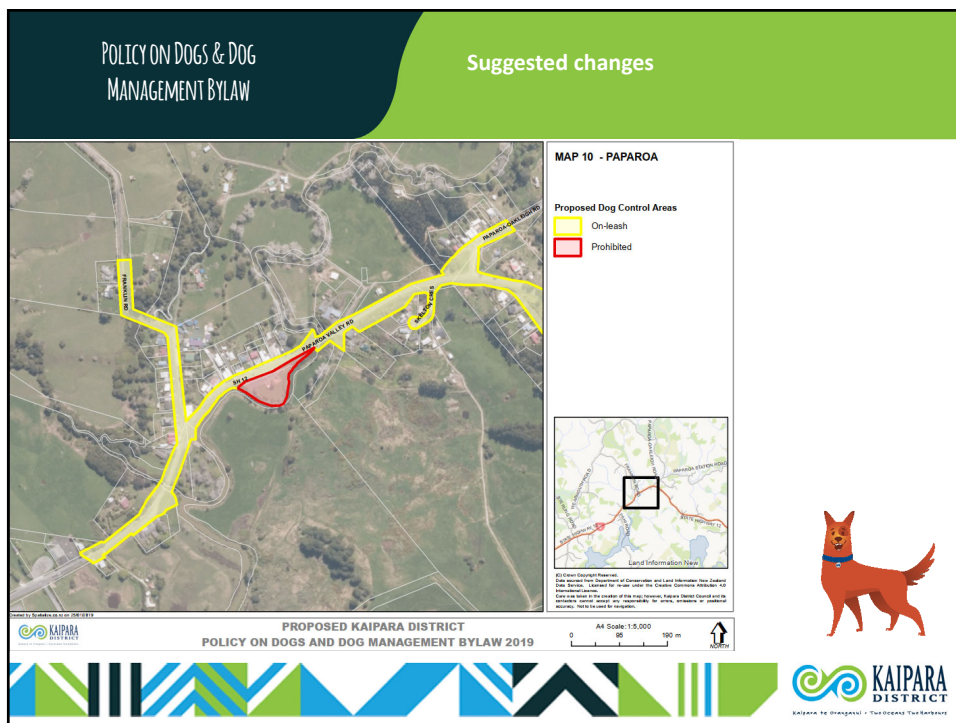
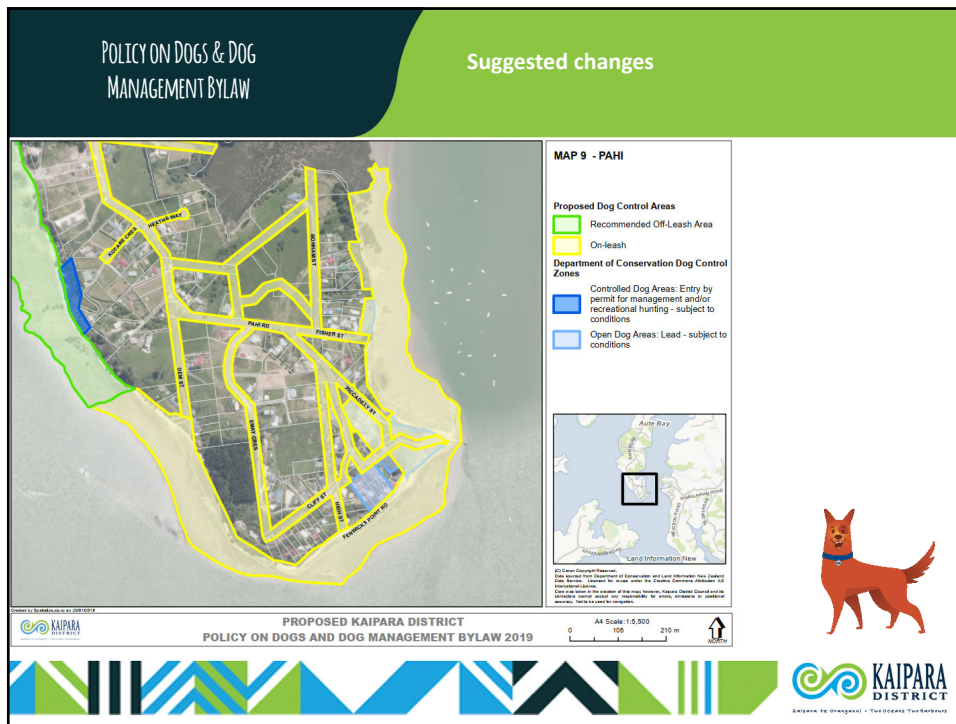


