



Kaipara te Oranganui

**KAIPARA  
DISTRICT**

Two Oceans Two Harbours

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## **Kaipara District Council Open Meeting Agenda**

**Date:** Wednesday, 28 June 2023  
**Time:** 9.30 am  
**Location:** Governance Space  
Kaipara District Council  
1c Molesworth Drive  
Mangawhai

**Elected Members:** Mayor Craig Jepson  
Deputy Mayor Jonathan Larsen  
Councillor Mike Howard  
Councillor Gordon Lambeth  
Councillor Ron Manderson  
Councillor Ash Nayyar  
Councillor Pera Paniora  
Councillor Mark Vincent  
Councillor Rachael Williams  
Councillor Eryn Wilson-Collins

*For any queries regarding this meeting please contact  
the Kaipara District Council on (09) 439 7059*



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To be circulated separate from this agenda.

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**Minutes of the Ordinary meeting of  
Kaipara District Council**

**Date:** Wednesday, 31 May 2023  
**Time:** 9:34 am – 2.46 pm  
**Location:** Lighthouse Function Centre  
32 Mount Wesley Coast Road  
Dargaville

**Members Present:** Mayor Craig Jepson  
Deputy Mayor Jonathan Larsen  
Councillor Ron Manderson  
Councillor Ash Nayyar  
Councillor Pera Paniora  
Councillor Rachael Williams (by video, early departure)  
Councillor Eryn Wilson-Collins

**Apologies:** Councillor Mike Howard  
Councillor Mark Vincent

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**1. Opening**

**1.1 Apologies**

**Moved: Deputy Mayor Larsen**

**Seconded: Mayor Jepson**

That the Kaipara District Council:

- a) Accepts the apologies of Cr Howard, Cr Vincent, and Cr Williams for early departure.

**Carried**

**1.2 Confirmation of agenda**

[Secretarial Note: Items 5.6, 5.7, 5.8 and 5.3 were moved to the front of section 5.]

**Moved: Mayor Jepson**

**Seconded: Cr Manderson**

That the Kaipara District Council:

- a) Confirms the agenda for the Meeting held 31 May 2023.

**Carried**

**1.3 Conflict of interest declaration**

Nil.

**2. Presentations and Petitions**

**2.1 Sarah Bray - Sustainable Kaipara**

**2.2 Sue Coutts - Zero Waste Network (by video)**

**2.3 Kerry Wilson - Requesting a Public Meeting regarding Dargaville Theatre and Town Hall**

**2.4 George Batistich - Oruawharo Road**

**3. Minutes**

**3.1 Confirmation of Open minutes - 26 April 2023**

**Moved: Cr Wilson-Collins**

**Seconded: Cr Nayyar**

That the Kaipara District Council:

- a) Confirms that the Open Minutes of the Council Meeting held on 26 April 2023 are a true and correct record.

**Carried**

**3.2 Confirmation of Minutes of Fees and Charges Hearings and Deliberations - 25 May 2023**

**Moved: Cr Wilson-Collins**

**Seconded: Mayor Jepson**

That the Kaipara District Council:

- a) Confirms that the Minutes of the Fees and Charges Hearings and Deliberations Meeting held on 25 May 2023 are a true and correct record.

**Carried**

**4. Notice of motion**

Nil

## 5. Decision

### 5.1 Membership of Local Government New Zealand

[Secretarial note: noted as item 5.6 on original agenda]

[Secretarial note: Mayor Craig Little and Scott Necklen, Local Government NZ were deputised to speak to this item, by video.]

**Moved: Mayor Jepson**

**Seconded: Cr Nayyar**

That the Kaipara District Council:

- a) Resigns its membership from Local Government New Zealand for the 2023/24 membership year.

[Secretarial note: A division was called by Cr Wilson-Collins.]

<b>Councillor</b>	<b>For</b>	<b>Against</b>	<b>Abstain</b>	<b>Absent</b>
Councillor Mike Howard				x
Councillor Gordon Lambeth	x			
Councillor Jonathan Larsen	x			
Councillor Ron Manderson	x			
Councillor Ash Nayyar	x			
Councillor Pera Paniora		x		
Councillor Mark Vincent				x
Councillor Rachael Williams	x			
Councillor Eryn Wilson-Collins		x		
Mayor Craig Jepson	x			
<b>Total Votes</b>	<b>6</b>	<b>2</b>		<b>2</b>

**The motion was Carried**

[Secretarial note: The Meeting adjourned at 11.25 am for a short break.]

[Secretarial note: Cr Paniora left the Meeting during the break.]

[Secretarial note: The Meeting reconvened at 11.33 am.]

## 5.2 **Kaipara District Plan review – decision whether to proceed with current programme or explore other options**

[Secretarial note: noted as item 5.7 on original agenda.]

[Secretarial note: recommendation differs from the agenda.]

[Secretarial note: Cr Paniora rejoined the Meeting at 11.35 am.]

**Moved: Mayor Jepson**

**Seconded: Cr Manderson**

That the Kaipara District Council:

- a) Appoints a District Plan Working Party to continue working with staff to develop the Proposed District Plan.
- b) Appoints Councillors Lambeth, Vincent, Manderson and Larsen (Chairperson) to the District Plan Working Party.
- c) Delegates to the Mayor and Chief Executive the authority to appoint an external RMA expert to the District Plan Working Party.
- d) Notes that all Elected Members will have an opportunity to provide feedback on all recommendations brought back to Council by the District Plan Working Party (by way of Council briefings or workshops), prior to Council finalising the future direction of the District Plan.
- e) Puts the District Plan Review schedule on hold until the District Plan Working Group process has been completed.

**Carried**

**Cr Wilson-Collins voted against the motion**

## 5.3 **Appointment of Commissioners for the Hearing on Private Plan Change 82 - Moonlight Heights**

[Secretarial note: noted as item 5.8 on original agenda.]

[Secretarial note: Deputy Mayor Larsen left the Meeting at 11.44 am.]

**Moved: Cr Lambeth**

**Seconded: Mayor Jepson**

That the Kaipara District Council:

- a) Delegate functions, duties, and powers under section 34A(1) of the Resource Management Act 1991 to a Hearing Panel to **hear and recommend** to



Council outcomes on Private Plan Change 82 (Moonlight Heights) and the submissions received; and

- b) Approves three Commissioners to be appointed to the Hearing Panel; and
- c) Approves the composition of the Hearing Panel as two 'Independent' Hearing Commissioners and one 'Internal' Commissioner; and
- d) Notes that staff will follow clause 4.3 of Council's Hearings Commissioner Policy when appointing Independent Hearings Commissioners.

**Carried**

[Secretarial note: Deputy Mayor Larsen rejoined the Meeting at 11.52 am.]

#### **5.4 Annual Plan 2023-24 Uniform Annual General Charge and Water Supply Charges**

[Secretarial note: noted as item 5.3 on original agenda.]

[Secretarial note: recommendation differs from the agenda.]

**Moved: Mayor Jepson**

**Seconded: Cr Lambeth**

That the Kaipara District Council:

- a) Approves the UAGC be included in the Funding Impact Statement and Rates Resolution at \$800 for the 2023-24 year (Option 2).
- b) Approves the 1<sup>st</sup> m3 charge for water supply be calculated on 15% of the costs across the water supply networks and is included at that level in the Funding Impact Statement and Rates Resolution for the 2023-24 year.

**Carried**

[Secretarial note: Cr Williams left the Meeting at 12.34 pm.]

#### **5.5 Poutō Peninsula and West Coast Speed Limit Review –Interim Speed Management Plan**

[Secretarial note: noted as item 5.1 on original agenda.]

**Moved: Mayor Jepson**

**Seconded: Cr Nayyar**

That the Kaipara District Council:

- a) Agrees that the Poutō Peninsula and West Coast Catchment – Interim Speed Management Plan, as amended and recommended by the Poutō Peninsula and West Coast Speed Limits Review Committee (Attachment A), item is reported back to the July Council Meeting.

- b) Agrees that staff work with the Hearings Panel to further refine the feedback provided at this meeting.

**Carried**

The Meeting adjourned for lunch at 1.09 pm.

The Meeting reconvened at 2.02 pm.

## **5.6 Roads of Kaipara District August 2018 to April 2023**

[Secretarial note: noted as item 5.2 on original agenda]

**Moved: Mayor Jepson**

**Seconded: Cr Larsen**

That the Kaipara District Council:

- a) Approves the road names for the new roads of Kaipara District, refer to **Attachment B.**

Alexandra Lane	Lee Place	Te Hauauru Road
Arahanga Road	Magnolia Close	Te Ngahere Lane
Awaroa Creek Rise	Manaaki Circle	Te Rawhiti Road
Barchan Rise	Minnie Casey Rise	Te Tonga Road
Barnfield Way	Mokohinau Drive	Ulrich Drive
Blackbird Place	Morepork Lane	Valley View Lane
Blue Heron Way	Noel Close	Vineyard Lane
Butler Lane	Ocean Sounds Place	Wainikau Lane
Cambridge Lane	Old Racecourse Roa	Windsor Way
Cherrywood Rise	Olea Lane	
Country Heights Tce	Olive Grove	
Eagle Ray Road	Park Crescent	
Eastview Lane	Pavilion Lane	
Garden Way	Peach Lane	
Gordon Coates Ave	Phils Way	
Grey Heron Close	Pigeonwood Place	
Gumtree Way	Pine Valley Glade	
Hancock Grove	Pinetree Close	
Hayes Lane	Pipit Place	
Hinamoki Drive	Raepare Creek Lane	
Horizon View Place	Redwood Ave	
Huamako Lane	Sampson Way	
Ivy Lane	Sand Dune Lane	
Julie Wood Walk	Shipwreck Way	
Kamea Place	Swordish Lane	
Karepo Lane		
Kauri Fields Way		

**Carried**

### 5.7 Adoption of Fees and Charges 2023-2024 Annual Review

[Secretarial note: noted as item 5.4 on original agenda]

**Moved: Cr Nayyar**

**Seconded: Cr Wilson-Collins**

That the Kaipara District Council

- a) Approves the proposed Fees and Charges for 2023/2024 as outlined in the final schedule, at Attachment A.
- b) Delegates the Mayor and Chief Executive the authority to approve minor editorial changes to the Fees and Charges 2023/2024.

**Carried**

### 5.8 Kaipara District – Waste Disposal Increases 2023

[Secretarial note: Deputy Mayor Larsen left the Meeting at 2.15 pm during questions.]

[Secretarial note: Deputy Mayor Larsen rejoined the Meeting 2.16 pm during questions.]

**Moved: Mayor Jepson**

**Seconded: Cr Wilson-Collins**

That Kaipara District Council:

- a) Approves the Dargaville and Hakaru Transfer Station user gate charges and general refuse bag price increases below, effective 1 July 2023.

General Refuse	Price (GST inclusive)
User gate charge per m <sup>3</sup>	\$75.00 per m <sup>3</sup> based on estimated volume
User general refuse (blue) bag price	\$4.10 per bag

**Carried**

### 5.9 Consolidated General Bylaw – Part 7 – Cemeteries and Crematoria

**Moved: Cr Wilson-Collins**

**Seconded: Cr Paniora**

That the Kaipara District Council:

- a) Approves the Findings Report (**Attachment A**) for Part 7 - Cemeteries and Crematoria of the Consolidated General Bylaw 2020.

- b) Determines that the voluntary review of Part 7 - Cemeteries and Crematoria of the Consolidated General Bylaw 2020 has found that a bylaw is still the most appropriate way to enable Council to control and set standards for the management and operation of cemeteries and crematoria within the district.
- c) Approves the Issues and Options Report (**Attachment B**) for Part 7 - Cemeteries and Crematoria of the Consolidated General Bylaw 2020.
- d) Agrees that developing a new Part 7 - Cemeteries and Crematoria bylaw and supporting controls document is the preferred option to respond to the Issues and Options Report in **Attachment B**.
- e) Notes that staff will commence preparation of a draft Part 7 - Cemeteries and Crematoria bylaw, and supporting controls document with the intention to bring this to the July 2023 Council briefing for input and direction.

**Carried**

#### **5.10 License to Occupy for Approval - 1085 Tangowahine Road 31 May 2023**

**Moved: Mayor Jepson**

**Seconded: Cr Nayyar**

That the Kaipara District Council:

- a) Approves the Licence to Occupy (Attachment A) enabling the Licensee to construct a 40mm alkathene pipe under Tangowahine Road for the conveyance of water from the Grantor's Property.
- b) Delegates the Chief Executive to sign this Licence to Occupy on behalf of Kaipara District Council as Licensor.

**Carried**

## **6. Information**

### **6.1 Quarterly Performance Measures Jan-March 2023**

**Moved: Mayor Jepson**

**Seconded: Cr Nayyar**

That the Kaipara District Council:

- a) Notes the Quarterly Performance Measures Report Jan-March 2023.

**Carried**

## 6.2 Exceptions Report – April 2023

**Moved: Mayor Jepson**

**Seconded: Cr Wilson-Collins**

That the Kaipara District Council

- a) Notes the Exceptions Report – April 2023.

**Carried**

## 6.3 Resolutions Register update – May 2023

[Secretarial note: Deputy Mayor Larsen left the Meeting at 2.39 pm during questions.]

[Secretarial note: Deputy Mayor Larsen rejoined the Meeting 2.40 pm during questions.]

**Moved: Cr Wilson-Collins**

**Seconded: Cr Nayyar**

That the Kaipara District Council

- a) Notes the Resolutions Register update – May 2023.

**Carried**

## 7. Recommendation to move into Public Excluded Session

**Moved: Mayor Jepson**

**Seconded: Cr Wilson-Collins**

<b>Recommendation   Ngā tūhonga</b>		
a) That the following items are considered with the public excluded:		
<b>Report Name</b>	<b>Reason for excluding the public</b>	<b>Grounds for excluding the public</b>
Confirmation of Public Excluded Minutes 31 May 2023	Decisions and information contained in the PEX minutes will be released publicly when appropriate. Please visit the meeting website for the latest information.	<p>Grounds for excluding the public: S7(2)(b) would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.</p> <p>Grounds for excluding the public: LGOIMA Part 1, Section 7(2)(i) to enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>

**Carried**

The Meeting moved to Public Excluded session at 2.45 pm.

**8. Return to Open Session**

The Meeting returned to open session at 2.46 pm.

**9. Closure**

The Meeting closed at 2.46 pm.

Unconfirmed

# Annual Plan 2023-24

**Meeting:** Kaipara District Council  
**Date of meeting:** 28 June 2023  
**Reporting officer:** Sue Davidson, GM Sustainable Growth & Investment  
Ruby Mitchell, Senior Communications Advisor

## Purpose | Ngā whāinga

Council needs to adopt the Annual Plan for 2023/24 so that plans and budgets can be confirmed, and rates can be set for the 2023/24 year.

## Executive summary | Whakarāpopototanga

An Annual Plan is adopted in the years between Long Term Plans and details the revenue and expenses for the year and provides details of projects that will be delivered and what that does to the Councils Statement of Financial position (Balance Sheet).

The rates increase for 2023/24 both general and targeted (excluding water by meter) total 4.96%. Water by Meter charge has decreased 5.31%. Further the Council have tried to smooth the impact of the increase by adjusting the UAGC and reducing the fixed charge for the first cubic meter of water.

## Recommendation | Ngā tūhonga

That the Kaipara District Council:

- a) Adopt the Annual Plan 2023/24 (Attachment A) showing rates increase (general and targeted of 4.96% and a decrease of 5.31% in water rates.
- b) Delegates the authority to the Mayor and Chief Executive to make minor editorial changes to the Annual Plan 2023/24.

## Context | Horopaki

Council is required to adopt an annual plan by the end of June each year. Elected Members stated upfront that they wanted a maximum of 5% rates increase, as they were aware that ratepayers were struggling in the current economic climate. The Long Term Plan 2021-2031 had provided for an increase of 3.92%, for general and targeted rates and an increase of 4.06% for water by meter.

Key elements in developing this annual plan as compared to that of the LTP for the same year are detailed.

- Taumata Arowai imposed new water quality testing regimes in 2022 which Council must comply with.
- At February 2023 briefing, Council was advised that the contract escalation rate was 12.4% for roading and would mean a reduction in buying power / level of service. This will occur over the longer term.
- Later in February 2023 major storms affected Kaipara roads, stopbanks and other infrastructure. Although some of the damage was to be funded by insurance and a greater Waka Kotahi NZ Transport Agency subsidy, some capital expenditure that had been added into the annual plan was now removed to ensure that the extra costs of the storm could be provided for without a further impost cost to the ratepayers.
- Subsidies have now increased over \$10 million in response to the storms and could be more once the full cost of remediation of roads is fully evaluated. The Waka Kotahi NZ Transport Agency subsidy rate is 82% which is 20% above Councils normal subsidy rate.

- Council has been fortunate to receive and budget grants of \$312,000 for the fully subsidised positions of Welcoming Communities Officer, Beach Rangers, Better Off / Affordable Waters Project Team.
- Other new staff budgeted are Economic Development Facilitator, Assistant Accountant, Monitoring Officer, Commercial Manager.
- Reduction in the District Plan costs of \$500,000, which have impacted on overall Activity costs.
- Interest was reduced \$200,000 as over the last two years projects completed had been externally funded and debt funded projects had been deferred. Wood St, Mangawhai stormwater and pavement revitalisation project has been deferred one year.

A number of briefings and presentations at Council were held to review both the operational and capital expenditure programme. The process undertaken to ensure Council has a full understanding of the content of the annual plan.

Meeting Date	Type	What was discussed	Details
31 May 2023	Council meeting	Fees and Income Approved UAGC and Water Fixed rate for 1 <sup>st</sup> cubic meter approved	UAGC increased from \$764 to \$800. Still well below 30% cap  Fixed charge reduced from \$373 to \$211 to alleviate residential householders
26 April 2023	Council meeting	Approved rates less than 5%. Agreed no consultation required as rates increase not significant	Storm event costs and changes to capital (projects added because of storm and projects taken out) presented and impact to rates
1 March 2023	Council briefing	Guidance on costs to be added/ reduced from schedules	Rates presented and drivers of costs  Full capital list and funding sources
14 Dec 2022	Council meeting	Approval of level of rates rise and consultation not required at this	Detail on items driving rates increases and potential additions/ reductions
7 Dec 2022	Council briefing	Clear guidance on level of rates	Understanding of what is in and out of plan. Initial list of capital projects

#### Rates increases:

Council in its LTP stated that rates affordability benchmark means that rates increases should be limited to 5%. Council will have met this with general and targeted rates predicted and with the reduction in water by meter costs.

#### General rates

This year, the Uniform Annual General Charge (UAGC) has been increased from \$764 to \$800. This means that every ratepayer will now pay \$800 UAGC. This has generally meant that lifestyle, pastoral and dairy properties pay less of the general rate than they would have if the UAGC remained at \$764.

Note that this is only 23.72% of a maximum allowable of 30% to levy.



## Targeted Rates

### Water by Meter charge

The Water by Meter Charge has decreased by 5.31 % due to a change in funding sources

- Previously, Council funded the initial evaluation of secondary water sources from operational costs. This year the design for Waiatua Dam in Dargaville is included in the capital cost of the project and will be funded from depreciation reserves, rather than debt or rates.
- As well as this, a number of Kaihu properties connected to a non-potable water supply were supplemented with bottled drinking water. These properties have transitioned to independently funded water tanks and supplying bottled water is no longer necessary.

### Wastewater

The wastewater charge has increased across the district

- Due to full depreciation now being rated for on all Kaipara wastewater plants (last year, depreciation was funded at 90 percent). This is used to fund future renewals.
- In addition, investigations are also being funded for concept design of a new Paparua wastewater system and to look at the infiltration of the Dargaville wastewater system.
- As part of the Long Term Plan 2021-2031 process, Council consulted with the community and agreed to equalise costs for wastewater services across the district, with a staggered entry for those on the Te Kopuru system over three years. This is the last year and so the increase this year is higher for these ratepayers.

### Stormwater (rated on land value per scheme)

There is an increase to the Mangawhai stormwater charge

- This year provides for catchment management plans to be drafted. The effects of the February extreme weather events highlighted the lack of stormwater infrastructure in parts of Mangawhai, so this year there is focus on ensuring there is sufficient stormwater infrastructure for residents, both current and in the future.

### Debt Ceiling on External Debt:

Councils limit on liquidity is being greater than 110%, as at May 2023 the actual is 129% and as at 30 June 2024 it is predicted to be 116%., but this is likely to be higher if we offset with any cash in hand.

Elected Members in 2021 stated that despite the levels provided for by external borrowers the Council felt comfortable with having debt less than \$60 million. This Annual Plan predicts debt could rise to a level of \$61m but will be offset with any term /cash deposits, up to \$6.8 million forecast at year end, so Council will be well within its limits.

To help with Councillors understanding as to why Council debt will increase if all capital expenditure is completed, to potentially 61.1m for this annual plan 2023/24, the following new projects were added into this year totalling \$5,583,000.

Why added	What for	Debt part only of cost
New project added by previous Council	Pensioner Housing Upgrade	1,500,000
Brought forward from 2025 by current Council	Northern Wairoa hall	500,000
Added by current Council (replaced Dargaville water and wastewater projects, and Wood St debt)	Storm Damage	.
	Dargaville	600,000
	Dargaville Stopbanks	500,000
	Whakahara floodgates	150,000

Funding changed by current Council to reduce rates	Pouto Rd second seal	533,000
New projects agreed to be added by current Council	Tinopai Campground	200,000
	Maungaturoto water	1,000,000
	Breve St stormwater	600,000

There are also key additions above the original budget /LTP for 2022/23 authorised by the previous Council in last year's annual plan. Additional debt funding was provided for Mangawhai Wastewater Disposal, Thelma Rd pump station, the additional costs of the Mangawhai Balance Tank, Pouto Wharf, and Dargaville Spring St Reticulation. Additional projects that became urgent were Baylys Beach toilets and Pahi toilets.

#### Summary Capital Projects 23/24:

\$m	Projects discussed with Council prior to Feb storms	Storm events projects net of those deducted	Total Projects budgeted for 23/24(excl carried over)	Projects per LTP (as comparative)	Additional projects likely to be carried over from 22/23
District Leadership	0.6	-0.27	0.4	0.33	0.7
Flood Protection/Land Drainage	0	0.15	0.2	0.06	4.76
Open Spaces & Facilities	5.7		5.7	5.8	3.7
Stormwater	1.8	0.5	2.3	0.09	1.5
Transportation	26.1	6.06	32.1	20.3	10,9
Waste Minimisation	0.1		0.1	0.1	0.22
Wastewater	4.2	- 0.2	3.0	0.3	2.6
Water Supply	4.0	-1.2	2.8	1.1	0.8
<b>Total</b>	<b>42.5m</b>	<b>5.04m</b>	<b>46.7m (Attachment B)</b>	<b>27.9m</b>	<b>25.18m</b>

Elected Members can see this is another major capital budget at nearly \$72 million (\$47 million for 2023/24 year plus likely carry overs of \$25 million). This is primarily driven by the need to complete both emergency and business as usual roading, which is the largest category in the table. Note that pensioner housing has been kept at \$1.5 million capital project funded by debt. At this stage Wood St stormwater and street improvement has been deferred until 2024/25 as planning for the work is still being finalised.

Normally depreciation reserves fund renewals, however for some wastewater and stormwater projects some were funded out of depreciation reserves rather than increasing debt. Projects such as Dargaville wastewater \$1,000,000, Kaiwaka WWTP upgrade \$200,000, Dargaville Security Improvements \$150,000, Waitua Dam design \$150,000, Paparoa Wastewater Design \$150,000 and Eveline St stormwater \$900,000.

## Discussion | Ngā kōrerorero

In comparing with the LTP the following information should be considered.

\$m	LTP (Year 3 2023/24)	Annual Plan 2023/24	Comments
Rates Take	47.4	46.8	
Rates Increase (general and targeted)	3.92%	4.96%	
Water by meter	4.06%	-5.31%	Water deliveries to Kaihu ceased
Total Revenue	79.3	91.7	Increased roading subsidies
Total Expenses	60.4	61.4	
Capital Expenditure	27.9	46.7	Storm event projects included
Closing Debt 30 June	43.9m	61m debt	Cash deposits will reduce this by 6.8m

### Options

**Option 1:** Approve the Annual Plan 2023/24. Council is required to adopt an Annual Plan by 30 June each year. This option enables Council to meet its statutory requirements. Following adoption, Council can then set the rates for the year.

**Option 2:** Seek changes to the Annual Plan 2023/24. This would mean likely delaying the setting of the rates and there could be reputation issues if this occurred as Council has had time to ensure management are aware of any changes they want made to the Annual Plan.

The recommended option is **Option 1**.

### Policy and planning implications

This is a key document for planning.

### Financial implications

The Annual Plan sets out the budgets and work programme for the year.

### Risks and mitigations

There is a risk Council won't meet its statutory obligations if the Annual Plan 2023/24 is not adopted. There is insufficient time to change the figures in the document without delaying the rating of properties.

## Significance and engagement | Hirahira me ngā whakapāpā

Adopting the Annual Plan does not trigger the significance criteria outlined in the Council Significance and Engagement Policy, and the public will be informed on the Council website.

Council has determined there are no significant or material differences between this Annual Plan and year 3 of the LTP so consultation was not required.

### Next steps | E whaiake nei

Once the Annual Plan is adopted it will be widely communicated to the Kaipara community.

This document forms the workplan for 2023/24.

## Attachments | Ngā tapiritanga

	Title
A	Annual Plan 2023/24
B	List of Capital Projects







*“Against the background of these challenges, we saw a period of extreme weather events in February that caused long-term damage to our district’s infrastructure. As a result, Council has prioritised emergency roading repairs in the work programme. Too many of our roads are not fit for purpose and the fixes are needed urgently to get the district moving again. By focusing on these first and foremost, we can source much-needed external funding from NZTA to ease any burden for our ratepayers.”*

Greetings to you all,

Thank you for taking the time to read this year’s Annual Plan 2023-2024.

As we updated the budgets and work programme for this coming year, there were many factors to consider when making decisions. The number of external challenges placing pressure on our operating environment were apparent, with Council facing the same rising costs as our communities – spiralling inflation, interest rate hikes, an overall creeping cost of living. In spite of our best efforts, rising construction costs are having noticeable impacts on our business, as evidenced in the 12.4 percent increase we are facing with roading construction this year.

Against the background of these challenges, we saw a period of extreme weather events in February that caused long-term damage to our district’s infrastructure. As a result, Council has prioritised emergency roading repairs in the work programme. Too many of our roads are not fit for purpose and the fixes are needed urgently to get the district moving again. By focusing on these first and foremost, we can source much-needed external funding from NZTA to ease any burden for our ratepayers. Alongside this we also have a number of key capital projects to be getting on with. Find more details of these in Part One of this document.

While it’s been a testing start to the year, I am strengthened by the resilience shown by our communities. In my regular travels around the district, I have met with many of you. We are a tough lot and already back on our feet and getting on with it. I know that unexpected emergency works coupled with some ambitious capital works means delivering this year’s work programme will be demanding, but I am confident that our Executive Team and staff can meet these challenges.

We’re focused on maintaining our vibrant district and encouraging new people to our areas, stimulating growth and supporting the economic development of our communities. Kaipara has a bright future.

**Craig Jepson**  
*Mayor, Kaipara District*



*"I encourage you to stay updated with the information we share so you can keep on top of what's happening in your area and take opportunities to give feedback. Follow the KDC Facebook page, sign up to the Antenno mobile phone app, read our fortnightly Council paper pages in the Kaipara Lifestyler and the Mangawhai Focus, subscribe to the Kaipara Kōrero e-newsletter or read our news website at [www.kaipara.govt.nz/news](http://www.kaipara.govt.nz/news)."*

Kia ora koutou,

This Annual Plan sets out our work programme for 2023-2024 and outlines for you, the community of Kaipara district, what we plan to achieve.

Along the way we will keep you updated on our progress. I encourage you to stay updated with the information we share so you can keep on top of what's happening in your area and take opportunities to give feedback. Follow the KDC Facebook page, sign up to the Antenno mobile phone app, read our fortnightly Council paper pages in the Kaipara Lifestyler and the Mangawhai Focus, subscribe to the Kaipara Kōrero e-newsletter or read our news website at [www.kaipara.govt.nz/news](http://www.kaipara.govt.nz/news).

Local government continues to see change happening as a result of the Government's reform programme. Once the resource management reforms have passed, staff will be adjusting in line with the new legislation and the confirmed timetable. This year there will also be a lot of preparatory work within our organisation for the new Entity A, as part of the Affordable Waters reform (formerly Three Waters). While the Affordable Waters reform is still being finalised and does not come into effect until July 2024, there is a significant amount of work happening now to ensure that any transition is smooth. On the coal face it is business as usual for our service delivery with a number of renewal and upgrade projects to be delivered this year for our communities. Behind the scenes there is much to be done and we will be supporting and navigating our staff and community through this period. We will keep you informed and updated of any changes as we do so.

Looking ahead, our staff will be out with the elected members asking for your thoughts, aspirations and ideas in preparation for the next Long Term Plan 2024-2034. Already we have attended a number of markets and community events to talk with you. Formal consultation takes place in early 2024, but we are after initial input now to help us understand what you love most about this district, what you want us to focus on, and what new ideas you might want to see. Over these coming months there will be many opportunities to take part and have your say.

We are immensely proud to look after Kaipara. Our Council staff live in the communities they work with and serve. Check out the What Council Does infographic further if you're interested in understanding the breadth of work our team undertakes across the district.

We look forward to working with you.

Ngā mihi nui

**Jason Marris**  
*Chief Executive*



# Kaipara District Council Elected Members



**Mayor**  
Craig Jepson



**Deputy Mayor**  
Jonathan Larsen



**Kaiwaka-Mangawhai Ward**  
Rachael Williams



**Kaiwaka-Mangawhai Ward**  
Mike Howard



**Otamatea Ward**  
Ron Manderson



**Otamatea Ward**  
Mark Vincent



**Te Moananui o Kaipara Māori Ward**  
Pera Paniora



**Wairoa Ward**  
Gordon Lambeth



**Wairoa Ward**  
Eryn Wilson-Collins



**Wairoa Ward**  
Ash Nayyar



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# What is an Annual Plan?

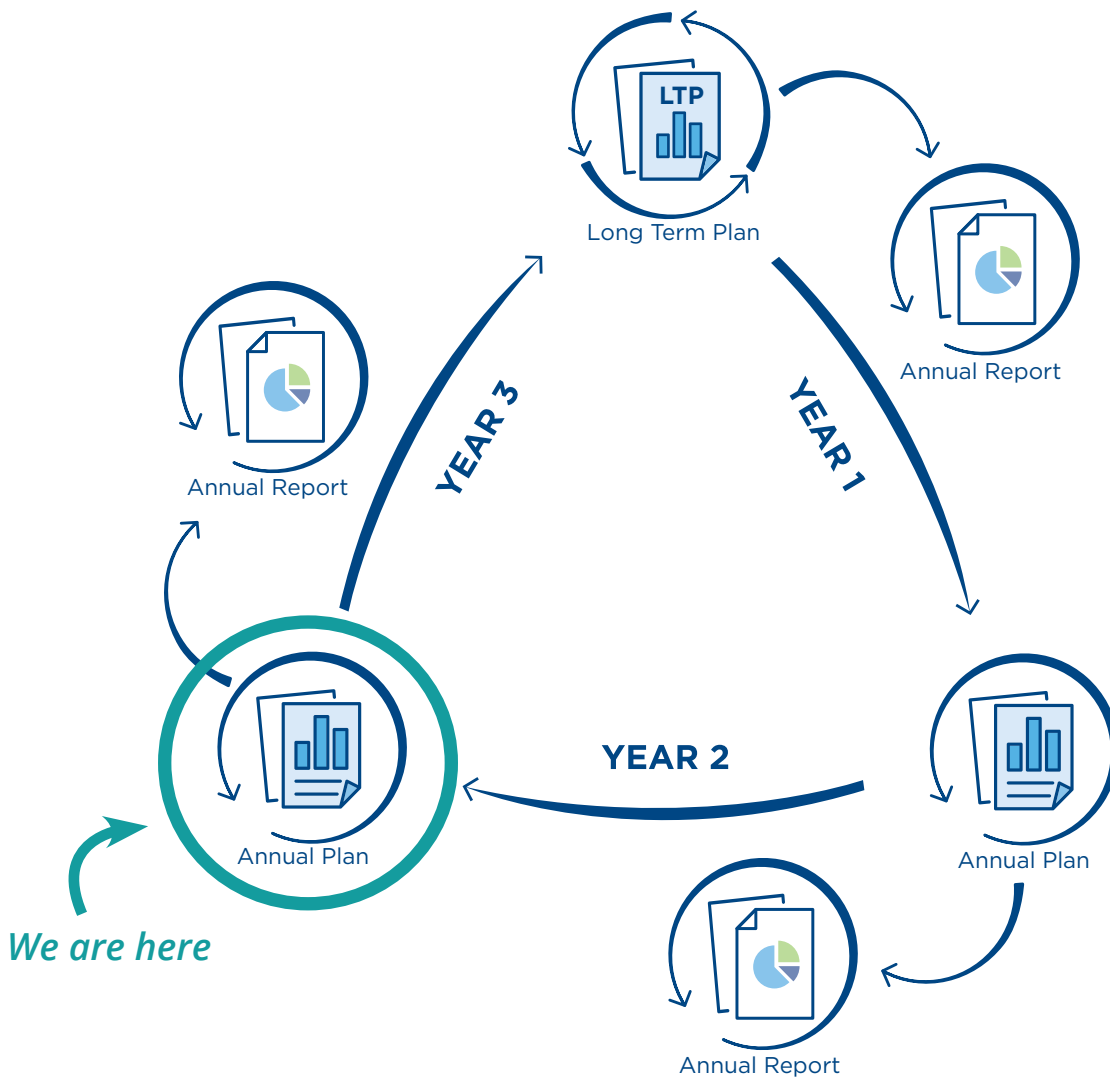
Every three years we consult with the community and develop a Long Term Plan (LTP). The LTP sets our vision, direction, budgets, and our work plans for the next 10 years. The LTP we are currently working from for 2021-2031 was adopted 30 June 2021.

The LTP is our lead document and should be the first port of call if you are after additional information on any of our planned activities. You can find it online at <https://www.kaipara.govt.nz/news>.

In the two years between adopting an LTP, we prepare an annual plan. The annual plan is a yearly update against what has been set out through the LTP, including any changes to budgets and work plans for that one year. We consult the community on any significant or material changes in the annual plan, to ensure we are on the right path.

This Annual Plan 2023-2024 is Year 3 of our current LTP 2021-2031, and looks at the period from July 2023 through to the end of June 2024.

## Council Planning and Reporting Cycle



# What drives our work programmes

## Setting the scene

Elected Members agreed on a vision and six community outcomes for the Long Term Plan 2021-2031. The vision and outcomes set the direction Council works towards and guides all our work programmes.

***Growing a better Kaipara – Nurturing our people and place by inspiring a vibrant, healthy and caring community***

**Climate Smart** - Climate change and its impacts are reduced through community planning

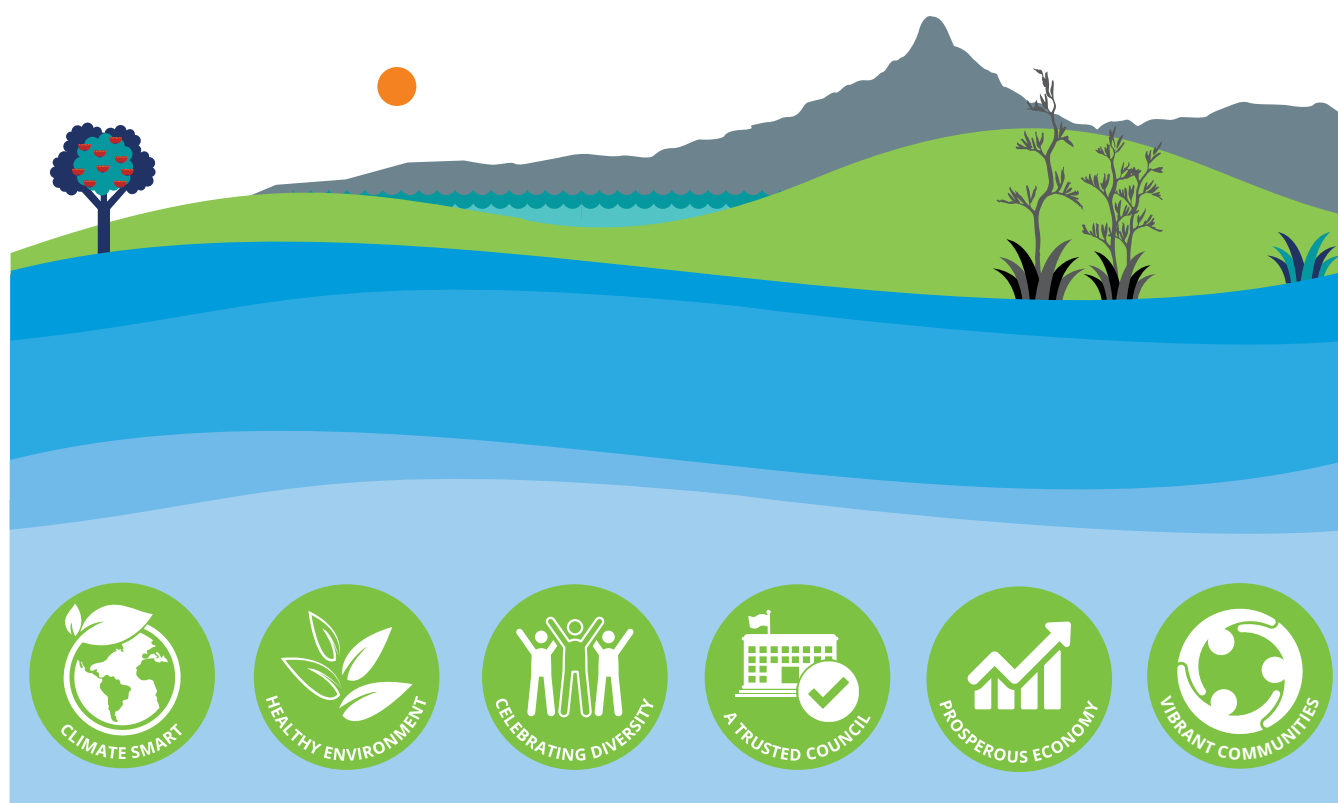
**Healthy Environment** - Our natural environment is protected and open to the community

**Celebrating Diversity** - Our local heritage and culture are valued and reflected in the community

**A Trusted Council** - An open organisation working for our community

**Prosperous Economy** - Development is encouraged, supported and sustainable

**Vibrant Communities** - Kaipara communities offer an attractive place to live and visit



Find out more and how you can get involved in building our next 10 year plan for 2024-2034 on our website [www.kaipara.govt.nz](http://www.kaipara.govt.nz)



# PART ONE

## What's happening



## What has changed from the Long Term Plan

When Council met in December 2022 to review the work programme and budgets for this Annual Plan, the focus was on keeping the average rates increase affordable for our communities, ensuring that our work programme accommodated the growth Kaipara continues to experience, making improvements where we could, and maintaining our levels of service as much as possible. We were cognisant of the pressures our community was facing with the cost of living and inflation continuing to rise.

When February's extreme weather events hit we could see that the damage suffered was extensive and long-lasting. We returned to the budgets with a fine-tooth comb once again, to further reprioritise funding.

Council has re-evaluated the work programme for the 2023-2024 year. A number of projects proposed for Year 3 have been deferred to the following year so that staff and contractors can prioritise resourcing and funding on emergency works. These updates were deliberated on and adopted by Council in the April Council meeting, and do not include any new or alternative choices for the community to consider. As a result, Council decided not to undertake formal community consultation for this Annual Plan.

The main focus for this year will be on much needed repairs to get our infrastructure back to pre-weather event standards.

Other updates from the LTP include:

- Council is operating within an environment of increasing cost escalations, with the costs of roading maintenance contracts up by around 12.4%. This will impact the level of service over the longer term
- Two projects planned in Mangawhai for the Wood Street area – an upgrade of the stormwater network and the revitalisation project have been moved out to next year (2024-2025) to allow staff and contractors to concentrate on emergency works
- Council will contribute \$100,000 towards a new multi-agency coordination centre in Whangarei, better preparing us for future events
- A stronger focus on economic development, with the creation of a new role to support Council
- Activating our new Arts, Culture and Heritage Strategy, supporting and fostering our creative communities
- Approximately \$500,000 allocated for the District Plan Review will no longer be spent this year, reducing overall activity costs
- Improvements in our asset management planning, enabling us to proactively maintain the assets we have so we can look after them for future generations.

## Changes for individual property rates

### General rates

This year, the Uniform Annual General Charge (UAGC) has been increased from \$764 to \$800. This means that every ratepayer will now pay \$800 UAGC. This has generally meant that lifestyle, pastoral and dairy properties pay less of the general rate than they would have if the UAGC remained at \$764.

Note that this is only 23.72% of a maximum allowable of 30% to levy.

### Targeted rates

#### Water by Meter Charge

The Water by Meter Charge has decreased by 5.94% due to a change in funding sources. Previously, Council funded the initial evaluation of secondary water sources from operational costs. This year the design for Waiatua Dam in Dargaville is included in the capital cost of the project and will be funded from depreciation reserves, rather than debt or rates. As well as this, a number of Kaihu properties connected to a non-potable water supply were

supplemented with bottled drinking water. These properties have transitioned to independently funded water tanks and supplying bottled water is no longer necessary. The fixed charge for the first cubic metre of water (which covers the treatment plants and overhead costs) has also been reduced from \$373 to \$211.

**Wastewater**

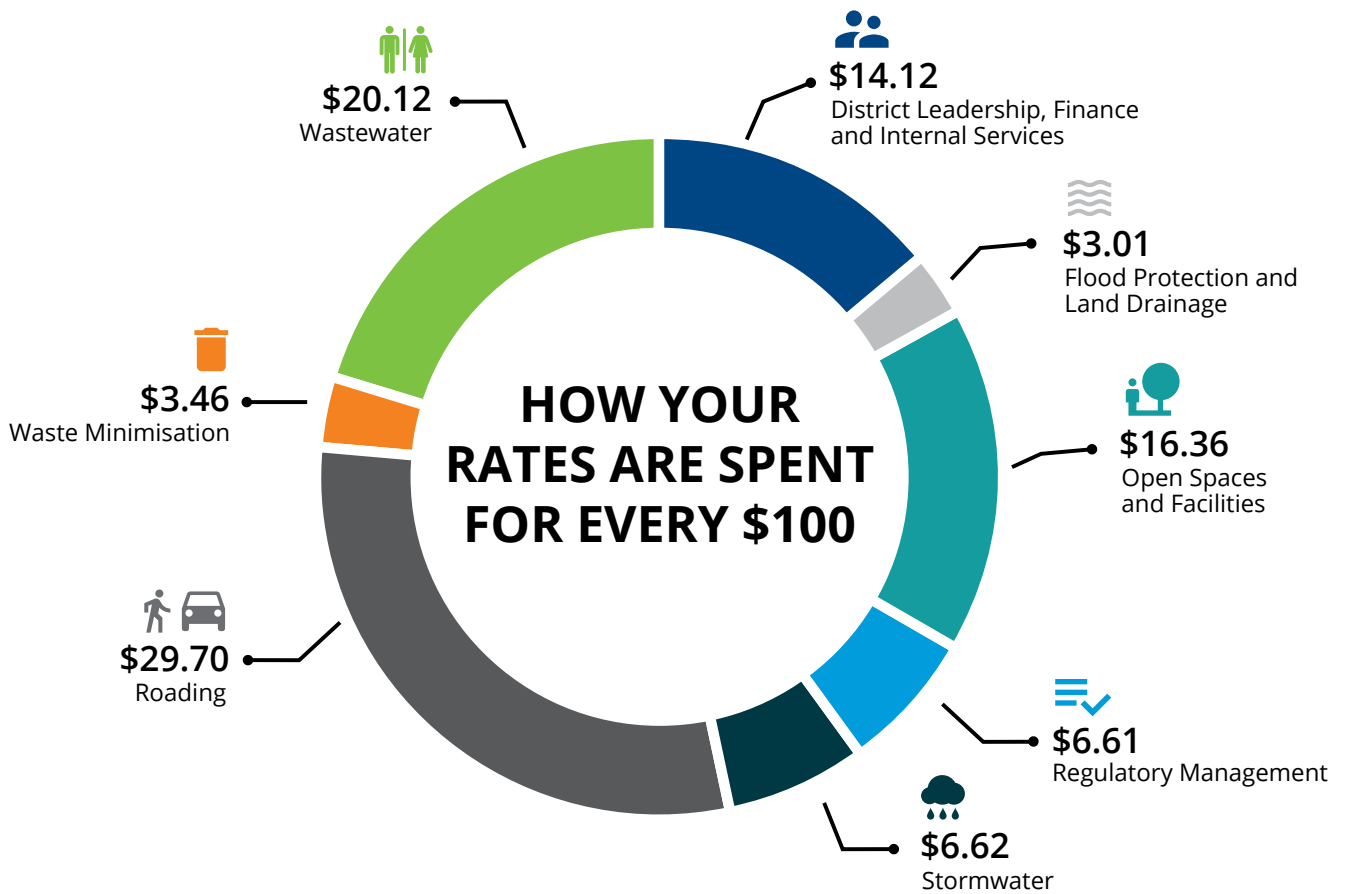
The wastewater charge has increased across the district due to full depreciation now being rated on all Kaipara wastewater plants (last year, depreciation was funded at 90%). This depreciation is used to fund future renewals. In addition, investigations are also being funded for a concept design for a new wastewater system in Papanui and to look at the infiltration of the Dargaville wastewater system.

As part of the Long Term Plan 2021-2031 process Council consulted with the community and agreed to equalise costs for wastewater services across the district, with a staggered entry for those on the Te Kopuru system over three years. This is the last year and so the increase this year is higher for these ratepayers.

**Stormwater (rated on land value per scheme)**

There is a significant increase to the Mangawhai stormwater charge as this year provides for catchment management plans to be drafted. The effects of the February extreme weather events highlighted the lack of stormwater infrastructure in parts of Mangawhai, so this year there is focus on ensuring there is sufficient stormwater infrastructure for residents, both current and in the future.

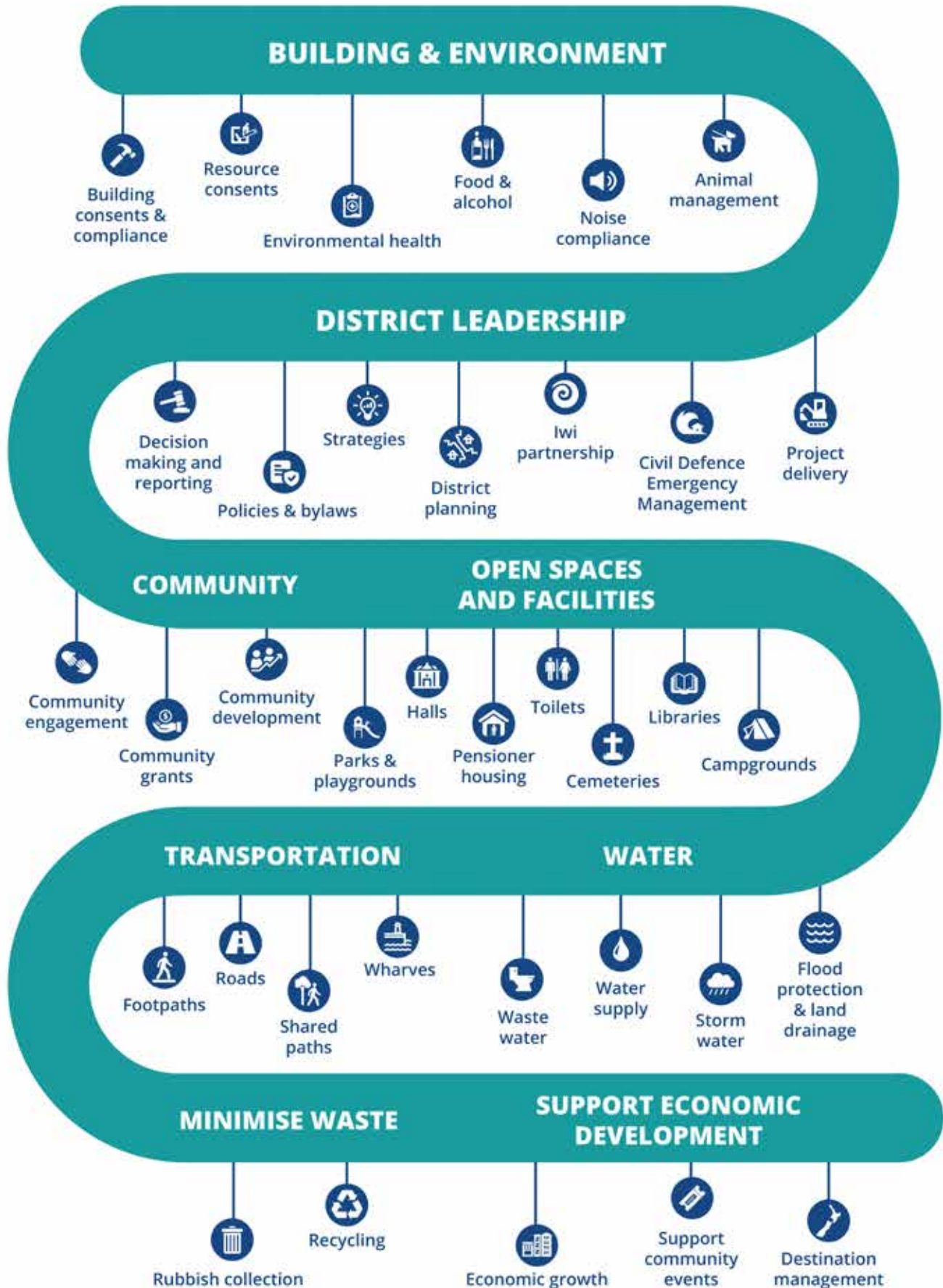
**How your rates are spent**



\*Figures used are for the year ahead 2023-2024.

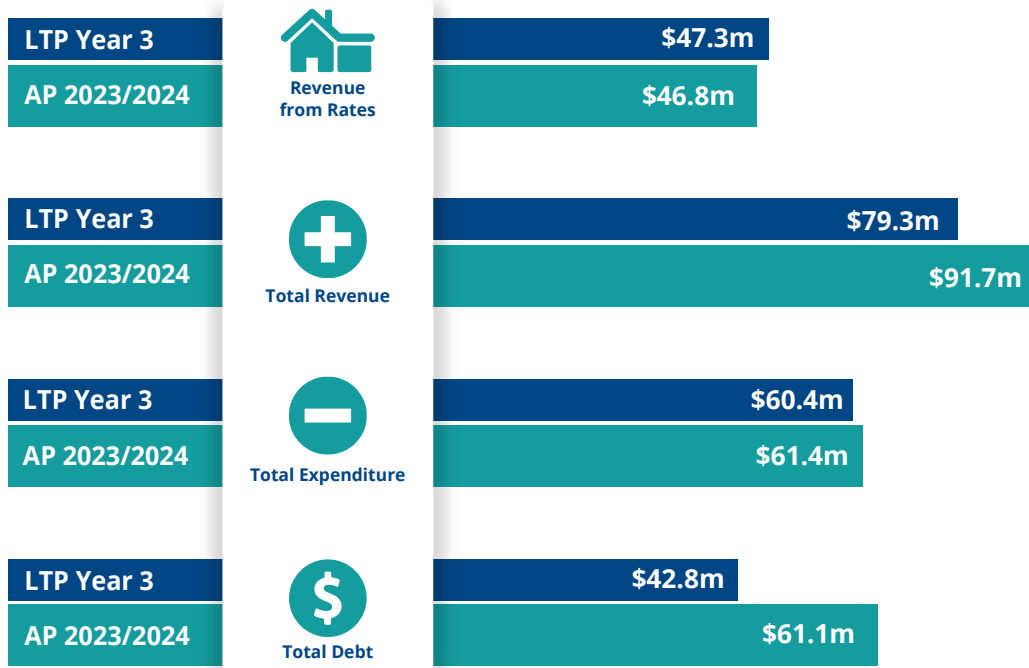


# What Council does



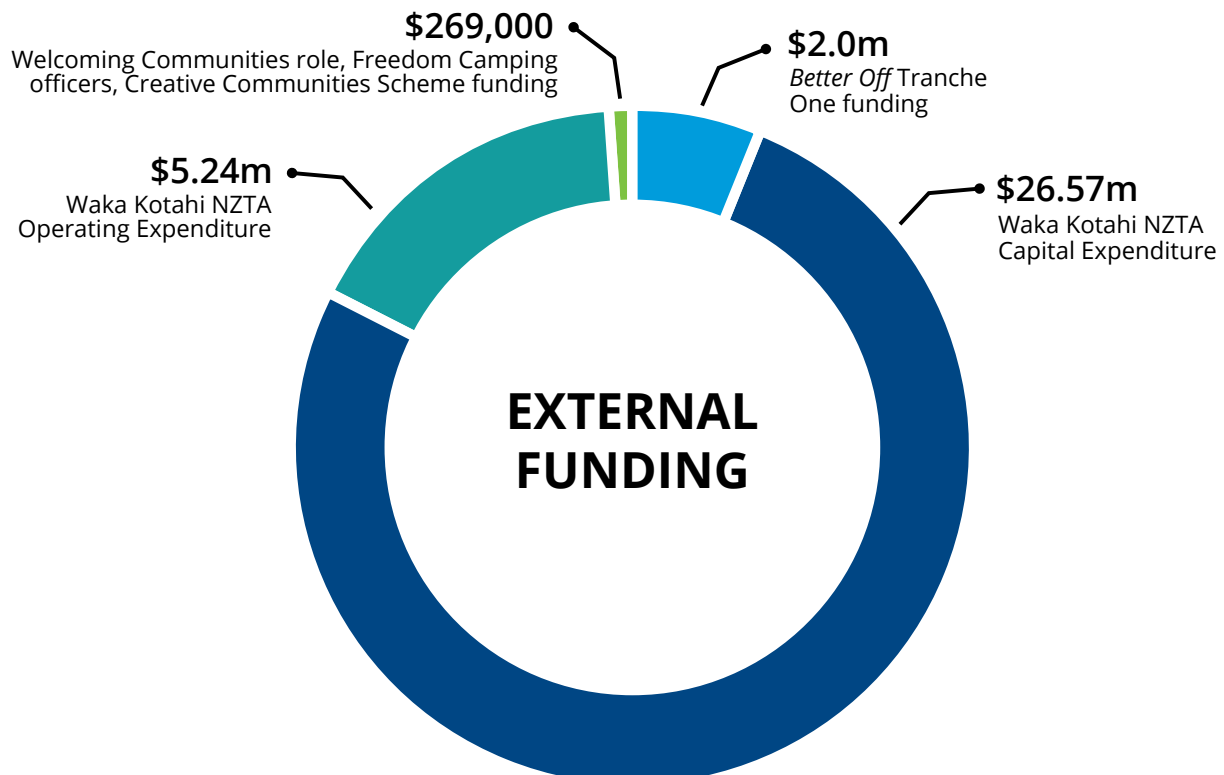
# Operational summary

This chart shows the comparison between Year 3 of our LTP 2021-2031 versus the planned budget for this Annual Plan 2023-2024. Our finance plan is detailed in Part Two of this document.



# External funding

A substantial amount of our projects are supported by central government funding. Without this funding many of our major infrastructure projects would not be possible. You can find further details of external funding under grants and subsidies in the financial statements.



## Key financials

Operational summary	LTP Budget Year 3 2023/2024 (\$000s)	Annual Plan 2023/2024 (\$000s)	Notes/addendums
Rates	47,355	46,882	This amount includes water supply targeted rates and penalty revenue
Other revenue (including financial and development contributions)	13,909	13,269	Slight decrease in income from interest as term deposits are utilised
Subsidies and grants received	18,019	34,073	Includes increased subsidy (to 82 percent) from Waka Kotahi NZ Transport Agency (Waka Kotahi NZTA) for repair work to damaged roading network
<b>Total operating revenue including grants</b>	<b>79,282</b>	<b>94,224</b>	<b>See above</b>
Operating expenditure	60,442	61,473	Includes salaries for externally funded positions e.g. Welcoming Communities Advisor, Freedom Camping officers
<b>Surplus/(deficit)</b>	<b>18,841</b>	<b>32,751</b>	<b>See above (subsidies and grants received)</b>
Rates increase average after growth	3.92%	4.96%	This average excludes targeted water rates
Closing balance net debt at 30 June 2024	42,847	61,155	Projects with increased costs are to be funded by debt. This includes Maungaturoto wastewater upgrade, Breve Street stormwater upgrades, Poutō Road second seal, upgrading Maungaturoto water treatment plant. There is approximately \$6.8 million cash in hand, which can be used to offset debt and is important to take into account when viewing the net debt.

# Financial management

For this forthcoming year, Council has worked to ensure the average rates increase (excluding water) did not go above the average rates limit (5.10%) that was indicated in the Long Term Plan. The work to do this is a constant balancing act, ensuring that we still provide the levels of service the community expects while keeping rates as affordable as possible.

On average, rates have increased by 4.96% for the 2023-2024 year across the district. That means around half of people will experience a change of more than that and half will experience a change of less than that.

The Water by Meter Charge, for those on water supply, has decreased by 5.94%.

The Statement of Financial Performance shows that Council will end the year with debt levels at around \$61.1 million. This is higher than the level projected

in the Long Term Plan (\$42.8 million). Council has \$6.8 million cash in hand which can be used to offset this balance.

Our available cash on hand is forecast to come in at \$6.8 million for this year. This is higher than what was forecast in the LTP due to the number of deferred projects that will be carried forward to next year.

We have \$49.1 million planned for capital expenditure works, with a significant portion of this funded by external sources such as Waka Kotahi NZ Transport Agency. There will also be an additional \$25.18 million of capital projects that are carried forward from 2022-2023, recognising that our programme was ambitious last year.



Poutō Road

## Key projects 2023-2024

Additional financial information can be found in the 'Financials' chapter of this plan.

Capital Projects (Budgeted cost of \$250,000 and above)	Budget 2023-2024	Funded with
<b>Open Spaces and Facilities</b>		
Mangawhai Fagan Place pensioner housing upgrade	1,510,000	Loan funded
Dargaville and Mangawhai new library design and planning	2,000,000	<i>Better Off</i> Tranche One external funding
Mangawhai coastal walkway	265,000	Financial contributions
Northern Wairoa War Memorial Hall – reclad hall	1,000,000	Depreciation funded Loan funded
<b>Stormwater</b>		
Dargaville town stopbank – storm damage repair	500,000	Loan funded
Mangawhai Breve Street stormwater upgrade	600,000	Loan funded
Mangawhai Eveline Street stormwater	900,000	Depreciation funded
<b>Transportation</b>		
District-wide repair and replacements for roading structures eg bridges and retaining walls	1,066,000	62% Waka Kotahi NZTA General rates
District-wide unsealed road metalling	608,158	62% Waka Kotahi NZTA General rates
District-wide associated improvements for road rehabilitation and reseals	267,000	62% Waka Kotahi NZTA General rates
Dargaville/Tangiteroria speed management plan	533,000	62% Waka Kotahi NZTA General rates
District-wide road safety improvements	533,000	62% Waka Kotahi NZTA General rates
District-wide slip repair	533,000	62% Waka Kotahi NZTA General rates
District-wide storm damage – Gabrielle/extreme weather events storm recovery works	11,793,108	82% Waka Kotahi NZTA General rates
District-wide drainage renewals	667,000	62% Waka Kotahi NZTA General rates
District-wide sealed road resurfacing	2,132,000	62% Waka Kotahi NZTA General rates
District-wide sealed road rehabilitation	1,386,000	62% Waka Kotahi NZTA General rates
Mangawhai shared path	6,103,000	62% Waka Kotahi NZTA Development contributions Financial contributions Loan funded
Poutō Road second coat sealing	533,000	Loan funded
Dargaville shared path	7,500,000	Transport Choices funding package (Waka Kotahi NZTA)
Dargaville semi-protected cycle lanes	500,000	Transport Choices funding package (Waka Kotahi NZTA)
<b>Wastewater</b>		
Dargaville wastewater treatment plant upgrades	1,000,000	Depreciation funded
Storm damage - maturation ponds height investigation	650,000	Depreciation funded
<b>Water Supply</b>		
Dargaville watermain renewals	538,000	Depreciation funded water rate
Dargaville water supply Waiatua Dam design	300,000	Depreciation funded
Maungaturoto watermain renewals	433,000	Depreciation funded water rate
Maungaturoto Water treatment plant upgrade (sand filters)	1,000,000	Loan funded

# Council priorities for 2023-2024

The revised Annual Plan focusses on getting our roading and infrastructure back to pre-weather event standards, with sufficient funds retained for selected priority projects already agreed in Year 3 of the LTP.

We've highlighted some of the key work that reflects these priorities below. Further information can be

found in the financial section (Part Two) or check our Long Term Plan 2021-2031.

We'll keep you updated as projects progress. We'll be communicating what we're doing to make sure you're aware of how your money is spent, and what the work means for your community and future residents of Kaipara.

# Recovering from 2023 extreme weather events

The largest portion of our budget and work programme for this forthcoming year is focused on completing emergency work required following February's extreme weather events. Our roading network suffered significant and long-lasting damage, and many issues are difficult to fix. In the next year \$11.8 million will be spent on our roading network to repair damage solely from the weather events, of which 82% is funded by Waka Kotahi NZ

Transport Agency. Work includes repairing road surfaces, remediating slips, fixing our bridges, and replacing damaged drainage systems.

Another \$500,000 will be spent repairing the Dargaville town stopbank and \$150,000 on the Whakahara floodgate and stopbank, ensuring this infrastructure continues to protect our communities in the future.



Dargaville after Cyclone Gabrielle Photo: Falakiko Pahulu Aloua

## Existing infrastructure services

Kaipara is a large district and one of the few in New Zealand that stretch from coast to coast. Within the area we look after more than 1,578km of roads, 348 bridges, and over 350km of pipe work that all need ongoing maintenance, repair and upgrades.

Excluding emergency works, our core spend remains in maintenance and upgrades across the district; grading, pothole repair, signage straightening and improvement, roadside spraying and tree maintenance, seal and pavement upgrades, and culvert renewals (the monthly roading report on our website details this work).

As well as maintaining our day-to-day water services, we are continuing our stormwater catchment plans with Baylys Beach, renewing parts of the stormwater networks in Dargaville, Kaiwaka, Maungaturoto and Pahi, and replacing ageing pipes across various water networks in

Glinks Gully, Maungaturoto, Ruawai and more. We have significant upgrades planned that will increase the capacity and resilience of both Dargaville and Kaiwaka's wastewater treatment plants and will work with the Te Tai Tokerau Water Trust as we move to the design stage for increased water storage capability for Dargaville's supply.

The Government is progressing its Affordable Waters reform (previously known as Three Waters reform), where water services in the Northland and Auckland regions will be supplied by a publicly owned entity (Entity A) from July 2024. For the period this Annual Plan 2023-2024 covers, we assume no changes to our current model and we will continue to deliver drinking water, stormwater and wastewater services to the district.



Sight Rail improvements on Baylys Coast Road Photo: Ventia

# New infrastructure

Two of our key projects planned for this year will increase connectivity and open up more transport choices for our communities.

Dargaville is laid out in a gridline structure with wide, straight roads that encourage vehicles to speed, increasing the likelihood of a crash and making crossing difficult for non-vehicle users. With improved safety infrastructure, we hope more people will get out of their cars and walk or cycle about town. To this end we have secured \$8 million from the Transport Choices funding package (Waka Kotahi NZ Transport Agency) for designated cycle lanes and shared paths for Dargaville. This work is

planned to start this year, making it easier and safer for people to walk or bike to schools and the CBD.

In Mangawhai we have just completed the second phase of the shared path, and the third phase – the section between Mangawhai Central and the village and a section between ITM and Wood Street – will start later this year. The work is part of a wider shared path network for Mangawhai, improving safety and connectivity between its two centres, and making it easier to travel by foot, bike or scooter along a part of busy Molesworth Drive.



Mangawhai shared path Photo: Sarah Marshall Photography



## Open spaces and community facilities

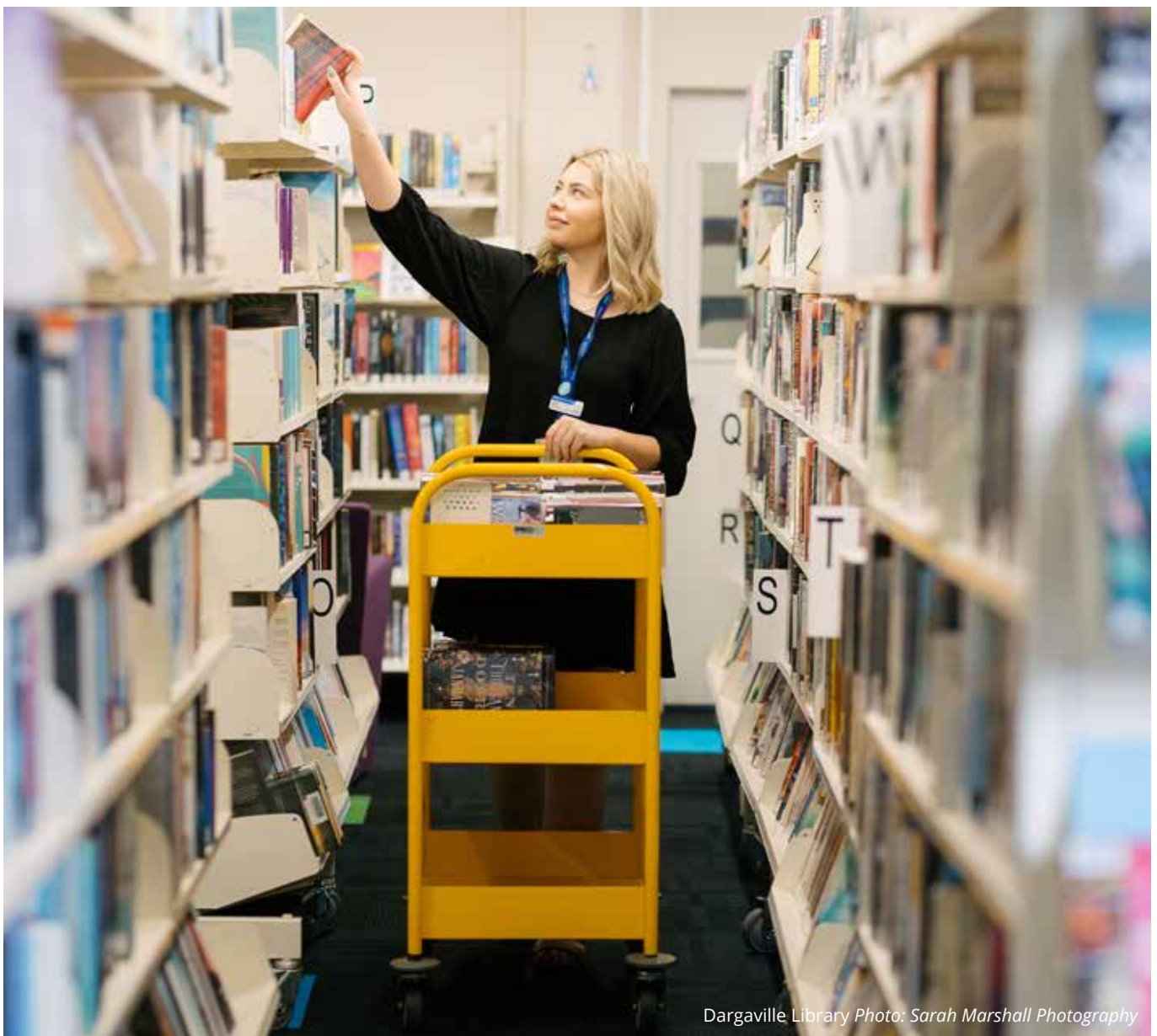
We provide community development, libraries, a hall and pensioner housing to contribute to our social wellbeing, providing natural spaces open to all and enabling our community to come together and encourage active play.

Additional funding for this year has been committed to our district's parks and reserves, with an emphasis on playgrounds. Council continues to investigate options for the pensioner units in Fagan Place in Mangawhai.

Earlier in 2023 Council's Chief Executive, Jason Marris, made the call to close the Northern Wairoa War Memorial Hall in the interest of public safety following further damage sustained during Cyclone

Gabrielle. The Council was planning to demolish the poorly designed and constructed 1990s additions as part of the Long Term Plan 2021-2031 and restore the Northern Wairoa War Memorial Hall and Municipal Chambers as stand-alone buildings. With the Northern Wairoa War Memorial Hall closed for public safety, the demolition has now been brought forward to this year so that the hall can be reopened for use as soon as possible.

We remain committed to developing library facilities for both Mangawhai and Dargaville. This year we will further progress both projects. Tranche One of the *Better Off* funding had been set aside for this work.



Dargaville Library Photo: Sarah Marshall Photography

# Climate adaptation

Under the current LTP we committed \$1.5 million over 10 years to a climate change work programme, of which approximately \$180,000 will be used this year on mitigation and adaptation in our communities. This is our third year of the programme.

Mitigation is reducing our greenhouse gas footprint by finding different ways of functioning as a Council and by encouraging carbon removal/sequestration. It means supporting and enabling our community to do the same.

Adaptation is increasing our resilience and ability to thrive in a changing environment. Adaptation means planning for how we grow, develop and make decisions on how best to respond to climate change. For Council, this could look like using climate change projections to help make decisions on locations

and designs of future infrastructure such as parks, roads, stormwater drains or community facilities.

These approaches are planned out within Council's Climate Change Work Programme, and mapped via three workstreams; Climate Smart Policy, Climate Action, and Adaptive Pathways Planning.

This year more than two-thirds of the Climate Change Work Programme budget is allocated towards community adaption planning, focusing on Ruawai Adaptive Planning. The remaining estimated one-third of the budget is allocated to developing/finalising the Climate Action Plan and our annual GHG emissions accounting and reporting requirements.



Ruawai Adaptive Pathways Community Panel

# Council and Māori relationships

Kaipara District Council operates under two formal agreements with mana whenua. Council has a Mana Enhancing Agreement (MEA) with Te Roroa and a Memorandum of Understanding (MoU) with Te Uri o Hau.

In October 2020, Council agreed to establish a Māori Ward in the Kaipara District. Representation for elections 2022 and 2025 include one councillor elected to represent Te Moananui o Kaipara Ward (Māori Ward).



The view from Tokatoka at sunrise



# PART TWO

## Financials in detail



Prospective Statement of Comprehensive Revenue and Expense	Annual Report 2021/2022	Annual Plan 2022/2023	LTP 2023/2024	Annual Plan 2023/2024
For the year ended: 30 June	\$'000	\$'000	\$'000	\$'000
<b>Revenue</b>				
Rates	41,691	44,831	47,355	46,882
Subsidies and grants	31,980	25,396	18,019	34,073
Activity income	7,741	7,848	7,604	7,714
Contributions	4,361	4,543	4,616	4,616
Investments and other income	5,474	1,356	1,689	939
<b>Total revenue</b>	<b>91,247</b>	<b>83,976</b>	<b>79,282</b>	<b>94,224</b>
<b>Expenses</b>				
Activity costs	28,552	28,542	29,045	28,571
Employee benefits	14,675	17,393	16,036	17,455
Finance costs	1,926	2,248	2,529	2,379
Depreciation	12,633	12,186	12,831	13,068
<b>Total expenses</b>	<b>57,786</b>	<b>60,368</b>	<b>60,442</b>	<b>61,473</b>
<b>Surplus/(deficit) for the period</b>	<b>33,461</b>	<b>23,607</b>	<b>18,841</b>	<b>32,751</b>
<b>Other comprehensive revenue and expense</b>				
(Items that will not be reclassified subsequently to surplus or deficit)				
Gain/(loss) on revaluation	99,222	13,600	13,800	50,000
<b>Total comprehensive revenue and expense for the period</b>	<b>132,683</b>	<b>37,207</b>	<b>32,641</b>	<b>82,751</b>

Prospective Statement of Changes in Net Assets/Equity	Annual Report 2021/2022	Annual Plan 2022/2023	LTP 2023/2024	Annual Plan 2023/2024
For the year ended: 30 June	\$'000	\$'000	\$'000	\$'000
<b>Balance at 1 July</b>	<b>798,503</b>	<b>822,147</b>	<b>787,564</b>	<b>932,408</b>
<b>Comprehensive revenue and expense for the period</b>				
Surplus/(deficit) for the period	33,461	23,607	18,841	32,751
<b>Other comprehensive revenue and expense for the period</b>				
Surplus on Revaluation of Infrastructure	99,222	13,600	13,800	50,000
<b>Total comprehensive revenue and expense for the period</b>	<b>132,683</b>	<b>37,207</b>	<b>32,641</b>	<b>82,751</b>
<b>Balance at 30 June</b>	<b>931,186</b>	<b>859,355</b>	<b>820,205</b>	<b>1,015,159</b>

Prospective Cash Flow Statement	Annual Report 2021/2022	Annual Plan 2022/2023	LTP 2023/2024	Annual Plan 2023/2024
For year ended: 30 June	\$'000	\$'000	\$'000	\$'000
<b>Cash Flow from Operating Activities</b>				
<b>Receipts:</b>				
Rates	42,418	44,831	47,355	46,882
Fees, charges and other	11,716	12,767	12,603	12,713
Grants and subsidies	33,393	25,396	18,019	34,073
Interest received	140	206	6	56
<i>sub total</i>	<b>87,667</b>	<b>83,200</b>	<b>77,983</b>	<b>93,724</b>
<b>Payments:</b>				
Suppliers and employees	44,367	41,205	44,077	45,573
Taxes (including the net effect of GST)	92	0	0	0
Interest expense	1,926	2,248	2,529	2,379
<i>sub total</i>	<b>48,678</b>	<b>47,730</b>	<b>47,158</b>	<b>47,952</b>
<b>Net Cash Flow from/(to) Operating Activities</b>	<b>38,989</b>	<b>35,471</b>	<b>30,825</b>	<b>45,772</b>
<b>Cash Flow from Investing Activities</b>				
<b>Receipts:</b>				
Sale of property, plant and equipment	107	0	0	0
Mortgage Repayments Received	0	0	0	0
<i>sub total</i>	<b>107</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Payments:</b>				
LGFA Borrower notes	0	0	0	0
Purchase of investments	10,000	0	0	0
Property, plant and equipment purchases	29,488	36,172	29,749	49,132
<i>sub total</i>	<b>39,488</b>	<b>36,172</b>	<b>29,749</b>	<b>49,132</b>
<b>Net Cash Flow from/(to) Investing Activities</b>	<b>(39,381)</b>	<b>(36,172)</b>	<b>(29,749)</b>	<b>49,132</b>
<b>Cash Flow from Financing Activities</b>				
<b>Receipts:</b>				
Loans raised (Net)	0	0	0	0
<b>Payments:</b>				
Loans (repayment)/drawn (net)	0	701	(1,077)	3,360
<b>Net Cash Flow from/(to) Financing Activities</b>	<b>0</b>	<b>701</b>	<b>(1,077)</b>	<b>3,360</b>
<b>Net Increase/(Decrease) in cash and cash equivalents</b>	<b>(392)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Cash and cash equivalents at beginning of period</b>	<b>12,194</b>	<b>8,794</b>	<b>526</b>	<b>6,802</b>
<b>Cash and cash equivalents at end of period</b>	<b>11,802</b>	<b>8,794</b>	<b>526</b>	<b>6,802</b>

Prospective Statement of Financial Position	Annual Report 2021/2022	Annual Plan 2022/2023	LTP 2023/2024	Annual Plan 2023/2024
As at 30 June	\$'000	\$'000	\$'000	\$'000
<b>Net assets/equity</b>				
Accumulated comprehensive revenue and expense	554,017	488,670	506,056	541,033
Asset revaluation reserves	377,043	379,526	322,750	489,865
Restricted reserves	5,805	5,935	6,105	6,150
Council created reserves	(5,679)	(14,776)	(14,705)	(21,889)
<b>Total net assets/equity</b>	<b>931,186</b>	<b>859,355</b>	<b>820,205</b>	<b>1,015,159</b>
<b>represented by Current assets</b>				
Cash and cash equivalents	11,802	8,794	526	6,802
Short term investments	10,000	0	0	0
Trade and other receivables	7,602	8,888	9,067	7,602
Accrued revenue	2,672	2,285	1,641	2,672
Other financial assets	121	121	115	121
<b>Total current assets</b>	<b>32,197</b>	<b>20,088</b>	<b>11,349</b>	<b>17,197</b>
<b>less Current liabilities</b>				
Trade and other payables	15,911	14,288	12,239	15,911
Provisions	306	357	135	306
Employee entitlements	1,168	1,054	1,004	1,168
Public debt	10,000	0	1,251	10,729
<b>Total current liabilities</b>	<b>27,385</b>	<b>15,699</b>	<b>14,629</b>	<b>28,114</b>
<b>Working capital/(deficit)</b>	<b>4,812</b>	<b>4,388</b>	<b>(3,280)</b>	<b>(10,917)</b>
<b>plus Non current assets</b>				
Property, plant, equipment	960,150	901,783	871,293	1,075,907
LGFA Borrower notes	929	1,049	1,064	929
Biological assets	1,030	1,047	1,045	1,030
Other financial assets	271	270	279	271
<b>Total non current assets</b>	<b>962,379</b>	<b>904,149</b>	<b>873,680</b>	<b>1,078,137</b>
<b>less Non current liabilities</b>				
Public debt	34,000	43,281	41,596	50,426
Provisions	1,547	2,413	6,410	2,452
Derivative financial liabilities	459	3,489	2,190	(817)
<b>Total non current liabilities</b>	<b>36,006</b>	<b>49,281</b>	<b>50,195</b>	<b>52,061</b>
<b>Net assets</b>	<b>931,186</b>	<b>859,355</b>	<b>820,205</b>	<b>1,015,519</b>

Prospective Funding Impact Statement Whole of Council	Annual Report 2021/2022	Annual Plan 2022/2023	LTP 2023/2024	Annual Plan 2023/2024
For the year ended: 30 June	\$'000	\$'000	\$'000	\$'000
<b>Operating Funding</b>				
<b>Sources of operating funding</b>				
General rates, uniform annual general charges, rate penalties	27,884	29,497	30,687	30,796
Targeted rates	13,807	15,334	16,668	16,094
Subsidies and grants for operating purposes	7,428	5,591	5,389	5,506
Fees and charges	7,741	7,848	7,604	7,714
Interest and dividends from investments	189	206	6	56
Local authorities fuel tax, fines, infringement fees and other receipts	499	375	383	383
<b>Total operating funding</b>	<b>57,547</b>	<b>58,852</b>	<b>60,736</b>	<b>60,541</b>
<b>Application of operating funding</b>				
Payments to staff and suppliers	43,803	46,542	45,622	46,370
Finance costs	1,926	2,248	2,529	2,379
<b>Total applications of operating funding</b>	<b>45,729</b>	<b>48,790</b>	<b>48,151</b>	<b>48,749</b>
<b>Surplus (deficit) of operating funding</b>	<b>11,818</b>	<b>10,062</b>	<b>12,585</b>	<b>11,792</b>
<b>Capital Funding</b>				
<b>Sources of capital funding</b>				
Subsidies and grants for capital expenditure	24,552	19,805	12,631	28,567
Development and financial contributions	4,361	4,543	4,616	4,616
Increase (decrease) in debt	0	701	1,002	3,106
Gross proceeds from sale of assets	102	0	0	0
<b>Total sources of capital funding</b>	<b>29,015</b>	<b>25,050</b>	<b>18,249</b>	<b>36,289</b>
<b>Applications of capital funding</b>				
Capital expenditure - to meet additional demand	4,032	11,807	10,303	6,627
Capital expenditure - to improve the level of service	15,566	12,763	7,111	29,758
Capital expenditure - to replace existing assets	14,503	11,747	11,341	11,950
Increase (decrease) in reserves	6,732	(1,206)	2,079	(254)
<b>Total applications of capital funding</b>	<b>40,833</b>	<b>35,111</b>	<b>30,834</b>	<b>48,081</b>
<b>Surplus (deficit) of capital funding</b>	<b>(11,818)</b>	<b>(10,062)</b>	<b>(12,585)</b>	<b>(11,792)</b>
<b>Funding Balance</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Prospective Depreciation Summary	Annual Report 2021/2022	Annual Plan 2022/2023	LTP 2023/2024	Annual Plan 2023/2024
For the year ended: 30 June	\$'000	\$'000	\$'000	\$'000
<b>by Groups of activities</b>				
Open Spaces & Facilities	455	467	550	513
Regulatory Management	0	52	53	0
District Leadership, Finance and Internal Services	933	838	902	946
Waste Minimisation	0	10	13	2
Transportation	7,701	7,298	7,693	7,901
Stormwater	578	560	595	589
Flood protection & Land Drainage	(3)	281	267	137
Wastewater	1,791	1,564	1,606	1,803
Water Supply	1,178	1,116	1,152	1,177
<b>Total Groups of activities depreciation</b>	<b>12,663</b>	<b>12,186</b>	<b>12,831</b>	<b>13,068</b>

Reconciliation of Prospective Funding Impact Statement to Prospective Statement of Comprehensive Revenue and Expense	Annual Report 2021/2022	Annual Plan 2022/2023	LTP 2023/2024	Annual Plan 2023/2024
For the year ended: 30 June	\$'000	\$'000	\$'000	\$'000
<b>Revenue</b>				
Statement of Comprehensive Revenue and Expense				
<b>Total revenue</b>	<b>91,247</b>	<b>83,976</b>	<b>79,282</b>	<b>94,224</b>
<b>Funding Impact Statement</b>				
Total operating funding	57,547	58,852	60,736	60,541
Total sources of capital funding	28,913	24,348	17,247	33,183
add Provisions	4,787	775	1,299	500
<b>Total revenue</b>	<b>91,247</b>	<b>83,976</b>	<b>79,282</b>	<b>94,224</b>
<b>Expenses</b>				
Statement of Comprehensive Revenue and Expense				
<b>Total expenses</b>	<b>57,786</b>	<b>60,368</b>	<b>60,442</b>	<b>61,473</b>
<b>Funding Impact Statement</b>				
Total applications of operating funding	45,729	48,790	48,151	48,749
less Internal professional services	(447)	(1,061)	(994)	(797)
add Depreciation expense	12,633	12,186	12,831	13,068
add Provisions	(129)	453	453	453
<b>Total expenses</b>	<b>57,786</b>	<b>60,368</b>	<b>60,442</b>	<b>61,473</b>

Prospective Statement of Financial Reserves	Annual Report 2021/2022	Annual Plan 2022/2023	LTP 2023/2024	Annual Plan 2023/2024
For the year ended: 30 June	\$'000	\$'000	\$'000	\$'000
<b>Accumulated Funds</b>				
Opening Balance	319,345	461,620	472,657	509,010
Transfers in	246,872	49,555	42,643	59,319
Transfers out	(12,199)	(25,505)	(25,278)	(27,295)
<b>Accumulated Funds</b>	<b>554,017</b>	<b>485,670</b>	<b>506,056</b>	<b>541,033</b>
<b>Asset Revaluation Reserves</b>				
Opening Balance	377,043	390,524	308,950	489,865
Transfers in	0	13,600	13,800	50,000
Transfers out	0	0	0	0
<b>Asset Revaluation Reserves</b>	<b>377,043</b>	<b>404,124</b>	<b>322,750</b>	<b>539,865</b>
<b>Restricted Reserves Mangawhai Endowment Lands Account</b>				
Opening Balance	5,646	5,806	5,973	5,963
Transfers in	204	219	223	231
Transfers out	(45)	(90)	(92)	(45)
<b>Restricted Reserves Mangawhai Endowment Lands Account</b>	<b>5,805</b>	<b>5,935</b>	<b>6,105</b>	<b>6,150</b>
<b>Council Created Reserves</b>				
Opening Balance	(11,184)	(9,734)	(16,050)	(22,431)
Transfers in	13,338	12,464	13,070	13,042
Transfers out	(7,833)	(13,035)	(11,726)	(12,520)
<b>Council Created Reserves</b>	<b>(5,679)</b>	<b>(10,306)</b>	<b>(14,705)</b>	<b>(21,889)</b>

## Disclosure Statement

### Annual Plan disclosure statement for year ending 30 June 2024

The purpose of this statement is to disclose Council's planned financial performance in relation to various benchmarks to enable the assessment of whether Council is prudently managing its revenues, expenses, assets, liabilities, and general financial dealings. Council is required to include this statement in its Annual Plan in accordance with the Local Government (Financial Reporting and Prudence) Regulations 2014 (the regulations). Refer to the regulations for more information, including definitions of some of the terms used in this statement.

Benchmark	Quantified limit	Planned	Met
Rates affordability benchmark	\$42.732 million	\$41.219 million	Yes
• income (quantified limit on rates excluding water by meter and penalties)			
• increases (quantified limit on rates increases). This is a council imposed limit and not statutory.	5.00%	4.96%	Yes
Debt affordability benchmark (quantified limit on borrowing)	170%	65%	Yes
Balanced budget benchmark	100%	145%	Yes
Essential services benchmark	100%	370%	Yes
Debt servicing benchmark	10%	2.7%	Yes

## Notes

### 1 Rates affordability benchmark

- (1) For this benchmark:-
  - (a) the Council's planned rates income for the year is compared with a quantified limit on rates contained in the financial strategy included in the Council's long term plan; and
  - (b) the Council's planned rates increases for the year are compared with a quantified limit on rates increases for the year contained in the financial strategy included in the Council's long term plan.
- (2) The Council meets the rates affordability benchmark if—
  - (a) its planned rates income for the year equals or is less than each quantified limit on rates; and
  - (b) its planned rates increases for the year equal or are less than each quantified limit on rates increases.

### 2 Debt affordability benchmark

- (1) For this benchmark, the Council's planned borrowing is compared with a quantified limit on borrowing contained in the financial strategy included in the Council's long term plan.
- (2) The Council meets the debt affordability benchmark if its planned borrowing is within each quantified limit on borrowing.

### 3 Balanced budget benchmark

- (1) For this benchmark, the Council's planned revenue (excluding development contributions, vested assets, financial contributions, gains on derivative financial instruments, and revaluations of property, plant, or equipment) is presented as a proportion of its planned operating expenses (excluding losses on derivative financial instruments and revaluations of property, plant, or equipment).
- (2) The Council meets the balanced budget benchmark if its revenue equals or is greater than its operating expenses.

### 4 Essential services benchmark

- (1) For this benchmark, the Council's planned capital expenditure on network services is presented as a proportion of expected depreciation on network services.
- (2) The Council meets the essential services benchmark if its planned capital expenditure on network services equals or is greater than expected depreciation on network services.

### 5 Debt servicing benchmark

- (1) For this benchmark, the Council's planned borrowing costs are presented as a proportion of planned revenue (excluding development contributions, financial contributions, vested assets, gains on derivative financial instruments, and revaluations of property, plant, or equipment).
- (2) Because Statistics New Zealand projects that the Council's population will grow slower than the national population growth rate, it meets the debt servicing benchmark if its planned borrowing costs equal or are less than 10% of its planned revenue.

The full benchmark analysis, including graphs for each measure for the ten year plan are included in Section Three of the LTP 2021-2031.



# PART THREE

## What this means for rates



## Funding Impact Statement – Rating Tools

The Whole of Council Funding Impact Statement as required under the Local Government (Financial Reporting and Prudence) Regulations 2014 can be found on page 28 of this Plan.

The following information sets out the revenue and financing mechanisms that the Council will use, including information about the different rates the Council will set for 2023-2024.

### The Definition of a Separately Used or Inhabited Part of a Rating Unit (SUIP)

Council will apply uniform charging on a Separately Used or Inhabited Part of a Rating Unit (SUIP) basis for the following rates:

- Wastewater Network Targeted Rates on residential properties.

Separately Used or Inhabited Part of a Rating Unit includes any portion inhabited or used by a person other than the owner, and who has the right to use or inhabit that portion by virtue of a tenancy, lease, licence or other agreement. For the purpose of this Policy, vacant land and vacant premises offered or intended for use or habitation by a person other than the owner and usually used as such are defined as 'used'. For the avoidance of doubt, a rating unit that has a single use or occupation is treated as having one Separately Used or Inhabited Part.

