



**Far North  
District Council**



**Te Kaunihera o Tai Tokerau ki te Raki**

# **AGENDA**

## **Ordinary Council Meeting**

**Thursday, 16 November 2023**

**Time: 10:00 am**  
**Location: Council Chambers**  
**Memorial Ave**  
**Kaikohe**

**Membership:**

Kahika - Mayor Moko Tepania - Chairperson  
Kōwhai - Deputy Mayor Kelly Stratford  
Cr Ann Court  
Cr Felicity Foy  
Cr Hilda Halkyard-Harawira  
Cr Babe Kapa  
Cr Penetaui Kleskovic  
Cr Steve McNally  
Cr Mate Radich  
Cr Tāmati Rākena  
Cr John Vujcich





**Far North District Council**  
**Ordinary Council Meeting**  
**will be held in the Council Chambers, Memorial Ave, Kaikohe on:**  
**Thursday 16 November 2023 at 10:00 am**

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**Te Paeroa Mahi / Order of Business**

<b>1</b>	<b>Karakia Timatanga / Opening Prayer .....</b>	<b>5</b>
<b>2</b>	<b>Ngā Whakapāha Me Ngā Pānga Mema / Apologies and Declarations of Interest .....</b>	<b>5</b>
<b>3</b>	<b>Ngā Tono Kōrero / Deputations .....</b>	<b>5</b>
<b>4</b>	<b>Ngā Kōrero A Te Kahika / Mayoral Announcements .....</b>	<b>5</b>
<b>5</b>	<b>Te Whakaaetanga o Ngā Meneti o Mua / Confirmation of Previous Minutes .....</b>	<b>6</b>
5.1	Confirmation of Previous Minutes .....	6
<b>6</b>	<b>Ngā Pūrongo / Reports .....</b>	<b>17</b>
6.1	Setting of 2024 Meeting Schedule .....	17
6.2	Temporary Road Closures for the Kaikohe, Kaitaia and Paihia Christmas Parades	25
6.3	Temporary Road Closure - Kerikeri Street Party .....	41
6.4	Policy and Planning 2023-24 work programme .....	46
6.5	Alcohol Control Bylaw - Options report .....	57
6.6	Update of Council Delegations Under Legislation .....	110
6.7	Committee Recommendations and Resolutions - November 2023 .....	121
6.8	Bay of Islands/Kerikeri Interim Speed Management Plan .....	123
<b>7</b>	<b>Ngā Pūrongo Taipitopito / Information Reports .....</b>	<b>195</b>
7.1	Community Board Minutes - October 2023 .....	195
7.2	Mayor and Councillor's Reports .....	215
7.3	Council Action Sheet Update November 2023 .....	265
<b>8</b>	<b>Te Wāhanga Tūmataiti / Public Excluded .....</b>	<b>277</b>
8.1	Confirmation of Previous Minutes - Public Excluded .....	277
8.2	Community Board Public Excluded Minutes - October 2023 .....	277
<b>9</b>	<b>Karakia Whakamutunga / Closing Prayer .....</b>	<b>278</b>
<b>10</b>	<b>Te Kapinga Hui / Meeting Close .....</b>	<b>278</b>



## **1 KARAKIA TIMATANGA / OPENING PRAYER**

Ka tuku mātou kia kaha mai ngā māngai kua whiriwhirihia mō Te Kaunihera o Tai Tokerau ki te Raki ki te mahi me te ngākau auaha me te whakamahi i ngā pūkenga me te mātauranga i roto i ngā wānanga me ngā whakataunga kia whakatūria ai tētahi Hapori e matatika ana, e tū kotahi ana ka mutu ka whakapiki anō i te oranga o tō tātou rohe, ka whakatau anō i ngā take o te rohe i runga i te tika me te pono.

We ask that through Council discussions and decisions the representatives we have elected may govern the Far North District with imagination, skill and wisdom to achieve a fairer and more united Community that enhances the wellbeing of our district and solves the District's problems efficiently and effectively.

## **2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST**

Members need to stand aside from decision-making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to review the matters on the agenda and assess and identify where they may have a pecuniary or other conflict of interest, or where there may be a perception of a conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the meeting or of the relevant item of business and refrain from participating in the discussion or voting on that item. If a Member thinks they may have a conflict of interest, they can seek advice from the Chief Executive Officer or the Manager - Democracy Services (preferably before the meeting).

It is noted that while members can seek advice the final decision as to whether a conflict exists rests with the member.