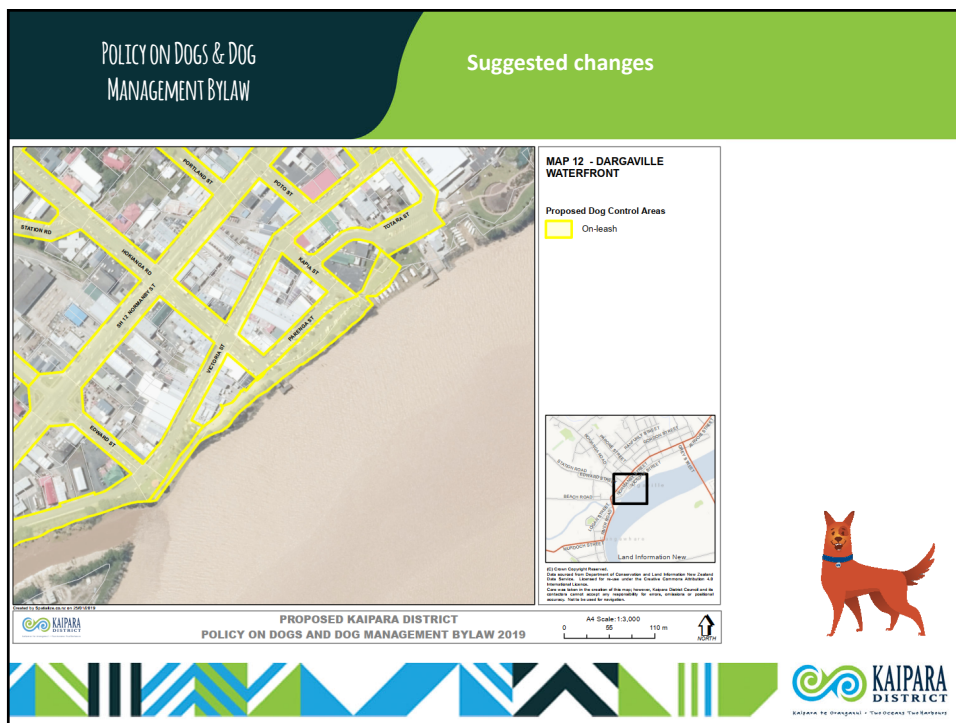
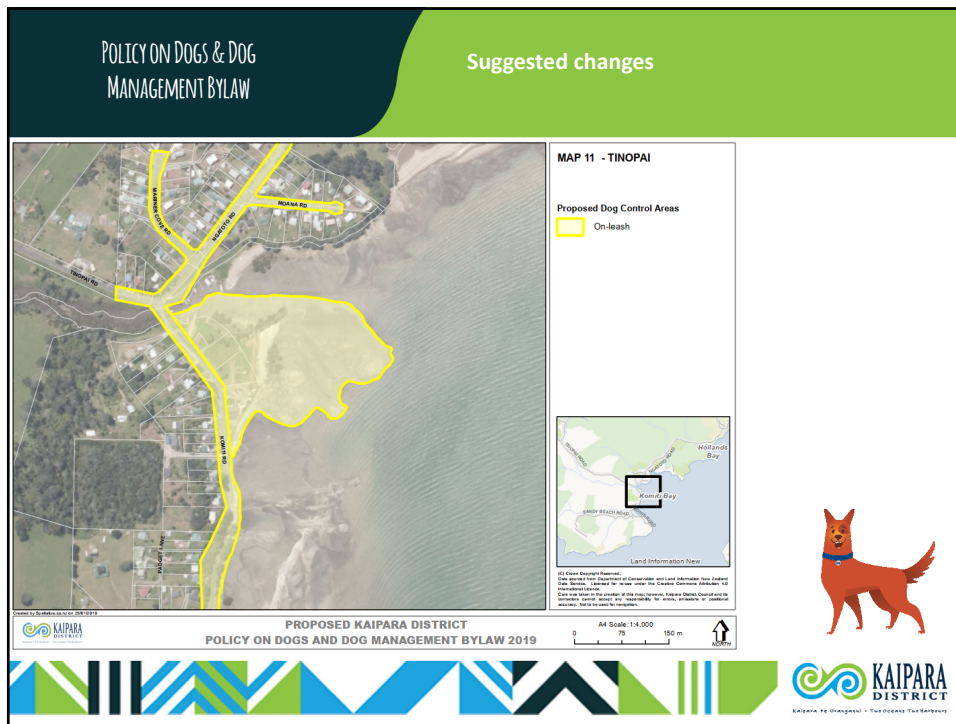
KAIPARA DISTRICT
Kaitiaki te ōrangahau | Te ōrangahau Te ōrangahau