The following are examples of rating units with more than one Separately Used or Inhabited Part where the above requirements are met:

- Single dwelling with flat attached;
- Two or more houses, flats or apartments on one Record of Title (rating unit);
- Business premise with flat above;
- Commercial building leased to multiple tenants;
- Farm property with more than one dwelling;
- Council property with more than one lessee; and
- Where part of a rating unit is subject to a right of exclusive occupation.

## General Rates

### Background

General rates are appropriate for funding activities or providing services where there is a significant public good element or where a private good generates positive externalities or benefits for the wider community. General rates can also be appropriate in situations where funding a capital project, where imposing the cost on those who would benefit from the project, would otherwise place too great a burden on them.

Local authorities can set general rates either as a uniform or differential rate on property value (land, capital or annual value) and/or a Uniform Annual General Charge (UAGC) on a fixed amount per rating unit or SUIP.

Council will apply a differential rate in the dollar on land value. The UAGC will continue to be applied to each rating unit.

## Activities Funded

All activities that are not funded by fees and charges, targeted rates, borrowings or any other income are funded out of the general rates.

(Please refer to the Revenue and Financing Policy prepared for the Long Term Plan 2021-2031 for a full list of activities funded by general rates.)

## Land Liable for the Rate

All land within the Kaipara District is liable for the rate.

## Rates Differential Definitions

The Council has defined its rates differential categories using the use to which the land is put. The definition for each rates differential category is listed in the table below.

Differential Category	Definition
Residential and small sized lifestyle properties	All land that is used exclusively, or almost exclusively, for residential purposes including investment flats or used for lifestyle purposes and is less than two hectares.
Other	All land that is not included in the definition of "residential and small lifestyle properties". It includes land used exclusively, or almost exclusively, for dairy, horticultural, forestry, pastoral and specialist purposes, commercial, industrial or mining purposes and as a utility asset. Commercial includes resthomes and short stay accommodation such as motels and hotels.

## How the rate is assessed

The general rate is assessed on all rating units in the district on the following basis:

- A fixed amount per rating unit of \$800.00 (UAGC) including GST. The UAGC will generate \$11,923,547 (including GST).
- A differential rate in the dollar on land value.

Differential Category	Rates Differential	Land value rate in the dollar for 2023/2024 (incl GST)	Revenue value-based rate (incl GST)
Residential and small sized lifestyle properties	100%	\$0.0028536	\$8,712,550
Other	155%	\$0.0044230	\$13,597,781
<b>All properties</b>			<b>\$22,310,331</b>

In total, general rates will generate \$34,233,878 (including GST) in 2023-2024. Collectively, general rates represent 65% of the Council's total rates revenue.

## Targeted Rates

Targeted rates may be used to fund specific Council activities. Targeted rates are appropriate for services or activities where a specific group of ratepayers benefit from that service or where the revenue collected is targeted towards funding a specific type of expenditure.

Lump sum contributions will not be invited in relation to any of the Council's targeted rates.

# Wastewater Targeted Rates – All Networks

## Background

The Council provides wastewater collection and treatment systems in Dargaville, Glinks Gully, Te Kopuru, Maungaturoto, Kaiwaka and Mangawhai. A targeted rate will be assessed on land connected, or able to be connected to the wastewater network.

Costs will be shared across all schemes, excluding Te Kopuru, with all schemes being assessed the same rate in 2023-2024. This approach recognises that the service being received by the end user is the same (irrespective of location) and hence the costs should be the same.

The wastewater targeted rates will generate around \$8.36 million (including GST) in rates revenue in 2023-2024.

For the purposes of calculating the targeted rate, defined operating costs and capital costs are aggregated across all wastewater schemes and divided by the total number of wastewater charges (connected equivalent) for properties connected and capable of connection to the networks.

## Activities funded

The expenses in maintaining the wastewater treatment plant, pump stations, reticulation repairs and minor upgrades including renewals of the respective systems.

## Land liable for the rates

The targeted rates apply to all properties connected or capable of connection to the following wastewater networks:

- Dargaville
- Glinks Gully
- Te Kopuru
- Maungaturoto
- Kaiwaka
- Mangawhai

Properties within 30 metres of the wastewater drain in the above areas are liable for the rate.

## How the rates are assessed

The rates are assessed on a differential basis. The Council has defined its differential categories being the use to which a rating unit is put (as a residence or not) and whether the service is provided or available. The liability factors used are per SUIP of a rating unit for properties used primarily as a residence, and per rating unit and per pan or urinal for all other properties.

The targeted rates are assessed on the following basis:

### Properties not connected to the wastewater network as at 30 June 2023 but are capable of being connected (i.e. service available)

- A fixed amount per SUIP to all units used primarily for residential purposes; and
- A fixed amount per rating unit to all other units.

### Properties that are connected to the wastewater network as at 30 June 2023 (i.e. service provided)

- A fixed amount per SUIP to all units used primarily for residential purposes;
- A fixed amount per rating unit to all other units; and
- An additional charge per pan (urinal or water closet) to all other units for each pan after the second.

Properties capable of connection are defined as being within 30 metres of a public wastewater drain to which it is capable of being effectively connected, either directly or through a private drain.

The fixed amount for units that are not connected to the relevant wastewater network as at 30 June 2023 but are capable of being connected is equivalent to 75% of the corresponding fixed amount applied to properties connected to the wastewater network.

The additional pan charge for connected non-residential units with three or more pans is equivalent to 50% of the corresponding fixed amount applied to properties connected to the wastewater network.

Wastewater Network	Primary use of land	Units connected to the relevant wastewater network	Units capable of connection to the relevant wastewater network, as at 30 June 2023 <sup>1</sup>	Units connected to the relevant wastewater network, not primarily used for residential purposes, as at 30 June 2023 <sup>2</sup>	All units
		Charge <sup>3</sup> (incl GST)	Charge <sup>3</sup> (incl GST)	Change per pan (incl GST)	Contribution to wastewater targeted rate (incl GST)
Dargaville Glinks Gully Kaiwaka Mangawhai Maungaturoto Te Kopuru	Residence	\$1,283.53	\$962.65	Not Applicable	\$7,169,146
	Other	\$1,283.53	\$962.65	\$641.76	\$1,191,114
Total					\$8,360,260

1 Situated within 30 metres of a public wastewater drain to which it is capable of being effectively connected, either directly or through a private drain.

2 This is an additional pan charge for the third or more pan. It is in addition to the fixed amount per SUIP that applies to all connected properties of the relevant wastewater network as at 30 June 2023.

3 Fixed amount per SUIP for units used primarily as a residence and fixed amount per rating unit for other units. The fixed amount per SUIP and per rating unit are the same amount.



# Wastewater Targeted Rate – Mangawhai Wastewater Capital Contribution A

## Background

The Council introduced targeted rates in 2013-2014 to fund the capital cost of the Mangawhai Community Wastewater Scheme (MCWWS) and to ensure equity amongst current and future users of the Scheme. The Mangawhai Wastewater Capital Contribution A targeted rate applies to those who prior to 30 June 2013 had not previously been invoiced for any capital contribution, either as a targeted rate or as a development contribution and were charged the targeted rate in 2013-2014.

## Activities funded

Capital expenses in developing the wastewater treatment plant and pump stations to provide wastewater services to the Mangawhai area.

## Land liable for the rate

The targeted rate applies to all properties connected or capable of connection to the Mangawhai wastewater network as at 30 June 2013, where there had been no previous targeted rate for the capital costs of the Scheme set on the property (previously known as a “one off targeted rate”) or where Council had not invoiced the land for a development contribution.

An indicative map of Mangawhai Wastewater Capital Contribution A and the affected properties can be viewed in the Appendix (pages 57 to 59) of this document. Please contact the Council if you would like confirmation whether a property is within the rating area or not.

## How the rates are assessed

The targeted rate is a fixed amount per rating unit to all land liable for the rate within the Mangawhai wastewater network of \$676.00 (including GST). This amount is calculated from a principal amount of \$8,397 (including GST), payable over 30 years from 01 July 2013 at annual interest of 6.99%. The Council’s Early Payment of Rates for Subsequent Years Policy applies to this rate.

The rate will generate around \$213,617 (including GST) in rates revenue in 2023-2024.

# Wastewater Targeted Rate – Mangawhai Wastewater Capital Contribution D

## Background

The Council introduced targeted rates in 2013-2014 to fund the capital cost of the Mangawhai Community Wastewater Scheme (MCWWS) and to ensure equity amongst current and future users of the Scheme.

## Activities funded

Capital expenses in developing the wastewater treatment plant and pump stations to provide wastewater services to the Mangawhai area.

## Land liable for the rate

The targeted rate applies to all properties connected or capable of connection to the Mangawhai wastewater network as at 30 June 2012, whereas at 30 June 2013 the property had been invoiced for four instalments, amounting to \$2,186.50 including GST, (or the equivalent) and had not subsequently paid the initial capital contribution in full.

An indicative map of the Mangawhai Wastewater Capital Contribution D network and the affected properties can be viewed in the Appendix (page 60) of this document. Please contact the Council if you would like confirmation whether a property is within the rating area or not.

## How the rates are assessed

The targeted rate is a fixed amount per rating unit to all land liable for the rate within the Mangawhai wastewater network of \$569.95 (including GST). This amount is calculated from a principal amount of \$6,210.50 (including GST), payable over 21 years from 01 July 2013 at annuity interest of 6.99%. The Council's Early Payment of Rates for Subsequent Years Policy applies to this rate.

The rate will generate around \$19,948 (including GST) in rates revenue in 2023-2024.

# Wastewater Targeted Rate – Mangawhai Wastewater Capital Contribution E

## Background

The Council introduced six targeted rates in 2013-2014 to fund the capital cost of the Mangawhai Community Wastewater Scheme (MCWWS) and to ensure equity amongst current and future users of the Scheme.

## Activities funded

Capital expenses in developing the wastewater treatment plant and pump stations to provide wastewater services to the Mangawhai area.

## Land liable for the rate

The targeted rate applies to all properties connected or capable of connection to the Mangawhai wastewater network as at 30 June 2012, whereas at 30 June 2013 the property had been invoiced for three previous instalments, amounting to \$1,668.90 including GST, (or the equivalent) and had not subsequently paid the initial capital contribution in full.

An indicative map of the Mangawhai Wastewater Capital Contribution E network and the affected properties can be viewed in the Appendix (page 61) of this document. Please contact the Council if you would like confirmation whether a property is within the rating area or not.

## How the rates are assessed

The targeted rate is a fixed amount per rating unit to all land liable for the rate within the Mangawhai wastewater network of \$606.31 (including GST). This amount is calculated from a principal amount of \$6,728.10 (including GST), payable over 22 years from 01 July 2013 at annuity interest of 6.99%. The Council's Early Payment of Rates for Subsequent Years Policy applies to this rate.

The rate will generate around \$46,080 (including GST) in rates revenue in 2023-2024.

# Wastewater Targeted Rate – Mangawhai Wastewater Capital Contribution F

## Background

The Council introduced targeted rates in 2013-2014 to fund the capital cost of the Mangawhai Community Wastewater Scheme (MCWWS) and to ensure equity amongst current and future users of the Scheme.

## Activities funded

Capital expenses in developing the wastewater treatment plant and pump stations to provide wastewater services to the Mangawhai area.

## Land liable for the rate

The targeted rate applies to all properties connected or capable of connection to the Mangawhai wastewater network as at 30 June 2012, whereas at 30 June 2013 the property had been invoiced for two previous instalments, amounting to \$1,135.70 including GST, (or the equivalent) and had not subsequently paid the initial capital contribution in full.

An indicative map of the Mangawhai Wastewater Capital Contribution F network and the affected properties can be viewed in the Appendix (page 62) of this document. Please contact the Council if you would like confirmation whether a property is within the rating area or not.

## How the rates are assessed

The targeted rate is a fixed amount per rating unit to all land liable for the rate within the Mangawhai wastewater network of \$643.26 (including GST). This amount is calculated from a principal amount of \$7,261.30 (including GST), payable over 23 years from 01 July 2013 at annuity interest of 6.99%. The Council's Early Payment of Rates for Subsequent Years Policy applies to this rate.

The rate will generate around \$10,292 (including GST) in rates revenue in 2023-2024.

## Stormwater Targeted Rates – All Networks

### Background

Council provides urban stormwater networks in Baylys Beach, Dargaville, Kaiwaka, Mangawhai and Te Kopuru. Stormwater systems predominantly incorporated into the road network are provided in Glinks Gully, Kelly's Bay, Pahi, Whakapirau, Tinopai, Paparoa and Maungaturoto. Stormwater for Ruawai is incorporated in the Raupō Drainage District.

Council has set rates so that 10% of the stormwater network costs are funded by all ratepayers through the general rate. The remaining 90% of costs continue to be funded by the targeted rate.

Operating costs for stormwater (except interest and depreciation) are split evenly between individual networks based upon land values. The operating costs (excluding interest and depreciation) are then combined with the capital costs (including interest, funded depreciation and loan repayments) in each individual scheme to calculate the rate payable for those connected to each scheme. This reflects a move towards equalising the rate payable for the service being received irrespective of location. This approach recognises that the service being received by the end user is the same (irrespective of location) and hence the costs should be the same.

### Activities funded

The expenses in running and maintaining the following stormwater networks:

- Baylys Beach
- Dargaville
- Te Kopuru
- Kaiwaka
- Mangawhai

### Land liable for the rates

The targeted rates apply to all land in the following stormwater networks:

- Baylys Beach
- Dargaville
- Te Kopuru
- Kaiwaka
- Mangawhai

Indicative maps of the areas of the respective stormwater networks can be viewed in the Appendix (pages 63 to 65) of this document.

### How the rates are assessed

The targeted rates are assessed on the land value of all rating units located within the stormwater networks and applied as a uniform rate in the dollar on land value.

Stormwater Network	Rate in the Dollar on Land Value for 2023/2024 (incl GST)	Total Revenue (incl GST)
Baylys Beach	\$0.0018660	\$99,142
Dargaville	\$0.0018440	\$572,202
Kaiwaka	\$0.0008954	\$36,956
Mangawhai	\$0.0011292	\$1,851,659
Te Kopuru	\$0.0008944	\$16,783
	<b>Total</b>	<b>\$2,576,742</b>

## Land Drainage Scheme Targeted Rate – Raupō

### Background

Kaipara District is a rural production area that supports farming and cropping communities on low lying land near rivers, streams and canals. These communities are prone to flooding during heavy weather events and tidal fluctuations. Land drainage work is undertaken to maintain and improve the current capacity of its land drainage network and stopbanks. This is likely to improve the productivity of land normally affected by high groundwater levels or ponded water following heavy rainfall events and tidal fluctuations.

### Activities funded

The targeted rate for the Raupō Land Drainage Scheme is used to fund the operations in maintaining the Raupō Land Drainage Scheme. This includes maintenance of drains and outlets by weed spraying and machine cleaning, maintenance and, if necessary, replacement of floodgates.

### Land liable for the rate

All land located within the Raupō Land Drainage Scheme.

An indicative map of the Raupō Land Drainage Scheme and the areas where the differentials apply can be viewed in the Appendix (pages 65 to 66) of this document. Please contact the Council if you would like confirmation whether a property is within the rating area or not.

### How the rate is assessed

The targeted rate is assessed on the following basis:

- A differential rate in the dollar on land value across all properties located within the Raupō Land Drainage Scheme area.

The table below shows the rates differentials that the Council has applied in 2023-2024.

### Rates differential definitions and rates

The Council has defined its rates differential categories based on the location of the land within the scheme.

Differential Category	Differential Factor	Rate in the Dollar on Land Value for 2023/2024 (incl GST)	Revenue from Land Drainage Scheme Targeted Rate (incl GST)	Share of Land Drainage Scheme Targeted Rate
Raupō District A	83%	\$0.0040004	\$692,792	85%
Raupō District B	7%	\$0.0003374	\$3,441	<1%
Raupō Township	100%	\$0.0048197	\$113,995	14%
<b>All properties</b>			<b>\$810,227</b>	<b>100%</b>

## Land Drainage Targeted Rates – Other Schemes

### Background

Kaipara District is a rural production area that supports farming and cropping communities on low lying land near rivers, streams and canals. These communities are prone to flooding during heavy weather events and tidal fluctuations. Land drainage work is undertaken to maintain and improve the current capacity of its land drainage network and stopbanks. This is likely to improve the productivity of land normally affected by high ground water levels or ponded water following heavy rainfall events and tidal fluctuations.

Land drainage work is undertaken in 29 other drainage districts of various sizes with administrative and technical support from Council. Each of these schemes is self-funding.

### Activities funded

The targeted rates for each land drainage scheme are used to fund the operations in maintaining the 29 respective schemes. This includes maintenance of drains and outlets by weed spraying and machine cleaning, maintenance and if necessary, replacement of floodgates, drain cleaning and stopbank maintenance.

### Land liable for the rates

The targeted rates apply to all land in each of the following land drainage schemes:

- Aoroa
- Awakino Point
- Horehore
- Mangatara
- Oruariki
- Tangowahine No2
- Tatarariki No3
- Aratapu Swamp
- Arapohue No1
- Awakino Valley
- Kaihu
- Manganui
- Otiria
- Tangowahine Valley
- Te Hapai
- Arapohue No2
- Greenhill
- Kopuru Swamp
- Mititai
- Owairangi
- Tatarariki No1
- Tikinui
- Aratapu Village
- Hoanga
- Koremoa
- Notorious
- Tangowahine No1
- Tatarariki No2
- Whakahara

Indicative maps of the respective land drainage scheme areas can be viewed in the Appendix (pages 67 to 81) of this document. Please contact the Council if you would like confirmation whether a property is within the rating area or not.

## How the rates are assessed

The targeted rate for each land drainage scheme is assessed as a uniform rate in the dollar on land value.

### A table of the rates

Land Drainage Scheme	Rate in the Dollar on Land Value for 2023/2024 (incl GST)	Revenue from Land Drainage Targeted Rates (incl GST)
Aoroa	\$0.0016193	\$4,375
Arapohue No 1	\$0.0007147	\$9,286
Arapohue No 2	\$0.0003551	\$5,750
Aratapu Swamp	<b>\$0.0007217</b>	<b>\$19,549</b>
Aratapu Village	\$0.0006257	\$7,480
Awakino Point	\$0.0006423	\$16,100
Awakino Valley	\$0.0006817	\$51,791
Greenhill	\$0.0007930	\$8,051
Hoanga	\$0.0021715	\$26,449
Horehore	\$0.0007006	\$41,399
Kaihu	\$0.0006541	\$51,749
Kopuru Swamp	\$0.0008313	\$10,446
Koremoa	\$0.0005326	\$4,596
Mangatara	\$0.0006497	\$24,150
Manganui	\$0.0001168	\$12,155
Mititai	\$0.0007892	\$9,770
Notorious	\$0.0004195	\$16,099
Oruariki	\$0.0012022	\$21,931
Otiria	\$0.0009776	\$8,046
Owairangi	\$0.0004971	\$6,445
Tangowahine No 1	\$0.0005935	\$6,154
Tangowahine No 2	\$0.0010838	\$7,475
Tangowahine Valley	\$0.0002398	\$5,120
Tatarariki 1	\$0.0004149	\$6,788
Tatarariki 2	\$0.0013216	\$8,411
Tatarariki 3	\$0.0008085	\$10,930
Te Hapai	\$0.0028400	\$20,590
Tikinui	\$0.0011770	\$4,415
Whakahara	\$0.0007795	\$6,900
	<b>Total</b>	<b>\$432,401</b>



# Water Supply Targeted Rate

## Background

The Council provides reticulated water supplies to Dargaville (including Baylys Beach), Glinks Gully, Ruawai, Maungaturoto (Station Village), Maungaturoto (Township) and Mangawhai.

Costs will be shared across all schemes, with all schemes being assessed the same rate in 2023-2024. This approach recognises that the service being received by the end user is the same (irrespective of location) and hence the costs should be the same.

## Activities funded

The expenses in maintaining each of the water supply networks. In particular, the costs associated in treating the water for domestic consumption.

## Land liable for the rates

The targeted rates apply to all land in defined areas in the following water supply networks:

- Dargaville (including Baylys Beach)
- Ruawai
- Maungaturoto (Township)
- Glinks Gully
- Maungaturoto (Station Village)
- Mangawhai

Properties within 30 metres of the water reticulation in the above areas are liable for the rate.

## Rates differential definitions

These rates are assessed on a differential basis. The Council has defined its rates differential categories based on the provision or availability to the land of the water supply service provided by, or on behalf of, the Council.

The definition for each rates differential category is listed in the table below.

Differential Category	Definition
Metered properties	Land that is connected to the relevant water supply network as at 30 June 2023 irrespective of how much water is consumed.
Other properties	Land that is not connected to the relevant water supply network as at 30 June 2023, but is situated within 30 metres of a water supply network to which it is capable of being effectively connected.

### How the rates are assessed

The targeted rate for water supply is assessed on the following differential basis:

Metered properties:

- A scale of charges based on the per cubic metre amount of water consumed. The charge for up to the first cubic metre of water consumed is calculated on 25% of the average costs across all water supply networks.

Other properties:

- A fixed amount per rating unit. The rate set is equivalent to 75% of the volumetric charge for a metered property for up to the first cubic metre of water consumed.
- Excludes those that could connect to the Mangawhai scheme, but are not connected.

The table below lists the water charges and rates that will apply:

	Metered Properties		Other properties	All units
	Volumetric charge (up to and including the first cubic metre) (incl GST)	Volumetric charge (per cubic metre beyond the first cubic metre) (incl GST)	Fixed amount per Rating Unit (incl GST)	Revenue from Water Supply Targeted Rate (incl GST)
Dargaville Glinks Gully Mangawhai Maungaturoto Station Village Maungaturoto Township Ruawai	\$210.76	\$4.51	\$158.07	\$5,311,439

# Mangawhai Harbour Restoration Targeted Rate

## Background

The targeted rate for the Mangawhai Harbour Restoration commenced on 1 July 1996. It funds a grant to the Mangawhai Harbour Restoration Society Inc to assist it in financing the operations required to maintain the harbour at a quality suitable for the water recreational activities it provides to the community it serves.

## Activities funded

The grant funded by this targeted rate is used to finance the operations of the Society's annual dredging programme, the annual planting of native grasses on the distal spit and other activities required to assist in the stabilisation of this spit so that a functioning harbour can be sustained for future generations to enjoy.

## Land liable for the rate

All land that is located within the Mangawhai Harbour Restoration area.

An indicative map of this area can be viewed in Appendix (page 81) of this document. Please contact the Council if you would like confirmation whether a property is within this rating area or not.

## How the rate is assessed

This targeted rate is assessed as a fixed amount per rating unit to all units located within the Mangawhai Harbour Restoration Area of \$80 (including GST).

The rate will generate around \$408,160 (including GST) in rates revenue in 2023-2024.

## Closed Circuit Television (CCTV) Targeted Rate

### Background

The Closed Circuit Television (CCTV) targeted rate commenced on 1 July 2021. It funds a grant to the Dargaville Community Development Board (DCDB) to assist with the ongoing costs, expansion and maintenance of the CCTV network in Dargaville and Ruawai.

### Activities funded

The grant funded by the targeted rate also funds the ongoing costs, expansion and maintenance of the CCTV network in Dargaville and Ruawai.

### Land liable for the rate

All land that is located within the Dargaville, Central, West Coast and North areas. Also all land that is located within the Ruawai Tokatoka Hall Targeted Rate area.

An indicative map of the CCTV Targeted Rate area can be viewed in the Appendix (page 82) of this document. Please contact the Council if you would like confirmation whether a property is within the rating area or not.

### How the rate is assessed

The targeted rate is assessed as a fixed amount per rating unit to all units in the identified areas above. The rate is \$10.35 (including GST).

Where two or more contiguous rating units are owned by the same person or persons, and are used jointly as a single unit, the ratepayer is liable for only one targeted rate on a fixed amount basis, which is in line with section 20 of the Local Government (Rating) Act 2002.

The rate will generate around \$58,829 (including GST) in rates revenue in 2023-2024.

## Ruawai Tokatoka Hall Targeted Rate

### Background

The Ruawai Tokatoka Hall rate was introduced in 2009-2010 to fund the maintenance of the Ruawai Tokatoka Community Hall. The targeted rate is consistent with Council's Halls Policy that community halls be managed and maintained by the community.

### Activities funded

The operating costs of maintaining the Ruawai Tokatoka Hall.

### Land liable for the rate

All land that is located within the Ruawai Tokatoka Hall Targeted Rate area.

An indicative map of the Ruawai Tokatoka Hall Targeted Rate area can be viewed in the Appendix (page 82) of this document. Please contact the Council if you would like confirmation whether a property is within the rating area or not.

### How the rate is assessed

The targeted rate is assessed on the following basis:

- a fixed amount per rating unit to all units located within the Ruawai Tokatoka Hall Targeted Rate area of \$36.86 (including GST).

The rate will generate around \$17,250 (including GST) in rates revenue in 2023-2024.

# Forestry Roding Targeted Rate

## Background

The Forestry Roding Targeted Rate was introduced in 2015-2016 for six years to 2021 in order to partially fund the impact of forestry and logging trucks and maintain current standards on Council roads. The rate has been extended to 2027-2028. Waka Kotahi NZ Transport Agency will also contribute.

## Activities funded

The costs of funding the impact of forestry and logging trucks and maintaining current standards on Council roads.

## Land liable for the rate

All land that is located within the Forestry Roding Targeted Rate area.

A map of the Forestry Roding Targeted Rate area can be viewed in the Appendix (page 83) of this document.

## How the rate is assessed

The targeted rate is assessed on the following basis:

- A rate in the dollar on land value across all properties used for growing exotic trees that are in the Forestry Roding Targeted Rate area. The targeted rate is \$0.0081135 (including GST).

The rate will generate around \$509,388 (including GST) in rates revenue in 2023-2024.

## Rating Information

### Due Date for Payment of Rates

All rates, with the exception of water charges for metered properties, will be payable in four equal instalments due on:

<b>Instalment Number</b>	<b>Due Date</b>
Instalment 1	20 August 2023
Instalment 2	20 November 2023
Instalment 3	20 February 2024
Instalment 4	20 May 2024

### Water charges – metered properties

Water meters are read and invoices sent on a six monthly cycle. The amount payable is due on the 20th of the month following the month that the invoice was dated. The due dates are set out in more detail below.

### Penalties

Pursuant to section 132 and to sections 57 and 58 of the Local Government (Rating) Act 2002, the Council delegates the authority to the Revenue Manager and the Revenue Operations Officer to apply the following penalties on unpaid rates:

- a) A penalty of 10% of the rates (other than water by meter rates) assessed in the 2023-2024 financial year that are unpaid after the due date for each instalment will be added on the relevant penalty date for each instalment stated below, except where a ratepayer has entered an arrangement by way of direct debit authority and honours that arrangement. For each instalment the date the penalty will be added is as follows:

<b>Instalment Number</b>	<b>Penalty Date</b>
Instalment 1	21 August 2023
Instalment 2	21 November 2023
Instalment 3	21 February 2024
Instalment 4	21 May 2024; and

- b) A penalty of 10% of the amount of all rates (including any penalties) other than water by meter rates from any previous financial years that are unpaid on 05 July 2023 will be added on 06 July 2023; and
- c) A penalty of 10% of the amount of all rates to which a penalty has been added under (b) and which remain unpaid on 08 January 2024 will be added on 09 January 2024; and
- d) Water charges – metered properties

A penalty of 10% of the water by meter rates charged per invoice that are outstanding after the due date for payment will be added on the relevant penalty date for each billing month and area stated below, except where a ratepayer has entered an arrangement by way of direct debit authority and honours that arrangement. For each billing month and area, the due date and the date the penalty will be added is as follows:

Water-by-meter Rates Area	Billing Month	Due Date	Penalty Date
Dargaville (Hokianga Road and side streets) and Glinks Gully	July 2023 January 2024	20 August 2023 20 February 2024	21 August 2023 21 February 2024
Dargaville (Station and Beach Roads) and Mangawhare	August 2023 February 2024	20 September 2023 20 March 2024	21 September 2023 21 March 2024
Dargaville Township East	September 2023 March 2024	20 October 2023 20 April 2024	21 October 2023 21 April 2024
Dargaville (Awakino Road and Main Street) and Ruawai	October 2023 April 2024	20 November 2023 20 May 2024	21 November 2023 21 May 2024
Dargaville (Ranfurly, Plunket and Tirarau Streets) and Maungaturoto Railway; Maungaturoto Township, and Mangawhai	November 2023 May 2024	20 December 2023 20 June 2024	21 December 2023 21 June 2024
North Dargaville to Kaihu, Awakino Point and Baylys Beach	December 2023 June 2024	20 January 2024 20 July 2024	21 January 2024 21 July 2024

## Payment of Rates

### Rates payments can be made:

1. By direct debit.
2. By online banking.
3. By telephone banking.
4. By credit card online, MasterCard and Visa only. There is a transaction fee for payments by credit card online.
5. By automatic payment.
6. In person (EFTPOS, MasterCard, Visa, or cash). There is a transaction fee for payments by credit card at Council's offices. Payment of rates will be accepted during normal business hours at either of the following two Council offices:
  - a. Dargaville: 32 Hokianga Road;
  - b. Mangawhai: Unit 6, The Hub, 6 Molesworth Drive

Any payments of rates due will be credited first to the oldest amounts due.

## Sample Properties

The following table calculates the impact of Council's rating policy on properties:

- in different locations within the district
- with different land uses (residential, dairy, commercial, etcetera); and
- with different land values.

The land values presented in the table are representative of the land values in that location and for that land use.

Please note that the indicative rates on properties liable for the Mangawhai Wastewater Capital Contribution targeted rates would vary from the amounts shown in the schedule by the addition of one of the following amounts depending on which rate is applied: \$676.00 in the case of Capital Contribution A, \$569.95 in the case of Capital Contribution D, \$606.31 in the case of Capital Contribution E and \$643.26 in the case of Capital Contribution F.

Indicative rates are inclusive of GST.

District Area	Land Value	Rates 2022/2023	Rates 2023/2024							\$ change	% change
		Value-Based General Rates 2022/2023	Value-based general rate	UJAGC	Stormwater	Wastewater	Land drainage	Other rates	Total Rates		
<b>Residential Properties</b>											
Baylys Beach	112,000	<b>1,310</b>	320	800	209	-	-	10	<b>1,339</b>	29	2.18%
	175,000	<b>1,612</b>	499	800	327	-	-	10	<b>1,636</b>	24	1.52%
	400,000	<b>2,689</b>	1,141	800	746	-	-	10	<b>2,698</b>	10	0.36%
Dargaville	77,000	<b>2,305</b>	220	800	142	1,284	-	10	<b>2,456</b>	151	6.53%
	102,000	<b>2,425</b>	291	800	188	1,284	-	10	<b>2,573</b>	149	6.13%
	300,000	<b>3,371</b>	856	800	553	1,284	-	10	<b>3,503</b>	132	3.92%
Glinks	200,000	<b>2,494</b>	571	800	-	1,284	-	10	<b>2,665</b>	171	6.85%
	285,000	<b>2,730</b>	813	800	-	1,284	-	10	<b>2,907</b>	177	6.48%
	325,000	<b>2,842</b>	927	800	-	1,284	-	10	<b>3,021</b>	180	6.32%
Kaiwaka	110,000	<b>2,307</b>	314	800	98	1,284	-	-	<b>2,496</b>	189	8.19%
	220,000	<b>2,687</b>	628	800	197	1,284	-	-	<b>2,908</b>	221	8.23%
	360,000	<b>3,171</b>	1,027	800	322	1,284	-	-	<b>3,433</b>	262	8.26%
Mangawhai	170,000	<b>2,645</b>	485	800	192	1,284	-	80	<b>2,841</b>	195	7.39%
	350,000	<b>3,321</b>	999	800	395	1,284	-	80	<b>3,557</b>	236	7.11%
	530,000	<b>3,998</b>	1,512	800	598	1,284	-	80	<b>4,274</b>	277	6.92%
Maungaturoto	129,000	<b>2,286</b>	368	800	-	1,284	-	-	<b>2,452</b>	166	7.26%
	175,000	<b>2,414</b>	499	800	-	1,284	-	-	<b>2,583</b>	169	7.01%
	300,000	<b>2,762</b>	856	800	-	1,284	-	-	<b>2,940</b>	178	6.44%



District Area	Land Value	Rates 2022/2023	Rates 2023/2024							\$ change	% change
		Value-Based General Rates 2022/2023	Value-based general rate	UAGC	Stormwater	Wastewater	Land drainage	Other rates	Total Rates		
Residential Properties continued											
Pahi	180,000	1,265	514	800	-	-	-	-	1,314	49	3.84%
	275,000	1,530	785	800	-	-	-	-	1,585	55	3.61%
	425,000	1,947	1,213	800	-	-	-	-	2,013	66	3.37%
Paparoa	127,000	1,118	362	800	-	-	-	-	1,162	45	4.01%
	200,000	1,321	571	800	-	-	-	-	1,371	50	3.78%
	300,000	1,599	856	800	-	-	-	-	1,656	57	3.56%
Ruawai	70,000	1,347	200	800	-	-	337	47	1,384	37	2.74%
	94,000	1,531	268	800	-	-	453	47	1,568	37	2.44%
	175,000	2,151	499	800	-	-	843	47	2,190	39	1.79%
Te Kopuru	30,000	1,948	86	800	27	1,284	-	10	2,206	259	13.28%
	106,000	2,248	302	800	95	1,284	-	10	2,491	244	10.83%
	136,000	2,366	388	800	122	1,284	-	10	2,604	238	10.04%
Tinopai	61,000	934	174	800	-	-	-	-	974	40	4.31%
	195,000	1,307	556	800	-	-	-	-	1,356	50	3.80%
	390,000	1,850	1,113	800	-	-	-	-	1,913	63	3.42%
Lifestyle Properties											
Kaiwaka	240,000	1,432	685	800	-	-	-	-	1,485	53	3.68%
	300,000	1,599	856	800	-	-	-	-	1,656	57	3.56%
	425,000	2,598	1,880	800	-	-	-	-	2,680	82	3.16%
Mangawhai	445,000	2,083	1,270	800	-	-	-	80	2,150	67	3.22%
	1,570,000	7,618	6,944	800	-	-	-	80	7,824	206	2.70%
Maungaturoto	175,000	1,251	499	800	-	-	-	-	1,299	48	3.85%
	295,000	2,037	1,305	800	-	-	-	-	2,105	68	3.33%
	630,000	3,482	2,787	800	-	-	-	-	3,587	104	2.99%
Paparoa	185,000	1,279	528	800	-	-	-	-	1,328	49	3.82%
	265,000	1,907	1,172	800	-	-	-	-	1,972	65	3.39%
	530,000	3,051	2,344	800	-	-	-	-	3,144	93	3.06%
Pastoral Properties											
Kaihu	365,000	2,349	1,614	800	-	-	-	10	2,425	75	3.21%
Kaiwaka	2,070,000	9,776	9,156	800	-	-	-	80	10,036	260	2.66%
Pouto	680,000	3,708	3,008	800	-	-	-	10	3,818	110	2.95%
Waipoua	560,000	3,556	2,477	800	-	-	366	10	3,654	98	2.75%

District Area	Land Value	Rates 2022/2023	Rates 2023/2024							\$ change	% change
		Value-Based General Rates 2022/2023	Value-based general rate	UAGC	Stormwater	Wastewater	Land drainage	Other rates	Total Rates		
<b>Dairy Properties</b>											
Maungaturoto	740,000	<b>3,957</b>	3,273	800	-	-	-	-	<b>4,073</b>	116	2.93%
Pouto	1,280,000	<b>8,427</b>	5,661	800	-	-	2,188	10	<b>8,660</b>	233	2.77%
Ruawai	2,820,000	<b>24,388</b>	12,473	800	-	-	11,281	47	<b>24,601</b>	213	0.87%
Tokatoka	780,000	<b>4,761</b>	3,450	800	-	-	608	10	<b>4,868</b>	107	2.25%
<b>Horticultural Properties</b>											
Central	550,000	<b>3,477</b>	2,433	800	-	-	393	10	<b>3,636</b>	159	4.57%
<b>Forestry Properties</b>											
Waipoua	370,000	<b>5,108</b>	1,596	764	-	-	-	2,905	<b>5,265</b>	157	3.07%
<b>Commercial Properties</b>											
Dargaville	84,000	<b>2,467</b>	372	800	155	1,284	-	10	<b>2,620</b>	153	6.21%
	165,000	<b>3,560</b>	730	800	304	1,925	-	10	<b>3,770</b>	210	5.90%
	720,000	<b>9,969</b>	3,185	800	1,328	5,134	-	10	<b>10,457</b>	488	4.90%
Mangawhai	335,000	<b>6,103</b>	1,482	800	379	3,851	-	80	<b>6,591</b>	487	7.99%
	485,000	<b>9,803</b>	2,145	800	548	7,059	-	80	<b>10,632</b>	829	8.46%
	680,000	<b>4,440</b>	3,008	800	768	-	-	80	<b>4,656</b>	216	4.86%
Maungaturoto	390,000	<b>5,935</b>	1,725	800	-	3,851	-	-	<b>6,376</b>	441	7.43%
<b>Industrial Properties</b>											
Dargaville	165,000	<b>2,978</b>	730	800	304	1,284	-	10	<b>3,128</b>	150	5.03%



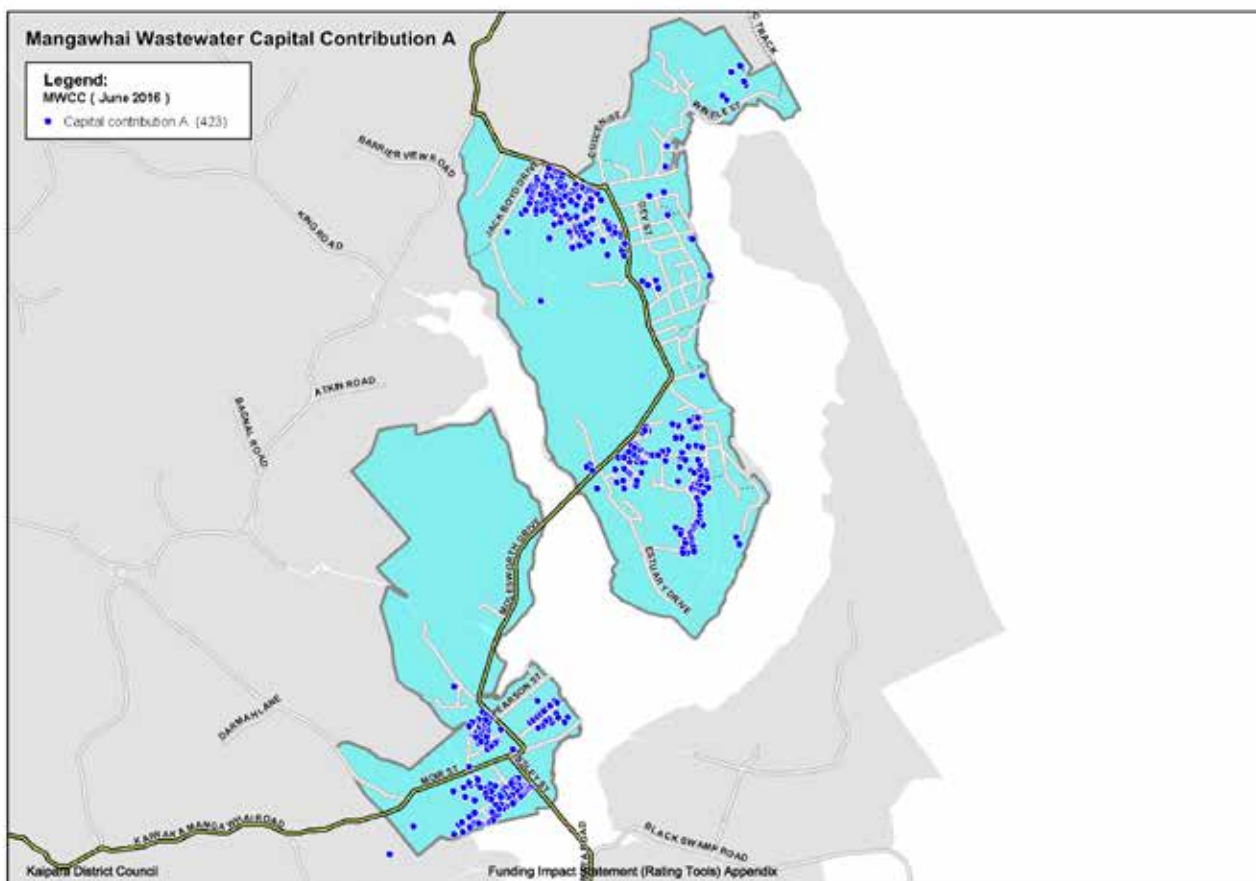
Sunset at Glinks Gully Photo: Lani Leiataua



# APPENDIX



Mangawhai Estuary Photo: Heather Thomas



**Valuation Location**

- 122001352 - 49 Jack Boyd Drive
- 122010203 - Wintle Street
- 122010206 - Wintle Street
- 122010211 - Wintle Street
- 122010213 - Wintle Street
- 122010215 - Wintle Street
- 122010226 - Wintle Street
- 122010228 - Wintle Street
- 122010229 - Wintle Street
- 122010230 - Wintle Street
- 122010232 - Wintle Street
- 122010233 - Wintle Street
- 122010234 - Wintle Street
- 122011305 - 61 Mangawhai Heads Road
- 122011354 - 31A Jack Boyd Drive
- 122011378 - 48A Driftwood Place
- 122011381 - 44 Driftwood Place
- 122011384 - 38 Driftwood Place
- 122011385 - 36 Driftwood Place
- 122011386 - 34 Driftwood Place
- 122011387 - 32 Driftwood Place
- 122011388 - 30 Driftwood Place
- 122011392 - 27 Driftwood Place
- 122011396 - 35 Driftwood Place
- 122011398 - 2 Driftwood Place
- 122011417 - 24 Driftwood Place
- 122011419 - 19 Driftwood Place
- 122011422 - 13 Driftwood Place
- 122011430 - 7 Sandy Lane
- 122011437 - 7 Marram Place
- 122011444 - 48E Driftwood Place
- 122011453 - 27 Spinifex Road
- 122011458 - 17 Spinifex Road
- 122011460 - 13 Spinifex Road
- 122011465 - 3 Spinifex Road
- 122011468 - 6 Spinifex Road
- 122011470 - 10 Spinifex Road
- 122011474 - 10 Marram Place
- 122011476 - 16 Marram Place
- 122011479 - 22 Marram Place
- 122011487 - 3 Anchorage Road
- 122011499 - 79B/1 Jack Boyd Drive
- 122011516 - 63 Mangawhai Heads Road

**Valuation Location**

- 122011518 - 67 Mangawhai Heads Road
- 122011519 - 69 Mangawhai Heads Road
- 122011521 - 5 Parklands Ave
- 122011522 - 7 Parklands Ave
- 122011523 - 9 Parklands Ave
- 122011524 - 11 Parklands Ave
- 122011525 - 13 Parklands Ave
- 122011526 - 15 Parklands Ave
- 122011527 - 19 Parklands Ave
- 122011528 - 21 Parklands Ave
- 122011529 - 23 Parklands Ave
- 122011530 - 25 Parklands Ave
- 122011531 - 27 Parklands Ave
- 122011532 - 29 Parklands Ave
- 122011535 - 196 Thelma Road North
- 122011537 - 200 Thelma Road North
- 122011538 - 202 Thelma Road North
- 122011541 - 208 Thelma Road North
- 122011542 - 210 Thelma Road North
- 122011545 - 214 Thelma Road North
- 122011546 - 216 Thelma Road North
- 122011547 - 18 Parklands Ave
- 122011553 - 10 Hillside Ave
- 122011555 - 6 Hillside Ave
- 122011557 - 89 Mangawhai Heads Road
- 122011558 - 87 Mangawhai Heads Road
- 122011559 - 85 Mangawhai Heads Road
- 122011560 - 83 Mangawhai Heads Road
- 122011561 - 81 Mangawhai Heads Road
- 122011564 - 4 Hillside Avenue
- 122011566 - 2 Hillside Avenue
- 122011567 - 14 Parklands Ave
- 122011568 - 12 Parklands Ave
- 122011569 - 10 Parklands Ave
- 122011570 - 8 Parklands Ave
- 122011574 - 209 Thelma Road North
- 122011576 - 207 Thelma Road North
- 122011577 - 205 Thelma Road North
- 122011579 - 9 Jack Boyd Drive
- 122011580 - 203 Thelma Road North
- 122011581 - 201 Thelma Road North
- 122011582 - 11 Jack Boyd Drive
- 122011583 - 13 Jack Boyd Drive

**Valuation Location**

- 122011584 - 199 Thelma Road North
- 122011585 - 197 Thelma Road North
- 122011588 - 195 Thelma Road North
- 122011589 - 193 Thelma Road North
- 122011592 - 191 Thelma Road North
- 122011599 - 183 Thelma Road North
- 122011601 - 38 Mangawhai Heads Road
- 122011605 - 190 Thelma Road North
- 122011606 - 5 Thelma Road South
- 122011607 - 7 Thelma Road South
- 122011608 - 9 Thelma Road South
- 122011610 - 13 Te Whai Street
- 122011612 - 10 Thelma Road South
- 122011613 - 8 Te Whai Street
- 122011615 - 4 Te Whai Street
- 122011617 - 186 Thelma Road North
- 122011618 - 184 Thelma Road North
- 122011619 - 182 Thelma Road North
- 122011620 - 14 Te Whai Street
- 122011621 - 5 Anchorage Road
- 122011622 - 7A Anchorage Road
- 122011624 - 9 Anchorage Road
- 122011625 - 7C Anchorage Road
- 122011627 - 3 Beachcomber Road
- 122011628 - 5 Beachcomber Road
- 122011629 - 7 Beachcomber Road
- 122011630 - 9 Beachcomber Road
- 122011633 - 4B Beachcomber Road
- 122011634 - 4A Beachcomber Road
- 122011640 - 23 Anchorage Road
- 122011644 - 10 Anchorage Road
- 122011645 - 8 Anchorage Road
- 122011646 - 6 Anchorage Road
- 122011648 - Thelma Road South
- 122011654 - 16 Te Whai Street
- 122011655 - 18 Te Whai Street
- 122011695 - 17 Parklands Ave
- 122011696 - Parklands Ave
- 122011702 - 297 Molesworth Drive
- 122011703 - 297A Molesworth Drive
- 122011704 - 285B Molesworth Drive
- 122011705 - 285A Molesworth Drive
- 122011706 - Molesworth Drive



## Valuation Location

122011713 - 4 Sailrock Drive  
 122011714 - 6A Sailrock Drive  
 122011716 - 6C Sailrock Drive  
 122011718 - 6E Sailrock Drive  
 122011719 - 6F Sailrock Drive  
 122011720 - 8 Sailrock Drive  
 122011812 - 289 Molesworth Drive  
 122011870 - Molesworth Drive  
 122011871 - 13 Sailrock Drive  
 122011873 - 9 Sailrock Drive  
 122011875 - 5 Sailrock Drive  
 122011876 - 3 Sailrock Drive  
 122012005 - 8 Thelma Road South  
 122012006 - 6 Thelma Road South  
 122012008 - 2 Thelma Road South  
 122014257 - 4A Kahu Drive  
 122100302 - 145C Wintle Street  
 122100303 - 145D Wintle Street  
 122100800 - 97 Wintle Street  
 122101700 - 115 Wintle Street  
 122105900 - 89 Wintle Street  
 122116700 - 1A Doris Street  
 122117800 - 8 Wintle Street  
 122119802 - 53 Olsen Avenue  
 122122702 - 37 Olsen Avenue  
 122126600 - 25-29 Wharfedale Crescent  
 122136900 - 264 Molesworth Drive  
 122137101 - Molesworth Drive  
 122138104 - 8A Fagan Place  
 122138105 - Fagan Place  
 122148301 - 34 North Avenue  
 122148302 - 36 North Avenue  
 122148303 - 38 North Avenue  
 122150800 - Robert Street  
 122168301 - 26 Heather Street  
 122182414 - 48 Lincoln Street  
 122182418 - 67A Lincoln Street  
 122183601 - 26 Estuary Drive  
 122183700 - 75 Moir Point Road  
 122183703 - 104 Moir Point Road  
 122183704 - 106 Moir Point Road  
 122183705 - 108 Moir Point Road  
 122183713 - Jordan Street  
 122183715 - 6 Devon Street  
 122183716 - 53 Moir Point Road  
 122183717 - 10 Devon Street  
 122183718 - 12 Devon Street  
 122183719 - 55 Moir Point Road  
 122183723 - 7B Cornwall Way  
 122183724 - 9B Cornwall Way  
 122183727 - 11 Cornwall Way  
 122183728 - 9A Cornwall Way  
 122183729 - 7A Cornwall Way  
 122183731 - Devon Street  
 122183732 - 18 Devon Street  
 122183733 - 14 Cornwall Way  
 122183735 - 10 Cornwall Way  
 122183736 - 8 Cornwall Way  
 122183737 - 6 Cornwall Way  
 122183738 - 4 Cornwall Way  
 122183744 - Moir Point Road  
 122183745 - Moir Point Road  
 122183746 - Moir Point Road  
 122183748 - 85 Moir Point Road  
 122183750 - Moir Point Road  
 122183751 - Moir Point Road  
 122183752 - Moir Point Road  
 122183754 - Moir Point Road  
 122183755 - Moir Point Road  
 122183756 - 101 Moir Point  
 122183757 - Moir Point Road  
 122183758 - 3 Jordan Street  
 122183759 - 5 Jordan Street  
 122183760 - 7 Jordan Street  
 122183761 - 9 Jordan Street  
 122183762 - 11 Jordan Street  
 122183763 - 13 Jordan Street  
 122183764 - 15 Jordan Street  
 122183766 - 4 Molesworth Drive  
 122183768 - 10 Jordan Street  
 122183770 - 14 Jordan Street  
 122183771 - 10 Jordan Street

## Valuation Location

122183808 - 7 Nautical Heights  
 122183810 - 11 Kawan Lane  
 122183611 - 13 Nautical Heights  
 122183813 - 17 Nautical Heights  
 122183814 - 19 Nautical Heights  
 122183815 - 21 Nautical Heights  
 122183817 - 22 Nautical Heights  
 122183818 - 20 Nautical Heights  
 122183819 - 18 Nautical Heights  
 122183820 - 16 Nautical Heights  
 122183821 - 14 Nautical Heights  
 122183822 - 12 Nautical Heights  
 122183823 - 10 Nautical Heights  
 122183824 - 8 Nautical Heights  
 122183825 - 6 Nautical Heights  
 122183826 - 4 Nautical Heights  
 122183827 - 2 Nautical Heights  
 122183828 - 1 Kawan Land  
 122183830 - 5 Kawan Lane  
 122183831 - 7 Kawan Lane  
 122183832 - 8 Kawan Lane  
 122183833 - 9 Kawan Lane  
 122183834 - 6 Kawan Lane  
 122183835 - 4 Kawan Lane  
 122183860 - 10 Norfolk Drive  
 122183874 - 18B Norfolk Drive  
 122183881 - 24E Norfolk Drive  
 122183885 - 23 Norfolk Drive  
 122183895 - 9A Norfolk Drive  
 122183901 - 2 Quail Way  
 122183902 - 45 Seabreeze Road  
 122183906 - 56 Norfolk Drive  
 122183909 - 16 Quail way  
 122183912 - 13-17 Quail Way  
 122183914 - 1 Quail Way  
 122183918 - 48 Moir Point Road  
 122183923 - 5 Quail Way  
 122183924 - 3 Quail Way  
 122183927 - 40C Moir Point Road  
 122183928 - 40A Moir Point Road  
 122183930 - 38 Moir Point Road  
 122183943 - 19 Quail Way  
 122183945 - 56A Moir Point Road  
 122183946 - 56 Moir Point Road  
 122183948 - 52 Moir Point Road  
 122183949 - 50 Moir Point Road  
 122183963 - 18C Quail Way  
 122183977 - 31 Seabreeze Road  
 122183978 - 29D Seabreeze Road  
 122183981 - 29A Seabreeze  
 122183986 - 34 Seabreeze  
 122183992 - 46 Seabreeze  
 122183993 - 48 Seabreeze  
 122183994 - 50 Seabreeze Road  
 122183998 - 58 Seabreeze Road  
 122184018 - 28 Norfolk Drive  
 122184021 - 33 Norfolk Drive  
 122184022 - 35 Norfolk Drive  
 122184023 - 37 Norfolk Drive  
 122184024 - 39 Norfolk Drive  
 122184029 - 46D Norfolk Drive  
 122184035 - 40C Norfolk Drive  
 122184044 - 34D Norfolk Drive  
 122184071 - 4 Quail Way  
 122184074 - 4 Bodan Lane  
 122184075 - 3 Bodan Lane  
 122184076 - 1 Bodan Lane  
 122184082 - 8 Quail Way  
 122184084 - 40 Moir Point Road  
 122184090 - Moir Point Road  
 122184101 - 3 Seabreeze  
 122184102 - 5B Seabreeze Road  
 122184103 - 5A Seabreeze  
 122184104 - 7 Seabreeze Road  
 122184105 - 9B Seabreeze Road  
 122184106 - 9A Seabreeze Road  
 122184108 - 13 Seabreeze Road  
 122184109 - 15 Seabreeze Road  
 122184110 - 17 Seabreeze Road  
 122184111 - 19 Seabreeze Road  
 122184113 - 23 Seabreeze Road  
 122184120 - 18 Seabreeze Road

## Valuation Location

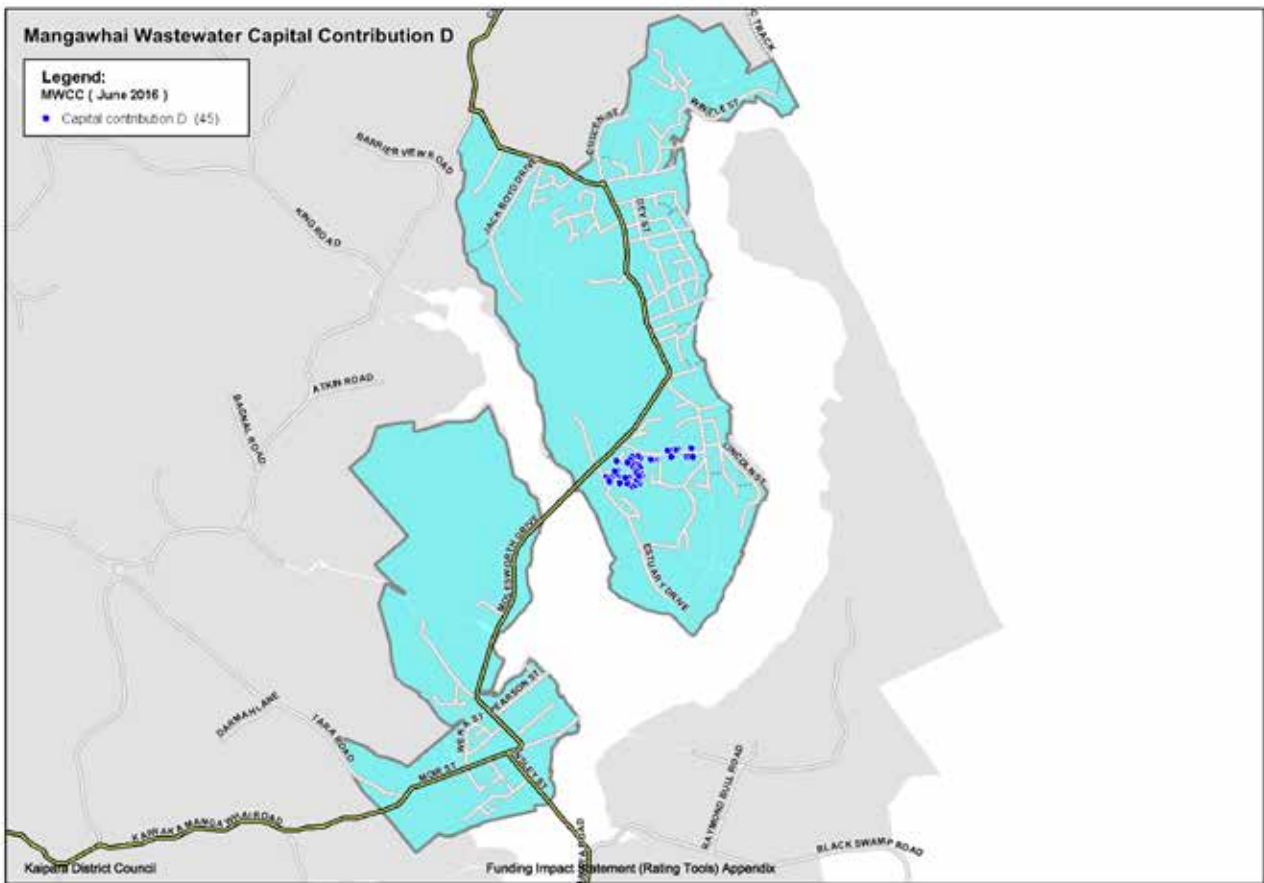
122184121 - 20 Seabreeze Road  
 122184124 - 10 Seabreeze Road  
 122184125 - 8 Seabreeze Road  
 122184126 - 6 Seabreeze Road  
 122184218 - 2 Seabreeze Road  
 122186400 - 40 Pearson Street  
 122188700 - 5 Dune View Drive  
 122188706 - 6 Moir Street  
 122188712 - 9 Dune View Drive  
 122188713 - 11 Dune View Drive  
 122188714 - 13 Dune View Drive  
 122188715 - 15 Dune View Drive  
 122188716 - 17 Dune View Drive  
 122188717 - 19 Dune View Drive  
 122188718 - 21 Dune View Drive  
 122188719 - 23 Dune View Drive  
 122188720 - 25 Dune View Drive  
 122188721 - 24 Dune View Drive  
 122188722 - 22 Dune View Drive  
 122188723 - 18 Dune View Drive  
 122188724 - 20 Dune View Drive  
 122188725 - 3/16 Dune View Drive  
 122188726 - 14 Dune View Drive  
 122188732 - Dune View Drive  
 0122191100B - 43 Moir Street  
 0122191100C - 43 Moir Street  
 0122191100D - 43 Moir Street  
 122191600 - 14 Insley Street  
 122191601 - 16A Insley Street  
 122191602 - 16B Insley Street  
 122191608 - 30 Insley Street  
 122191610 - 3 Kedge Drive  
 122191611 - 5 Kedge Drive  
 122191612 - 7 Kedge Drive  
 122191613 - 9 Kedge Drive  
 122191614 - 11 Kedge Drive  
 122191618 - 19 Kedge Drive  
 122191619 - 4 Kedge Drive  
 122191620 - 6 Kedge Drive  
 122191621 - 8A Kedge Drive  
 122191622 - 8B Kedge Drive  
 122191623 - 10 Kedge Drive  
 122191624 - 12 Kedge Drive  
 122191625 - 14 Kedge Drive  
 122191628 - 6 Halyard Way  
 122191630 - 8B Halyard Way  
 122191631 - 8C Halyard Way  
 122191632 - 10 Halyard Way  
 122191636 - 7 Halyard Way  
 122191638 - 7A Halyard Way  
 122191641 - 20 Kedge Drive  
 122191642 - 22 Kedge Drive  
 122191643 - 24 Kedge Drive  
 122191645 - 28 Kedge Drive  
 122191646 - 30A Kedge Drive  
 122191647 - 30B Kedge Drive  
 122191648 - 32 Kedge Drive  
 122191651 - 36B Kedge Drive  
 122191654 - 42 Kedge Drive  
 122191659 - 21 Kedge Drive  
 122191663 - 27B Kedge Drive  
 122191664 - 27C Kedge Drive  
 122191667 - 33 Kedge Drive  
 122191669 - 37 Kedge Drive  
 122191675 - 5 Spinnaker Lane  
 122191677 - 11-13 Spinnaker Lane  
 122191679 - 20 Spinnaker Lane  
 122191680 - 18 Spinnaker Lane  
 122191681 - 14-16 Spinnaker Lane  
 122191684 - 10 Spinnaker Lane  
 122191685 - 6 Spinnaker Lane  
 122191687 - 6B Spinnaker Lane  
 122191688 - 6A Spinnaker Lane  
 122191691 - 53 Kedge Drive  
 122191692 - 55-61 Kedge Drive  
 122191693 - 65-68 Kedge Drive  
 122191695 - 69 Kedge Drive  
 122191696 - 71 Kedge Drive  
 122191698 - 74 Kedge Drive  
 122191699 - 71 Kedge Drive  
 122191706 - 62-64 Kedge Drive  
 122191707 - 60 Kedge Drive

## Valuation Location

122191711 - 66 Kedge Drive  
 122193402 - 4 Ruby Lane  
 122193403 - 6 Ruby Lane  
 122193405 - 1 Herons Lane  
 122193407 - 2 Herons Lane  
 122193409 - 9 Herons Lane  
 122193411 - 3 Ruby Lane  
 122193412 - 1 Ruby Lane  
 122194001 - 8 Kagan Ave  
 122194003 - 61 Moir Street  
 122194006 - 7 Kagan Ave  
 122194007 - 9 Kagan Ave  
 122194009 - 15 Kagan Ave  
 122194010 - 17 Kagan Ave  
 122194018 - 6 Kagan Ave  
 122194026 - 61D Moir Street  
 122194027 - 61E Moir Street  
 122194200 - 71 Moir Street  
 122194201 - 71 Moir Street  
 122194202 - 69 Moir Street  
 122194203 - 69 Moir Street  
 122195101 - Moir Street  
 122195400 - 42 Moir Street  
 122195606 - 19 Longview Street  
 122195607 - 21 Molesworth Drive  
 122195609 - 17 Molesworth Drive  
 122195610 - 15 Molesworth Drive  
 122195611 - Molesworth Drive  
 122195612 - 9 Longview Street  
 122195613 - 11 Longview Street  
 122195615 - 15 Longview Street  
 122195618 - 14 Longview Street  
 122195619 - 16 Longview Street  
 122195620 - 15 Weka Street  
 122195621 - 13 Weka Street  
 122195622 - 11 Weka Street  
 122195623 - 9 Weka Street  
 122195624 - 2 Kakapo Place  
 122195625 - 4 Kakapo Place  
 122195626 - 6 Kakapo Place  
 122195629 - 9 Kakapo Place  
 122195630 - 7 Kakapo Place  
 122195633 - 1 Kakapo Place  
 122195634 - 2 Longview Street  
 122195640 - 8 Weka Street  
 122195641 - 10 Weka Street  
 122195642 - 12 Weka Street  
 122195643 - 14 Weka Street  
 122195644 - 4 Takahe Place  
 122195645 - 6A Takahe Place  
 122195646 - 6B Takahe Place  
 122195647 - 8 Takahe Place  
 122195652 - 7 Takahe Place  
 122195654 - 3B Takahe Place  
 122195655 - 3A Takahe Place  
 122195656 - 18 Weka Street  
 122195659 - 22B Weka Street  
 0122195666 - 70 Moir Street  
 0122191100B - 1 Moir Street  
 0122191100C - 1 Moir Street  
 0122191100D - 1 Moir Street  
 122011391 - 25 Driftwood Place  
 122011410 - 20F Driftwood Place  
 122011414 - 20B Driftwood Place  
 122011416 - 22 Driftwood Place  
 122011471 - 12 Spinifex Road  
 122011536 - 198 Thelma Road North  
 122011539 - 204 Thelma Road North  
 122011540 - 206 Thelma Road North  
 122011548 - 16 Parklands Avenue  
 122011571 - 6 Parklands Avenue  
 122011578 - 7 Jack Boyd Drive  
 122011595 - 25 Jack Boyd Drive  
 122011647 - 4 Anchorage Road  
 122011717 - 6D Sailrock Drive  
 122011872 - 11 Sailrock Drive  
 122011874 - 7 Sailrock Drive  
 122104400 - 8 Pearl Street  
 122166200 - 216 Molesworth Drive  
 122182218 - 27C Devon Street  
 122183726 - 65 Moir Point Road  
 122183734 - 12 Cornwall Way

## Valuation Location

122183740 - 22 Devon Street  
 122183753 - Moir Point Road  
 122183767 - 6 Jordan Street  
 122183867 - 8D Norfolk Drive  
 122183903 - Moir Point Road  
 122183916 - 40B Moir Point Road  
 122183929 - 36 Moir Point Road  
 122183947 - 54 Moir Point Road  
 122184033 - 42 Norfolk Drive  
 122184107 - 11 Seabreeze Road  
 122191604 - 20 Insley Street  
 122191617 - 17 Kedge Drive  
 122191649 - 34 Kedge Drive  
 122191657 - 48 Kedge Drive  
 122191658 - 50 Kedge Drive  
 122191670 - 39 Kedge Drive  
 122191708 - 56 Kedge Drive  
 122191709 - 52-54 Kedge Drive  
 122193410 - 5 Ruby Lane  
 122194013 - 16 Kagan Avenue  
 122194025 - 61C Moir Street  
 122195614 - 13 Longview Street  
 122195665 - 26 Weka Street



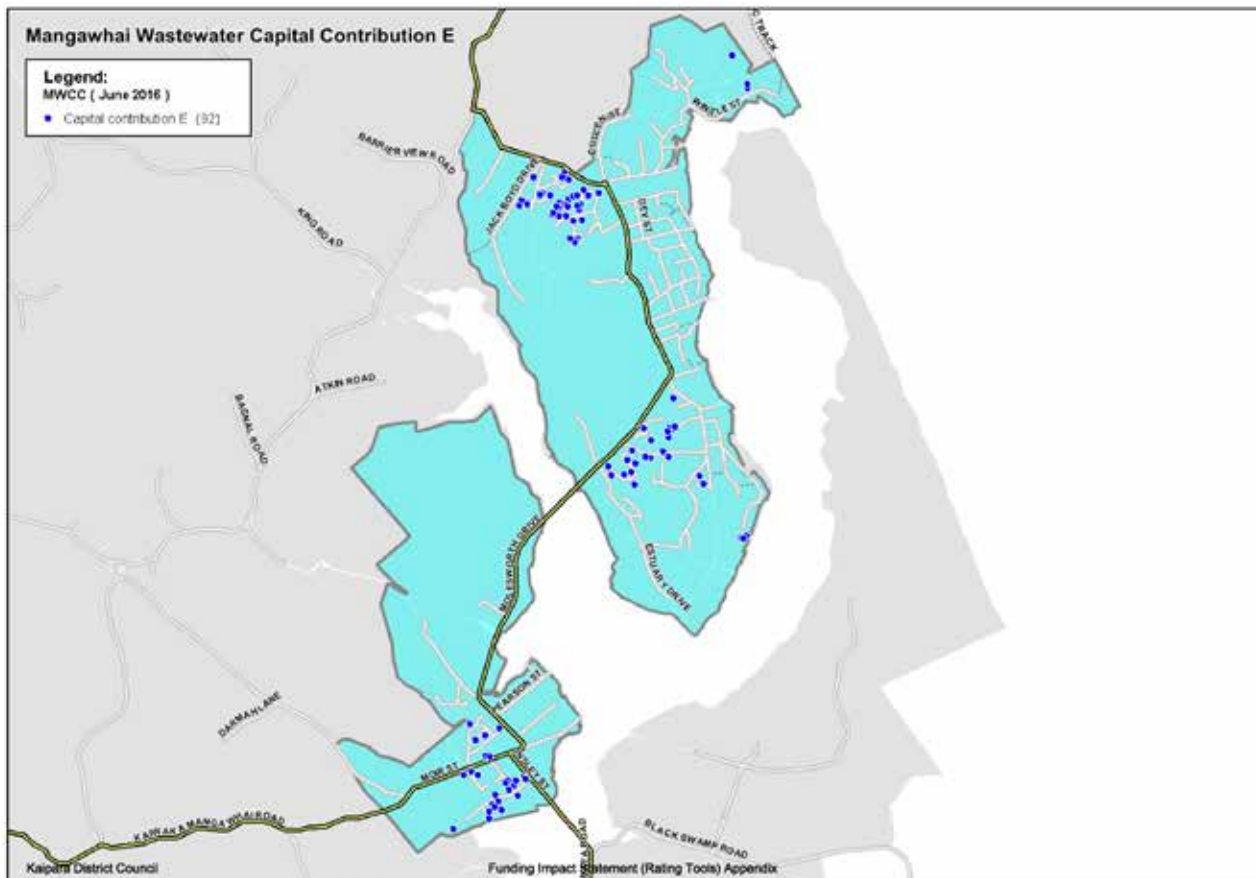
**Valuation Location**

- 0122183861 - 6 Norfolk Drive, Mangawhai
- 0122183863 - 2 Norfolk Drive, Mangawhai
- 0122183864 - 8A Norfolk Drive, Mangawhai
- 0122183865 - 8B Norfolk Drive, Mangawhai
- 0122183873 - 16 Norfolk Drive, Mangawhai
- 0122183876 - 22 Norfolk Drive, Mangawhai
- 0122183878 - 24B Norfolk Drive, Mangawhai
- 0122183880 - 24D Norfolk Drive, Mangawhai
- 0122183883 - 27 Norfolk Drive, Mangawhai
- 0122183884 - 25 Norfolk Drive, Mangawhai
- 0122183888 - 19 Norfolk Drive, Mangawhai
- 0122183889 - 17 Norfolk Drive, Mangawhai
- 0122183891 - 15A Norfolk Drive, Mangawhai
- 0122183892 - 13 Norfolk Drive, Mangawhai
- 0122183944 - 59 Seabreeze Road, Mangawhai
- 0122183968 - 43 Seabreeze Road, Mangawhai
- 0122183969 - 41 Seabreeze Road, Mangawhai
- 0122183975 - 35 Seabreeze Road, Mangawhai
- 0122183976 - 33 Seabreeze Road, Mangawhai
- 0122183989 - 40 Seabreeze Road, Mangawhai
- 0122183995 - 52 Seabreeze Road, Mangawhai
- 0122183996 - 54 Seabreeze Road, Mangawhai
- 0122183997 - 56 Seabreeze Road, Mangawhai
- 0122184015 - 30C Norfolk Drive, Mangawhai
- 0122184016 - 30B Norfolk Drive, Mangawhai
- 0122184017 - 30A Norfolk Drive, Mangawhai
- 0122184027 - 45 Norfolk Drive, Mangawhai
- 0122184031 - 46B Norfolk Drive, Mangawhai
- 0122184032 - 46A Norfolk Drive, Mangawhai
- 0122184037 - 40A Norfolk Drive, Mangawhai
- 0122184038 - 38 Norfolk Drive, Mangawhai

**Valuation Location**

- 0122184040 - 34H Norfolk Drive, Mangawhai
- 0122184041 - 34G Norfolk Drive, Mangawhai
- 0122184043 - 34E Norfolk Drive, Mangawhai
- 0122184045 - 34C Norfolk Drive, Mangawhai
- 0122184046 - 34B Norfolk Drive, Mangawhai
- 0122184047 - 34A Norfolk Drive, Mangawhai
- 0122184048 - 32 Norfolk Drive, Mangawhai
- 0122184049 - 30F Norfolk Drive, Mangawhai
- 0122184051 - 44 Norfolk Drive, Mangawhai
- 0122184114 - 28 Seabreeze Road, Mangawhai
- 0122184115 - 26 Seabreeze Road, Mangawhai
- 0122184116 - 24 Seabreeze Road, Mangawhai
- 0122184122 - 14 Seabreeze Road, Mangawhai
- 0122184123 - 12 Seabreeze Road, Mangawhai
- 0122183866 - 8C Norfolk Drive, Mangawhai
- 0122183868 - 8E Norfolk Drive, Mangawhai
- 0122183890 - 15B Norfolk Drive, Mangawhai
- 0122183896 - 7 Norfolk Drive, Mangawhai
- 0122183973 - 39A Seabreeze Road, Mangawhai





**Valuation Location**

- 0122010201 - Wintle Street, Mangawhai
- 0122011377 - 48B Driftwood Place, Mangawhai
- 0122011379 - 48 Driftwood Place, Mangawhai
- 0122011380 - 46 Driftwood Place, Mangawhai
- 0122011383 - 40 Driftwood Place, Mangawhai
- 0122011389 - 28 Driftwood Place, Mangawhai
- 0122011393 - 29 Driftwood Place, Mangawhai
- 0122011400 - 43 Driftwood Place, Mangawhai
- 0122011439 - 11 Marram Place, Mangawhai
- 0122011446 - 52 Driftwood Place, Mangawhai
- 0122011447 - 54 Driftwood Place, Mangawhai
- 0122011452 - 29 Spinifex Road, Mangawhai
- 0122011454 - 25 Spinifex Road, Mangawhai
- 0122011455 - 23 Spinifex Road, Mangawhai
- 0122011456 - 21 Spinifex Road, Mangawhai
- 0122011457 - 19 Spinifex Road, Mangawhai
- 0122011459 - 15 Spinifex Road, Mangawhai
- 0122011461 - 11 Spinifex Road, Mangawhai
- 0122011462 - 9 Spinifex Road, Mangawhai
- 0122011467 - 4 Spinifex Road, Mangawhai
- 0122011472 - 14 Spinifex Road, Mangawhai
- 0122011477 - 18 Marram Place, Mangawhai
- 0122011484 - 17 Marram Place, Mangawhai
- 0122011534 - 33 Parklands Avenue, Mangawhai
- 0122011562 - 79 Mangawhai Heads Road, Mangawhai
- 0122011565 - 4A Hillside Avenue, Mangawhai
- 0122011572 - 4 Parklands Avenue, Mangawhai
- 0122011575 - 5 Jack Boyd Drive, Mangawhai
- 0122011593 - 189 Thelma Road North, Mangawhai
- 0122011594 - 23 Jack Boyd Drive, Mangawhai
- 0122011596 - 187 Thelma Road North, Mangawhai
- 0122011598 - 29 Jack Boyd Drive, Mangawhai
- 0122011603 - 194 Thelma Road North, Mangawhai
- 0122011609 - 11 Te Whai Street, Mangawhai

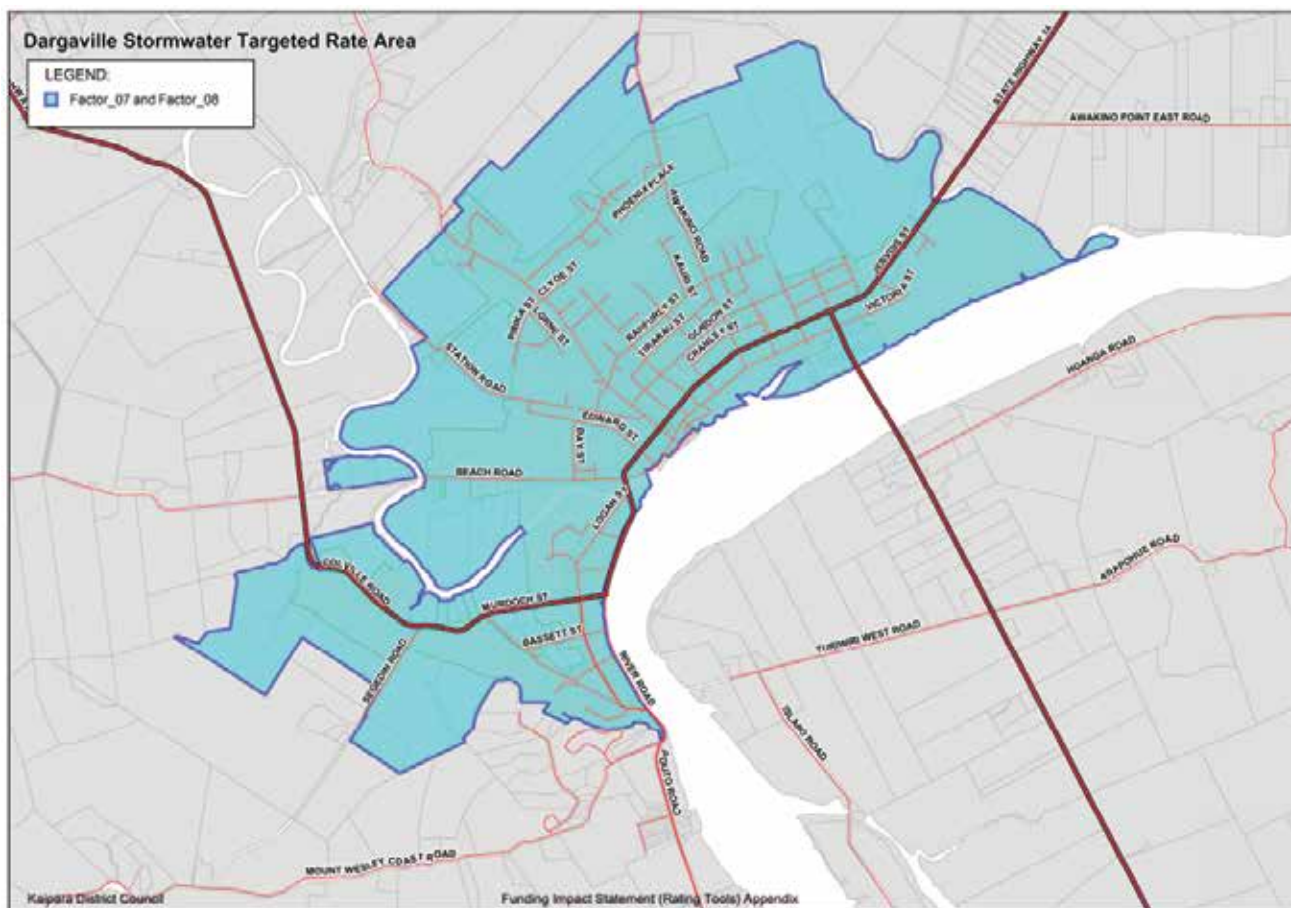
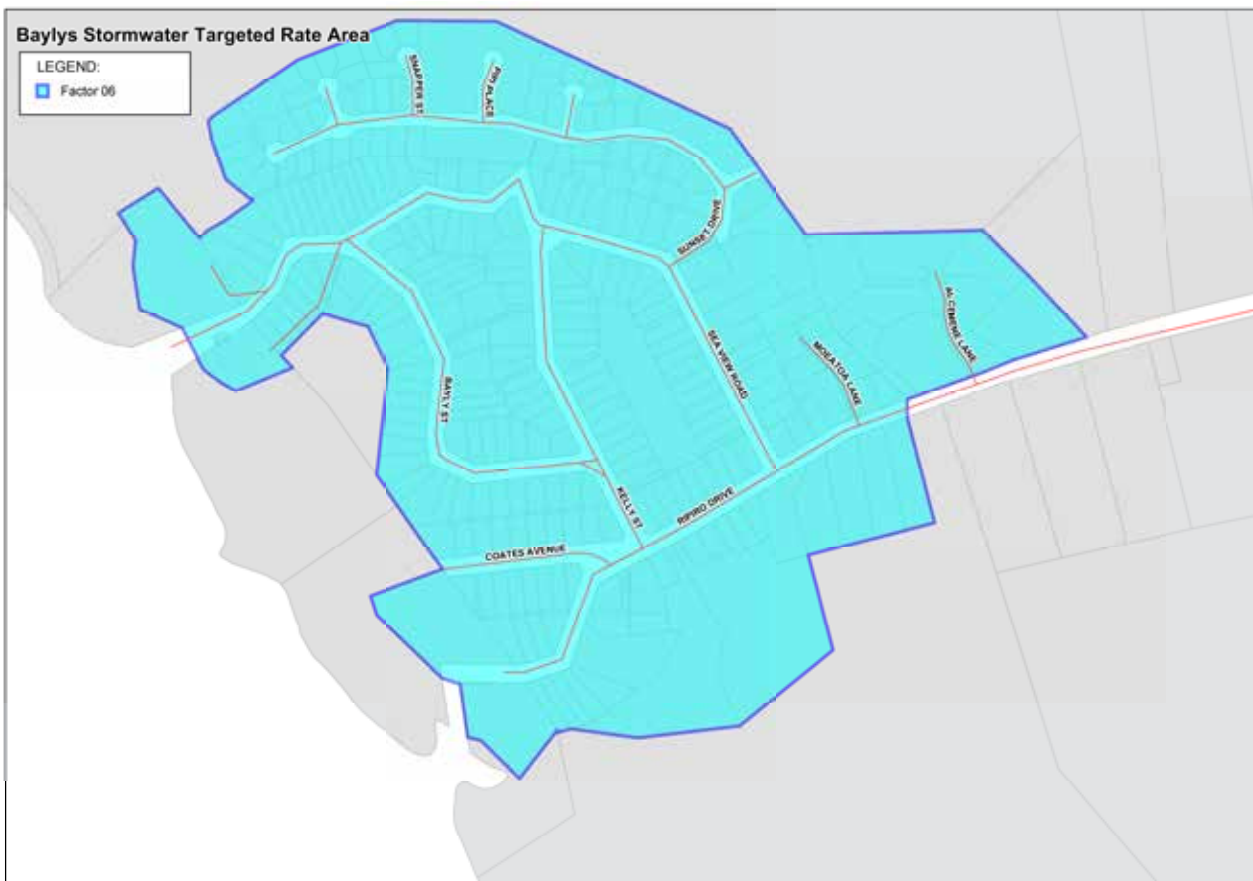
**Valuation Location**

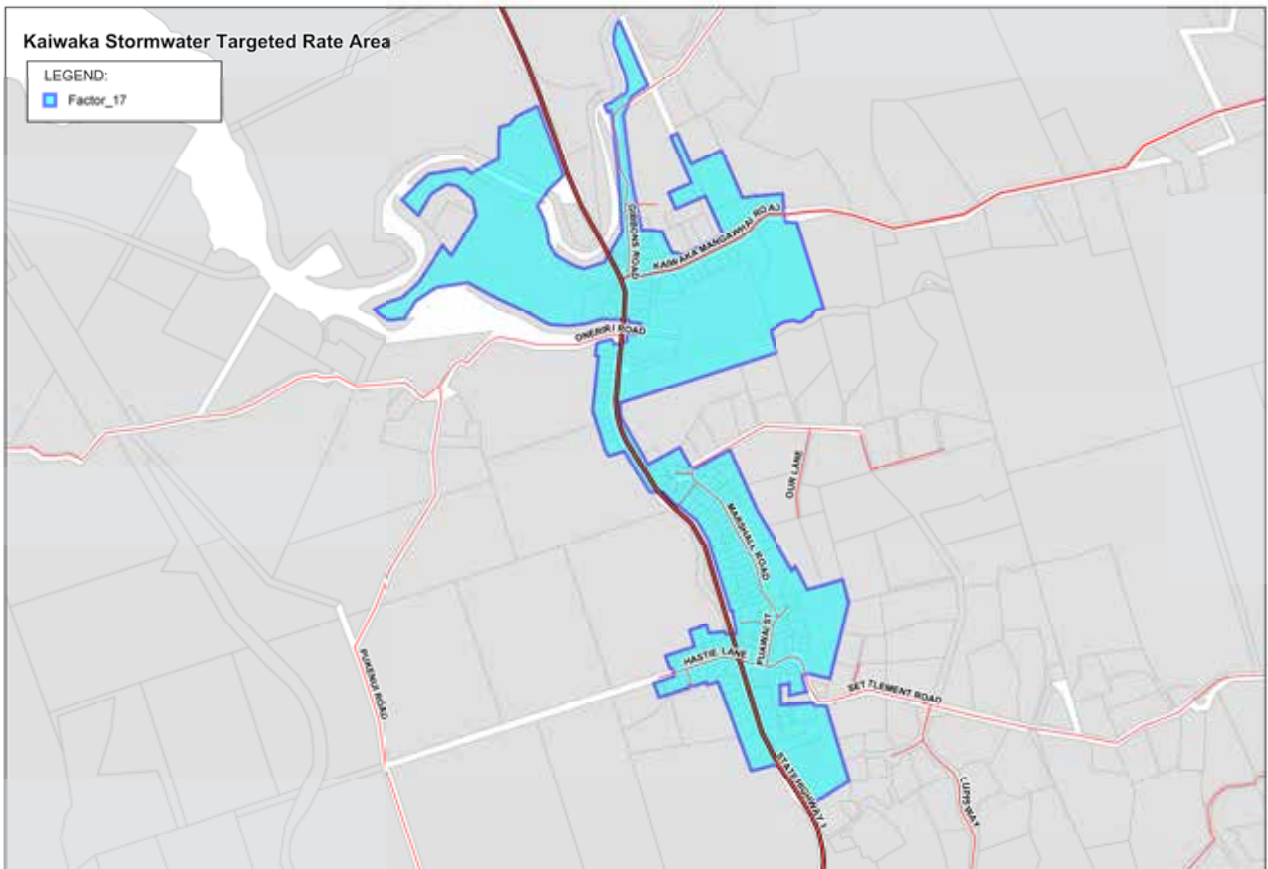
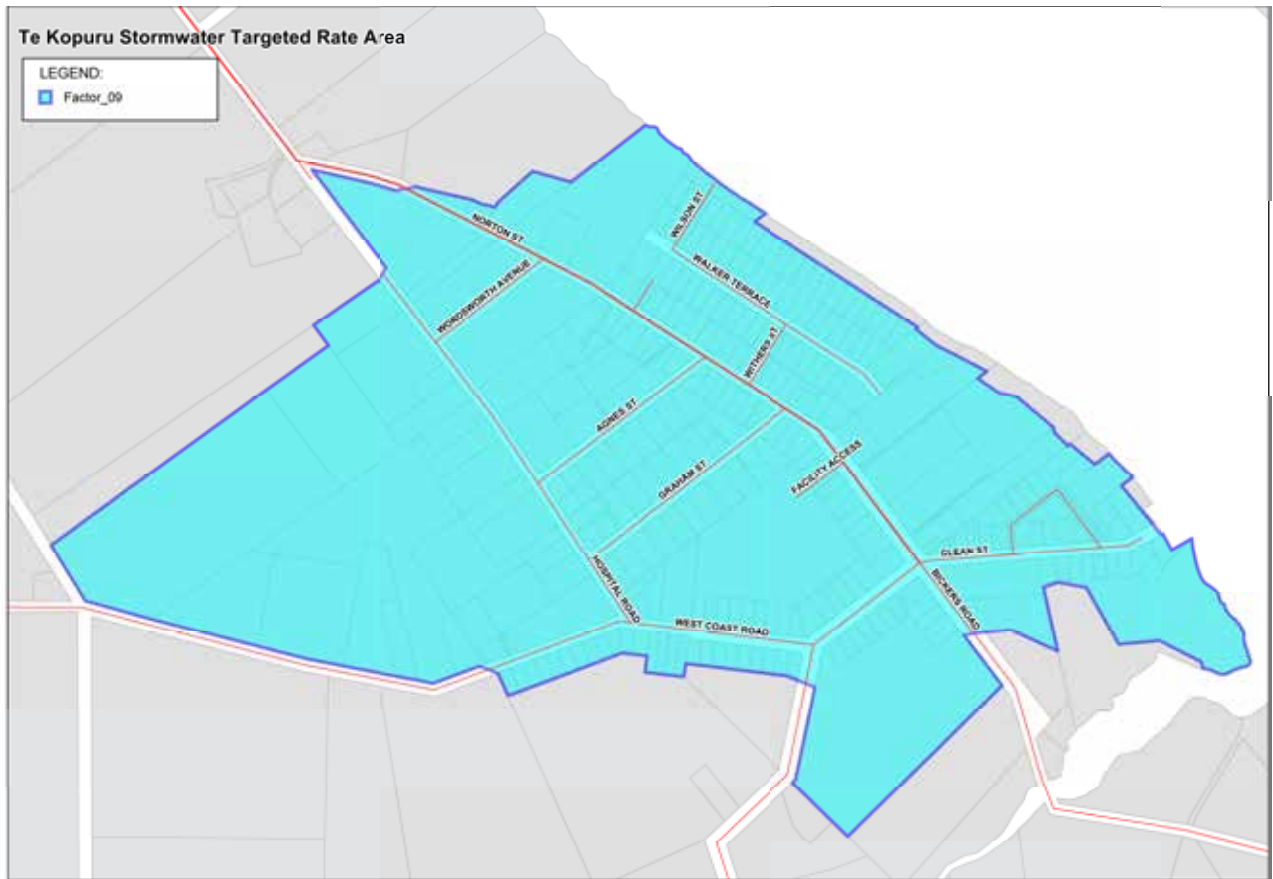
- 0122011635 - 2 Beachcomber Road, Mangawhai
- 0122011636 - 17 Anchorage Road, Mangawhai
- 0122011637 - 19 Anchorage Road, Mangawhai
- 0122011642 - 14 Anchorage Road, Mangawhai
- 0122100300 - 145 Wintle Street, Mangawhai
- 0122100301 - 145B Wintle Street, Mangawhai
- 0122169802 - Moir Point Road, Mangawhai
- 0122182415 - 65 Lincoln Street, Mangawhai
- 0122182420 - Lincoln Street, Mangawhai
- 0122182421 - 65 Lincoln Street, Mangawhai
- 0122183720 - 61 Moir Point Road, Mangawhai
- 0122183730 - 20A Cornwall Way, Mangawhai
- 0122183807 - 5 Nautical Heights, Mangawhai
- 0122183829 - 3 Kawau Lane, Mangawhai
- 0122183862 - 4 Norfolk Drive, Mangawhai
- 0122183879 - 24C Norfolk Drive, Mangawhai
- 0122183887 - 21A Norfolk Drive, Mangawhai
- 0122183887 - 21A Norfolk Drive, Mangawhai
- 0122183894 - 9B Norfolk Drive, Mangawhai
- 0122183907 - Molesworth Drive, Mangawhai
- 0122183911 - 31 Quail Way, Mangawhai
- 0122183925 - 22 Quail Way, Mangawhai
- 0122183926 - 24 Quail Way, Mangawhai
- 0122183934 - 28 Quail Way, Mangawhai
- 0122183960 - 5 Sandpiper Lane, Mangawhai Heads
- 0122183967 - 20 Quail Way, Mangawhai
- 0122183982 - 27 Seabreeze Road, Mangawhai
- 0122183987 - 36 Seabreeze Road, Mangawhai
- 0122184020 - 31 Norfolk Drive, Mangawhai
- 0122184028 - 48 Norfolk Drive, Mangawhai
- 0122184034 - 40D Norfolk Drive, Mangawhai
- 0122184118 - 22A Seabreeze Road, Mangawhai
- 0122184119 - 16 Seabreeze Road, Mangawhai
- 0122184127 - 4 Seabreeze Road, Mangawhai