## **3 NGĀ TONO KŌRERO / DEPUTATIONS**

- Leonie Exel representing BOI Watchdogs
- Summer Johnson representing BOI Animal Rescue Trust
- Dr Judith Reiken representing Te Mauri o te Wai
- Rueben Taipari
  - Occupation on the Moringaihe land in Ahipara
  - Support of the occupation of Patia o Matariki in Whatuwhiwhi.
  - Lack of accountability of FNDC staff managers and CEO to attend hui with whanau, hapu and Iwi.
- Keringawai Evans representing Haititaimarangai Marae, Te Whanau Moana, Te Rorohuri hapu.
- Carol Berghan representing Te Hiku Community Development Trust

## **4 NGĀ KŌRERO A TE KAHIKA / MAYORAL ANNOUNCEMENTS**

## **5 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES**

### **5.1 CONFIRMATION OF PREVIOUS MINUTES**

**File Number:** A4449264

**Author:** Ellie Greenwood, Democracy Advisor

**Authoriser:** Casey Gannon, Manager - Democracy Services

#### **PURPOSE OF THE REPORT**

The minutes are attached to allow Council to confirm that the minutes are a true and correct record of previous meetings.

#### **RECOMMENDATION**

**That Council confirm the minutes of the Council meeting held 19 October 2023 as a true and correct record.**

#### **1) BACKGROUND**

Local Government Act 2002 Schedule 7 Section 28 states that a local authority must keep minutes of its proceedings. The minutes of these proceedings duly entered and authenticated as prescribed by a local authority are prima facie evidence of those meetings.

#### **2) DISCUSSION AND OPTIONS**

The minutes of the meetings are attached.

Far North District Council Standing Orders Section 27.3 states that no discussion shall arise on the substance of the minutes in any succeeding meeting, except as to their correctness.

#### **Reason for the recommendation**

The reason for the recommendation is to confirm the minutes are a true and correct record of the previous meeting.

#### **3) FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION**

There are no financial implications or the need for budgetary provision as a result of this report.

#### **ATTACHMENTS**

- 1. 19 October Council Minutes - A4467400** [↓](#) 

**Compliance schedule:**

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
  - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
  - b) Assess the options in terms of their advantages and disadvantages; and
  - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

Compliance requirement	Staff assessment
State the level of significance (high or low) of the issue or proposal as determined by the <a href="#">Council's Significance and Engagement Policy</a>	This is a matter of low significance.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	This report complies with the Local Government Act 2002 Schedule 7 Section 28.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	It is the responsibility of each meeting to confirm their minutes therefore the views of another meeting are not relevant.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.	There are no implications for Māori in confirming minutes from a previous meeting. Any implications on Māori arising from matters included in meeting minutes should be considered as part of the relevant report.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example, youth, the aged and those with disabilities).	This report is asking for minutes to be confirmed as true and correct record, any interests that affect other people should be considered as part of the individual reports.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no financial implications or the need for budgetary provision arising from this report.
Chief Financial Officer review.	The Chief Financial Officer has not reviewed this report.

**MINUTES OF FAR NORTH DISTRICT COUNCIL  
ORDINARY COUNCIL MEETING  
HELD AT THE COUNCIL CHAMBERS, MEMORIAL AVE, KAIKOHE  
ON THURSDAY, 19 OCTOBER 2023 AT 10:00 AM**

**PRESENT:** Kahika - Mayor Moko Tepania, Kōwhai - Deputy Mayor Kelly Stratford, Cr Felicity Foy, Cr Hilda Halkyard-Harawira, Cr Penetaui Kleskovic, Cr Steve McNally, Cr Tāmati Rākena, Cr John Vujcich. Cr Ann Court (virtually), Cr Babe Kapa (virtually), Cr Mate Radich (virtually).

**STAFF PRESENT:** Janice Smith (Group Manager Corporate Services), Jonathan Slavich (Chief Financial Officer), Tanya Proctor (Head of Infrastructure Strategy), Jaye Michalick (Team Leader – Growth Planning & Placemaking), Tammy Wooster (Manager – Integrated Planning), Andrew McPhee (Principal Policy Planner), Ruben Garcia (Group Manager – Community & Engagement), Andy Finch (District Engineer), Roger Ackers (Group Manager – Planning & Policy), Deena-Maria Hemara (Kaiarahi Kaupapa Maori), Lawrence Wharerau (Kaiarahi Kaupapa Maori), Casey Gannon (Manager Democracy Services), Fleur Beresford (Democracy Advisor), Ellie Greenwood (Democracy Advisor), Imrie Dunn (Democracy Advisor).

Kahika/Mayor Moko Tepania commenced the meeting at 10.06 am.

**1 KARAKIA TIMATANGA / OPENING PRAYER**

Kowhai - Deputy Mayor Stratford opened the meeting with a Karakia.

**2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST**

Nil

**3 NGĀ TONO KŌRERO / DEPUTATION**

- Rewi Tolich – Long Term Plan for Lawnmowing by Council (appeared virtually).
- Rolf Mueller-Glodde and Inge Bremmer – Carbon Neutral NZ Trust (appeared in person).
- Ricky Asby and Arnold Munsell (both Te Uri Taniwha/Ngāti Korohue), Rio Greening (Ngāti Korohue), Nora Rameka (Ngāti Rēhia), Hugh Rihari (Ngāti Torehina/Ki Mataka)
- Representing Kerikeri\Waipapa Spatial Plan Engagement Report (appeared in person).
- Sean Stratton – Sewage and Wastewater at Tokerau Bay Property (appeared in person).
- Wally Hicks:
  - Creation of a Dark Skies Reserve/Sanctuary;
  - Category 2 Preservation of the Kaitaia Mosaic and the stopping of Kaitaia Town Square Project;
  - Reopening of the Mangamuka Gorge early 2024;
  - Category 4 Restoration of the Kohukohu Town Hall;
  - Preliminary Research into FastOx Gasification Technology;
  - FNDC's Dog Control Policy in relation to the most recent attack which caused the death of local Moerewa resident.