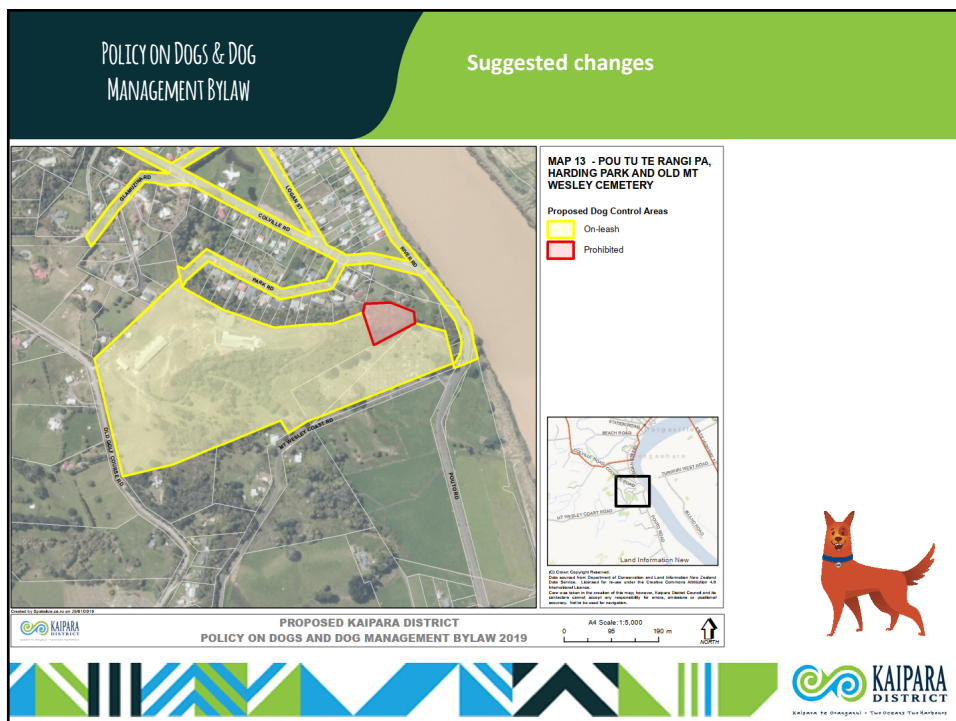
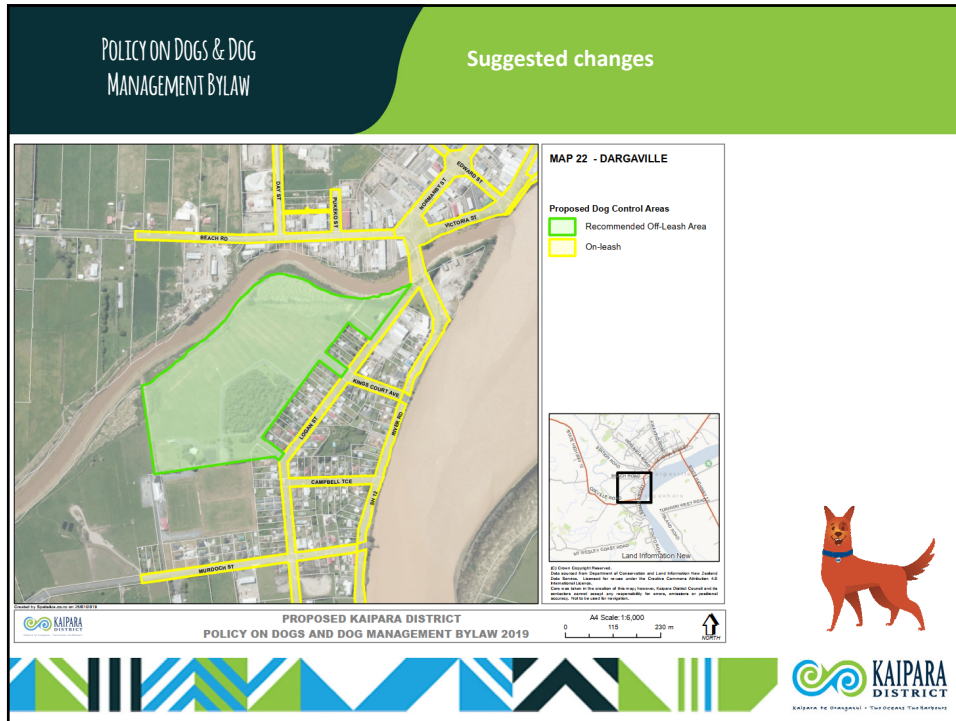