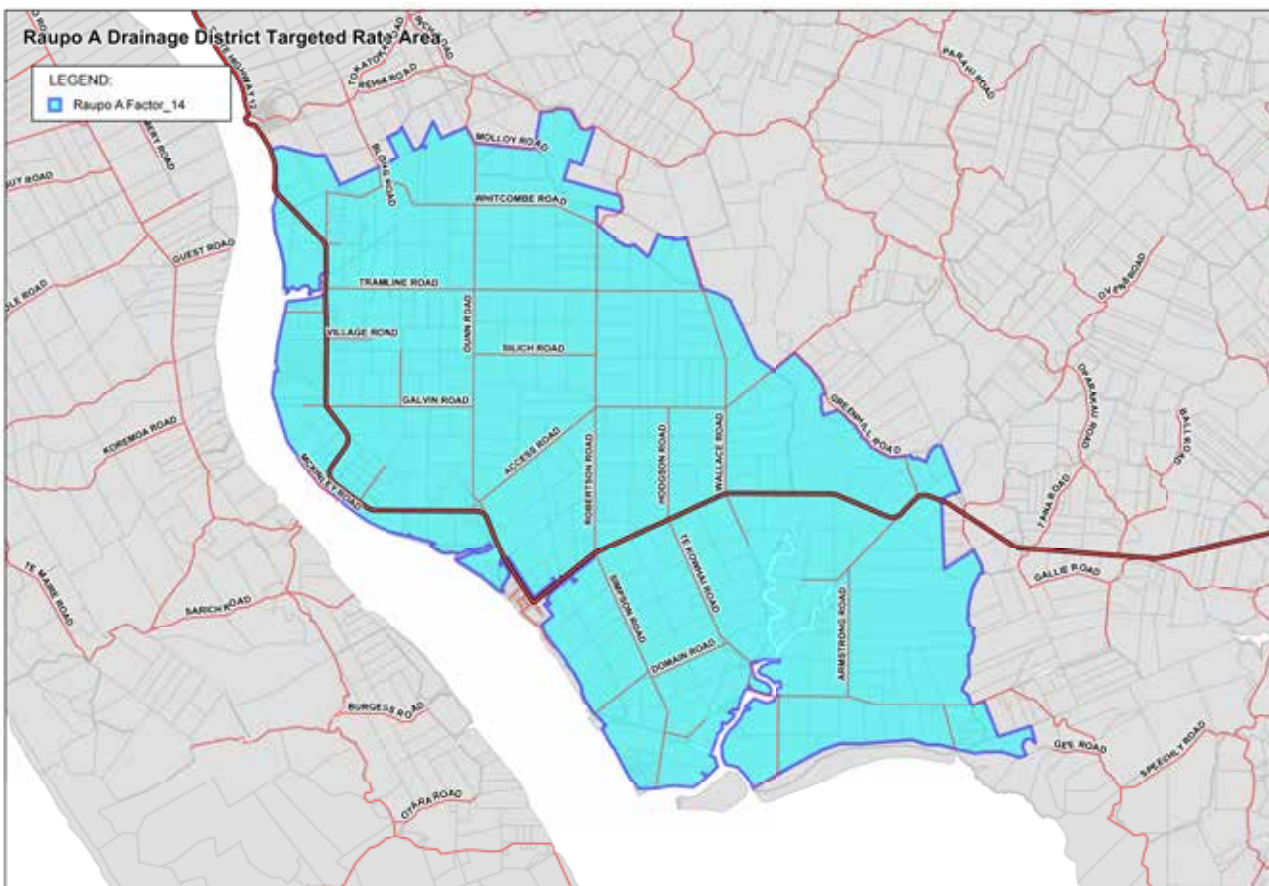
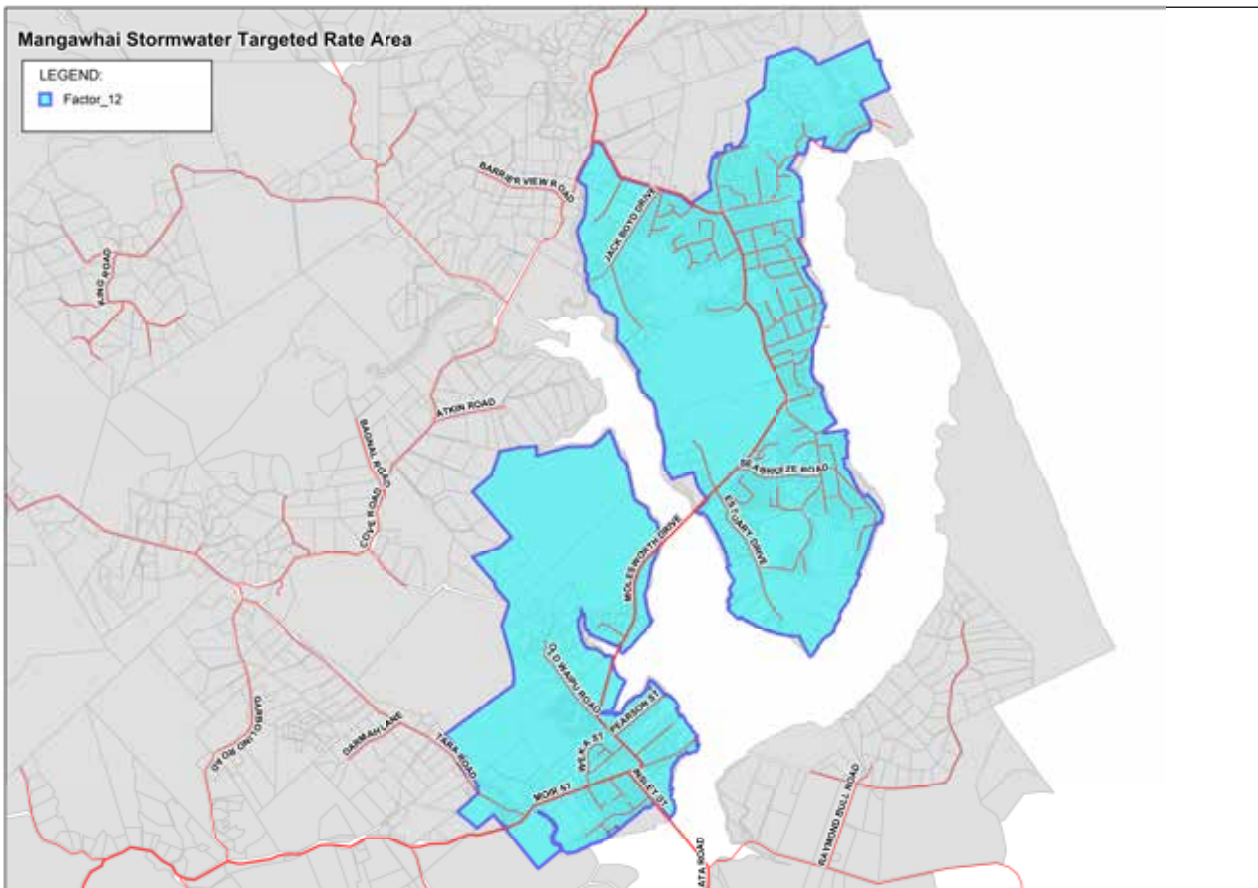
**Valuation Location**

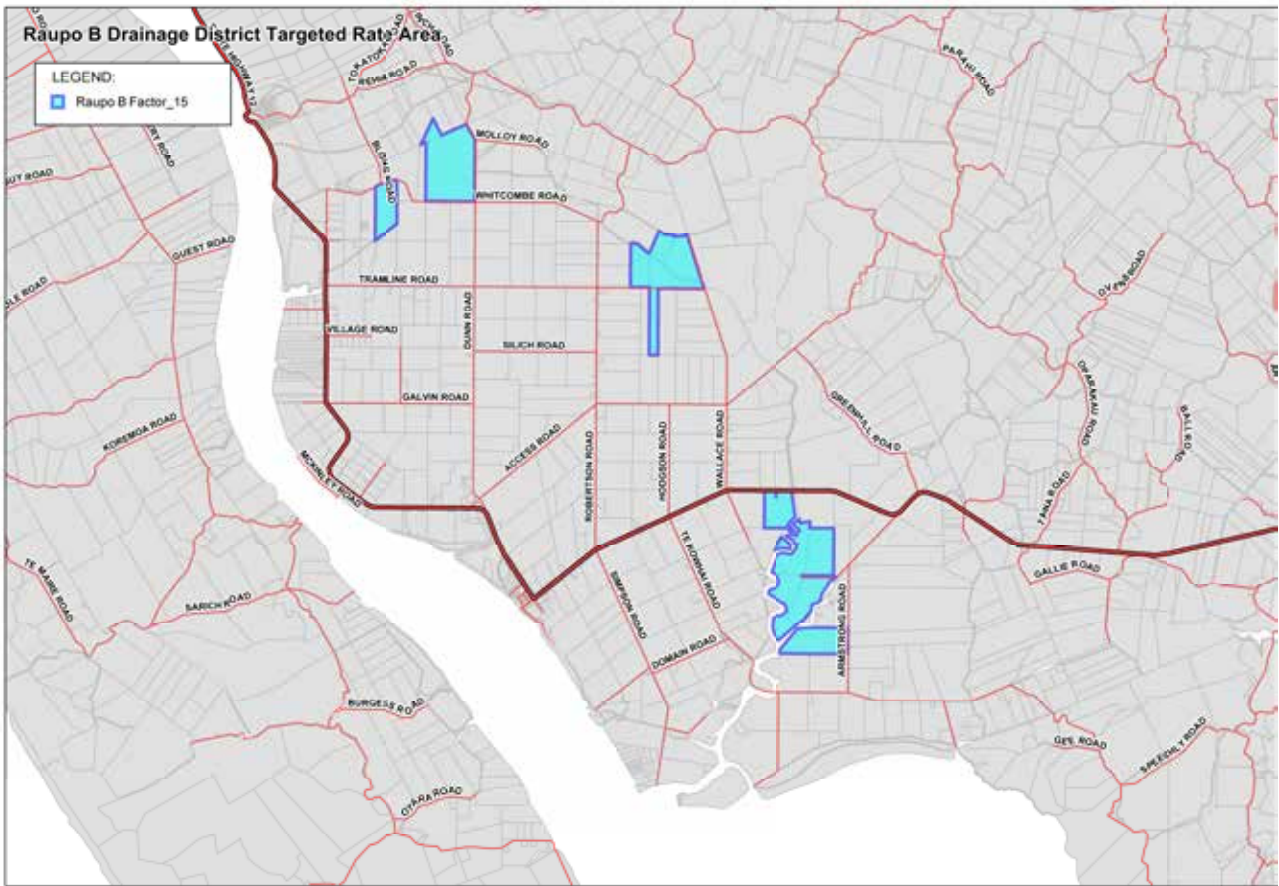
- 0122191605 - 22 Insley Street, Mangawhai
- 0122191606 - 24 Insley Street, Mangawhai
- 0122191616 - 15 Kedge Drive, Mangawhai
- 0122191627 - 4 Halyard Way, Mangawhai
- 0122191629 - 8A Halyard Way, Mangawhai
- 0122191633 - 12 Halyard Way, Mangawhai
- 0122191635 - 9 Halyard Way, Mangawhai
- 0122191640 - 3 Halyard Way, Mangawhai
- 0122191652 - 38 Kedge Drive, Mangawhai
- 0122191668 - 35 Kedge Drive, Mangawhai
- 0122191671 - 41 Kedge Drive, Mangawhai
- 0122191674 - 3 Spinnaker Lane, Mangawhai
- 0122191676 - 9 Spinnaker Lane, Mangawhai
- 0122191678 - 22 Spinnaker Lane, Mangawhai
- 0122191683 - 12 Spinnaker Lane, Mangawhai
- 0122191697 - 78 Kedge Drive, Mangawhai
- 0122194000 - 1 Kagan Avenue, Mangawhai
- 0122194020 - 65 Moir Street, Mangawhai
- 0122194023 - 61A Moir Street, Mangawhai
- 0122194024 - 61B Moir Street, Mangawhai
- 0122195001 - 58 Moir Street, Mangawhai
- 0122195006 - 56 Moir Street, Mangawhai
- 0122195628 - 11 Kakapo Place, Mangawhai
- 0122195632 - 3 Kakapo Place, Mangawhai
- 0122195635 - 4 Longview Street, Mangawhai
- 0122195658 - 22A Weka Street, Mangawhai
- 0122011394 - 31 Driftwood Place, Mangawhai
- 0122011438 - 9 Marram Place, Mangawhai
- 0122011563 - 77 Mangawhai Heads Road, Mangawhai
- 0122011587 - 17 Jack Boyd Drive, Mangawhai
- 0122183936 - 32 Quail Way, Mangawhai
- 0122195651 - 9A Takahe Place, Mangawhai

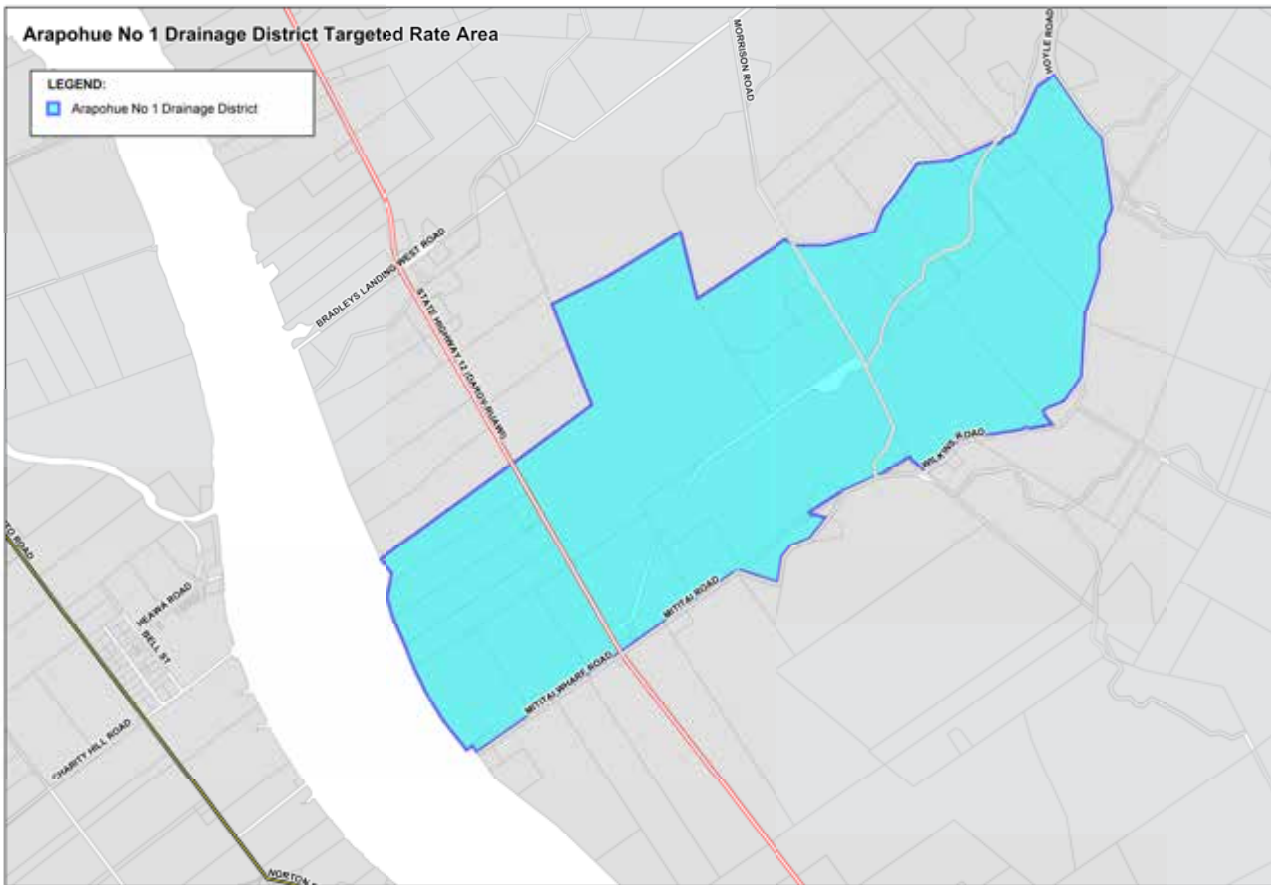
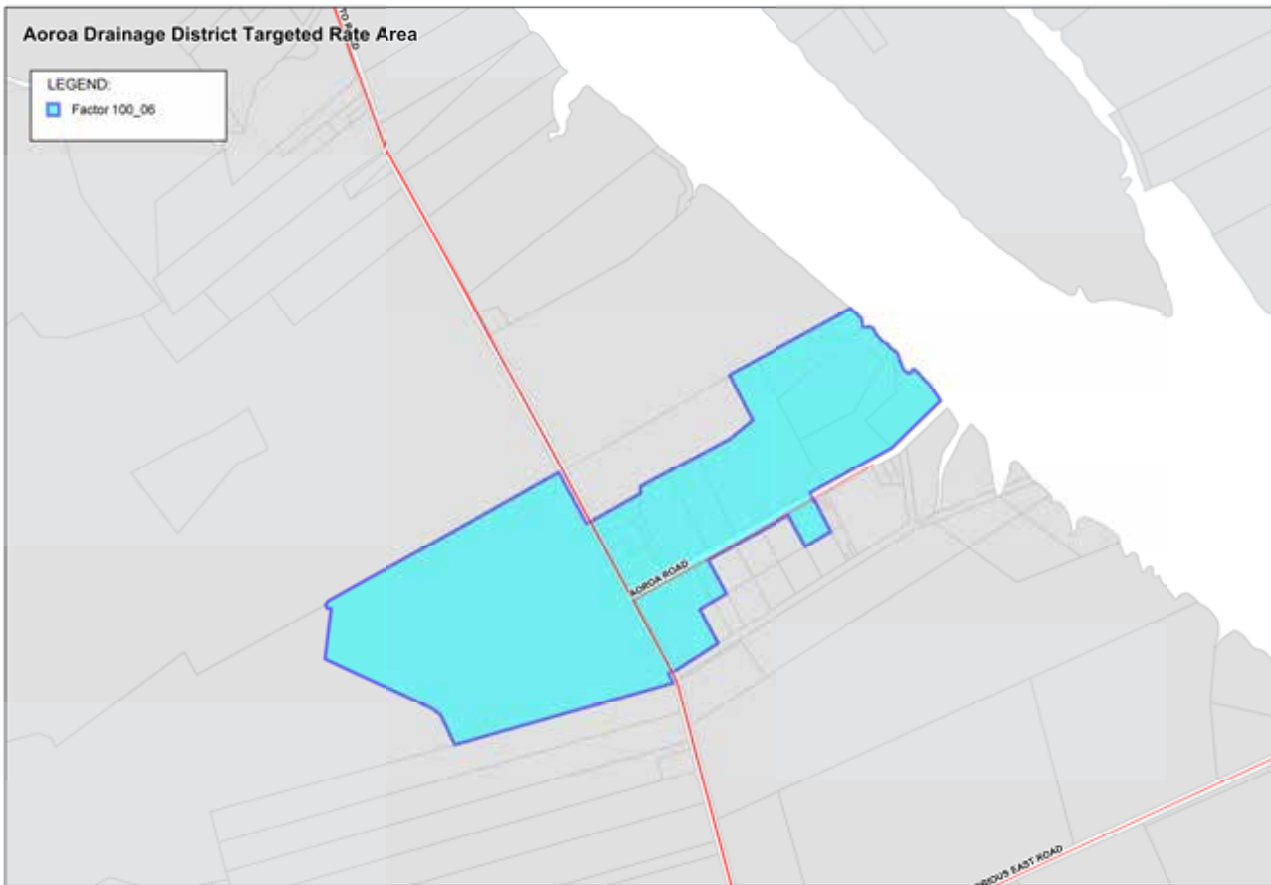


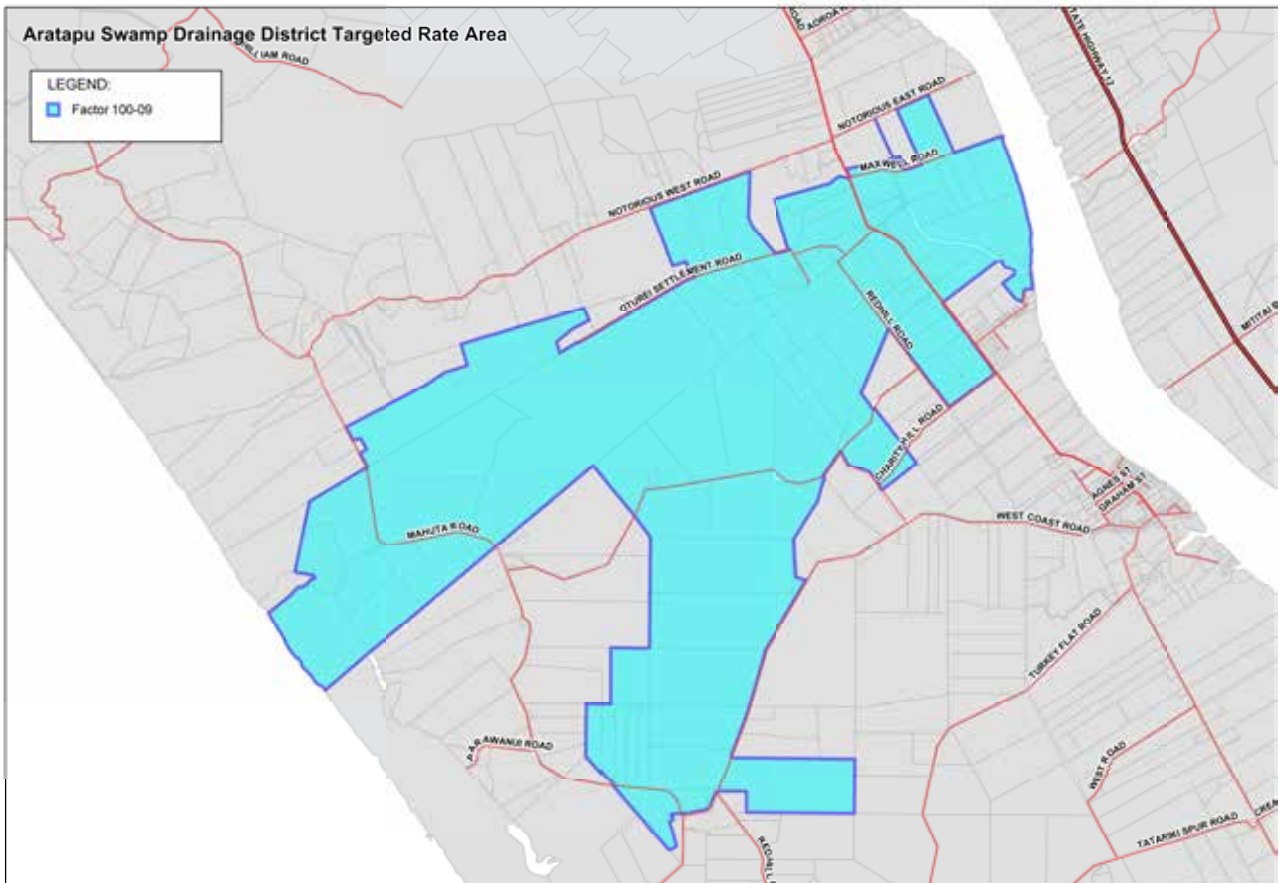
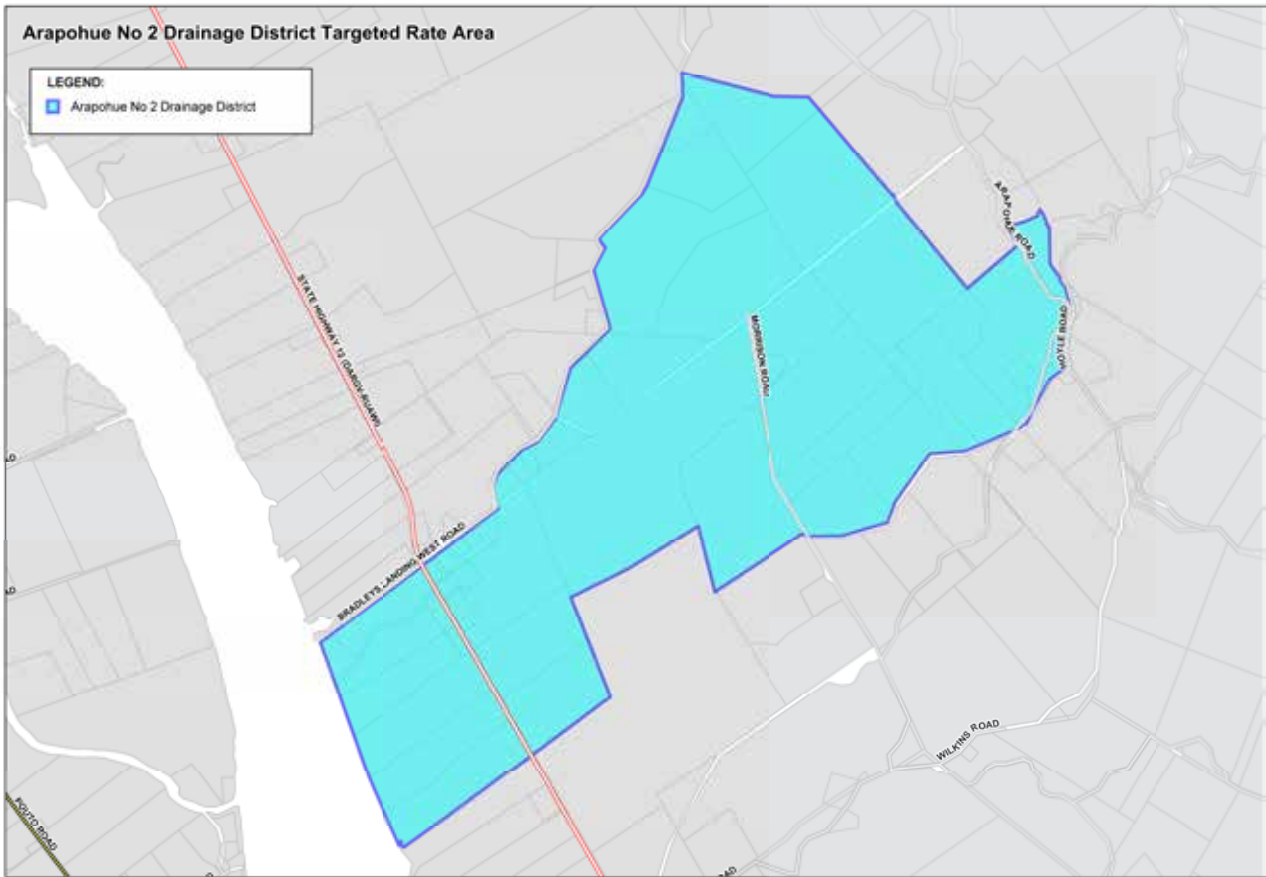




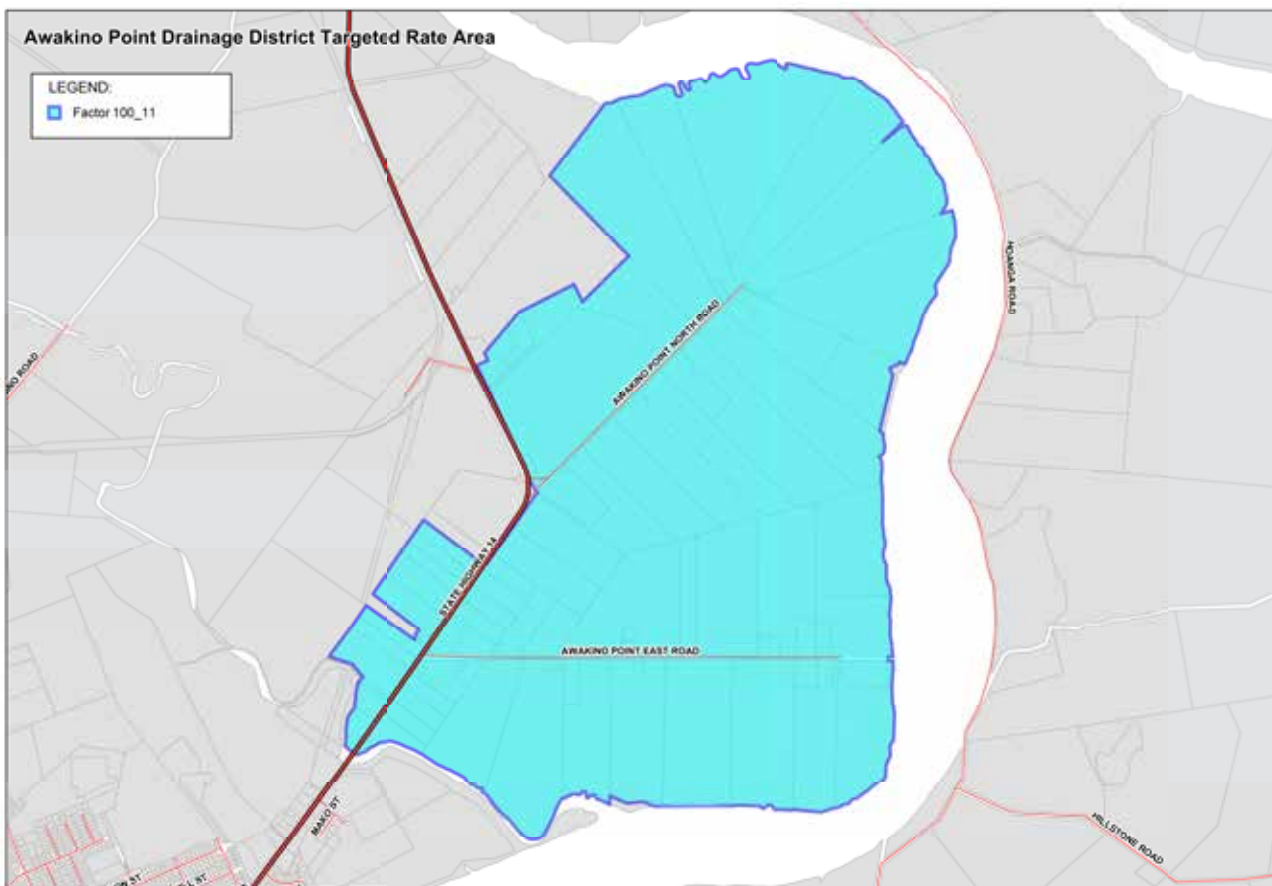
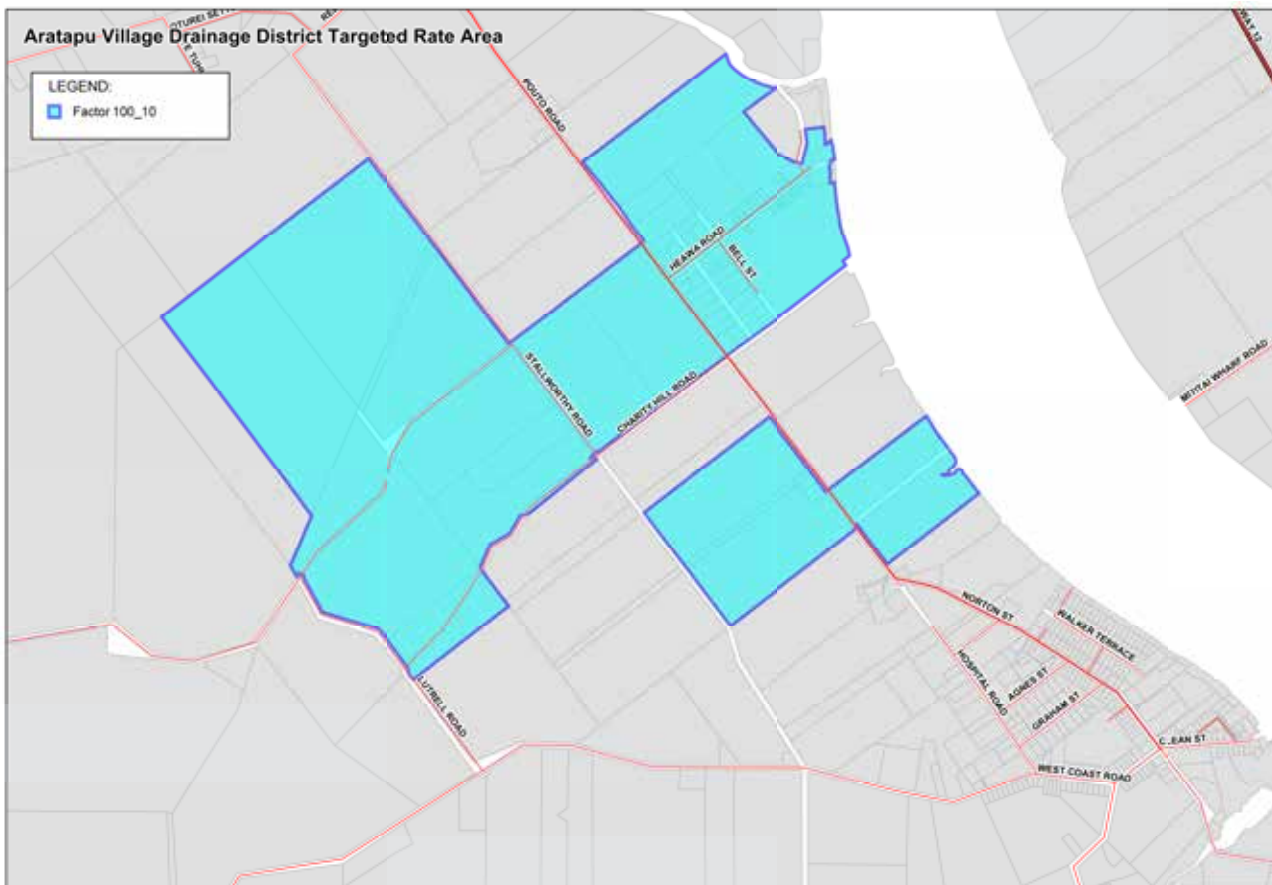


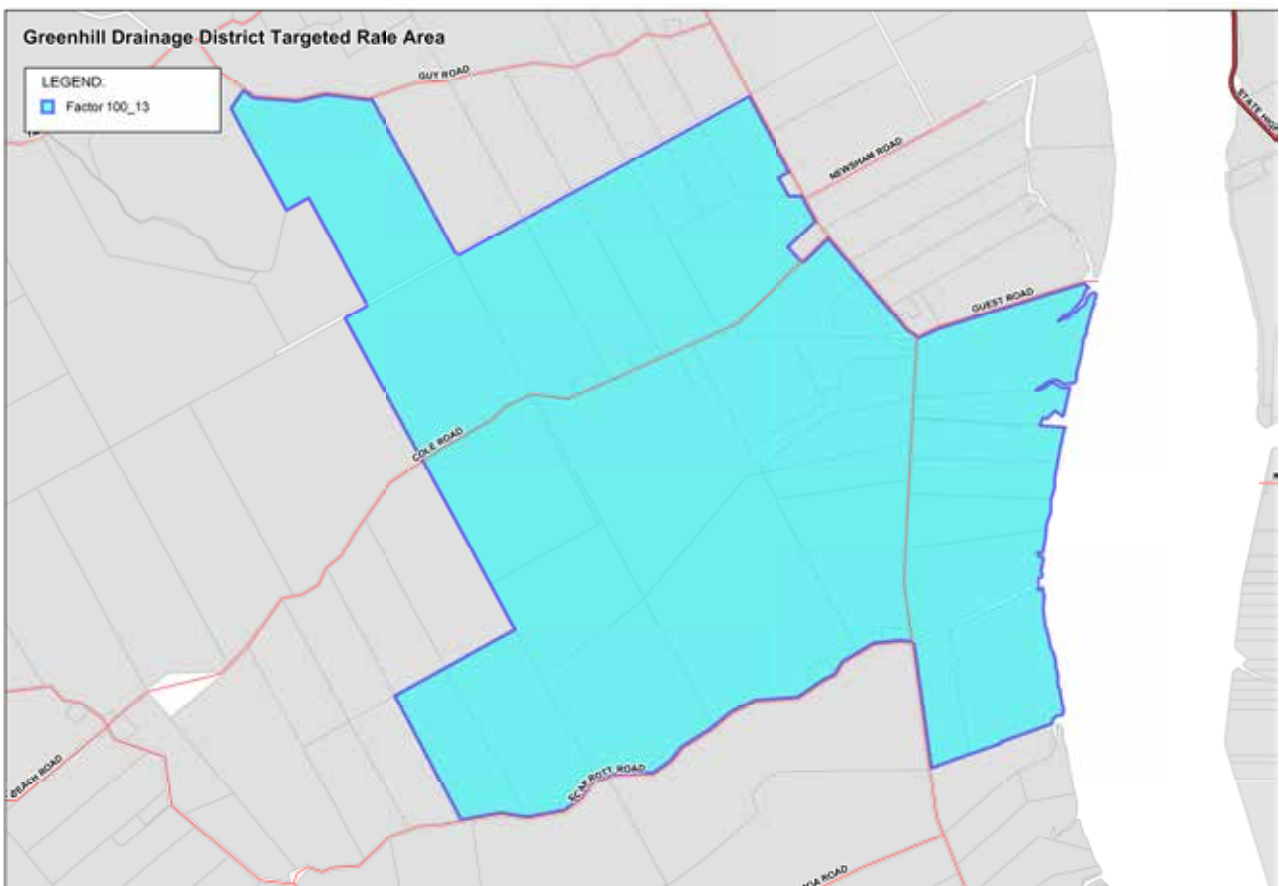
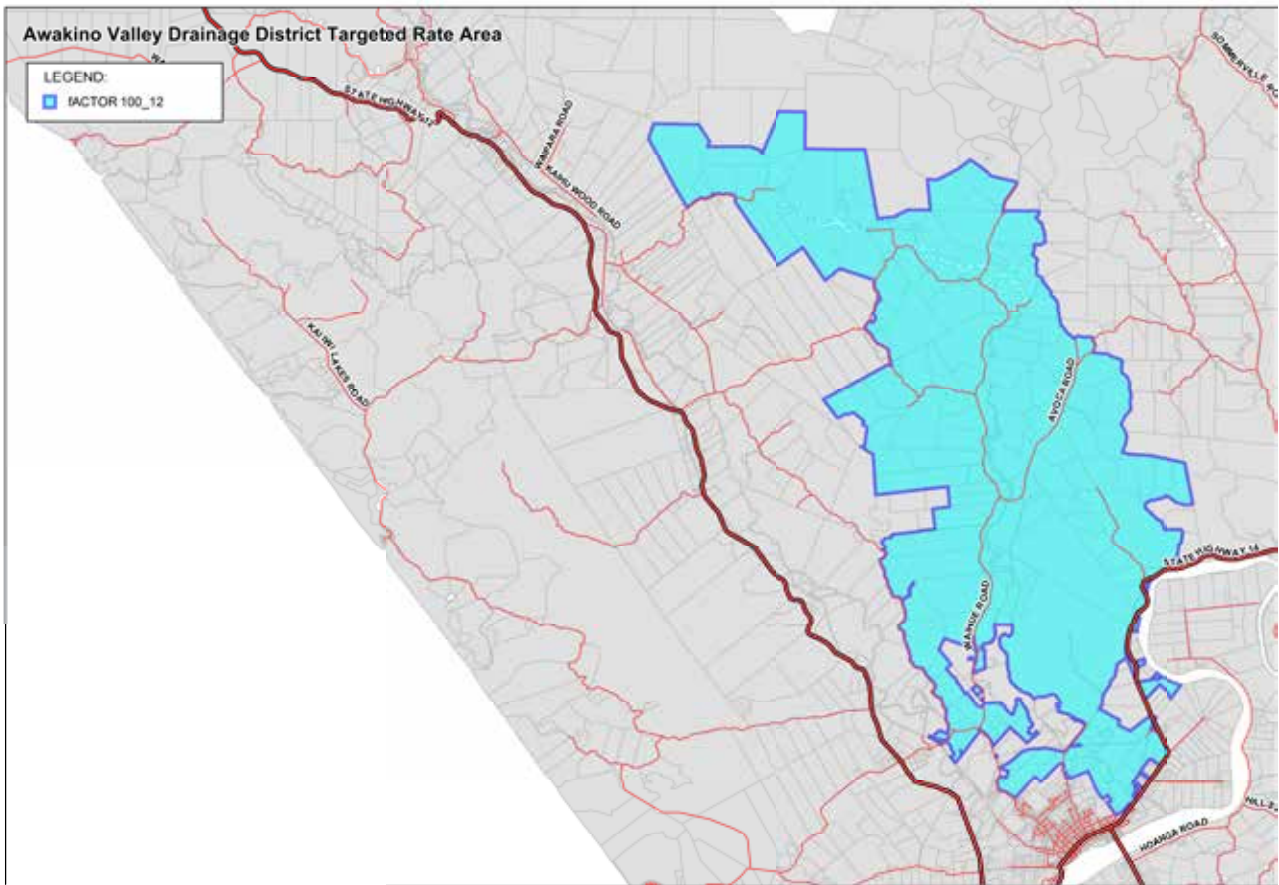


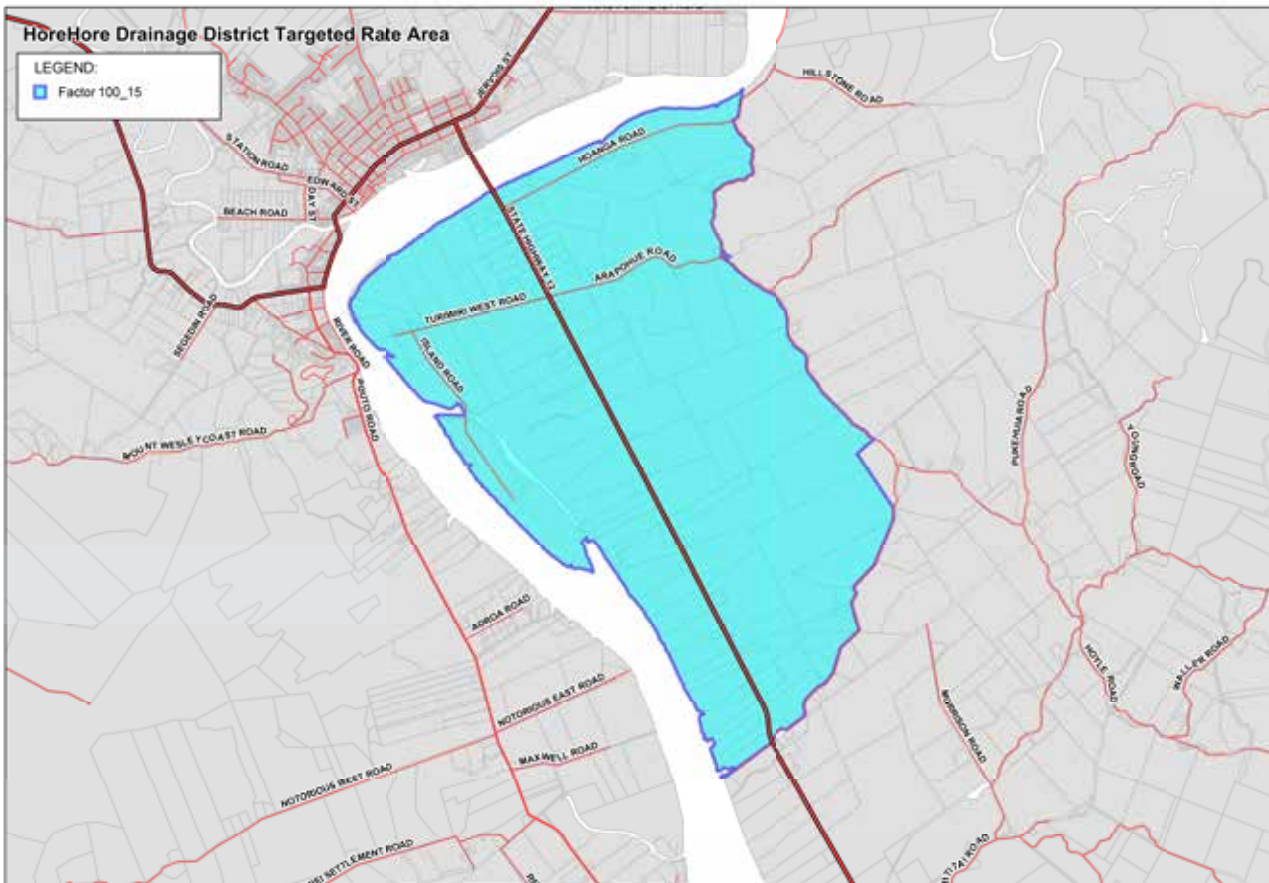
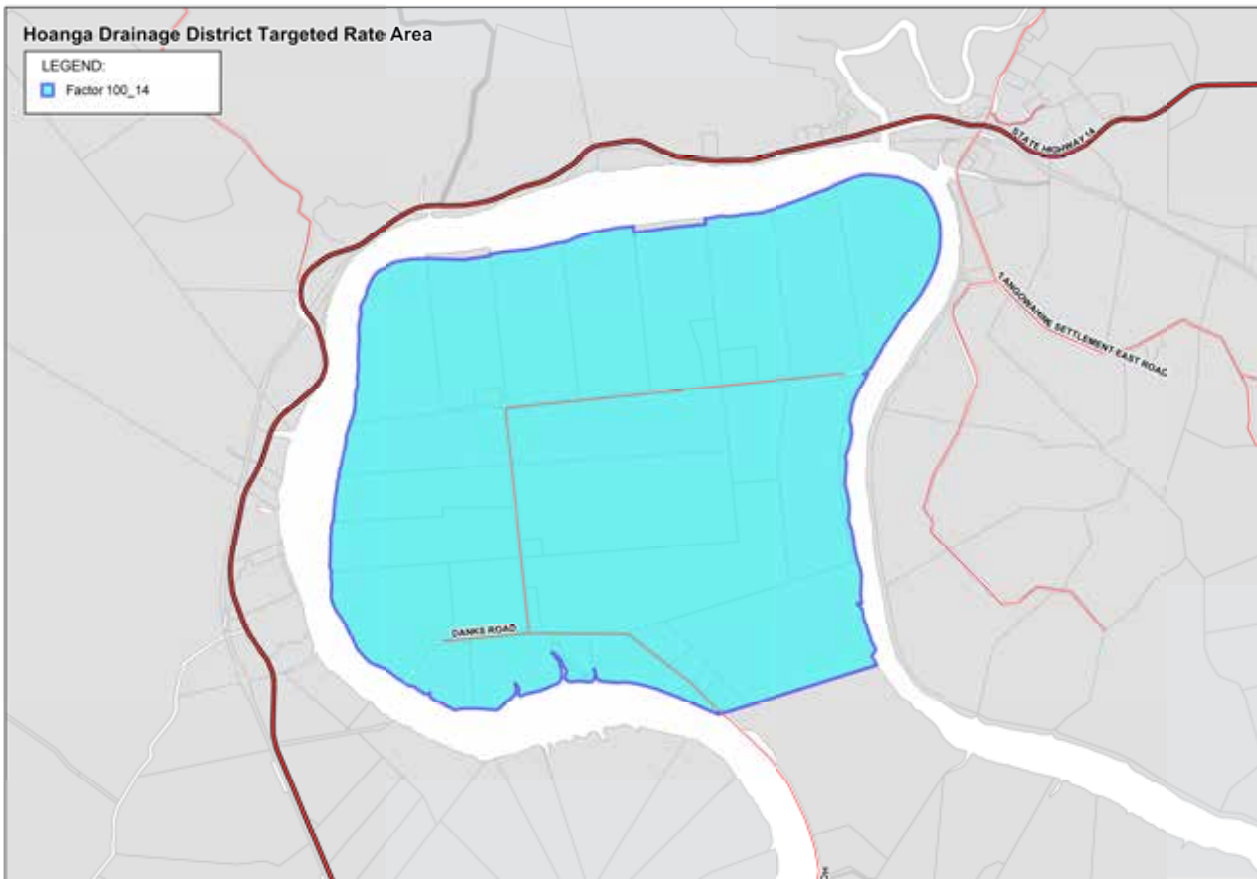


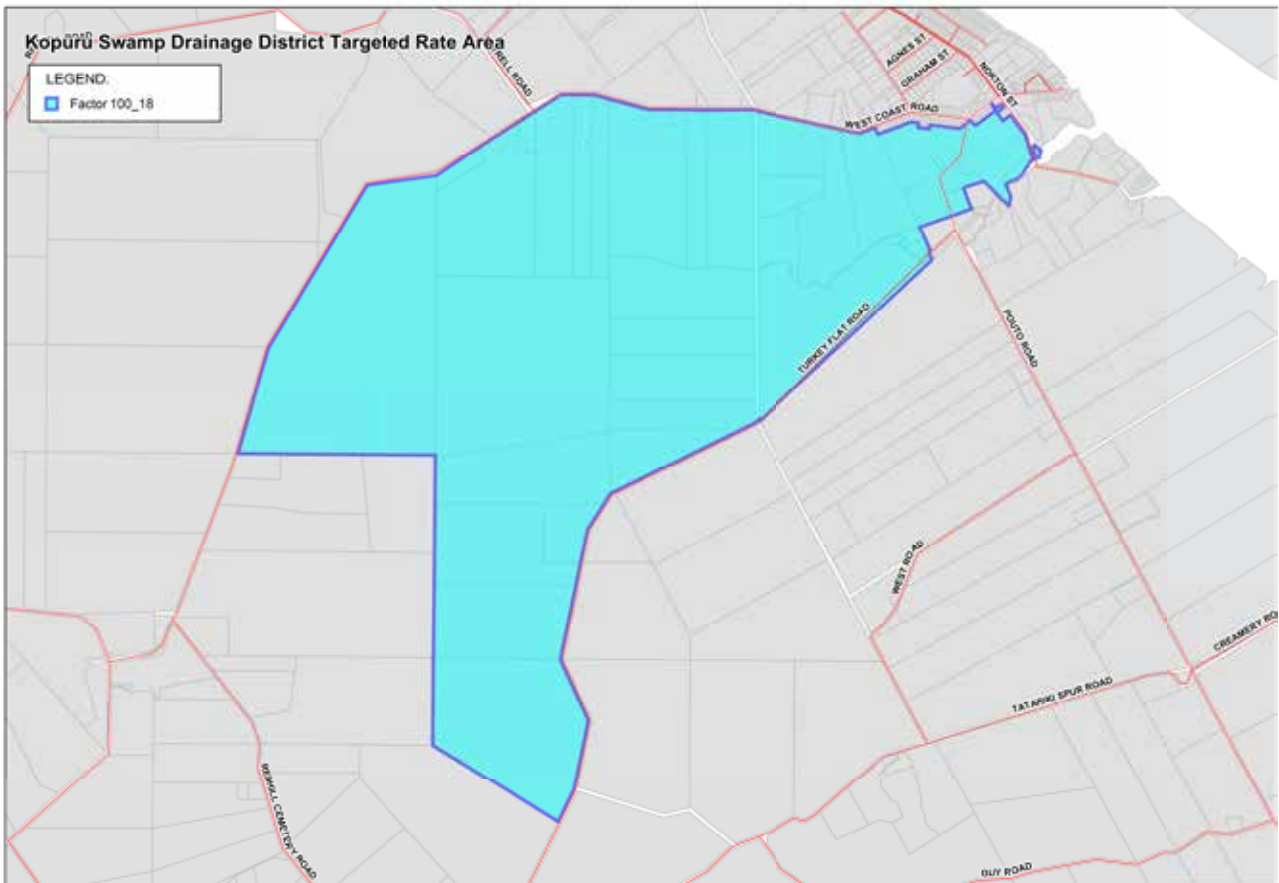
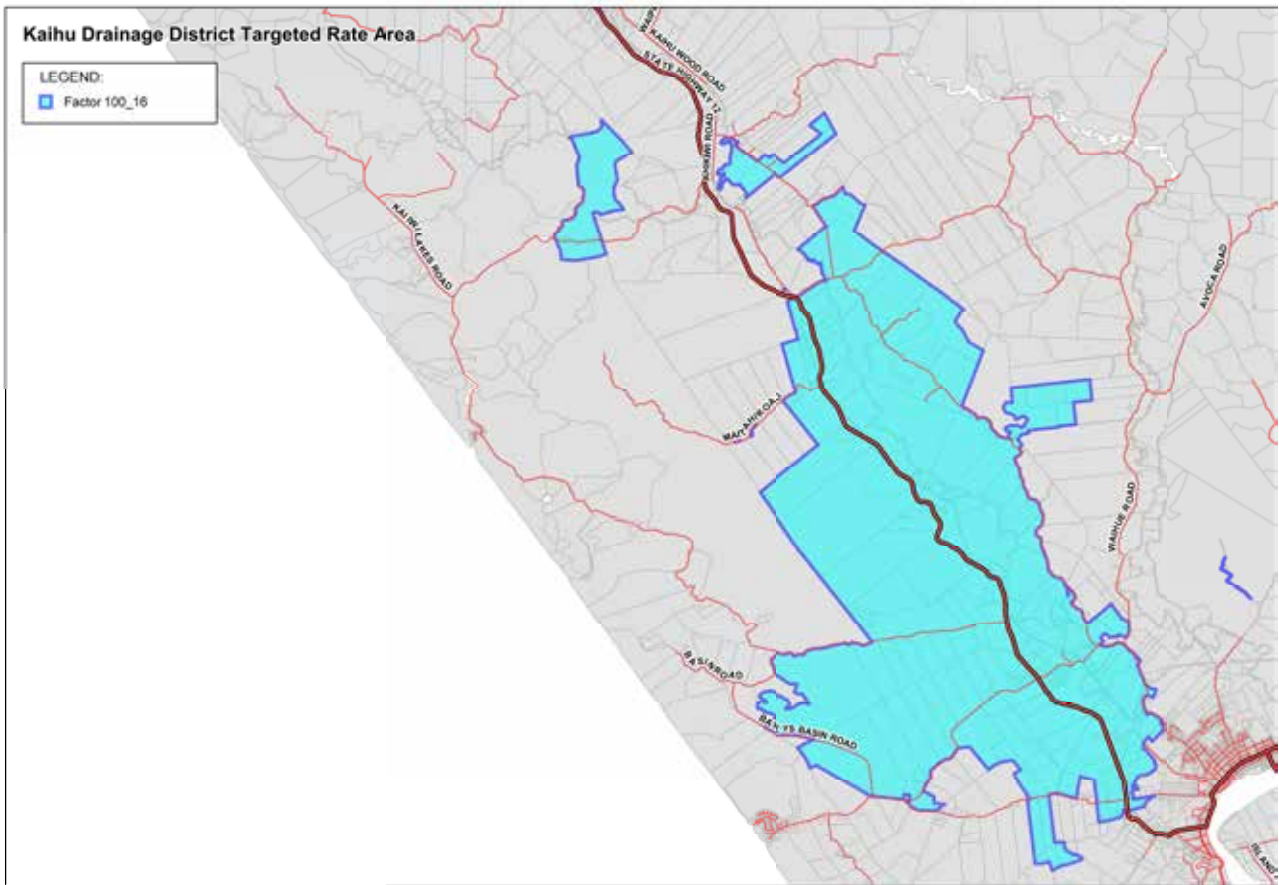


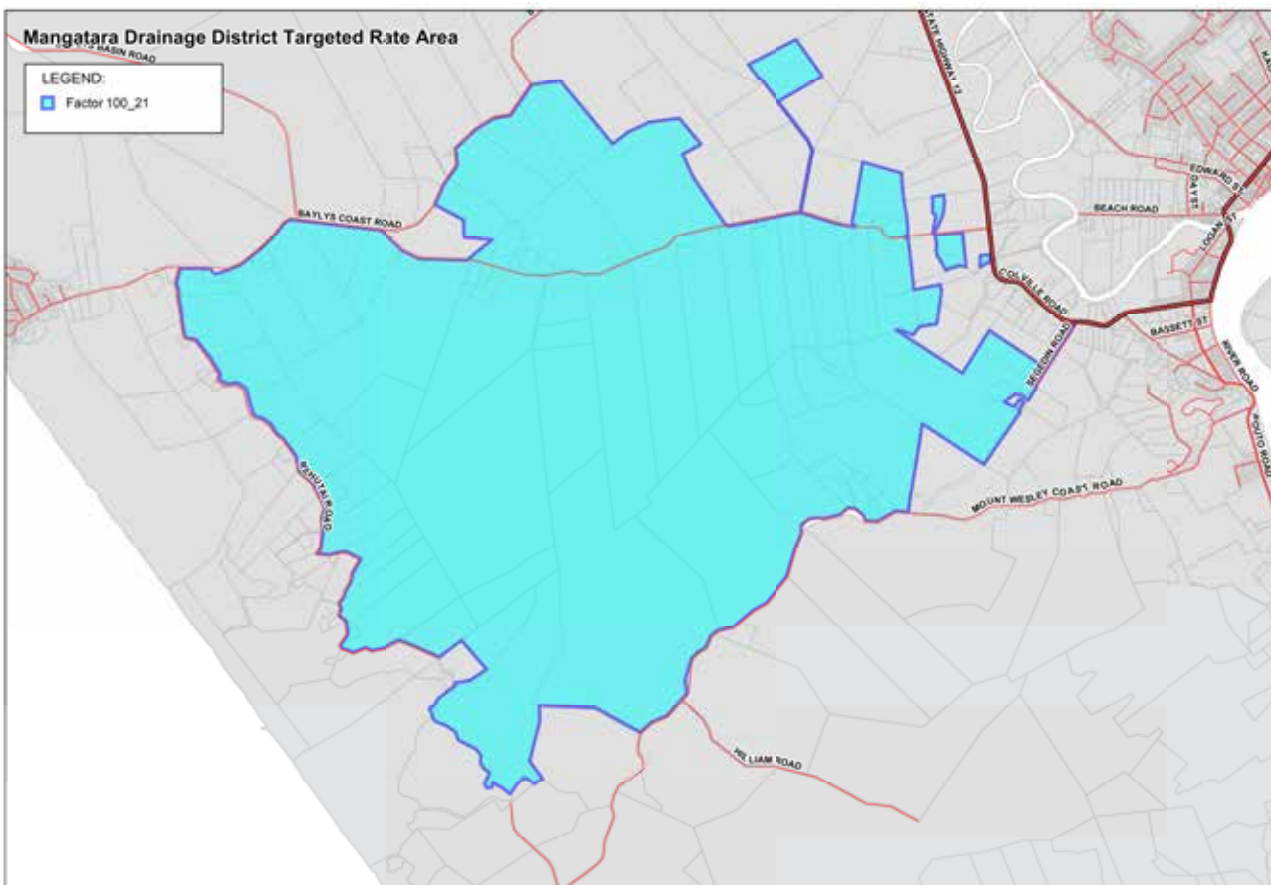
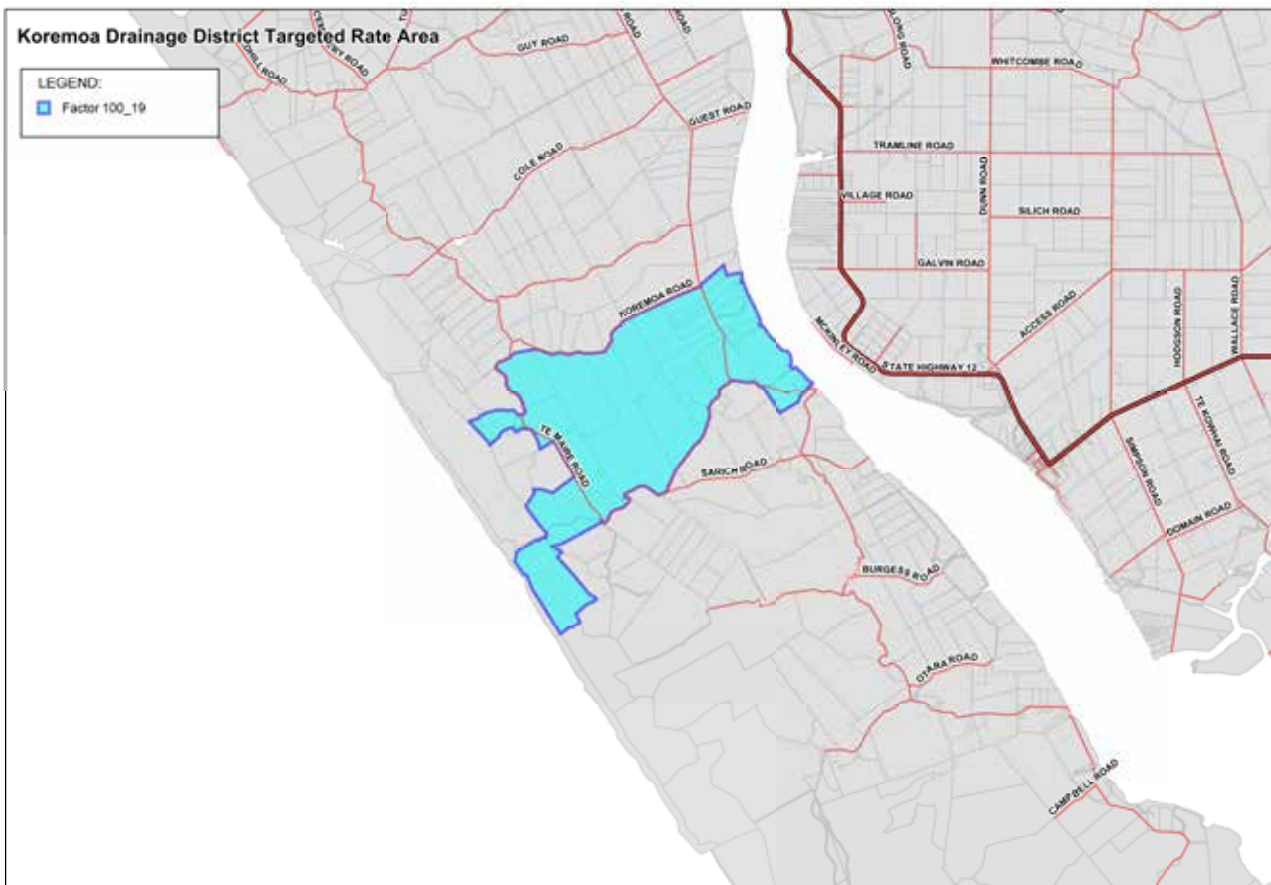




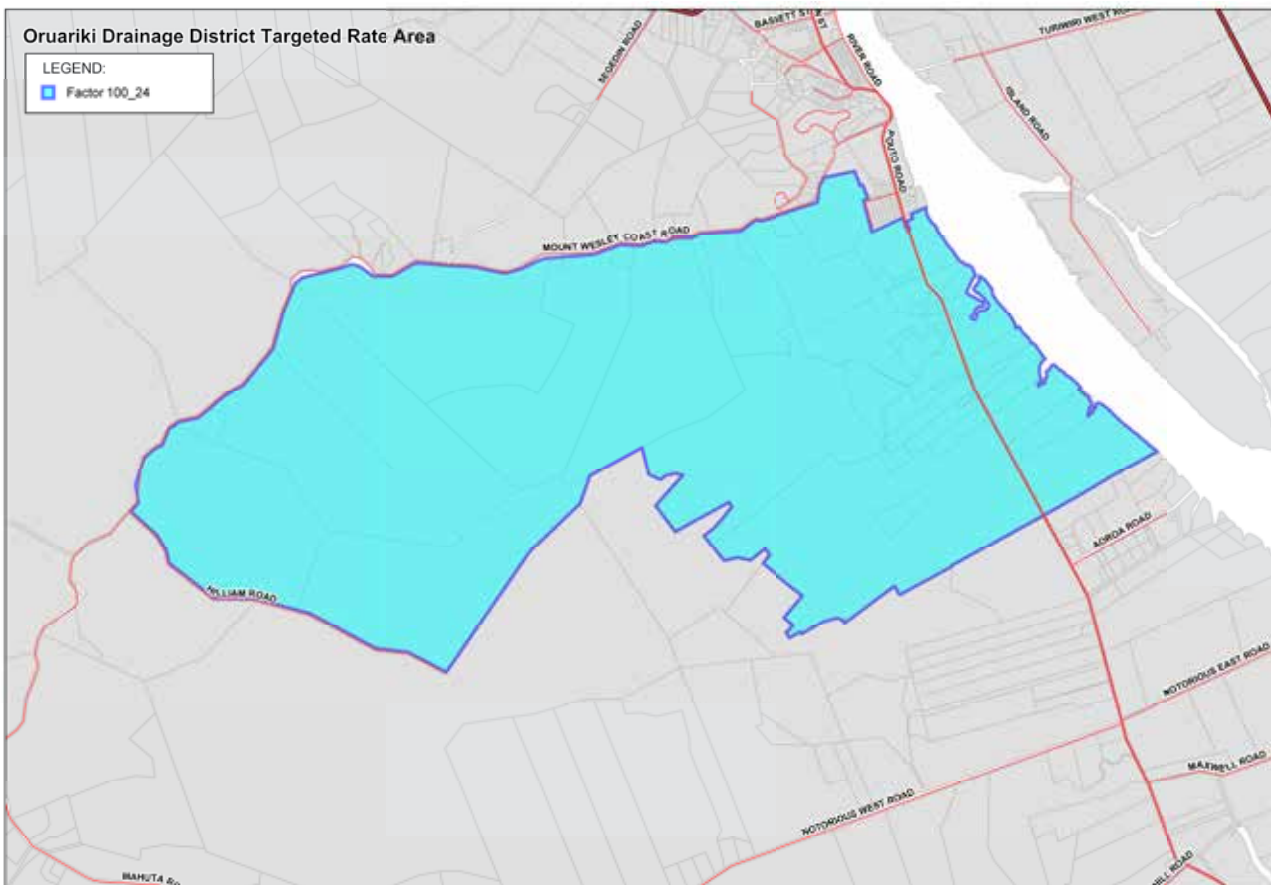
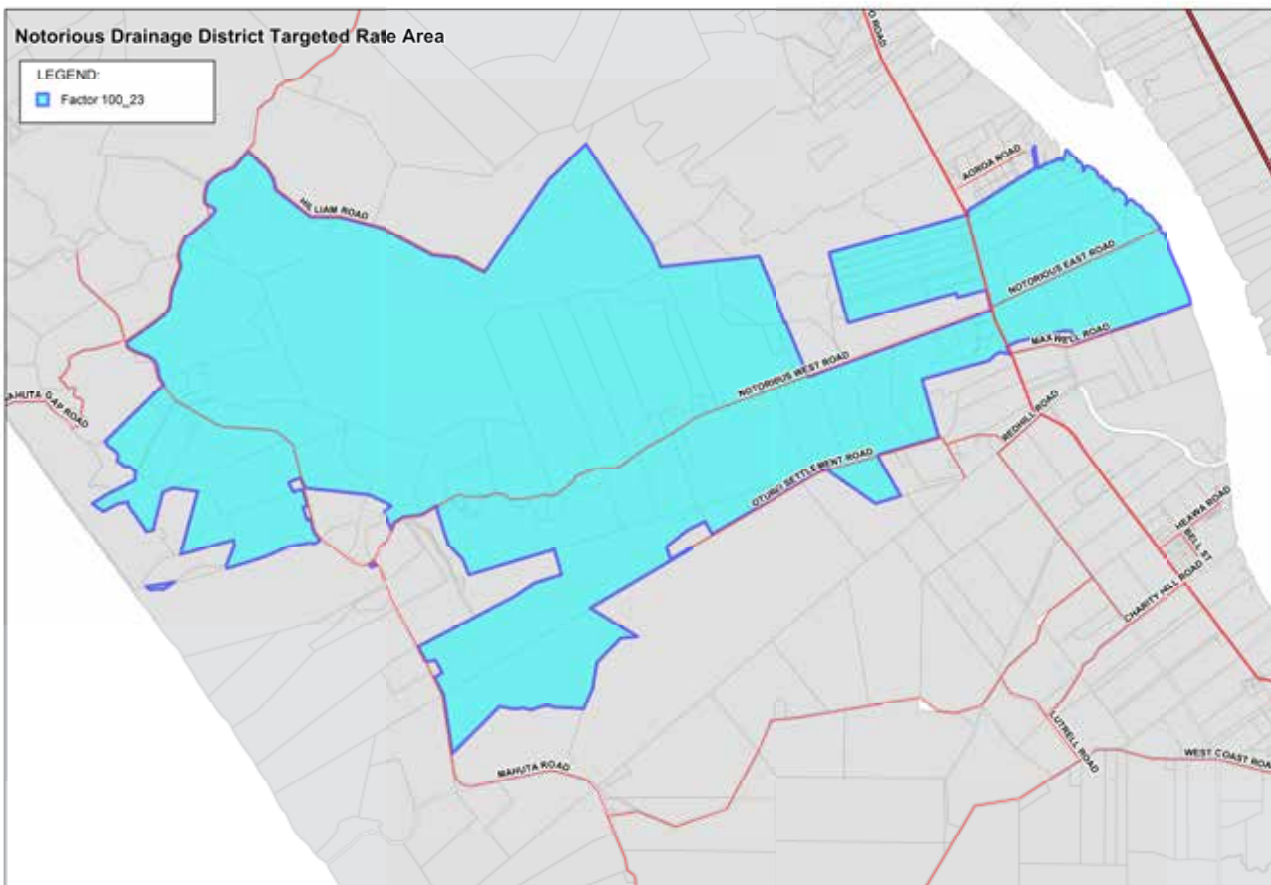


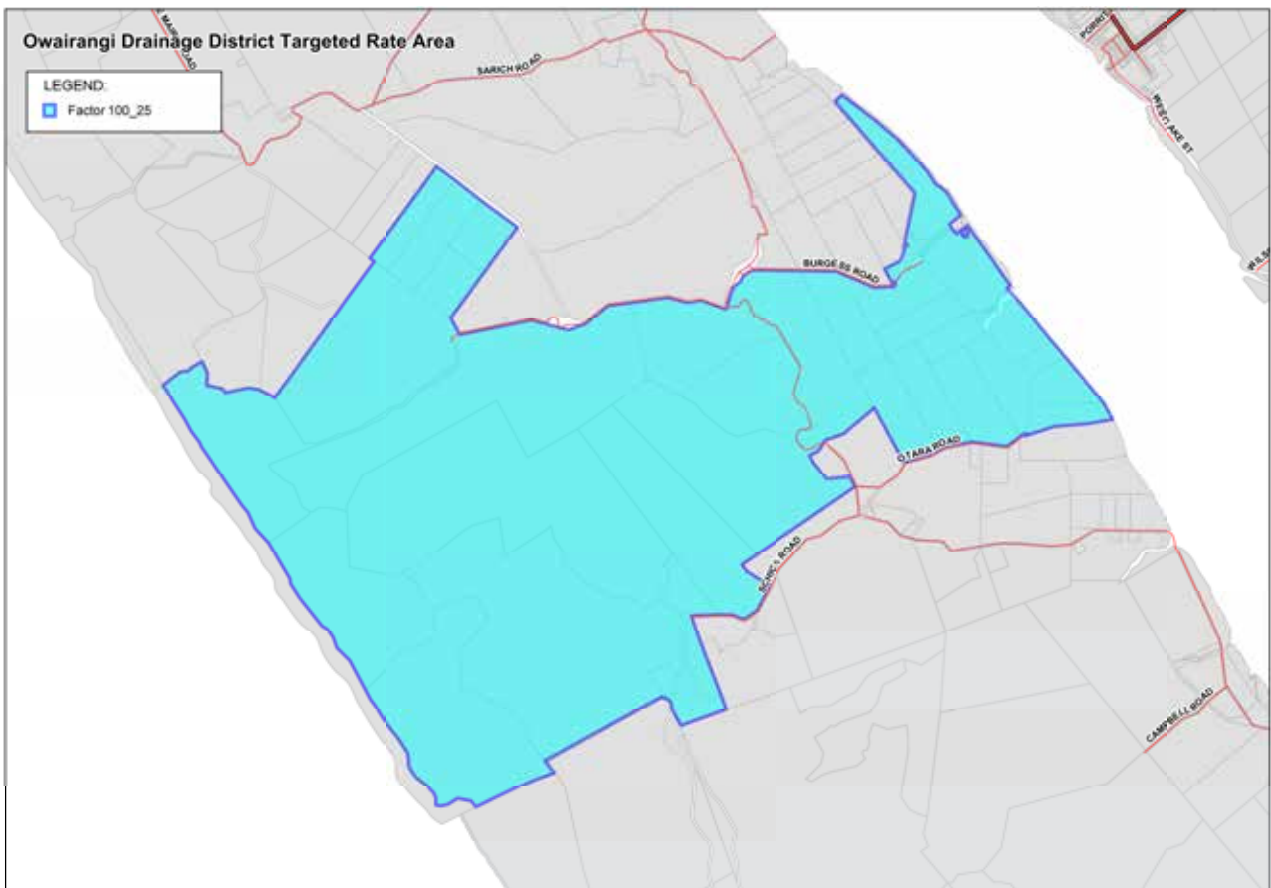
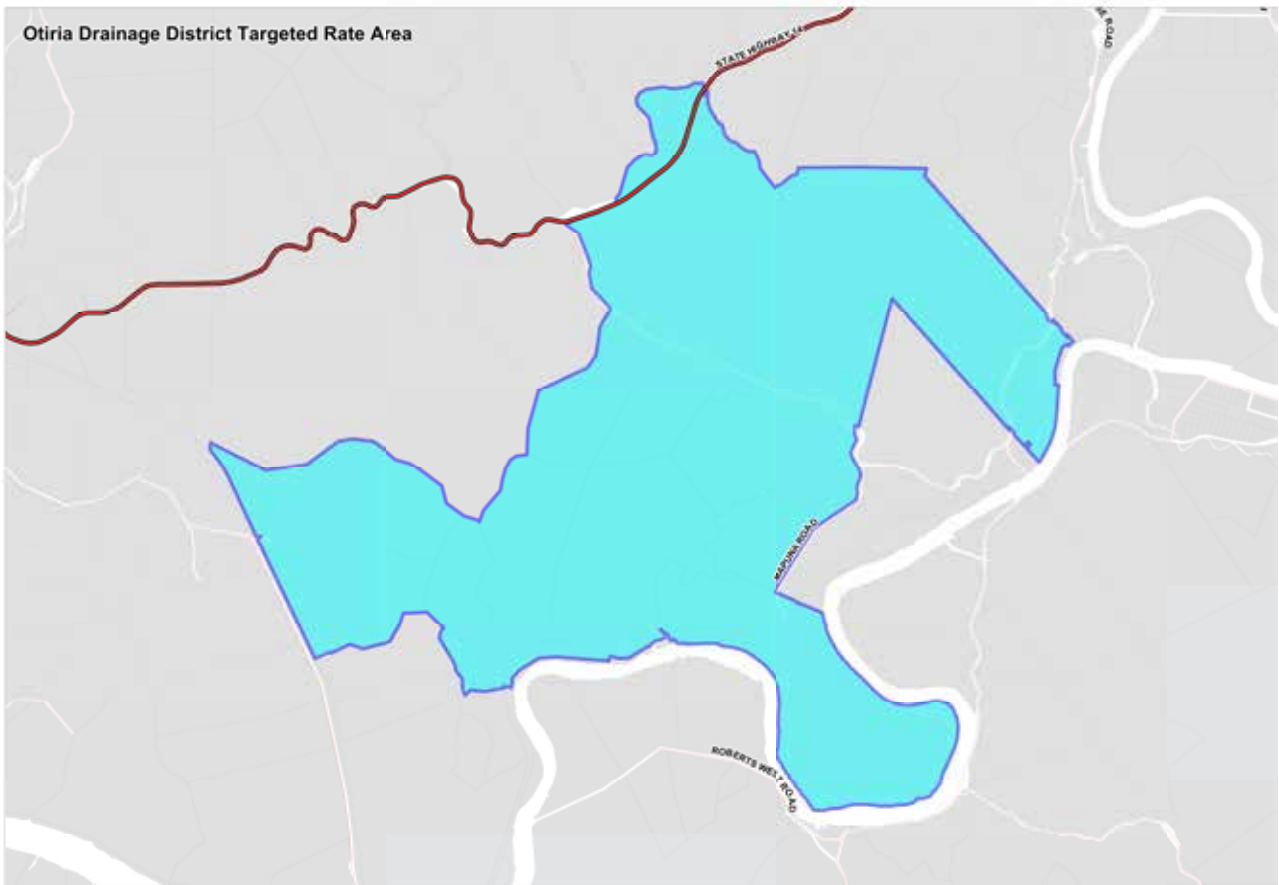




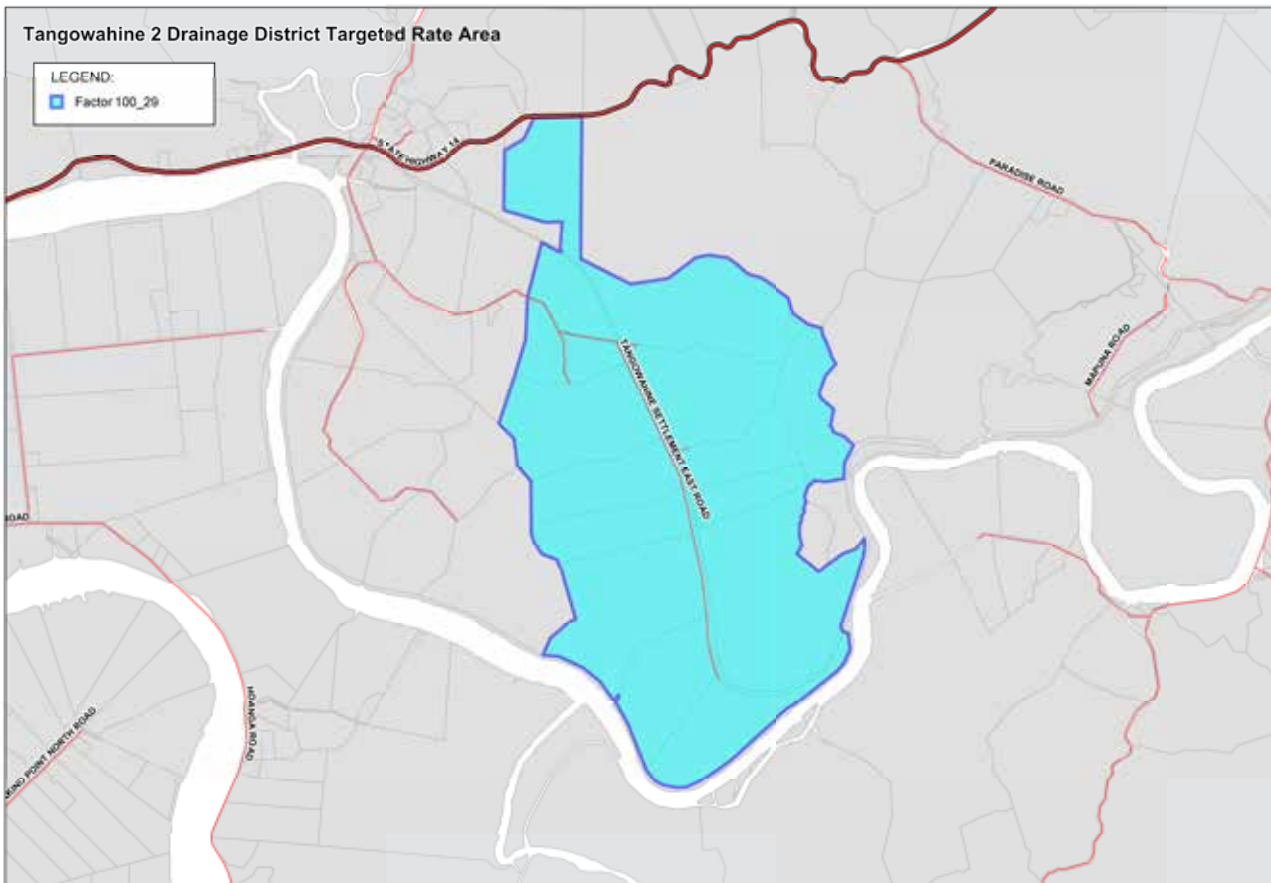
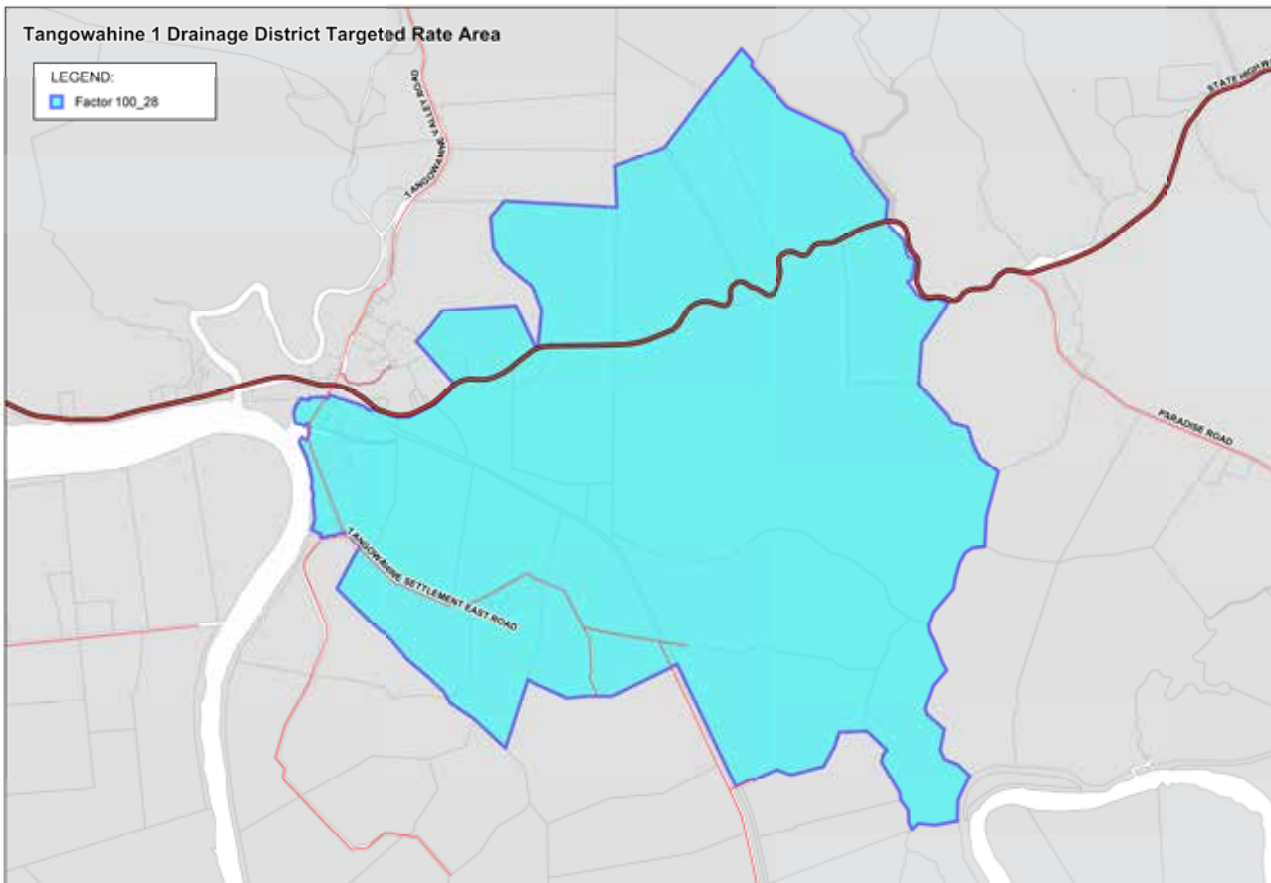