**4 NGĀ KŌRERO A TE KAHIKA / MAYORAL ANNOUNCEMENTS**

Kahika Mayor Tepania adjourned the meeting from 11.22 am to 11.38 am for a break.

## 5 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES

### 5.1 CONFIRMATION OF PREVIOUS MINUTES

Agenda item 5.1 document number A4417817, pages 6 - 18 refers.

#### RESOLUTION 2023/125

Moved: Kahika - Mayor Moko Tepania

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

**That Council confirm the minutes of the Council meeting held 21 September 2023 as a true and correct record.**

**CARRIED**

## 7 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

### 7.1 COMMUNITY BOARD MINUTES - SEPTEMBER 2023

Agenda item 7.1 document number A4419704, pages 64 - 85 refers.

#### RESOLUTION 2023/126

Moved: Kahika - Mayor Moko Tepania

Seconded: Cr Hilda Halkyard-Harawira

**That Council note the following Community Board minutes:**

- **26 September 2023 Te Hiku Community Board**
- **27 September 2023 Kaikohe-Hokianga Community Board**
- **28 September 2023 Bay of Islands-Whangaroa Community Board**

**CARRIED**

## 6 NGĀ PŪRONGO / REPORTS

### 6.4 KERIKERI-WAIPAPA SPATIAL PLAN PROJECT - PUBLIC ENGAGEMENT ON EMERGING THEMES

Agenda item 6.4 document number A4397454, pages 33 - 41 refers.

#### RESOLUTION 2023/127

Moved: Cr John Vujcich

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

**That Council approves for public engagement in November/December 2023 the emerging themes for Te Pātukurea (Kerikeri-Waipapa Spatial Plan) as set out in this report.**

**CARRIED**

## 6.1 FAR NORTH HOLDINGS LIMITED - DIRECTOR APPOINTMENT

Agenda item 6.4 document number A4397454, pages 19 - 21 refers.

### RESOLUTION 2023/128

Moved: Cr John Vujcich

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

**That Council receive the Far North Holdings Limited Director Appointment Report.**

**CARRIED**

Kahika - Mayor Tepania noted a conflict of interest and left the meeting at 12.11 pm

## 6.2 UNBUDGETED CAPITAL FUNDING - 146 TOKERAU BEACH ROAD.

Agenda item 6.2 document number A4371002, pages 21 - 25 refers.

### RESOLUTION 2023/129

Moved: Cr Steve McNally

Seconded: Cr Felicity Foy .

**That Council:**

**a) Approve unbudgeted capital expenditure for 2023/24 as follows:**

- i) \$366,000 including contingency to address wastewater overflows at 146/148 Tokerau Beach Road**
- ii) \$156,000 including contingency to address storm water flooding at 146/148 Tokerau Beach Road to be paid for from the Storm Water Reserve.**

**b) Approves the work being delivered through the Far North Waters Alliance.**

Abstained: Cr Moko Tepania

**CARRIED**

Kahika - Mayor Tepania rejoined the meeting at 12.43 pm

## 6.3 EASEMENT REQUIRED OVER LOCAL PURPOSE RESERVE PURSUANT TO S 48 RESERVES ACT 1977, SERVICING KERIKERI WASTEWATER TREATMENT PLANT

Agenda item 6.3 document number A4371505, pages 26 - 32 refers.

### RESOLUTION 2023/130

Moved: Cr Steve McNally

Seconded: Cr John Vujcich

**That Council:**

- a) approve the granting of easement pursuant to section 48 of the Reserves Act 1977 over Lot 18 DP 321731, a Local Purpose (Esplanade) Reserve, for the purpose of electricity conveyance to the Kerikeri Wastewater Treatment Plant.**
- b) note the granting of this easement will serve as an easement in gross in favour of Top Energy and is particularised as areas U and V on Title Plan LT 548772.**

Page 3



**CARRIED**

#### **6.5 ROAD RE-NAMING - PERA ROAD WAIMA BACK TO PERAS ROAD**

Agenda item 6.5 document number A4413552, pages 43 - 48 refers.

##### **RESOLUTION 2023/131**

Moved: Cr John Vujcich

Seconded: Cr Tāmāti Rākena

**That Council agree to rename 'Pera Road' in Waima, 'Peras Road'.**

**CARRIED**

#### **6.6 ROAD RENAMING - SQUEAK LANE, KERIKERI**

Agenda item 6.6 document number A4413777, pages 49 - 53 refers.