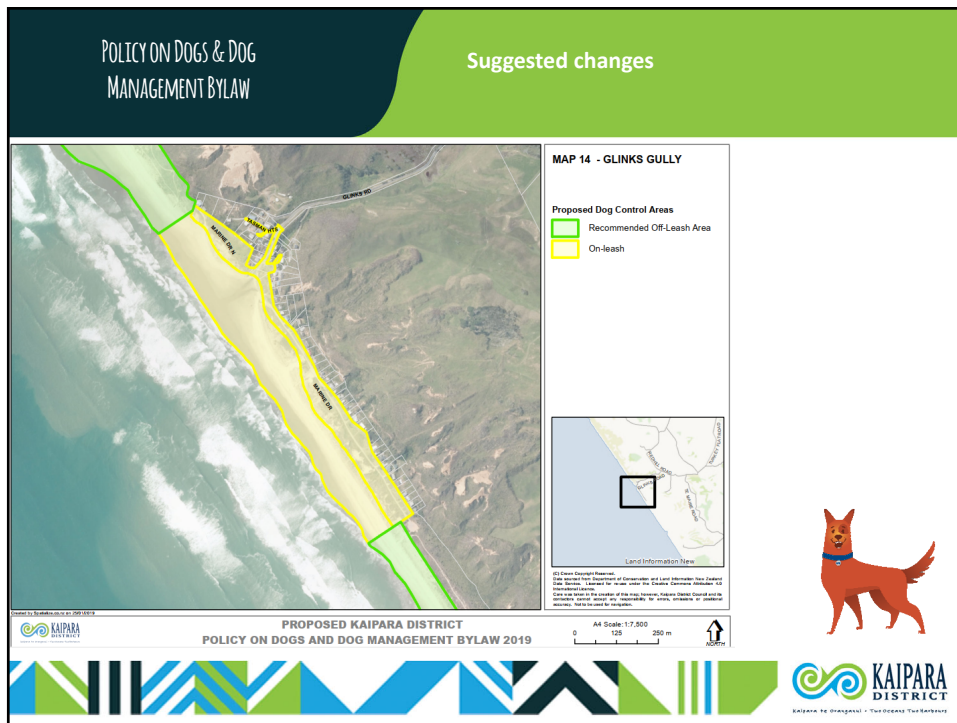
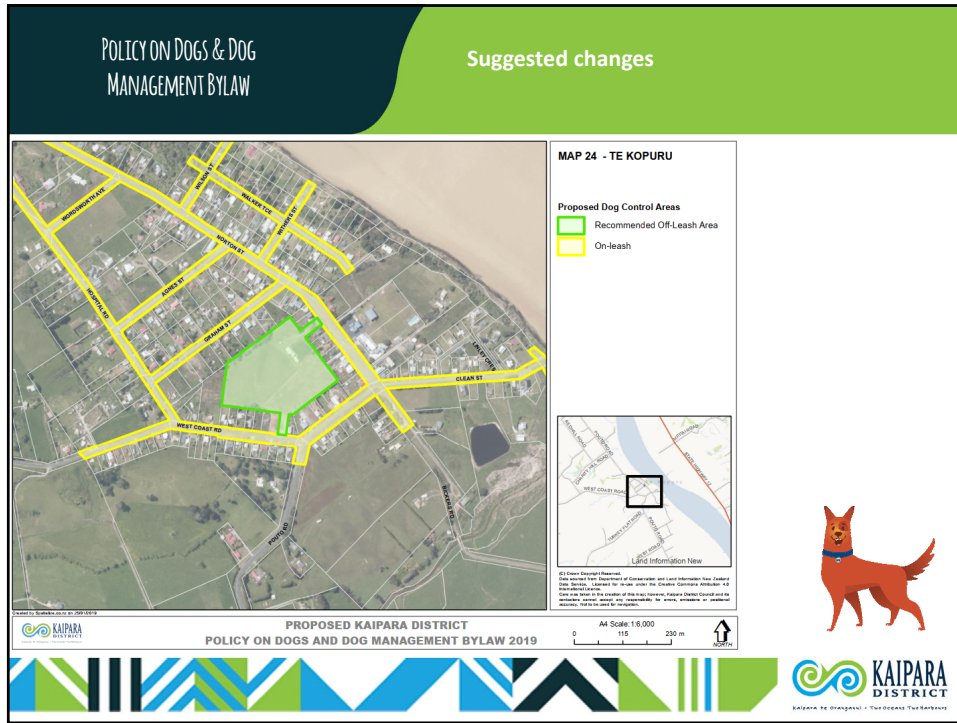