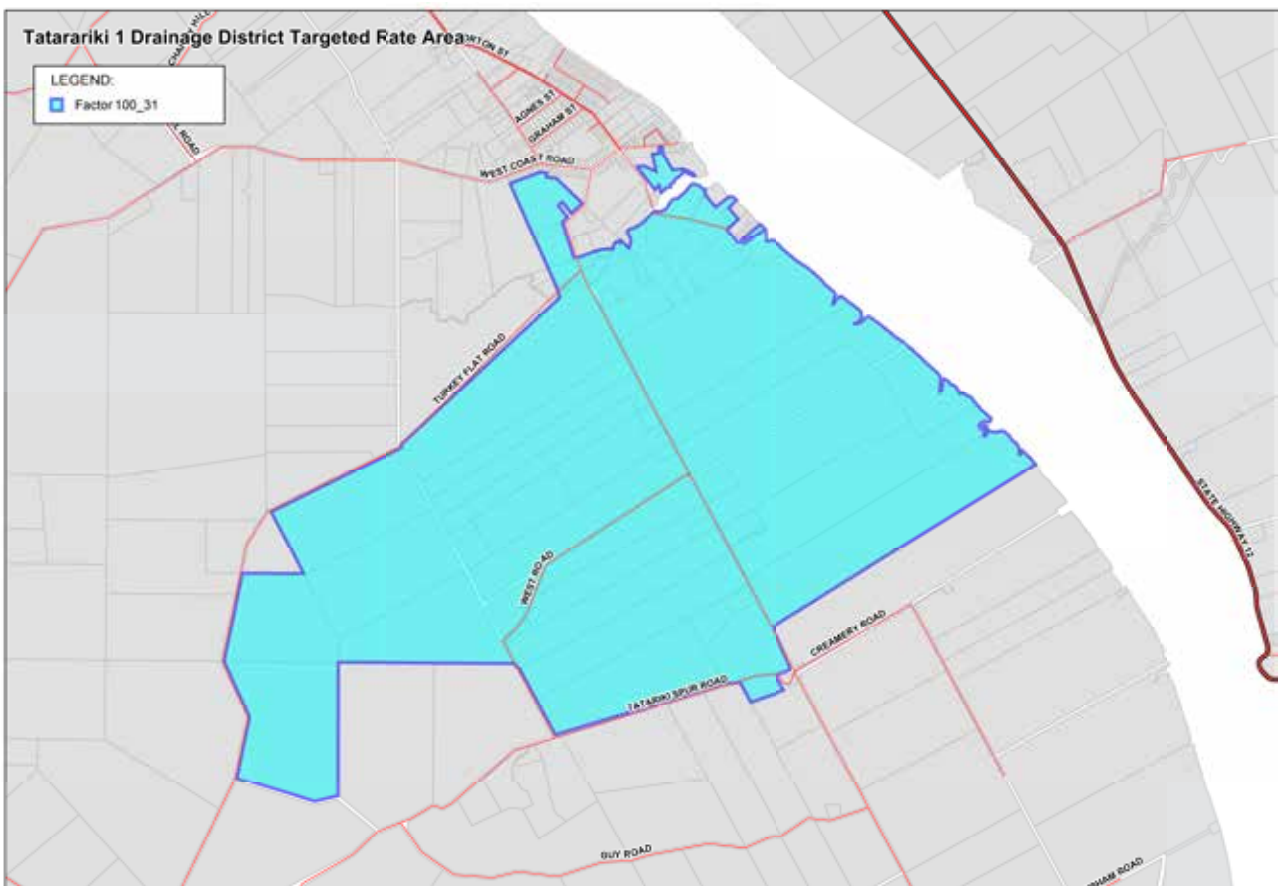
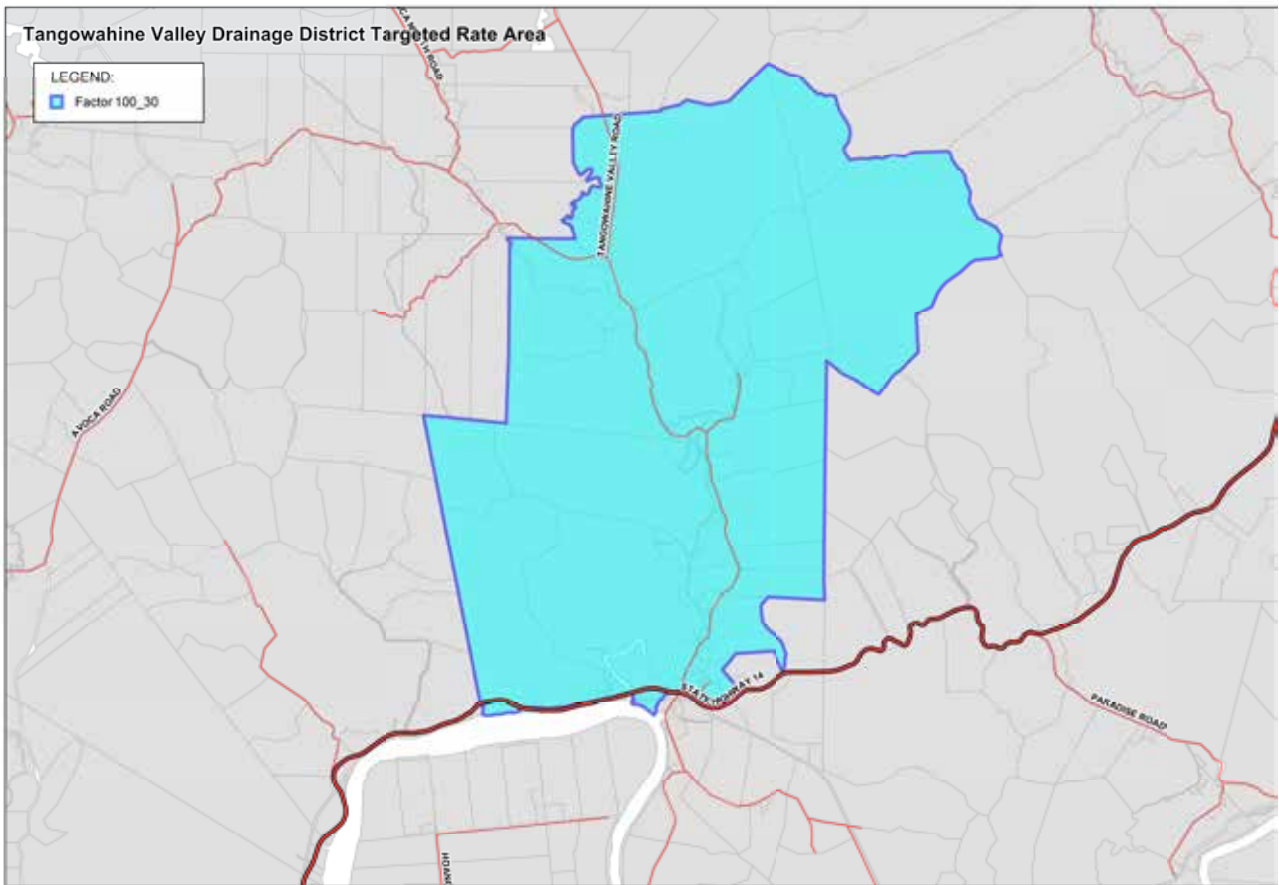


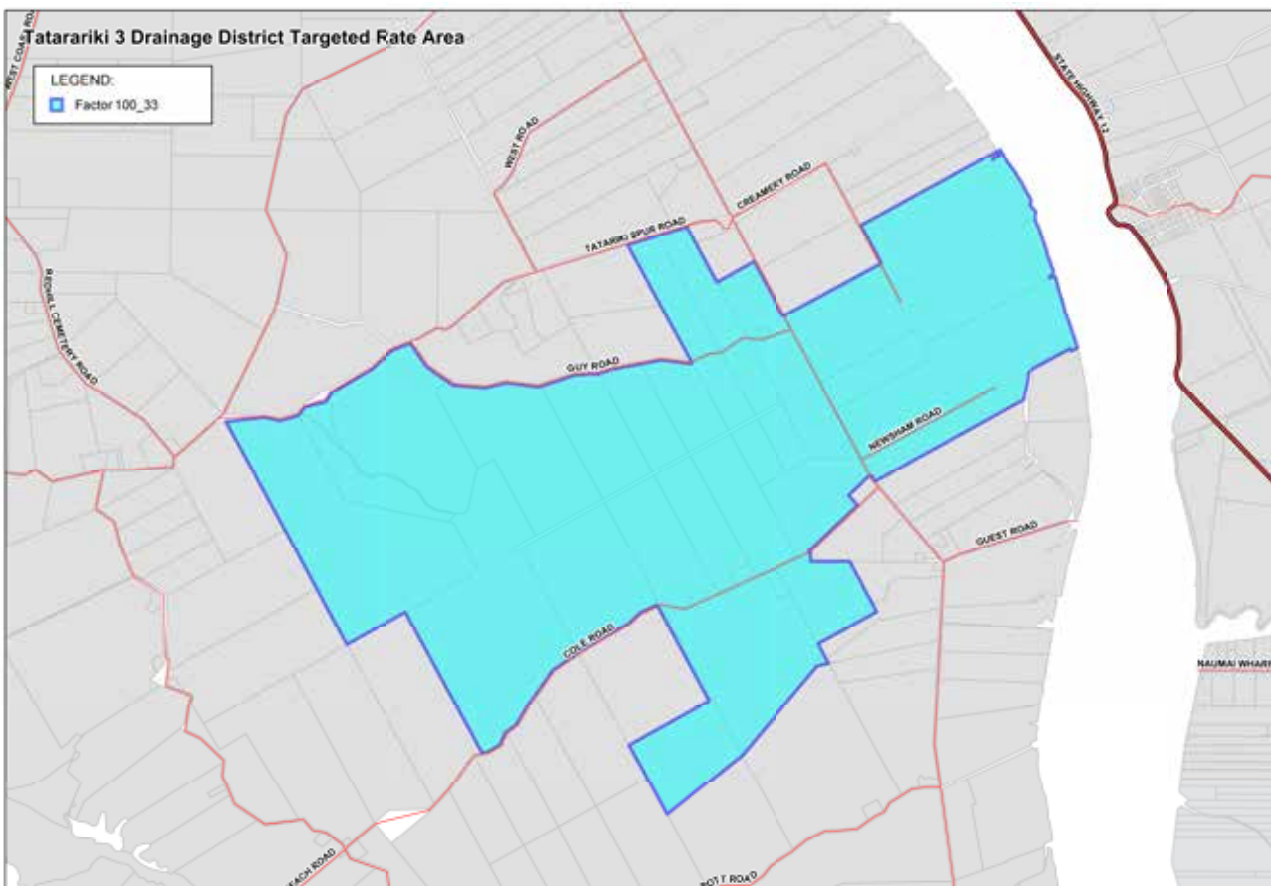
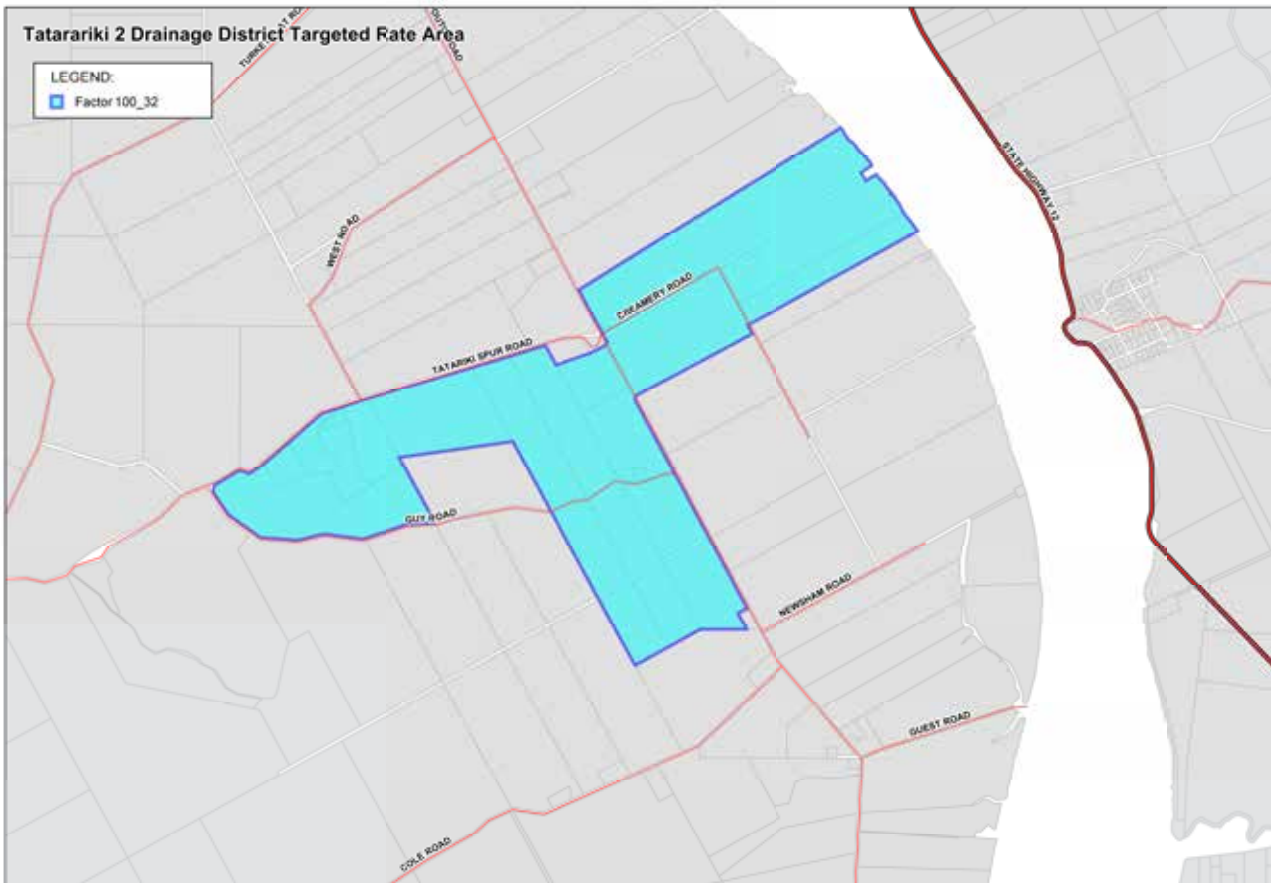


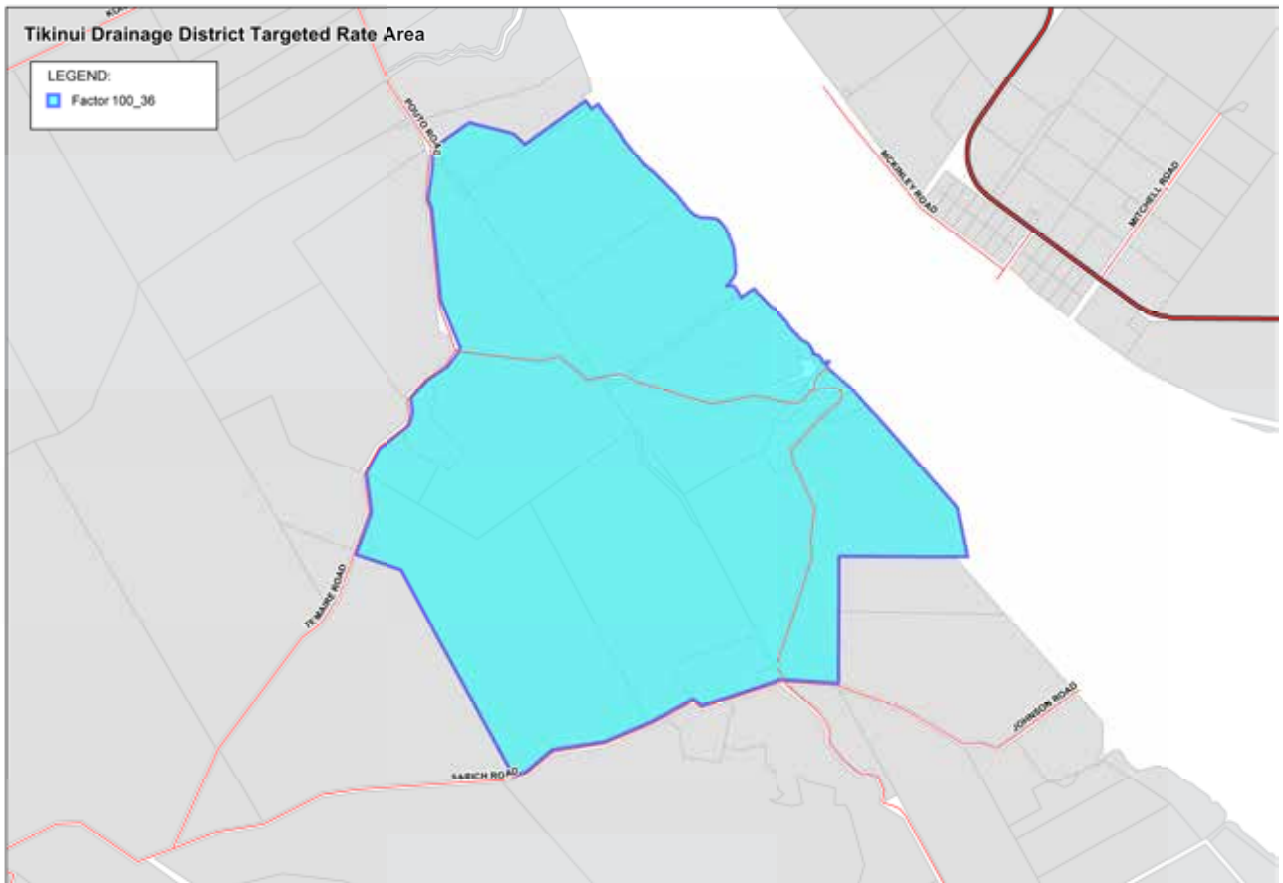
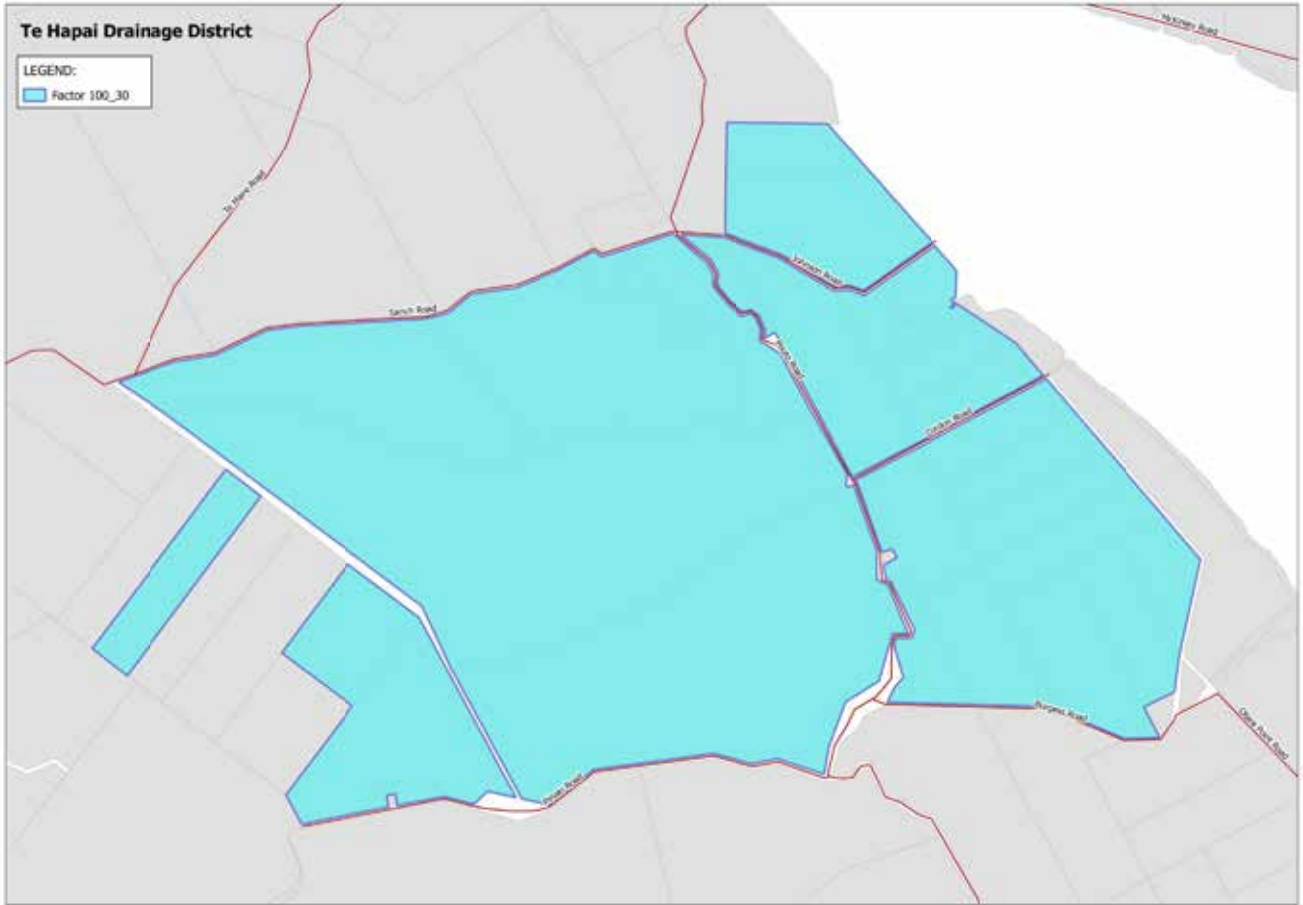


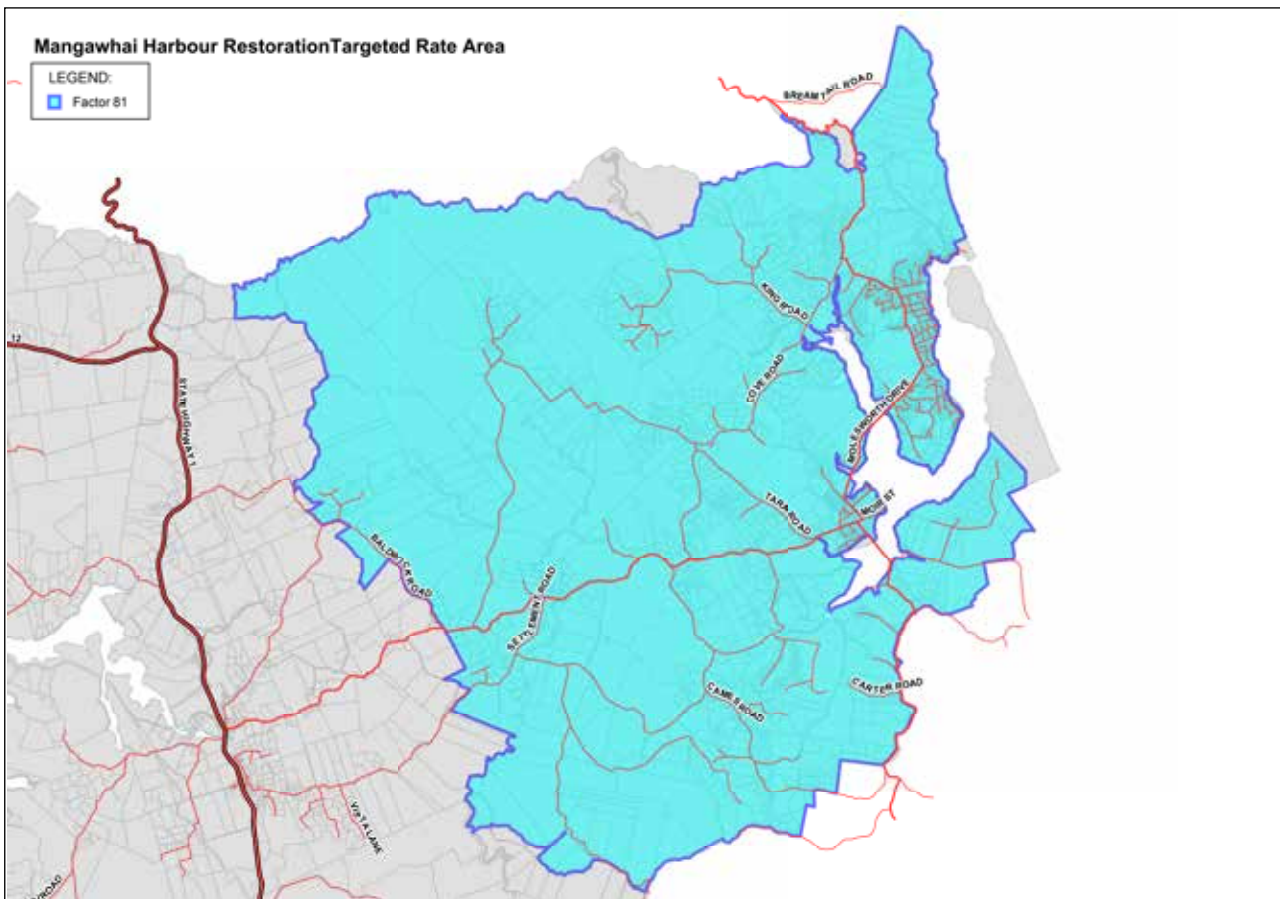
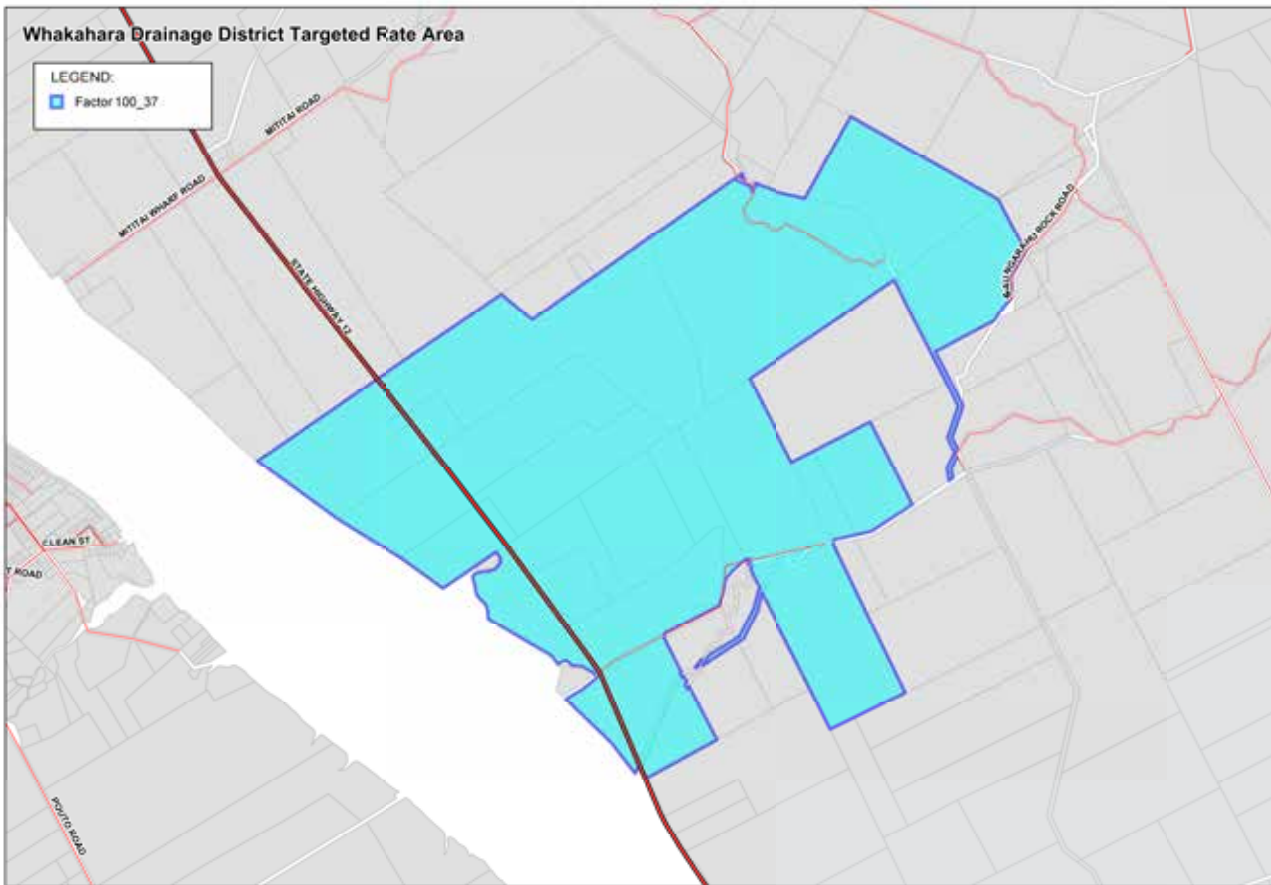


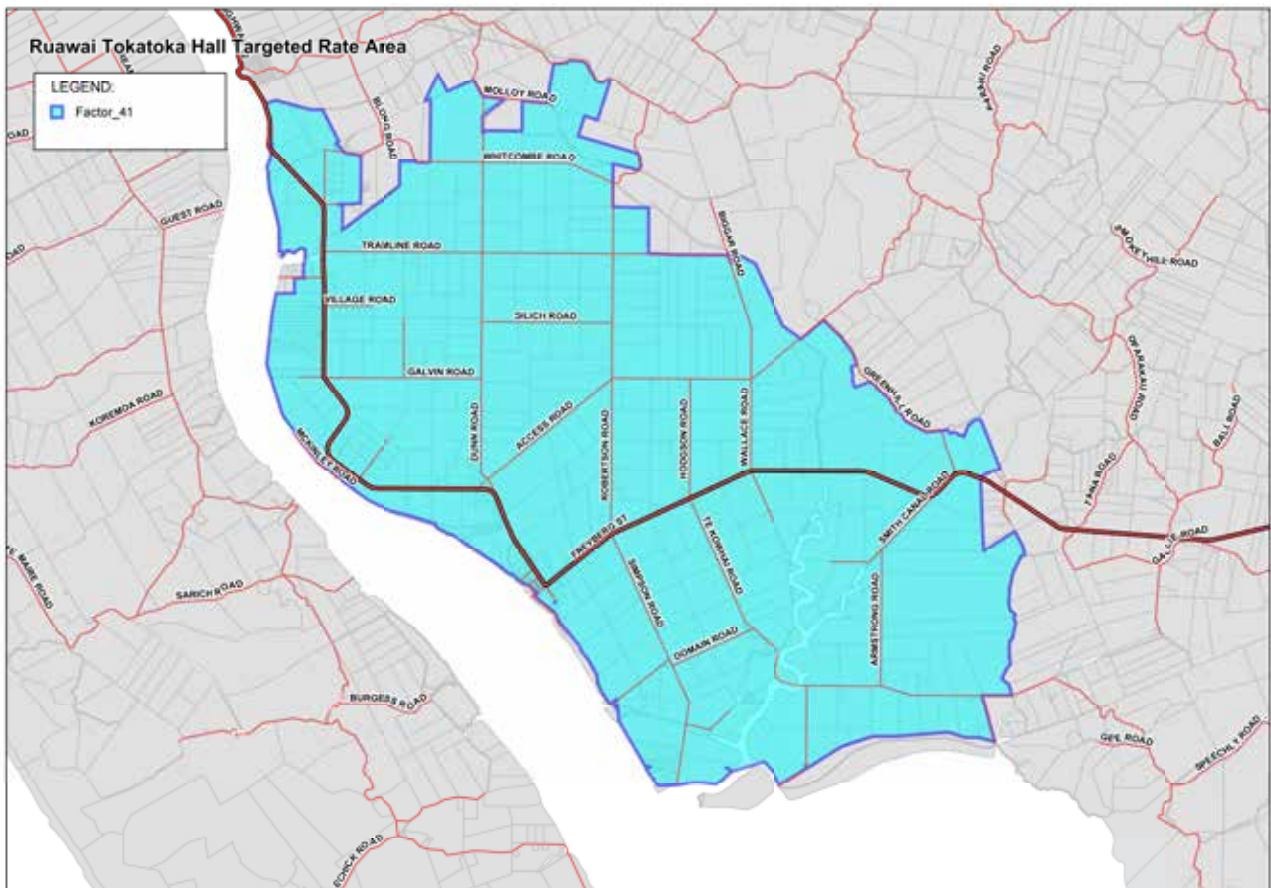
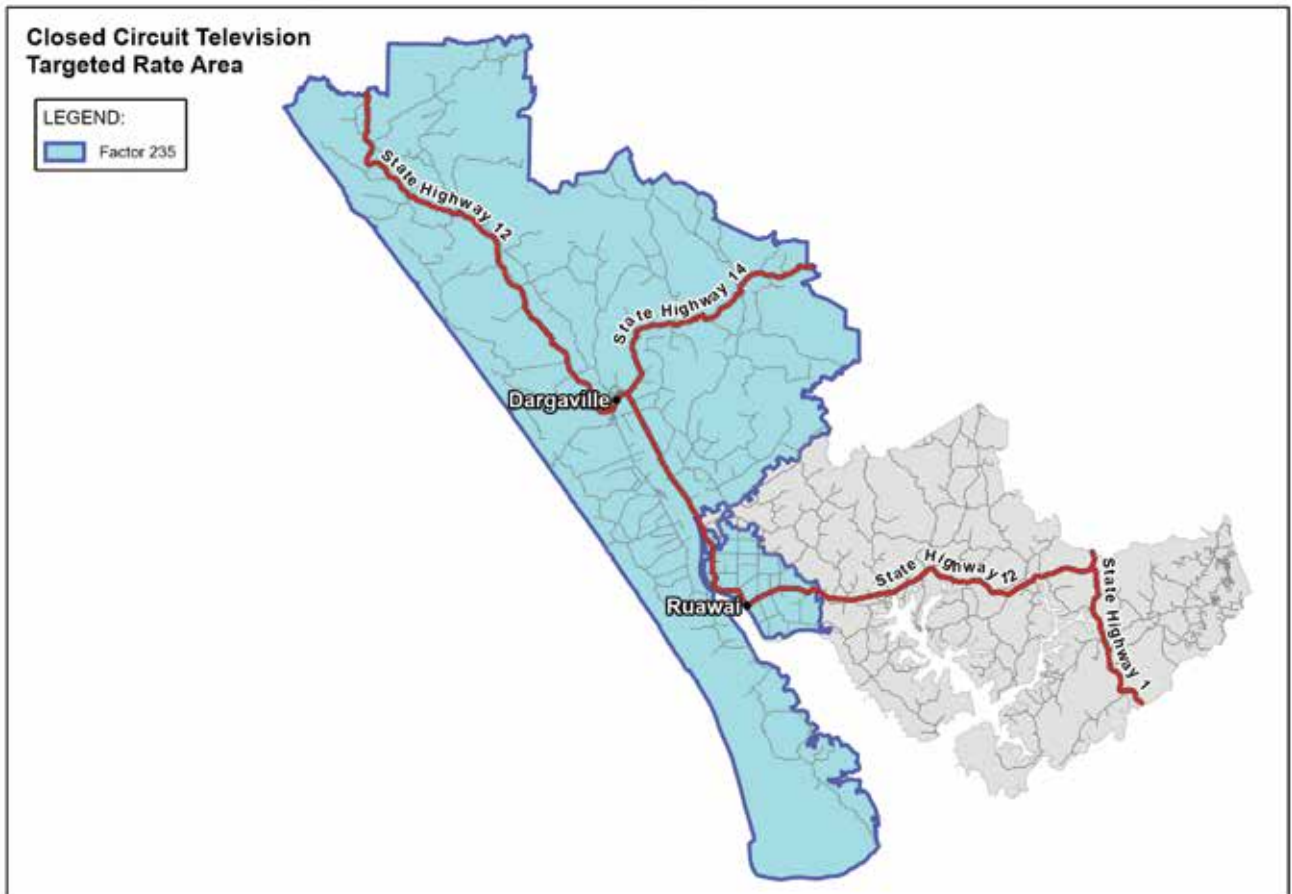


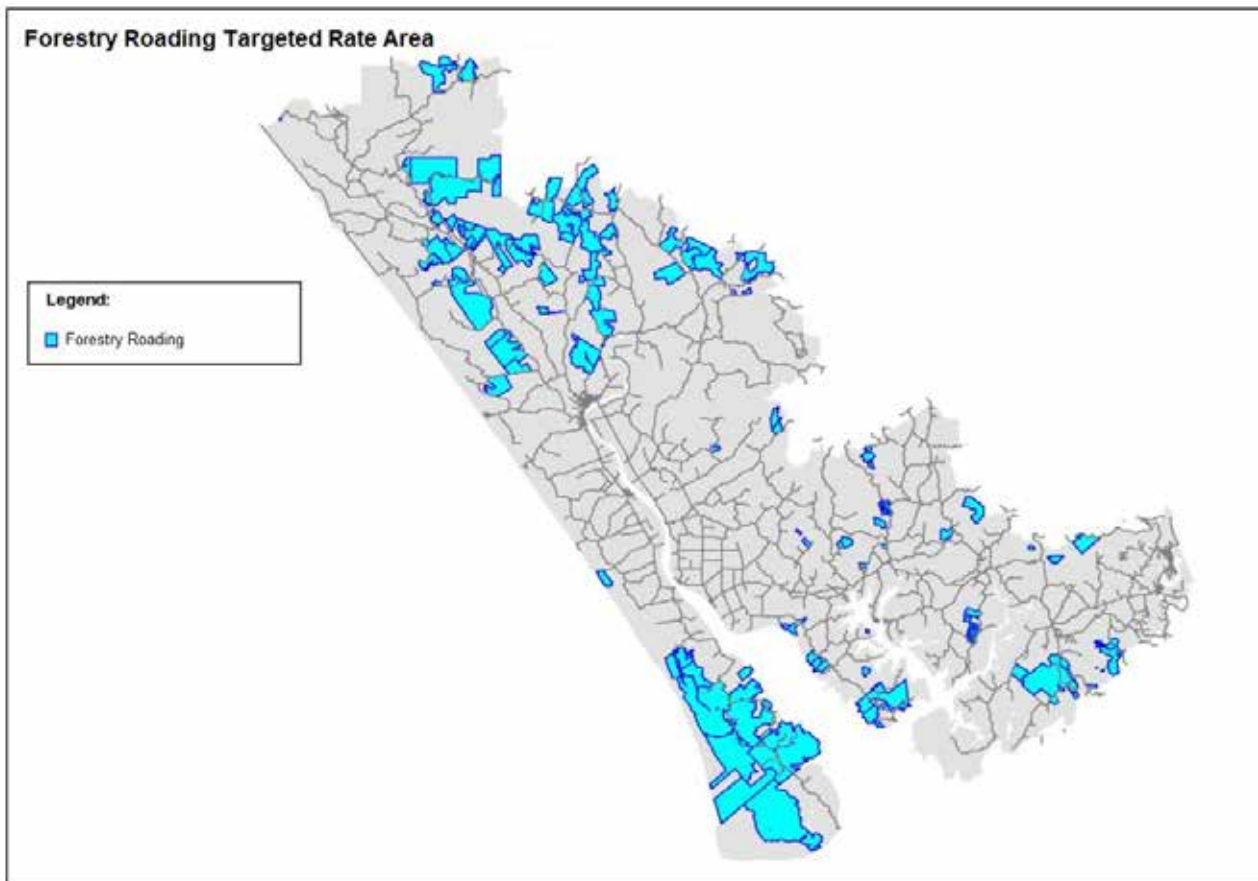












**Valuation Location**

- 0099000200B - Waipoua Settlement Road, Katui
- 0099017200 - 16 Monteith South Road, Aranga
- 0099022900 - Monteith South Road, Aranga
- 0099023400 - Monteith Road, Aranga
- 0099024000 - Omamari Road, Omamari
- 0099024400 - SH12 Dargaville-Waipoua, West Coast
- 0099028600 - 1345 SH12 Dargaville-Waipoua, West Coast
- 0099029800 - SH12 Dargaville-Waipoua, West Coast
- 0099030800 - Babylon Coast Road, Omamari
- 0100006100 - Waimatenui East Road, Waimatenui
- 0100006300 - Kaikohe Road, Tutamoe
- 0100009101 - Mangatu Road, Donnelly's Crossing
- 0100010800 - Opouteke Road, Whatoro
- 0100014800 - Baker Road, Kaihu
- 0100015600 - Opouteke Road, Whatoro
- 0100016900 - Waipara Road, Kaihu
- 0100017100 - Waipara Road, Kaihu
- 0100017800 - Kaihu Wood Road, Kaihu
- 0100018100 - 63 Kaihu Wood Road, Kaihu
- 0100018104 - 63 Kaihu Wood Road, Kaihu
- 0100018105 - 63 Kaihu Wood Road, Kaihu
- 0100020800 - Shepherd Road, Mamaranui
- 0100022200 - 374 Maropiu Road, Maropiu
- 0100022400 - Maropiu Road, Maropiu
- 0100022401 - Maropiu Road, Maropiu
- 0100024500 - Waimata Road, Waihue
- 0101000800 - Nichols Road, Kairara
- 0101001200 - Swamp Road, Mararetu
- 0101002602 - Waihue Road, Waihue
- 0101005800 - Waihue Road, Waihue
- 0101007900A - State Highway 14, Central
- 0101013400 - State Highway 14, Central
- 0102000100 - Tangowahine Valley Road, Avoca

**Valuation Location**

- 0102000600 - 1889 Tangowahine Valley Road, Avoca
- 0102000608 - 1889 Tangowahine Valley Road, Avoca
- 0102000707 - Murray Road, Tangowahine
- 0102000900 - Murray Road, Tangowahine
- 0102002105 - Avoca North Road, Avoca
- 0102002600 - Tangowahine Valley Road, Avoca
- 0102005900 - Avoca North Road, Avoca
- 0102007001 - State Highway 14, Central
- 0103000800 - 1000 Houto Road, Kirikopuni
- 0103002400B - 137 Paerata Road, Tangiteroria
- 0103002402 - Houto Road, Kirikopuni
- 0103002500 - Houto Road, Kirikopuni
- 0103003101 - Kirikopuni Station Road, Kirikopuni
- 0103009900 - State Highway 14, Central
- 0103010408 - Pukehuia Road, Pukehuia
- 0103015400 - Child Road, Tangiteroria
- 0104000100 - Basin Road, Omamari
- 0108002500 - Mititai Road, Mititai
- 0108003500 - Hoyle Road, Arapohue
- 0110004803 - 149 Te Maire Road, Te Maire
- 0110005202 - Schick Road, Pouto Peninsula
- 0110010600 - Pouto Road, Pouto Peninsula
- 0110012300B - Pouto Road, Pouto Peninsula
- 0110012303 - Ari Ari Road, Pouto Peninsula
- 0110012500 - Ari Ari Road, Pouto Peninsula
- 0110015800 - Pouto Road, Pouto Peninsula
- 0112002700 - Te Kowhai Road, Ruawai
- 0112004900 - Gee Road, Hukatere
- 0112006500 - 51 Summer Road, Hukatere
- 0112006701 - Tinopai Road, Tinopai Peninsula
- 0112006800 - 944 Tinopai Road, Tinopai Peninsula
- 0112009601 - Karakanui Road, Hukatere
- 0112014700 - Tinopai Road, Tinopai Peninsula

**Valuation Location**

- 0115024600 - Ovens Road, Oparakau
- 0115026000 - Ups And Downs Road, Ararua
- 0116003300 - Bull Road, Maungaturoto
- 0116003302 - Bull Road, Maungaturoto
- 0116003303 - Bull Road, Maungaturoto
- 0116003304 - Bull Road, Maungaturoto
- 0116003305 - Bull Road, Maungaturoto
- 0116003306 - Bull Road, Maungaturoto
- 0116003307 - Arcadia Road, Paparua
- 0116003308 - Arcadia Road, Paparua
- 0116003309 - Arcadia Road, Paparua
- 0116003311 - Bull Road, Maungaturoto
- 0116003312 - Bull Road, Maungaturoto
- 0116003313 - Bull Road, Maungaturoto
- 0116003314 - Bull Road, Maungaturoto
- 0117000103 - Arcadia Road, Paparua
- 0117000600 - Golden Stairs Road, Maungaturoto
- 0117010604 - 121 Wearmouth Road, Paparua
- 0118001100 - Finlayson Brook Road, Maungaturoto
- 0118010307 - State Highway 1, Kaiwaka
- 0119012900 - Bickerstaffe Road, Maungaturoto
- 0119012903 - 972 Bickerstaffe Road, Maungaturoto
- 0119012904 - Bickerstaffe Road, Maungaturoto
- 0119012906 - Bickerstaffe Road, Maungaturoto
- 0119012910 - Bickerstaffe Road, Maungaturoto
- 0119012911 - 888 Bickerstaffe Road, Maungaturoto
- 0120000400 - State Highway 1, Kaiwaka
- 0120007100 - State Highway 1, Kaiwaka
- 0120023700 - Pritchard Road, Hakaru
- 0120027300 - State Highway 1, Kaiwaka
- 0122000400 - Brown Road, Tara









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E [info@kaipara.govt.nz](mailto:info@kaipara.govt.nz)  
[www.kaipara.govt.nz](http://www.kaipara.govt.nz)

Total \$ 46,632,266 -941,181 -5,960,150 -1,733,107 -6,282,792 0 -4,815,589 -832,000 -26,067,447

ProjectCodeDescription	Adjusted Annual Plan Cost for FY24	Funded DC's	Funded Depn	Funded FC's	Funded Loans	Funded Prov	Funded Rates	Funded RE	Funded Subsidies
9999 151 House warming	53,000				-53,000				
9999 151 Mangawhai Pensioner Housing Upgrade	1,510,000		0		-1,510,000				
15001 Mangawhai Library	0								
9999 166 Carpark sealing	53,000			-53,000					
14002 Environmental protection and enhancement	0								
9999 166 New playgrounds	105,000			-66,250	-39,750				
9999 166 Parks hard surface renewals	74,000		-74,000						
9999 166 Parks infrastructure renewals	106,000		-106,000						
9999 166 Playground renewals	42,000		-42,000						
9999 166 Safety Improvements for Parks	200,000		-200,000						
9999 113 Tinopai Campground wastewater improvements	200,000				-200,000				
9999 183 Library replacements (Books and equipment)	61,000		-61,000						
9999 183 Dargaville and Mangawhai New Library Design and Planning (3 Wate	2,000,000								-2,000,000
9999 199 Reclad hall	1,000,000		-340,000	0	-660,000				
9999 194 Mangawhai Coastal Walkway	265,000			-265,000					
	<b>5,670,000</b>	<b>0</b>	<b>-823,000</b>	<b>-384,250</b>	<b>-2,462,750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2,000,000</b>
9999 148 Tsunami Sirens	104,000				-104,000				
14011 CAPEX increase for new IT equipment	42,000		-42,000				0		
14012 CAPEX increase for replacement IT equipment	84,000		-84,000						
9999 157 Chat bots and AI	21,000		-21,000						
9999 157 Data analytics (predictive analytics)	104,000		-104,000						
9999 157 Workplace transformation	63,000		-63,000						
9999 204 Replacement vehicles (7 p.a.)	0		0		0				
	<b>418,000</b>	<b>0</b>	<b>-314,000</b>	<b>0</b>	<b>-104,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
9999 Storm damage - Whakahara floodgate & stopbank remediation	150,000				-150,000				
9999 109 District Wide LD - LD Improvements District Wide	63,000						-63,000		
	<b>213,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-150,000</b>	<b>0</b>	<b>-63,000</b>	<b>0</b>	<b>0</b>
13044 Dargaville Wastewater Renewals	215,000		-215,000						
9999 202 Minor Capex renewals Wastewater	100,000		-100,000						
14033 Managawhai Wastewater minor pump replacements	48,000		-48,000						
14036 Maungaturoto Wastewater Renewals	65,000		-65,000						
9999 280 Mangawhai Wastewater small extensions right of ways	43,000	-26,875			-16,125				
9999 232 Maungaturoto WW network upgrades	0		0						
9999 202 Dargaville WWTP upgrades	1,000,000		-1,000,000						
9999 219 Kaiwaka WWTP Design and upgrades	200,000				-200,000				
9999 251 Paparoa wastewater option	150,000						-150,000		
9999 202 Security improvement	150,000				-150,000				
9999 Storm damage - Wastewater treatment plant electrical repairs	150,000		-150,000						
9999 Storm damage - Maturation Ponds height investigation	650,000		-650,000						
9999 Storm damage - 300KVA Generator	200,000		-200,000						
9999 Black Swamp Road Reticulation	0				0				
	<b>2,971,000</b>	<b>-26,875</b>	<b>-2,428,000</b>	<b>0</b>	<b>-366,125</b>	<b>0</b>	<b>-150,000</b>	<b>0</b>	<b>0</b>
9999 227 Dargaville Sdw - Composting Plant	0				0				0
9999 227 Kaipara Solid Waste - Climate Change Upgrades to closed landfills	108,000				-108,000				
	<b>108,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-108,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
14043 Dargaville SW Renewals	54,000		-54,000						
9999 110 Kaiwaka SW renewals	54,000		-54,000						
9999 131 Baylys SW renewals	54,000		-54,000						
14044 Maungaturoto Paparoa SW renewals and LoS	43,000						-43,000		
9999 171 Pahi SW network improvements	32,000				-32,000				
9999 246 Breve St Stormwater upgrade	600,000				-600,000				
9999 246 Mangawhai SW Taranui increase upstream capacity and install wetl	54,000	-33,750			-20,250				
11093 Mangawhai SW (Eveline street)	900,000		-900,000		0				
9999 Storm damage - Dargaville town stopbank repair	500,000				-500,000				
	<b>2,291,000</b>	<b>-33,750</b>	<b>-1,062,000</b>	<b>0</b>	<b>-1,152,250</b>	<b>0</b>	<b>-43,000</b>	<b>0</b>	<b>0</b>
14049 bridge replacements	0								
9999 106 OMANA ROAD	0								
9999 106 PUKEHUIA ROAD	0								
9999 106 Structures component replacements	1,066,000					-405,080			-660,920
14051 Unsealed road metalling	608,158					-231,100			-377,058
9999 135 Associated improvements for Rehab and Reseals	267,000					-101,460			-165,540
9999 135 Dargaville / Tangiteroria speed management plan	533,000					-202,540			-330,460
9999 135 District wide road safety improvements	533,000					-202,540			-330,460
9999 135 Drainage improvement programme	107,000					-40,660			-66,340
9999 135 Modify & improve delineation	5,000					-1,900			-3,100
9999 135 Slip repair	533,000					-202,540			-330,460
9999 252 Drainage renewals	667,000					-253,460			-413,540
9999 267 Dargaville River Path	0								0
9999 272 Sealed road resurfacing	2,132,000					-810,160			-1,321,840
9999 275 Sealed road pavement rehabilitation	1,386,000					-526,680			-859,320
14066 Mangawhai SP	6,103,000	-880,556		-1,348,857	-89,727				-3,783,860
14067 Network Wide Footpath Projects	213,000				-80,940				-132,060
9999 278 Pouto Road Second Coat Sealing	533,000				-533,000		0		
14068 Wood Street Urban Improvements	0								
15055 278 Dargaville Shared Path	5,000,000								-5,000,000
15056 278 Dargaville Semi-protected cycle lanes	500,000								-500,000
15069 Storm damage - Gabrielle Storm recovery works 82% funded	11,793,108					-1,290,759		-832,000	-9,670,349
14069 Traffic services renewals	197,000					-74,860			-122,140
	<b>32,176,266</b>	<b>-880,556</b>	<b>0</b>	<b>-1,348,857</b>	<b>-703,667</b>	<b>0</b>	<b>-4,343,739</b>	<b>-832,000</b>	<b>-24,067,447</b>
15014 Dargaville watermain renewals	538,000		-430,400				-107,600		
15015 Maungaturoto water renewals	433,000		-324,750				-108,250		
14073 Mangawhai water renewals	70,000		-70,000						
13037 Ruawai water renewals	22,000		-22,000						
15016 Glinks Gully water renewals	172,000		-86,000		-86,000				
9999 127 Waiatua Dam Design	300,000		-300,000						
9999 127 Security improvement	150,000				-150,000				
9999 127 Minor capex replacements	100,000		-100,000						
9999 154 Maungaturoto Water treatment plant upgrade (sand filters)	1,000,000				-1,000,000				
9999 127 Dargaville water supply Roto intake	0				0				
	<b>2,785,000</b>	<b>0</b>	<b>-1,333,150</b>	<b>0</b>	<b>-1,236,000</b>	<b>0</b>	<b>-215,850</b>	<b>0</b>	<b>0</b>



# Setting of Rates, Due Dates and Penalties Regime 2023/2024

Meeting: Kaipara District Council  
 Date of meeting: 28 June 2023  
 Reporting officer: Christine Toms, Revenue Manager

## Purpose/Ngā whāinga

To set rates, due dates and penalty dates for the 2023/2024 year.

## Executive summary/Whakarāpopototanga

The Local Government (Rating) Act 2002 (the Act) requires Council to adopt, by Council resolution, the rates it intends to set for the financial year. The rates for 2023/2024 can only be set once Council has adopted its Annual Plan 2023/2024 (AP), which includes the Funding Impact Statement for 2023/2024.

The resolution must also include (instalment) due dates for payment. The Act permits Council to apply penalties of up to 10% for payments not received by the due dates and for any arrears of previous year's rates. The penalty amount and dates must also be set by Council resolution.

The Act also requires that within 20 working days after making a resolution, the resolution must be made publicly available on the council's internet site.

## Recommendation/Ngā tūtohunga

That the Kaipara District Council:

- Receives the report from the Revenue Manager, "Setting of Rates, Due Dates and Penalties Regime 2023/2024", meeting date 28 June 2023.
- Notes that it is required to make the resolution publicly available on the Council's internet site.
- Notes that the Setting of Rates Due Dates and Penalties Regime 2023/2024 report has been reviewed by Council's lawyers.
- Sets the rates, due dates for payment and penalties regime for the 2023/2024 financial year, as follows:

### Rates resolution for the 2023/2024 financial year

The following rates are set for the period commencing on the first day of July 2023 and ending on the last day of June 2024. All rates and amounts are GST inclusive unless otherwise stated.

#### A. General rate

Under Section 13 of the Local Government (Rating) Act 2002 (the Act), a General Rate set for all rateable land within the district based on the land value of the land and at different rates in the dollar for different categories of land as set out in the table below.

Differential category*	Rate in the Dollar (including GST)
Residential and small sized lifestyle properties	0.0028536
Other	0.0044230

\* The definitions of these differential categories can be found in the Funding Impact Statement - Rating Tools section of Council's Annual Plan 2023/2024.

## B. Uniform Annual General Charge

Under Section 15 of the Act, a uniform annual general charge on all rateable land within the district of \$800.00 (including GST) per Rating Unit.

## C. Targeted rates for Wastewater networks

Under Section 16 of the Act, targeted rates for Wastewater in the networks referred to in the table below, for operating and maintaining Wastewater treatment plants and pump stations and reticulation repairs and minor upgrades, including renewals and extensions of the respective systems.

The rates are set on a differential basis based on the use to which the land is put and the provision or availability to the land of the Wastewater service provided by, or on behalf of, Council.

Each targeted rate is calculated as:

1. Properties not connected to the Wastewater network as at 30 June 2023, but capable of being connected (being situated within 30 metres of a public sewerage drain to which it is capable of being effectively connected, either directly, or through a private drain) "serviceable":
  - a. A fixed amount per Separately Used or Inhabited Part of a Rating Unit (SUIP) for all units used primarily as a residence; and
  - b. A fixed amount per Rating Unit for all other units.
2. Properties that are connected to the Wastewater network as at 30 June 2023 "connected":
  - a. A fixed amount per SUIP for all units used primarily as a residence; and
  - b. For all other units:
    - i. A fixed amount per Rating Unit; and
    - ii. A charge per pan (urinal or water closet) for each pan after the second.

Wastewater Network*	Differential Category*	Charge per Rating Unit (including GST)	Charge per SUIP (including GST)	Charge per pan (after the second) (including GST)
Dargaville	Residence and connected	-	\$1,283.53	-
Glinks Gully	Residence and connected	-	\$962.65	-
Kaiwaka	Residence and serviceable	-	\$962.65	-
Mangawhai	Residence and serviceable	-	\$962.65	-
Maungaturoto (Station Village)	Other and connected	\$1,283.53	-	\$641.76
Maungaturoto (Township)	Other and connected	\$1,283.53	-	\$641.76
Te Kopuru	Other and serviceable	\$962.65	-	-

\* The definition of a SUIP, the networks and differential categories can be found in the Funding Impact Statement - Rating Tools section of Council's Annual Plan 2023/2024.

## D. Targeted rates for Wastewater – capital contributions

Under Section 16 of the Act, targeted rates for all rateable land connected or capable of connection to the Mangawhai wastewater network as at 30 June 2013, based on where the land is situated, as defined on maps in the Appendix of the Annual Plan 2023/2024. The targeted rates for each of the four defined areas (A, D, E and F) are as follows:

Targeted rate*	Fixed amount per Rating Unit (including GST)
Mangawhai Wastewater Capital Contribution A	\$676.00
Mangawhai Wastewater Capital Contribution D	\$569.95
Mangawhai Wastewater Capital Contribution E	\$606.31
Mangawhai Wastewater Capital Contribution F	\$643.26

*\* The definitions of the land subject to each targeted rate can be found in the Funding Impact Statement – Rating Tools section of Council’s Annual Plan 2023/2024.*

### **E. Targeted rates for Stormwater – networks**

Under Section 16 of the Act, targeted rates for Stormwater in each of the following networks, for the purpose of running and maintaining each Stormwater network. The rate is the amount per dollar of the land value for all land situated in the respective Stormwater network.

Stormwater Network*	Rate in the Dollar (Land Value) (including GST)
Baylys	0.0018660
Dargaville	0.0018440
Kaiwaka	0.0008954
Mangawhai	0.0011292
Te Kopuru	0.0008944

*\*The definitions of the land subject to each targeted rate can be found in the Funding Impact Statement – Rating Tools section of Council’s Annual Plan 2023/2024.*

### **F. Targeted rate Land Drainage – Raupo**

Under Section 16 of the Act, a targeted rate for all rateable land within the Raupo Land Drainage scheme, at different rates in the dollar for different categories of land based on where the land is situated. The rate is an amount per dollar of the land value of the land.

This rate is to fund work undertaken to maintain and improve the current capacity of the land drainage network and stop banks.

Differential Category*	Rate in the Dollar (Land Value) (including GST)
Raupo District A	0.0040004
Raupo District B	0.0003374
Raupo Township	0.0048197

*\* The definitions of the land subject to each targeted rate can be found in the Funding Impact Statement – Rating Tools section of Council’s Annual Plan 2023/2024.*

### **G. Targeted rates for Land Drainage – other schemes**

Under Section 16 of the Act, targeted rates for Land Drainage in each of the following schemes, for the purpose of maintaining and improving the capacity of the land drainage network and stop banks. The rate is an amount per dollar of the land value for all land situated in the respective Land Drainage scheme.

Land Drainage Scheme*	Rate in the Dollar (Land Value) (including GST)
Aoroa	0.0016193
Arapohue No1	0.0007147
Arapohue No2	0.0003551
Aratapu Swamp	0.0007217
Aratapu Village	0.0006257
Awakino Point	0.0006423
Awakino Valley	0.0006817
Greenhill	0.0007930
Hoanga	0.0021715
Horehore	0.0007006
Kaihu	0.0006541
Kopuru Swamp	0.0008313

Koremoa	0.0005326
Mangatara	0.0006497
Manganui	0.0001168
Mititai	0.0007892
Notorious	0.0004195
Oruariki	0.0012022
Otiria	0.0009776
Owairangi	0.0004971
Tangowahine No1	0.0005935
Tangowahine No2	0.0010838
Tangowahine Valley	0.0002398
Tatarariki 1	0.0004149
Tatarariki 2	0.0013216
Tatarariki 3	0.0008085
Te Hapai	0.0028400
Tikinui	0.0011770
Whakahara	0.0007795

\* The definitions of each land drainage scheme can be found in the Funding Impact Statement – Rating Tools section of Council's Annual Plan 2023/2024.

#### H. Targeted rates for Water Supply

Under Sections 16 and 19 of the Act, targeted rates for Water Supply in each of the networks referred to in the table below, for operating and maintaining the Water Supply network. In particular, the costs associated in treating the water for domestic consumption.

The rates are set on a differential basis based on the provision or availability to the land of the water supply service provided by, or on behalf of, Council. Each targeted rate is calculated as:

Metered properties as at 30 June 2023:

1. A scale of charges based on the per cubic metre amount of water consumed.

Other properties (except in the Mangawhai water supply network, where there is no rate set for "other properties"):

2. A fixed amount per rating unit.

Networks	Metered properties*		Other properties*
	Volumetric charge (up to and including the first cubic metre) (including GST)	Volumetric charge (per cubic metre beyond the first cubic metre) (including GST)	Fixed amount per Rating Unit (including GST)
Dargaville Glinks Gully Mangawhai Maungaturoto (Station Village) Maungaturoto (Township) Ruawai	\$210.76	\$4.51	\$158.07

\* The definitions of the network can be found in the Funding Impact Statement - Rating Tools section of Council's Annual Plan 2023/2024.

#### I. Targeted rate for Mangawhai Harbour Restoration

Under Section 16 of the Act, a targeted rate for all rateable land within the Mangawhai Harbour Restoration area of \$80.00 (including GST) per Rating Unit. An indicative map of the Mangawhai Harbour Restoration area can be found in the Appendix of Council's Annual Plan 2023/2024.



### J. Targeted rate for Closed Circuit Television (CCTV)

Under Section 16 of the Act, a targeted rate for all rateable land within the Dargaville, Central, West Coast and North areas, and land located within the Ruawai Tokatoka Hall Targeted Rate area of \$10.35 (including GST) per Rating Unit. Indicative maps of the areas can be found in the Appendix of Council's Annual Plan 2023/2024.

### K. Targeted rate for Ruawai Tokatoka Hall

Under Section 16 of the Act, a targeted rate for all rateable land within the Ruawai Tokatoka Hall targeted rate area of \$36.86 (including GST) per Rating Unit. An indicative map of the Ruawai Tokatoka Hall targeted rate area can be found in the Appendix of Council's Annual Plan 2023/2024.

### L. Targeted rate for Forestry Roding

Under Section 16 of the Act, a targeted rate for all rateable land within the Forestry Roding targeted rate area of 0.0081135 (including GST) per dollar of the land value for all land situated in the area. An indicative map of the Forestry Roding targeted rate area can be found in the Appendix of Council's Annual Plan 2023/2024.

### M. Due dates

Under Section 24 of the Act, the rates, except targeted rates for metered water supply, will be payable in four equal instalments with the following due dates:

Instalment 1	20 August 2023
Instalment 2	20 November 2023
Instalment 3	20 February 2024
Instalment 4	20 May 2024

Metered water rates will be billed twice during the year. The due date for each billing is the 20th of the month following the delivery of the invoice. The billing and due dates for each area are:

Billing month	Area	Payment due date
July 2023 January 2024	Dargaville (Hokianga Road and side streets) and Glinks Gully	20 August 2023 20 February 2024
August 2023 February 2024	Dargaville (Station and Beach Roads) and Mangawhare	20 September 2023 20 March 2024
September 2023 March 2024	Dargaville (Township East)	20 October 2023 20 April 2024
October 2023 April 2024	Dargaville (Awakino Road and Main Street) and Ruawai	20 November 2023 20 May 2024
November 2023 May 2024	Dargaville (Ranfurly, Plunket and Tirarau Streets); Maungaturoto Railway; Maungaturoto Township and Mangawhai	20 December 2023 20 June 2024
December 2023 June 2024	North Dargaville to Kaihu, Awakino Point and Baylys	20 January 2024 20 July 2024

### N. Penalties

Under Sections 57 and 58 of the Act:

- a) A penalty of 10% of the rates (other than water-by-meter rates) assessed in the 2023/2024 financial year that are unpaid after the due date for each instalment will be added on the relevant penalty date for each instalment stated below, except where a ratepayer has entered into an arrangement by way of direct debit authority, and honours that arrangement. For each instalment the date the penalty will be added is as follows:

Instalment 1	21 August 2023
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- Instalment 2 21 November 2023  
 Instalment 3 21 February 2024  
 Instalment 4 21 May 2024; and

- b) A penalty of 10% of the amount of all rates (including any penalties) other than water-by-meter rates from any previous financial years that are unpaid on 05 July 2023 will be added on 06 July 2023; and
- c) A penalty of 10% of the amount of all rates to which a penalty has been added under b) and which remain unpaid on 08 January 2024 will be added on 09 January 2024; and
- d) A penalty of 10% of the amount outstanding for water by meter rates charged per invoice will be added on the relevant penalty date for each billing month and area stated below, except where a ratepayer has entered into an arrangement by way of direct debit authority, and honours that arrangement. For each billing month and area, the date the penalty will be added is as follows:

Billing month	Area	Penalty date
July 2023 January 2024	Dargaville (Hokianga Road and side streets) and Glinks Gully	21 August 2023 21 February 2024
August 2023 February 2024	Dargaville (Station and Beach Roads) and Mangawhare	21 September 2023 21 March 2024
September 2023 March 2024	Dargaville (Township East)	21 October 2023 21 April 2024
October 2023 April 2024	Dargaville (Awakino Road and Main Street) and Ruawai	21 November 2023 21 May 2024
November 2023 May 2024	Dargaville (Ranfurly, Plunket and Tirarau Streets); Maungaturoto Railway; Maungaturoto Township and Mangawhai	21 December 2023 21 June 2024
December 2023 June 2024	North Dargaville to Kaihu, Awakino Point and Baylys	21 January 2024 21 July 2024

- e) Delegates authority to the Revenue Manager and the Revenue Officer - Property to apply penalties to unpaid rates according to the resolutions above.

## Context/Horopaki

This report is required to set the rates, due dates and penalties regime for the 2023/2024 year.

## Discussion/Ngā kōrerorero

Council is required to comply with the decision-making provisions outlined in Part 6 of the Local Government Act 2002.

### Community views

Members of the community have been provided with the opportunity to express their views in relation to Council's proposals for the 2023/2024 financial year via the 2021/2031 LTP consultative procedure. It was decided not to consult with the public on the Annual Plan 2023/2024 as there were no significant or material differences from the LTP 2021/2031.

### Policy impacts

The proposed rates as set out in the resolutions above are in accordance with the Funding Impact Statement included in the Annual Plan 2023/2024.

## Financial considerations

The rates proposed to be set through the recommendations in this report are consistent with the financial forecasts included in the final Annual Plan 2023/2024 to be considered for adoption by Council prior to its consideration of this report.

## Legal considerations/delegation

The statutory procedure for setting rates is contained in the Local Government (Rating) Act 2002 Section 23(1) and (2) which states as follows:

*'23 Procedure for setting rates*

- (1) Rates must be set by a resolution of the local authority.*
- (2) Rates set by a local authority must—*
  - (a) relate to a financial year or part of a financial year; and*
  - (b) be set in accordance with the relevant provisions of the local authority's long term plan and funding impact statement for that financial year'*

The requirement to have an LTP is outlined in Section 93 of the Local Government Act 2002. The content of the LTP is then determined by Part 1 of Schedule 10 of the Local Government Act 2002. The Funding Impact Statement for 2023/2024 is the Funding Impact Statement in the Annual Plan 2023/2024. Clause 20 of Schedule 10 details the requirements for that Funding Impact Statement.

## Options

There are two options to consider:

Option 1: Set the rates as recommended in line with the Annual Plan adopted in the previous agenda item.

Option 2: Not set rates in line with the Annual Plan.

If Option 1 is taken, the rates proposed to be set through the recommendations in this report are consistent with the financial forecasts included in the adopted Annual Plan 2023/2024. Option 1 allows the Council to move forward with a clear plan for capital expenditure and operational work. The rates resolution achieves this.

If Option 2 is taken, Council may not be able to fund the activities set out in the Annual Plan. As a last resort, Council may approve the same rates as the previous year but this will not fund the activities forecast in the adopted Annual Plan 2023/2024. This would not give clear direction to staff or the community around what services will be provided for the coming year. It would mean that new projects couldn't be commenced as debt wouldn't be able to be raised for them. This will cause duplication of work for staff. If capital expenditure is delayed, then this is likely to affect costs of capital projects because of the high inflationary environment and this could have an impact on the eventual rates that are adopted.

The recommended option is **Option 1**.

## Significance and engagement/Hirahira me ngā whakapāpā

Council is required to comply with the decision-making provisions outlined in Part 6 of the Local Government Act 2002. Under Council's Significance and Engagement Policy, a decision in accordance with the recommendation is considered to have a high degree of significance.

## Next steps/E whaiake nei

Rates will be set for the 2023/2024 year with due dates and penalties set in accordance with this rates resolution.



# Private Plan Change 83 The Rise Limited: Decision to adopt, accept or reject the plan change or determine it as a resource consent

**Meeting:** Kaipara District Council  
**Date of meeting:** 28 June 2023  
**Reporting officer:** Paul Waanders, District Planner  
Katherine Overwater, District Planning Team Leader

## Purpose | Ngā whāinga

To decide whether the application for a Private Plan Change by The Rise Limited (PPC83) is adopted, accepted, rejected, or to be determined as if it was a resource consent application.

## Executive summary | Whakarāpopototanga

The Rise Limited requests through a Private Plan Change application in accordance with Schedule 1 of the Resource Management Act 1991 (RMA) to rezone 56.9 hectares of rural land at Cove/Mangawhai Heads Roads in Mangawhai to modify the present Rural Zone to a Development Area precinct providing for residential development.

Council is required to make a decision to process this application in accordance with Clause 25 of Part 2 of Schedule 1 to the RMA.

Clause 25 of the RMA directs Council to either:

1. **Adopt** the request either in whole or in part as if it were a proposed plan change made by the Council, which must then be processed in accordance with the provisions of Part 1 of Schedule 1 Clause 25(2)(a) of the RMA; **or**
2. **Accept** the Private Plan Change request either in whole or in part, which then triggers a requirement to notify the request, or part of the request under Clause 25(2)(b) of the RMA; **or**
3. **Reject** the Private Plan Change request in whole or in part, in reliance on one of the limited grounds set out in Clause 25(4) of the RMA; **or**
4. **Determine** the request as if it were an application for a resource consent under Clause 25(3) of the RMA.

Staff have followed the RMA processes to get to this stage and are now seeking a Council decision on the application within the parameters of Clause 25 of the RMA. It is important to note that the terminology 'adopt' or 'accept' does not imply that the plan change is or will be 'approved' by the Council. The process of consultation through notification and publicly held hearings must be undertaken before the application is submitted to Council for a final decision.

## Recommendation | Ngā tūtohunga

That the Kaipara District Council:

- a) Accepts in whole, the private plan change request (Private Plan Change 83 – The Rise Limited, in accordance with Clause 25(2)(b) of the Resource Management Act 1991.
- b) Requests the Chief Executive publicly notifies the Private Plan Change, and that public notification commences on 25 July 2023.
- c) Notes that public consultation will occur for one month, ending 23 August 2023.

## Context | Horopaki

Clause 21 of Schedule 1 of the RMA provides that “any person” may request a change to the Operative District Plan.

The Private Plan Change application was lodged by The Rise Limited proposing to rezone land at the Rise/Cove Roads, Mangawhai from Rural Zoning to a Development Area precinct providing for residential development (see **Attachment A**).

The RMA prescribes the process that Council must follow for private plan change requests to make changes to the Operative District Plan, which includes:

- An assessment of the submitted documentation following a request for additional information from Council (Clause 23 of Schedule 1 of the RMA) to better understand the potential effects of the proposal on the environment; the ways in which any potential adverse effects may be mitigated; and the nature of any consultation undertaken or required to be undertaken.
- In terms of Clause 25 of Schedule 1 of the RMA, once Council is satisfied with the additional information requested, a decision then needs to be made if Council will “accept”, “adopt” or “reject” the requested Private Plan Change application in whole or in part.
- Following a decision pursuant to Clause 25 of Schedule 1 of the RMA, Council then needs to notify the Private Plan Change, with or without amendments.
- After public notification of the Private Plan Change and receiving submissions a public hearing is then held.
- Following the hearing, Council will then generally consider the recommendations and make a decision to “approve” or “decline” the plan change, depending on the delegations Council makes to the hearing panel (which will be presented in a future report to Council to appoint Commissioners).

For clarity, this report only deals with the decision the Council must make under Clause 25 of the RMA – to ‘accept’, ‘adopt’ or ‘reject’ the private plan change request or whether to treat it as a resource consent application.

## Discussion | Ngā kōrerorero

Private Plan Change 83 - The Rise Limited is a request to rezone 56.9 hectares of rural land at Cove/Mangawhai Heads Roads in Mangawhai.

The private plan change seeks to rezone the Operative District Plan from a rural zoning to a residential zone and apply a bespoke precinct and to adapt the Residential Chapter of the Operative District Plan in respect to the rules that affect the private plan change area.

Clause 21 of Schedule 1 of the RMA provides that “any person” may lodge a private plan change request with the Council. The Council is then required to make a decision under Clause 25, which requires Council to choose between 1 of the 4 following options:

1. **‘Adopt’** the private plan change request, or part of the request, which means that the request then becomes a Council or public plan change;
2. **‘Accept’** the private plan change request, or part of the request, in which case it remains a private plan change;
3. **‘Reject’** the private plan change request, or part of the request based on one of the limited grounds set out in Schedule 1, Clause 25(4) of the RMA;
4. **‘Change’** the private plan change request into a resource consent application.

The options to either ‘adopt’ or ‘accept’ does not imply that Council has approved (i.e. granted) the plan change. Consultation through public notification and hearings is still required to be undertaken before the matter is submitted to Council for a decision on the private plan change.

The matter of ‘adopting’ or ‘accepting’ the application **‘in part’** needs to be assessed. It is technically possible for Council to make different decisions on the various aspects of the

application. However, given that the application was submitted comprehensively, it would be expected that the whole application be considered as a ‘complete private plan change package’ from the outset. It is best practice to keep the application intact. Whilst deciding an application in part is technically an option, it is very rare for this to occur or never happens in practice. The implication of this outcome is that deciding the application in part may lead to public confusion as well as the council/community ‘picking up the costs’ for part of the application and the applicant paying for the remainder of the private plan change.

Assessing the application for ‘adopting’ or ‘accepting’ ‘in part’ is not recommended by staff.

The decision required from Council is to **either** enable the process to continue (to proceed to public notification for submissions on the plan change to be received followed by a public hearing) **or** to terminate the private plan change application (i.e. reject the private plan change application for processing).

Any decision of the Council, including one which considers the application ‘wholly’ or ‘in part’ can be appealed by the applicant to the Environment Court in terms of Schedule 1, Clause 27 of the RMA. Therefore, the four options must be considered and analysed against the information received from the applicant and the legal requirements of the RMA.

## Options

The four options to be considered are set out as follows:

### Option 1

‘**Adopt**’ the request, or part of the request, as if it were a proposed plan change made by the Council itself – under Schedule 1, Clause 25(2)(a) of the RMA.

Council can decide to adopt the private plan change request, and process it, as though it were a Council initiated plan change. A decision to adopt the plan change triggers the process set out in Part 1 of Schedule 1, which would then require the Council to consult as required in clauses 3 to 3C of Part 1. Following the required consultation, the Council would then need to notify the proposed plan change for submissions from the public and hold a public hearing.

The applicant has not requested the Council to adopt the Private Plan Change. It is also important to note that if Council were to adopt the plan change, the Council (and therefore the wider community) also become responsible for paying for the full or part cost of the plan change request (depending on whether it is adopted in part or in full). As noted previously it would be unusual practice for Council to adopt the private plan change in part.

Regarding costs, it is difficult to provide an estimate of costs at this stage of the entire process because there are many variables which dictate costs, but the estimate would be in the ‘hundreds of thousands of dollars’, including any appeals to the Environment Court.

For the above reasons, it is not recommended that the Council adopts the private plan change either in full or in part.

### Option 2

‘**Accept**’ the private plan change request for processing under Schedule 1, Clause 25(2)(b) of the RMA and proceed to publicly notify the request under Clause 26 of the RMA.

If the Council accepts the request, it must then proceed to publicly notify the request for submissions from the public. After the submission period closes, Council needs to hold a public hearing to consider any submissions received and a decision would then generally be made by the Council in relation to the request in accordance with Schedule 1 of the RMA, unless the functions and powers are delegated to the hearing Commissioners. Importantly, all costs associated with the request (including

notification and any hearing held) would lie with the applicant instead of Council (and therefore not the wider community).

**This is the recommended option** and is the option sought by the applicant.

### Option 3

'Reject' the Private Plan Change request - Schedule 1, Clause 25(4), of the RMA.

The Council has the power to reject a Private Plan Change request, in reliance on one of the limited grounds set out in Clause 25(4) the RMA. If the Private Plan Change request is rejected by the Council, the applicant can appeal that decision to the Environment Court.

The grounds for rejection under Clause 25(4) of the RMA are as follows:

- a) the request or part of the request is frivolous or vexatious; or
- b) within the last two years, the substance of the request or part of the request has been considered and given effect to, or rejected by the local authority or the Environment Court; or has been given effect to by regulations made under Section 360A; or
- c) the request or part of the request is not in accordance with sound resource management practice; or
- d) the request or part of the request would make the policy statement or plan inconsistent with Part 5; or
- e) in the case of a proposed change to a policy statement or plan, the policy statement or plan has been operative for less than two years.

The private plan change request contains a comprehensive section 32 evaluation report (**Attachment B**), including an assessment of the objectives and policies, and a sufficiently detailed Assessment of Environmental Effects. The request is also accompanied by a range of specialist assessments in relation to the key matters considered to be material to the request, including transport, three waters, economic, ecology, geotechnical, urban design, and landscape.

The request enables the nature of the private plan change and its effects to be reasonably understood. It is therefore considered that the Council cannot reject the private plan change request on the basis that it is frivolous or vexatious.

This private plan change has not been considered within the last two years, therefore it is considered that the Council cannot reject the request on this matter.

The substance of the private plan change or part of the request, being the rezoning of land, does not relate to section 360A of the RMA (which refers to regulations for amending regional coastal plans pertaining to aquaculture activities). It is therefore recommended that the Council does not reject the request on the basis of this matter.

"Sound resource management practice" is a frequently used term but is not defined in the RMA. Case law indicates that "sound resource management practice" relates to scale of effects and the alignment of any private plan change to Part 2 of the RMA, i.e. - the purpose and principles.

The applicant has considered the available zoning options for the site and concluded that the proposed rezoning of rural land along with the introduction of new provisions including a precinct overlay will result in a mixed-use development. It is anticipated that the proposed private plan change will positively contribute to the existing business and residential zones included in the Operative District Plan, while maintaining the existing character and amenity of the area, and appropriately managing any potential effects associated with servicing future development of the application area.

Various specialist reports support the private plan change and while the private plan change need to be assessed through the public submission and hearing processes, the scope and extent of the changes sought do not, in themselves, threaten the purpose and principles of the RMA.

Staff have reviewed the applicant's planning and specialist reports and taken the purpose and principles of the RMA into account. Therefore, the private plan change is considered to be in



accordance with sound resource management practice.

Staff therefore recommend that the Council does not reject the private plan change on the basis that it is contrary to sound resource management practice.

The private plan change request will not make the Operative District Plan inconsistent with Part 5 of the RMA, which sets out the role and purpose of planning documents created under the RMA including those documents that assist a local authority in giving effect to the sustainable management purposes of the RMA.

It is therefore recommended that the Council does not reject the private plan change on the basis that the substance of the request would make the Operative District Plan inconsistent with Part 5 of the RMA. The Operative District Plan provisions relevant to the private plan change were made Operative in 2013. The provisions have therefore been operative for more than two years, and it is recommended that the Council not reject the Private Plan Change request on this basis.

With all grounds considered, it is **not** recommended to reject the private plan change request.

#### **Option 4**

The council has the option to decide to deal with the private plan change request as if it were an application for a resource consent under Schedule 1 clause 25(3) of the RMA. However, in this case, the private plan change request seeks to rezone the whole area of land to achieve an integrated development.

It is considered that the most appropriate process for achieving rezoning for this site and subsequent development is through a plan change process. Additionally, the applicants have specifically requested a private plan change (as opposed to a resource consent/subdivision process).

Staff therefore **do not** recommend that the Council deals with the request as if it were an application for a resource consent.

#### **Summary of Options**

Staff have provided an assessment of all 4 options. The recommended option is option 2 – to **accept** the Private Plan Change under Clause 25(2)(b) of Schedule 1 of the RMA, which would mean that the private plan change request can continue to be processed and public notification of the application can proceed on 25 July 2023.

#### **Policy and planning implications**

‘Accepting’ the private plan change for processing in accordance with Schedule 1 of the RMA will mean that the application can proceed to public notification, followed by a public hearing.

All factors (including public submissions and further submissions) will be considered by a Hearings Panel before Council makes its final decision on the application, dependent on the delegation which will be submitted to Council when appointing the Commissioners.

#### **Financial implications**

Private plan change requests that are ‘accepted’ by Council are processed with the ability to recover all costs from the applicant up to the Council’s final decision, excluding any appeals to the Environment Court.

#### **Risks and mitigations**

If Council chooses to reject the private plan change or to treat it as a resource consent application, the applicant may appeal this decision to the Environment Court. This could lead to reputational risk for Council as well as unanticipated financial costs.

#### **Impacts on Māori**

The applicant has contracted the development of a cultural assessment which has been compiled

by Te Uri o Hau as a full Cultural Impact Assessment (CIA). The applicant has also had six months of discussions with the Iwi about the development of this CIA and has therefore fulfilled its consultation role. This includes recommendations such as ongoing consultation with mana whenua. The CIA will form part of the notification material when the private plan change is publicly notified.

Other iwi/hapu will have the opportunity to provide submissions when the private plan change is notified.

## Significance and engagement | Hirahira me ngā whakapāpā

The decisions or matters of this report are considered to have a low degree of significance in accordance with Council's Significance and Engagement Policy. The RMA does not provide for public consultation in the Schedule 1, Clause 25 decision (as this is a Council only decision). Therefore, no feedback is required, and the public will be informed of Council's decision via the publication of the agenda and minutes of this meeting on the website and through other channels if appropriate.

Formal public consultation will be required after the Council has made this RMA Schedule 1, Clause 25 decision, and the public will have the ability to provide submissions on the private plan change proposal.

## Next steps | E whaiake nei

The private plan change must be notified within four months of being accepted under Schedule 1, Clause 25 of the RMA. It is recommended to commence public notification from 25 July 2023.

The private plan change application will then work its way through the Schedule 1 process, which will include opportunities for the public to make submissions and attend a hearing.

## Attachments | Ngā tapiritanga

	Title
A	Locality and zoning map
B	Private Plan Change 83 The Rise – Section 32 Evaluation Report



ABOVE FIG. 2-16: The District plan map for the Site (outlined in red) and its immediate context.



## Mangawhai North Concept Plan

**DRAFT 09-09-2022**



Figure 5-1: Concept Plan





# Private Plan Change Request

Rezone The Rise/Cove Road Residential Zone and  
Precinct.

The Rise/Cove Road Mangawhai

Assessment of Effects and Section 32 Evaluation Report

18 November 2022

**B&A**

Urban & Environmental

Prepared for:  
The Rise Limited

B&A Reference:

WNG18646

Status:

Final Revision

Date:

18 November 2022

Prepared by:



**Melissa McGrath**

Senior Associate, Barker & Associates Limited

Reviewed by:



**Alisa Neal**

Associate, Barker & Associates Limited

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- Appendix 1: List of Records of Title
- Appendix 2: Proposed Zoning Plan and Proposed Cove Road North Precinct Plan
- Appendix 3: Land Development Report (JAS Civil Ltd)
- Appendix 4: Integrated Transport Assessment (Engineering Outcomes Ltd)
- Appendix 5: Geotechnical Statement (Wiley Geotechnical)
- Appendix 6: Ecological Assessment Report (Wild Ecology Ltd)
- Appendix 7: Urban Design Assessment (Urbanismplus Ltd)
- Appendix 8: Landscape Report (Simon Cocker Landscape Architecture)
- Appendix 9: Proposed Cove-Road North Precinct provisions and track changes to Residential Zone
- Appendix 10: Evaluation of alternative options to achieve plan change objectives
- Appendix 11: Evaluation of the efficiency and effectiveness of the Residential Zone and proposed amendments

## Abbreviations

List of Abbreviations used in this Report	
Integrated Transport Assessment	ITA
Iwi and Hapū Environmental Management Plans	IMP / HEMP
The Rise Limited	TRL
National Environmental Standards	NES
National Planning Standards	NP Standards
National Policy Statement on Urban Development	NPS-UD
Northland Regional Policy Statement	RPS
Northland Regional Plan (Appeals Version)	PRP
Operative Kaipara District Plan	ODP
Resource Management Act 1991	RMA
Section 32 of the RMA	S32
Kaipara District Council	KDC

## The Applicant and Property Details

---

<b>To</b>	Kaipara District Council
<b>Attention</b>	Michael Day
<b>Applicant's Name</b>	The Rise Limited
<b>Address for Service</b>	Barker & Associates Ltd PO Box 37 Whangarei 0140 Attention: Melissa McGrath Email: <a href="mailto:melissam@barker.co.nz">melissam@barker.co.nz</a>
<b>Legal Description</b>	Various - Refer to Records of Title list as Appendix 1
<b>Plan Change Area</b>	56.9 hectares
<b>District Plan Zoning</b>	Residential Zone Harbour Overlay Indicative Growth Area – Mangawahi Structure Plan Policy Area – Rural Residential Indicative Area – Greater Growth Area Catchment
<b>Brief Description of Proposal</b>	Private Plan Change request to rezone 56.9 hectares of land at Cove Road, Mangawahi to Residential Zone with a precinct to protect ecological features, promote high quality urban design, ensure a safe transport network and enhance landscape and amenity.

## 1.0 Executive Summary

---

The Rise Limited (**TRL**) are applying for a Private Plan Change (**the plan change**) to the Kaipara District Plan (**ODP**) to rezone and modify planning provisions on 56.9 hectares of land at The Rise/Cove Road, Mangawhai. The purpose of the plan change is to rezone the location to a Residential Zone. The key features of the plan change are:

- Rezone 56.9ha of land at Cove Road, Mangawhai from Rural Zone with Harbour Overlay to Residential Zone, including consequential amendments to the ODP Maps;
- The creation of a precinct (Cove Road North Precinct) over top of the Residentially Zoned land with core provisions that to protect ecological features, promote high quality urban design, ensure a safe transport network and enhance landscape and amenity; and
- Any necessary consequential amendments to the ODP provisions.

Pre application meetings have been held with Council staff prior to the lodgement of the plan change. Consultation is also being undertaken with a number of stakeholders including mana whenua and other landowners within area on an ongoing basis. Feedback from Council and stakeholders have informed the development of the approach and provisions of the plan change.

This report details the comprehensive evaluation in accordance with section 32 of the Resource Management Act 1991 (**RMA**) that has been undertaken to confirm the appropriateness of the plan change. The proposed provisions have been detailed and compared against viable alternatives in terms of their costs, benefits, efficiency and effectiveness and risk in accordance with the relevant clauses of section 32.

Overall, it is considered that the proposed provisions represent the most efficient and effective means of achieving the sustainable management purpose of the RMA, objectives of other higher order planning documents and the relevant objectives of the ODP.

## 2.0 Introduction

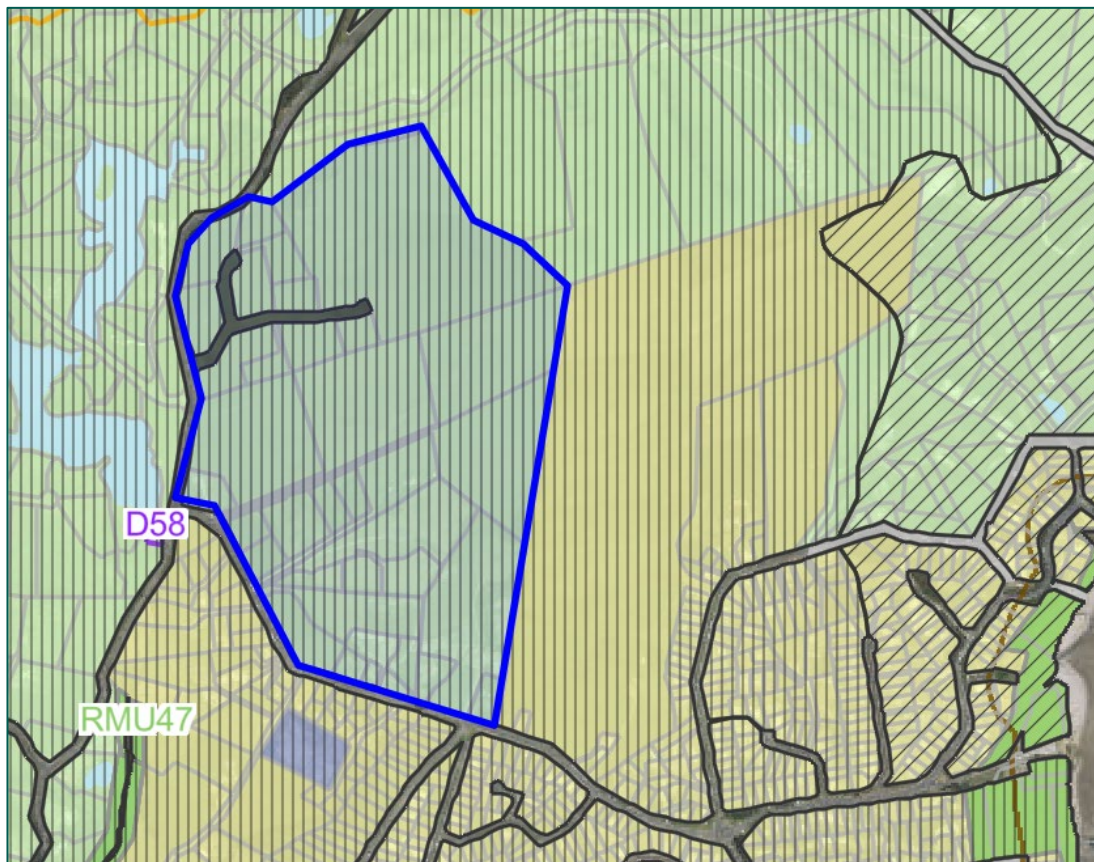
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### 2.1 Background

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The Rise Limited (TRL) is a major landowner of land currently zoned as Rural Zone within the operative Kaipara District Plan (ODP). TRL envisages that the proposed plan change will provide viable and sustainable residential development which integrates with surrounding residential uses and provides residential capacity and growth opportunities within Mangawhai.

The land subject to this application is defined on the zoning plan provided in support of the Plan Change (**Appendix 2**). **Figure 1** below illustrates the ODP zoning and identified plan change area:



**Figure 1: Zoning plan.**

### 2.2 Pre-application meetings

---

Two pre-application meetings were held with KDC staff. At the first pre-application meeting on 25 November 2021, the concept of the plan change was generally discussed with Council Policy Staff. This included a discussion regarding the status quo of the ODP and the potential zoning under the impending draft District Plan.