##### **RESOLUTION 2023/132**

Moved: Kahika - Mayor Moko Tepania

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

**That Council agree to rename 'Squeak Lane' in Kerikeri, 'Te Arapū Way'.**

**CARRIED**

#### **6.7 COMMITTEE RECOMMENDATIONS AND RESOLUTIONS - OCTOBER 2023**

Agenda item 6.7 document number A4417471, pages 54 - 55 refers.

##### **RESOLUTION 2023/133**

Moved: Kōwhai - Deputy Mayor Kelly Stratford

Seconded: Cr Penetaui Kleskovic

**That Council:**

*Te Kuaka – Te Ao Māori Committee - Item 5.1 - Proposed District Plan Hearing Panel and Delegated Authority*

- a) **rescind d) of resolution 2023/101 carried at the 24 August 2023 Council meeting and replace it with d) "confirm a Proposed District Plan hearing panel of:**
  - i) **five independent panel members, including two with chairing endorsement and one with skills and expertise in matters relating to Te Tiriti O Waitangi/Treaty of Waitangi, Kaupapa Māori and Mātauranga Māori; and**
  - ii) **optional Councillor panel members made up of either Deputy Mayor Stratford, Councillor Foy, Councillor Halkyard-Harawira or Councillor McNally where:**
    - (a) **they are not conflicted; and**
    - (b) **are accredited having done the making good decisions course."**
- b) **approve delegated authority for the Proposed District Plan hearings panel to make recommendations to Council.**

**CARRIED**

## 6.8 KAIKOHE WASTEWATER TREATMENT PLANT DESLUDGING CONTRACT 7/23/508

Agenda item 6.8 document number A4419487, pages 56 - 58 refers.

### **RESOLUTION 2023/134**

Moved: Cr John Vujcich

Seconded: Kahika - Mayor Moko Tepania

**That Council delegate to the Chief Executive the authority to execute Contract 7/23/508 – Kaikohe WWTP Desludging in accordance with 3 August 2023 Council meeting resolution.**

Abstained: Cr Babe Kapa

**CARRIED**

At 1.14 pm Kōwhai - Deputy Mayor Kelly Stratford left the meeting.

## 6.9 HOKIANGA HARBOUR LONG TERM PLAN

Agenda item 6.9 document number A4423229, pages 59 - 63 refers.

### **RESOLUTION 2023/135**

Moved: Kahika - Mayor Moko Tepania

Seconded: Cr John Vujcich

**That Council allocate \$175,000 in the 2024/27 Long Term Plan to allow the preparation of a long-term plan for the crossing of the Hokianga Harbour.**

**CARRIED**

## 7.2 MAYOR AND COUNCILLOR'S REPORTS

Agenda item 7.2 document number A4412943, pages 86 - 119 refers.

### **RESOLUTION 2023/136**

Moved: Kahika - Mayor Moko Tepania

Seconded: Cr John Vujcich

**That Council note the reports submitted by Kahika – Mayor Moko Tepania, Kōwhai-Deputy Mayor Kelly Stratford and Councillors Ann Court, Hilda Halkyard-Harawira, Babe Kapa, Penetaui Kleskovic, and John Vujcich.**

**CARRIED**

*NOTED: That Cr Tāmati Rākena had submitted his Report however this was omitted from the Agenda. It will be included in the Agenda for the next Council Meeting on 31<sup>st</sup> October 2023.*

At 1.17 pm Kōwhai - Deputy Mayor Kelly Stratford rejoined the meeting.

### 7.3 COUNCIL ACTION SHEET UPDATE SEPTEMBER 2023

Agenda item 7.3 document number A4419608, pages 122 - 136 refers.

#### **RESOLUTION 2023/137**

Moved: Kōwhai - Deputy Mayor Kelly Stratford

Seconded: Cr Tāmati Rākena

**That Council receive the report Council Action Sheet Update October 2023.**

**CARRIED**

Kahika Mayor Tepania adjourned the meeting for lunch from 1.22 pm to 2.00 pm.

**8 TE WĀHANGA TŪMATAITI / PUBLIC EXCLUDED****RESOLUTION TO EXCLUDE THE PUBLIC****RESOLUTION 2023/138**

Moved: Cr Tāmāti Rākena

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

**That the public be excluded from the following parts of the proceedings of this meeting.****The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:**

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 48 for the passing of this resolution</b>
<b>8.1 - Confirmation of Previous Minutes - Public Excluded</b>	<p>s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p> <p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(f)(i) - free and frank expression of opinions by or between or to members or officers or employees of any local authority</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>8.2 - Community Board Public Excluded Minutes - September 2023</b>	s48(2)(a)(i) - the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the Council to deliberate in private on its decision or recommendation where a right of appeal lies to any court or tribunal against the final decision of the Council in these proceedings	s48(2)(a)(i) - the exclusion of the public from the part of the meeting is necessary to enable the local authority to deliberate in private on its decision or recommendation
<b>8.3 - 71 Broadway Kaikohe acquisition</b>	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out,	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would

	without prejudice or disadvantage, commercial activities  s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>8.4 - Renewal of Contract - Facilities Management Services FNDC Swimming Pools</b>	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities  s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>8.5 - New Lease Request Over Larmer Road Quarry</b>	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities  s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

and that Eli Smith Kaiwhakawhiti Reo Language Interpreter be allowed to remain in the public excluded part of the meeting.