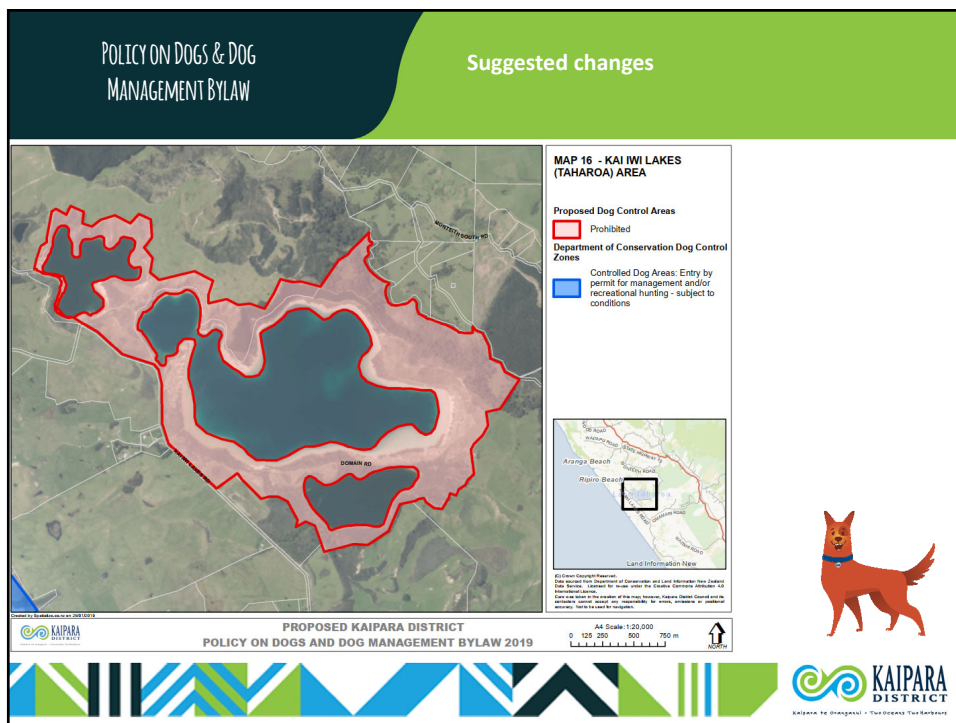
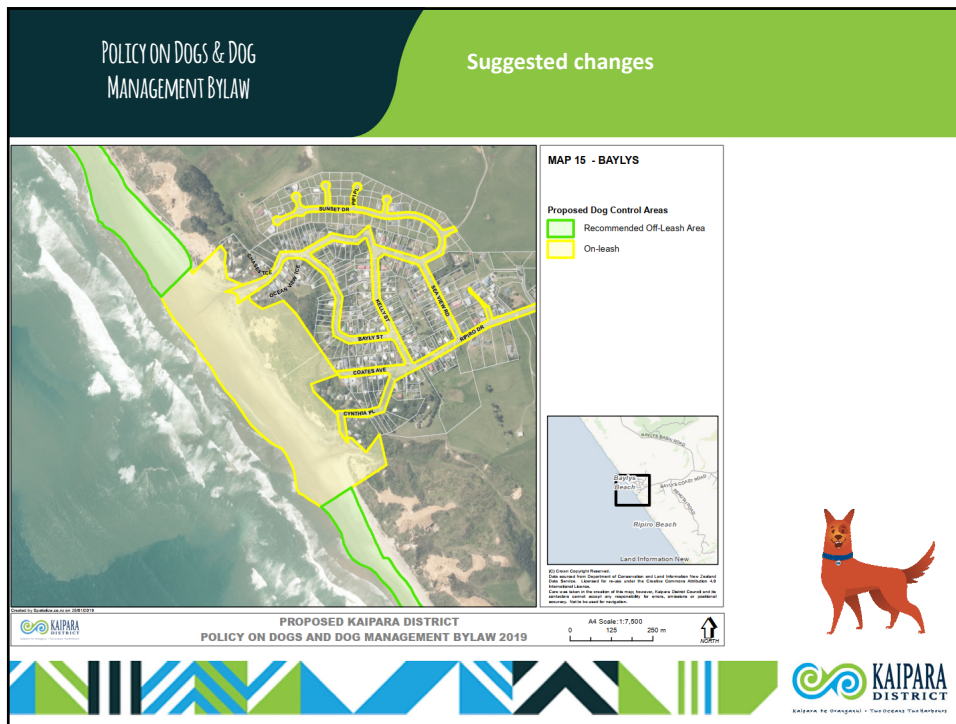