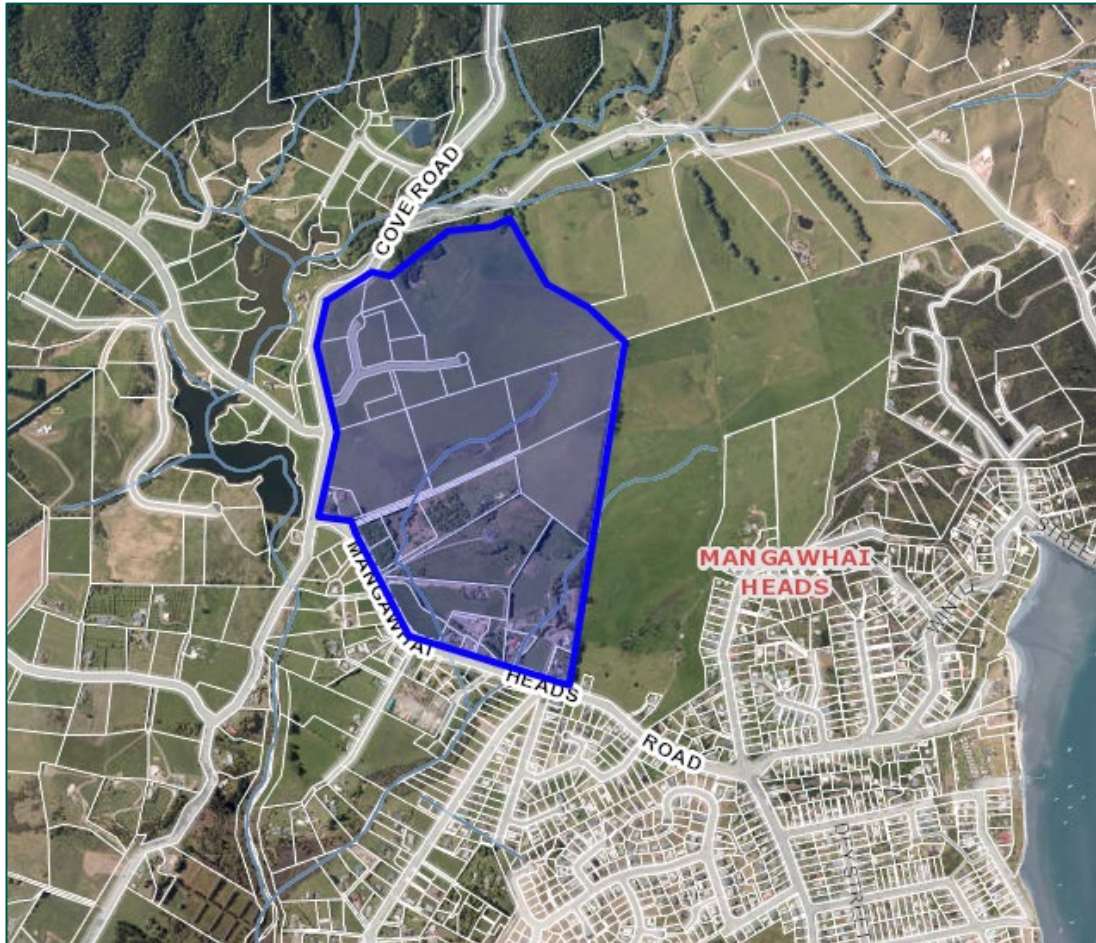
A second pre-application meeting was held on 11 April 2022 with Council Infrastructure Staff, where the capacity of Council reticulated services was discussed.

These discussions have informed the final provisions and details of the private plan change application as lodged.

## 3.0 Plan Change Location and Description

### 3.1 Site Description

The area for the plan change comprises 56.9 hectares of land located at Cove Road, Mangawhai approximately 1.8km north east of the commercial area of Mangawhai heads. See **Figure 2** below.



**Figure 2: Aerial photograph of the plan change area (Source: Emaps).**

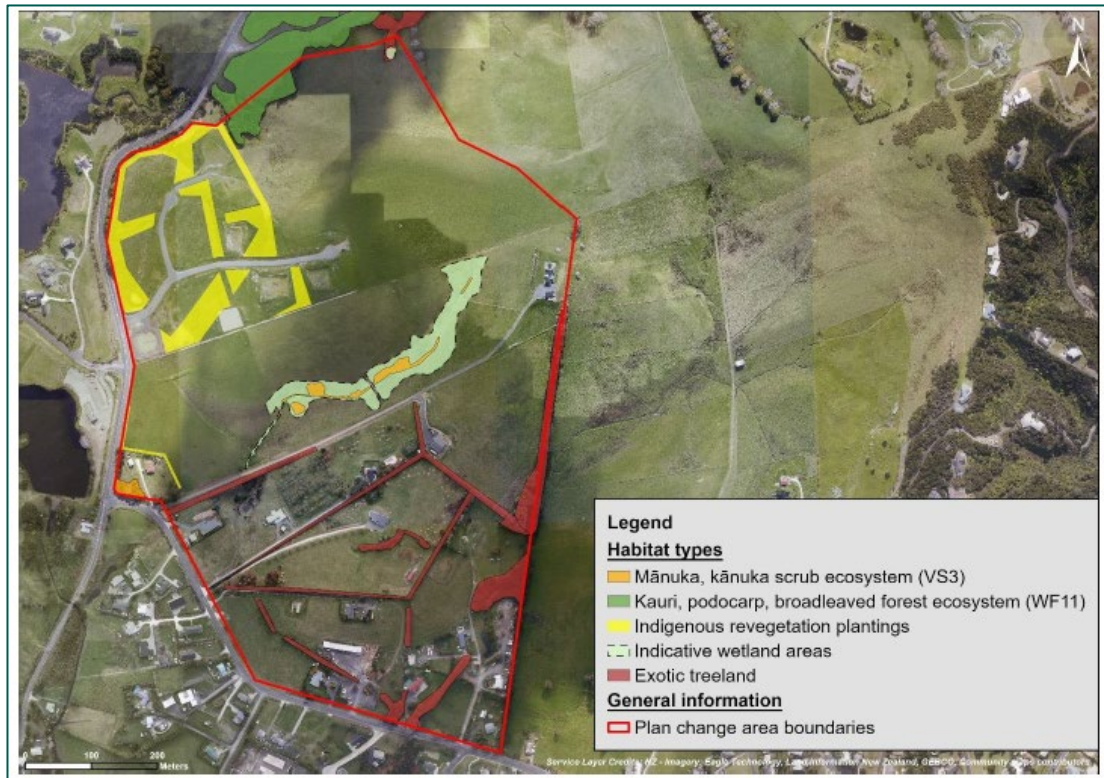
The plan change area is located towards the northern end of the existing residential zoning north of Mangawhai Heads Road, and follows the existing residential development along the eastern edge of Cove Road. The area is undulating, comprised of a range of valleys extending to flatter topography adjacent to Mangawhai Heads Road. The plan change area is bounded by Mangawhai Heads Road forming the southern boundary and Cove Road forming the western boundary; the existing Residential Zone boundary forms the eastern boundary, being the cadastral boundary of existing allotments, which gain access from Pigeonwood Place form the northern boundary.

Numerous smaller allotments have been included in the plan change area, which have existing vehicle crossings onto both Cove Road and Mangawhai Heads Road. Access to the larger vacant portions of the plan change area is obtained via Pigeonwood Rise. Residential dwellings and accessory buildings are located within the smaller allotments to be rezoned.

The plan change area is primarily dominated by exotic pasture, the exception is an area of regenerating bush extending along the site’s northern boundary (subject to an existing

conservation covenant), and some small, scattered areas of indigenous vegetation extending primarily along the central aspect of the site.

Isolated areas identified as ‘indicative wetland areas’, are also located within the central part of the site. These are of moderate ecological value in the context of the site location on the residential fringes of Mangawhai. Aquatic habitats within the PPC area boundaries generally drain through exotic pasture within the northern and central aspects of the site and through built-up residential areas along the southern aspect. The terrestrial and aquatic habitats within the site are detailed in Figure 3 below.



**Figure 3: Terrestrial and aquatic habitats within the proposed Cove Road North Precinct (Source: Wild Ecology, Ecological Assessment).**

### 3.2 Surrounding Locality

Mangawhai Heads commercial area is located approximately 1.8km south east of the plan change area, providing convenience-based retail services. Including a supermarket, medical centre and pharmacy, as well as financial, real estate and food and beverage services. Immediately to the south of the area is predominantly residential in nature being dominated by residential dwellings, and larger residential lifestyle development which extends to the west of the plan change area. The surrounds immediately to the north predominantly rural lifestyle in nature dominated by large rural holdings.

The Mangawhai Activity Zone public recreation area is located approximately 2.8km south of the plan change area. Mangawhai Beach Primary school is located approximately 6km south of the Site, within the Mangawhai Residential zone, while secondary education includes Rodney College, approximately 36km to the south.

With regards to the surrounding roading network, Cove Road provides a north south link to Mangawhai from state highway 1, intersecting at Waipu in the north and Kaiwaka or Wellsford in the south.

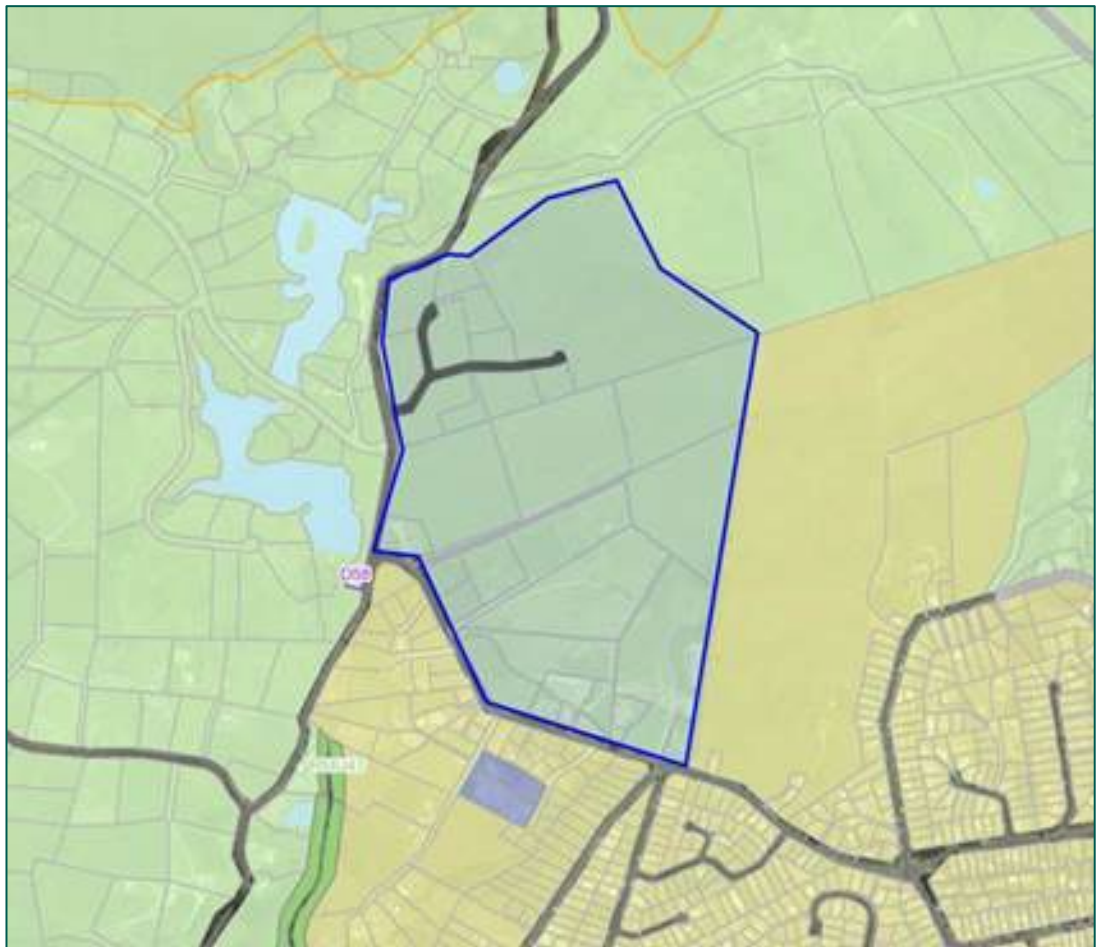
## 4.0 Planning Context

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### 4.1 Operative Kaipara District Plan

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The plan change area is zoned Rural Zone in the ODP and is subject to the Mangawhai Harbour and the Indicative Growth Area - Greater Growth Area Catchment Overlay see **Figure 4** below. Land to the east and south are zoned Residential Zone, and land to the west and north is situated within the Rural Zone.



**Figure 4: ODP Zone Map (Source: KDC Website – ODP Eplan).**

### 4.2 Regional Policy Statement and Proposed Regional Plan

---

The plan change area does not contain any Outstanding Natural Landscapes or Features, or areas of High or Outstanding Natural Character, however, the Outstanding Natural Landscapes named *Sentinel Rock Coast (ID: ONL 19)*, *Bream Tail Coast (ID: ONL 18)* and *Bream Tail – Brynderwyn Ranges (ID: ONL 14)* are located in close proximity to the north and east of the site.



The plan change area is not located within the Coastal Environment as identified within the Regional Policy Statement for Northland (RPS). Further, the site does not contain any Heritage Features, known Sites of Cultural Significance to Māori and is not located within any Statutory Acknowledgement areas.

The plan change area is classified as class 4s4 and 4e5 Land Use Classification (LUC) and is not classed as highly productive land. Figure 5 below includes a map showing the Land Use Capacity.

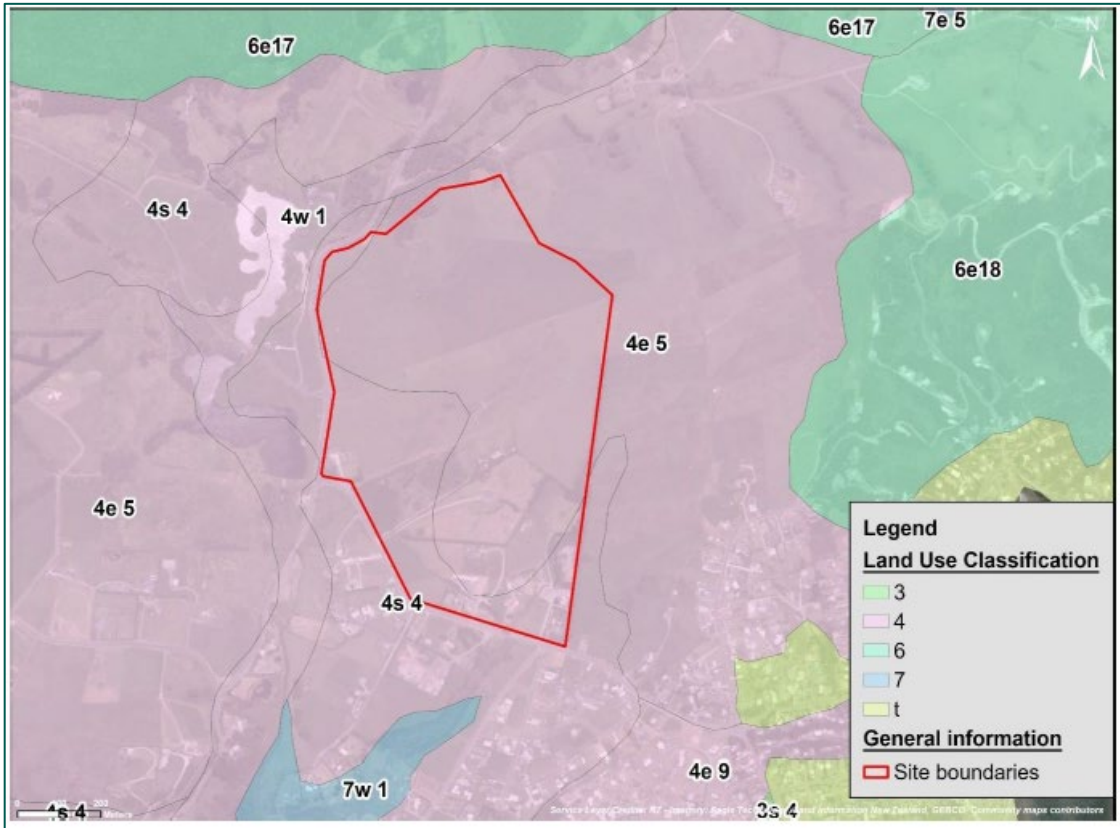


Figure 5: Map showing land use capability (Source: NZLRI).

With regards to the Proposed Regional Plan (PRP), the site is subject to a number of resource overlays, including:

- Groundwater Management Unit: Coastal Aquifer;
- River Water Quantity Management Units: Coastal river; and
- Lowland Country area.

An assessment of these resource features with regards to the plan change is provided within section 7 of this report below.

## 5.0 Description of the Plan Change Request

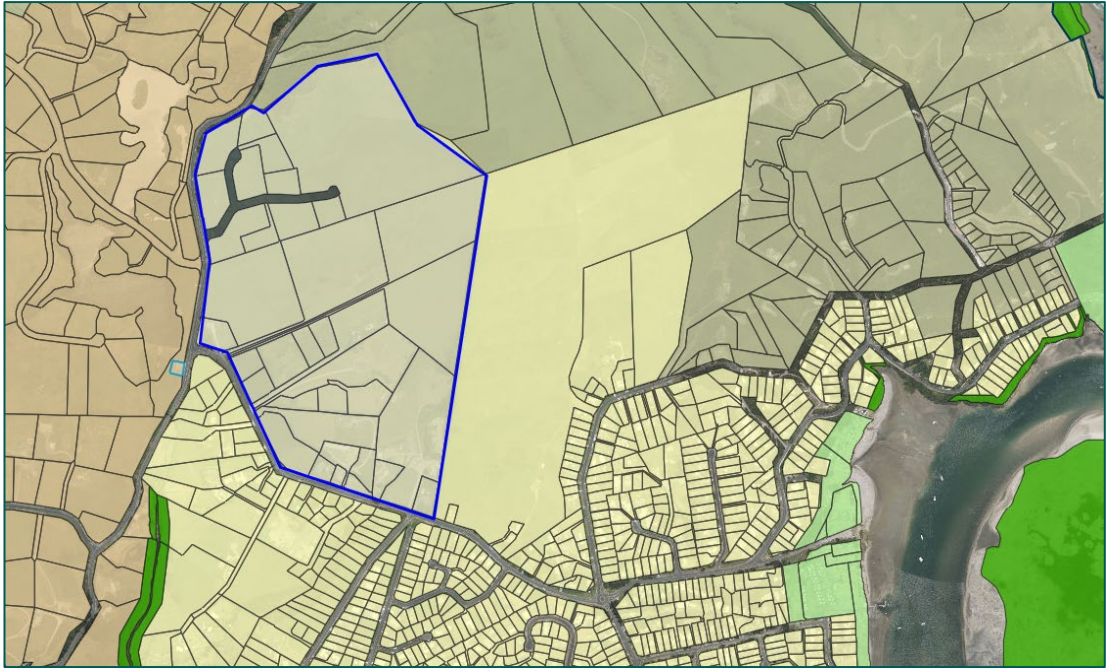
### 5.1 Description of the Proposal

The plan change seeks to rezone the plan change area to the Residential Zone and introduce a precinct (Cove Road North Precinct) that will apply across the plan change area.

It is proposed to apply the Cove Road North Precinct to the plan change area with a suite of objectives, policies, and rules that will guide development, provisions are detailed in **Appendix 9**.

### 5.1.1 Relationship with KDC Draft Plan

Council has released its Draft District Plan for feedback. The Draft District Plan, zoned the northern portion of Mangawahi Low Density Residential Zone (**LRZ**), with no overlays. This is detailed in Figure 6 below. The draft LRZ promotes a residential rezoning of the proposed plan change area, with a minimum density and lot size of 750m<sup>2</sup> of net site area.



**Figure 6: Extract from Draft Kaipara District Plan (Source Kaipara District Council).**

The Draft District Plan has no legal weight, and while it is recognised that Council is planning to progress to a Proposed District Plan, there is no guarantee of this being adopted for formal notification.

The plan change has been proposed to blend into the ODP, recognising that the precinct will be accommodated into any future Proposed District Plan.

## 5.2 Purpose and Reasons for the Plan Change

Clause 22(1) of the RMA requires that a plan change request explains the purpose of, and reasons for the proposed plan change.

The purpose of the plan change is to deliver viable and sustainable residential zoning. The plan change also seeks to apply a precinct to the plan change area to provide for future residential development.

The reason for this plan change is that the Applicant, who is a major landowner of the plan change area, intends to develop the site in a manner consistent with the proposed land use pattern. Technical assessments have demonstrated that the current rural zoning is not the most appropriate zoning of the site.

This report provides an assessment of effects of the plan change and an evaluation of the plan change prepared in accordance with Section 32 (S32) of the RMA. Supporting expert assessment reports are appended to the report. The evaluation of plan change concludes that these amendments are the most appropriate way to achieve the purpose of the RMA.

Wherever possible, consistency with the structure of the ODP under the National Planning Standards (NP Standards).

### 5.3 Accepting the Plan Change Request (Clause 25)

---

The Council has discretion to accept or reject a plan change request in accordance with Clause 25 of Schedule 1 of the RMA, subject to the matters set out in Clause 25(4)(a)-(e). Given that the ODP has now been operative for more than two years, the Council is able to reject the plan change request only on the following grounds:

- The plan change request is frivolous or vexatious (clause 25(4)(a));
- The plan change request is not in accordance with sound resource management practice (clause 25(4)(c));
- The plan change request would make the plan inconsistent with Part 5 - Standards, Policy Statements and Plans (clause 25(4)(d)).

In relation to (a), considerable technical analysis has been undertaken to inform the plan change, which is detailed in the report below. For this reason, the proposal cannot be described as frivolous or vexatious.

‘Sound resource management practice’ is not a defined term under the RMA, however, previous case law suggests that the timing and substance of the plan change are relevant considerations. This requires detailed and nuanced analysis of the proposal that recognises the context of the plan change area and its specific planning issues.

In this context, the plan change is considered to be in accordance with sound resource management practice as it is generally in accordance with the Mangawhai Structure Plan and is consistent with the more recent Mangawahi Spatial Plan. It is also consistent with the higher order policy framework of the ODP.

The proposed zoning and precinct provisions seek to enable residential development whilst protecting ecological features, enhancing residential amenity and character, ensuring a safe transport network and maintaining landscape values. Furthermore, all necessary statutory requirements have been met, including an evaluation in accordance with S32 of the RMA with supporting evidence.

In relation to (c), the plan change is considered to be consistent with the sustainable management purpose of the RMA as detailed throughout this report.

On this basis, the merits of the proposal should be allowed to be considered through the standard Schedule 1 process.

## 6.0 Policy Framework

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### 6.1 National policy documents

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The following national policy documents prepared under the RMA are considered relevant to this application:

- National Policy Statement on Urban Development;
- National Policy Statement for Freshwater Management; and
- National Policy Statement for Highly Productive Land.

#### 6.1.1 Proposed National Policy Statement on Urban Development

The National Policy Statement on Urban Development 2020 (**NPS-UD**) recognises the national significance of:

- Having **well-functioning urban environments** that enable all **people and communities** to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future; and
- Providing sufficient development capacity to meet the **different needs of people and communities**.

This is about ensuring New Zealand’s towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities. It removes overly restrictive barriers to development to allow growth ‘up’ and ‘out’ in locations that have good access to existing services, public transport networks and infrastructure.

The NPS-UD is specifically designed to improve the responsiveness and competitiveness of land and development markets. In particular, it requires local authorities to open up more development capacity, so more homes can be built in response to demand. The NPS-UD provides direction to make sure capacity is provided in accessible places, helping New Zealanders build homes in the places they want – close to jobs, community services, public transport, and other amenities our communities enjoy.

The NPS-UD applies to all local authorities that have all or part of an “urban environment” within their district and applies to planning decisions by any local authority that affect an “urban environment.” The NPS-UD does not specifically list Tier 3 local authorities, relying upon the definition of urban environment<sup>1</sup> to determine whether or not the NPS-UD applies. Applying a conservative approach, Mangawhai could be considered to fall within the definition of urban environment<sup>2</sup>.

---

<sup>1</sup> Urban environment - means any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that: is, or is intended to be, predominantly urban in character; and is, or is intended to be, part of a housing and labour market of at least 10,000 people.

<sup>2</sup> See Paragraph 57 of the Commissioners Recommendation Report, dated 12 March 2021.

<https://pub-kaipara.escribemeetings.com/filestream.ashx?DocumentId=3434>.

For completeness, the NPS-UD objectives, policies and outcomes relevant to Tier 3 local authority include:

- **Objective 1 and Policy 1** – New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future. Planning decisions need to directly contribute to delivering this concept of well-functioning urban environments, which at a minimum, have or enable a variety of homes that: (i) meet the needs, in terms of type, price, and location, of different households; (ii) have or enable a variety of sites that are suitable for different business sections; (iii) **have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport.**
- **Objective 3 and Policy 5** – Regional policy statements and district plans apply to urban environments, heights and density of urban form **which is commensurate to the level of accessibility by existing or planned active or public transport to a range of commercial and community services, or relative demand for housing and business use in the location.**

**Table 1: NPS-UD Policy Assessment**

NPS-UD Policy	Comment
<p><i>Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum: have or enable a variety of homes that: (i) meet the needs, in terms of type, price, and location, of different households; and (ii) enable Māori to express their cultural traditions and norms; and have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and support reductions in greenhouse gas emissions; and are resilient to the likely current and future effects of climate change.</i></p>	<p>The plan change provides for a variety of residential densities, located in proximity to existing community facilities and the central business area of Mangawhai. The plan change will enable the integration with the existing residential built environment to the south and future residential development to the east.</p> <p>The proposed precinct provisions will ensure protection of the ecological features within the plan change area and the plan change area is within walking distance of the Mangawhai surf club and Mangawhai heads beach.</p> <p>The proposal has been prepared giving careful consideration to climate change. The subject site is free of natural hazard risk being well setback from the coastal environment. Development will be required to comply with the Council Environmental Engineering Standards to ensure adequate management of stormwater.</p> <p>The plan change will enable the ability to establish a range of housing typologies with significant opportunities to incorporate</p>

	<p>sustainable design measures to support climate resilience. For example, water efficiency measures that promote water reuse and smart attenuation and energy efficiencies through positive solar access (via proposed layout of the residential component of the site).</p>
<p><i>Policy 2: Tier 1, 2, and 3 local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term.</i></p>	<p>The plan change will provide capacity for residential development, contributing to the capacity of Mangawhai to meet housing demand.</p>
<p><i>Policy 5: Regional policy statements and district plans applying to tier 2 and 3 urban environments enable heights and density of urban form commensurate with the greater of: the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or relative demand for housing and business use in that location.</i></p>	<p>The plan change will enable heights and density of residential development appropriate to meet the demand for development within Mangawhai, recognising the limited public transport but close proximity to commercial activities and community services from the site.</p>
<p><i>Policy 6: When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters: (a) the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement; (b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes: (i) may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and (ii) are not, of themselves, an adverse effect; (c) the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1); (d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or</i></p>	<p>It is considered that this plan change will be consistent with the planned urban built form anticipated for Mangawhai giving effect to the Mangawhai Spatial Plan and the Mangawhai Structure Plan.</p> <p>The plan change is supported by an Urban Design Assessment which has considered the suitability the area for residential zoning, and recommended particular outcomes to ensure a well-functioning urban environment is created.</p> <p>As detailed further in this assessment the plan change will enable the creation of a well-functioning urban environment.</p>

<p><i>realise development capacity; € the likely current and future effects of climate change.</i></p>	
<p><i>Policy 8: Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well functioning urban environments, even if the development capacity is: unanticipated by RMA planning documents; or out-of-sequence with planned land release.</i></p>	<p>It is acknowledged that this plan change application seeks to bring forward residential zoning ahead of Council’s Draft District Plan, however the residential zoning is anticipated in the Mangawhai Spatial Plan. It is considered that this plan change application will add significant residential development capacity to Mangawhai. As such, Council should be responsive.</p>
<p><i>Policy 9: Local authorities, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, must: involve hapū and iwi in the preparation of RMA planning documents and any FDSs by undertaking effective consultation that is early, meaningful and, as far as practicable, in accordance with tikanga Māori; and when preparing RMA planning documents and FDSs, take into account the values and aspirations of hapū and iwi for urban development; and provide opportunities in appropriate circumstances for Māori involvement in decision-making on resource consents, designations, heritage orders, and water conservation orders, including in relation to sites of significance to Māori and issues of cultural significance; and operate in a way that is consistent with iwi participation legislation.</i></p>	<p>The applicant is underway with preliminary consultation with hapū, and the assessment has considered all relevant hapū management plans, statutory acknowledgements within this assessment. It is considered that this plan change application has taken into account the principles of the Treaty of Waitangi.</p>

### 6.1.2 National Policy Statement for Freshwater Management

The fundamental concept of the National Policy Statement for Freshwater Management (NPS-FM) is “Te Mana o te Wai” the fundamental importance of water and recognises that protecting the health of freshwater protects the health and well-being of the wider environment. It protects the mauri of the wai. Te Mana o te Wai is about restoring and preserving the balance between the water, the wider environment, and the community. The only objective of the NPS-FM is:

#### 2.1 Objective

(1) *The objective of this National Policy Statement is to ensure that natural and physical resources are managed in a way that prioritises:*

(a) *first, the health and well-being of water bodies and freshwater ecosystems*

(b) *second, the health needs of people (such as drinking water)*

*(c) third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.*

Policies of the NPS-FM focuses upon the management of freshwater in an integrated way to ensure that the health and well-being of water bodies and freshwater ecosystems is maintained and improved.

The plan change area contains a number of wetlands, intermittent and permanent streams located along the southern and eastern boundary of the proposed Residential Zone as confirmed by the Ecological Assessment prepared by Wild Ecology Limited (**Appendix 6**). Therefore, policies 3 and 6 are considered to be particularly relevant to the plan change.

To give effect to the NPS-FW, proposed objective 1, policy 4, and rule 13.13X “Cove Road North Precinct Subdivision”, have been included within the proposed Cove Road North Precinct to provide integrated management of future development within the proposed Residential Zone to ensure that the wetlands are protected and enhanced. Wild Ecology Limited have confirmed that the proposed precinct provisions are sufficient and appropriate to give effect to the NPS-FW.

For these reasons, it is considered that the plan change is consistent with the relevant NPS-FM policies and achieves objective 1.

### 6.1.3 National Policy Statement for Highly Productive Land

Purpose of the National Policy Statement for Highly Productive Land (**NPS-HPL**) is to protect highly productive land for the use in land-based primary production, both for now and for future generations. Part 3 of the NPS-HPL details the implementation, 3.4 requires regional council to map land as highly productive which is in a general rural zone or rural production zone and is predominantly LUC 1, 2 or 3 land, and forms a large and geographically cohesive area. Until such time as a RPS containing highly productive land maps is operative each territorial authority must apply the NPS-HPL as if references to highly productive land were references to land that:

- (a) *Is*
  - (i) *Zoned general rural or rural production; and*
  - (ii) *LUC 1, 2 or 3 land; but*
- Is not:*
  - (i) *Identified for future urban development; or*
  - (ii) *Subject to a Council initiated, or an adopted, notified plan change to rezone it from general rural or rural production to urban or rural lifestyle.*

The plan change area is zoned rural zone in the ODP, but is not classed as LUC 1, 2 or 3 land. The site is identified in both the Mangawhai Structure Plan and Mangawhai Spatial Plan for future urban development. Therefore, it is considered that the plan change area is not highly productive land under the NPS-HPL.

## 6.2 National Planning Standards

The National Planning Standards (**NP Standards**) came into effect on 5 April 2019. These are established under s58B – J of the RMA. The purpose of the NP Standards is to improve consistency in plan and policy statement structure, format and content throughout the country. These codify



the structure, mapping, definitions and noise/vibration metrics of District, Regional and Unitary Plans.

The ODP was not prepared under the NP Standards; however, it is acknowledged that the Council has prepared a Draft District Plan seeking to implement the NP Standards.

Mandatory direction 12 of the NP Standards specify when a type of spatial layer should be utilised, options have been considered further in s32 evaluation refer to **Appendix 11**. It is considered that a precinct is the most appropriate spatial layer to utilise as it will apply additional place-based provisions which refine urban design, landscape features, protection of ecological features and open space within the plan change area.

In accordance with mandatory direction 8 of the NP Standards, it is considered that a Special Purpose Zone is not appropriate for this private plan change as the proposed land use activities and anticipated outcomes do not meet the specified criteria:

- *Mandatory direction 8.3a. Significant to the district, region or country:*

The proposed private plan change will provide additional residential capacity within Mangawhai, however, the rezoning is not considered to be of a scale that is significant to the district, region or country. The proposed Precinct introduces a level of urban design and connectivity, and protection of ecological features and maintenance of landscape values beyond that of the ODP Residential Zone however, these provisions are not considered to be significant to the district, region or country.

- *Mandatory direction 8.3b. are impractical to be managed through another zone:*

The proposed private plan change seeks to rezone the site for residential development whilst creating urban design, connectivity and protection of ecological features and open space. These outcomes go beyond that of the ODP Residential Zone, there is not an equivalent zone available within the ODP and is impractical to be achieved via another zone given signalled intention of Council in the Draft District Plan.

- *Mandatory direction 8.3c. are impractical to be managed through a combination of spatial layers:*

The proposed private plan change seeks to rezone the site for residential development whilst creating a high level of urban design, connectivity and protection of open space, it is practical to manage this via the ODP residential zone and proposed Precinct.

The plan change recommends consequential amendments to the provisions of the ODP to reflect an efficient and user-friendly set of provisions, and the insertion of a bespoke Cove Road North Precinct with provisions that are consistent with the ODP structure.

It is acknowledged that the NP standards require implementation of mandatory district plan structure and standard definitions, however, this plan change does not propose to implement NP standards definitions to ensure consistency with the ODP, avoiding complicated dual definitions applying to the proposed Precinct.

Overall, it is considered that the proposed private plan change provisions appropriately take into account and are consistent with the gazetted NP Standards.

## 6.3 National Environmental Standards

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National Environmental Standards (**NES**) are regulations issued under the RMA. They prescribe technical standards, methods and other requirements for environmental matters. Section 44A of the RMA requires local authorities to recognise NES and Section 44A requires local authorities give effect to the NES in their plans. There are currently nine National Environmental Standards:

- National Environmental Standards for Air Quality 2004;
- National Environmental Standards for Sources of Human Drinking Water 2007;
- National Environmental Standards for Telecommunication Facilities 2016;
- National Environmental Standards for Electricity Transmission Activities 2009;
- National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011;
- National Environmental Standards for Plantation Forestry 2017;
- National Environmental Standards for Fresh Water 2020;
- National Environmental Standards for Marine Aquaculture 2020; and
- National Environmental Standards for Storing Tyres Outdoors 2021.

In accordance with Section 74 of the RMA, the plan change has been prepared in accordance with the relevant national environmental standards and will not result in any conflict with the provisions of the standards.

## 7.0 Regional Policy Statement and Plans

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### 7.1 Northland Regional Policy Statement

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The Northland Regional Policy Statement (**RPS**) provides broad direction for managing Northland's natural and physical resources. The policies and methods contained in the RPS provide guidance for territorial authorities for plan making.

As stated within section 4 of this report, the site for the plan change is void of any landscape or coastal overlays and natural hazards under the RPS. In addition, the site is not located within any statutory acknowledgement areas. This aside, of particular relevance to the proposed plan change, are the provisions of the RPS pertaining to economic wellbeing, regional form, tangata whenua participation in resource management and water quality.<sup>3</sup>

#### **Economic Wellbeing**

The RPS seeks to sustainably manage Northland's natural and physical resources in a way that is attractive for businesses and investment that will improve the economic wellbeing of Northland

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<sup>3</sup> Objectives: 3.2 Region-wide water quality, 3.5 – Enabling economic wellbeing, 3.6 – Economic activities - reverse sensitivity and sterilization, 3.7 – Regionally significant infrastructure, 3.8 – Efficient and effective infrastructure, 3.11 – Regional form, and 3.12 – Tangata whenua role in decision-making.

Policies: 4.2.1 Improving overall water quality, 5.1.1 – Planned and coordinated development, 5.1.3 – Avoiding the adverse effects of new use(s) and development, 5.2.1 – Managing the use of resources, 5.2.2 – Future-proofing infrastructure, 6.1.1 – Regional and district plans, 8.1.1 – Tangata whenua participation 8.1.2 – The regional and district council statutory responsibilities.

and its communities. The plan change seeks to rezone the site from Rural to Residential Zone increasing the residential development opportunities within Mangawhai, which intern will enable population growth to improve the economic wellbeing of the Kaipara District, Northland and its communities.

### **Regional Form**

The RPS requires subdivision, use and development to be located, designed and built in a planned and coordinated manner, as well as being well-integrated with transport and three waters infrastructure. The plan change has been designed in accordance with these provisions as follows:

- The plan change has been designed in accordance with the Regional Urban Design Guidelines, particularly with regards to encouraging quality urban design within urban environments. The provisions of the plan change encourage future development to recognise and respond to the unique context and cultural identity of the locality, while offering a choice in urban lifestyle, and a range of housing options for residents;
- The plan change area is not located within high classed soils. As such, the plan change does not further materially reduce the potential for soil-based primary production on land containing highly versatile soils;
- The plan change area is bounded on two sides by residential zoning, and site topography accompanied with proposed setback provisions will ensure reverse sensitivity is appropriately managed on major transport corridors and adjoining land uses; and
- Changes in sense of place and character are consistent with the Mangawahi Spatial Plan and the Residential Zone of the ODP.

Overall, the proposal represents an efficient use of resources and will result in a consolidated, high-quality urban centre that is well serviced by existing infrastructure.

### **Tangata Whenua Participation**

TRL recognises the role of Te Uri o Hau as kaitiaki within the Mangawahi area and accordingly, is underway with pre-liminary consultation. It is noted that Te Uri o Hau will provide further inputs during the plan change process if deemed necessary.

### **Water Quality**

The RPS seeks to improve the overall quality of Northland's water resources by, establishing freshwater objectives, reducing loads of sediment, nutrients and faecal matter to water and promoting and supporting the active management, enhancement and creation of vegetated riparian margins and wetlands. The plan change area contains a number of wetlands, intermittent and permanent streams located along the southern and eastern boundary of the proposed Residential Zone as confirmed by the Ecological Assessment (**Appendix 6**).

The importance of these natural features has been recognised and the proposed Precinct includes objective 1, policy 4, and rules 13.13X Subdivision and 13.14.5(3) Stormwater which will ensure integrated management of future development within the proposed Residential Zone to ensure that the wetlands and streams are protected and enhanced as an integrated network.

### **RPS Summary**

Overall, the private plan change has been developed with a view of striking an appropriate balance between providing for the efficient residential development of Mangawhai, whilst ensuring that

adverse effects are managed to an acceptable level. The plan change is therefore considered to be consistent with the provisions of the RPS.

## 7.2 Regional Plans

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There are a number of operative Regional Plans for Northland that have been developed under the RMA. These include the Regional Water and Soil Plan, Air Quality Plan and the Coastal Plan. The Proposed Northland Regional Plan (PRP) combines the operative Regional Plans applying to the coastal marine area, land and water and air, into one combined plan. It is considered that the proposed provisions of the private plan change are generally consistent with the PRP.

As stated within section 4.2 of this report, the plan change area is subject to a limited number of regional plan resource mapping overlays, of which largely relate to the impacts of land use activities on water and air quality (such as stock care, mass land disturbance, discharges etc.). Given the site is proposed to accommodate urban development, these overlays will have little to no impact on the plan change. The provisions of the PRP will be addressed at the time of development if and when required.

## 7.3 Kaipara District Plan (Operative 2013)

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The ODP has a number of policy chapters which detail the outcomes expected for the Kaipara District. Relevant objectives and policies are discussed below, noting that the proposed provisions have been considered in accordance with section 32, in section 9 of this report:

### 7.3.1 Chapter 2 District Wide Resource Management Issues

District wide resource management issues objectives and policies seek in summary to:

- (a) to maintain and enhance opportunities for sustainable resource use, to enable economic development and growth;
- (b) to recognise the importance of providing for the relationship of Māori, including their culture and traditions, with their ancestral lands, water, sites, waahi tapu and other taonga;
- (c) to recognise and enhance the amenity of character of the District;
- (d) to protect and enhance historic heritage, ecological and landscape values;
- (e) to provide guidance on areas for long term growth and land use change while recognising the limited resources of Council;
- (f) take a precautionary approach to natural hazards.

It is considered that the plan change will be consistent with these objectives and policies, seeking to provide for residential development within a location that is or is planned to be serviced by reticulated services, adjacent to existing Residential Zone of Mangawhai, without significant areas of historic heritage or landscape, free of natural hazards, and which appropriate protection of ecological natural features via proposed precinct provisions is achieved.

### 7.3.2 Chapter 3 Land Use and Development Strategy

Chapter 3 provides objectives and policies for Council to respond to growth and economic development opportunities. Chapter 3 specifically notes that Council will consider how a private plan change proposal contributes the objectives and policies of this Chapter including, where

relevant, the Structure Plan outcomes contained in Appendix 3.1 to Chapter 3. Chapter 3 links directly to chapter 3A the Mangawhai Structure Plan.

Each of the relevant objectives and policies are evaluated as follows:

**Table 2: ODP Chapter 3 Land Use and Development Strategy – Objectives Assessment**

ODP – Chapter 3 Objective	Comment
<p><i>3.4.1 To encourage and establish an effective and sustainable supply of residential and business land to meet the current and future demands of the Kaipara District and enable the community to provide for their social and economic well-being.</i></p>	<p>The plan change will provide capacity for residential development, contributing to the ability of Mangawhai to meet housing demand.</p> <p>The plan change provides for a variety of residential densities, located in proximity to existing community facilities and the commercial areas of Mangawhai. The proposed precinct provisions enable the integration with the existing residential built environment to the south and east, and will ensure future development is connected pedestrian and cycleway connections creating accessibility for residents.</p>
<p><i>3.4.2 To minimise the ad hoc expansion of residential and business activities in the rural heartland, where such activities have the potential to give rise to adverse environmental effects and issues of reverse sensitivity.</i></p>	<p>It is considered that the plan change will not result:</p> <ul style="list-style-type: none"> <li>a. in ad hoc expansion of residential activities in the rural heartland; and</li> <li>b. in adverse effects on sensitive receiving environments.</li> </ul>
<p><i>3.4.3 To restrict growth of residential and business activities in inappropriate locations where such activities have the potential to give rise to adverse effects on sensitive receiving environments.</i></p>	<p>The plan change seeks to rezone an area of rurally zoned land north-east of Mangawahi Heads Road, directly adjacent to existing residentially zoned land.</p> <p>The plan change will be consistent with the planned urban built form anticipated for Mangawhai giving effect to the Mangawhai Structure Plan and Mangawhai Spatial Plan.</p> <p>The topography of the plan change area combined with proposed precinct provisions (specifically Policy 1 and Rule 13.10.7) will ensure that future residential development will not result in reverse</p>

	sensitivity effects on the rural land to the east.
<i>3.4.4 To ensure emissions, discharges and effects of residential and business development are managed so that adverse effects on the surrounding environment, including existing settlement areas, are comprehensively addressed.</i>	The potential adverse effects of the proposed rezoning have been assessed within this report and supporting technical assessments. It is considered that this application and proposed precinct provisions have comprehensively addressed potential adverse effects.
<i>3.4.5 To provide appropriate infrastructure and servicing in advance of or alongside future residential and business development.</i>	The Land Development Report has assessed the potential infrastructure and servicing demand from the proposed residential zone and future development. This concludes that appropriate infrastructure can be provided at the time of development.
<i>3.4.6 To provide clear direction on the information, planning and management requirements considered to be required to enable future changes in land use within the identified development areas.</i>	It is considered that this application and proposed precinct provisions have comprehensively addressed plan change requirements.
<i>3.4.7 To minimise potential conflicts between natural and physical limitations, including hazards and future residential and business areas.</i>	The potential natural and physical limitations of the plan change area have been considered and addressed via proposed precinct provisions as necessary.

The following policies are considered to be relevant:

**Table 3: ODP Chapter 3 Land Use and Development Strategy – Policies Assessment**

ODP Chapter 3 Policy	Comment
<i>3.5.1 By providing for clear direction and certainty for a range of residential and business land use activities throughout the Kaipara District.</i>	<p>It is considered that the plan change is in accordance with both the Mangawhai Structure Plan and Mangawhai Spatial Plan direction for residential land use activities.</p> <p>The plan change will be consistent with the planned urban built form anticipated for Mangawhai giving effect to the Mangawhai Structure Plan.</p> <p>The proposed provisions are consistent with the ODP residential zone, seeking to implement area specific outcomes to ensure</p>

	connectivity, high level of urban design and protection of ecological features.
<i>3.5.2 By establishing standards for minimum site sizes, for each Zone in the District</i>	The plan change seeks to establish minimum allotment sizes that are considered to be appropriate to enable a range of residential activities. Appropriateness is evaluated further in section 9.
<i>3.5.3 By providing for a diverse range of residential and business opportunities in appropriate locations that enable their effects to be effectively managed.</i>	<p>The plan change provides for a variety of residential densities, located in proximity to existing community facilities and the central business area of Mangawhai.</p> <p>The plan change will be consistent with the planned urban built form anticipated for Mangawhai.</p> <p>The proposed provisions are consistent with the ODP Residential Zone, seeking to implement area specific outcomes to ensure connectivity, high level of urban design and protection of ecological features and manage effects of future residential development.</p>
<i>3.5.4 By establishing a Land Use and Development Strategy, including nominated future Growth Areas, which ensures protection of natural character and ecological, amenity and landscape values and enables adequate opportunity for residential and business land to meet future demand.</i>	<p>The plan change area is located on the edge of the future growth area of Mangawhai, with portions identified as future residential growth area and greater structure plan policy area.</p> <p>The characteristics and values of the plan change area have been identified and where appropriate protected via proposed precinct provisions.</p>
<i>3.5.5 By ensuring infrastructure and servicing (e.g. transport, stormwater and sewerage reticulation and treatment systems and networks) for new development areas are designed and provided for at the outset of development, so that any adverse effects on the environment or existing systems are adequately avoided, remedied or mitigated.</i>	The Land Development Report has assessed the potential infrastructure and servicing demand from the proposed residential zone and future development. This concludes that appropriate infrastructure can be provided at the time of development to avoid, remedy or mitigate potential adverse effects.
<i>3.5.6 By requiring new residential and business development to comprehensively</i>	As detailed in earlier sections of this report, it is considered that this application has

<p><i>consider (on a catchment wide basis) potential:</i></p> <p><i>a) Adverse effects on the natural character of the coastal environment, lakes, rivers, wetlands or their margins;</i></p> <p><i>b) Adverse effects on areas of significant indigenous vegetation or significant habitats of indigenous fauna;</i></p> <p><i>c) Adverse effects on outstanding natural features, landscapes and heritage resources;</i></p> <p><i>d) Adverse effects on the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga;</i></p> <p><i>e) Conflicts with areas where natural hazards could adversely affect the physical resources of residential and business development or pose risks to people’s health and safety;</i></p> <p><i>f) Conflicts with finite resources which can reasonably be expected to be valuable for future generations (including highly productive and versatile soils and aggregate resources). (For example, where residential and business development could adversely affect the availability of finite resources); and</i></p> <p><i>g) to identify mechanisms to avoid, remedy or mitigate such impacts.</i></p>	<p>comprehensively considered and addressed all potential adverse effects.</p>
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Method 3.6.3 focuses on structure planning, stating that Council will prepare a structure plan for growth areas to direct land use change and future rezoning, stating that a private plan change in advance of a structure plan must be assessed against the outcomes of Appendix 3.1. The Mangawhai Structure Plan is identified as a ‘template’ for a structure plan, therefore it is considered that no assessment against Appendix 3.1 is required.

As illustrated in **figure 7** below, the plan change area is located within an area indicated for growth being future rural residential zone. It is noted that Council has more recently released a Spatial Plan for Mangawhai and this is addressed in further detail at Section 7.4.

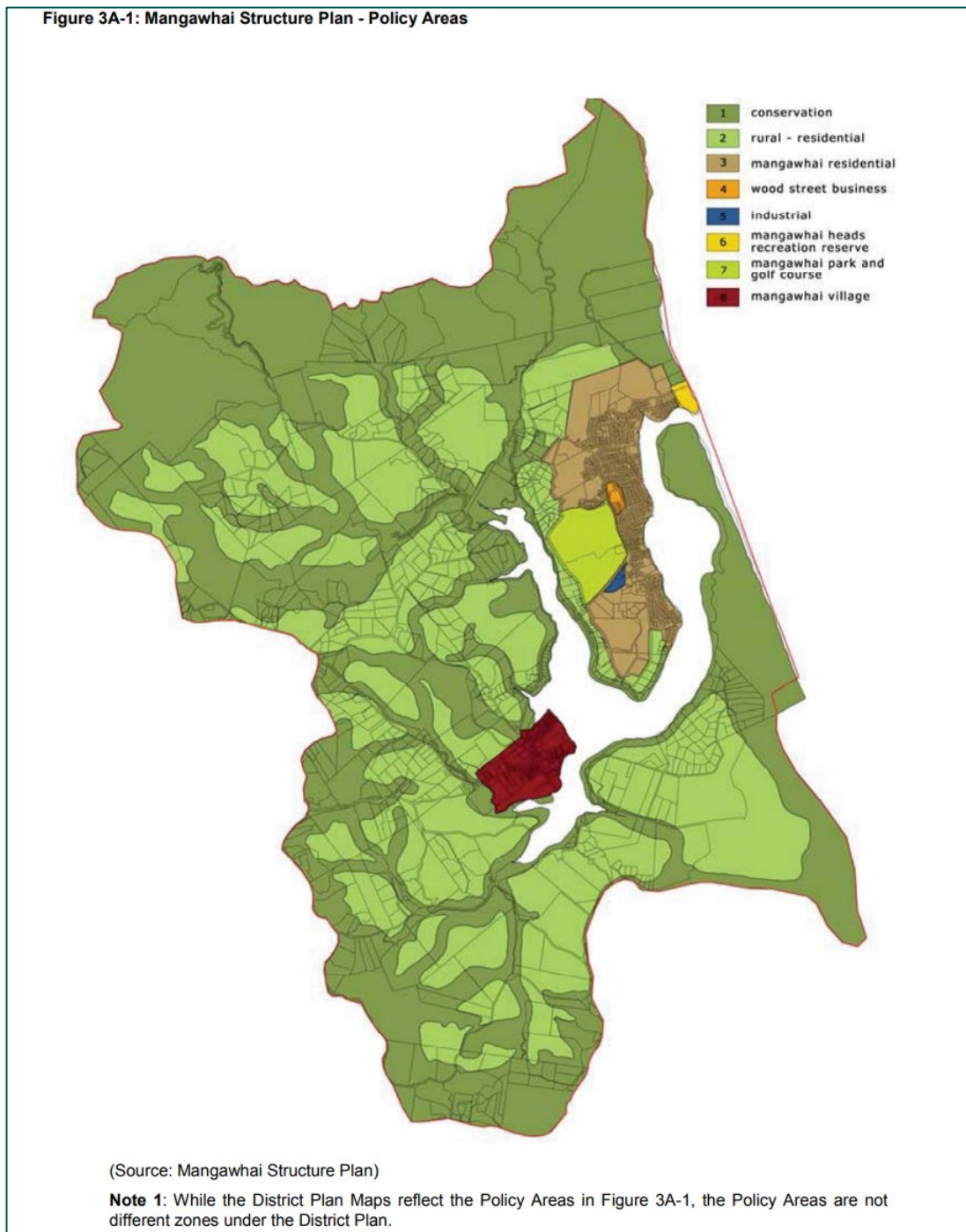
For completeness the Mangawhai Structure Plan outcomes – Chapter 3A is evaluated below.

### 7.3.3 Chapter 3A Mangawhai Structure Plan

Chapter 3A, summarises the methods to implement the Mangawhai Structure Plan, which was adopted by Council in January 2005 and provides a strategic framework to help guide decisions on development, infrastructure management and environmental matters for Mangawhai. The



plan change area is largely located within the Rural Residential Policy Area, with a small portion in the Conservation Policy Area.



**Figure 7: Mangawahi Structure Plan - ODP (Source: KDC Website – ODP Eplan).**

The proposed plan change is evaluated against the objectives and policies of Chapter 3A as follows:

**Table 4: ODP Chapter 3A Mangawahi Structure Plan – Objective and Policy Assessment**

Objective/Policy	Comment
3A.4.1 To encourage residential development that complements the traditional and valued	The proposed plan change will rezone the plan change area Residential Zone with a Precinct,

<p><i>beach settlement character of Mangawhai and is consistent with the outcomes of the Mangawhai Structure Plan.</i></p>	<p>with provisions which will protect the natural and physical features within the plan change area. This is considered to complement the character of Mangawhai, giving effect to the outcomes of the Mangawhai Structure Plan.</p>
<p><i>3A.4.2 To ensure provision of efficient infrastructure and roading network systems to provide for properly serviced and orderly development within Mangawhai.</i></p>	<p>The Land Development Report confirms that development within the Plan Change Area can be efficiently serviced. The Traffic Report concludes that the rezoning will not result in adverse effects to the road network.</p> <p>The provisions ensure that future development will occur in an orderly fashion, with future connections for multi-modes of transport.</p>
<p><i>3A.4.4 To protect existing, and require new, public open space and reserve connections in conjunction with development in the Mangawhai Structure Plan Area.</i></p>	<p>The plan change area does not include any existing public open space which does not require protection. Provisions ensure that esplanade reserves are provided in accordance with the RMA. Provisions encourage the provision of public open space.</p>
<p><i>3A.4.6 To ensure development of the Mangawhai Structure Plan Area is managed appropriately so as to ensure the protection of landscape elements, areas of ecological value, waterways and the enhancement of degraded areas of land within the Mangawhai Structure Plan Area.</i></p>	<p>The proposed Precinct provisions seek to protect natural ecological features of the site as supported by the Landscape and Ecological Reports.</p>
<p><i>3A.5.1 By providing guidance on design and environmental standards to direct development consistent with the vision for the Mangawhai Area.</i></p>	<p>The plan change has been evaluated against the Mangawhai Structure Plan design guidelines and relevant provisions are proposed in <b>Appendix 9</b>.</p>
<p><i>3A.5.2 By providing guidance on infrastructure provision (in accordance with the rules and performance standards in the Part B Chapters or the Kaipara District Council Engineering Standards 2011) for the Mangawhai Structure Plan Area.</i></p>	<p>The Land Development Report has confirmed that the proposed plan change can be appropriately serviced.</p>
<p><i>3A.5.3 By the implementation of low impact urban design stormwater management</i></p>	

<p><i>principles in all infill and “greenfield” housing developments.</i></p>	
<p><i>3A.5.4 By requiring that all new wastewater disposal systems within Mangawhai provide for connection to Council’s public (EcoCare) system.</i></p>	
<p><i>3A.5.8 By providing for the efficient staging of development to ensure an overall integrated development is achieved through the subdivision process. This will include consideration of the timing for the provision of open space, the protection of natural or heritage features, including ecological corridors, and the provision of key infrastructure services.</i></p>	<p>The proposed Precinct provisions seek to protect natural ecological features of the site as supported by the Landscape and Ecological Reports.</p>

### 7.3.4 Chapter 4 Overlays

Chapter 4 Overlays, provides policy direction with respect to all overlays identified in the ODP. The plan change area is located within the Mangawhai Harbour Overlay.

**Table 5: ODP Chapter 4 Overlays – Objective and Policy Assessment**

Objective/Policy	Comment
<p><i>4.4.1 To promote the preservation, restoration, rehabilitation and enhancement of the natural character of the coastal environment.</i></p>	<p>The plan change area is located outside of the coastal environment as identified by the RPS.</p>
<p><i>4.4.2 To enable subdivision, land use and development in the Overlays, where it recognises and provides for: · The protection of natural character; and · Maintenance or enhancement of the water quality of receiving environments; and · Maintenance or enhancement of amenity values; and · Any other specific values identified in an Overlay.</i></p>	<p>The proposed Precinct provisions ensure the protection of natural character within the area, including existing indigenous vegetation, wetlands and streams.</p> <p>The proposed Precinct provisions ensure protection of wetlands and manage stormwater to enhance the water quality.</p> <p>Proposed Precinct provisions seek to maintain amenity values, via strong urban design and landscape requirements within the proposed residential zone.</p>

<p><i>4.4.3 To maintain and enhance public access to and along the Coastal Marine Area in the Overlays.</i></p>	<p>The proposed plan change area is not adjacent to the CAM.</p>
<p><i>4.4.4 To recognise the functional need for activities in the coastal environment and encourage greater integration of landward and maritime land use planning.</i></p>	<p>The proposed plan change area is not located within the coastal environment.</p>
<p><i>4.4.11 To recognise and provide for the protection of habitats and ecological values.</i></p>	<p>The proposed Precinct provisions ensure the protection of natural character within the area, including existing indigenous vegetation, wetlands and streams.</p>
<p><i>4.4.12 To recognise and where appropriate protect cultural, heritage and amenity values, including the special sense of place of land within the Mangawhai Harbour Overlay</i></p>	<p>The proposed Precinct provisions set out to protect cultural, heritage and amenity values through the management of lot sizes, locations, and associated built form and development.</p>
<p><i>4.4.13 To enable growth in the Mangawhai Harbour Overlay in a manner that protects and enhances the identified valued natural environments which includes: · Coastal dune systems and coastal edge; · Estuarine wetland and saltmarsh systems; · Terrestrial wetland systems and associated riparian corridors; · Significant areas of contiguous bush remnants and regenerating bush shrubland areas; · Visually prominent ridgelines; · Significant wildlife habitats and corridors; and · The Brynderwyn Range.</i></p>	<p>The proposed Precinct provisions ensure the protection of natural character within the area, including existing indigenous vegetation, wetlands and streams.</p> <p>The precinct includes a northern area which seeks to maintain larger lots, with building controls which respond to the sensitivity of the northern flanks of the northern ridge, given its relationship with the Brynderwyn Range.</p>
<p><i>4.5.1 By encouraging consolidation of coastal settlements where it contributes to the avoidance of sprawling or sporadic patterns of development in the coastal environment.</i></p>	<p>The plan change area is adjacent to residentially zoned land to the south and east, the proposed rezoning to residential will provide a continuation of urban form whilst providing a contained form of development avoiding sprawl.</p>
<p><i>4.5.2 By managing the location, scale and design of subdivision, use and development to minimise the potential adverse effects on the natural character of the coastal environment.</i></p>	<p>The plan change area is not located within the coastal area. As previously discussed, the proposed provisions will ensure subdivision and development protects the natural features such as indigenous</p>

	vegetation, wetlands and streams within the plan change area.
<i>4.5.16 By requiring careful management of subdivision, land use activities including their location, design and operational arrangements (including wastewater and stormwater systems) so as to avoid, remedy or mitigate adverse effects (including discharges) arising from these activities on sensitive receiving environments.</i>	The proposed Precinct provisions include development and subdivision rules which ensure location, design and layout of development manages the potential effect on the environment. Subdivision in particular is required to be designed protect natural features to avoid adverse effects.
<i>4.5.17 By managing the scale, location and design of activities in the Mangawhai Harbour Overlay.</i>	
<i>4.5.18 By identifying areas where public access to and along the Mangawhai Harbour needs to be improved, cognisant of the on-going development and population pressure in this area.</i>	The plan change area is not located adjacent to the Mangawhai Harbour.
<i>4.5.19 By requiring the identification and mapping of areas of valued natural environment at the time of subdivision and development.</i>	The plan change area is not located within the coastal area. As previously discussed, the proposed provisions will ensure subdivision and development protects the natural features such as indigenous vegetation, wetlands and streams within the plan change area.
<i>4.5.20 By protecting those areas identified as valued natural environments from inappropriate use and development, particularly by: · Locating those activities which have the potential to discharge contaminants and adversely impact on waterways and the sensitive receiving harbours out of these areas; · Carefully managing the scale, location, operation and design of activities, particularly in respect to built form and vegetation.</i>	

### 7.3.5 Conclusion

For the reasons detailed above, it is considered that the proposed plan change is consistent with and will implement the relevant higher order objectives and policies of the ODP.

### 7.4 Council Strategic Plans and Policies

KDC have a number of strategic plans and policies which are considered relevant to the plan change in accordance with Section 74 of the RMA. These are assessed as follows:

#### 7.4.1 Kaipara District Spatial Plan – Ngā Wawata 2050 – Our Aspirations

The Kaipara District Spatial Plan sets a spatial plan framework for growth of Kaipara, including project objectives, outcomes, background and history providing the overall context for how the spatial plan has reached the recommended direction and supporting key moves required to achieve the desired growth. The Spatial Plan identifies key urban areas, including Mangawahi. Mangawahi has a separate spatial plan adopted in December 2020.

The plan change seeks to implement Kaipara District Spatial Plan, providing residential capacity within a location identified for residential growth in the Mangawahi Spatial Plan (**MSP**).

#### 7.4.2 Mangawahi Spatial Plan

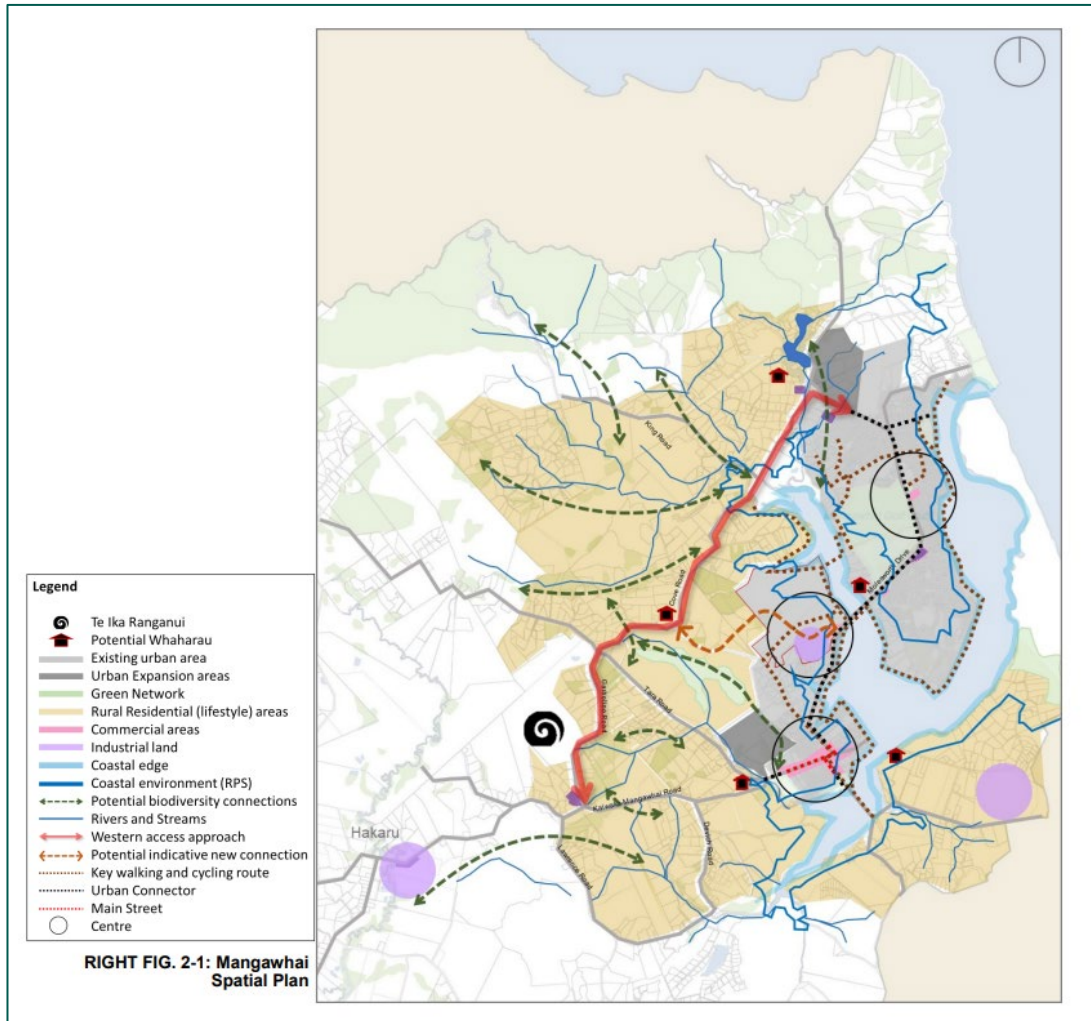
The Mangawahi Spatial Plan aims to provide a high-level ‘spatial picture’ of how Mangawahi could grow over the next 20-25 years, address the community’s social, economic and environmental needs, and respond to its local context.

The MSP vision is

*A cohesive Mangawahi community that:*

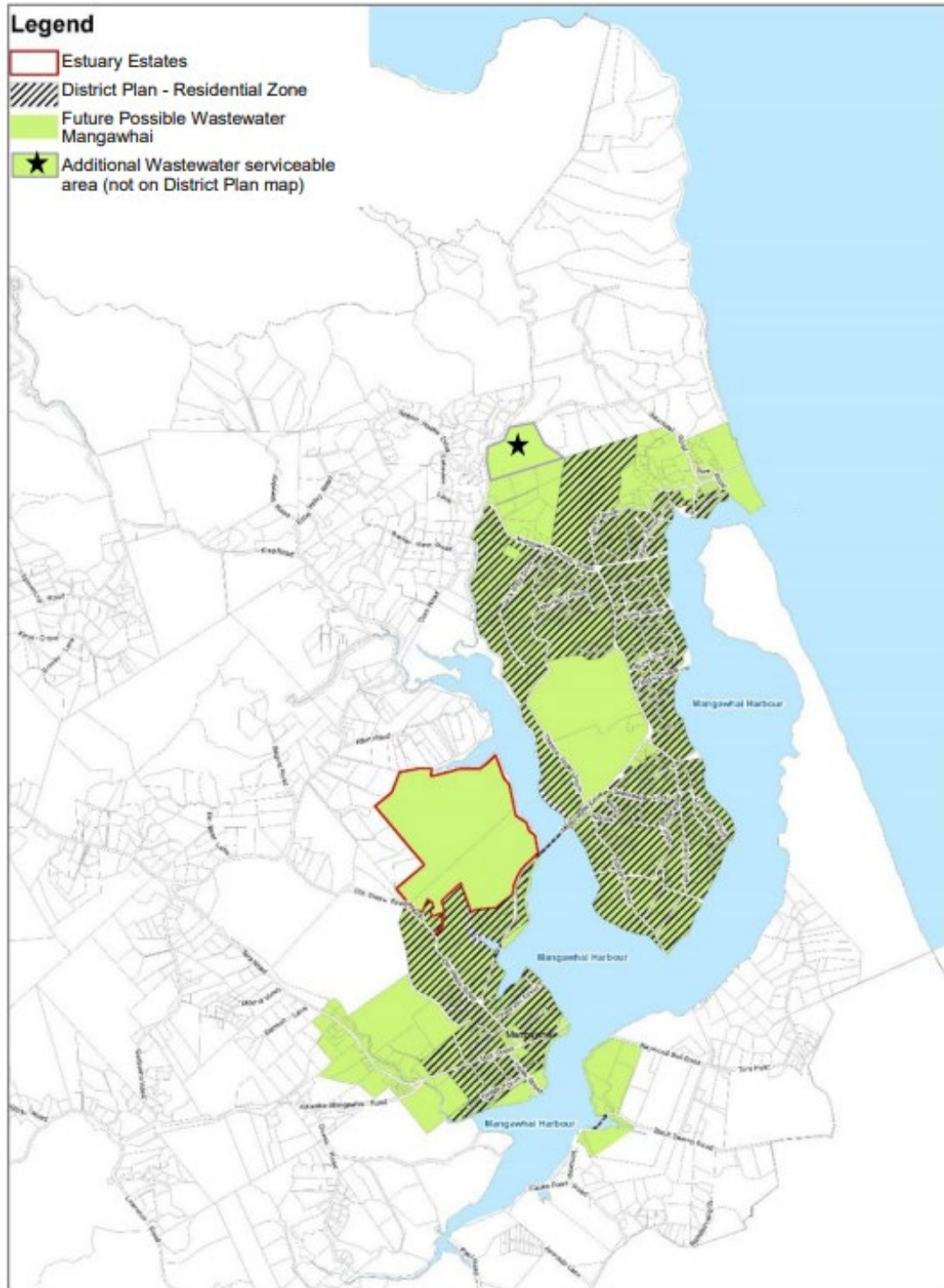
- *Respects its natural setting;*
- *Offers diverse and affordable living and working choices; and*
- *Celebrates its iwi culture, its heritage, and embraces the future.*

The MSP includes an overall plan of the growth for Mangawahi. The MSP identifies the plan change area as an Urban Expansion Area with a potential biodiversity connection (refer to Figure 8).



**Figure 8: Mangawahi Spatial Plan (Source: MSP)**

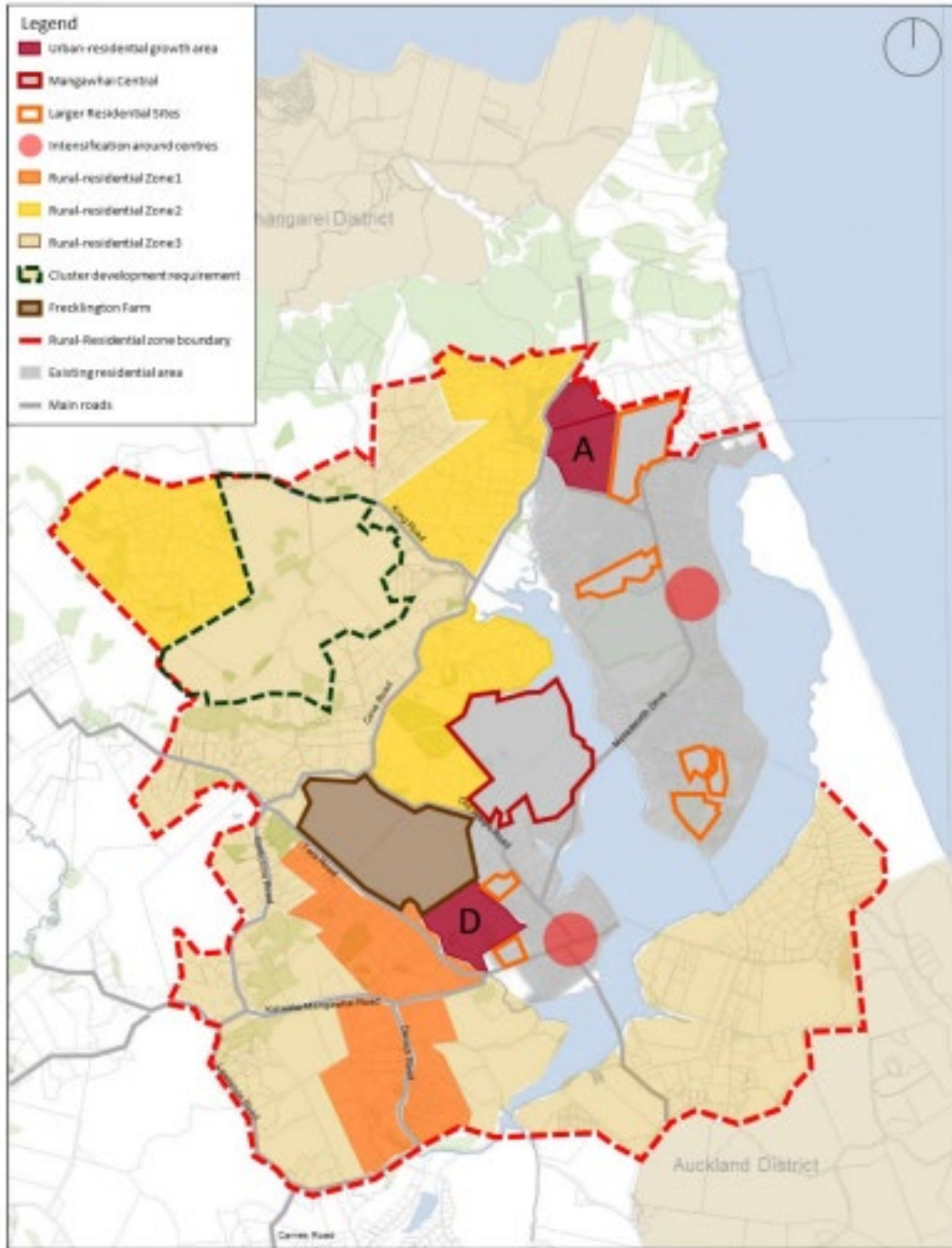
The MSP identifies the entire plan change area as being serviceable in the future for wastewater (refer to Figure 9):



**Figure 9: Waste Water Network (Source: MSP)**

The plan change area is identified as an urban-residential growth area projecting a minimum lot area of 600m<sup>2</sup> (refer to figure 10).





**Figure 10: Proposed new residential growth areas A and D and possible residential intensification around centres and Mangawhai Central (Source: MSP)**

**Comment:** The plan change seeks to rezone an area of land identified an urban residential growth area, as Residential Zone with the Cove Road North Precinct which will provide for a level density consistent with that anticipated by the MSP.

It is considered that the plan change is entirely consistent with the MSP and will achieve all of the outcomes sought.

### 7.4.3 Infrastructure Strategy 2018- 2048 (June 2021)

The Infrastructure Strategy seeks to outline how Kaipara District Council will manage the provision of infrastructure roads, water, wastewater, stormwater and flood protection to meet population growth and economic demands. The Infrastructure Strategy anticipates the total capital and operating expenditure over the 30 year period.

The Infrastructure Strategy identifies a number of significant projects relevant to Mangawhai, including the Mangawhai library and wastewater treatment plan upgrades (up to 7000 connections), waters storage and security of waters supply, town centre upgrades.

The plan change seeks to rezone the area from Rural to Residential Zoning, the proposed zoning is consistent with the anticipated growth of Mangawhai in accordance with the MSP which has been provided for within the Infrastructure Strategy. As such the plan change is consistent with the expected growth and strategic direction anticipated and provided for within the Infrastructure Strategy.

### 7.4.4 Long Term Plan Mahere Wā Roa 2021-2031

The Long Term Plan 2021-2031 (**LTP**) seeks to grow a better Kaipara which is supported by six community outcomes:

- Climate Smart - Climate change and its impacts are reduced through community planning
- Healthy Environment - Our natural environment is protected and open to the community
- Celebrating Diversity - Our local heritage and culture are valued and reflected in the community
- A Trusted Council - An open organisation working for our community
- Prosperous Economy - Development is encouraged, supported and sustainable
- Vibrant Communities - Kaipara communities offer an attractive place to live and visit

Planned improvements for Mangawhai includes:

- Completion and adoption of an updated stormwater catchment management plan;
- Mangawhai Community Wastewater Scheme - resource consent variation application, extend the irrigation system, upgrade the existing reticulation and pump stations; and upgrade the treatment plant, extend the reticulation system;
- Deliver a programme of works in partnership with Taharoa Domain, Mangawhai Community Park and Pou Tu Te Rangi Harding Park Governance Committees;
- Continue to develop the Mangawhai Heads-to-Mangawhai Village all-tide coastal walkway; and
- Deliver agreed projects in the Mangawhai Community Plan.

The plan change seeks to rezone the site from Rural to Residential Zoning, the proposed zoning is consistent with the anticipated growth of Mangawhai Spatial Plan. As such the plan change is consistent with the expected growth and strategic direction anticipated and provided for within the LTP.

## 7.5 Iwi & Hapū Management Plans

According to s74(2A) of the RMA, Council must take into account any relevant planning document recognised by an iwi authority and lodged with the territorial authority, to the extent that its content has a bearing on the resource management issues of the district.

There are four iwi and hapū that are recognised as Iwi Authorities for the purposes of the RMA, within the Kaipara District:<sup>4</sup>

- Te Roroa
- Te Uri o Hau
- Ngāti Manuhiri
- Ngātiwai

In terms of Treaty of Waitangi settlement process all groups have completed the process except Ngātiwai<sup>5</sup>. The settlement legislation contains obligations for government agencies including territorial authorities.

Both Te Roroa and Te Uri o Hau have lodged their Iwi Management Plan's with KDC. Under the RMA these plans must be "taken into account when making changes to the District Plan".<sup>6</sup> The plan change area is located within the Te Roroa rohe.

The relevant parts of these plans are discussed below.

### 7.5.1 Nga Ture mo te Taiao o Te Roroa – Te Roroa Iwi Environmental Policy Document (Reviewed Versions 2019)

Te Roroa have prepared and lodged the Te Roroa Iwi Environmental Policy Document (**TRIEPD**) with KDC. TRIEPD has been prepared to encourage and promote partnerships, facilitate communication, and express resource management issues to all government agencies including district and regional councils for the purposes of the RMA and Local Government Act 2002 (**LGA**). The TRIEPD contains useful guidance on policies and processes for kaitiakitanga, mātauranga Māori and tikanga in the management of resources within their rohe. TRIEPD expressly refers to KDC and identifies the ODP as a key planning document including noting the role of Statutory Acknowledgements identified in the Te Roroa Deed of Settlement. Further, there are direct policies that outline their desire for participation in statutory planning processes including plan making and resource consenting.

In terms of the plan change, the following policies are most relevant:

- Land

Policies 2 and 3 seek to ensure that development within the rohe is not at the expense of the relationship of Te Roroa with that land, culture and heritage or at the expense of the environment. That development should be preceded by proper infrastructure planning.

- Soils and Minerals

<sup>4</sup> By Te Puni Kōkiri's Te Kahui Māngāi Directory of Iwi and Māori Organisations – see <http://www.tkm.govt.nz/> and as advised by staff from KDC staff.

<sup>5</sup> At the time of writing this report Ngatiwai had not completed its Treaty Settlement claim.

<sup>6</sup> Section 74(2A) Resource Management Act 1991

Policies 3 and 4 seek that the district plan requires compliance with stringent environmental performance standards for permitted earthworks and that integrated earthworks management plans are required for earthworks consent applications detailing how erosion, sediment control, possible archaeological or cultural sites and rehabilitation are to be managed, and how risks will be identified and minimised.

- Utilities, Amenities and Infrastructure

Policies 1 – 5 seek to ensure that Te Roroa are involved with all decision-making processes for development and management of utilises, amenities and infrastructure, innovative means of providing for infrastructure should be encouraged and public services to green field developments should not be at the expense of existing communities, and public reserves should be adequately managed.

- Waste Management

Policy 1 Te Roroa seek a zero-waste rohe.

- Water

Policies 1 – 10 seek to ensure protection of water, discharge human effluent, treated or untreated, directly to water is culturally repugnant. All discharges of pollutants or contaminants to natural waterbodies should be avoided. Policies support an integrated catchment management planning and implementation programme that includes all waterbodies in our rohe. All aquifers will be protected from contamination and over allocation, puna and repo will be protected from inappropriate use and development and Te Roroa and council are to develop management strategies to allocate and monitor all waterbodies in the rohe.

- Biodiversity

Policies 1 – 7 recognise, Te Roroa as kaitiaki, seeking that activities which involve modification of existing indigenous flora or habitats of indigenous fauna are to be preceded by thorough biological audits to identify indigenous species and potential impacts, Te Roroa will only support negative impacts on indigenous flora and fauna after effective engagement and agreed remediation or mitigation.

- Climate Change

Policies 1 – 4 recognises that climate change is a serious and immediate issue, that now is the time for the review of catchment management to recognise and respond to major changes in climatic conditions. Effective catchment management includes large scale enhancement of indigenous ecosystems.

### 7.5.2 Te Uri o Hau Kaitiakitanga o te Taiao (TUoHKT)

Te Uri o Hau Kaitiakitanga o te Taiao (TUoHKT) is a comprehensive plan that sets out Te Uri o Hau's role as kaitiaki and their rangatiratanga as it relates to natural resource management within their rohe. TUoHKT provides important cultural, historical, and environmental context and includes sites of cultural significance to Te Uri o Hau. It includes directions for consultation and guiding relationship principles for government agencies, including district and regional councils, resource consent applicants and the wider community. Further, reference is made to Te Uri o Hau Claims Settlement Act 2002, and the relevant Statutory Acknowledgement Areas and resource consent requirements afforded within the settlement legislation.

In terms of the plan change, the following policies are most relevant:

- Wai: Fresh Water

Policies which seek to protect indigenous species within all freshwaters; protect, restore and maintain existing wetlands in collaboration with NRC, Auckland Council and land-holders; monitoring of pollutants and advocacy of appropriate planning of subdivisions to avoid, remedy or mitigate adverse effects to freshwater.

- Whenua: Land

Policies seek protection of existing indigenous plants and animals, restoration of habitat through developing strategies for plant and pest control, education and promotion of sustainable land management and appropriate resource consent advice in the planning of subdivisions to minimise adverse effects to the environment while protecting Te Uri o Hau wahi tapu/wahi taonga and the biodiversity of the whenua.

- Growth and Development

Policies directly relate to growth and development which seek to:

- Any proposed development or subdivision shall avoid, remedy or mitigate adverse effects of natural hazards including erosion, flooding and inundation, landslips, rock fall, alluvion (deposition of alluvium), avulsion (erosion by streams and rivers), unconsolidated fill, soil contamination, subsidence, and fire hazards.
- Where no reticulated water supply is available, the ability to provide individual water supply on any respective allotment within a subdivision/development.
- The adequacy of the supply of water to every allotment being created on the subdivision, and its suitability for the likely land use, e.g. the installation of filtration equipment if necessary, and water supplies for fire fighting purposes.
- The provision of allotments with a means for the disposal of collected stormwater from the roof of all potential or existing buildings and from all impervious surfaces, in such a way to mitigate any adverse effects of storm-water runoff on receiving environments.
- Control of water-borne contaminants, litter and sediments, and the effectiveness and environmental impacts of any measures proposed for by avoiding or mitigating the effects of storm-water run-off, including low impact design principles.
- All plantings to be locally sourced native species.
- Where connection is not available for sanitary sewage disposal, all allotments in urban, rural and coastal zones shall be provided with a means of disposing of sanitary sewerage within the neat area of the allotment, except where the allotment is for a road, or for access purposes, or for a purpose of activity for which sewerage is not necessary.

- Biodiversity

Biodiversity policies generally seek to recognise the biodiversity of Te Uri o Hau sites of significance and the protection and preservation of plants and animals of all kinds, air, water and soil in or on which any plant or animal lives or may live, systems interacting with any living organisms, and their environment; and any other interest in natural resources for future generations.

- Cultural Landscape

Cultural landscape policies seek, legal protection of a cultural landscape, archaeological sites or sites of significance through a covenant registered on a certificate of title and restoration of a cultural landscape, archaeological sites or sites of significance as a joint project, including access agreements between landowners and Te Uri o Hau.

**Discussion:**

The plan change will be consistent with the TRIEPD and TUoHKT for the following reasons:

- The plan change area does not contain any known or identified areas of waahi tapu, waahi taonga or Statutory Acknowledgement areas;
- Land development and potential earthworks which will be managed via ODP provisions;
- The land development report confirms that the proposed rezoning to residential can be serviced via reticulated services or onsite solutions whilst avoiding adverse effects;
- The proposed precinct and policies will ensure protection and rehabilitation of wetlands and streams within the plan change area; and
- The subject site is not identified as susceptible to flooding hazard.

## 7.6 Statutory Acknowledgements

A statutory acknowledgment is formal recognition by the Crown of the particular cultural, spiritual, historic and traditional associations that an iwi or hapū has within a statutory area. Statutory acknowledgements may only apply to Crown land and may consist of land, rivers, lakes, wetlands, a landscape feature or a particular part of the coastal marine area. KDC is legally obliged to have regard to statutory acknowledgments and to record them in the District Plan. The ODP currently lists statutory acknowledgements in Appendix 17.2: Nohoanga Areas and Areas of Significance to Māori. **Table 6** below provides a full list of statutory acknowledgements within the KDC’s boundaries as identified in the relevant settlement legislation.

**Table 6: List of settlement legislation**

Iwi	Deed of Settlement Legislation	Location(s)
Te Roroa	Te Roroa Claims Settlement Act 2008	- Tokatoka Scenic Reserve
Te Uri o Hau	Te Uri of Hau Claims Settlement Act 2002	- The Mangawhai Marginal Strip - Oruawharo River Stewardship Area - Pouto Stewardship Area - Pukekararo Scenic Reserve - Kaipara Harbour - Mangawhai Harbour

**Comment:** The locations identified in the statutory acknowledgements are not located within the plan change area. However, it is recognised that the plan change area is located in proximity to the Mangawhai Harbour. As such any future development within the plan change area has the potential to have an effect on harbour. As detailed within this assessment the plan change is considered to have less than minor potential adverse effects and the proposed residential zoning is appropriate.

## 7.7 Consultation & Engagement

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Consultation, consisting of informal meetings with other landowners within the plan change site, and key stakeholders has been undertaken February 2022 – November 2022.

## 8.0 Assessment of Environmental Effects

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Section 76 of the RMA states that in making a rule, the territorial authority must have regard to the actual or potential effect on the environment of activities including, in particular, any adverse effect. This section details the actual and potential effects that the plan change provisions may have on the environment. This assessment is based on analysis and reporting undertaken by various experts, which are attached as appendices to this report.

### 8.1 Quality Built Environment

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The Urban Design Assessment prepared by Urbanismplus Limited (refer **Appendix 7**) identifies the opportunities and constraints presented by the plan change area provided a high-level yield and established the following urban design outcomes and which has informed the precinct provisions of the plan change:

- (1) Residential density and minimum lot size, promoting a mix of allotment sizes with supporting assessment criteria which achieve best practice urban design;
- (2) Movement network establishing connections to Cove Road, Mangawahi Heads Road and adjacent residentially zoned land.;
- (3) Open space network along stream corridors, wetlands and the promotion of urban parks.
- (4) Public streets and open space networks should be well connected, legible and safe while enhancing environmental and ecological values.
- (5) Where private development adjoins future public open space, a safe positive and open edge condition should be provided.

These outcomes have been incorporated into the proposed Plan Change provisions (**Appendix 9**). The Urban Design Assessment concludes:

*This report concludes that the proposed plan change:*

1. Is considered in line with best practice urban design and planning, in that it aims for efficient urban development, increases densities within the urban area, and provides for diverse housing needs;

2. Will enable development that will be well integrated into the urban fabric through the provision of the required connections, and also through the transitional density in the northern part of the Site;
3. Will allow for new dwellings with massing that responds appropriately to the surrounding private and public realm, including overshadowing, outlook, and passive surveillance;
4. Will allow for dwellings which will have the required residential amenity, taking into account functionality, solar orientation, privacy, and indoor-outdoor relationship; and
5. Will promote walking and cycling through the way the movement network will be laid out and through provisions that contribute to an attractive streetscape.

*The proposed plan change is therefore supported from an urban design point of view.*

For these reasons the proposed plan change is considered to have less than minor urban design effects.

## 8.2 Ecology

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The Ecological Assessment (**Appendix 6**) prepared by Wild Ecology identifies the ecological features of the plan change area and assesses the potential effect of the proposed Residential Zoning. Wild Ecology have assessed the magnitude and level of effects of the plan change before and after potential mitigation have been considered in detail in Table 6 of the Ecological Assessment.

As a part of the ecological assessment, Wild Ecology considered at a high level the potential ecological effects on terrestrial and aquatic values attributable to the plan change and subsequent subdivision and development of the site, before and after the implementation of recommended mitigation and management actions. The subsequent level of ecological effects (with mitigation measures) is considered to be low in accordance with the EINAZ (2018).

Wild Ecology conclude that the plan change is generally consistent with the policies and objectives relating to ecological protection and enhancement as outlined under NP-SFM, ODP, Proposed Regional Plan for Northland (Appeals Version) and Kaipara Spatial Plan.

Wild Ecology consider that there are no significant constraints to the proposed rezoning of the plan change area, and the potential adverse effects on the environment can sufficiently be avoided, remedied or mitigated through low impact integrated design principles, current KDP, NRC, NESFW controls in addition to the proposed 'Cove Road North Precinct' provisions. Should any subsequent land development within the Cove Road North Precinct be in accordance with the applicable performance standards, it would provide an opportunity to protect and enhance the ecological features contained within the PPC boundaries.

For these reasons It is considered based upon this report and proposed precinct provisions, that the effects of the proposed plan change on ecology will be less than minor and acceptable.

## 8.3 Transport

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Traffic, access and parking matters have been considered in the Assessment of Traffic Effects Report prepared by Engineering Outcomes Ltd (see **Appendix 4**). Engineering Outcomes Ltd have undertaken an assessment of the potential traffic effects of rezoning the site Residential Zone with a Precinct. This assessment has considered the existing transport environment, internal access and the traffic generation, origins and destinations.