**CARRIED**

#### 8.1 CONFIRMATION OF INFORMATION AND DECISIONS TO BE RELEASED IN PUBLIC

##### **RESOLUTION 2023/139**

Moved: Cr John Vujcich  
Seconded: Cr Steve McNally

**That at the conclusion of the Public Excluded part of the meeting Council confirms the information and decisions contained in the part of the meeting held with public excluded not be restated in public meeting.**

**CARRIED**

Moved back into the Public Meeting at 3.03 pm

**6 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER**

Kahika Mayor Tepania closed the meeting with a karakia.

**7 MEETING CLOSE**

The meeting closed at 3.05 pm.

**The minutes of this meeting will be confirmed at the Ordinary Council Meeting held on 31 October 2023.**

.....  
**CHAIRPERSON**

## 6 NGĀ PŪRONGO / REPORTS

### 6.1 SETTING OF 2024 MEETING SCHEDULE

**File Number:** A4455056

**Author:** Casey Gannon, Manager - Democracy Services

**Authoriser:** Jonathan Slavich, Chief Financial Officer

#### TAKE PŪRONGO / PURPOSE OF THE REPORT

To provide meeting and workshop dates for 2024 Council and Committee meetings to Council for adoption.

#### WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

<b>Council (4 weekly)</b>	<b>Te Huia - Executive Review Committee (4 weekly)</b>	<b>Te Kuaka – Te Ao Māori Committee (4 weekly)</b>	<b>Te Miromiro – Assurance, Risk and Finance Committee (6 weekly)</b>	<b>Te Koukou- Transport Committee (4 weekly)</b>
8 February	1 February	22 February	28 February	20 February
14 March	29 February	28 March	3 April	26 March
11 April	4 April	22 April	22 May	23 April
9 May	2 May	23 May	24 July	21 May
13 June	30 May	27 June	4 September	25 June
11 July	4 July	25 July	22 October	23 July
8 August	1 August	22 August	3 December	20 August
12 September	29 August	26 September		24 September
17 October	3 October	31 October		29 October
14 November	7 November	28 November		26 November
12 December				

- The attached draft calendar of dates for formal Council, Committee meetings and reserve days for training and workshops.
- Regional and national dates have been considered in setting these dates.
- Council and Committee formal meetings have been aligned with Maramataka.
- Reserve dates have been identified as dates to keep for Council business as required (workshops, briefings, training sessions and extraordinary meetings).
- Community Board meetings are excluded awaiting confirmation of Council and Committee dates.

#### TŪTOHUNGA / RECOMMENDATION

That Council adopt the following 2024 meeting dates:

- 8 February
- 14 March

- 11 April
- 9 May
- 13 June
- 11 July
- 8 August
- 12 September
- 17 October
- 14 November
- 12 December

**And that Council note the following 2023 Reserve dates:**

- January 30, 31
- February 7, 21, 27
- March 5, 6, 12, 13, 27
- April 2, 9, 10, 24, 30
- May 1, 7, 8, 29
- June 4, 5, 11, 12, 26
- July 2, 3, 9, 10, 30, 31
- August 6, 7, 28
- September 2, 3, 10, 11, 25
- October 2, 8, 9, 15, 16, 30
- November 5, 6, 12, 13, 27
- December 4, 10, 11

## **1) TĀHUHU KŌRERO / BACKGROUND**

It is good practice across New Zealand for a Council to set its Formal Meeting Calendar a year in advance. In scheduling meetings and the frequency, Councillors should be mindful of the following principles:

- Meetings should be necessary for the good governance of its region or district.
- Meetings should promote the open and public transaction of business at meetings.
- Councillors are considered to be in a part time role of which attendance at formal meetings is only a small portion of the role. Consideration needs to be given to balancing workloads and non-Council commitments.

The proposed schedule includes 'reserve' dates for additional Council commitments such as workshops, training, extraordinary meetings or briefings to enable elected members to plan their varying commitments and in recognition that workshops are a beneficial tool to engage on technical or complex issues where staff require some indication on direction.

Council resolved in December 2019 not to conduct meetings on 28 October each year in recognition of He Whakaputanga o te Rangatiratanga o Nu Tirenī – Declaration of Independence of the United Tribes of New Zealand.

Council had a wānanga (workshop) on 23 November 2022 with esteemed Maramataka expert Matua Rereata Makiha who explained the benefits of following the moon cycles. Meeting dates have been proposed to take place on days aligned for better decision making.



Community Board meetings are excluded from the schedule and a report will be provided to each board in November to confirm their 2024 meeting dates.

## 2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

In setting the 2021 meeting calendar Council adopted to hold 10 Council meetings, 29 Committee meetings and held an additional 6 extraordinary meetings.