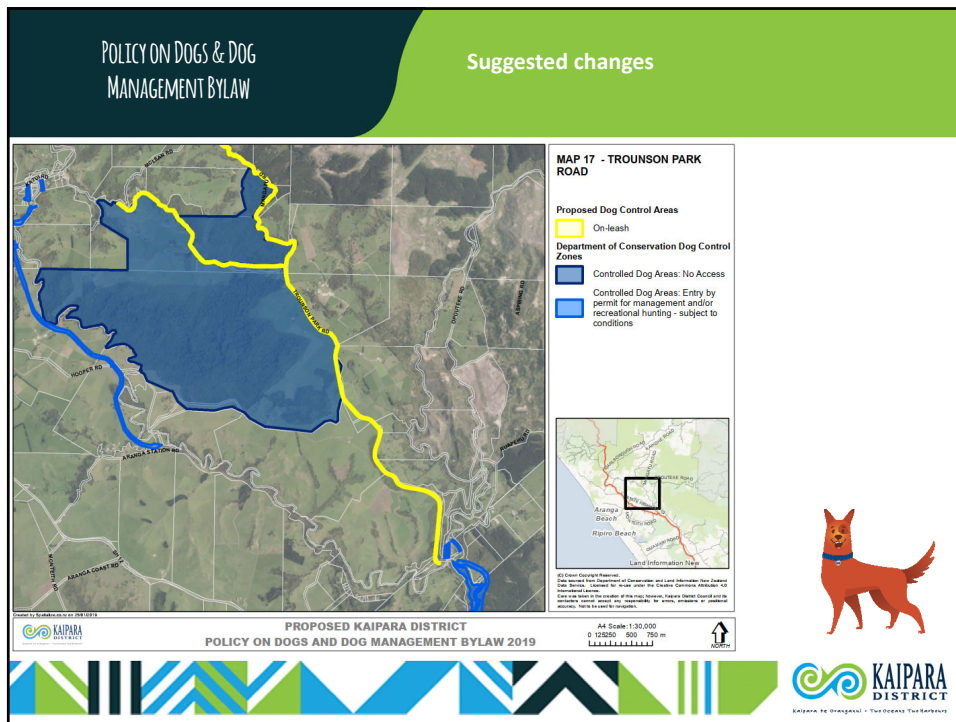












POLICY ON DOGS & DOG MANAGEMENT BYLAW

Next Steps

- Staff will amend the Daft Policy on Dogs and Dog Management Bylaw and Statement of Proposal based on the feedback from Elected Members.
- These documents will then be represented to Council at the 28 February 2019 meeting for adoption for public consultation.
- Public consultation will run from 5 March 2019 till 10 April 2019.
- Hearings are proposed to be held in May 2019.
- Deliberations are proposed for May/June 2019, with the final Policy and Bylaw being adopted at the 27 June 2019 Council meeting.

KAIPARA DISTRICT
KAIKŌRUA KE ōHANGAI • TŪHĪKĀNGA TŪHĪKĀNGA



Use of Forestry proceeds










KEY POINTS

- Purchase of land in 70s and 80s by Hobson County Council.
- Amalgamation 1989 meant all costs of forestry is borne by Kaipara District Council (this was the amalgamation of the Dargaville Borough Council, Hobson County Council and Otamatea County Council).
- Treasury Policy states that any asset sale proceeds should be applied to the reduction of debt.
- Use of funds from the sale of assets policy confirms the priority is to repay any debt attached to the asset and then general debt.
- Mangawhai Wastewater general debt initially totaled \$18 million in 2012.
- This has reduced to \$2.9 million as at 2018.
- 2017 Forestry and land sale of \$4,715,000. 2014 land value \$1,173,000.

OPTIONS FOR USE

- Mangawhai Wastewater debt is now only \$2.8 million.
- Option A Status quo - repay Mangawhai Wastewater Debt
- Option B Establish fund and use interest for Dargaville purposes
- Option C One-off capital expenditure amount
- BUT there will be an additional cost to ratepayers if Options B or C are pursued.



ANY QUESTIONS?



We welcome your feedback!
0800 727 059 | www.kaipara.govt.nz