Engineering Outcomes Ltd identified the key factors for internal roads include lot accessibility and likely sight distances from intersections and likely driveway connection points. This was tested using a ground model and potential future internal road network has been created. The following was found:

- *Roads can be constructed to all parts of the precinct with gradients within the limits specified by the Engineering Standards 20119 and reasonable vertical alignment (such that visibility from driveway connections and internal intersections will be at least adequate); and*
- *Lot accessibility will not be a significant challenge. In particular, it is not difficult running most roads close to perpendicular to the contour so there will be minimal need for driveways to chase the slope of the ground either up or down.*

Engineering Outcomes Ltd note that whilst a plan of possible indicative roads and walking and cycling paths is provided with the Precinct Plan, the proposed district plan provisions support to connection points and connectivity, providing significant flexibility for future developers on the locations of the roads and pathways. The report concludes that:

*Overall, it is concluded that the precinct area will be easily accessible for all anticipated development, that the effects of the generated traffic can be readily managed internally and that external road network has ample surplus capacity for it.*

Based on the conclusions drawn in the Traffic Assessment Report, it is considered that, the plan change area is suitable to be rezoned Residential Zone with a Precinct and potential effects with respect to transportation will be less than minor.

## 8.4 Three Waters Servicing

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The provision of three waters infrastructure to service the development has been considered in the Land Development Report prepared by JAS Civil. Their report is attached as **Appendix 3**. JAS Civil have undertaken an assessment of the potential effects of rezoning the site Residential based upon the potential yield based upon the proposed minimum lot size. Three waters infrastructure provision is assessed as follows:

### **Water Supply:**

JAS Civil concludes that there is no reticulated water available nor is there any intention to provide reticulated water within the life of the District Plan. As such onsite potable water will be supplied.

The plan change does not seek to change the ODP provisions relating to water, the rezoning of the area would result in 13.14.4 Water Supply applying to any future development of the site. Rule 13.14.4 will ensure that water supply or engineering solutions will be in place at the time of development.

### **Waste Water:**

Council reticulated wastewater system extends along Mangawahi Heads Road, a number of the properties within the plan change area could connect as part of future subdivision. JAS Civil Limited have indicated that it is possible to install a new wastewater line to extend up into the northern extent of the plan change area which would enable connection to reticulated services.

KDC have released reports confirming that disposal capacity through the current Mangawahi Community Wastewater System (MCWWS) irrigation reticulation is at its limit. In order to increase connections to the plant, the reticulation needs to be extended to other parts of the drainage area

and the disposal capacity needs to also increase. KDC are investigating and evaluating options to extend the MCWWS, this includes a Master Plan Strategy and the establishment of a Mangawahi Wastewater Treatment Plant Advisory Group.

Whilst the capacity limitations of the MCWWS are acknowledged, the plan change area is provided for as a growth area within the Mangawahi Spatial Plan (2020), as such residential development within this location is included in forecasting and future disposal capacity.

JAS Civil Limited have acknowledged the disposal capacity constraints, concluding that this does not prevent the rezoning of the plan change area, and that future Resource Consent applications will require a robust assessment to be undertaken at the time of development. Furthermore, the proposed provisions ensure that there are engineering solutions available to service future development.

Precinct provisions ensure that at time of development, wastewater disposal will be provided by way of either connection to reticulated infrastructure where capacity if available or onsite disposal.

**Stormwater:**

JAS Civil Limited have assessed the potential effect of the rezoning with respect to stormwater, remarking that the notable difference is the increase of impermeable coverage from the existing Rural permitted activity coverage of 15% to proposed permitted activity coverage of 60%.

To manage the potential increase in stormwater and related potential increase in flood and downstream erosion risk resulting from the proposed increase in impermeable surface coverage, the precinct provisions proposed additional consideration of stormwater design. The precinct provisions also seek to amend Rule 13.14.5, to ensure that stormwater management is appropriately designed at subdivision stage, following best practice of Stormwater Management Devices in the Auckland Region (GD01) and requiring a detailed stormwater assessment and management plan to be prepared and submitted in support of any subdivision application.

JAS Civil Limited have reviewed these provisions and confirm that these are sufficient to mitigate the potential effects on the receiving environment from residential development. It is considered that this confirms that potential effects of stormwater as a result of the proposed rezoning can be managed.

On the basis of the assessment from JAS Civil Limited, it is considered that the effects of the proposed plan change on three waters infrastructure will be less than minor and acceptable.

## 8.5 Geotechnical

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The Geotechnical Letter prepared by Wiley Geotechnical included as **Appendix 5** sets out the site conditions and constraints. This letter confirms that the area is generally suitable for residential intensification, noting that the further investigations at subdivision stage will be required.

Furthermore, Wiley Geotechnical note that the central area contains watercourses which could pose constraints to residential development. The Precinct provisions seek to protect and enhance these water courses, which will address the matter, including the natural management of stormwater.

On the basis of the assessment from Soil and Rock, it is considered there are no adverse effect from rezoning the area Residential.

## 8.6 Urban Character and Density

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The plan change seeks to introduce the ODP Residential Zone with a Precinct to include bespoke provisions. As previously discussed, the plan change will see a change in character within the plan change area and immediate surrounds.

The Precinct provisions seek to provide for an increased range of housing opportunities and densities and it is acknowledged that this will create a further change to the future urban character from that of the ODP Residential Zone. The plan change also seeks tailored bulk and location controls to enable an efficient use of land for residential purposes while maintaining privacy, outlook and access to sunlight. The appropriateness of the proposed Precinct provisions is considered further in accordance with section 32 in Section 9 of this report.

It is considered that the proposed Precinct provisions provide for an efficient use of land for residential purposes and the change in character will be appropriately managed in accordance with best practice urban design principles as previously discussed.

In overall terms, it is considered that the intensity of development is reasonable and the urban character and density of future development within the proposed plan change area will have less than minor and acceptable effects to the character and amenity of the surrounding residential zones.

## 8.7 Landscape and Rural Character Effects

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The plan change area is zoned Rural Zone under the ODP, it currently displays a residential/ rural residential character. The rural character of the area is afforded to the natural features of indigenous vegetation and wetlands, linear patterns of fence lines.

It is acknowledged that rezoning of the plan change area to Residential Zone will result in a change in character and the residential to rural transition of built development will occur further to the north than in the ODP. A significant level of residential built form has been established within the southern portion of the plan change area, particularly along Mangawahi Heads Road, creating an existing interface between rural and urban land uses and a compromise in the existing rural character of the plan change area.

The transition and proposed zone interface, with the Rural Zone to the north, is proposed to be managed via the northern precinct area, specific Precinct provisions seek to maintain a larger lot size and the protection of the existing indigenous vegetation at the northern plan change area boundary.

The Landscape Assessment Effects prepared by Simon Cocker Landscape Architecture, has evaluated the potential effects to rural character and landscape, and concludes:

*“The Cove Road North Precinct will form an interface between residential and rural zones and built form should establish a transition between zones, and maintain an open frontage to Cove Road...The assessment has determined that the sensitivity of the northern flanks of the northern ridge are sensitive to change, given its relationship with the Brynderwyn Range (overlain by an Outstanding Natural Landscape overlay). The PPC has resounded to this sensitivity by recommending a larger lot sub-precinct across the northern slope, with associated design controls to moderate the prominence of built form.*”

*The potential adverse landscape effect of the proposal is assessed as being moderate, given the change in the character of the landscape as a consequence of the land use change. The abiotic change arising from the proposal will be localised and any adverse effects arising from the biotic changes in the landscape can be mitigated. Experiential changes, and consequential adverse effects (including visual amenity effects) are assessed as being low for the majority of individuals, but moderate, or moderate to high for a small number of proximate residential receptors.”*

It is considered that the plan change will result in no more than minor adverse rural character effects.

## 8.8 Rural Productivity and Reverse Sensitivity

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The plan change area is currently zoned Rural and is utilised as pasture, the soil class is LUC 4s4 and 4e4 which is not classed as being highly productive land. The site is identified in both the Mangawhai Structure Plan and Mangawhai Spatial Plan for future urban development. Therefore, it is considered that the plan change area is not highly productive land under the NPS-HPL.

The plan change area is currently occupied by residential activities, and is largely fragmented. The ability to utilise the site for a range of productive uses has been compromised not only due to soil types and access to water but also due to the adjacent residential zoning and land uses. As a result of the proposed zone boundaries, there will be no risk of reverse sensitivity effects to existing rural production activities.

As such it is concluded that the plan change will result in less than minor and acceptable effects on rural productivity and reverse sensitivity.

## 8.9 Connectivity and Open Space

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Provision of connectivity and open spaces has been a key urban design element considered by the plan change and the proposed precinct requires the establishment of:

- A movement network including street, off street and on street pathways establishing connections to Cove Road, Mangawahi Heads Road and the residentially zoned land to the east.
- Protection and enhancement of the network of ecological features.
- Promotion of urban parks providing focal points along the stream corridor and movement network.

The outcomes described above have been indicatively identified on the Cove Road North Concept Plan with subdivision rule assessment criteria included to ensure consistency. Pedestrian walking tracks are proposed to create north south connectivity through the plan change area and to the adjacent residential development to the east.

The proposed precinct provisions go beyond that of the ODP and it is considered that the proposed open space and connectivity will positively contribute to the onsite and wider environment amenity, openness and general community wellbeing.

## 8.10 Landscape

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The Assessment of Landscape Effects prepared by Simon Cocker Landscape Architecture (**Appendix 8**) has evaluated the landscape effects of the proposed rezoning. The plan change area is not

identified by the RPS or ODP as an Outstanding Natural Landscape or containing an Outstanding Natural Feature, however, it is recognised that the forested Ranges to the north and north east are identified in the RPS and ODP as Outstanding Natural Landscapes (Brynderwyn Ranges and bush margins, and Bream Tail coastal headland).

It is accepted that the proposed rezoning will result in a change in character and amenity, and the sensitivity of the landscape to the north has been carefully considered. It is considered that the Residential Zone bulk and location rules will manage the level of built development to avoid any adverse landscape effects across the majority of the plan change area. The Northern Precinct Area is proposed to ensure that the interface between the proposed Residential Zone and Rural Zone is carefully managed and visual effects mitigated. Simon Cocker Landscape Architecture supports these mitigation measures.

The report concludes that the landscape effects:

*The assessment has determined that the sensitivity of the northern flanks of the northern ridge are sensitive to change, given its relationship with the Brynderwyn Range (overlain by an Outstanding Natural Landscape overlay). The PPC has resounded to this sensitivity by recommending a larger lot sub-precinct across the northern slope, with associated design controls to moderate the prominence of built form. The potential adverse landscape effect of the proposal is assessed as being moderate, given the change in the character of the landscape as a consequence of the land use change. The abiotic change arising from the proposal will be localised and any adverse effects arising from the biotic changes in the landscape can be mitigated. Experiential changes, and consequential adverse effects (including visual amenity effects) are assessed as being low for the majority of individuals, but moderate, or moderate to high for a small number of proximate residential receptors.*

Based on the above assessment, it is considered that any adverse effects with respect to landscape will be less than minor.

### 8.11 Heritage

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The plan change area does not contain any known historic heritage features, sites or areas of significance to Māori or archaeological sites. It is considered that the plan change will not result in any adverse effects to historic heritage, furthermore the accidental discovery protocol under the Heritage New Zealand Pouhere Taonga Act will apply to any future development under the proposed Residential Zone.

### 8.12 Tangata Whenua

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The ODP does not identify recorded sites of significance to Māori within the plan change area. The plan change area is also not located within an identified area of cultural significance and the regional plan does not identify recorded sites of significance to Māori within the immediate area.

Proposed provisions will ensure that integrated management of future development within the proposed Residential Zone will occur in a manner that is responsive to any identified areas of matters of cultural significance. In particular, provisions will ensure that the natural features such as indigenous vegetation, wetlands and streams are protected and enhanced, and that earthworks are managed to avoid, remedy and mitigate adverse effects on any sites of significance to Māori that may be discovered.

The precinct provisions also seek to amend Rule 13.14.5, to ensure that stormwater management is appropriately designed at subdivision stage, following best practice of Stormwater Management Devices in the Auckland Region (GD01).

Based on the above assessment, it is considered that any adverse cultural effects will be less than minor.

## 9.0 Section 32 Analysis

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### 9.1 Appropriateness of the Proposal to Achieve the Purpose of the Act

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Section 32(1)(a) of the RMA requires an evaluation to examine the extent to which the objectives of the proposed Plan Change are the most appropriate way to achieve the purpose of the RMA.

#### 9.1.1 Objectives of the Plan Change

The purpose of the Plan Change is to deliver additional land for residential use with a supporting network of connections and management of landscape, ecological, infrastructure transport, and character and amenity effects are managed.

The proposal seeks to rezone the plan change area residential zone, consistent with the ODP which will apply the objectives listed in Chapter 13.5 of the ODP. The proposed Cove Road North Precinct incorporates the following objective to guide development within the Plan Change area:

- *PRECX-01 The Cove Road North Precinct Residential Living*  
*Residential living opportunities and housing choice is enabled in the Cove Road North Precinct whilst landscape, ecological, infrastructure, transport, and character and amenity effects are managed.*

#### 9.1.2 Assessment of the Objectives against Part 2

The plan change seeks to apply the ODP Residential Zone objectives (Chapter 13.5), which have been established following a statutory process in accordance with schedule 1 of the RMA. Therefore, this assessment is focused upon the proposed Cove Road North Precinct objective.

Section 5 of the RMA identifies the purpose of the RMA as being the sustainable management of natural and physical resources. This means managing the use, development and protection of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being and health and safety while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

The proposed Core Road North Precinct objective is consistent with Section 5 of the RMA for the following reasons:

- The plan change will provide quality housing opportunities and housing choice on land adjacent to the existing residential zone of Mangawhai, and in proximity the Mangawahi Heads business area, enabling communities to provide for their social and economic well-being.

- Development will be coordinated with the delivery of required infrastructure, resulting in sustainable development.
- The effects on the transport network from proposed residential development will be managed appropriately.
- The plan change will ensure protection and enhancement of significant ecological features (indigenous vegetation, wetlands and streams) within the plan change area.
- The plan change will provide open space to support the wellbeing of surrounding and future residents.

Section 6 of the RMA sets out a number of matters of national importance which need to be recognised and provided for in achieving the purpose of the RMA. This includes the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins; protection of outstanding natural features and landscapes, the protection of areas of significance indigenous vegetation and significant habitats of indigenous fauna; maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers; the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga; the protection of historic heritage; the protection of protected customary rights and the management of significant risks from natural hazards.

The plan change area is not located within the coastal environment (as mapped by Northland Regional Council), there is no known protected historic heritage, natural features or landscapes on within the area. Furthermore, mana whenua engagement is underway with respect to the proposal.

The plan change area does contain areas of indigenous vegetation, wetlands, and intermittent and permanent streams, as such section 6c is considered relevant to this evaluation. The need to recognise and provide for the protection of these ecological features is given effect to via the proposed Cove Road North Precinct objective and further by policy PRECX-P4 and P6, and rule 13.13X Subdivision.

It is considered that the proposed Cove Road North Precinct objective in combination with the ODP objectives will most appropriately give effect to section 6 of the RMA. Proposed objective PRECX-O1 will in particular give effect to section 6c of the Act.

Section 7 of the RMA identifies a number of “other matters” to be given particular regard by Council. Specific matters from section 7 that are relevant to the Plan Change include:

*b) The efficient use and development of natural and physical resources* - The Plan Change will support the efficient use of natural and physical resources by applying precinct provisions that will provide for a more achievable and practicable land use pattern including a higher level of residential development to meet the needs of the Mangawhai community.

*c) The maintenance and enhancement of amenity values and f) Maintenance and enhancement of the quality of the environment* - The proposed precinct provisions will enable a well-connected and high quality urban environment to be achieved that responds to the specific land characteristics of the site and edge conditions.

Section 8 requires Council to take into account the principles of the Treaty of Waitangi. It is considered that this proposal will not offend against the principles of the Treaty of Waitangi. In particular, the Applicant is underway with ongoing consultation with mana whenua.

The Plan Change is a more effective means of achieving the sustainable management purpose of the RMA than the current planning framework or an alternative (as detailed below in section 9.4 of this report). Overall, it is considered that the objectives of the Plan Change are the most appropriate way to achieve the purpose of the RMA.

### 9.1.3 Assessment of the Objectives against Higher Order Policy

The Plan Change proposes to introduce the Cove Road North Precinct to the ODP Residential Zone, it will effectively sit on top of the underlying zone with additional provisions or exemptions to specified Residential Zone provisions. As such it is necessary to evaluate the proposed objective against the settled higher order objectives of the ODP. The Plan Change has been evaluated against the higher order objectives of Chapters 2 District Wide Resource Management Issues, Chapter 3 Land Use and Development Strategy, Chapter 3A Mangawahi Growth Area and Chapter 4 Overlays in Section 7.3 of this report. It is considered that all Residential Zone objectives contained in 13.5.1 – 7 of the ODP remain is the proposed plan change were to take effect.

Objectives of the Residential Zone seek:

- 13.5.1 *To maintain and where appropriate enhance the amenity values of the residential environment.*
- 13.5.2 *To ensure that the servicing of new subdivision and development does not adversely affect the environment, particularly sensitive receiving environments.*
- 13.5.3 *To maintain and enhance public access to the coast, rivers and lakes as a result of land use and subdivision development.*
- 13.5.4 *By managing the effects of those activities which have the potential to adversely affect residential amenity (e.g. building location, earthworks and vegetation clearance).*
- 13.5.5 *To enhance linkages (e.g. pedestrian, vehicular, open space) between adjoining residential uses.*
- 13.5.6 *To maintain sites and buildings during development to avoid adverse visual amenity effects.*
- 13.5.7 *To recognise business and economic activity that enables people and communities of the District to provide for their social, economic and cultural wellbeing, while avoiding adverse effects (including reverse sensitivity effects) on the environment.*

Proposed Cove Road North Precinct objective PRECX-O1 is consistent with ODP residential zone objectives 13.5.1 – 7 but seeks to achieve outcomes specific to the plan change area. The objective addresses residential opportunities and housing choice which is not referenced in the ODP objectives; therefore, the objective will achieve a more directive outcome than that of the ODP residential zone objectives.

The language of the objective is consistent with objectives 13.5.1 and 13.5.4 seeking to manage effects, whilst being more specific with respect to what effect must be managed (reverse sensitivity) and what effects must be managed on (character and amenity and ecology).

Overall, it is considered that the proposed Cove Road North Precinct objective PRECX-O1 will appropriately give effect to higher order policy of the ODP and be consistent with the Residential Zone objectives 13.5.1-7.



## 9.2 Appropriateness of the Provisions to Achieve the Objectives

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Section 32(1)(b) of the RMA requires an evaluation to examine whether the provisions (e.g. policies and methods) of the proposed plan change are the most appropriate way to achieve its objectives by:

- Identifying other reasonably practicable options for achieving the objectives;
- Assessing the efficiency and effectiveness of provisions in achieving the objectives; and
- Summarising the reasons for deciding on the provisions.

Any assessment under section 32(1)(b)(ii) must:

- (a) *identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for:*
- (i) *economic growth that are anticipated to be provided or reduced; and*
  - (ii) *employment that are anticipated to be provided or reduced; and*
- (b) *if practicable, quantify the benefits and costs referred to in paragraph (a); and*
- (c) *assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.*

If the proposed will:

*amend a standard, statement, national planning standard, regulation, plan, or change that is already proposed or that already exists (an existing proposal), the examination under section 32 (1)(b) must relate to:*

- (a) *the provisions and objectives of the amending proposal; and*
- (b) *the objectives of the existing proposal to the extent that those objectives—*
  - (i) *are relevant to the objectives of the amending proposal; and*
  - (ii) *would remain if the amending proposal were to take effect.*

The Plan Change seeks to both amend the ODP and introduce a new Cove Road North Precinct. Therefore, the above assessment must relate to the proposed amendments to the ODP and the provisions and objectives of the proposed Precinct. The Plan Change does not seek to amend the ODP objectives, but proposes a new precinct objective. The relationship of the proposed precinct objective with the Residential Zone objectives and the appropriateness of the proposed precinct objective is considered in section 9.1.3 of this report.

**Appendix 11** provides a detailed evaluation of the efficiency and effectiveness of the Residential Zone provisions and the amendments proposed.

## 9.3 Other Reasonably Practicable Options for Achieving the Objectives

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In determining the most appropriate method for achieving the objectives of the Plan Change, consideration has been given to the following other reasonably practicable options:

### **Option 1:** Status quo (Rural Zone)

This option involves retaining the operative Rural Zone, zoning and provisions.

**Option 2:** Rezone Plan Change area ODP Residential Zone

This option involves rezoning the Plan Change area Residential Zone. The rezoning will apply standard ODP residential zone, relying upon the zone and district wide provisions to control development and does not introduce bespoke provisions.

**Option 3:** Rezone a new proposed zone Low Density Residential Zone (consistent with Draft District Plan)

This option involves rezoning the plan change area a new proposed Low Density Residential Zone with new provisions to allow for living opportunities.

**Option 4:** Seek for Residential Zone change via Structure Plan or Urban Development Area.

This option involves rezoning the plan change area Residential Zone by way of inserting a Structure Plan into the ODP following the directions of chapter 3.

**Option 5:** Rezone the plan change area with a Precinct that sits within the ODP Residential Zone chapter.

This option involves rezoning the plan change area ODP residential zone with consequential amendments. This option introduces a precinct to the plan change area that includes bespoke controls for subdivision, urban design, protection and enhancement of ecological features, provision of open space and reverse sensitivity.

Evaluation of the alternative options have been summarised in **Appendix 10**.

Option 5 is the preferred option. Rezoning the plan change area Residential Zone with a precinct, is the most appropriate mechanism for achieving the objectives of the plan change. This option enables residential development and the use of land more efficiently. The precinct will ensure that urban growth is integrated with the protection and enhancement of ecological features, management of provision of infrastructure and mitigation of landscape effects.

## 9.4 Assessing the Efficiency and Effectiveness of Provisions in Achieving the Objectives

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### 9.4.1 Proposed Cove Road North Precinct Policies

The proposed objective PRECX-O1 is achieved through the application of policies and methods, in this case the use of land use and subdivision rules. The policies proposed for inclusion (See **Appendix 9**) are considered to achieve the objective by:

- Providing for a range of allotment sizes that are appropriate in the precinct.
- Promoting good subdivision design.
- Managing adverse effects on residential amenity and character.
- Achieving a well-connected, legible and safe, open space, pedestrian and transport network.
- Protecting and enhancing the ecological values of all natural wetland features, intermittent and permanent streams, and indigenous vegetation.
- Protection of sensitive landscapes and transition between zones.
- The provision of open spaces that provide for the recreation and amenity needs of the residents.

The proposed policies are considered the most appropriate for achieving the objectives and provide a coherent link to the methods and rules of the Cove Road North Precinct. The use of clear and direct policies improves the effectiveness of methods in achieving the Precinct objective. Table 5 below demonstrates that the policies proposed for the Cove Road North Precinct implement the proposed objective, and that the rules implement the proposed policies:

**Table 5: Linking of proposed Cove Road North Precinct Provisions**

Proposed Objective	Proposed Policies	Proposed Methods
	PRECX-P1 Cove Road North Precinct Subdivision	13.13X (Subdivision) 13.14.2.3 (Road, private way formation and property access) 13.14.3 (Provision for the extension of services) 13.14.5.3 (Stormwater disposal) 13.14.6A (Wastewater disposal)
PRECX-O1 The Cove Road North Precinct Residential Living  Residential living opportunities and housing choice is enabled in the Cove Road North Precinct whilst landscape, ecological, infrastructure, transport, and character and amenity effects are managed.	PRECX-P2 Cove Road North Precinct Residential Amenity	13.10.3a.2 (Dwelling, density, orientation and mass) 13.10.7.3 (Setbacks) 13.10.7a (Fencing and landscaping) 13.10.11.2 (Private open space) 13.10.12.2 (Permeable surface) 13.10.13.2 (Building coverage) 13.10.14 (Retirement Facility) 13.13A.8 (Subdivision, allotment sizes rules)
	PRECX-P3 Cove Road North Precinct Connectivity	13.13.X (Subdivision, road layout rules)
	PRECX-P4 Cove Road North Precinct Ecological Values	13.13X (Subdivision, ecological enhancement rules)
	PRECX-P5 Cove Road Character	13.10.7.3 (Setbacks) 13.10.7a (Fencing and landscaping)
	PRECX-P5 Northern Sub-precinct	13.10.5c (Maximum height) 13.10.15 (Buildings and accessways within the Cove

		Road North Precinct – Northern Sub-precinct)  13.13.X (Subdivision, Northern Sub-precinct)
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### 9.4.2 Proposed Cove Road North Precinct Boundaries

Spatial mapping is considered to be an appropriate method of achieving the objective of the Cove Road North Precinct as it identifies where the proposed new objectives and provisions do and do not apply. In order to assess the appropriateness of the proposed spatial extent of the Precinct in achieving the objectives of the Plan Change and PRECX-O1 the following three options are evaluated, it is considered that options are appropriate methods and would be effective and efficient with respect to spatial mapping, however the evaluation must determine the most effective and efficient.

- **Option 1:** Status Quo: Do not map a Precinct and instead retain the Rural Zone.

Option 1 maintains status quo, the costs and benefits of this option have been evaluated within **Appendix 11** and is considered that this option will not give effect to PRECX-O1 and is therefore not an effective and efficient method.
- **Option 2:** Map the Residential Zone and Cove Road North Precinct based on the Mangawhai Spatial Plan extent of the Residential Growth Area A following cadastral boundaries.

The MSP has been established following a comprehensive constraints and opportunities analysis, community consultation and capacity analysis of future development areas. Growth Area A follows both Cove Road and Mangawahi Heads Road as physical boundaries, residential zoning to the east and utilises cadastral boundaries to establish northern boundaries. Therefore, it is considered that Option 2 is the most efficient and effective method to achieve the plan change outcomes and objective PRECX-O1.
- **Option 3:** Map the Residential Zone and Precinct based upon topographical and physical features.

Natural wetlands, intermittent and permanent streams, indigenous vegetation and rolling topography are present within the Plan Change area. Option 4 would zone the Residential Zone and Precinct to the boundary of these physical features excluding them from being rezoned. It is considered that Option 4 is not efficient and effective because it will not provide the ability to protect and enhance the natural features at the time of development.

### 9.4.3 Method – Proposed Precinct Rules

**Appendix 11** provides a detailed evaluation of the efficiency and effectiveness of the Residential Zone provisions and the amendments proposed.

### 9.5 Risk of Acting or Not Acting

In this case, it is considered that there is sufficient information about the subject matter of the provisions to determine the range and nature of environmental effects of the options set out in the evaluation above. For this reason, an assessment of the risk of acting or not acting is not required.

## 10.0 Conclusion

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This report has been prepared in support of TRL's request for a plan change to the provisions of the ODP. The Plan Change seeks to rezone the plan change site Residential Zone and apply a bespoke Cove Road North Precinct, and amend the Residential Chapter in respect of rules that affect the Plan Change area.

The request has been made in accordance with the provisions of Schedule 1; Section 32 of the Resource Management Act 1991.

Based on an assessment of environmental effects and specialist assessments, it is concluded that the proposed Plan Change will have positive effects on the environment in terms of the social and economic well-being of the community. Other potential effects are able to be managed through the application of the ODP zone and district-wide provisions.

An assessment against the provisions of section 32 of the RMA is provided in section 9 of the report. This includes an analysis with respect to the extent to which the objectives of the plan change are the most appropriate to achieve the purpose of the RMA and an examination of whether the provisions of the plan change are the most appropriate way to achieve the objectives.

For the above reasons, it is considered that the proposed Plan Change accords with the sustainable management principles outlined in Part 2 of the RMA and should be accepted and approved.



## **Gull Service Station access over segregation strip**

**Meeting:** Kaipara District Council  
**Date of meeting:** 28 June 2023  
**Reporting officer:** Anin Nama, General Manager Infrastructure Services

### **Purpose | Ngā whāinga**

To request:

- The Council exercise its powers under section 48(3) of the Reserves Act 1977 (**Reserves Act**) to waive the requirement for public notification under section 48(2) of the Reserves Act; and
- The Council delegates to the Chief Executive the authority to grant an easement of right of way in favour of Gull NZ Limited (**Gull**) over the Local Purpose Reserve (segregation strip) at Lot 41 DP 341981 adjoining Molesworth Drive Mangawhai under section 48(1)(f) of the Reserves Act, on terms consistent with the terms of any access arrangements that are approved as part of Gull's application for resource consent (RM220251) that is currently before the Council.

### **Executive summary | Whakarāpopototanga**

Gull has applied to the Council for resource consent under the Resource Management Act 1991 (**RMA**) (RM220251) to develop a self-service petrol station at Lot 1 DP 341981 Molesworth Drive Mangawhai.

If the resource consent is granted, to improve access options to the site from Molesworth Drive and to satisfy safety recommendations in the resource consent process, an easement of right of way needs to be granted by the Council in favour of Gull to create a secondary access point across the segregation strip that sits between Molesworth Drive and the service station site.

Under section 48(1) of the Reserves Act the Council has the legal authority to grant an easement of right of way in favour of Gull over the segregation strip.

The Council officer's recommendation is that Council approves the delegation of authority to the Chief Executive (CE) under section 41(1)(f) of the Reserves Act to grant the easement of right of way over the segregation strip subject to conditions consistent with the terms of any access arrangements approved as part of Gull's application for resource consent currently before the Council.

The Northern Transport Alliance (NTA) will have the opportunity to provide input in relation to the safety and design of the proposed access arrangements as part of the resource consent process.

Council is required to give public notice of the proposed easement of right of way under sections 48(2) and 119 of the Reserves Act, unless the requirements in section 48(3) of the Reserves Act are met, in which case public notification is not required. Section 48(3) of the Reserves Act provides that the requirement for public notification does not apply if Council is satisfied the grant of the proposed easement will not result in the reserve being materially altered or damaged, and the right of the public in respect of the reserve will not be permanently affected.

The Council officer's recommendation is that these requirements are met, and that Council waive the requirement the requirement for public notification.

## Recommendation | Ngā tūtohunga

That the Kaipara District Council:

- a) Waives the requirement for public notification under section 48(2) of the Reserves Act 1977; and
- b) Delegates the Chief Executive authority to grant an easement of right of way in favour of Gull NZ Limited over Local Purpose Reserve (Segregation Strip) at Lot 41 DP 341981 under section 41(1)(f) for the Reserves Act 1977 on terms consistent with the terms of any access arrangements that are approved as part of Gull NZ Limited's application for resource consent (RM220251) that is currently before the Council.

## Context | Horopaki

Council is the registered owner and administering body (under the Reserves Act) of the Local Purpose Reserve (segregation strip) located at Lot 41 DP 341981 Molesworth Drive Mangawhai. The segregation strip was vested in the Council on 31 May 2005 as a condition of subdivision consent.

Segregation strips are commonly used by local authorities to control access onto roads where there are traffic safety or efficiency concerns. In this case, at the time the segregation strip was vested in the Council, there was a speed limit of 80km per hour on Molesworth Drive<sup>1</sup>. As a result of this, it is understood additional direct accesses onto Molesworth Drive in this location was generally considered to be inappropriate, or if it was to occur, needed to be subject to approval by the Council. Segregation strips give the Council the ability to control access to public roads from adjoining land because before an adjoining land owner can obtain access across a segregation strip the segregation strip either needs to be revoked<sup>2</sup>, or (as is proposed here) an easement of right of way over the Local Purpose Reserve (segregation strip) be granted by the Council as the administering body of the Reserve under the Reserves Act.<sup>3</sup>

Gull has formally approached Council and requested Council grant an easement of right of way over the segregation strip enabling an additional access to its site, where it is seeking resource consent (RM220251) from the Council for a service station and commercial development.

The request from Gull for an easement of right of way, although related to its application for resource consent, needs to be decided under section 48 of the Reserves Act. Gull has asked Council officers to present this report seeking approval under the Reserves Act for the easement of right of way that is required now, so the application for resource consent can be progressed without undue complication. Gull has requested the terms of any easement of right of way approved by Council be able to "match" any access arrangements that are approved, following the consideration of expert traffic evidence, as part of its application for resource consents currently before Council (and discussed further below).

## Discussion | Ngā kōrerorero

Applications for resource consent for a commercial development and a self-service petrol station on Lot 1 DP 341981 Molesworth Drive, Mangawhai were lodged with the Council in July and September 2022, respectively. The site's frontage consists of a Local Purpose Reserve (segregation strip) approximately 95m long, vested as part of a subdivision application in 2005. Note, the Mangawhai Shared Path was recently constructed along this site frontage.

There is currently one existing vehicle crossing to the site from Molesworth Drive, at the most easterly end of the site frontage (see attachment A). Gull has proposed an additional two-way crossing to allow access from the site across the segregation strip onto Molesworth Drive. Although there is no

<sup>1</sup> This has since been reduced to 50kph.

<sup>2</sup> Under section 24 of the Reserves Act.

<sup>3</sup> Noting that the Minister of Conservation has delegated its powers to approve this to the Council.



formal process, a request to revoke the segregation strip, or alternatively have right of way granted over it, was put forth by Gull.

Under section 48(1) of the Reserves Act the Council has the legal authority to grant an easement of right of way in favour of Gull NZ Limited over the segregation strip. The alternative is revoking part of the Reserve (what Gull had initially proposed). Council officers recommend a right of way option over revoking due to finality of removing the segregation strip; if the site returns to general use in the future, the right of way would no longer be in effect, returning the full traffic movement legal protection of the segregation strip. In addition, granting an easement of right of way is a more straightforward and efficient process as Council has been delegated Minister of Conservation's powers to approve the grant of easements over reserves under section 48(1) of the Reserves Act. However, if the Reserve was to be revoked (even in part) approval from the Minister of Conservation would be required.<sup>4</sup>

Therefore, it is recommended that Council approves the delegation of authority to the CE under section 41(1)(f) of the Reserves Act to grant the right of way over the segregation strip subject to conditions consistent with the terms of any access arrangements approved as part of Gull's application for resource consent currently before Council. Council, through NTA, will have the opportunity to provide input in relation to the safety and design of the proposed access arrangements as part of the resource consent process. Gull will have the opportunity as part of this process to respond and provide its own expert evidence on traffic safety and access. Once the proposed access arrangements are confirmed as part of the resource consent process, the proposed delegation to the CE means the arrangements can be implemented, by the granting of an easement of right of way on the terms set under the decision on the application for resource consent. This approach is supported by Gull and by Council officers on the basis of efficiency and it avoids the potential for any "mismatch" between the two processes.

Prior to Council approving the grant of an easement of right of way over any public reserve, section 48(2) of the Reserves Act 1977 requires the Council (as the administering body of the reserve) to give public notice of the proposed easement of right of way under section 119 of the Reserves Act 1977 and provide the opportunity for members of the public to lodge objections under section 120.

However, the requirement for public notification in section 48(2) does not apply if the requirements in section 48(3) of the Reserves Act 1977 are met. Namely, if the Council is satisfied under section 48(3) that the grant of the proposed easement will not result in the reserve being materially altered or damaged, and the right of the public will not be permanently affected. It is considered these requirements are satisfied in the present case as (a) the Reserve, which is a reserve for a segregation strip (i.e. a narrow strip of land vested in the Council to control access to Molesworth Drive) will not be materially altered or damaged by the grant of an easement of right of way, and (b) it is noted the purpose of the easement of right of way is to enable members of the public to access a proposed new service station (i.e. public amenity) in Mangawhai. For these reasons, it is recommended that Council exercise its powers under section 48(3) of the Reserves Act 1977. A copy of a legal opinion from Holland Beckett Law in relation to this matter is attached to this report (attachment A).

## Options

Option 1:

The Council:

- Exercise its powers under section 48(3) of the Reserves Act 1977 to waive the requirement for public notification under section 48(2) of the Reserves Act; and
- Approve the delegation of authority to the CE to approve the creation of an easement of right of way in favour of Gull NZ Limited at Lot 41 DP 341981 under section 41(1)(f) for the Reserves Act 1977 consistent with the terms of any access arrangements that are approved as part of Gull NZ Limited's application for resource consent (RM220251) that is currently before the Council.

This is the recommended option.

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<sup>4</sup> See section 24 of the Reserves Act 1977.

### Option 2:

Do not approve delegation of authority to approve the creation of an easement of right of way or revocation of a section of the segregation strip. This option would potentially result in Gull NZ Limited being unable to implement a resource consent for development, potentially to be approved by the RMA Consents team.

This is not the recommended option.

### Risks and mitigations

Risks are considered in the NTA reports (attachments B & C).

Increased crash risk for active mode users along the shared use path, due to the increased turning movements/conflict. This risk is twofold; increased traffic flow from the proposed development (traffic generation) and introducing a new conflict zone through the proposed additional entry/exit onto Molesworth Drive. Risks are mitigated by implementation of NTA recommendations.

This will be process through the resource consent application.

### Significance and engagement | Hirahira me ngā whakapapa

The decisions or matters of this report are considered to have a low degree of significance in accordance with Council's Significance and Engagement Policy.

### Next steps | E whaiake nei

If the recommended option is approved, the applicant will be informed of the outcome. It is expected that easement wording will be drafted for CE approval once proposed access arrangements have been confirmed through the resource consent process.

### Attachments | Ngā tapiritanga

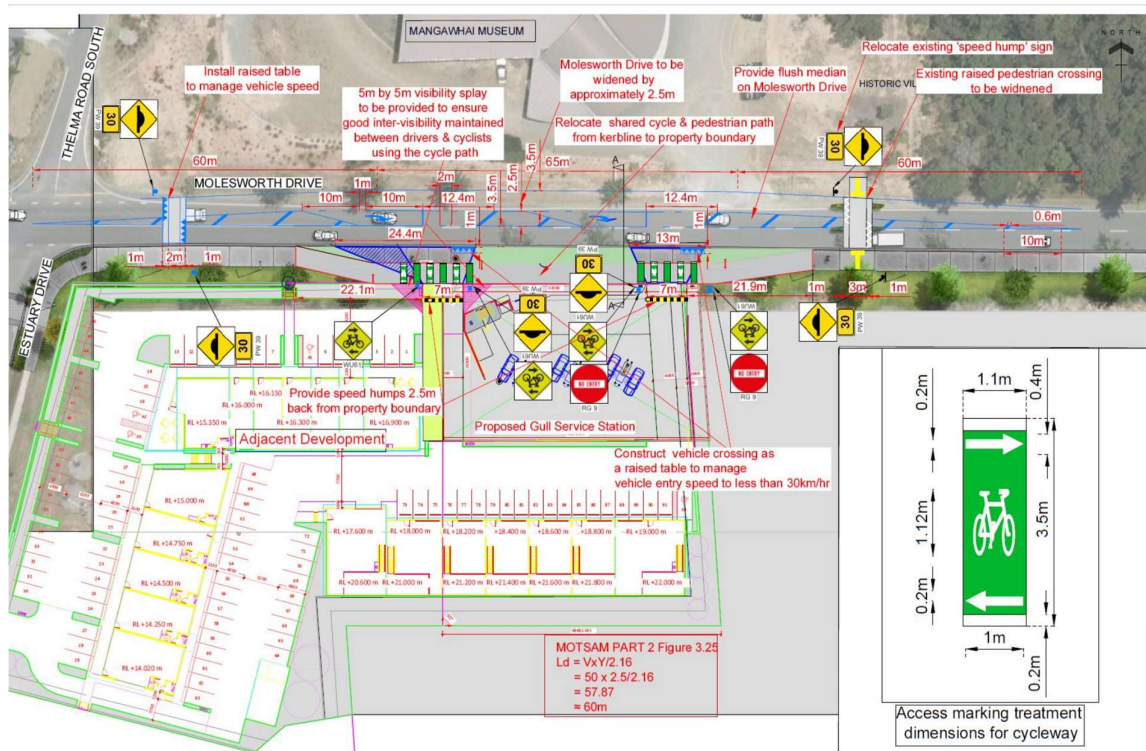
	Title
A	NTA Memo - Gull service station (Molesworth Drive)
B	Proposed Gull Station Molesworth Drive Mangawhai
C	Letter to Kaipara District Council from Gull requesting easement
D	Gull Mangawhai additional traffic information 290323

NTA Memorandum			
<b>Council</b>	Kaipara District Council		
<b>Subject</b>	Gull service station – Revoking Segregation Strip outside Lot 1 DP 341981		
<b>Report Date</b>	31/05/2023		
<b>Report Prepared By</b>	Vaishali Sankar - Road Safety and Traffic Engineer	<b>Reviewed by</b>	Andy Brown – Asset Manager
<b>Approved by</b>	Nick Marshall – Road Safety and Traffic Engineer Lead		

**Background:**

A proposal for a commercial development and a self-service petrol station on Lot 1 DP 341981 was received in July and September 2022 respectively. The site’s frontage consists of a Local Purpose Reserve (Segregation Strip) approximately 95m long, vested as part of a subdivision application in 2014 and recently Mangawhai Share Path was constructed along that section. There is an existing vehicle crossing to the site from Molesworth Drive, at the most easterly end of the site. An additional two-way crossing has been proposed on Molesworth Drive, which crosses the Segregation Strip. A formal application to revoke the segregation strip was put forth by Gull NZ Limited, therefore Council’s Roding Department (Northland Transportation Alliance, NTA) had engaged Commute Transportation Consultants and NCC Consulting Engineers to undertake a technical review (Report Attached), specifically considering the Traffic and Road Safety effects from the proposal.

**Proposed Plan:**



Source: Gull Mangawhai additional traffic information (Traffic Planning Consultants)

**Problems Identified:**

Increased crash risk for active mode users along the Shared Use Path, due to the increased turning movements/ conflict. This risk is twofold; increased traffic flow from the proposed development (trip generation) and introducing a new conflict zone through the proposed additional entry/exit onto Molesworth Drive.

**Recommendation:**

Staff agree with the recommendations outlined in the technical review and therefore would support the proposed vehicle crossing on Molesworth Drive with following conditions.

1. Proposed western vehicle crossing to be left out exit only, including both legal restrictions and physical controls (traffic island).
2. Provide easements over the local purpose reserve to construct the additional crossing.
3. Provide raised-table pedestrian platforms through both vehicle crossings on Molesworth Drive. This is to minimise the likelihood and severity of potential crashes involving vulnerable road users.
4. Install markings to prioritise shared path users through the two vehicle crossings.
5. Shared use path to be a minimum 3m, and ideally 5m setback from road carriageway. As offered within the proposed plan shown above.

**Attachments:**

ACCESS TECHNICAL REVIEW 3 GULL SERVICE STATION, MOLESWORTH DRIVE, MANGAWHAI

**Prepared by:**  
Vaishali Sankar

**Reviewed by:**  
Andy Brown

**Approved by:**  
Nick Marshall

Ms V Sankar  
Northland Transportation Alliance

29 May 2023

**Copy via email: [vaishali.sankar@nta.govt.nz](mailto:vaishali.sankar@nta.govt.nz)**

Dear Vaishali,

**ACCESS TECHNICAL REVIEW – GULL SERVICE STATION, MOLESWORTH DRIVE, MANGAWHAI**

Further to your instruction, we have undertaken a peer review of the access arrangement at the proposed Gull Station on Molesworth Drive in Mangawhai.

**1 SCOPE OF REVIEW**

We understand from your email that the proposal is for a self service Gull Service Station, with entry via the existing crossing at the northern end of the site on Molesworth Drive and a new two-way crossing providing for egress from the proposed service station as well as entry for the neighbouring commercial development. This second access would pass over an existing 'segregation strip' which was created as part of a previous residential development in the Molesworth Drive / Estuary Drive vicinity in 2014.

The key item you require a technical review of relates to the possible removal of the existing segregation strip thereby enabling the proposed second vehicle crossing to be provided.

I have reviewed the following documents:

- "Proposed Gull Service Station, Molesworth Drive, Mangawhai" undertaken by TPC dated September 2022;
- "Molesworth Drive, Mangawhai Resource Consent Application Issue - 07-09-2022" Drawing set prepared by Technitrades Architecture;
- "Gull Mangawhai Access Arrangements, Safe System Assessment Framework" letter prepared by NCC Consulting Engineers and dated 15 May 2023.

Commute visited the site on 9 May 2023.

**2 SEGREGATION STRIP**

The sites frontage is subject to an existing segregation strip which it is understood was introduced as part of a previous residential development in the Molesworth Drive / Estuary Drive vicinity in 2014. At this time Molesworth Drive was a high speed environment and its

intent was to reduce direct access on to Molesworth Drive with development on the subject lot to access off Estuary Drive (being a lower speed / lower hierarchy road).

The extent of the segregation strip is shown in blue on Figure 2-1 below. It is approximately 95m long and the area circled in red is the existing vehicle crossing which is not within the segregation strip.

**Figure 2-1: Extent of segregation strip**



In summary, based on the current traffic volumes and speeds on Molesworth Drive and with the upgrades proposed (turn bay etc), we concur with TPCs analysis that the provision of an additional crossing is able to be executed in such a way, so as to maintain the existing safety and efficiency of the current carriageway for the following reasons:

- The nature of Molesworth Drive has changed since the segregation strip was applied. It continues to be a primary collector / arterial within the road network, however it now has a posted speed of 50 km/hr (versus 80 km/hr previously). In addition, there is a raised table some 40m north of the existing vehicle crossing further reducing speeds in the vicinity of the site.
- Comparatively, whilst the proposed new vehicle crossing will likely carry a greater number of trips when compared to individual residential crossings, the construction of one new crossing across the segregation strip (serving the proposed development with forwards only movements) is considered preferable to multiple residential crossings with a high chance of reverse manouveres as well.

### 3 ACCESS LOCATION AND LAYOUT

We have reviewed the proposed access location and its operation.

All sight distances from here are considered acceptable.

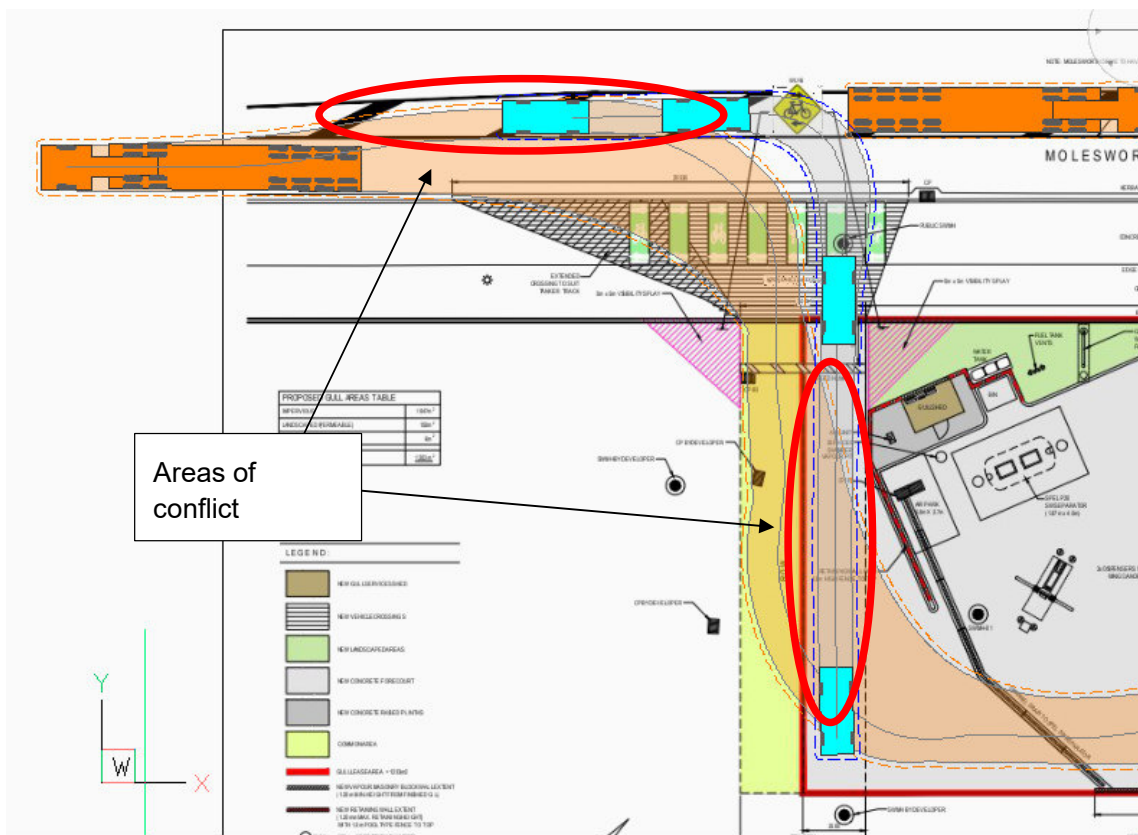
With regard to vehicle movements, the proposed access is well placed to ensure ease of movement for passenger vehicles and refuelling trucks to exit the site. As the existing northern access is entry only it is considered likely that users of the service station will only

exit via the proposed access, thus the entry lane is not strictly required or warranted for the service station activity itself. Due to the manoeuvring of the refuelling truck, it is necessary for a service station to provide two accesses.

We have confirmed vehicle tracking and all movements are able to be achieved, as the design is based on vehicle tracking it is considered appropriate.

We note that should the proposed access be two-way there would be some concern with the conflicts between outbound fuel trucks and inbound passenger vehicles. These can be seen in Figure 3-1 below.

**Figure 3-1: Proposed new two-way access, conflict points between incoming vehicles and an outbound semi trailer**



These conflicts are of concern but could possibly be avoided through scheduling of the fuel trucks arrival to occur outside of the operating hours of the commercial businesses. However, it is uncertain whether this would be practical due to the location of the site (not urban) and the way in which refuelling operations typically work – ie. truck following a set route visiting multiple sites.

It is considered that (with regards to the proposed service station) provision of two-way access is not necessary at the exit. Given the nature of Molesworth Drive in the vicinity of the site is evolving to a more urban form, and due to the movement of the refuelling truck consideration of separate crossings for the commercial and service station should be considered, although it is noted that this would require an additional vehicle crossing over the shared path.

### 3.1 SHARED PATH

Since the segregation strip was introduced, a 3m wide shared path facility also now runs along the sites frontage. Where possible vehicle crossings over this should be minimised.

Suitable intervisibility between pedestrians / cyclists using the shared paths and vehicles manoeuvring in / out of the proposed vehicle crossings is able to be achieved.

The overall width of the vehicle crossing over the shared path is some 15-25.5m as a result of the heavy vehicle tracking. Where possible (if at all) the crossing width should be narrowed. Shifting the shared path away from the kerb and closer to the boundary would help with this.

It is considered that with the correct treatment a vehicle crossing is able to be safely constructed here.

## 4 SSAF REVIEW

A review of the SSAF has been undertaken. This concludes the following in relation to the users of the shared path;

- An access that serves as both an exit and an entry (ie. two-way) is a higher risk than a single direction access (one-way). This is due to the increased number of conflict points and that users of the shared path will have to be aware of vehicles approaching them from two directions. In addition, in the eyes of a shared path user, a vehicle going in one direction may mask a vehicle coming in the opposite direction.
- The likelihood and severity of a crash between a shared path user and a vehicle using the access can be reduced by providing a raised platform crossing of the access and providing appropriate paving and markings to make the priority for shared path users clear.

The following recommendations are made to ensure that the accesses cross the existing shared path as safely as possible;

- The proposed two-way access will add to the potential conflicts between turning vehicles and users of the shared path. To minimise conflicting movements, both on Molesworth Drive and the crossing of the shared path, the accesses off Molesworth Drive should be one-way (one for entry, one for exit). This will also enable one of the two right turn bays on Molesworth Drive to be removed;
- To minimise the likelihood of high severity conflicts between turning vehicles and users of the shared path a raised platform should be provided at both accesses;
- Paving and markings should be used make the priority for shared path users clear; and
- The shared path should be set back 3-5m so that turning vehicles can wait for users of the shared path clear of the through lane of Molesworth Drive.

The full SSAF is attached as Appendix A.

In general, the conclusions and recommendations within the SSAF align with the review undertaken by Commute. Relocating the shared path back towards the lot boundary will also



reduce the crossing width for pedestrians / cyclists as well as the likelihood of a vehicle sitting across the shared path and blocking the way for users whilst waiting to exit the site.

## 5 CONCLUSION

Overall, it is considered that:

- Since the inception of the segregation strip the operation of Molesworth Drive has changed to provide a much lower speed environment (lower posted speed as well as nearby traffic calming), as such, it is considered that the access is able to be constructed in a safe manner for both vehicle movements and shared path users, such that the removal of the segregation strip is possible.
- Exit only access should be considered for the service station, this would reduce the number of conflicts arising from the refuelling trucks tracking. Two-way access is not considered necessary for the service station activity on its own.

I trust this is sufficient for your requirements. Should you have any queries, please do not hesitate to be in touch.

Yours sincerely

**Commute Transportation Consultants**

Hollie Yukich



**Senior Transport Consultant**

[hollie@commute.kiwi](mailto:hollie@commute.kiwi)

APPENDIX A: SSAF REPORT

15 May 2023

Northland Transportation Alliance

Attention: Vaishali Sankar

**RE: Gull Mangawhai Access Arrangements, Safe System Assessment Framework**

With regards to your request to carry out a Safe System Assessment Framework on the proposed access arrangements to a proposed Gull Service station and associated commercial development. The subject site is defined as Lot 1 DP 341981 and is located on the corner of Molesworth Drive and Estuary Drive.

**Road environment**

The existing road environment is as follows;

**Molesworth Drive**

- AADT – 9764 (2022),
- HCV – 7%,
- Posted speed limit – 50km/h,
- Speed environment – 60km/h.

**Estuary Drive**

- AADT – 1026 (2022),
- HCV – 7%,
- Posted speed limit – 40km/h,
- Speed environment – 40km/h.

**Mangawhai Shared Path**

The Mangawhai Shared Path passes along the Molesworth Drive frontage of the subject site, the section of shared path on the frontage has recently being completed and works are currently underway to extend the shared path further south, As it currently stands the shared path between Mangawhai and Mangawhai Heads is currently incomplete, therefore its current usage in all likelihood not representative of its future usage.

**Intersection of Molesworth Drive and Estuary Drive**

This intersection is a simple priority intersection.

**Site access.**

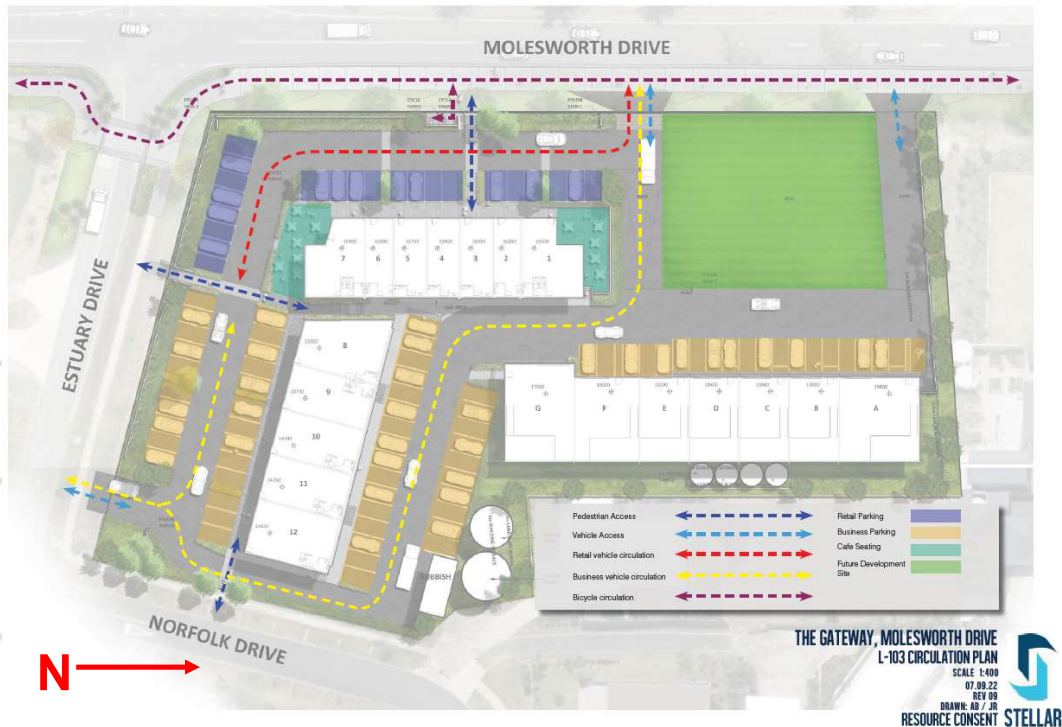
Lot 1 DP 341981 currently has an access off Molesworth Drive by means of a formed access at the north end of the subject site, there is a segregation strip for the remainder of the frontage with Molesworth Drive.

## The Proposal

The proposal comprises two primary components.

- A self-service petrol station,
- A commercial development,

The layout of development is as follows;



As indicated above the vehicle access is via three accesses, one off Estuary Drive and two accesses off Molesworth Drive. Of the two access off Molesworth Drive one will utilise the existing vehicle crossing which will be upgraded and one will be a newly created access. The more southerly access off Molesworth Drive and the access off Estuary Drive will be used by traffic in both directions. The more northerly access off Molesworth Drive will be used as an access only.

For the purposes of this review the access onto Estuary Drive will not be considered any further.

**Anticipated traffic movements**

Information supplied by the NTA indicates a total number of anticipated daily traffic movements of 1850/day, this is made up as follows;

**Table 6 – Traffic Generation Potential**

Activity	Area	Daily Traffic	Weekday PM Peak Hour
Gull service station	6 pumps	900	90
Retail	472m <sup>2</sup> + 100m <sup>2</sup> outdoors <sup>1</sup>	680	95
Office	1,028m <sup>2</sup>	150	20
Industrial	1,020m <sup>2</sup>	120	15
<b>Total</b>		<b>1,850</b>	<b>220</b>

In addition, once completed it is anticipated that the shared path will have a total of 300 users per day. It is assumed that of these 300 movements, 150 will be pedestrians and the other 150 movements are other modes (cyclists, E-bikes, E-scooters etc.)



### **Safe System Assessment Framework (SSAF)**

A safe system assessment has been carried out in accordance with the procedures set down in the “Waka Kotahi NZ Transport Agency Safe System Audit Guidelines.”

Five scenarios have been assessed, these being;

- The existing access, Lot 1 DP 341981 not developed,
- The existing access used to its current consented extent,
- The existing and proposed access used to access or egress the proposed Gull service station,
- The existing and proposed access used to access/egress the proposed Gull service station and the proposed commercial development,
- The existing and proposed access used to access/egress the proposed Gull service station and the proposed commercial development with appropriate mitigation measures at the point where the traffic accessing/egressing the development crosses the existing shared path.

The Safe System Framework is a matrix used to compare the safety performance of various options at the optioneering stage.

**Table 1** below shows the Safe System Assessment Framework.

	Run off road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist
Exposure	AADT; length of road segment	AADT; length of road segment	AADT for each approach; intersection size	AADT; length of road segment	AADT; pedestrian numbers; crossing width; length of road segment	AADT; cyclist numbers; pedestrians	AADT; motorcycle numbers; length of road segment
Likelihood	Speed; geometry; shoulders; barriers; hazard offset; guidance and delineation	Geometry; separation; guidance and delineation; speed	Type of control; speed; design, visibility; conflict points	Speed; sight distance; number of lanes; surface friction	Design of facilities; separation; number of conflicting directions; speed	Design of facilities; separation; speed	Design of facilities; separation; speed
Severity	Speed; roadside features and design (e.g. flexible barriers)	Speed	Impact angles; speed	Speed	Speed	Speed	Speed

**Table 1 : Safe System Assessment Framework.**

**Table 2** below gives the matrix scoring system

Road user exposure	Crash likelihood	Crash severity
<p>0 = there is no exposure to a certain crash type. This might mean there is no side flow or intersecting roads, no cyclists, no pedestrians, or motorcyclists).</p>	<p>0 = there is only minimal chance that a given crash type can occur for an individual road user given the infrastructure in place. Only extreme behaviour or substantial vehicle failure could lead to a crash. This may mean, for example, that two traffic streams do not cross at grade, or that pedestrians do not cross the road.</p>	<p>0 = should a crash occur, there is only minimal chance that it will result in a fatality or serious injury to the relevant road user involved. This might mean that kinetic energies transferred during the crash are low enough not to cause a fatal or serious injury (FSI), or that excessive kinetic energies are effectively redirected/dissipated before being transferred to the road user.</p> <p>Users may refer to Safe System-critical impact speeds for different crash types, while considering impact angles, and types of roadside hazards/barriers present.</p>
<p>1 = volumes of vehicles that may be involved in a particular crash type are particularly low, and therefore exposure is low.</p> <p>For run-of-road, head-on, intersection and 'other' crash types, AADT is &lt; 1 000 per day.</p> <p>For cyclist, pedestrian and motorcycle crash types, volumes are &lt; 10 units per day.</p>	<p>1 = it is highly unlikely that a given crash type will occur.</p>	<p>1 = should a crash occur, it is highly unlikely that it will result in a fatality or serious injury to any road user involved. Kinetic energies must be fairly low during a crash, or the majority is effectively dissipated before reaching the road user.</p>
<p>2 = volumes of vehicles that may be involved in a particular crash type are moderate, and therefore exposure is moderate.</p> <p>For run-of-road, head-on, intersection and 'other' crash types, AADT is between 1 000 and 5 000 per day.</p> <p>For cyclist, pedestrian and motorcycle crash types, volumes are 10–50 units per day.</p>	<p>2 = it is unlikely that a given crash type will occur.</p>	<p>2 = should a crash occur, it is unlikely that it will result in a fatality or serious injury to any road user involved. Kinetic energies are moderate, and the majority of the time they are effectively dissipated before reaching the road user.</p>
<p>3 = volumes of vehicles that may be involved in a particular crash type are high, and therefore exposure is high.</p> <p>For run-of-road, head-on, intersection and 'other' crash types, AADT is between 5 000 and 10 000 per day.</p> <p>For cyclist, pedestrian and motorcycle crash types, volumes are 50–100 units per day.</p>	<p>3 = it is likely that a given crash type will occur.</p>	<p>3 = should a crash occur, it is likely that it will result in a fatality or serious injury to any road user involved. Kinetic energies are moderate, but are not effectively dissipated and therefore may or may not result in an FSI.</p>
<p>4 = volumes of vehicles that may be involved in a particular crash type are very high, or the road is very long, and therefore exposure is very high.</p> <p>For run-of-road, head-on, intersection and 'other' crash types, AADT is &gt; 10 000 per day.</p> <p>For cyclist, pedestrian and motorcycle crash types, volumes are &gt; 100 units per day.</p>	<p>4 = the likelihood of individual road user errors leading to a crash is high given the infrastructure in place (e.g. high approach speed to a sharp curve, priority movement control, filtering right turn across several opposing lanes, high speed).</p>	<p>4 = should a crash occur, it is highly likely that it will result in a fatality or serious injury to any road user involved. Kinetic energies are high enough to cause an FSI crash, and it is unlikely that the forces will be dissipated before reaching the road user.</p>

**Table 2 : Matrix scoring system.**

Tables 3-7 below show the results of the assessment for the 5 options.

**Table 3 : The existing access, Lot 1 DP 341981 not developed**

	Run off road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist
Exposure (/4)	3	3	3	0	4	4	2
Likelihood (/4)	2	2	3	0	0	0	2
Severity (/4)	1	1	1	0	2	2	2
<b>Product</b>	<b>6</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
						<b>Total (/448)</b>	<b>29</b>

**Table 4 : The existing access used to its current consented extent**

	Run off road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist
Exposure (/4)	3	3	3	0	4	4	2
Likelihood (/4)	2	2	3	0	1	1	2
Severity (/4)	1	1	1	0	2	2	2
<b>Product</b>	<b>6</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>8</b>
						<b>Total (/448)</b>	<b>45</b>



**Table 5 : The existing and proposed access used to access the proposed Gull service station only,**

	Run off road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist
Exposure (/4)	3	3	3	0	4	4	2
Likelihood (/4)	2	2	3	0	2	2	2
Severity (/4)	1	1	1	0	3	3	2
<b>Product</b>	<b>6</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>24</b>	<b>24</b>	<b>8</b>
					<b>Total (/448)</b>		<b>77</b>

**Table 6 : The existing and proposed access used to access/egress the proposed Gull service station and the proposed commercial development**

	Run off road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist
Exposure (/4)	3	3	3	0	4	4	2
Likelihood (/4)	2	2	3	0	3	3	2
Severity (/4)	1	1	1	0	3	3	2
<b>Product</b>	<b>6</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>8</b>
					<b>Total (/448)</b>		<b>101</b>

**Table 7 : The existing and proposed access used to access/egress the proposed Gull service station and the proposed commercial development with appropriate mitigation measures at the point where the traffic accessing/egressing the development crosses the existing shared path**

	Run off road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist
Exposure (/4)	3	3	3	0	4	4	2
Likelihood (/4)	2	2	3	0	2	2	2
Severity (/4)	1	1	1	0	2	2	2
<b>Product</b>	<b>6</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>8</b>
						<b>Total (/448)</b>	<b>61</b>

#### Notes on the SSAF

The following notes apply to the SSAF

- Run off road and Head-on crash types apply to the traffic on Molesworth Drive, these are constant throughout the different assessments,
- Intersection crash types relate to the vehicle-to-vehicle collisions caused by vehicles turning in and out of the accesses, these are constant throughout the different assessments,
- Other, there are no 'other' crash types in the assessment,
- The 'pedestrian and cyclist' crash types relate to the various conditions that exist at the crossing of the shared path by the accesses,
- Motorcyclist crashes relate to crashes on Molesworth Drive involving motorcycles, these are constant throughout the different assessments,

## Output from the SSAF

Table 8 below summarises the output from the SSAF.

Scenario	SSAF Score
The existing access, Lot 1 DP 341981 not developed,	29
The existing access used to its current consented extent.	45
The existing and proposed access used to access the proposed Gull service station,	77
The existing and proposed access used to access/egress the proposed Gull service station and the proposed commercial development.	101
The existing and proposed access used to access/egress the proposed Gull service station and the proposed commercial development with appropriate mitigation measures at the point where the traffic accessing/egressing the development crosses the existing shared path.	61

**Table 8 – Summary of SSAF results**

### Discussion

- In relation to the users of the shared path there is no safer alternative that no accesses across the shared path,
- An access that serves as both an exit and an entry is a higher risk than a single direction access. This is due to the increased number of conflict points and that users of the shared path will have to be aware of vehicles approaching them from two directions. In addition, in the eyes of a shared path user, a vehicle going in one direction may mask a vehicle coming in the opposite direction,
- The likelihood and severity of a crash between a shared path user and a vehicle using the access can be reduced by providing a raised platform crossing of the access and providing appropriate paving and markings to make the priority for shared path users clear.

### Recommendations

The following recommendations are made to ensure that the accesses cross the existing shared path;

- To minimise conflicting movements, both on Molesworth Drive and the crossing of the shared path, the accesses off Molesworth Drive should be made one for entry one for exit. The proposed two-way access will add to the potential conflicts between turning vehicles and users of the shared path.
- This will enable one of the two right turn bays on Molesworth Drive to be removed,
- To minimise the likelihood of high severity conflicts between turning vehicles and users of the shared path a raised platform should be provided at both accesses,
- Paving and markings should be used to make the priority for shared path users clear,
- The shared path should be set back 3-5m so turning vehicles can wait for users of the shared path clear of the through lane of Molesworth Drive.



Regards

A handwritten signature in blue ink, appearing to read 'David Spoonley', written over a faint, light blue circular watermark.

**David Spoonley**  
Traffic and Safety Engineer



7 June 2023

David Usmar  
Kaipara District Council

**BY EMAIL**  
dusmar@kaipara.govt.nz

Dear David

**Request for easement under s48 Reserves Act 1977**

1. We act for Gull NZ Limited (**Gull**). The purpose of this letter is to formally request Kaipara District Council (the **Council**) exercise its delegated authority to grant a registered easement over part of a segregation strip situated on Lot 41 Deposited Plan 341981 (the **Segregation Strip**) under s 48 of the Reserves Act 1977 (the **Act**).
2. The easement will be granted in perpetuity and registered on the title to the Segregation Strip. We have **attached** a draft easement instrument as **Annexure One** (the final land description will be subject to survey).
3. By way of background, a resource consent application has been submitted to allow Gull to develop a service station on the corner of Molesworth Drive and Estuary Drive, Kaipara (Lot 1 Deposited Plan 341981) (the **Site**). The main vehicle access for the Site is intended to occur via Molesworth Drive. However, the Segregation Strip is currently located between Molesworth Drive and the Site therefore restricting access.
4. The Segregation Strip is subject to the Act as a local purpose reserve and the Council is its registered owner and the administering body under the Act.

**Legal framework**

5. Section 48(1)(a) of the Act provides an administering body (in this case the Council) can grant an easement or rights of way with the consent of the Minister of Conservation, and on such conditions as the Minister of Conservation thinks fit, over any part of the reserve for any public purpose.
6. Section 48(2) of the Act requires the administering body to give public notice of the proposed easement in accordance with s 119 and 120 of the Act.
7. However, section 48(3) of the Act provides that public notification of an easement is not required when:
  - (a) the reserve is vested in an administering body and is not likely to be materially altered or permanently damaged; and
  - (b) the rights of the public in respect of the reserve are not likely to be permanently affectedby the establishment and lawful exercise of the right of way or other easement.

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### Delegation of decision making to local authorities

8. The power to grant easements under s 48 of the Act has been delegated to local authorities by the Minister of Conservation under an Instrument of Delegation (see attached as **Annexure Two**). The Delegation Instrument allows the Council to take on the role of the Minister for this process and can approve the easement, and impose conditions, itself.

### The proposed easement is for a public purpose under s 48(1)(a) of the Act

9. The easement will be for a public purpose as:
- (a) The purpose of the easement is to facilitate public access to the Site from Molesworth Drive;
  - (b) The easement is the most appropriate access point to the Site as it will ensure safe and efficient traffic movements; and
  - (c) The easement will provide benefits to the community by ensuring access to fuel and conveniences.
10. The easement therefore satisfies s 48(1)(a) of the Act.

### Public notification is not required under s 48(2) of the Act

11. Public notification of the easement is not required under s 48(2). An assessment under s 48(2) of the Act must look at the reserve as a whole. This is because any easement will have a physical impact on a reserve, whether it be for roading, walkways, transmission lines or other physical infrastructure contemplated by s 48(1).<sup>1</sup> Therefore, the intent of s 48(2) is to allow appropriate easements, while ensuring the reserve is not materially altered or permanently damaged and the public retains rights of access.
12. In our view the easement can be granted without public notification. This is because:
- (a) The easement will not materially alter the reserve as it will only occupy a physically small part of the Segregation Strip;
  - (b) Public access was not the original intent of the reserve, rather it was for road safety, therefore is no impact on public rights of access; and
  - (c) The Segregation Strip will remain in place with the easement managing the extent of access, meaning the benefit and characteristics of the reserve as a whole will continue.

### Appropriateness of the easement

13. Overall, the easement satisfies the requirements of s 48(1) and is consistent with the purposes and principles of the Act.

---

<sup>1</sup> Section 48(1) allows easements to be granted over reserves for public purposes, accessways, pipelines for gas, petroleum, biofuel or geothermal energy, electrical installation works, provision of water systems and water and drainage supplies for reserves or associated purposes.

**Conditions**

- 14. We have provided a draft easement instrument which records the conditions of the easement for your review. These are standard conditions which are commonly imposed on access easements and will be registered on the title to the Segregation Strip. We note that the final description of the easement will be provided once a survey is completed for the accessway to the Site.

**Decision sought from Council**

- 15. Gull therefore requests that Council exercise its delegated authority and grant Gull an easement over the Site on the terms contained in the easement instrument **attached** as Annexure One.

Ngā mihi  
**HOLLAND BECKETT LAW**



**Vanessa Hamm** / Partner  
DDI 07 927 2754  
E [vanessa.hamm@hobec.co.nz](mailto:vanessa.hamm@hobec.co.nz)

encl.



**Annexure One**

**Draft Easement Instrument**





## Easement instrument to grant easement or *profit à prendre*

(Section 109 Land Transfer Act 2017)

**Grantor**

Kaipara District Council
--------------------------

**Grantee**

Gull New Zealand Limited
--------------------------

**Grant of Easement or *Profit à prendre***

<p><b>The Grantor</b> being the registered owner of the burdened land set out in Schedule A <b>grants to the Grantee</b> (and, if so stated, in gross) the easement(s) or <i>profit(s) à prendre</i> set out in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s)</p>
--

**Schedule A**

*Continue in additional Annexure Schedule, if required*

Purpose of Easement, or <i>profit</i>	Shown (plan reference)	Burdened Land (Record of Title)	Benefitted Land (Record of Title) or in gross
Right of Way	TBA	TBA	TBA

**Easements or *profits à prendre* rights and powers (including terms, covenants and conditions)**

*Delete phrases in [ ] and insert memorandum number as required; continue in additional Annexure Schedule, if required*

<p>Unless otherwise provided below, the rights and powers implied in specified classes of easement are those prescribed by the Land Transfer Regulations 2018 and/or Schedule 5 of the Property Law Act 2007</p> <p>The implied rights and powers are hereby <b>[varied]</b> <del>[negated]</del> <b>[added to]</b> or <del>[substituted]</del> by:</p> <p><del>[Memorandum number _____, registered under section 209 of the Land Transfer Act 2017]</del></p> <p>[the provisions set out in Annexure Schedule 1 ]</p>
---

Instrument type

Easement Instrument

*Continue in additional Annexure Schedule, if required.*

**EASEMENTS**

**Easements or rights and powers (including terms, covenants and conditions) continued...**

**1. GENERAL CONDITIONS**

- (a) Any maintenance, repair or replacement of any easement facility in respect of any easement set out herein that is necessary because of any act or omission by the Grantor or the Grantee (as defined in paragraph 1 of Schedule 5 to the Land Transfer Regulations 2018) must be carried out promptly by that Grantor or Grantee at the sole cost of that Grantor or Grantee or in such proportion as relates to the act or omission.
- (b) Where practicable, easement facilities in respect of the within easement, other than the easement of right of way, shall be placed under and within the ground comprising the stipulated course.
- (c) If, in respect of easements of rights of way, there is conflict between the provisions of Schedule 5 to the Land Transfer Regulations 2018 and the provisions of the Fifth Schedule to the Property Law Act 2007 then the latter shall prevail.
- (d) Where there is conflict between the rights, powers, terms, covenants or restrictions herein (the modifications) and the provisions of Schedule 5 to the Land Transfer Regulations 2018 and/or the provisions of the Fifth Schedule to the Property Law Act 2007, then the modifications shall prevail.

**Annexure Two**  
**Instrument of Delegation**



## RESERVES ACT 1977

### INSTRUMENT OF DELEGATION FOR TERRITORIAL AUTHORITIES

1. PURSUANT to section 10 of the Reserves Act 1977 I, NICK SMITH Minister of Conservation, DELEGATE to all territorial authorities (as defined in this Instrument of Delegation) such of my powers, functions and duties under the Reserves Act 1977 as are set out in the following Schedule subject to the Limitation of Powers in the Schedule and to the conditions in paragraph 2 of this Instrument.
2. The delegations in this Instrument apply only where the territorial authority is the administering body of the relevant reserve (i.e. affected by the decision to be made) by virtue of a vesting or an appointment to control and manage.
3. This Instrument replaces the previous Instrument of Delegation dated 10 March 2004, which is hereby revoked.

#### Definitions:

"Administering body" - means an administering body under the Reserves Act 1977.

"Territorial authority" - means a local authority and a unitary authority as defined in section 5 Local Government Act 2002.

"Vested reserve" - means a reserve vested in a territorial authority (not in the Crown).

### SCHEDULE

SECTION	SUMMARY OF POWERS	○	LIMITATION OF POWERS
6(3)	Revoke a Gazette notice and issue a fresh notice or amend the original notice		Only applies to notices in the Gazette given by the territorial authority
14(4)	Gazette resolution to declare vested land to be reserve.		
	<u>Note:</u> it is, therefore, no longer necessary to consult the Commissioner in terms of sec 14(3) of the Act.		



## SECTION SUMMARY OF POWERS

O

## LIMITATION OF POWERS

- 15(1) Authorise or decline to authorise, by Gazette notice, the exchange of land in any reserve or any part(s) of a reserve for any other land to be held for purposes of that reserve.
- 15(3) To do all things necessary to effect any exchange authorised by the local authority under Section 15(1) of the Act, or by the Crown in the case of vested reserves derived from the Crown, including the payment or receipt of any money by way of equality of exchange in the case of non Crown derived reserves.
- 16(1) Classify, by Gazette notice, according to their principal or primary purpose all reserves.
- [Note this delegation does not affect sections 16(2) and 16(2A) Reserves Act]
- 16(4) To advertise the intention to classify a reserve in accordance with sec 16(1).
- 18(2)(e)  
19(2)(a)  
19(3)(a) Determine in which cases exceptions can be made to the preservation of flora and fauna and the natural environment.
- 24(1) Change the classification or purpose of a reserve by notice in the Gazette.
- 24(2)(e) To consider all objections received to a proposed change of classification or purpose.
- 24(3) To form an opinion that the change of classification or purpose of a scenic, nature or scientific reserve is justified.

Only to be exercised where the territorial authority did not derive title from the Crown, or title would be deemed not to be derived from the Crown if the reserve was going through a revocation process (s.25).

The territorial authority must consult with the Crown before making a decision under s.15(1) if the land it proposes to grant in exchange was purchased with funds provided either wholly or partly by the Crown.

Does not apply to the revocation of reserves



SECTION	SUMMARY OF POWERS	O	LIMITATION OF POWERS
24(5)	To form an opinion that the change in the classification of a historic reserve is justified.		
25(1)	Upon revocation of the reservation of any public reserve (or part of one) pursuant to section 24 Reserves Act, dispose of that land in such manner and for such purpose as the Minister specifies.  [Note this is intended to allow Territorial Authorities to decide how and for what purpose the land may be disposed of].		The delegation only applies where the title to the reserve was not derived from the Crown, or is deemed not to be derived from the Crown in terms of s.25(4) or (5).
41(1)	To approve reserve management plans.		
42(1)	Give or decline to give express written consent to the cutting or destruction of trees and bush on any historic, scenic, nature, or scientific reserve.  Determine terms and conditions subject to which written consent is given.		
44(1)	To consent to the use of a reserve for temporary or permanent personal accommodation.		
44(2)	To consent to any vehicle caravan, tent or removable structure remaining on a reserve during the period 1 November to 31 March.		
45	Give or decline to give prior approval to administering body to erect, or authorise any voluntary organisation or educational institution to erect shelters, huts, cabins, lodges etc., on any recreation or scenic reserve.		



SECTION	SUMMARY OF POWERS	O	LIMITATION OF POWERS
48(1)	<p>Consent or refuse consent to administering body granting rights of way and other easements over any part of a vested reserve for any of the purposes specified in section 48(1).</p> <p>Impose such conditions as it thinks fit in giving the consent.</p>		
48A(1)	<p>Consent or refuse consent to administering body granting a licence over a vested reserve to any person or department of State -</p> <p>(a) To erect, maintain and use buildings, dwellings, masts and other structures, and plant and machinery; and</p> <p>(b) To construct, maintain, and use tracks and engage in other works</p> <p>- for any of the purposes specified in section 48A(1).</p>		
48A(3)	<p>Approve terms and conditions determined by the administering body.</p>		
49	<p>Grant or decline to grant in writing any qualified person a right to take specified specimens of flora or fauna or rock mineral or soil from a reserve for scientific or educational purposes.</p> <p>Form opinion as to whether qualified person has the necessary credentials.</p> <p>Impose conditions on the grant in writing.</p>		<p>With regard to fauna, the delegation is for exotic fauna which are not protected under the Wildlife Act 1953.</p>
50(1)	<p>Authorise or decline to authorise any person to take and kill any specified kind of fauna that may be found in any scenic, historic, nature or scientific reserve.</p> <p>Authorise or decline to authorise the use of firearms, traps, nets or other like objects within reserve for the foregoing purposes.</p>		<p>The delegation is for non-protected exotic fauna only.</p>



## SECTION SUMMARY OF POWERS

O

## LIMITATION OF POWERS

- 51(1) Authorise or decline to authorise in writing an administering body to introduce indigenous flora or fauna or exotic flora into any scenic reserve for any of the purposes referred to in section 51(1).
- Impose conditions on the giving of the authorisation.
- 52(1) Declare by Gazette notice that any 2 or more reserves, or parts of 2 or more reserves, or parts of one or more reserves and the whole of one or more other reserves, are to be united to form one reserve.
- 53 (1)(d) To consent to an increase in the number days the public shall not be entitled to have admission to a reserve.
- 53 (1)(e) To approve the fixing of charges generally or with respect to any specified occasion or event.
- 54(1) Give or decline to give prior consent to administering body, in the case of a recreation reserve vested in it, to grant leases for any of the purposes specified in paragraphs (a), (b), (c) and to grant a lease or licence for any of the purposes specified in paragraph (d) and to exercise all powers of the Minister referred to in the First Schedule that pertain to leases under s.54(1)(a), (b), (c) and (d).
- All affected reserves or parts of reserves must have the same administering body and must all either be vested in that body or all held under an appointment to control and manage.





SECTION	SUMMARY OF POWERS	○	LIMITATION OF POWERS
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Give or decline prior consent to administering body permitting, in a lease, the erection of buildings and structures for sports, games or public recreation not directly associated with outdoor recreation.

Consent or decline consent to variations or amendments to leases and consent to the carrying out of any other necessary actions arising out of the leases consistent with the First Schedule, Reserves Act.

55(2)(a) (d),  
(e) (f) and  
(g)

In the case of a scenic reserve to give or decline to give consent to :-

- the enclosure and grassing or grazing of open parts of the reserve;
- the setting apart of areas for other purposes;
- the erection of buildings and other structures and amenities;
- such things considered necessary for the public to obtain the benefit of the reserve;
- the setting apart of sites for residences and other buildings and structures necessary for the management of the reserve.

Must be satisfied that the facilities, amenities, buildings or structures are necessary and cannot readily be provided outside or in close proximity to the reserve.



SECTION	SUMMARY OF POWERS	○	LIMITATION OF POWERS
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56(1) Give or decline prior consent to administering body, in the case of a scenic reserve vested in it, to grant leases or licences for the purposes set out in s.56(1) and to exercise all powers of the Minister referred to in the First Schedule that pertain to leases under s.56(1)(a) and (b).

Consent or decline consent to variations or amendments to leases and licences, and consent to the carrying out of any other necessary actions arising out of the leases and licences consistent with the First Schedule, Reserves Act.

56(2) Give public notice in accordance with section 119 of the Reserves Act and give full consideration in accordance with section 120 to all objections and submissions.

58(b) Set apart and use part of a reserve as a site for residences and other buildings.

58A(1) Give or decline prior consent to administering body, in the case of an historic reserve vested in it, to grant leases or licences for any of the purposes specified in that subsection.

Consent or decline consent to variations or amendments to leases and licences and consent to the carrying out of any other necessary actions arising out of the leases and licences, consistent with the First Schedule, Reserves Act.



SECTION	SUMMARY OF POWERS	O	LIMITATION OF POWERS
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59A(1) In accordance with Part IIIB Conservation Act 1987, grant or refuse a concession in respect of any reserve controlled or managed by an administering body under s.28 Reserves Act so that the administering body may apply Part IIIB as if references in that Part to a conservation area were references to such a reserve and references to the Minister of Conservation and to the Director-General of Conservation are references to an administering body.


67(1)(b) Consent or decline consent to lease of recreation reserve set apart for race course purposes, to a racing club.

72(1) To enter into and agree the terms of a lease or other agreement for the farming of a recreation or local purpose reserve.

Note sec 72(3) applies.

73(1) Consent or decline prior consent to an administering body granting a lease of recreation reserve in the circumstances specified in s.73(1), where the reserve is vested in the administering body, and consent or decline prior consent to an administering body granting a lease in the circumstances specified in section 73(1) in all other cases.

Exercise all powers of the Minister referred to in the First Schedule that pertain to leases under s.73(1).

SECTION	SUMMARY OF POWERS	O	LIMITATION OF POWERS
73(2)	<p>Consent or decline prior consent to an administering body granting a lease of recreation reserve for afforestation where the reserve is vested in the administering body, and consent or decline prior consent to an administering body granting a lease of recreation reserve for afforestation purposes in all other cases.</p> <p>Exercise all powers of the Minister referred to in the First Schedule that pertain to leases under s.73(2).</p>		
73(3)	<p>Form opinion as to whether recreation reserve is not likely to be used for purposes of a recreation reserve.</p> <p>Consent or decline consent to administering body granting leases of whole or part of reserve vested in administering body.</p> <p>Grant or decline to grant leases of whole or part of a reserve held under an appointment to control and manage.</p> <p>Exercise all powers of the Minister referred to in the First Schedule that pertain to leases under s.73(3).</p>		<p>Note: The provisions of Part IIIB Conservation Act apply (s.73(3A)(b))</p> <p>Note: s.73(3A) (a) applies.</p>
73(5)	<p>Consent or decline consent in writing to a member of an administering body becoming the lessee of any land under the control of that body.</p>		
73(6)	<p>Consent or decline consent to surrender of lease.</p>		<p>Only exercisable where the original approval for the lease was given by the territorial authority under this delegation.</p>
74(1)(b)(ii) (proviso)	<p>Consent or decline consent to granting of a licence to occupy a historic, scenic or scientific reserve.</p>		

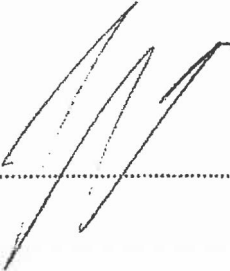
SECTION	SUMMARY OF POWERS	O	LIMITATION OF POWERS
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75(1) and (2)	Consent or decline to consent to the afforestation of a recreation or local purpose reserve.		
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121	Where under the provisions of the Reserves Act consent or approval is required, give consent or approval subject to such conditions as are thought fit.		
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Only exercisable in respect of matters delegated under this Instrument of Delegation.

SIGNED at Wellington this )  
 )  
 17<sup>th</sup> day of Jul . 2013 )  
 )  
 by NICK SMITH )  
 Minister of Conservation )



\_\_\_\_\_



Ref: 211017  
29 March, 2023

Gull NZ Ltd  
c/- Hayson Knell Ltd  
P.O. Box 14085  
TAURANGA 3143

Attention: Simon Childs

Dear Simon

**PROPOSED GULL SERVICE STATION 1 DP 341981, MOLESWORTH DRIVE, MANGAWHAI  
RESOURCE CONSENT APPLICATION NUMBER: RM 220251  
ADDITIONAL TRAFFIC INFORMATION**

As requested, we have considered the request for additional information received from Kaipara District Council (KDC) and the Northern Transport Alliance (NTA) in relation to the proposed Gull Service Station at Lot 1 DP 341981 Molesworth Drive in Mangawhai. For ease of reference in our response we have numbered and repeated the respective query (in *italics*).

1. *The average weekday traffic count data (6,150 vpd).  
- The ADT utilised appears to be lower than RAMM and Mobile roads, this might be due to COVID restrictions. Request the applicant to undertake the modelling again with the latest data.*

The traffic count information referred to in Section 2.1.1 of our Traffic Impact Assessment dated September 2022 (TIA) was supplied by the Northern Transport Alliance. This was used as background information in our TIA to describe the existing transport environment and we indicated in the TIA that the traffic counts carried out by NTA in October 2021 would have been influenced by the COVID-19 lockdowns that affected Auckland for the latter part of 2021.

The traffic counts used for traffic modelling purposes were carried out in May 2022 and hence were clear of any effects related to the Auckland COVID-19 lockdowns. These traffic counts were adjusted for seasonal factors as described in Section 5.1.1 of our TIA and also included additional traffic likely to be using Molesworth Drive in the future related to development at Mangawhai Central consistent with the provisions of Plan Change 78.

As such, we consider the traffic data used in the analysis carried out is appropriate for assessment purposes.