For the year of 2023 Council adopted to hold 11 Council meetings, 23 Committee meetings and held an additional 8 extraordinary meetings. An additional 4 meetings were set with the addition of Te Koukou Transport Committee.

This report proposes the majority of meetings be held on a 4-weekly cycle. Te Miromiro – Assurance, Risk and Finance terms of reference has been amended to meet a six-weekly meeting schedule. Further exceptions are proposed and listed in the table below:

Meeting	Rationale
Council meeting 14 March (5 weeks)	Clash with R&P on 4 <sup>th</sup> week
Council meeting 13 June (5 weeks)	Clash with Whiro moon cycle on 4 <sup>th</sup> week
Council meeting 12 September (5 weeks)	To avoid clash with Whiro moon cycle in October
Council meeting 17 October (5 weeks)	Alignment with Rongo moon cycle
Te Miromiro – Assurance, Risk and Finance Committee meeting 3 April (5 weeks)	Clash with Council meeting on 6 <sup>th</sup> week
Te Miromiro – Assurance, Risk and Finance Committee meeting 22 May (7 weeks)	Clash with Community Boards on 6 <sup>th</sup> week
Te Miromiro – Assurance, Risk and Finance Committee meeting 24 July (9 weeks)	Alignment with Independent Chair scheduling requests
Te Miromiro – Assurance, Risk and Finance Committee meeting 22 October (7 weeks)	Alignment with Independent Chair scheduling requests
Te Koukou – Transport Committee meeting 26 March (5 weeks)	Clash with Community Boards on 4 <sup>th</sup> week
Te Koukou – Transport Committee meeting 24 June (5 weeks)	Clash with Community Boards on 4 <sup>th</sup> week
Te Koukou – Transport Committee meeting 24 September (5 weeks)	Clash with Community Boards on 4 <sup>th</sup> week
Te Koukou – Transport Committee meeting 29 October (5 weeks)	Clash with Community Boards on 4 <sup>th</sup> week
Te Huia – Executive Committee meeting 4 April (5 weeks)	Alignment with request for committee to be on different cycle to other committees
Te Huia – Executive Committee meeting 4 July (5 weeks)	Alignment with request for committee to be on different cycle to other committees
Te Huia – Executive Committee meeting 3 October (5 weeks)	Alignment with request for committee to be on different cycle to other committees

Te Huia – Executive Committee meeting 7 November (5 weeks)	Alignment with request for committee to be on different cycle to other committees
Te Kuaka – Te Ao Māori Committee meeting 28 March (5 weeks)	Clash with Community Boards on 4th week
Te Kuaka – Te Ao Māori Committee meeting 26 June (5 weeks)	Clash with Community Boards on 4th week
Te Kuaka – Te Ao Māori Committee meeting 31 October (5 weeks)	Clash with Community Boards on 4th week
Te Kuaka – Te Ao Māori Committee meeting 28 November (5 weeks)	Clash with Community Boards on 4th week

It is proposed that meetings be held on a 4 week cycle with the above variations. All dates are selected in an attempt to align with Maramataka to support good decision making.

Community Boards under legislation set their own meeting dates around Councils. Reports will be tabled at each Community Board December meeting to adopt meeting dates for 2024.

This report recommends that all meetings in the schedule be held at Far North District Council headquarters in Kaikohe. The Far North District Council does not own any suitable buildings elsewhere. While it is possible, hosting meetings elsewhere comes with an increase in cost and cannot be supported to the same level that is possible at headquarters (i.e livestreaming). If there is a desire to hold meetings elsewhere consideration needs to be given to what value this would add to the decision-making process.

Please note, additional time may be required outside of this schedule for extraordinary, urgent matters. Staff are committed to providing as much notice as possible and that business, where possible, is restricted to the days adopted as part of this schedule. If and when dates are not required staff will endeavour to provide timely cancellations.

### **Take Tūtohunga / Reason for the recommendation**

To adopt a schedule of meetings and reserve days for the 2024 calendar year.

### **3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION**

There is a cost in supporting meetings, and these are covered within operational budgets.

The cost in supporting meetings varies depending on the number of staff in attendance, the location and the duration of the meeting. These costs are charged out across the organisation making it difficult to report an exact “per meeting” figure.

While the frequency of meetings is proposed to increase from previous years the total number of meetings requiring support from staff are reduced.

### **ATTACHMENTS**

- 2024 Council Meeting Calendar - TBC - A4466602**  

**Hōtaka Take Ōkawa / Compliance schedule:**

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
  - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
  - b) Assess the options in terms of their advantages and disadvantages; and
  - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

<b>Compliance requirement</b>	<b>Staff assessment</b>
State the level of significance (high or low) of the issue or proposal as determined by the <a href="#">Council's Significance and Engagement Policy</a>	This matter is of low significance.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	The relevant legislation as referenced in the report is the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	Community Boards are responsible for setting their own meeting schedule. Similar reports will be written suggesting alignment with Council and Committee meetings.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.	There are no particular implications for Māori.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	This report does not have any implications on persons identified in legislation.
State the financial implications and where budgetary provisions have been made to support this decision.	Financial implications are covered within operational budgets.
Chief Financial Officer review.	The CFO has reviewed this report.