Auckland Office:  
P O Box 60-255, Titirangi, Auckland 0642  
Level 1, 400 Titirangi Road, Titirangi Village  
Tel: (09) 817 2500  
Fax: (09) 817 2504  
[www.trafficplanning.co.nz](http://www.trafficplanning.co.nz)

2. *The proposed 2-way vehicle crossing.*  
– *We do not approve the western VC over the segregation strip. Has the applicant considered alternative location for the VC? Applicant is to address the possibility of not having the 2-way VC as part of their modelling. In AEE it has been specified that the proposed western access will be utilized as an exit-only.*

The applicant has not considered an alternative location for the proposed western vehicle crossing. The AEE relates to the Gull Service Station which would typically use the proposed western vehicle crossing for exit movements while it would be used for entry and exit movements to the adjacent development. While there may be the occasional entry to the Gull Service Station from this vehicle crossing, the number of vehicles would be expected to be very low.

The segregation strip on Molesworth Drive was established in 2005 as a way to safely manage vehicle access to Molesworth Drive when it had a posted speed limit of 100km/hr. The approved access is shown in Figure 1 and is essentially in the same location as the existing eastern vehicle crossing that will be used to access the proposed Gull Service Station and the adjacent development.

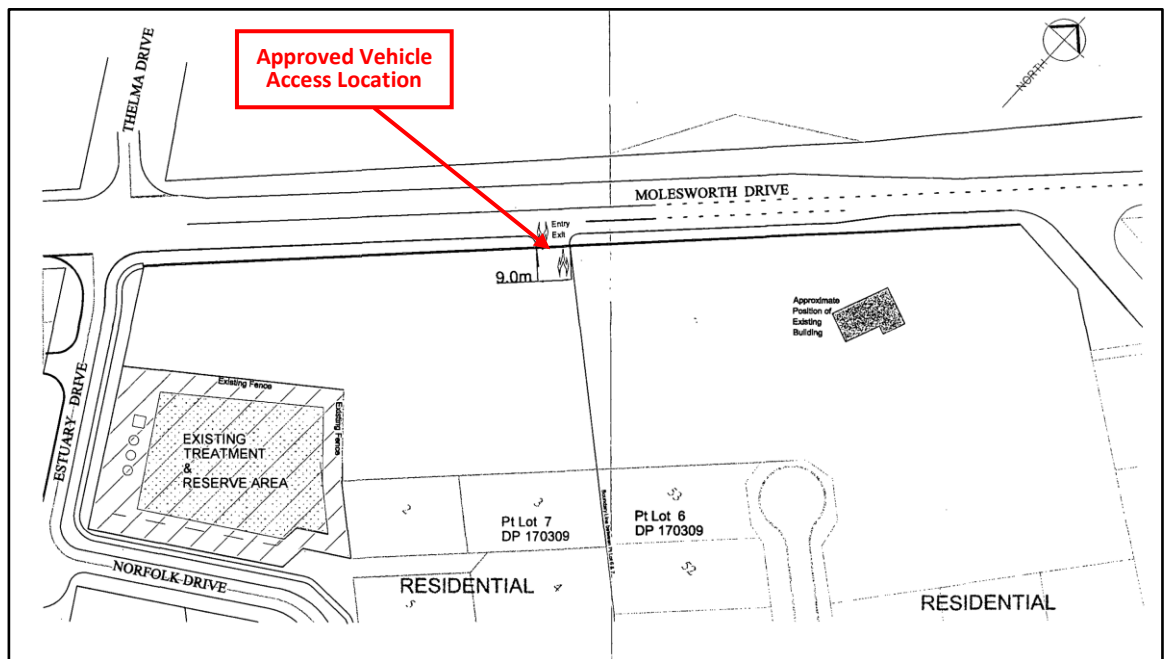


Figure 1 – Approved Molesworth Drive Vehicle Access

Given that the speed limit on Molesworth Drive has been reduced to 50km/hr compared to the 100km/hr speed limit that was in place when the segregation strip was installed, it is difficult to understand the continuing need for the segregation strip as the reasons for its implementation are no longer present.

We understand that there may be a reluctance to remove the segregation strip because of the recently installed shared pedestrian and cycle path in this location and the concerns expressed in the Road Safety Audit (RSA) prepared for the Council in relation



to the Stage 1 of the Mangawhai Shared Path cycle path provided in the vicinity of the Moir Street roundabout.

The concerns expressed in the RSA related to vehicle access are:

- A. The width of vehicle access that pedestrians and cyclists need to cross that may also result in high entry speeds;
- B. Delineation at the vehicle crossing points;
- C. Width at the kerb of some of the vehicle crossings;
- D. Implied vehicle priority of the vehicle access points.

Some of these aspects do appear in the proposed western vehicle crossing for the Gull Service Station, particularly related to vehicle crossing width to accommodate the swept path of fuel tankers exiting the site via a left turn. To address this matter particularly, a design has been developed that reduces the effective width of the vehicle crossing across the shared path from 24.5 metres at the kerbline, to 7 metres at the property boundary by relocating the shared path from the kerbline to the property boundary as shown in Figure 2 and the plans included in Attachment 1.

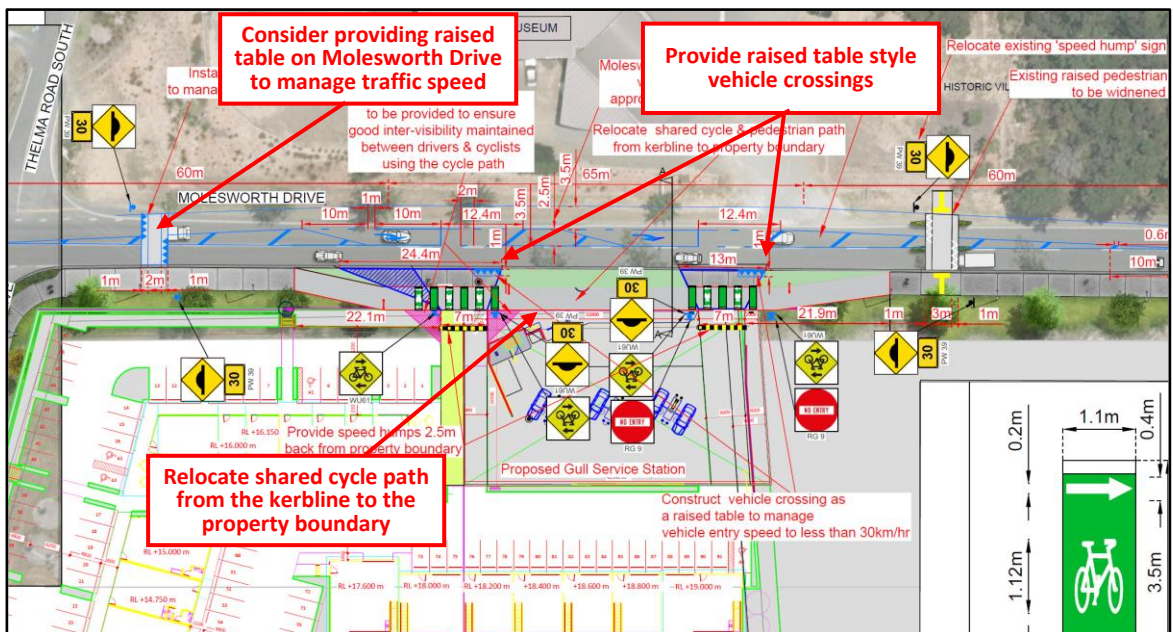


Figure 2 – Possible Relocated Shared Path Arrangement

Relocating the shared pedestrian and cycle path reduces crossing distances significantly compared to that required previously.

Additionally, the proposed vehicle crossings could have more of a raised table profile than a typical vehicle crossing profile. This is to manage the speed of vehicles turning

into the vehicle crossing so that it is consistent with the speed inter-action recommended for vulnerable road users under the safe system approach.

Furthermore, the existing raised table that was installed recently to the east of the site on Molesworth Drive could be duplicated on Molesworth Drive approximately 20 metres east of the Estuary Drive intersection. This would assist in reducing traffic speed on this part of Molesworth Drive as vehicles approach the intersection and also approach the proposed western vehicle crossing.

3. *The typical traffic generation for service station is 2.5% – 3% of passing traffic.  
– Request the applicant to provide further information on how 2.5%-3% traffic generation was determined, and adequate reasoning is to be provided. In research report 453 the trip generation rates (peak hour) for NZ 2010 has been specified as 20.4/bay and the trip generation utilised to carry out the modelling, appears to be low. Request the applicant to carry out the modelling again.*

The traffic generation rates indicated would imply a traffic generation of about 120 traffic movements per hour if applied to the proposed Gull Service Station.

In terms of traffic generating potential of a service station, the main determinant is the level of passing traffic on the frontage road while a lesser factor relates to the provision of a service station shop. The information quoted from Research Report 453 would have included service stations with a shop versus the proposal for Mangawhai which does not include such a facility, and this will have an influence on total traffic generated.

As part of a monitoring condition, we have recently carried out a series of traffic surveys at a recently opened Gull Service Station in Pokeno to coincide with the cheap fuel specials that Gull has from time to time. This facility has three pumps (six vehicle refuelling positions) and hence is the same configuration as that proposed for Mangawhai. The traffic monitoring indicated traffic generation of 80 to 100 traffic movements per hour or 13 to 16 traffic movements per hour per refuelling position. This traffic generation related to a “sale” special that occurs at irregular intervals and as such is not a normal traffic condition situation.

Nevertheless, for further assessment purposes we have adopted a traffic generation of 90 traffic movements per hour.

The resulting turning movements from this are shown in Figure 3 for the Weekday PM Peak Hour and in Figure 4 for the Saturday Midday Peak Hour.

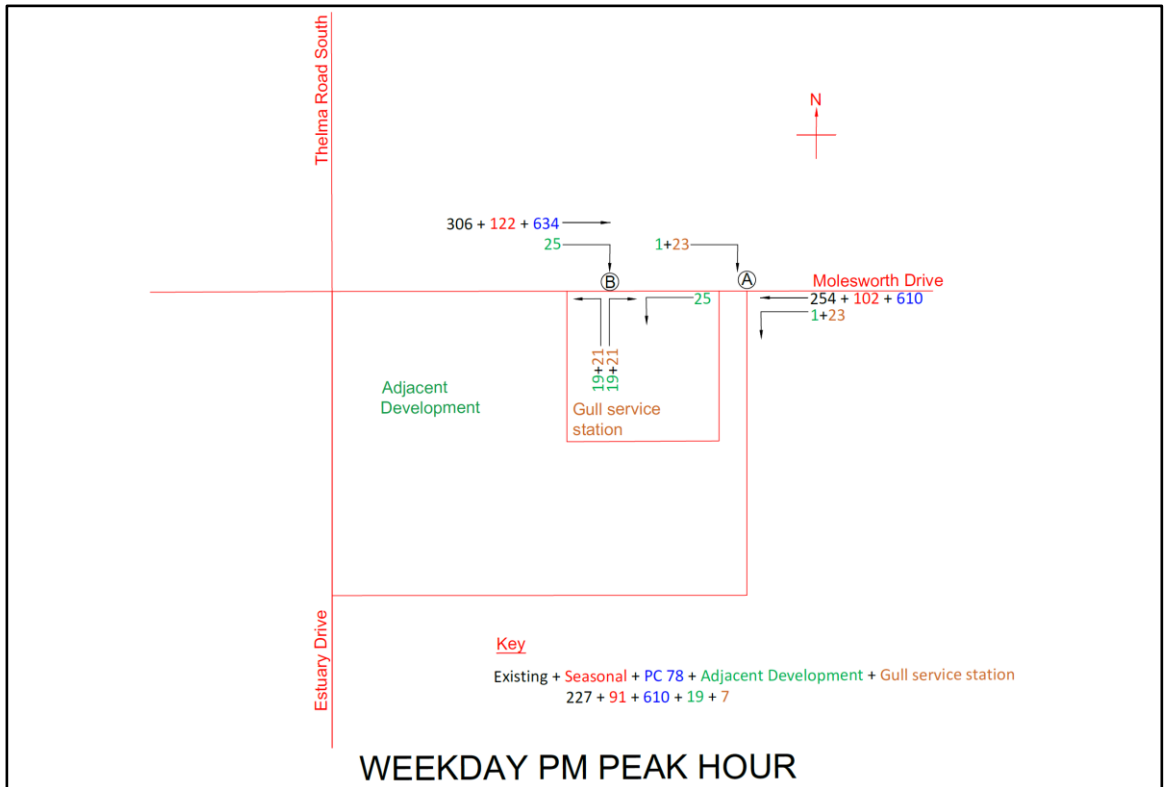


Figure 3 – Weekday PM Peak Hour Vehicle Crossing Turning Movements

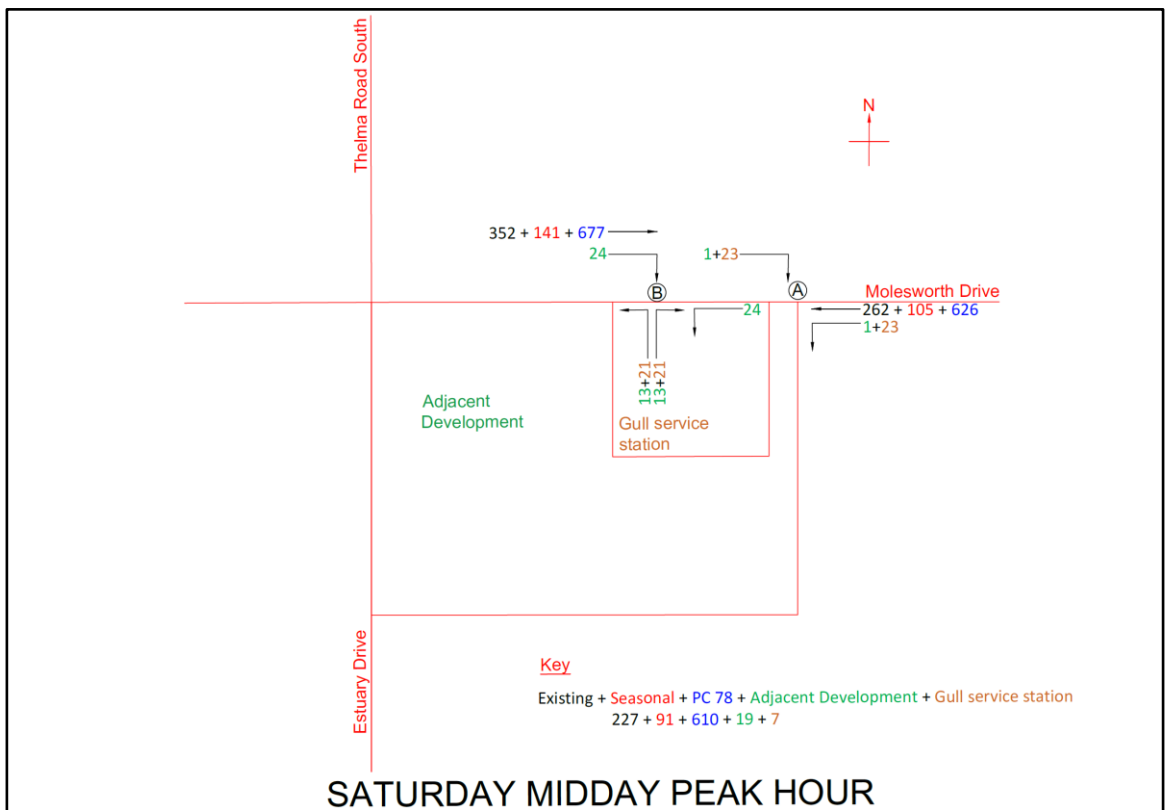


Figure 4 – Saturday Midday Peak Hour Vehicle Crossing Turning Movements

To confirm the operational capacity of the vehicle access point for these traffic flows, the operational characteristics of the proposed western vehicle crossing has been modelled using the SIDRA Intersection software package. The results of this analysis are shown in Table 1 for the Weekday PM Peak Hour and in Table 2 for the Saturday midday peak hour.

Table 1 – Molesworth Drive Entry /Exit Vehicle Crossing PM Peak Hour Results

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	[ Total veh/h	HV %						[ Veh Dist ] m					
South: Site Entry Exit													
Lane 1	82	0.0	245	0.334	100	21.4	LOS C	1.1	7.8	Full	500	0.0	0.0
Approach	82	0.0		0.334		21.4	LOS C	1.1	7.8				
East: Molesworth - wbound													
Lane 1	971	5.8	1876	0.518	100	0.4	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	971	5.8		0.518		0.4	NA	0.0	0.0				
West: Molesworth - ebound													
Lane 1	1083	6.0	1866	0.580	100	0.3	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	25	0.0	476	0.053	100	11.5	LOS B	0.2	1.3	Short	25	0.0	NA
Approach	1108	5.9		0.580		0.6	NA	0.2	1.3				
Intersection	2161	5.6		0.580		1.3	NA	1.1	7.8				

Table 2 – Molesworth Drive Entry /Exit Vehicle Crossing Saturday Midday Results

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	[ Total veh/h	HV %						[ Veh Dist ] m					
South: Site Entry Exit													
Lane 1	70	0.0	192	0.364	100	26.7	LOS D	1.2	8.2	Full	500	0.0	0.0
Approach	70	0.0		0.364		26.7	LOS D	1.2	8.2				
East: Molesworth - wbound													
Lane 1	997	5.9	1876	0.531	100	0.4	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	997	5.9		0.531		0.4	NA	0.0	0.0				
West: Molesworth - ebound													
Lane 1	1184	6.0	1867	0.634	100	0.4	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	24	0.0	449	0.053	100	12.0	LOS B	0.2	1.3	Short	25	0.0	NA
Approach	1208	5.9		0.634		0.7	NA	0.2	1.3				
Intersection	2275	5.7		0.634		1.3	NA	1.2	8.2				

The SIDRA modelling results confirms that the vehicle access will operate well within its capacity for the traffic generated by the Gull Service Station and the adjacent proposed development.

4. *Applicant is to carry out Safe system assessment for the vehicle crossings and the report is to identify if the proposed treatment is primary/ secondary/ non-safe system compliant. Primary treatment is to be proposed to mitigate the effects on shared path*

A Safe System Assessment of the vehicle access is included in Attachment 2.

The hierarchy of treatment is shown in Table 3 with the proposal having aspects of transformational and supporting treatments.

Table 3 – Western Vehicle Crossing Safe System Treatment Hierarchy

Hierarchy	Treatment	Influence (E = exposure L = likelihood S = severity)
Safe System options ("primary" or "transformational" treatments)	<ul style="list-style-type: none"> <li>• Raised platform on Molesworth</li> <li>• Raised platform vehicle crossing</li> </ul>	L, S L, S
Supporting treatments (compatible with future implementation of Safe System options)	<ul style="list-style-type: none"> <li>• Reduced speed environment</li> </ul>	L, S
Supporting treatments (does not affect future implantation of Safe System options)	<ul style="list-style-type: none"> <li>• Turning lane</li> <li>• Advanced signage and warning</li> </ul>	L L

5. *SIDRA Modelling.*  
 – *Request applicant to include HCV% in their modelling. Request the applicant to carry out modelling on Molesworth Drive/Estuary Drive/Thelma Road intersection to determine the effects from the proposal (delays/queue due to the right turning movements). If the proposed western access is an exit only, the modelling is to reflect that. Have pedestrian delays been considered as part of the modelling? If yes, applicant to provide further details on it. Modelling has been carried out for Access B, has right turning movements for access A been considered? If yes, can you please provide the information for that entrance? Modelling for Weekend peak time must be carried out. The input for lane length has been provided as 500m – can you please outline the basis for this? Can you please let us know if the fuel tankers have been taken into consideration in the modelling?*

In relation to the SIDRA modelling, the following is noted:

- A heavy commercial vehicle percentage of 6% has been added for traffic flows on Molesworth Drive.
- The lane length for the right turn lane has been reduced to 25 metres. The original at 500 metres was used to determine what lane length may have been required.

- There is approximately 1 fuel tanker delivery per week with this typically not occurring during the peak traffic periods. As such, it is not included in the SIDRA modelling for the peak periods analysed.

For Access A, this has been modelled for the traffic flows shown in Figure 3 for the Weekday PM Peak Hour and in Figure 4 for the Saturday Midday Peak Hour. As this vehicle crossing is proposed to be an entry only, it will cater for both left turn entry movements and right turn entry movements. The results of the SIDRA modelling for these traffic movements are shown in Table 4 for the Weekday PM Peak Hour and in Table 5 for the Saturday midday peak hour.

Table 4 – Molesworth Drive Entry Vehicle Crossing PM Peak Hour Results

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	[ Total veh/h	HV %						[ Veh	Dist ] m				
East: Molesworth - wbound													
Lane 1	969	5.9	1876	0.516	100	0.4	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	969	5.9		0.516		0.4	NA	0.0	0.0				
West: Molesworth - ebound													
Lane 1	1083	6.0	1867	0.580	100	0.3	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	23	0.0	478	0.048	100	11.7	LOS B	0.2	1.2	Short	25	0.0	NA
Approach	1106	5.9		0.580		0.6	NA	0.2	1.2				
Intersection	2075	5.9		0.580		0.5	NA	0.2	1.2				

Table 5 – Molesworth Drive Entry Vehicle Crossing Saturday Midday Results

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	[ Total veh/h	HV %						[ Veh	Dist ] m				
East: Molesworth - wbound													
Lane 1	996	5.9	1876	0.531	100	0.4	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	996	5.9		0.531		0.4	NA	0.0	0.0				
West: Molesworth - ebound													
Lane 1	1184	6.0	1867	0.634	100	0.4	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	23	0.0	450	0.051	100	12.2	LOS B	0.2	1.2	Short	25	0.0	NA
Approach	1207	5.9		0.634		0.7	NA	0.2	1.2				
Intersection	2203	5.9		0.634		0.5	NA	0.2	1.2				

The SIDRA modelling results confirms that the entry vehicle access from Molesworth Drive will operate well within its capacity for the traffic generated by the Gull Service Station and the adjacent proposed development.

In relation to the effect on the intersection of Molesworth Drive / Estuary Drive / Thelma Road, service stations tend to draw traffic from that passing on the frontage road rather than new trips. As such the proposal would not add traffic to Molesworth Drive and traffic would turn to and from the existing eastern and the proposed western vehicle crossing on Molesworth Drive. On this basis, the proposal would not add to existing turning movements at the intersection and as such would have no effect on the intersection.

In terms of the proposed western vehicle crossing being used for an exit crossing, the modelling that has been done and summarised in Table 1 and Table 2 is based on an entry / exit crossing. If this is an exit only crossing, the operational performance for exiting traffic will improve from that indicated in the tables because right turn exiting traffic would no longer need to give way to right turning entering traffic.

6. *Applicant is to carry out Safe system assessment on the intersection of Estuary Drive/Molesworth Drive/Thelma Road and the report is to identify if the proposed treatment is primary/ secondary/ non-safe system compliant. Primary treatment is to be proposed to mitigate the effects from this development.*

A safe system assessment of the intersection is included in Attachment 3 noting that the proposed Gull Service Station would not change turning movements at the intersection.

No changes are directly proposed for the intersection although a raised table on one of the Molesworth Drive approach, to manage traffic speed would fall within the “primary” treatment category with influences on both the likelihood and severity of crashes.

We trust that the above provides sufficient information to respond to the additional information request received from the Council. However, should there be further queries in relation to the above, we would be happy to discuss these with you.

Yours faithfully

**TRAFFIC PLANNING CONSULTANTS LTD**



Bryce Hall

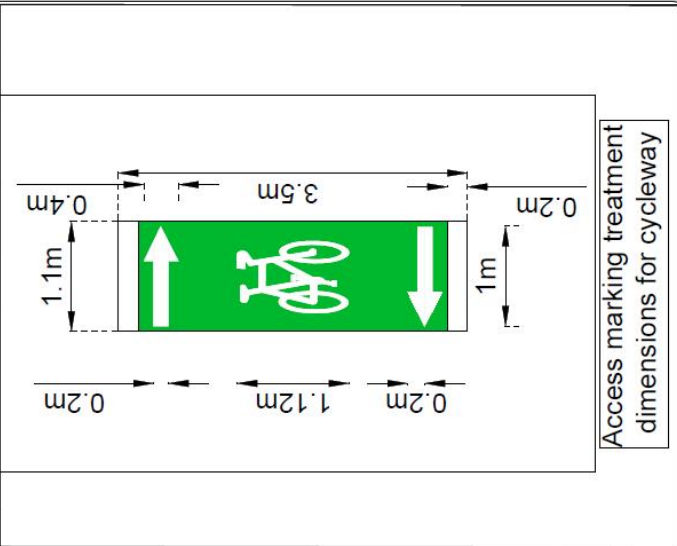
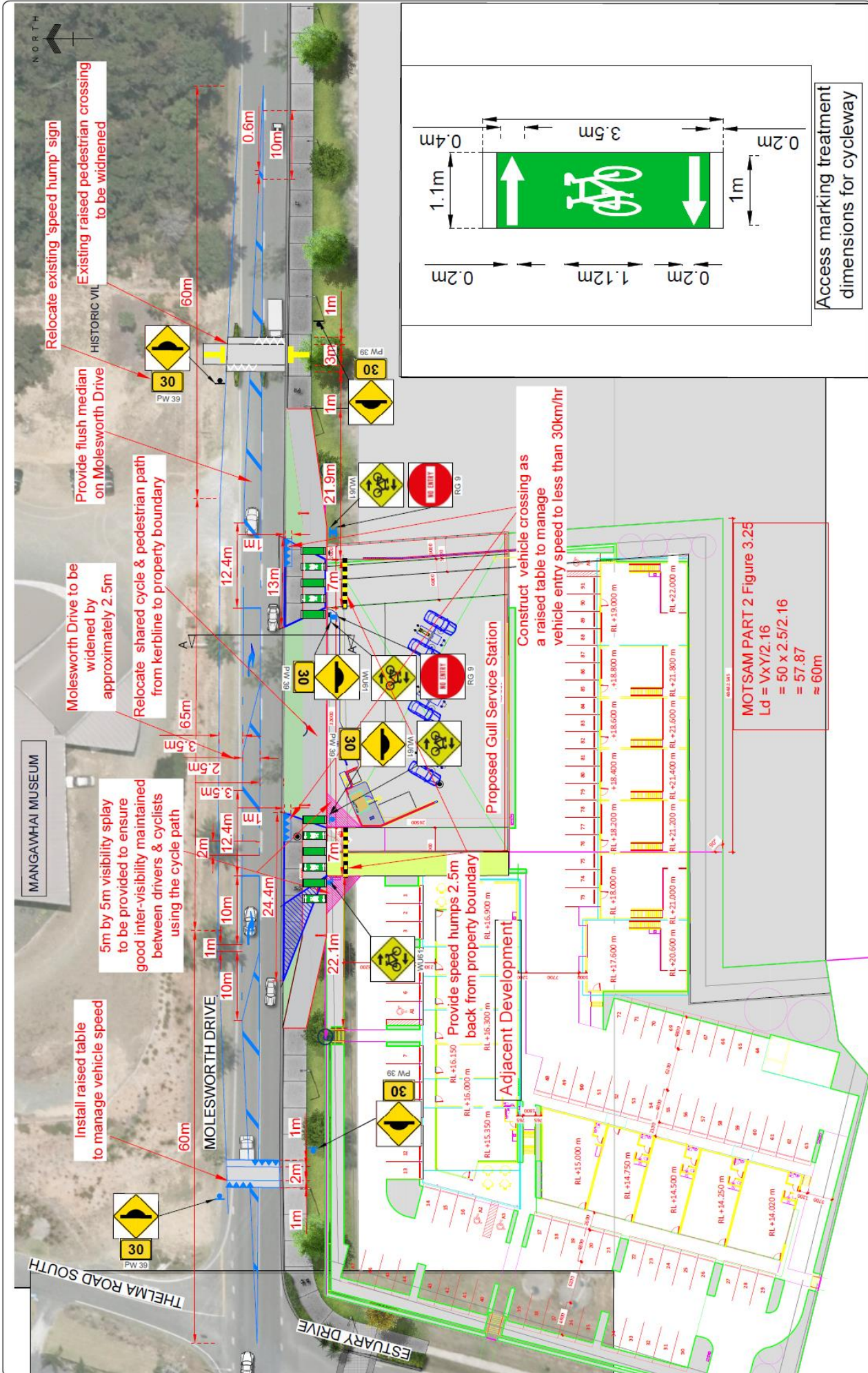
**Director**

*bryce@trafficplanning.co.nz*

## **ATTACHMENT 1**

### **Possible Vehicle Access Treatment**





Access marking treatment dimensions for cycleway

Designed	CE	Drawn	CE	Project No. - (Sheet No)	Scales	1:500(A3)
Checked	BH	Approved	BH	211017 DDD - (1)	Date	22.03.23

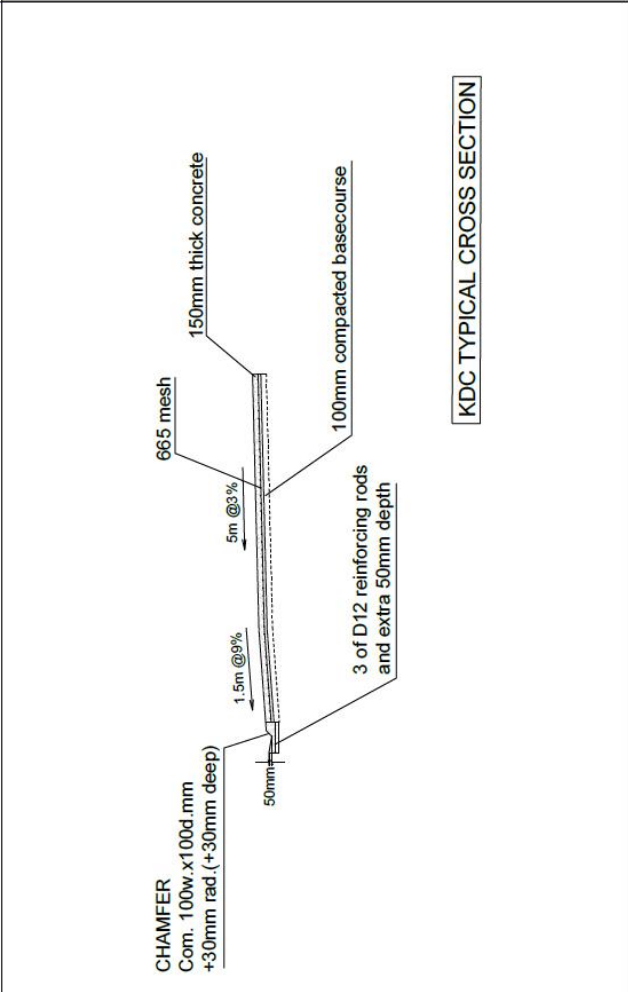
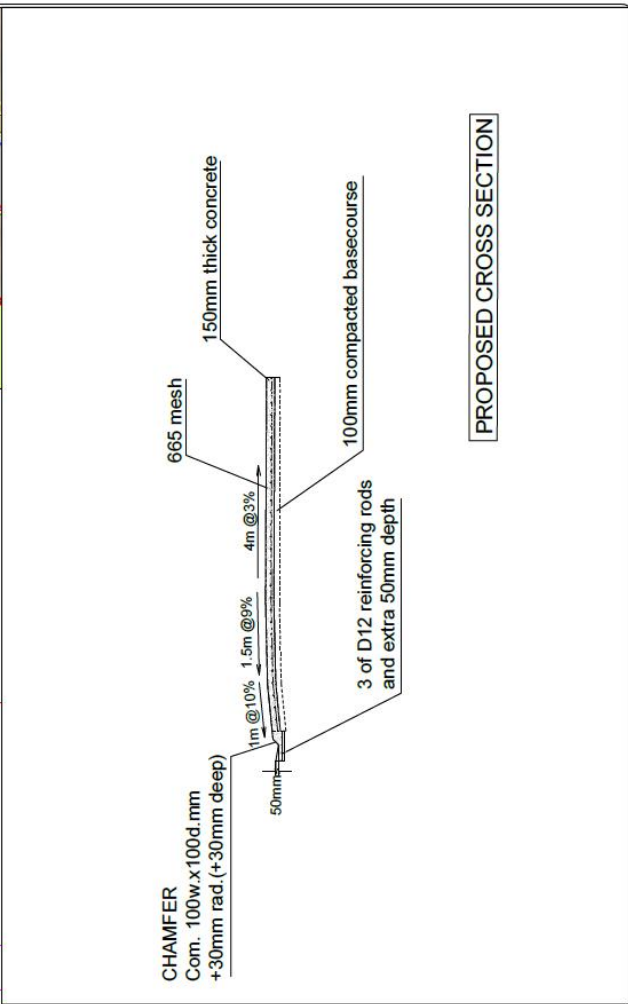
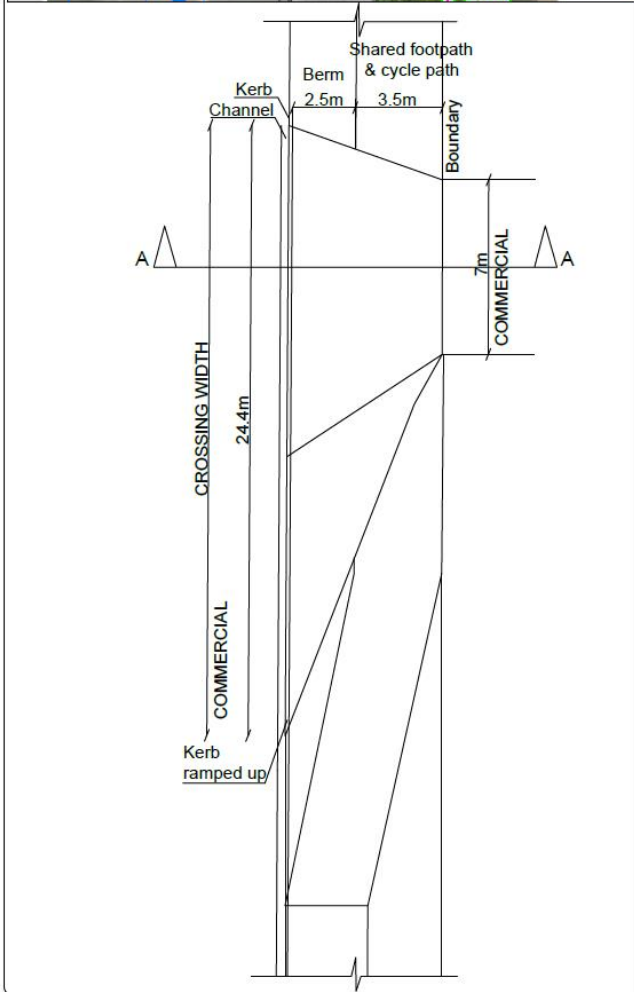
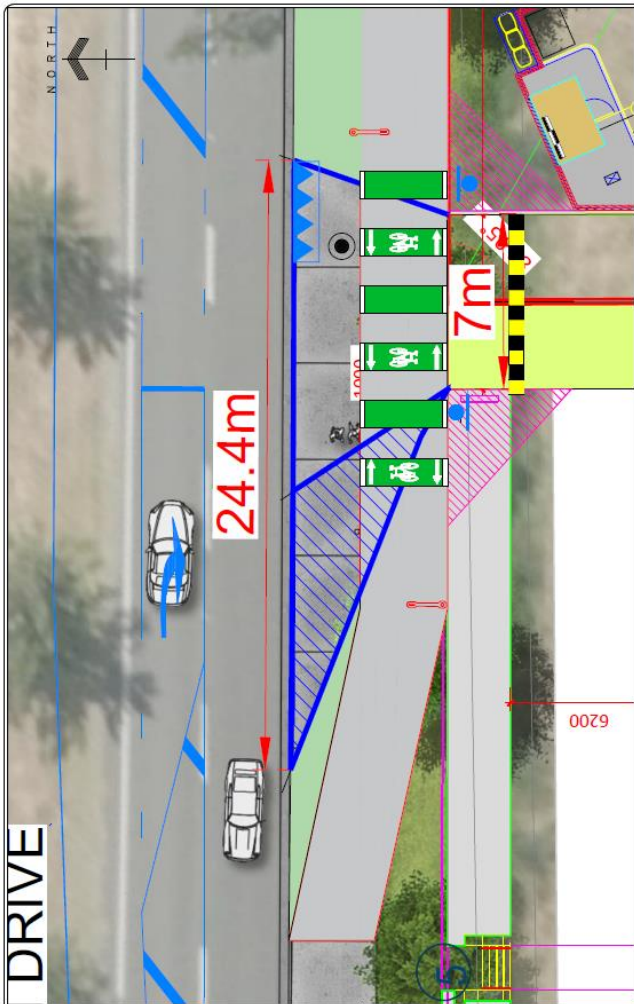
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Project Title	Proposed Development
Sheet Title	Proposed Vehicle Crossing Arrangements

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Rev	Revisions	By	Date

MOTSAM PART 2 Figure 3.25  
 Ld = VxY/2.16  
 = 50 x 2.5/2.16  
 = 57.87  
 ≈ 60m



Designed	CE	Drawn	CE	Project No. (Sheet No)	211017 DDD - (2)	Scales	NTS(A3)
Checked	BH	Approved	BH	Date	22.03.23		

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Project Title	Proposed Development
Sheet Title	Proposed Vehicle Crossing

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By	Date

## **ATTACHMENT 2**

### **Safe Systems Framework Assessment – Western Vehicle Crossing**

## Safe Systems Framework Analysis: Proposed Molesworth Drive Western Vehicle Crossing

### 1.0 Background

The western vehicle crossing to the proposed Gull Service Station on Molesworth Drive was selected for framework analysis to reply to a request for additional information received from Kaipara District Council as part of a Resource Consent application for the Gull Service Station. The proposed western vehicle crossing is also proposed to serve an adjacent commercial development although this development also has vehicle access available to Estuary Drive.

The proposed vehicle access arrangement is shown in Figure 1.

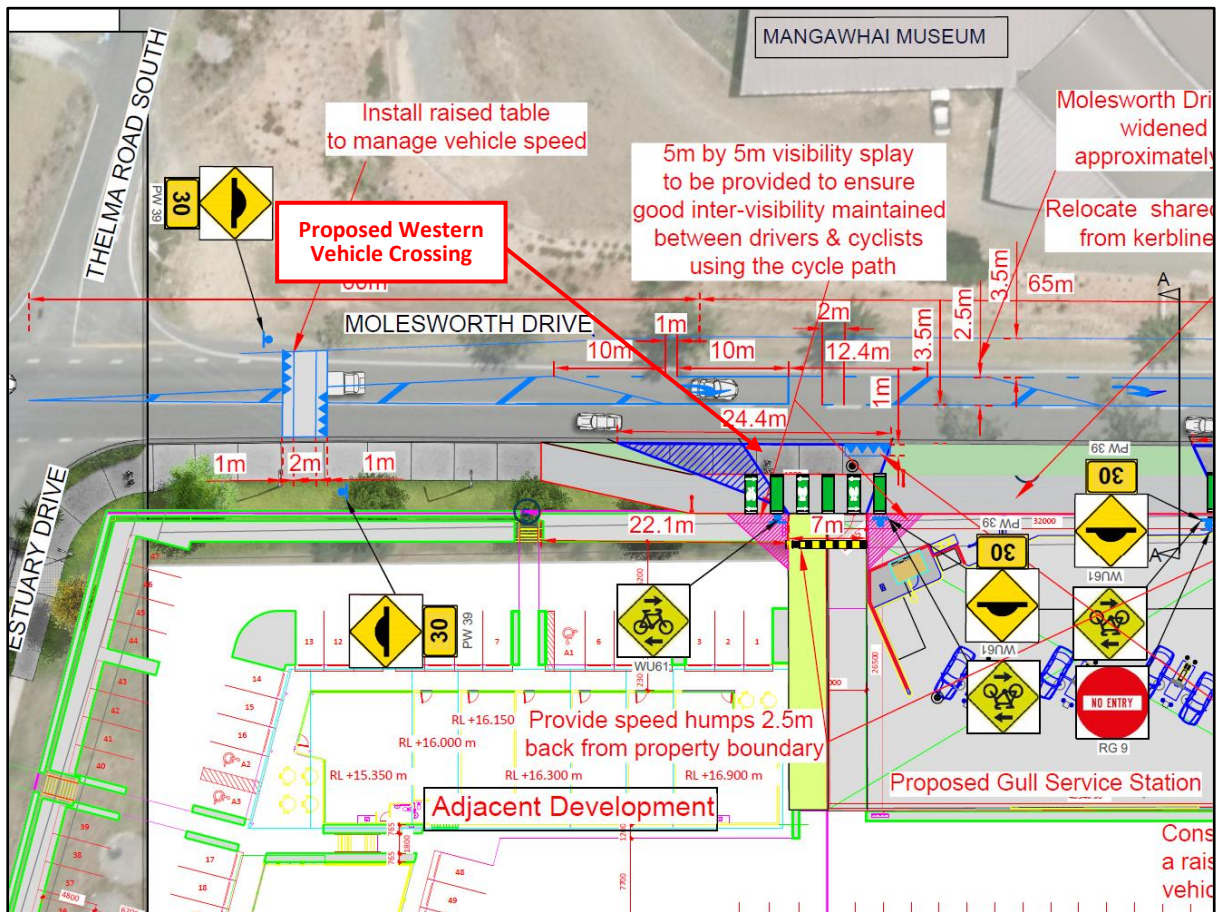


Figure 1 – Proposed Vehicle Crossing

The speed limit on Molesworth Drive is 50km/hr and it is classified as an arterial road.

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A 3.5 metre wide shared pedestrian / cycle path is provided on the southern side of Molesworth Drive and runs along the kerblineline in this location. As part of the proposal the shared pedestrian / cycle path would be relocated against the property boundary to provide separation from the through traffic lane and to minimise the effective width of the vehicle crossing and potential conflict area.

The following presents a Safe System assessment of the following scenario:

- Proposed western vehicle crossing

## 2.0 Proposed Western Vehicle Crossing

### Objective's identification

In the "baseline" case, traffic generation of the proposed development including the Gull Service Station is as shown in Table 6 below.

Table 6 – Traffic Generation Potential

Activity	Area	Daily Traffic	Weekday PM Peak Hour
Gull service station	6 pumps	900	90
Retail	472m <sup>2</sup> + 100m <sup>2</sup> outdoors <sup>1</sup>	680	95
Office	1,028m <sup>2</sup>	150	20
Industrial	1,020m <sup>2</sup>	120	15
<b>Total</b>		<b>1,850</b>	<b>220</b>

The objective of this assessment is to identify how well the proposed vehicle crossing aligns with Safe System objectives. This is the assessment of an individual location, looking at a specific road design and operational issues.

<sup>1</sup> For the purpose of this assessment the outdoor seating area has been included in the calculation of traffic generation potential.

### Setting the context

Prompts	Comments
<p>What is the function of the road?</p> <p>Consider location, roadside land use, area type, speed limit, intersection type, presence of parking, public transport services and vehicle flows. What traffic features exist nearby (e.g. upstream and downstream)?</p>	<ul style="list-style-type: none"> <li>• Molesworth Drive – Arterial road with a 50km/hr speed limit, primary access to Mangawhai, high flows (future flows of greater than 10,000 vpd)</li> <li>• Vehicle access to development including Gull Service Station – low speed environment (design speed of 20 km/h), future flows (anticipated to be less than 1,500 vpd)</li> <li>• Vehicle crossing, widened to accommodate a flare for a fuel tanker to exit from the service station</li> <li>• Raised speed table located approximately 70 metres to the east of the proposed vehicle crossing with an advisory “30km/hr” indicated</li> <li>• Shared path on the southern side of Molesworth Drive</li> <li>• No current public transport services in Mangawhai area,</li> <li>• No parking within traffic lanes</li> <li>• Straight road segments</li> </ul>
<p>What road users are present?</p> <p>Consider the presence of elderly, school children and cyclists. Also note what facilities are available to vulnerable road users (e.g. signalised crossings, bicycle lanes, school zone speed limits, etc.).</p>	<ul style="list-style-type: none"> <li>• No school children present</li> <li>• Moderate to high future cyclists and pedestrians on Molesworth Drive</li> </ul>
<p>What is the vehicle composition?</p> <p>Consider the presence of heavy vehicles (and what type), motorcyclists and other vehicles using the roadway.</p>	<ul style="list-style-type: none"> <li>• Typical urban traffic composition.</li> <li>• Mostly light vehicles and a moderate proportion of heavy vehicles,</li> <li>• Low volumes of on-road cyclists and motorcyclists.</li> </ul>
<p>What is the reason for the project? Is there a specific crash type problem? Is it addressing specific issues such as poor speed limit compliance, road access, congestion, future traffic growth, freight movement, amenity concerns from the community, etc.</p>	<ul style="list-style-type: none"> <li>• To assess the current level of road safety in Safe System, including baseline development and the subsequent road safety levels resulting from the proposed vehicle crossing.</li> <li>• No injury crashes reported in this location.</li> </ul>

## Safe System Matrix - Baseline

	Run-off-Road	Head -On	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	Total
Exposure	High volume <b>y</b>	High volume <b>y</b>	High vol. Molesworth Drive <b>y</b> Vehicle crossing <b>n</b>	High volume <b>y</b>	Low pedestrian volumes Molesworth Drive <b>n</b> Vehicle crossing <b>y</b>	Low cyclist volumes Molesworth Drive <b>n</b> Vehicle crossing <b>y</b>	Low motorcyclist volumes <b>y</b>	
	3/4	3/4	3/4	3/4	4/4	4/4	2/4	
Likelihood	Steep grade <b>n</b> Deceleration lane <b>n</b> Presence of intersection <b>y</b> Road shoulders <b>n</b> Moderate clear zone – No barriers <b>n</b> Guidance and delineation <b>y</b> Flush medians <b>y</b> Curve road <b>n</b> Low speed environment <b>y</b>	Divided, wide/flush median <b>y</b> Intersection movements/confli ct points minimal for HO crash <b>n</b>	% turning movements <b>n</b> No. of lanes and conflict points <b>y</b> High speed <b>n</b> Good sight distance <b>y</b> Protected turn lanes <b>y</b> Miss intersection <b>n</b>	High no. of lanes <b>n</b> Protected turn lanes <b>n</b> Extended decel. Lanes <b>n</b> Need to stop at sign <b>n</b> Buses stopping <b>n</b>	Separate facilities <b>y</b> Crossing facilities at intersection <b>y</b> Less lanes to cross <b>y</b> High speed <b>n</b>	Separate facilities <b>y</b> Crossing facilities at intersection <b>y</b> Road shoulders <b>n</b> High speed <b>n</b>	Delineation <b>y</b> Well surfaced <b>y</b> Straight road <b>y</b>	
	2/4	2/4	2/4	2/4	2/4	2/4	1/4	
Severity	High speed <b>n</b> No barriers <b>n</b> Steep grade <b>n</b> Drains <b>n</b> Kerbing <b>y</b> Poles and trees to hit <b>y</b>	High speed <b>n</b>	High speed <b>n</b> Reduced conflict angles <b>n</b> Good sight distance <b>y</b>	High speed <b>n</b> Visible intersection <b>y</b> Surfaced <b>y</b>	High speed <b>n</b> No crossing facilities <b>n</b>	High speed <b>n</b>	High speed <b>n</b> Some roadside hazards <b>y</b>	
	1/4	2/4	2/4	1/4	2/4	2/4	2/4	
<b>Product</b>	3*2*1=6/64	3*2*2=12/64	3*2*2=12/64	3*2*1=6/64	4*2*2=16/64	4*2*2=16/64	2*1*2=4/64	<b>56</b> <b>/448</b>

Additional Safe System Components	Prompts	Comments
Road user	<p>Are road users likely to be alert and compliant, or are there factors that might influence this?</p> <p>What are the expected compliance and enforcement levels (alcohol/drugs, speed, road rules, and driving hours) and what is the likelihood of driver fatigue?</p> <p>Are there special road uses (e.g. entertainment precincts, elderly, children, on-road activities), distraction by environmental factors (e.g. commerce, tourism), or risk-taking behaviours?</p>	<ul style="list-style-type: none"> <li>• Local drivers and tourists – good reaction times, good level of control</li> <li>• Adequate sight distance</li> <li>• Moderate speed environment (50 km/hr for Molesworth Drive and 20 km/hr design speed for cul-de-sac)</li> </ul>
Vehicle	<p>What level of alignment is there with the ideal of safer vehicles?</p> <p>Are there factors which might attract large numbers of unsafe vehicles?</p> <p>Is the percentage of heavy vehicles too high for the proposed/existing road design?</p> <p>Are there enforcement resources in the area to detect non-roadworthy, overloaded or unregistered vehicles and thus remove them from the network?</p>	<ul style="list-style-type: none"> <li>• No vehicle enforcement</li> <li>• Moderate to high volume</li> <li>• Heavy vehicles – standard urban mix</li> </ul>
Post-crash care	<p>Are there issues that might influence safe and efficient post-crash care in the event of a severe injury?</p> <p>Do emergency and medical services operate as efficiently and rapidly as possible?</p> <p>Are other road users and emergency response teams protected during a crash event?</p> <p>Are drivers provided the correct information to address travelling speeds on the approach and adjacent to the incident?</p> <p>Is there provision for e-safety (i.e. safety systems based on modern information and communication technologies, C-ITS)?</p>	<ul style="list-style-type: none"> <li>• Emergency service vehicles can park in the adjacent development or on the central flush median</li> <li>• Diversion around a potential crash site is available– as such section of road can be isolated and traffic diverted</li> <li>• Closeness to emergency facilities (Whangarei Hospital - 60 km)</li> </ul>



## 5.0 Conclusion

The Safe System Framework assessment has been carried out for the proposed western vehicle crossing.

## ATTACHMENT 2

### Safe Systems Framework Assessment - Intersection

## Safe Systems Framework Analysis: Molesworth Drive, Estuary Drive, and Thelma Road South

### 1.0 Background

The intersection of Molesworth Drive with Estuary Drive and Thelma Road South in Mangawhai was selected for framework analysis to reply to a request for additional information received from Kaipara District Council as part of a Resource Consent application for a proposed commercial development on the south-eastern corner of Molesworth Drive at its intersection with Estuary Drive. Molesworth Drive provides the main vehicle access to Mangawhai, with Estuary Drive and Thelma Road South providing a slightly staggered T-intersection with “Stop” controls on both Estuary Drive and Thelma Road South approaches as show in Figure 1.



Molesworth Drive



Estuary Drive through to Thelma Road South

Figure 1: Intersection Molesworth Drive with *Estuary Drive* and Thelma Road South

Molesworth Drive is provided with a kerb and channel on its southern side and a grass swale drain on the northern side. It has a carriageway width of some 7.3-metres and is identified as an Arterial Road in the Operative Kaipara District Plan (OKDP), with the primary function of moving traffic. A shared path (cycle and pedestrian) has recently been constructed along the southern side of Molesworth Drive, with the path anticipated to eventually carry some 850 cyclists per day<sup>2</sup> and perhaps two to three times that number of pedestrians. The posted speed limit previously changed from 80 km/hr (from 65 metres west of Estuary Drive) to 50km/hr eastward of the point. However, Kaipara District Council have recently reduced the speed limit along the length of Molesworth Drive to 50km/hr.

<sup>2</sup> Business Case for cycle path. Information supplied by Northern Transport Alliance April 2022.

Estuary Drive extends southward from Molesworth Drive, primarily servicing residential activity and a camping ground and has a posted speed limit of 40 km/hr. In the vicinity of the intersection of Molesworth Drive, Estuary Drive has a kerb to kerb carriageway width of some 5.5 metres which provides for one lane of traffic in each direction and is identified as a Local Road with the primary function of providing access to adjacent properties. Grassed berms are provided on both sides of the road, with a footpath provided on the eastern side only.

Thelma Road South extends 600 metres northward from Molesworth Drive, primarily servicing some residential activity and a wastewater treatment plant. The first 50 metres of Thelma Road South has a posted speed limit of 50 km/hr before increasing to 80 km/hr albeit due to road width and alignment the actual speed of vehicles is lower than this. In the vicinity of the intersection Thelma Road South has a rural carriageway width of some 5.5 metres which provides for one of traffic in each direction and is identified as a Local Road. No separate pedestrian facilities have been provided.

The following presents a Safe System assessment of the following three scenarios:

- Existing intersection (baseline);
- Existing intersection with Plan Change 78, and
- Existing intersection with Plan Change 78, and the proposed development (including the Gull Service Station)

## 2.0 Baseline

### Objective's identification

The objective of this assessment was to identify how well the current intersection aligns with Safe System objectives and to allow comparison with the proposal. This is the assessment of an individual location, looking at a specific road design and operational issues.

### Setting the context

Prompts	Comments
<p>What is the function of the road?</p> <p>Consider location, roadside land use, area type, speed limit, intersection type, presence of parking, public transport services and vehicle flows. What traffic features exist nearby (e.g. upstream and downstream)?</p>	<ul style="list-style-type: none"> <li>• Molesworth Drive - Arterial low-speed environment (50 km/h), primary access to Mangawhai township, high flows (weekday holiday peak 11,500 vpd &amp; 6,150 weekday off peak)</li> <li>• Estuary Drive – Local Road, low speed environment (50 km/h), moderate flows (2,000 vpd)</li> <li>• Thelma Road – Local Road, low speed environment (50km/h + width + alignment), low flows (anticipated to be less than 500 vpd).</li> <li>• Semi-urban area</li> <li>• Staggered T-junction with Stop control on the Estuary Drive and Thelma Road South approaches</li> <li>• Shared path on southern side of Molesworth Drive and narrow footpath on east side of Estuary Drive</li> <li>• No public transport services</li> <li>• Grassed berms available for parking</li> </ul>

Prompts	Comments
	<ul style="list-style-type: none"> <li>• Straight road segments</li> </ul>
<p>What road users are present? Consider the presence of elderly, school children and cyclists. Also note what facilities are available to vulnerable road users (e.g. signalised crossings, bicycle lanes, school zone speed limits, etc.).</p>	<ul style="list-style-type: none"> <li>• No school children present</li> <li>• Cyclists and pedestrians (estimated to currently be in the order of 50 per day)</li> </ul>
<p>What is the vehicle composition? Consider the presence of heavy vehicles (and what type), motorcyclists and other vehicles using the roadway.</p>	<ul style="list-style-type: none"> <li>• Typical urban traffic composition.</li> <li>• Mostly light vehicles and a moderate proportion of heavy vehicles,</li> <li>• Low volumes of pedestrians, cyclists and motorcyclists.</li> </ul>
<p>What is the reason for the project? Is there a specific crash type problem? Is it addressing specific issues such as poor speed limit compliance, road access, congestion, future traffic growth, freight movement, amenity concerns from the community, etc.</p>	<ul style="list-style-type: none"> <li>• To assess the current level of road safety in Safe System, the proposed level once traffic flows from Plan Change 78 is developed, and the subsequent road safety levels resulting from the proposed business development.</li> <li>• One crash has occurred at the intersection from 2017 to 2021. Crash involved two vehicles turning right onto Molesworth Drive, one from each side road, hitting each other. The crash did not result in any injury.</li> </ul>

## Safe System matrix

	Run-off-Road	Head -On	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	Total
Exposure	High volume <b>y</b>	High volume <b>y</b>	High vol. Molesworth Road <b>y</b> Estuary Drive <b>n</b> Thelma Rd Sth <b>n</b>	High volume <b>y</b>	Low pedestrian volumes <b>y</b>	Low cyclist volumes <b>y</b>	Low motorcyclist volumes <b>y</b>	
	4/4 summer peak	4/4 summer peak	4/4 summer peak	4/4 summer peak	3/4 summer	3/4 summer	3/4 summer	
	3/4 off peak	3/4 off peak	3/4 off peak	3/4 off peak	2/4 off peak	2/4 off peak	2/4 off peak	
Likelihood	Steep grade <b>x</b> Deceleration lane <b>x</b> Presence of intersection <b>y</b> Road shoulders <b>one</b> <b>side</b> Moderate clear zone – No barriers <b>x</b> Guidance and delineation <b>y</b> Flush medians <b>x</b> Curve road <b>x</b>	Divided, wide/flush median <b>n</b> Intersection movements/confli ct points minimal for HO crash <b>n</b>	% turning movements <b>x</b> No. of lanes and conflict points <b>y</b> High speed <b>x</b> Good sight distance <b>y</b> Protected turn lanes <b>n</b> Miss intersection <b>y</b>	High no. of lanes <b>x</b> Protected turn lanes <b>n</b> Extended decel. Lanes <b>x</b> Need to stop at sign <b>y</b> Buses stopping <b>x</b>	Separate facilities <b>y</b> Crossing facilities at intersection <b>y</b> Less lanes to cross <b>y</b> High speed <b>x</b>	Separate facilities <b>y</b> Crossing facilities at intersection <b>y</b> Road shoulders <b>x</b> High speed <b>x</b>	Delineation <b>y</b> Well surfaced <b>y</b> Straight road <b>y</b>	
	3/4	3/4	3/4	1/4	3/4	3/4	3/4	
Severity	High speed <b>x</b> No barriers <b>x</b> Steep grade <b>x</b> Drains <b>x</b> Poles and trees to hit <b>y</b>	High speed <b>x</b>	High speed <b>x</b> Reduced conflict angles <b>x</b> Good sight distance <b>y</b>	High speed <b>x</b> Visible intersection <b>y</b> Surfaced <b>y</b>	High speed <b>x</b> No crossing facilities <b>x</b>	High speed <b>x</b>	High speed <b>x</b> Some roadside hazards <b>y</b>	
	2/4	2/4	2/4	2/4	3/4	3/4	3/4	
<b>Product</b>	4*3*2=24/64 summer 3*3*2=18/64 off peak	4*3*2=24/64 SP 3*3*2=18/64 OP	4*3*2=24/64 SP 3*3*2=18/64 OP	4*1*2=8/64 SP 3*1*2=6/64 OP	3*3*3=27/64 SP 2*3*3=18/64 OP	3*3*3=27/64 SP 2*3*3=18/64 OP	3*3*3=27/64 SP 2*3*3=18/64 OP	<b>161</b> <b>/448</b> <b>SP</b>

Additional Safe System Components	Prompts	Comments
Road user	<p>Are road users likely to be alert and compliant, or are there factors that might influence this?</p> <p>What are the expected compliance and enforcement levels (alcohol/drugs, speed, road rules, and driving hours) and what is the likelihood of driver fatigue?</p> <p>Are there special road uses (e.g. entertainment precincts, elderly, children, on-road activities), distraction by environmental factors (e.g. commerce, tourism), or risk-taking behaviours?</p>	<ul style="list-style-type: none"> <li>• Local drivers and tourists – good reaction times, good level of control</li> <li>• Adequate sight distance</li> <li>• Moderate speed environment (50 km/hr)</li> </ul>
Vehicle	<p>What level of alignment is there with the ideal of safer vehicles?</p> <p>Are there factors which might attract large numbers of unsafe vehicles? Is the percentage of heavy vehicles too high for the proposed/existing road design?</p> <p>Are there enforcement resources in the area to detect non-roadworthy, overloaded or unregistered vehicles and thus remove them from the network?</p>	<ul style="list-style-type: none"> <li>• No vehicle enforcement</li> <li>• Moderate to high volume</li> <li>• Heavy vehicles – 2% summer peak, 3.5% off peak.</li> </ul>
Post-crash care	<p>Are there issues that might influence safe and efficient post-crash care in the event of a severe injury?</p> <p>Do emergency and medical services operate as efficiently and rapidly as possible?</p> <p>Are other road users and emergency response teams protected during a crash event?</p> <p>Are drivers provided the correct information to address travelling speeds on the approach and adjacent to the incident?</p> <p>Is there provision for e-safety (i.e. safety systems based on modern information and communication technologies, C-ITS)?</p>	<ul style="list-style-type: none"> <li>• Road shoulders may be used for emergency stops</li> <li>• The roadside space and land beside the road can be used by emergency services</li> <li>• Closeness to emergency facilities (Whangarei Hospital - 60 km)</li> </ul>

### 3.0 Plan Change 78

The estimated traffic generation of Project Plan Change 78 is likely to be in the order of 1,250 additional weekday PM traffic movements per hour to Molesworth Drive and 1,300 additional Saturday midday traffic movements per hour.

## Safe System matrix

	Run-off-Road	Head -On	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	Total
Exposure	High volume <b>y</b>	High volume <b>y</b>	High vol. Molesworth Road <b>y</b> Estuary Drive <b>n</b> Thelma Rd Sth <b>n</b>	High volume <b>y</b>	Low pedestrian volumes <b>y</b>	Low cyclist volumes <b>y</b>	Low motorcyclist volumes <b>y</b>	
	4/4 summer peak	4/4 summer peak	4/4 summer peak	4/4 summer peak	4/4 summer	4/4 summer	3/4 summer	
	4/4 off peak	4/4 off peak	4/4 off peak	4/4 off peak	4/4 off peak	4/4 off peak	3/4 off peak	
Likelihood	Steep grade <b>x</b> Deceleration lane <b>x</b> Presence of intersection <b>y</b> Road shoulders <b>one</b> <b>side</b> Moderate clear zone – No barriers <b>x</b> Guidance and delineation <b>y</b> Flush medians <b>x</b> Curve road <b>x</b>	Divided, wide/flush median <b>n</b> Intersection movements/confli ct points minimal for HO crash <b>n</b>	% turning movements <b>x</b> No. of lanes and conflict points <b>y</b> High speed <b>x</b> Good sight distance <b>y</b> Protected turn lanes <b>n</b> Miss intersection <b>y</b>	High no. of lanes <b>x</b> Protected turn lanes <b>n</b> Extended decel. Lanes <b>x</b> Need to stop at sign <b>y</b> Buses stopping <b>x</b>	Separate facilities <b>y</b> Crossing facilities at intersection <b>y</b> Less lanes to cross <b>y</b> High speed <b>x</b>	Separate facilities <b>y</b> Crossing facilities at intersection <b>y</b> Road shoulders <b>x</b> High speed <b>x</b>	Delineation <b>y</b> Well surfaced <b>y</b> Straight road <b>y</b>	
	3/4	3/4	3/4	1/4	3/4	3/4	3/4	
Severity	High speed <b>x</b> No barriers <b>x</b> Steep grade <b>x</b> Drains <b>x</b> Poles and trees to hit <b>y</b>	High speed <b>x</b>	High speed <b>x</b> Reduced conflict angles <b>x</b> Good sight distance <b>y</b>	High speed <b>x</b> Visible intersection <b>y</b> Surfaced <b>y</b>	High speed <b>x</b> No crossing facilities <b>x</b>	High speed <b>x</b>	High speed <b>x</b> Some roadside hazards <b>y</b>	
	2/4	2/4	2/4	2/4	3/4	3/4	3/4	
<b>Product</b>	4*3*2=24/64	4*3*2=24/64	4*3*2=24/64	4*1*2=8/64	4*3*3=36/64	4*3*3=36/64	3*3*3=27/64	<b>179</b> <b>/448</b>



#### 4.0 Development

The estimated traffic generation of the Business Development is likely to be in the range of 130 additional weekday PM traffic movements per hour and 107 additional Saturday midday traffic movements per hour.

## Safe System matrix

	Run-off-Road	Head -On	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	Total
Exposure	High volume <b>y</b>	High volume <b>y</b>	High vol. Molesworth Road <b>y</b> Estuary Drive <b>n</b> Thelma Rd Sth <b>n</b>	High volume <b>y</b>	Low pedestrian volumes <b>y</b>	Low cyclist volumes <b>y</b>	Low motorcyclist volumes <b>y</b>	
	4/4 summer peak	4/4 summer peak	4/4 summer peak	4/4 summer peak	4/4 summer	4/4 summer	3/4 summer	
	4/4 off peak	4/4 off peak	4/4 off peak	4/4 off peak	4/4 off peak	4/4 off peak	3/4 off peak	
Likelihood	Steep grade <b>x</b> Deceleration lane <b>x</b> Presence of intersection <b>y</b> Road shoulders <b>one</b> <b>side</b> Moderate clear zone – No barriers <b>x</b> Guidance and delineation <b>y</b> Flush medians <b>x</b> Curve road <b>x</b>	Divided, wide/flush median <b>n</b> Intersection movements/confli ct points minimal for HO crash <b>n</b>	% turning movements <b>x</b> No. of lanes and conflict points <b>y</b> High speed <b>x</b> Good sight distance <b>y</b> Protected turn lanes <b>n</b> Miss intersection <b>y</b>	High no. of lanes <b>x</b> Protected turn lanes <b>n</b> Extended decel. Lanes <b>x</b> Need to stop at sign <b>y</b> Buses stopping <b>x</b>	Separate facilities <b>y</b> Crossing facilities at intersection <b>y</b> Less lanes to cross <b>y</b> High speed <b>x</b>	Separate facilities <b>y</b> Crossing facilities at intersection <b>y</b> Road shoulders <b>x</b> High speed <b>x</b>	Delineation <b>y</b> Well surfaced <b>y</b> Straight road <b>y</b>	
	3/4	3/4	3/4	1/4	3/4	3/4	3/4	
Severity	High speed <b>x</b> No barriers <b>x</b> Steep grade <b>x</b> Drains <b>x</b> Poles and trees to hit <b>y</b>	High speed <b>x</b>	High speed <b>x</b> Reduced conflict angles <b>x</b> Good sight distance <b>y</b>	High speed <b>x</b> Visible intersection <b>y</b> Surfaced <b>y</b>	High speed <b>x</b> No crossing facilities <b>x</b>	High speed <b>x</b>	High speed <b>x</b> Some roadside hazards <b>y</b>	
	2/4	2/4	2/4	2/4	3/4	3/4	3/4	
<b>Product</b>	4*3*2=24/64	4*3*2=24/64	4*3*2=24/64	4*1*2=8/64	4*3*3=36/64 SP 3*3*3=27/64 OP	4*3*3=36/64 SP 3*3*3=27/64 OP	3*3*3=27/64	<b>179</b> <b>/448</b>

## 5.0 Conclusion

The baseline outcome of 169 and the Plan Change 78 / Plan Change 78 plus proposed development outcome of 179 shows that the development does not significantly affect the current level of road safety system. The greatest effect arises as a result of the traffic generating potential of Plan Change 78 and the additional traffic likely to use Molesworth Drive from this Plan Change.

The Safe System Framework assessment between the approved Plan Change 78 traffic conditions and the proposed commercial development result in the same calculated number indicating that the proposed development has no effect in respect of the assessment carried out.



# Temporary Road Closure Approval – Hibiscus Coast Motorsport Club Event 15 July 2023

**Meeting:** Kaipara District Council  
**Date of meeting:** 28 June 2023  
**Reporting officer:** Dean Mitchell, Road Corridor Management Specialist  
Bernard Petersen, Maintenance and Operations Manager

## Purpose | Ngā whāinga

To seek approval from the Council to close Arcadia Rd for one day to facilitate a safe motorsport event.

## Executive summary | Whakarāpopototanga

Approve the application for a temporary closure of Arcadia Road, from Saturday 15 July 2023 at 7.00 am until 6.00 pm Saturday 15 July 2023, to allow the Rally sprint event to proceed in a safe manner.

## Recommendation | Ngā tūtohunga

That Kaipara District Council:

- a) Approves the application for the temporary road closure of Arcadia Road, Paparoa on Saturday 15 July 2023 from 7.00 am to 6.00 pm.
- b) Notes that the organiser must do a letter drop to all businesses and residents located within the road closure as a condition of this approval.

## Context/Horopaki

Under the Local Government Act 1974 Schedule 10, 11(e), Council is required to advertise any road closure at least 42 days in advance of an event. The decision to close the road is to be approved by Council under the Local Government Act 1974, s319.

The Hibiscus Coast Motorsport Club (HCMC), Arcadia Rd Rally sprint will be held on Saturday 15 July 2023 at 7.00 am until Saturday 15 July 2023 at 6.00 pm.

To carry out this event in a safe manner the applicants have applied for the temporarily closure of Arcadia Road.

The Rally event is normally held earlier in the year and the road closure to hold the event in February 2023 was approved by Council, however, due to the extreme weather conditions, the Rally was deferred to later in the year, therefore a new application for the road closure is required.

The Rally organisers have consulted with residents of Arcadia Road regarding the event and have received support to hold this event later in July. However, one objection was received.

## Discussion/Ngā kōrerorero

### HCMC Arcadia Road Rally sprint

The proposed traffic management plan necessitates the temporary closure of Arcadia Road as shown in Attachment A. The proposed traffic management plan requires the road to be closed from 8:00am to 6:00pm Saturday 15<sup>th</sup> July. The closure of the road will provide a safe zone for residents, participants, volunteers and supporters.

As part of the consultation process, NTA received one objection to this rally on 20 June by phone from a property owner as follows:

*[Name suppressed] called wishing to speak to whomever it was that gave permission for Arcadia Road and Bulls Road to be closed for a Rally Group. They are incensed due to nothing being done to repair these roads. They have logging trucks up and down daily, there are areas down to 1 x lane, road falling away down the bank, no metal spread, no grader attended, and now this? Call her please as she wishes to have this overturned, or repairs done.*

In response to this

1. NTA staff called the objector to acknowledge receipt.
2. the Rally sprint organisers completed a drive over of Arcadia Road 18 June (see video [https://www.youtube.com/watch?v=0ZcHg68t\\_5A](https://www.youtube.com/watch?v=0ZcHg68t_5A)).
3. undertook a letter drop into mailboxes of the local community.
4. an NTA roading inspector travelled Arcadia Road on 21 June, identified areas for scheduled maintenance, however, no significant issues noted.
5. Further to points 2 and 4 above, the NTA believes that the risk to Arcadia Road for deterioration beyond what can be reasonable covered by the event holders bond and conventional maintenance intervention, to be low. This is reinforced by historic rally events previously held on this road, and recent Rally NZ stages completed across various Whangarei and Far North roads, where it was noted that event related damages were negligible.
6. an NTA roading maintenance team member is calling this objector to work through their maintenance concerns.

### Options

**Option A:** Approve the application for the temporary road closure on 15 July 2023.

By choosing option A, the council supports a safer event for the community, event participants and road users, and recognises this event contributes to a prosperous economy in Kaipara District. Refer to attachment B for details on the Arcadia Rally Road Damage Bond Authority to remediate if road damage does occur.

**Option B:** Decline application for the temporary road closure.

Declining this application would mean the event does not go ahead as we have an obligation to provide a safe environment for the community and event participants. As well the local community and businesses that form part of the event support will be disappointed and potentially financially impacted.

The recommendation is Option A.

### Policy and planning implications

Local Government Act 1974, s319 – General powers of Council in respect of roads.

Section 319(1)(h) includes “to stop or close any road or part thereof in the manner and upon the conditions set out in s342 and Schedule 10”.

## Financial implications

The applicant will bear the costs of temporarily closing the road.

A bond of \$5,000 has been provided by HCMC for damage to the road caused by the rally event, however, should the cost exceed the bond amount for repairs to the road, this will be at Councils expense.

## Risks and mitigations

Council should be aware, that while NTA staff have assessed the risk of damage to the road as low, there is a high likelihood of damage to the unsealed metal road during the event, should the current wet weather continue further saturating the road subbase.

## Significance and engagement/Hirahira me ngā whakapāpā

This is not a significant decision in accordance with the Council's Significance and Engagement Policy. This event has been publicly notified in the Kaipara Lifestyler and the Northern Advocate issue dated 8 May 2023.

No objections were received during the notification period.

## Next steps/E whaiake nei

Advise the applicant of the council's decision. If approved, give public notice and advise stakeholders of the decision to close roads under Clause 11a of Schedule 10 of the Local Government Act 1974. Applicant to undertake letter drop to all residents/businesses located in and around the closure.

## Attachments/Ngā tapiritanga










	Title
A	Arcadia Rally Traffic Management Plan
B	Arcadia Rally Road Damage Bond Authority






**TRAFFIC MANAGEMENT PLAN (TMP) – FULL FORM**

Use this form for complex activities. Refer to the NZ Transport Agency's Traffic control devices manual, part 8 Code of practice for temporary traffic management (CoPTTM), section E, appendix A for a guide on how to complete each field.

<b>Organisations /TMP reference</b>	<b>TMP reference:</b> Arcadia 2022	<b>Contractor (Working space):</b> Hibiscus Coast Motorsport Club Inc.	<b>Principal (Client):</b> Hibiscus Coast Motorsport Club Inc.		
			 <p style="text-align: right; font-size: small;">© S Lawton Photography</p>		
		<b>Contractor (TTM):</b>	<b>RCA:</b>   <small>      </small>		
<b>Location details and road characteristics</b>	<b>Road names and suburb</b>		<b>House no./RPs</b> <i>(from and to)</i>	<b>Road level</b>	<b>Permanent speed</b>
	Arcadia Rd Bull Road Porter Road		Full length of Arcadia RP/0.000 to RP/4.686	LV " "	
<b>Traffic details (main route)</b>	<b>AADT</b> Arcadia – 74 Bull – 31 Porter - 51		<b>Peak flows</b>		
<b>Description of work activity</b>					
Motersport Event <ul style="list-style-type: none"> <li>The vast majority of traffic on these roads are residents and they have been well informed of the closures.</li> <li>These roads do not act as a through road for strangers and so it is considered to be more confusing than helpful to install detour signs.</li> </ul> <b>Each intersection has been reviewed and individual layouts prepared based on these considerations.</b>					

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Planned work programme					
<b>Start date</b>	15/7/2023	<b>Time</b>	7:00 am	<b>End date</b>	15/7/2023
		<b>Time</b>	6:00 pm		
<b>Consider significant stages, for example:</b>	Road closed for Motorsport event				
<ul style="list-style-type: none"> <li>road closures</li> <li>detours</li> <li>no activity periods.</li> </ul>	<ul style="list-style-type: none"> <li>Set up TMP with Road Closed Ahead signs</li> <li>Close off Arcadia Road – allow exiting vehicles only</li> <li>Conduct Event</li> <li>IMMEDIATELY AFTER Event Finish – Official vehicle to check Road</li> <li>OPEN ROAD</li> <li>All TTM removed</li> </ul>				
<b>Alternative dates if activity delayed</b>					
Road aspects affected <i>(delete either Yes or No to show which aspects are affected)</i>					
<b>Pedestrians affected?</b>	No	<b>Property access affected?</b>	Yes	<b>Traffic lanes affected?</b>	Yes
<b>Cyclists affected?</b>	Yes	<b>Restricted parking affected?</b>	No	<b>Delays or queuing likely?</b>	No
Proposed traffic management methods					
<b>Installation</b> <i>(includes parking of plant and materials storage)</i>	<p>On single direction carriageways signs must be deployed on the left side of the road first, and then on the right hand side</p> <p>The first sign erected must be the advance warning sign.</p> <p>Remaining signs are placed in order from the advance warning sign until the works end sign is reached. The vehicle then makes a loop on a singular direction carriageway or simply turns around on a bidirectional carriageway to make the next run. This process is continued until the sign network is complete.</p> <p>Tapers and delineation devices must only be placed once all signs have been installed.</p> <p>Before any EVENT vehicles or materials are brought onto the closure a drive through check of the closure must be made in all directions including all side roads. This check must confirm that the event area is Safe and to the minimum standard shown in the TMP and that</p> <p>The advance warning to other road users is clear and meets the minimal visibility standards as per layout table, CoPTTM.</p> <p>The signs and delineation devices give clear messages to road users and</p> <p>The signs and delineation devices are securely erected and will remain in their correct position under the expected traffic volumes and weather conditions.</p>				
<b>Attended (day)</b>	<p>STMS on Site supported by Volunteer Marshalls</p> <p>The site will be set up and removed at the time road closure times and removed after the last official's car clears each officials Post.</p>				

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Attended (night)	N/A
Unattended (day)	N/A
Unattended (night)	N/A
Detour route	<p>Arcadia Rd does not act as a through road for regular traffic and so it is considered to be more confusing than helpful to install detour signs. For this reason and our ability to provide access if required it is proposed not to install any detours.</p>
	<p>Does detour route go into another RCA's roading network? No (delete either Yes or No)          If Yes, has confirmation of acceptance been requested from that RCA? (delete either Yes or No)  <b>Note:</b> Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.</p>
Removal	<p>Once the RALLY has been completed then TTM site removal can begin.</p> <p>The removal of TTM measures must be in order of delineation devices before signage. The advance warning signage will be lifted last to give advance warning of the disestablishment process</p> <ul style="list-style-type: none"> <li>○ Remove delineation devices.</li> <li>○ Then direction and protection signs</li> <li>○ End of works signs</li> <li>○ And finally, advanced warning signs can be removed</li> <li>○ Complete drive through to check all TTM equipment removed</li> <li>○ Complete the on-site record</li> </ul>

**Proposed TSLs** (see TSL decision matrix for guidance)

	TSL details as required	Times	Dates	Diagram ref. no.s
	Approval of Temporary Speed Limits (TSL) are in terms of Section 6 of Land Transport Rule: Setting of Speed Limits 2017, Rule 54001/2017 (List speed, length and location)	(From and to)	(Start and finish)	(Layout drawings or traffic management diagrams)

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<b>Attended day/night</b>	A temporary maximum speed limit of _____ km/h is hereby fixed for motor vehicles travelling over the length of _____ m situated between _____ (House no./RP) and _____ (House no./RP) on _____ (street or road name)			
<b>Unattended day/night</b>	A temporary maximum speed limit of _____ km/h is hereby fixed for motor vehicles travelling over the length of _____ m situated between _____ (House no./RP) and _____ (House no./RP) on _____ (street or road name)			
<b>TSL duration</b>	Will the TSL be required for longer than 12 months? <b>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</b>			
<b>Positive traffic management measures</b>				
Road Closure				
<b>Contingency plans</b>				
<b>Generic contingencies for:</b> <ul style="list-style-type: none"> <li>major incidents</li> <li>incidents</li> <li>pre planned detours.</li> </ul> <i>Remove any options which do not apply to your job</i>	<b>Major Incident</b> A major incident is described as: <ul style="list-style-type: none"> <li>Fatality or notifiable injury - real or potential</li> <li>Significant property damage, or</li> <li>Emergency services (police, fire, etc) require access or control of the site.</li> </ul>	<b>Actions</b> The STMS must immediately conduct the following: <ul style="list-style-type: none"> <li>stop all activity and traffic movement</li> <li>secure the site to prevent (further) injury or damage</li> <li>contact the appropriate emergency authorities</li> <li>render first aid if competent and able to do so</li> <li>notify the RCA representative and / or the engineer</li> <li>under the guidance of the officer in charge of the site, reduce effects of TTM on the road or remove the activity if safe to do so</li> <li>re-establish TTM and traffic movements when advised by emergency authorities that it is safe to do so</li> <li>Comply with any obligation to notify WorkSafe.</li> </ul>		

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	<p><b>Incident</b></p> <p>An incident is described as:</p> <ul style="list-style-type: none"> <li>excessive delays - real or potential</li> <li>minor or non-inquiry accident that has the potential to affect traffic flow</li> <li>structural failure of the road.</li> </ul>	<p><b>Actions</b></p> <p>The STMS must immediately conduct the following:</p> <ul style="list-style-type: none"> <li>stop all activity and traffic movement if required</li> <li>secure the site to prevent the prospect of injury or further damage</li> <li>notify the RCA representative and / or the engineer</li> <li>STMS to implement a plan to safely remove TTM and to establish normal traffic flow if safe to do so</li> <li>re-establish TTM and traffic movements when it is safe to do so and when traffic volumes have reduced.</li> </ul>
	<p><b>Detour</b></p> <p>If because of the on-site activity it will not be possible to remove or reduce the effects of TTM once it is established a detour route must be designed. This is likely for:</p> <ul style="list-style-type: none"> <li>excessive delays when using an alternating flow design for TTM</li> <li>redirecting one direction of flow and / or</li> <li>total road closure and redirection of traffic until such time that traffic volumes reduce and tailbacks have been cleared.</li> </ul> <p>The risks in the type of work being undertaken, the risks inherent in the detour, the probable duration of closure and availability and suitability of detour routes need to be considered.</p> <p>The detour and route must be designed including:</p> <ul style="list-style-type: none"> <li>pre- approval form the RCA's whose roads will be used or affected by the detour route</li> <li>ensure that TTM equipment for the detour - signs etc are on site and pre-installed.</li> </ul>	<p><b>Actions</b></p> <p>When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following:</p> <ul style="list-style-type: none"> <li>Notify the RCA and / or the engineer when the detour is to be established</li> <li>Drive through the detour in both directions to check that it is stable and safe</li> <li>Remove the detour as soon as it practicable and safe to do so and the traffic volumes have reduced and tailbacks have cleared</li> <li>Notify the RCA and / or the engineer when the detour has been disestablished and normal traffic flows have resumed.</li> </ul>
	<p><b>Note also the requirements for no interference at an accident scene:</b></p> <p>In the event of an accident involving serious harm the STMS must ensure that nothing, including TTM equipment, is removed or disturbed and any wreckage article or thing must not be disturbed or interfered with, except to:</p> <ul style="list-style-type: none"> <li>save a life of, prevent harm to or relieve the suffering of any person, or</li> <li>make the site safe or to minimise the risk of a further accident; or</li> <li>maintain the access of the general public to an essential service or utility, or</li> <li>prevent serious damage to or serious loss of property, or</li> <li>follow the direction of a constable acting in his or her duties or act with the permission of an inspector.</li> </ul>	
<p><b>Other contingencies to be identified by the applicant</b> <i>(i.e. steel plates to quickly cover excavations)</i></p>	<p>Emergency vehicles will be provided access to the road from the start line immediately or from the finish line as soon as the road can be made safe. Road closure at finish line will be monitored with marshals in contact with event control to allow safe access to the road if needed. Road access from start line will be in direct control of the start line officials. STMS will be on-site to supervise.</p>	

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Authorisations			
Parking restriction(s) alteration authority	Will controlled street parking be affected?	No	Has approval been granted?
Authorisation to work at permanent traffic signal sites	Will portable traffic signals be used or permanent traffic signals be changed?	No	Has approval been granted?
Road closure authorisation(s)	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?	Yes	Has approval been granted?
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?	No	Has approval been granted?
Authorisation to use portable traffic signals	Make, model and description/number	N/A	
	NZTA compliant?		
EED			
Is an EED applicable?	No <i>(delete either Yes or No)</i>	EED attached?	
Delay calculations/trial plan to determine potential extent of delays			
The road will be closed			
Public notification plan			
Information signage to be erected and letter drop to all letter boxes on affected road 3 weeks prior to closure <ul style="list-style-type: none"> <li>The vast majority of traffic on these roads are residents and they have been well informed of the closures.</li> </ul>			
Public notification plan attached?	<input checked="" type="checkbox"/> No		
On-site monitoring plan			

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<b>Attended</b> (day and/or night)	<p>All TTM equipment checked every two hours</p> <p>The inspection to be documented</p> <p>Once the closure is in place, the STMS will check the site to ensure the set up matches the TMP prior to the Event starting.</p> <p>If there are any significant changes are required this must be notified to th TMP designer for amendment and resubmission to the RCA. Event to be stopped until a new approved TMP is obtained.</p> <p>STMS Cat A/STMS L1 will always be onsite during the Event</p> <p>The STMS must conduct site checks and document the details on to the On-Site Record at a minimum of 2 hour intervals</p>
---------------------------------------	---

<b>Unattended</b> (day and/or night)	N/A
---	-----

**Method for recording daily site TTM activity (eg CoPTTM on-site record)**

On site record below

**Site safety measures**

Covered by Motorsport NZ approved safety plan

<b>Temporary safety barrier system</b>	Will a temporary safety barrier system be used at this worksite?	No	If yes, has the temporary safety barrier system been designed by an installation designer and independently reviewed as being fit for purpose?	
	Statement from temporary safety barrier installation designer attached			Attached Not attached

**Other information**

**Site specific layout diagrams**

Number	Title
1	TMD 01 Road Closure Start
2	TMD 02 Road Closure Finish
3	Arcadia Road Mid-Point Bull Road

**Contact details**

	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date
<b>Principal</b>	Hibiscus Coast Motorsport Club (Jeff Torkington)	021 588 010			
<b>TMC</b>	Gordon Whyte	027 269 2666	8114		15/12/24
<b>Engineers' representative</b>					

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K. Cross, District Engineer

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<b>Contractor</b>					
<b>STMS</b>	Agnes Clark	021 222 6416	53044		26/06/25
<b>TC</b>					
<b>Others as required</b>					

**TMP preparation**

<b>Preparation</b>	Wayne Stokes	10/01/23		43564	TMP P	25/05/25
	<i>Name (STMS qualified)</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>

<b>This TMP meets CoPTTM requirements</b>	<b>Number of diagrams attached</b>
---	------------------------------------

<b>TMP returned for correction (if required)</b>						
	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>

**Engineer/TMC to complete following section when approval or acceptance required**

<b>Temporary safety barrier system</b>	The attached temporary road safety barrier design has been independently reviewed as being fit for purpose	Yes No Not required
--	--	---------------------

<b>TMP Approved</b>						
	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>

<b>Acceptance by TMC (only required if TMP approved by engineer)</b>						
	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>

**Qualifier for engineer or TMC approval**

Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams.

This TMP is approved on the following basis:

1. To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM.
2. This plan is approved on the basis that the activity, the location and the road environment have been correctly represented by the applicant. Any inaccuracy in the portrayal of this information is the responsibility of the applicant.
3. The TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM system.
4. The STMS for the activity is reminded that it is the STMS's duty to postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site.

**Notification to TMC prior to occupying worksite/Notification completed**

<b>Type of notification to TMC required</b>		<b>Notification completed</b>	Date <input style="width: 100%;" type="text"/> Time <input style="width: 100%;" type="text"/>
---	--	-------------------------------	--

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STMS Number 14405

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<b>ON-SITE RECORD</b> On-site record must be retained with TMP for 12 months.	Today's date
--	--------------

<b>Location details</b>	Road names(s):	House number/RPs:	Suburb:
-------------------------	----------------	-------------------	---------

<b>Working space</b>
----------------------

Person responsible for working space	Name	Signature
Where the STMS/TC is responsible for both the working space and TTM they sign above and in the appropriate TTM box below		

<b>TTM</b>
------------

STMS in charge of TTM	Name	TTM ID Number	Warrant expiry date	Signature	Time
Worksite handover accepted by replacement STMS	Name	ID Number	Warrant expiry date	Signature	Time
Tick to confirm handover briefing completed					

<b>Delegation</b>
-------------------

Worksite control accepted by TC/STMS-NP	Name	ID Number	Warrant expiry date	Signature	Time
Tick to confirm briefing completed					

<b>Temporary speed limit</b>
------------------------------

Street/road name (RPs or street numbers):	TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				

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**Worksite monitoring**

TTM to be monitored and 2 hourly inspections documented below.

Items to be inspected	TTM set-up	2 hourly check	2 hourly check	2 hourly check	2 hourly check	2 hourly check	TTM removal
High-visibility garment worn by all?							
Signs positioned as per TMP?							
Conflicting signs covered?							
Correct delineation as per TMP?							
Lane widths appropriate?							
Appropriate positive TTM used?							
Footpath standards met?							
Cycle lane standards met?							
Traffic flows OK?							
Adequate property access?							
Barrier deflection area is clear?							
<i>Add others as required</i>							
<b>Time inspection completed:</b>							
<b>Signature:</b>							

**Comments:**

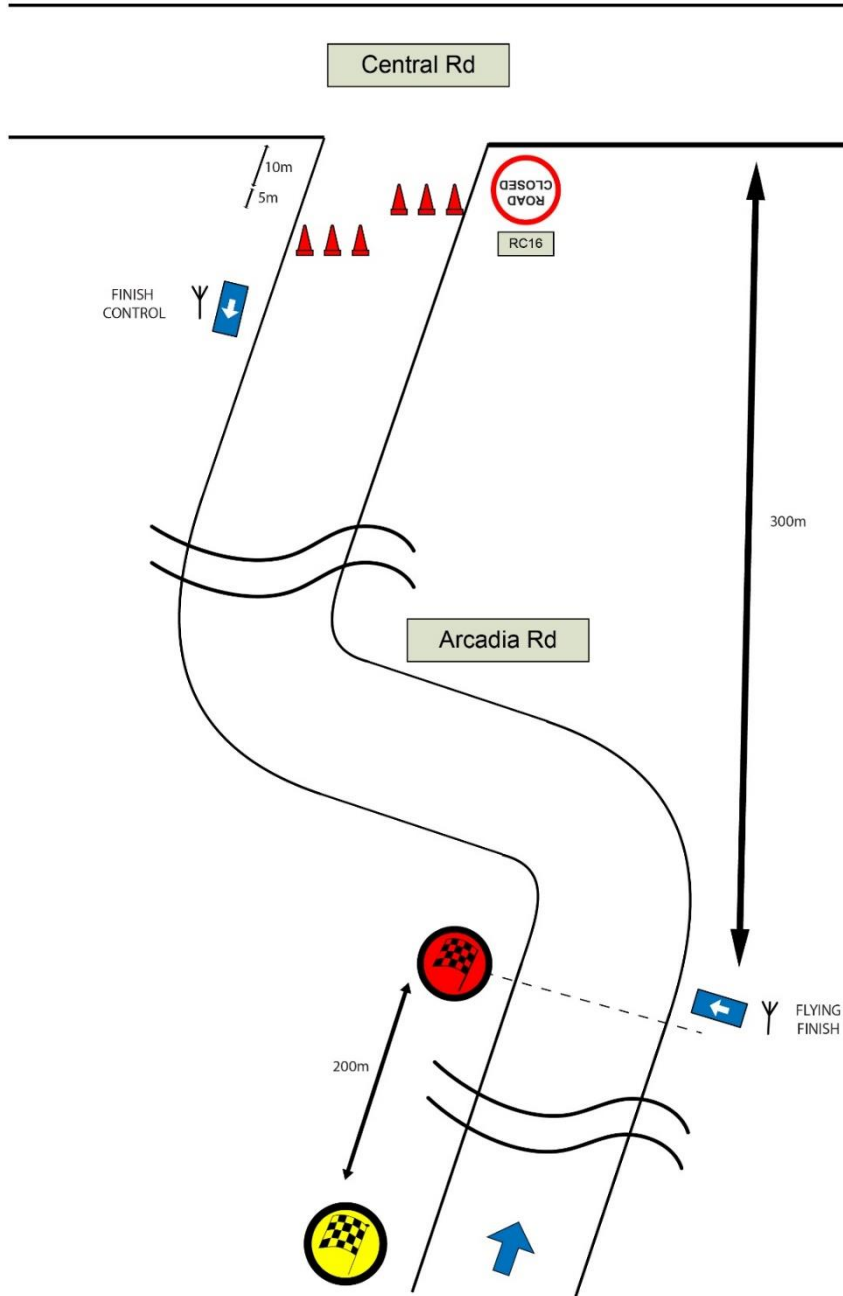
Time	Adjustment made and reason for change

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 Kerang District Transport

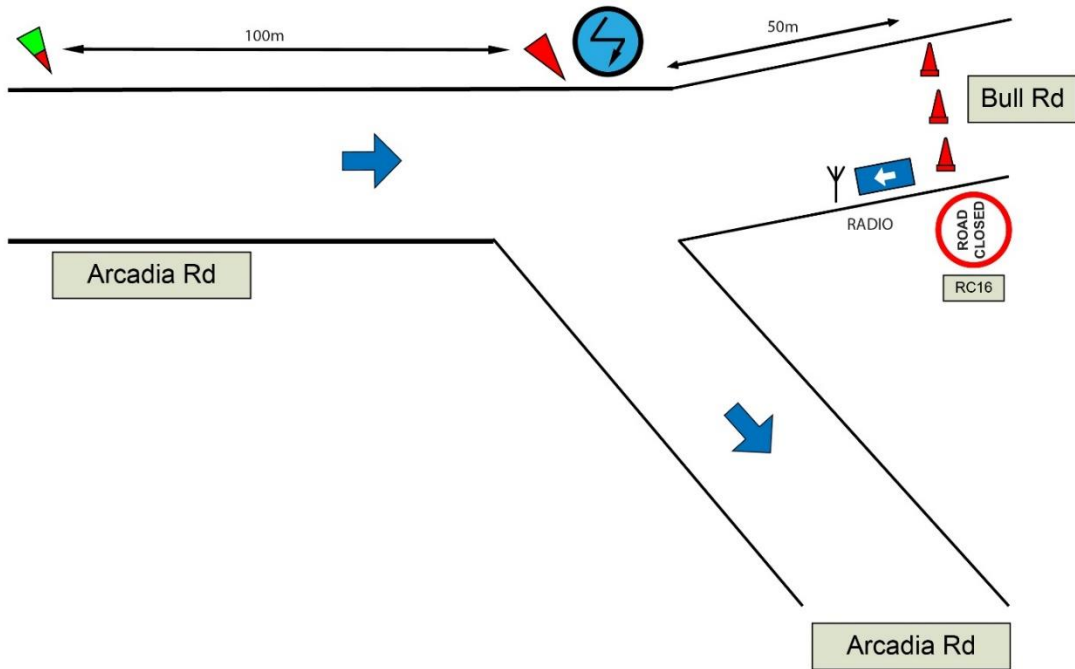
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# Arcadia Rd Reversed: Finish



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# Arcadia Rd Reversed: Midpoint



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*Dean Mitchell*  
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TMD 01 ROAD CLOSURE - START



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*DM*  
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TMD 02 ROAD CLOSURE - FINISH



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 STMS Number 14405  
  
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 30 May 2023





3 June 2023

MotorSport New Zealand Inc  
P O Box 133 Paraparaumu  
5254  
events@motorsport.org.nz

To whom it may concern,

Please find attached three copies of the Road Bond Document for co-signing.

In presenting these to you we acknowledge that in the event of any claim against this bond, MotorSport New Zealand will settle with the Council in the first instance.

The Club Committee are fully aware of the implications of this bond and have authorised us to enter into a bond contract with MotorSport New Zealand.

As the authorised officers of the club, we undertake that the club will make full payment to MotorSport New Zealand of any and all calls made upon the bond.

Yours faithfully,



**CLUB PRESIDENT**



**EVENT ORGANISER**

**BY THIS BOND** we **HIBISCUS COAST MOTORSPORT CLUB (INCORPORATED)** (hereinafter called "the Organiser") and **MOTORSPORT NEW ZEALAND (INCORPORATED)** (hereinafter called "Motorsport") are jointly and severally held bound to **KAIPARA DISTRICT COUNCIL** ("the Road Owner") in the maximum sum of **\$5000.00** (amount of Bond) to be paid to the Road Owner as hereinafter provided for which payment well and truly to be made we bind ourselves and each of us and each of our respective successors firmly by these presents.

**DATED** this **3rd** day of **June 2023**

**THE COMMON SEAL** of )  
as Organiser was hereunto )  
affixed in the presence of: )



) *Kieran Cornelius*

**THE COMMON SEAL** of **MOTORSPORT** )  
**NEW ZEALAND (INCORPORATED)** )  
was hereunto affixed in the presence of: )



**WHEREAS** the Organiser has requested the Road Owner to permit certain of its roads or portions thereof to be used for special stages in the rallysprint proposed to be run by the Organiser on the **15th** day of **July 2023** (which said roads or parts of roads to be used for special stages are hereinafter called "the special stage roading").

**AND WHEREAS** the Road Owner has agreed to permit the special stage roading to be so used subject to the Organiser and Motorsport entering into this Bond and the agreement recorded in the Schedule hereto being performed. Now the condition of the above written obligation is such that if the Organiser do and shall perform its obligations hereinafter in the Schedule provided then the obligations of the Organiser and Motorsport hereinbefore provided shall be void and of no further effect but otherwise shall remain in full force and effect.

**SCHEDULE**

1. At such time after the rally as shall be appropriate in the circumstances and reasonably convenient to the Road Owner and agreed with the Organiser (but in any event not more than seven (7) days after the rally), representatives of the Road Owner and the Organiser shall inspect the special stage roading to assess any damage to the property of the Road Owner caused by vehicles competing in the rally and wear and tear on the special stage roading resulting from the rally (hereinafter together referred to as "the rally damage").
2. At such inspection as aforesaid the Road Owner shall advise on the repairs, if any, to be carried out. Such repairs are to be carried out by the Road Owner at a time convenient to the Road Owner at the expense of the Organiser.
3. The Organiser shall forthwith upon demand made within two (2) months after the latest date by which repairs were to be undertaken by the Road Owner pay to the Road Owner the reasonable costs incurred by the Road Owner in repairing such of the rally damage.

# **Ruawai Adaptive Pathways – Te Moananui o Kaipara (the Kaipara District Māori Ward Elected Member) as Observer to Ruawai Community Panel**

**Meeting:** Kaipara District Council  
**Date of meeting:** 28 June 2023  
**Reporting officer:** Katy Simon, Climate Change Advisor

## **Purpose | Ngā whāinga**

To seek approval to add Te Moananui o Kaipara - the Kaipara District Māori Ward Elected Member as an observer to the Ruawai Adaptive Pathways, Ruawai Community Panel.

## **Executive summary | Whakarāpopototanga**

The Ruawai Community Panel (Panel) is the community advisory group leading Ruawai Adaptive Pathways and co-developing with Council, an adaptation plan for coastal hazards and flooding in the Ruawai area. Based on previous Council decision, the Otamatea Ward Elected Members (EMs) have a standing invite to attend all Panel meetings as observers. These are the only elected members invited to Panel Meetings. This report recommends that Te Moananui o Kaipara (the Kaipara District Māori Ward Elected Member) is also invited to attend Panel meetings as an observer with no speaking rights.

## **Recommendation | Ngā tūtohunga**

That the Kaipara District Council:

- a) Approves the addition of Te Moananui o Kaipara (the Kaipara District Māori Ward Elected Member) as an observer with no speaking rights to the Ruawai Adaptive Pathways, Ruawai Community Panel.

## **Context | Horopaki**

At the February 2022 Council Meeting, Council decided that the two Otamatea Ward Elected Members (EMs) would join the Ruawai Community Panel as observers with no speaking rights. The Otamatea Ward EMs are invited to all Ruawai Community Panel meetings and associated sessions and events. The observer role enables EMs to gain oversight of the process and discussions whilst protecting observers from any perceived influence over Panel outcomes, which will subsequently go to Council for consideration.

The decision came before the Te Moananui o Kaipara (the Kaipara District Māori Ward) position existed. Te Uri o Hau representatives on the Ruawai Community Panel have since requested that the Te Moananui o Kaipara is also invited to sit on the Ruawai Community Panel as an observer.

## **Discussion | Ngā kōrerorero**

The Ruawai Adaptive Pathways project staff team support Te Uri o Hau representatives' request to add Te Moananui o Kaipara (the Kaipara District Māori Ward member) as an observer to the Panel. The addition of Te Moananui o Kaipara as an observer to the Panel will not impact any existing Ruawai Adaptive Pathways project budgets, functions, structure or Panel agreements. Attendance of Te Moananui o Kaipara will strengthen Council oversight and support Council relationships with the Panel and with Te Uri o Hau.

## Options

Option 1: Approve the addition of Te Moananui o Kaipara (the Kaipara District Māori Ward elected member) as an observer with no speaking rights to the Ruawai Community Panel.

This is the recommended option.

Option 2: Status quo - Te Moananui o Kaipara (the Kaipara District Māori Ward elected member) is not added as an observer with no speaking rights to the Ruawai Community Panel.

## Impacts on Māori

Option 1 will support the Council's Memorandum of Understanding agreement with Te Uri o Hau.

## Significance and engagement | Hirahira me ngā whakapāpā

The decisions or matters of this report are considered to have a low degree of significance in accordance with Council's Significance and Engagement Policy. No feedback is required, and the public will be informed of Council's decision via the agenda and minutes publication of this meeting, on the website and through other channels if appropriate.

## Next steps | E whaiake nei

Staff will inform Te Uri o Hau representatives of Council's decision. If Council approves this addition, staff will invite Te Moananui o Kaipara (the Kaipara District Māori Ward elected member) to all future Panel meetings.

Staff will likely present a report on the Panel recommended community values and pathway objectives at either the July Council Meeting, or the soonest possible meeting thereafter.

# **Resignation of Councillor Vincent from the Economic Development Committee and the Remuneration and Development Committee**

**Meeting:** Kaipara District Council  
**Date of meeting:** 28 June 2026  
**Reporting officer:** Alana Thurston, Governance Advisor

## **Purpose | Ngā whāinga**

To advise Council of the resignation of Councillor Vincent from the Economic Development Committee and the Remuneration and Development Committee and to reset the quorum for the Economic Development Committee.

## **Executive summary | Whakarāpopototanga**

Mayor Craig Jepson, on 15 June 2023, received the resignation of committee member, Councillor Mark Vincent, from the Economic Development Committee and Remuneration and Development Committee.

The Mayor has made the decision to continue with the existing membership of both committees without appointing replacements.

A reduction in quorum for the Economic Development Committee is recommended to mitigate the risk of not meeting quorum in the future.

## **Recommendation | Ngā tūtohunga**

That the Kaipara District Council:

- a) Notes the resignation of Councillor Vincent from the Economic Development Committee and Remuneration and Development Committee.
- b) Agrees that new quorum for the Economic Development Committee be three members.

## **Discussion | Ngā kōrerorero**

Mayor Craig Jepson, on 15 June 2023, received the resignation of committee member, Councillor Mark Vincent, from the Economic Development Committee and Remuneration and Development Committee, effective immediately.

The Mayor's decision to retain the existing membership without appointing a replacement is within his authority as granted by Section 41A of the Local Government Act. This section empowers the Mayor to establish committees and appoint members and chairs to those committees.

In this case, the Mayor has chosen to exercise his discretion and maintain the committee's composition without filling the vacancy left by Councillor Vincent's resignation.

Updated composition of the two committees:

1. Remuneration and Development Committee:
  - Total members: six, including the chair (Mayor Jepson).
  - Quorum: A minimum of three members.
  - Meets quarterly.

## 2. Economic Development Committee:

- Total members: five, including the chair (Deputy Mayor Larsen).
- Quorum: A minimum of four members.
- Meets every second month.

It is important to note that the Economic Development Committee, with a membership of five members, may face difficulties in achieving a quorum of four members if one member is absent and another member is sick and unable to attend the meeting.

In situations where the committee is unable to meet the quorum requirement, it may face challenges in taking any official action or making decisions that require committee approval. Reducing the quorum for the Economic Development Committee from four members to three members is recommended to mitigate this risk.

As per Standing Orders, the council sets the quorum for its committees, either by resolution or by stating the quorum in the committee's terms of reference.

## **Significance and engagement | Hirahira me ngā whakapāpā**

The decisions or matters of this report are considered to have a low degree of significance in accordance with Council's Significance and Engagement Policy. No feedback is required, and the public will be informed of Council's decision via the agenda and minutes publication of this meeting, on the website and through other channels if appropriate.

## **Next steps | E whaiake nei**

Councillor Vincent will have his membership removed from the Economic Development Committee and Remuneration and Development Committee. The Terms of Reference will be updated with decisions from this meeting.

## Exceptions Report – May 2023

**Meeting:** Kaipara District Council  
**Date of meeting:** 28 June 2023  
**Reporting officer:** Jason Marris, Chief Executive

### Purpose | Ngā whāinga

To provide the monthly report to Council on Finance, Procurement, Building and Resource Consents, and Customer Services via the 'Exceptions Report'.

### Executive summary | Whakarāpopototanga

The Exceptions Report is presented to Council as a standing item on the agenda. It is updated monthly. It provides tables and charts of statistics on council financials and statutory services.

### Recommendation | Ngā tūtohunga

That the Kaipara District Council

- a) Notes the Exceptions Report – May 2023.

### Context | Horopaki

The Exceptions Report contains financial data and tables through time, on specific areas of service. This enables elected members to track progress and note trends, which is useful to understand progress as an organisation.

### Discussion | Ngā kōrerorero

Elected Members note the information contained in the report, and staff will provide further information and answer questions at the meeting.

### Significance and engagement | Hirahira me ngā whakapāpā

The decisions or matters of this report are considered to have a low degree of significance in accordance with Council's Significance and Engagement Policy. No feedback is required, and the public will be informed of Council's decision via the agenda and minutes publication of this meeting, on the website and through other channels if appropriate.

### Next steps | E whaiake nei

The Exceptions Report will continue as a standing item on the Council Meeting agenda.

### Attachments | Ngā tapiritanga

	Title
A	Exceptions Report - May 2023







# **Exceptions Report**

**For the month of May 2023**

**Financial Report**

**Procurement**

**Building and Resource Consents**

**Customer Services**

## May 2023 Financial Report

### Monthly Income Statement

### Statement of Comprehensive Revenue and Expense

For the year ended:	Actual YTD	Budget YTD	Variance YTD	Annual Plan Budget Whole year	Annual Report
31 May 2023	2022-2023 \$'000	2022-2023 \$'000	2022-2023 \$'000	2022-2023 \$'000	2021-2022 \$'000
<b>Revenue</b>					
Rates	40,643	41,095	(452)	44,832	41,691
Subsidies and grants	19,903	20,045	(142)	25,396	31,980
Activity income	7,174	7,254	(80)	7,849	7,741
Contributions	4,394	4,162	233	4,543	4,361
Investments and other income	1,179	1,254	(75)	1,356	5,474
<b>Total revenue</b>	<b>73,293</b>	<b>73,810</b>	<b>(517)</b>	<b>83,976</b>	<b>91,247</b>
<b>Expenses</b>					
Activity costs	27,180	25,371	(1,809)	28,542	28,552
Employee benefits	14,163	15,816	1,653	17,393	14,675
Finance Costs	2,081	2,061	(20)	2,248	1,926
Depreciation	11,170	11,170	0	12,186	12,633
<b>Total expenses</b>	<b>54,594</b>	<b>54,417</b>	<b>(176)</b>	<b>60,368</b>	<b>57,786</b>
<b>Surplus/(deficit) for the period</b>	<b>18,699</b>	<b>18,393</b>	<b>(693)</b>	<b>23,607</b>	<b>33,461</b>
Other comprehensive revenue and expense (Items that will not be reclassified subsequently to surplus or deficit)					
Gain/(loss) on revaluation	0	0	0	13,600	99,222
<b>Total comprehensive revenue and expense for the period</b>	<b>18,699</b>	<b>18,393</b>	<b>(693)</b>	<b>37,207</b>	<b>132,683</b>

### Key activity costs analysis

For the period ended:	Actual YTD	Budget YTD	Variance YTD	Annual Plan Budget Whole year	Annual Report
31 May 2023	2022-2023 \$'000	2022-2023 \$'000	2022-2023 \$'000	2022-2023 \$'000	2021-2022 \$'000
<b>Activity Costs</b>					
<i>Analysed:</i>					
Contractors	1,913	2,077	164	2,436	1,659
Professional Services	6,699	7,238	539	8,280	8,256
Repairs and Maintenance	11,857	9,877	(1,980)	10,850	12,522

## Comments on major variances

### Revenue:

Account	Rationale	YTD Variance \$000
<b>Rates Revenue</b>	Rates penalties are now below budget by \$144k for the month. The budgeted May penalties run was deferred to June due to a new campaign to give more opportunity for debtors to clear their debts first.	(59)
	Targeted rates for wastewater are ahead of budget due to capital repayments for the Mangawhai scheme recorded as revenue for accounting purposes but not included as part of the rates requirement in the Annual Plan.	447
	Water by meter revenue is below budget for year to date due to variances in water consumption across all water supply areas. Silver Fern Farms yet to be invoiced and customers using less as a wet summer.	(840)
<b>Activity Revenue</b>	Activity revenue is on budget for year to date, analysis as per following activities:	
	<ul style="list-style-type: none"> <li>▪ Building Control – activity revenue is below budget for the month by \$62k and \$381k below budget for year to date. There has been a drop in building consent applications year to date (20% decrease).</li> </ul>	381
	<ul style="list-style-type: none"> <li>▪ Resource Consenting – activity revenue is below budget by \$30k for the month and below budget by \$273k year to date. This is due to a reduction in activity (10% decrease) and back log of invoicing due to team resources.</li> </ul>	273
<b>Investments and Other Income</b>	<ul style="list-style-type: none"> <li>▪ External recovery costs overall are ahead of budget. NTA business charges recoveries are ahead of budget by \$114k, waste minimisation levy of \$74k was received, \$50k Welcoming Communities funding, and external recoveries of \$56K for private plan changes.</li> </ul>	(734)
<b>Operating Subsidies and Grants</b>	Other income is below budget year to date due to: <ul style="list-style-type: none"> <li>▪ Negative timing difference due to revaluations of Swaps and Forestry which occurs at year end.</li> <li>▪ Investment income is ahead of budget due to favourable interest rates on increased deposits of surplus funds, and additional revenue from vehicles sale.</li> </ul>	(711)
<b>Capital Subsidies</b>	Operational subsidies from Waka Kotahi still up on budget for the year from the sealed and unsealed pavement maintenance programme.	965
	Capital subsidies are below budget year to date due to Transportation subsidies below budget by \$3.5 million. This is due to a number of roading capital work projects which haven't commenced due to a wet season.	(1,107)
	Offset by subsidy received for Kaipara Wharves and Pontoon constructions - \$2.2 million, Tourism Infrastructure Funding for Public toilets of \$240k and \$126k for reserves, additional \$404k Better of funding package.	
<b>Contributions</b>	The contributions are ahead of budget for the year to date: <ul style="list-style-type: none"> <li>▪ Development contributions are below budget for the month by \$11k. Additional lots created will be around the same as last year (173 lots) but there are 27 less lots in Mangawhai with development occurring in Papanoa and Maungaturoto.</li> </ul>	(212)

	<ul style="list-style-type: none"> <li>Financial contributions are ahead of budget for the month and year to date.</li> </ul>	<b>445</b>
--	---	------------

**Expenses:**

<b>Account</b>	<b>Rationale</b>	<b>\$000</b>
<b>Employee Benefits</b>	The variance is the result of vacancies across the business and unable to fill these in IT (4), Resource Consents (5), Infrastructure (3), Building Consents (1), Finance (2), Governance (1) and PMO (2).	<b>1,653</b>
<b>Contractors</b>	Contractor's costs are below budget for the year to date in Animal Management due to reduced use of WDC Pound, Mangawhai Wastewater and Refuse Collections.  This line includes costs for: water supply and wastewater plant operations, refuse collection & public toilet cleaning services.	<b>164</b>
<b>Professional Services</b>	Professional services costs are below budget, due to a timing difference in the Roding services of \$1m and District Leadership services of \$445k. This is offset by an increase in the Regulatory management activity of \$1.05m where external resources are being utilised for consenting work due to several staff vacancies. These costs are on charged but there will be a delay to when the revenue is recorded. Increase in security services at Kai Iwi Lakes campground for the high season over January/February. The other activities are tracking on budget.	<b>539</b>
<b>Repairs and Maintenance</b>	<b>Transportation:</b> Extra cost of \$1.1 mil for Emergency works in response to Cyclone Gabrielle, we are awaiting approval to claim 100% NZTA subsidy. Additional works of \$1.10mil have been completed for roading sealed, unsealed and drainage works. NZTA emergency claim is awaiting approval and will be an additional claim of \$1.066m to offset.	<b>(2,171)</b>
	<b>District Leadership:</b> Extra costs of \$138k incurred for Civil defence and recovery in response of Cyclone Gabrielle. \$43k has been reimbursed from NEMA in June, another claim for Infrastructure is to come.	<b>(108)</b>
	<b>Waters:</b> Reticulation repairs and maintenance across the network are below budget – timing difference only.	<b>174</b>
	<b>Open spaces:</b> Ground maintenance programme are down on budget – timing difference only as the work have been delayed due to wet weather. Extra cost of \$88k incurred for arborist and clearing cost after Cyclone Gabrielle.	<b>139</b>
	<b>Land Drainage:</b> Maintenance programme is behind schedule due to wet weather events.	<b>20</b>
<b>Finance Costs</b>	Above budget due to external loan costs with the current month variance mainly contributing to year-to-date variance with May cost exceeding budget by \$31K.	<b>(20)</b>

**Capital Expenditure:**

<b>Account</b>	<b>Rationale</b>	<b>\$000</b>
<b>Capital Expenditure</b>	Capital expenditure year to date shows \$32.9m, against a total year budget of \$79.4m including the carry forwards from FY22 and approved budget variations during the year.	<b>46,526</b>

	<p>With the continued adverse weather experienced, it is anticipated that up to \$39m will be carried forward to the FY2023/24 year. Much of this relates to the roading programme due to storm recovery roading works and other large spend is due to projects being slowed by weather (Pouto wharf), commencement (stopbank work in Te Kopuru and Raupo) or other situations beyond our control such as the Maungaturoto watermain renewals which can only be worked on when the Brynderwyns is open and the SH12 detour is not needed.</p>	
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**Public Debt:**

**Kaipara District Council**

Public Debt	Actual YTD	Budget Whole year	Annual Report
31 May 2023	2022-2023	2022-2023	2021-2022
	\$000's	\$000's	\$000's
<b>Debt</b>			
Public Debt	44,000	43,281	44,000
Cash in bank	(8,427)	(10,794)	(11,802)
Term deposits	(11,000)	0	(10,000)
<b>Total Net Debt</b>	<b>24,573</b>	<b>32,488</b>	<b>22,198</b>

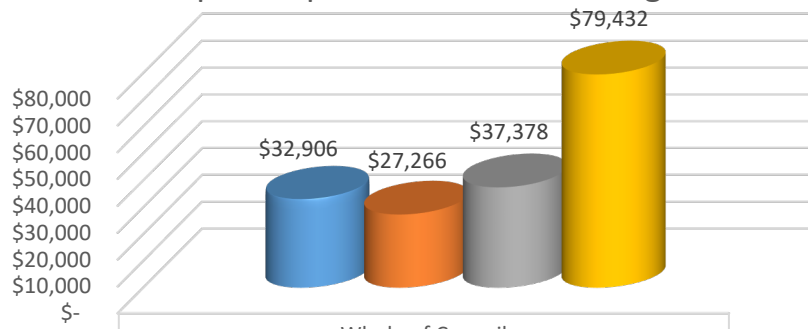
**Public Debt is represented by:**

less than 1 Year	10,000
1-3 Years	14,000
3-5 Years	14,000
Greater than 5 Years	6,000
<b>Total Public Debt</b>	<b>44,000</b>

**Capital Expenditure for the period ended 31 May 2023**

Activity - Capital Expenditure Financial Year 2022-2023	Actual as at 31 May 2023					Whole Year			
	Actual YTD	Total Approved Budget	Balance budget left to spend	Indicator	Percentage complete	Annual Plan 2022-2023	Carry Over Budget	Approved Variations	Total Approved Budget
	\$000's	\$000's	\$000's			\$000's	\$000's	\$000's	\$000's
District Leadership, Finance and Internal Services	2,304	4,343	2,039	●	53%	492	3,574	277	4,343
Flood Protection and Land Drainage	564	6,993	6,429	●	8%	4,903	935	1,155	6,993
Open Spaces and Facilities	7,306	12,589	5,283	●	58%	3,079	2,559	6,951	12,589
Stormwater	320	4,137	3,817	●	8%	1,400	1,006	1,731	4,137
Transportation	16,066	37,373	21,307	●	43%	22,352	8,422	6,599	37,373
Waste Minimisation	2	465	463	●	0%	275	190	0	465
Wastewater	5,430	10,746	5,316	●	51%	2,974	7,432	340	10,746
Water Supply	898	2,775	1,877	●	32%	1,903	572	300	2,775
Regulatory Management	16	11	(5)	●	145%	0	11	0	11
	<b>32,906</b>	<b>79,432</b>	<b>46,526</b>		<b>41%</b>	<b>37,378</b>	<b>24,701</b>	<b>17,353</b>	<b>79,432</b>

### Whole of Council - Total Capital Expenditure vs Total Budgets



	Whole of Council
Actual Spend	\$32,906
Long Term Plan	\$27,266
Annual Plan	\$37,378
Total Approved Budget (Annual Plan + Carry over+ Approved variations)	\$79,432

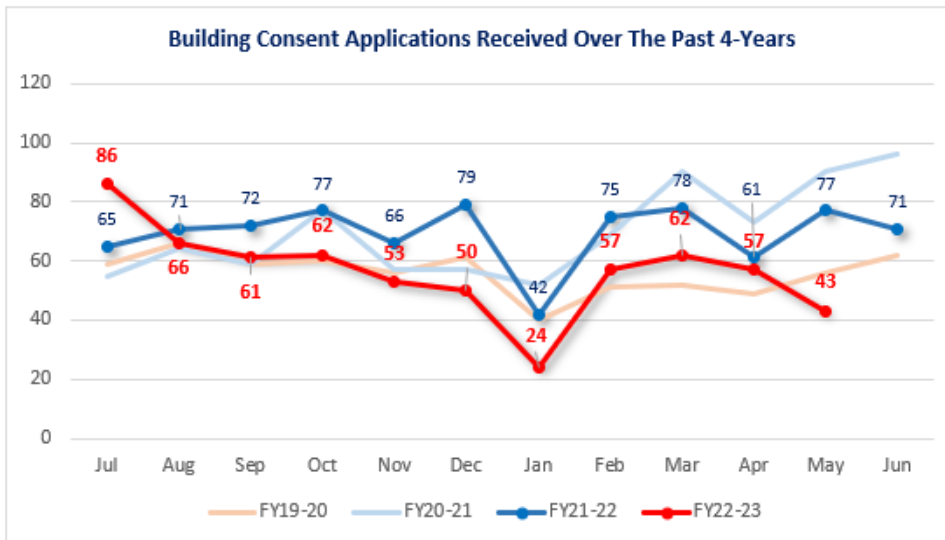
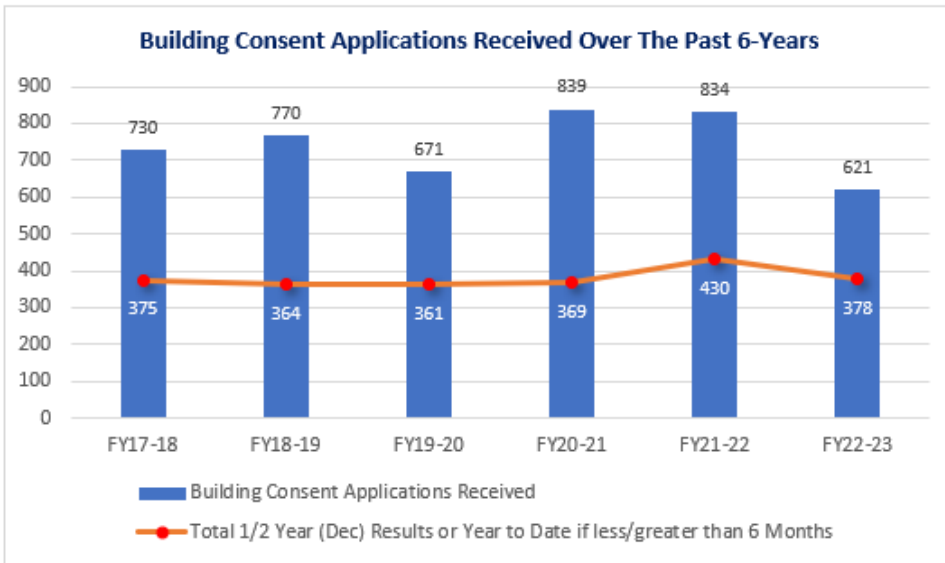
## Procurement

### Procurement in progress/ recently awarded

Project	Estimate	Procurement Method	Status
Pahi Toilets – Civil	\$312,600	Direct – 2 suppliers now after 1 advised cannot resource anymore.	Contractor's pricing
Baylys Beach Toilet remediation	\$100,000	Direct – 1 supplier	One of six suppliers approached agreed to price, in process of pricing now.
Te Kopuru Stopbanks	\$710,000	Direct – 2-3 local suppliers	Contracts awarded and work's underway.
Raupo Floodgate	\$169,153	Direct – 2 suppliers	Contract awarded
Bowergate stopbank replacement stopbank civil works	\$495,000	Direct – 2 suppliers	Procurement approval being sought for civil works

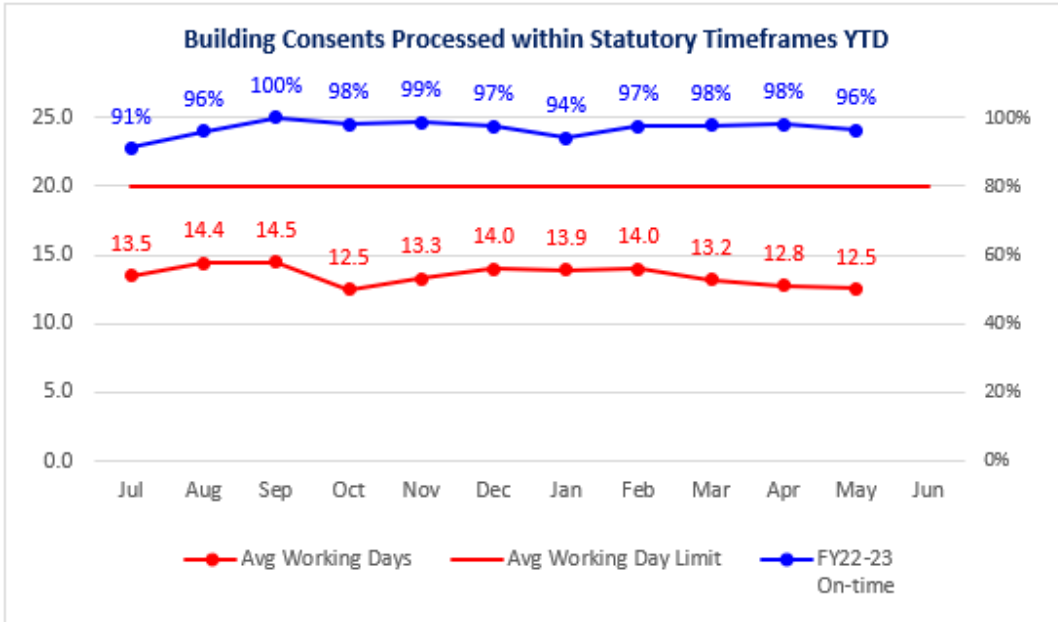
## Building and Resource Consents

### Building Consents

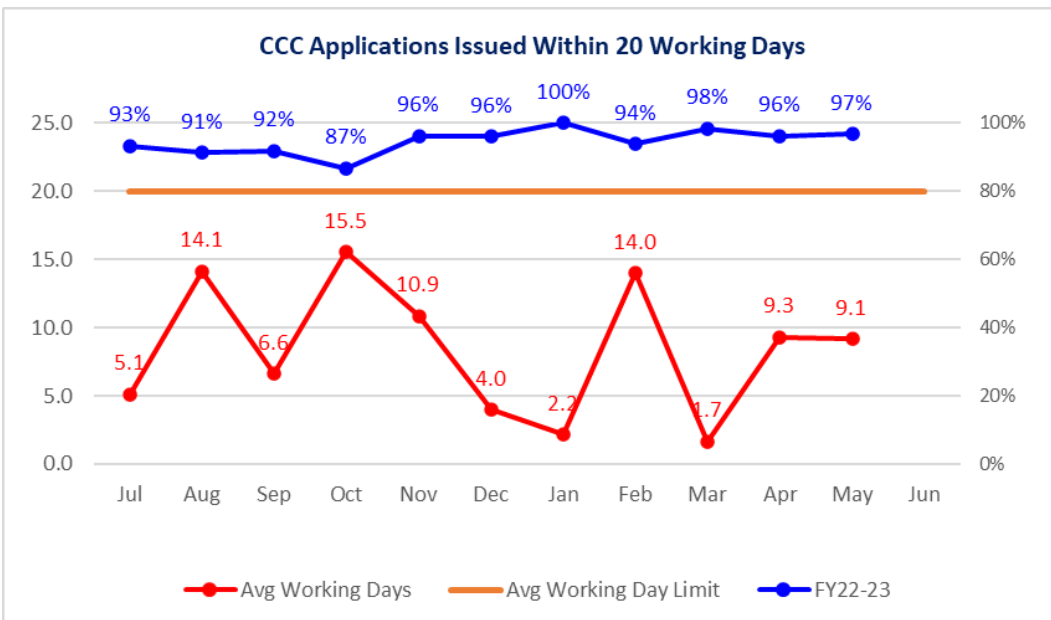


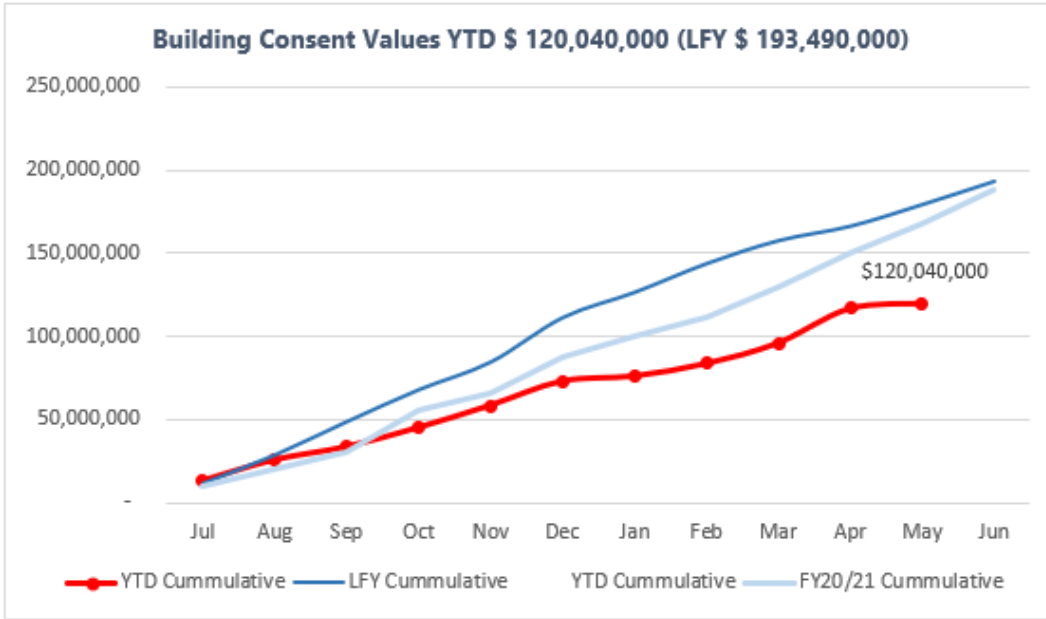


Building consents processed in May achieved 96% with two overdue consents 1 x 21 days as a result of late notification on issuing of the consent, and 1 x 21 days following resolution to multiple Requests for Information (RFI's). Year to date, the BCA's tracking has improved to 96.7%.



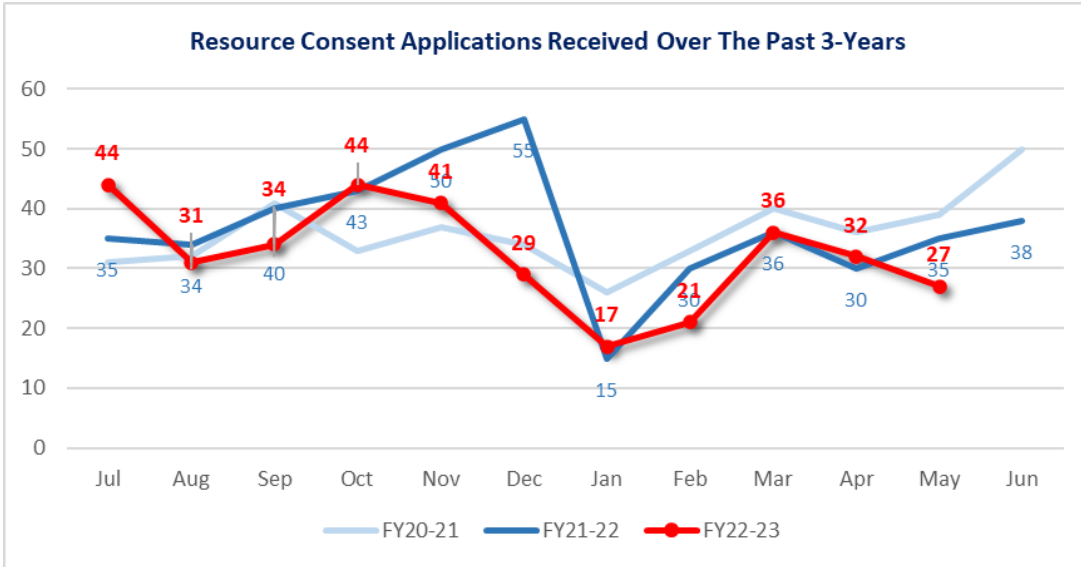
Code Compliance Certificates (CCC) issued in May achieved 97% with two CCC's issued over 20 working days due the time clock affecting on older CCC refusals. Year to date has improved to 94.3%.



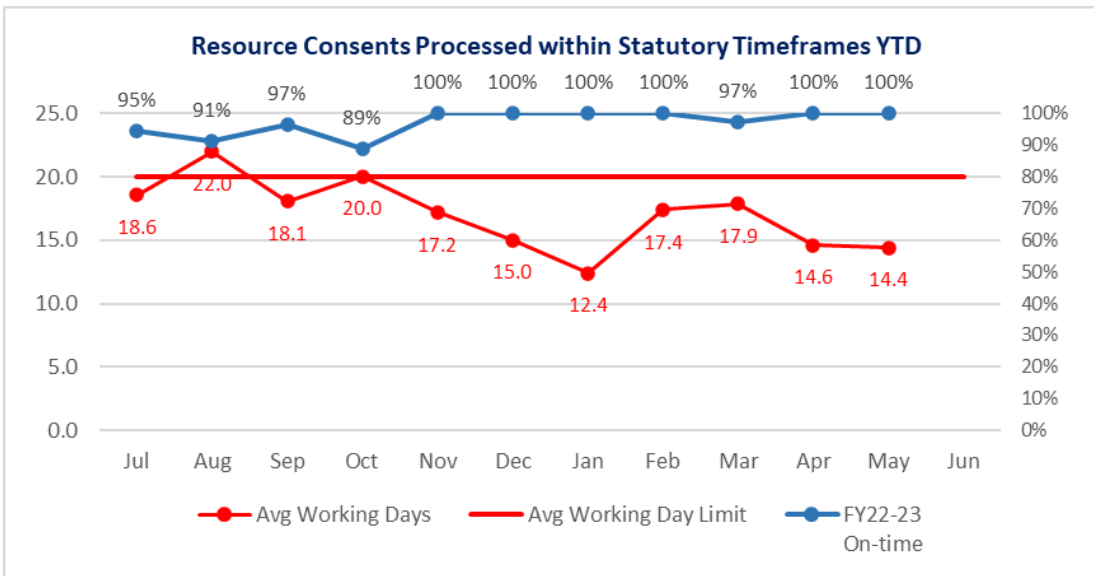


### Resource Consents

356 resource consents were received year to date, with 403 last year for the same period.



The team achieved 100% processed resource consents within statutory timeframes. Year to date 96.8%.

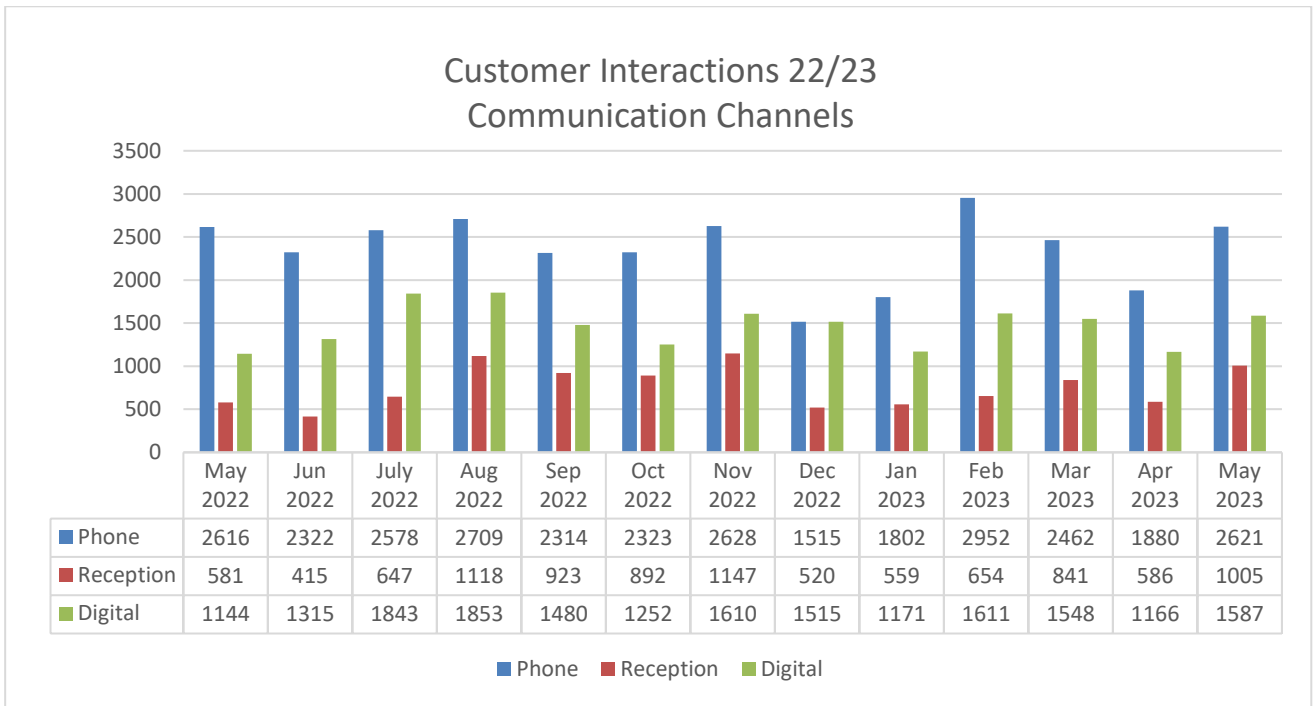


**Customer Services**

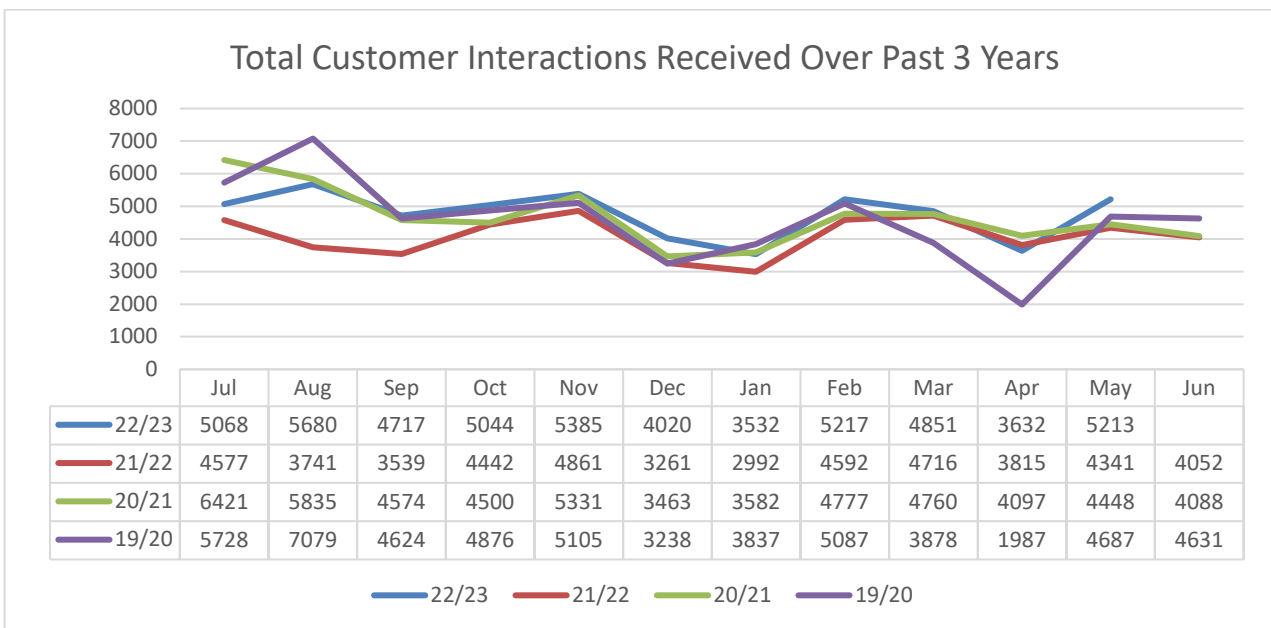
Month	Total Customer interactions	Digital	Reception	Total Calls	Average Speed Answer (sec)	Average call abandonment (%)	Calls FTE
May	5213	1587	1005	2621	17	3	2.85

\*Calls FTE – average number of staff available at any given time to answer phone calls

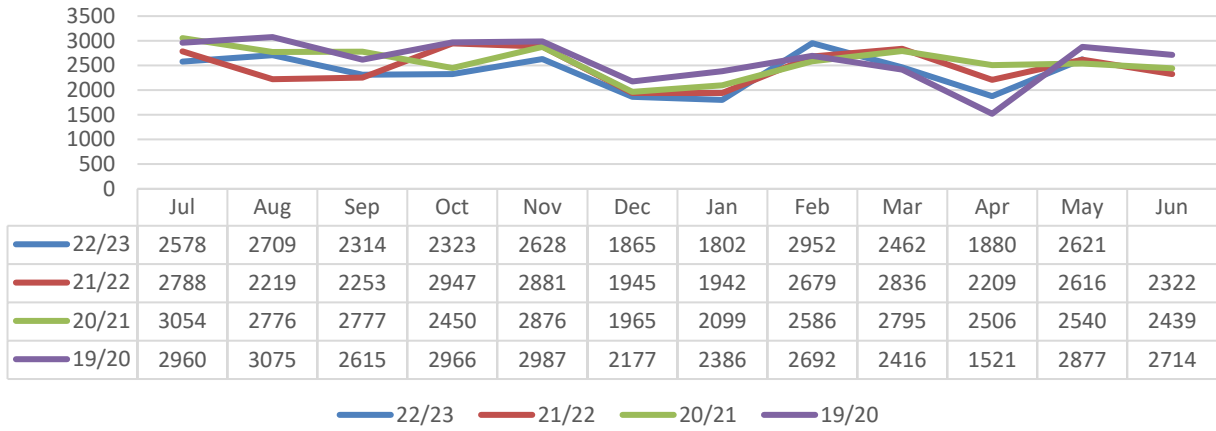
\*Average call abandonment – percentage of calls disconnected before answered



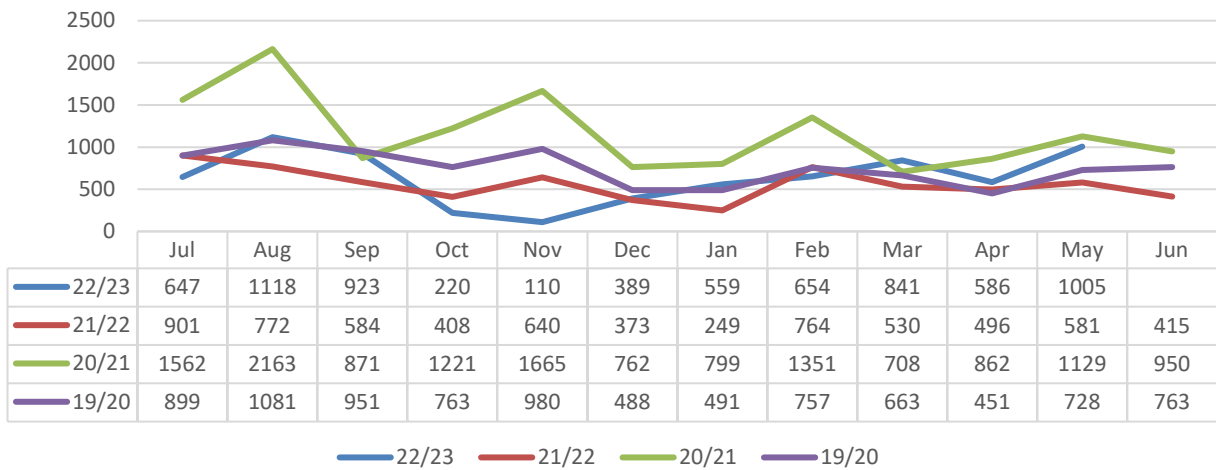
\* Digital – Customer enquiries received via email, KDC Website, Antenno and Facebook



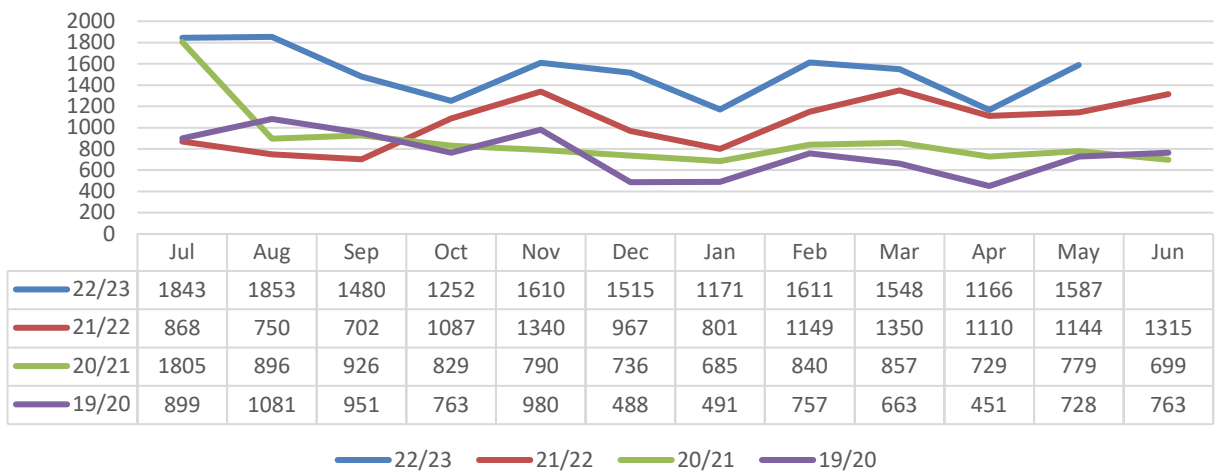
### Phone Customer Interactions Comparison

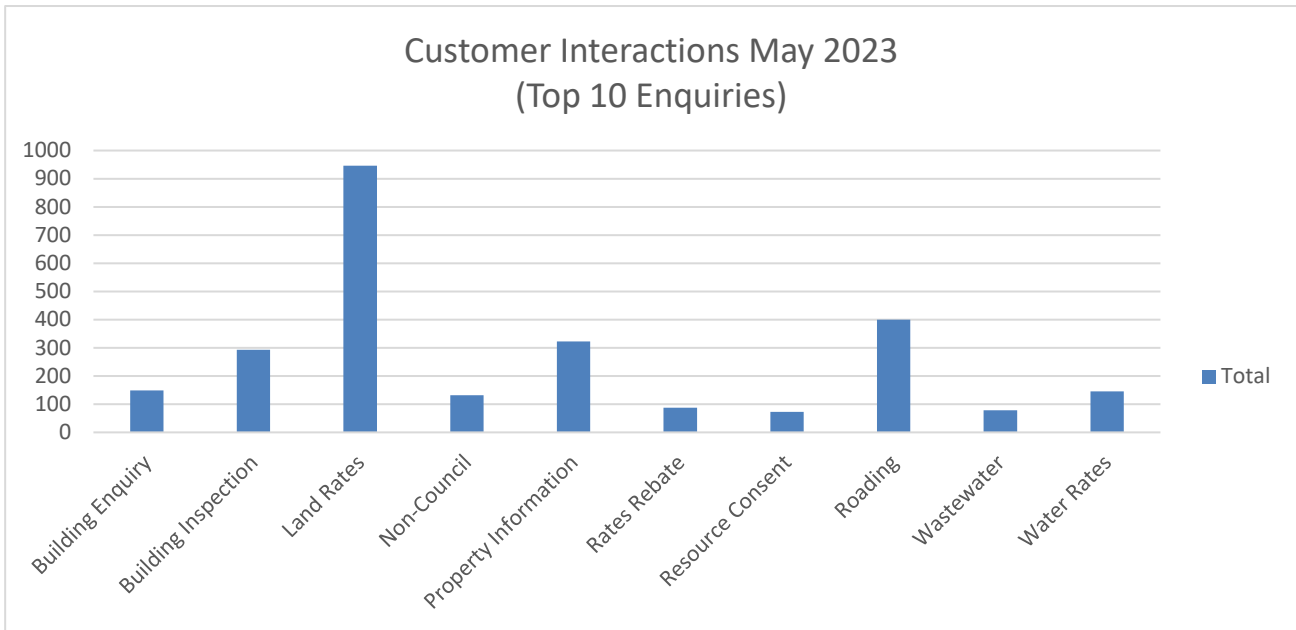


### Reception Customer Interactions Comparison

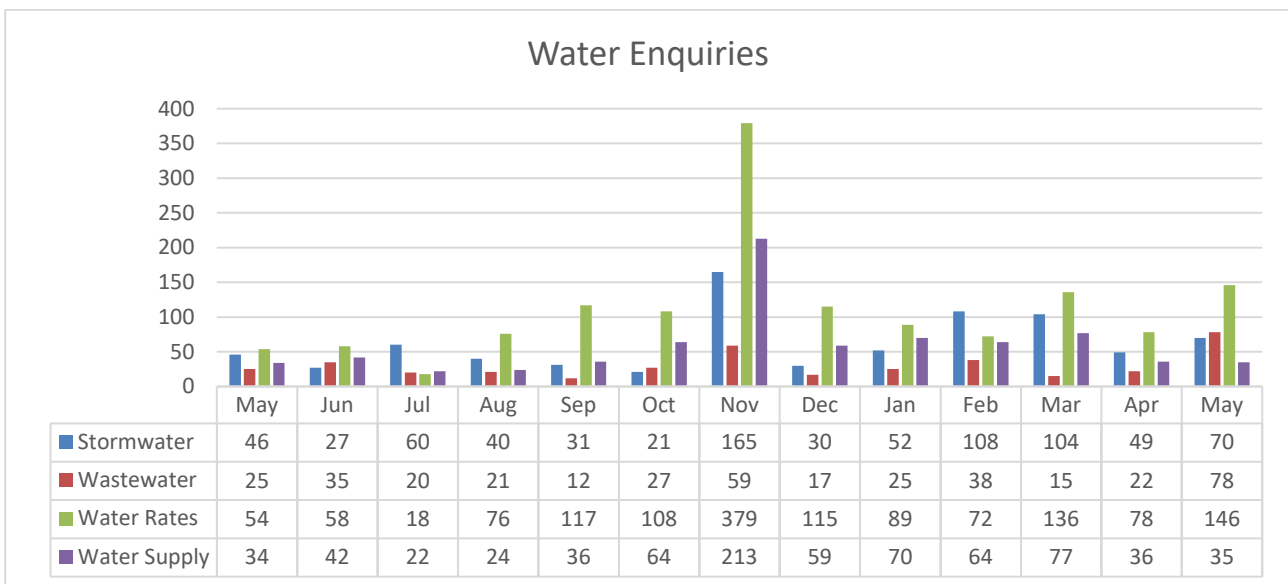


### Digital Customer Interactions Comparison





\* Other – FENZ, NZTA, NRC, LINZ, CAB, Utility Companies



## Resolutions Register update – June 2023

Meeting: Kaipara District Council  
 Date of meeting: 28 June 2023  
 Reporting officer: Alana Thurston, Governance Advisor

### Purpose | Ngā whāinga

To update Council on the status of resolutions made at Council Meetings.

### Executive summary | Whakarāpopototanga

The Resolutions Register is presented to Council as a standing item on the agenda. It is updated monthly.

### Recommendation | Ngā tūtohunga

That the Kaipara District Council

- a) Notes the Resolutions Register update – June 2023.

### Context | Horopaki

The Resolutions Register is a record of resolutions. It includes a status and comments section to update Council on the progress of each item.

### Discussion | Ngā kōrerorero

Elected Members note the information contained in the report, and staff will provide further information and answer questions at the Meeting.

### Significance and engagement | Hirahira me ngā whakapāpā

Each item in the Resolutions Register has come from a previous report to Council where the significance and engagement will have been provided. This report is an update of those.

The decisions or matters of this report are considered to have a low degree of significance in accordance with Council's Significance and Engagement Policy. No feedback is required, and the public will be informed of Council's decision via the agenda and minutes publication of this meeting, on the website and through other channels if appropriate.

### Next steps | E whaiake nei

The Resolutions Register will continue as a standing item on the Council Meeting agenda.

### Attachments | Ngā tapiritanga

	Title
A	Resolutions Register update – June 2023





## Resolutions Register update – June 2023

Ref	Meeting Date	Item Number	Item Name	Resolution	Assigned	Status	Comments
1	26/09/2017	6.6	Stopbank reinstatement - land known as Section 73 75 part 44 Block XV of the Tokatoka Survey District	<p>a) Delegates responsibility to the interim Chief Executive to complete any associated works for the stopbank reinstatement of Raupo Drainage District flood protection based on feedback from community consultation and expert advice.</p> <p>b) Notes that the works are to be funded by Raupo Drainage Targeted Ratecx</p>	GM IS	In Progress	<p>Council made further decision on this issue in November 2018. Meeting was held on 22 September 2020 to conclude matters. Raupo Drainage committee confirmed direction to progress.</p> <p><b>August update:</b> Consultant has been engaged to prepare material which will be used to progress the project. Engineers estimate will be updated and a paper brought to Council to incorporate budget.</p> <p><b>November:</b> to be reviewed at Nov Raupo Committee meeting and to Council later.</p> <p><b>December:</b> Report to Council on Chairs alternative proposal.</p> <p><b>March update:</b> Eros Foschieri will present at April Briefing.</p> <p><b>April update:</b> Eros has presented at April Briefing, further analysis needed. Meeting with Mr Bowers as first step.</p> <p><b>June update:</b> Land has been sold and new occupants happy to have stopbank reinstated. Prices being sought.</p> <p><b>September 2022 update:</b> The scope, timing and price of the works is being reviewed.</p> <p><b>December 2022 update:</b> A previous consultant's report has highlighted the existing private stopbank in Ruawai is at risk from failure. A new stopbank is proposed by the Raupo Drainage Committee. Subject to resource consent, the works are planned for February 2023.</p> <p><b>February 2023:</b> Design and resource consent is progressing. The Raupo Drainage Committee are planning to commence works March/April 2023.</p> <p><b>March 2023:</b> Design and consenting continues. Due to other storm recovery works, the new stopbank is now scheduled to commence</p>

							<p>October/November 2023.</p> <p><b>April 2023:</b> No further update this month.</p> <p><b>June 2023:</b> Design and consenting works continue to allow physical works to commence in summer.</p>
2	26/07/2018	4.11	Mangawhai golf course Reserve status exchange and Golf Club surrender of lease / variation of lease or grant of new licence	<p>a) Approves the surrender of the Mangawhai Golf Club lease on Lot 33 DP 185449 and the driving range Licence to Occupy and agrees in principle to approve a new Licence to Occupy for the Mangawhai Golf Club in accordance with the Community Assistance Policy</p> <p>b) Directs the Chief Executive to publicly notify Council's intention to grant the Mangawhai Golf Club a new Licence to Occupy as required in section 119 of the Reserves Act 1977, and to report back to Council on the results of this consultation so that Council can consider any submissions received in accordance with section 120 of the Reserves Act 1977</p>	GM E&T	Completed	<p>Public notification was done in August 2018, with no objections received. Staff are in negotiation with the Golf Club on terms and conditions of the surrender and Licence to Occupy (LTO). Council's lawyers drafted an LTO for the Golf Club's consideration. Revised LTO was sent in May 2019. Meeting was held with the Golf Club in June 2019 to discuss the last remaining substantive issue, which is related to the rent review clause. The Club to provide a proposed revision in near future.</p> <p><b>Sept 2021 update:</b> Marked up LTO has been received from Club and an indication that they would like to conclude matter in the near future.</p> <p><b>November 2021 Update:</b> Response to marked up LTO has prepared and will be sent to Club representatives for further discussion.</p> <p><b>December 2021:</b> Awaiting response from Club on marked up LTO.</p> <p><b>January 2022-</b> Have had several questions from Club but no formal response as yet.</p> <p><b>March 2022:</b> Response received from Club. Further matters raised being investigated.</p> <p><b>April 2022:</b> Response being prepared prior to a further meeting with the club.</p> <p><b>May 2022</b> – Clarity provided to club on historical ownership of property and matters being progressed.</p> <p><b>June 2022:</b> Meeting was held in May to discuss outstanding matters and a revised LTO has been sent to the club for comment.</p> <p><b>July 2022:</b> Awaiting response from the</p>

							<p>Club for the revised LTO</p> <p><b>August 2022:</b> Received response from Golf club and meeting scheduled to discuss three outstanding minor matters.</p> <p><b>September 2022:</b> Meet with Golf club and discussed /agreed remaining matters- LTO document to be finalised for execution.</p> <p><b>November 22:</b> Further discussions with Golf Club required but LTO agreement is close.</p> <p><b>February 2023:</b> Still progressing discussions and the intention is to report back next meeting</p> <p><b>April 2023:</b> Finalising documents for the exchange of land</p> <p><b>May 2023:</b> Notice to be published in the Gazette to finalise the land exchange with DOC.</p> <p><b>June 2023:</b> Completed.</p>
3		5.5	Alamar boat ramp and carpark improvements	<p>a) Approves the allocation of Financial Contributions up to \$900k for the design and construction of the boat ramp car park.</p> <p>b) Approves the Procurement Plan for the construction of the car park.</p> <p>a) Delegates award of Contract to the CEO subject to the price being within the approved budget</p>	GM SGI	<b>In progress</b>	<p>Procurement approach amended so that it can be advanced without the coastal walkway. This will avoid unnecessary delays</p> <p><b>August update 2021:</b> Following design development it has been identified that the benefits of this investment do not outweigh the costs. Discussions have been held with stakeholders with regards not progressing the sealing of the road.</p> <p><b>October 2021:</b> Boat club contacted and realise increased parking needed. Masterplan for that area to be started.</p> <p><b>March update 2022:</b> Full Structural Plan being completed for an extended area for future proofing of estuary access</p> <p><b>July update 2022:</b> Commute have been appointed to look at all access and car parking in Mangawhai . The report is likely to result in a number of projects which will be prioritised and discussed</p>

							with Council by June 2023. In the short term improvements will be made to the current carpark before the summer season.  <b>June 2023:</b> Report coming to July LTP Briefing.
4	24/11/2021	6.2	Baylys Beach storm events report	a) Notes the Report on Baylys Beach Storm Events. b) Requests the Chief Executive report back to the March 2022 Council Meeting with a comprehensive report detailing issues and options at Baylys Beach.	GM IS	<b>In progress</b>	<b>March update 2022:</b> Eros Foschieri leading meeting with community and report going to April Council Meeting <b>April update:</b> Further meeting with community and now prioritising a list and timeline for Council. <b>September update 2022:</b> Abatement notice regarding sandbags – consultants have identified options and discussion will be held with the community. Likely report to Council in November 2022. <b>November 2022:</b> Meeting with community regarding sandbags. <b>February 2023:</b> Rock armouring along the watercourse completed. Design and consent underway to refurbish the toilet block. Work continues with the local community to jointly derive a long-term solution to the sandbags. <b>March 2023:</b> No further update.  <b>June 2023:</b> Geotechnical investigations completed. Meeting scheduled in 3-4 weeks with residents to discuss options.
5	23/02/2022	5.3	Waste Minimisation - Strategy for the Modernisation of Services	a) Approves phase one the proposed strategy to modernise Councils Waste Minimisation activity as outlined below: <b>Kerbside collection system</b> <b>Urban areas:</b> <ul style="list-style-type: none"> <li>▪ 120L Wheelie Bin weekly for refuse</li> <li>▪ 240L Wheelie Bin fortnightly for Recycling</li> <li>▪ 45L crate for kerbside sorted glass</li> </ul> <b>Rural areas:</b> (On existing routes) <ul style="list-style-type: none"> <li>▪ 120L Wheelie Bin weekly kerbside collections for refuse (Collected from the farm gate)</li> </ul> <b>Resource Recovery Parks:</b> <ul style="list-style-type: none"> <li>▪ Free recycling at Resource Recovery Parks</li> </ul>	GM IS	<b>In progress</b>	<b>April update:</b> preparing initial budget analysis for Council and then procurement plan likely August/September. <b>July update:</b> A review of the strategy and the financial analysis is underway. <b>August update:</b> A report is planned for the September briefing. <b>September update:</b> A revised strategy is underway. The findings will be presented to the Council's February 2023 briefing. <b>December update:</b> A revised strategy will be presented to the February 2023 Council briefing. <b>February 2023:</b> Report submitted to Council at their February 2023 briefing.

				<ul style="list-style-type: none"> <li>▪ Council takes control of the revenue stream, data collection and pays a contractor to manage its waste facilities</li> <li>▪ Allow the contractor to retain earning's from the sale of recyclables</li> <li>▪ Procure Transfer Station management and operations services through a competitive tender process</li> </ul> <p><b>Landfill arrangements:</b></p> <ul style="list-style-type: none"> <li>▪ Procure landfill arrangements through a competitive tender process to ensure Council is paying market-based rates for its landfilling arrangements.</li> </ul>			<p>Feedback from Elected Members is to maintain status quo. A report will be submitted to the Council's March 2023 meeting to formalise the decision.</p> <p><b>March 2023:</b> The strategy is being updated to reflect the recent direction on waste management by Central Government. A report will be submitted to the Council's May 2023 meeting to formalise the report, prior to inclusion in the Long Term Plan consultation process.</p> <p><b>April 2023:</b> Report will now be submitted at the July 2023 Council meeting.</p> <p><b>June 2023:</b> Report will be submitted at the July 2023 Council meeting.</p>
6	23/02/2022	5.9	Dargaville Water Storage – Indicative Business Case	<p>a) Accepts the findings of the Indicative Business Case (<b>Attachment A</b>) that the Waiatua Reservoir option as detailed in that indicative business case is the most appropriate for the needs of the Dargaville Community.</p> <p>b) Directs staff to further advance the Waiatua option (as detailed in <b>Attachment A</b>) through the development of a business case.</p>	GM IS	In progress	<p><b>April update:</b> report likely to be completed around August 2022.</p> <p><b>July update:</b> A draft report has been prepared and is currently being reviewed by staff.</p> <p><b>August update:</b> Report to be discussed at the February 2023 Council Briefing.</p> <p><b>December update:</b> A report will be presented to the February 2023 Council briefing.</p> <p><b>February 2023:</b> Discussions continue with the Te Tai Tokerau Water Trust and a presentation will be provided to the Councils April 2023 briefing.</p> <p><b>March 2023:</b> A presentation was provided to Council at their April briefing. Direction was provided to continue reviewing the scheme and discussions with the Te Tai Tokerau Water Trust.</p> <p><b>April 2023:</b> Site visit of the scheme scheduled for mid-May 2023, discussion continue with the Te Tai Tokerau Trust.</p> <p><b>June 2023:</b> Discussion with Te Tai Tokerau Trust continues.</p>

7	29/06/2022	5.1	Te Kopuru Community Development Group Incorporated Development Agreement/License to Occupy Application	<p>a) Approves a Development Agreement/License to Occupy (LTO) be provided to the Te Kopuru Community Development Group Incorporated, for the area of the Te Kopuru Domain outlined in black on Attachment B.</p> <p>b) Delegates the Chief Executive responsibility for finalising the terms and conditions of the Development Agreement/License to Occupy.</p>	GM E&T	<b>In Progress</b>	<p>The Development Agreement/License to occupy is being finalised for the Te Kopuru Community Development Group to review. It is with the TKDG for final comment. Awaiting final site plans from surveyor.</p> <p><b>February 2023:</b> Still progressing discussions and the intention is to report back next meeting.</p> <p><b>April 2023:</b> The LTO documentation is being finalised and should be executed within the next month.</p> <p><b>June 2023:</b> There has been a delay in executing the Development Agreement/LTO as the Domain site had to be professionally cleared of unauthorised debris including vehicles, structures, dog kennels and work with dog issues and the process for the regulatory team to get this cleared was long and had to be handled carefully. The HAIL site assessment has now been completed and the findings incorporated into the DV agreement and it will be executed shortly.</p>
8	27/07/2022	5.4	Mangawhai Museum Loans – July 2022	a) offers to renew the loans as interest only with the interest rate set at council's annual average cost of borrowing for a term of two years while a formal policy is developed on the provision of loan funding by Council to community organisations.	GM SGI	<b>In progress</b>	<p><b>August 2022:</b> Museum advised.</p> <p><b>September update 2022:</b> Finance and Risk Manager developing loan funding policy to go to sept 2023 Council Meeting.</p> <p><b>June 2023:</b> No progress as recruiting staff.</p>
9	31/08/2022	5.2	Three Waters Reform – Better off funding package application	<p>a) Notes that the Funding Proposal and Agreement for the Three Waters Better Off Package is required to be lodged with Crown Infrastructure Partners by at least 30 September 2022</p> <p>b) Notes that the Department of Internal Affairs has publicly confirmed that there is no restriction on the Council 's ability to oppose the Three Waters reform programme, if Council applies for and receives the Three Waters Better Off Funding Package</p>	GM Cust Exp		<p><b>September update:</b> The Funding Proposal was lodged with Crown Infrastructure on 13 September.</p> <p><b>February 2023:</b> An internal project team has been established, and preliminary planning is underway.</p> <p><b>May 2023:</b> DIA/CIP removed Tranche 2 of the funding and provided the opportunity to review Tranche 1 projects.</p> <p><b>June 2023:</b> staff presented a list of</p>

				<p>c) Agrees that Kaipara District Councils' Three Waters Better Off Funding Proposal be for two Libraries/Community Hubs, one in Mangawhai and one in Dargaville.</p> <p>d) Notes that the library projects for Dargaville and Mangawhai were consulted on and included in the 2021-31 Long Term Plan</p> <p>e) Delegates authority to the Chief Executive and Mayor to finalise the Funding Proposal and Agreement and lodge it with Crown Infrastructure Partners.</p> <p>f) Notes that the funding will be provided in two tranches and tranche one funding will be directed to design and scoping of the project.</p>			<p>alternative projects to Council for further investigation. Staff are now investigating the following projects:</p> <ul style="list-style-type: none"> <li>- Mangawhai Shared Path</li> <li>- Kaiwaka Linking Bridges</li> <li>- Historic Mangawhai Wharf</li> <li>- Dargaville Townhall Recladding</li> </ul> <p>Projects will be scoped and estimated before engagement begins with Iwi/Māori who must agree on and support projects for DIA approval.</p>
10	31/08/2022	5.10	Change in delegations for Environment Court proceedings pertaining to RM210053 appeal	a) Delegates the Resource Consents Manager to attempt to resolve the appeal against resource consent decision RM210053 at Environment Court mediation.	GM SGI		<b>February 2023:</b> won't be heard in the Environment Court until August 2023.
11	28/09/2022	5.1	Kaihu transmission line easement update	<p>a) Grants an Easement over the 1.8km section of the old Kaihu Railway corridor from Parore West Road to Babylon Coast Road north-west of Dargaville (as indicated in this report at Attachment A) to Tararua Wind Power Limited (Mercury NZ Ltd).</p> <p>b) Delegates the Chief Executive authority to negotiate the terms and condition for the easement agreement and instruments.</p>	GM E&T	<b>Completed</b>	<p><b>February 2023:</b> a staff response to the petition is included in the February 23 Council agenda.</p> <p><b>April 2023:</b> See April Council meeting item.</p> <p><b>June 2023:</b> Completed.</p>
12	30/11/2022	5.5	Elected Member Code of Conduct investigators list	<p>a) Agrees to retain the current list of Kaipara District Council Code of Conduct Investigators as John Laws, Paul Sill, Lynne Booker, Campbell Gourlay, Margaret Robins and LGNZ Equip Ltd</p> <p>b) Agrees to review the current list of Kaipara District Council Code of Conduct Investigators and invite Expressions of Interest.</p> <p>c) Notes that a proposed updated list of investigators will be brought to the February 2023 Council Meeting for decision.</p>	GM E&T	<b>In progress</b>	<p><b>February 2023:</b> The updated list of investigators will be brought to the March 23 Council Meeting for a decision.</p> <p><b>June 2023:</b> Report going to August Council.</p>
13	14/12/2022	4.2	Speed limit review	a) Agrees to establish a Speed Limit Review Panel to receive and hear submissions on the Pouto Peninsula and West Coast Speed Limit Review.	GM IS	<b>In progress</b>	<p><b>February 23:</b> NTA have confirmed that the hearings were initially delayed due to the red weather warning on 31/1/23 and have been rescheduled for the original deliberation meeting date of 28/2/23.</p> <p><b>April 2023:</b> Deliberations completed, and</p>

				b) Appoints Cr Lambeth - Chairperson, Cr Wilson-Collins, and Cr Williams to receive and hear submissions on the Pouto Peninsula and West Coast Speed Limit Review.			the recommendations will be submitted at the Councils May meeting.  <b>June 2023:</b> The report was discussed at the May Council meeting and further deliberations planned with the Speed Limit Review Panel.
14	14/12/2022	4.3	Pouto Recreation Facility Improvements	a) Approves funding of \$228,347 from the District-wide Reserve Contribution Fund to increase the budget for Pouto amenity improvements, supporting the set-up of the car park sealing, and pathway connection project, and extending the length of Pouto wharf to meet the pathway.	GM IS	In progress	<b>February 2023:</b> Design is underway and will be completed as the Pouto wharf works, scheduled for completion in April 2023. <b>March:</b> Works are scheduled to start in November 2023. <b>April 2023:</b> No further update.  <b>June 2023:</b> No further update.
15	14/12/2022	4.5	Private Plan Change 82 Moonlight Heights: Decision to adopt,	A) Accepts in whole, the private plan change request (Private Plan Change 82 – Moonlight Heights), in accordance with Clause 25(2)(b) of the Resource Management Act 1991.  b) Requests the Chief Executive publicly notifies the Private Plan Change and that public notification commences on 17 January 2023  c) Notes that public consultation will occur for one month, ending 17 February 2023.	GM E&T	Completed	<b>April 2023:</b> The public submission period has now concluded, and the 'further submission' period will be undertaken during late April-early May 2023. <b>May 2023:</b> See paper for this Month's Council Meeting.  <b>June 2023:</b> Completed as we're now on the next stage in the process.
16	14/12/2022	4.8	Annual Plan 2023-24 - Proposed changes, rates increase and decision whether to Consult	a) Approves the preparation of the proposed Annual Plan 2023/24 in principle on the basis that the rates increase is less than 5%.  b) Agrees, subject to further reporting to be brought to the February 2023 ordinary Council Meeting, that consultation on the proposed Annual Plan 2023-2024 is not required as this plan does not include significant or material differences from the Long Term Plan 2021/31 for the 2023/24 year.	GM SGI	Completed	<b>February 2023:</b> Two briefings held where rates have been discussed in Feb and March 23. <b>April 2023:</b> Feb storm means capital expenditure programme has to be reassessed. Report to April council meeting.  <b>June 23:</b> Presented for adoption by Council.
17	29/03/23	5.4	Review of Fees and Charges 2023 – 2024	a) Approves the draft Fees and Charges for 2023/2024 (Attachment A)  b) Delegates the Mayor and Chief Executive to make minor editorial changes.	GM SGI	Completed	<b>April 23:</b> Out for consultation to the public <b>May 23:</b> Will go to May Council meeting.  <b>June 2023:</b> Adopted by Council in May.



18	29/03/23	5.5	Waste Strategy Decision	<p>a) Approves that the waste minimisation activity remains as status quo, where the Council will continue to provide a user pays system for refuse and recycling collections and disposal</p> <p>b) Notes that status quo means that litterbin servicing, illegal dumping, closed landfill management, waste minimisation administration and some transfer station management expenses will continue to be general rate funded.</p> <p>c) Agrees to include the draft waste strategy in the 2024/2034 LTP process for consultation with the community</p> <p>d) Extends both the Contract 484 Hakaru Transfer Station Management and Contract 706 Eastern and Western Waste and Recyclables Collection, Disposal and Transfer Station Operation to 1 July 2026, to align with implementation of a new strategy, subject to the 2024/34 LTP.</p>	GM IS	In progress	<p><b>March 2023:</b> The strategy is being updated to reflect the recent direction on waste management by Central Government. A report will be submitted to the Council's May 2023 meeting to formalise the report, prior to inclusion in the Long Term Plan consultation process.</p> <p><b>April 2023:</b> Report will now be submitted at the July 2023 Council meeting.</p> <p><b>June 2023:</b> Report will be submitted at the July 2023 Council meeting.</p>
19	26/04/23	4.1	Notice of Motion – Establishment of a waste to energy plant	<p>That Kaipara District Council directs the Chief Executive to:</p> <p>a) Investigate options for the establishment of a waste to energy plant in conjunction with Auckland Council (via Mayor Brown's office), and Whangarei District Council (via Mayor Cocurullo's office), Far North District Council (via Mayor Tepania's office), Northland Inc., Te Uri o Hau and industry operators including but not limited to South Island Resource Recovery Ltd (SIRRL); and</p> <p>b) Provide a preliminary viability report to a Council workshop in June 2023.</p>	CE	In progress	<p><b>June 2023:</b> Northland Chief Executive Forum and Mayoral Forum have agreed to progress investigations. Also investigating options to present to all Northland elected members on the topic.</p>

20	26/04/23	5.1	Annual Plan 2023-2024 - Update and decision whether to consult	<ul style="list-style-type: none"> <li>a) Approves the preparation of the proposed Annual Plan 2023/24 in principle on the basis that the rates increase is less than 5%.</li> <li>b) Agrees not to consult on the proposed Annual Plan 2023/24.</li> </ul>	GM E&T	Completed	June 2023: Presented to Council at June meeting.
21	26/04/23	5.3	Consolidated General Bylaw – Part 5 Signs	<ul style="list-style-type: none"> <li>a) Approves the Findings Report (Attachment A) for Part 5 Signs of the Consolidated General Bylaw 2020.</li> <li>b) Determines that the voluntary review of Part 5 - Signs of the Consolidated General Bylaw 2020 has found that a bylaw is still the most appropriate way to address public health and safety and nuisance issues around signs in places under the control of or owned by the Council.</li> <li>c) Approves the Issues and Options Report (Attachment B) for Part 5 Signs of the Consolidated General Bylaw 2020.</li> <li>d) Agrees that developing a new Signs bylaw is the preferred option to respond to the Issues and Options Report in Attachment B.</li> <li>e) Notes that staff will commence preparation of a draft Signs bylaw, with the intention to bring this to the June 2023 Council briefing for input and direction.</li> </ul>	GM E&T	In Progress	<p>May 2023: Preparation of draft Bylaw is underway.</p> <p>June 2023: A report is going to the July 23 briefing to discuss the draft Bylaw.</p>
22	26/04/23	5.5	Procurement Plan Approval – Resource Consent Consultants	<ul style="list-style-type: none"> <li>a) Approves the Procurement Plan (Kaipara District Council Resource Consent Consultants Procurement Strategy, prepared by Frank Aldridge, The Integral Group Ltd) attached in Attachment A.</li> </ul>	GM SGI	In progress	June 2023: Large number of consultants being evaluated.
23	31/05/23	5.1	Membership of Local Government New Zealand	<ul style="list-style-type: none"> <li>a) Resigns its membership from Local Government New Zealand for the 2023/24 membership year.</li> </ul>	GM E&T	Completed	June 2023: Completed - formal withdrawal has been communicated to LGNZ.

24	31/05/23	5.2	Kaipara District Plan review – decision whether to proceed with current programme or explore other options	<ul style="list-style-type: none"> <li>a) Appoints a District Plan Working Party to continue working with staff to develop the Proposed District Plan.</li> <li>b) Appoints Councillors Lambeth, Vincent, Manderson and Larsen (Chairperson) to the District Plan Working Party.</li> <li>c) Delegates to the Mayor and Chief Executive the authority to appoint an external RMA expert to the District Plan Working Party.</li> <li>d) Notes that all Elected Members will have an opportunity to provide feedback on all recommendations brought back to Council by the District Plan Working Party (by way of Council briefings or workshops), prior to Council finalising the future direction of the District Plan.</li> <li>e) Puts the District Plan Review schedule on hold until the District Plan Working Group process has been completed.</li> </ul>	GM E&T	In progress	June 2023: In progress.
25	31/05/23	5.3	Appointment of Commissioners for the Hearing on Private Plan Change 82 - Moonlight Heights	<ul style="list-style-type: none"> <li>a) Delegate functions, duties, and powers under section 34A(1) of the Resource Management Act 1991 to a Hearing Panel to hear and recommend to Council outcomes on Private Plan Change 82 (Moonlight Heights) and the submissions received; and</li> <li>b) Approves three Commissioners to be appointed to the Hearing Panel; and</li> <li>c) Approves the composition of the Hearing Panel as two 'Independent' Hearing Commissioners and one 'Internal' Commissioner; and</li> <li>d) Notes that staff will follow clause 4.3 of Council's Hearings Commissioner Policy when appointing Independent Hearings Commissioners.</li> </ul>	GM E&T	In progress	June 2023: In progress.

26	31/05/23	5.4	Annual Plan 2023-24 Uniform Annual General Charge and Water Supply Charges	<p>a) Approves the UAGC be included in the Funding Impact Statement and Rates Resolution at \$800 for the 2023-24 year (Option 2).</p> <p>b) Approves the 1st m3 charge for water supply be calculated on 15% of the costs across the water supply networks and is included at that level in the Funding Impact Statement and Rates Resolution for the 2023-24 year.</p>	GM SGI	Completed	June 2023: Approved by Council at May meeting.
27	31/05/23	5.5	Poutō Peninsula and West Coast Speed Limit Review –Interim Speed Management Plan	<p>a) Agrees that the Poutō Peninsula and West Coast Catchment – Interim Speed Management Plan, as amended and recommended by the Poutō Peninsula and West Coast Speed Limits Review Committee (Attachment A), item is reported back to the July Council Meeting.</p> <p>b) Agrees that staff work with the Hearings Panel to further refine the feedback provided at this meeting.</p>	GM IS		June 2023: The report was discussed at the May Council meeting and further deliberations planned with the Speed Limit Review Panel.
28	31/05/23	5.6	Roads of Kaipara District August 2018 to April 2023	<p>a) Approves the road names for the new roads of Kaipara District, refer to Attachment B.</p>	GM SGI	Completed	June 2023: All road names approved.
29	31/05/23	5.7	Adoption of Fees and Charges 2023-2024 Annual Review	<p>a) Approves the proposed Fees and Charges for 2023/2024 as outlined in the final schedule, at Attachment A.</p> <p>b) Delegates the Mayor and Chief Executive the authority to approve minor editorial changes to the Fees and Charges 2023/2024.</p>	GM SGI	Completed	June 2023: Approved May Council meeting.
30	31/05/23	5.8	Kaipara District – Waste Disposal Increases 2023	<p>a) Approves the Dargaville and Hakaru Transfer Station user gate charges and general refuse bag price increases below, effective 1 July 2023.</p>	GM IS	Completed	

				<table border="1"> <thead> <tr> <th>General Refuse</th> <th>Price (GST inclusive)</th> </tr> </thead> <tbody> <tr> <td>User gate charge per m<sup>3</sup></td> <td>\$75.00 per m<sup>3</sup> based on estimated volume</td> </tr> <tr> <td>User general refuse (blue) bag price</td> <td>\$4.10 per bag</td> </tr> </tbody> </table>		General Refuse	Price (GST inclusive)	User gate charge per m <sup>3</sup>	\$75.00 per m <sup>3</sup> based on estimated volume	User general refuse (blue) bag price	\$4.10 per bag		
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31	31/05/23	5.9	Consolidated General Bylaw – Part 7 – Cemeteries and Crematoria	<ul style="list-style-type: none"> <li>a) Approves the Findings Report (Attachment A) for Part 7 - Cemeteries and Crematoria of the Consolidated General Bylaw 2020.</li> <li>b) Determines that the voluntary review of Part 7 - Cemeteries and Crematoria of the Consolidated General Bylaw 2020 has found that a bylaw is still the most appropriate way to enable Council to control and set standards for the management and operation of cemeteries and crematoria within the district.</li> <li>c) Approves the Issues and Options Report (Attachment B) for Part 7 - Cemeteries and Crematoria of the Consolidated General Bylaw 2020.</li> <li>d) Agrees that developing a new Part 7 - Cemeteries and Crematoria bylaw and supporting controls document is the preferred option to respond to the Issues and Options Report in Attachment B.</li> <li>e) Notes that staff will commence preparation of a draft Part 7 - Cemeteries and Crematoria bylaw, and supporting controls document with the intention to bring this to the July 2023 Council briefing for input and direction.</li> </ul>	GM E&T	In progress	June 2023: A report is going to the July 23 briefing to discuss the draft Bylaw.						
32	31/05/23	5.10	License to Occupy for Approval - 1085 Tangowahine Road 31 May 2023	<ul style="list-style-type: none"> <li>a) Approves the Licence to Occupy (Attachment A) enabling the Licensee to construct a 40mm alkathene pipe under Tangowahine Road for the conveyance of water from the Grantor's Property.</li> </ul>	GM IS	Completed							

				b) Delegates the Chief Executive to sign this Licence to Occupy on behalf of Kaipara District Council as Licensor.			
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