Formal Meetings																											
2024																											
	January		February		March		April		May		June		July		August		September		October		November		December				
Sat											1															Sat	
Sun											2						1								1		Sun
Mon	1	NEW YEARS					1	EASTER MONDAY			3	KING'S BIRTHDAY	1				2	RESERVE							2		Mon
Tue	2	NEW YEARS					2	RESERVE			4	RESERVE	2	RESERVE			3	RESERVE	1						3	TMARF	Tue
Wed	3						3	TMARF	1	RESERVE	5	RESERVE	3	RESERVE			4	TMARF	2	RESERVE					4	RESERVE	Wed
Thu	4		1	THEC			4	THEC	2	THEC	6	THEC	4	THEC	1	THEC	5	THEC	3						5		Thu
Fri	5		2		1		5		3		7		5		2		6		4		1		6			Fri	
Sat	6		3		2		6		4		8		6		3		7		5		2		7			Sat	
Sun	7		4		3		7		5		9		7		4		8		6		3		8			Sun	
Mon	8		5		4		8		6		10		8		5		9		7		4		9			Mon	
Tue	9		6	WAITANGI	5	RESERVE	9	RESERVE	7	RESERVE	11	RESERVE	9	RESERVE	6	RESERVE	10	RESERVE	8	RESERVE	5	RESERVE	10	RESERVE		Tue	
Wed	10		7	RESERVE	6	RESERVE	10	RESERVE	8	RESERVE	12	RESERVE	10	RESERVE	7	RESERVE	11	RESERVE	9	RESERVE	6	RESERVE	11	RESERVE		Wed	
Thu	11		8	COUNCIL	7		11	COUNCIL	9	COUNCIL	13	COUNCIL	11	COUNCIL	8	COUNCIL	12	COUNCIL	10	THEC	7	THEC	12	COUNCIL		Thu	
Fri	12		9		8		12		10		14		12		9		13		11		8		13			Fri	
Sat	13		10		9		13		11		15		13		10		14		12		9		14			Sat	
Sun	14		11		10		14		12		16		14		11		15		13		10		15			Sun	
Mon	15		12		11		15		13		17		15		12		16		14		11		16			Mon	
Tue	16		13		12	RESERVE	16		14		18		16		13		17		15	RESERVE	12	RESERVE	17			Tue	
Wed	17		14		13	RESERVE	17		15		19		17		14		18		16	RESERVE	13	RESERVE	18			Wed	
Thu	18		15		14	COUNCIL	18		16		20		18		15		19		17	COUNCIL	14	COUNCIL	19			Thu	
Fri	19		16		15		19		17		21		19		16		20		18		15		20			Fri	
Sat	20		17		16		20		18		22		20		17		21		19		16		21			Sat	
Sun	21		18		17		21		19		23		21		18		22		20		17		22			Sun	
Mon	22		19		18		22	TKTAM	20		24		22		19		23		21		18		23			Mon	
Tue	23		20	TKTC	19		23	TKTC	21	TKTC	25	TKTC	23	TKTC	20	TKTC	24	TKTC	22	TMARF	19		24			Tue	
Wed	24		21	RESERVE	20		24	RESERVE	22	TMARF	26	RESERVE	24	TMARF	21		25	RESERVE	23		20		25	CHRISTMAS	Wed		
Thu	25		22	TKTAM	21		25	ANZAC DAY	23	TKTAM	27	TKTAM	25	TKTAM	22	TKTAM	26	TKTAM	24		21		26	BOXING DAY	Thu		
Fri	26		23		22		26		24		28	MATARIKI	26		23		27		25		22		27			Fri	
Sat	27		24		23		27		25		29		27		24		28		26		23		28			Sat	
Sun	28		25		24		28		26		30		28		25		29		27		24		29			Sun	
Mon	29	ANNIVERSARY	26		25		29		27				29		26		30	Leave Free	28	HE WHAKAPUTANGA	25		30			Mon	
Tue	30	RESERVE	27	RESERVE	26	TKTC	30	RESERVE	28				30	RESERVE	27				29	TKTC	26	TKTC	31			Tue	
Wed	31	RESERVE	28	TMARF	27	RESERVE			29	RESERVE			31	RESERVE	28	RESERVE			30	RESERVE	27	RESERVE				Wed	
Thu			29	THEC	28	TKTAM			30						29				31	TKTAM	28	TKTAM					
Fri					29	GOOD FRIDAY			31						30						29					Fri	
Sat					30										31						30					Sat	
Sun					31																					Sun	
	January		February		March		April		May		June		July		August		September		October		November		December				
<div>THEC - Te Hui Executive Committee</div> <div>TKTC - Te Koukou Transport Committee</div> <div>TKTAM - Te Kuaka Te Ao Māori Committee</div> <div>TMARF - Te Miromiro Assurance Risk and Finance Committee</div> <div>RESERVE - days reserved for workshops and other hui</div>																											



## 6.2 TEMPORARY ROAD CLOSURES FOR THE KAIKOHE, KAITAIA AND PAIHIA CHRISTMAS PARADES

**File Number:** A4455448

**Author:** Fraser Hoani, Road Corridor Manager - TMC

**Authoriser:** Calvin Thomas, General Manager - Northland Transportation Alliance

### TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this paper is to obtain Council approval for temporary road closures for the Kaikohe, Kaitaia and Paihia Christmas parades in the Far North.

### WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- The Northland Transportation Alliance manage temporary road closures for events on behalf of Council.
- The task of approving Road Closures, specifically for the safe operation of Events, cannot be delegated by Council
- Advertising of each event will take place approximately 28 days before proposed event and 1 week before the event in accordance with the Local Government Act 1974.
- Without Council approval the Kaikohe, Kaitaia and Paihia Christmas Parade's cannot take place.

### TŪTOHUNGA / RECOMMENDATION

**That Council approves the proposed temporary road closure for the Kaikohe, Kaitaia and Paihia Christmas parades to enable safe operations.**

### 1) TĀHUHU KŌRERO / BACKGROUND

The background to this paper has been prepared by the northland transportation alliance and is included as attachment 1.

### 2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Discussion details have been prepared by the Northland Transportation Alliance and is included as Attachment 1.

The Public Notice for the proposed temporary road closures will be advertised in the Northern News & Bay Chronicle 28 days and 7 days in advance of the event.

### TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

To enable the Kaikohe, Kaitaia and Paihia Christmas parades to take place.

### 3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

No Budgetary implications

### ĀPITI HANGA / ATTACHMENTS

1. Kaitaia Kaikohe and Paihia Christmas Parades - A4460495 [↓](#) 

**Hōtaka Take Ōkawa / Compliance Schedule:**

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
  - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
  - b) Assess the options in terms of their advantages and disadvantages; and
  - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

<b>He Take Ōkawa / Compliance Requirement</b>	<b>Aromatawai Kaimahi / Staff Assessment</b>
State the level of significance (high or low) of the issue or proposal as determined by the <a href="#">Council's Significance and Engagement Policy</a>	Low Significance
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Local Government Act 1974  The council may, subject to such conditions as it thinks fit, and after consultation with the police and NZTA, close any road or part of a road to all traffic or any specified type of traffic for a period or periods not exceeding in the 31 days in any year for any public function provided that no road may be closed for any purpose specified for public function if that closure would, in the opinion of the council, be likely to impede traffic unreasonably.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	Local relevance
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.  State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	No specific implications for Maori have been identified
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	N/A
State the financial implications and where budgetary provisions have been made to support this decision.	No budgetary implications
Chief Financial Officer review.	The Chief Financial Officer has not reviewed the report





**Name of item: Temporary Road Closure – Kaitaia & Paihia Christmas Parade's**

Author: Reporting officer – Fraser Hoani  
NTA / FNDC Road Corridor Manager - TMC

## 1 Purpose

The purpose of this paper is to obtain Council approval for a temporary road closure.

## 2 Recommendations

That Council approves the proposed temporary road closure to accommodate the safe operation of the Kaitaia and Paihia Christmas parade's

## 3 Background

**Kaitaia Christmas Parade will take place on -Saturday 2nd Decemeber 2023**  
**Paihia Christmas Parade will take place on - Saturday 2nd Decemeber 2023**  
**Kaikohe Christmas Parade will take place on - Friday 15th Decemeber 2023**

The part of the Parade's and road closures that will affect the Far North District will be in the locations of Kaikohe, Kaitaia and Paihia and will take place on Saturday 2nd and Friday 15th Decemeber only.

### Road closed and times:

#### Kaitaia Christmas Parade

Saturday 2nd 11:00 am to 2:00pm

- Commerce Street
  - 50 Commerce street to 139 Commerce Street

### Road closed and times:

#### Paihia Christmas Parade

Saturday 2nd 16:00pm to 19:00pm

- Williams Rd
  - 25 Williams road to 37 williams road

### Road closed and times:

#### Kaikohe Christmas Parade:

Friday 15th 15:30pm to  
20:30pm

- All the side street along Broadway from Wihongi street to Tawanui street



#### 4 Discussion

The Public Notice for the proposed temporary road closures will be advertised in the Northern News & Bay Chronicle 28 days and 7 days in advance of the event.

#### 5 Summary

Approval for both Kaikohe, Kaitaia and Paihia road closures for the christmas Parade's

#### 6 Report Approval

Approved by:

*Fraser Hoani*

Fraser Hoani  
Road Corridor Manager - TMC  
Wednesday 25th October  
2023

#### 7 Appendix

- Paihia Road Closure - Williams road
- Kaitaia Road Closure - Commerce Street
- Kaikohe Road Closure - All side streets along Broadway from Wihongi to Tawanui street



TMP or generic plan reference

# TMD 02 ROAD CLOSURE





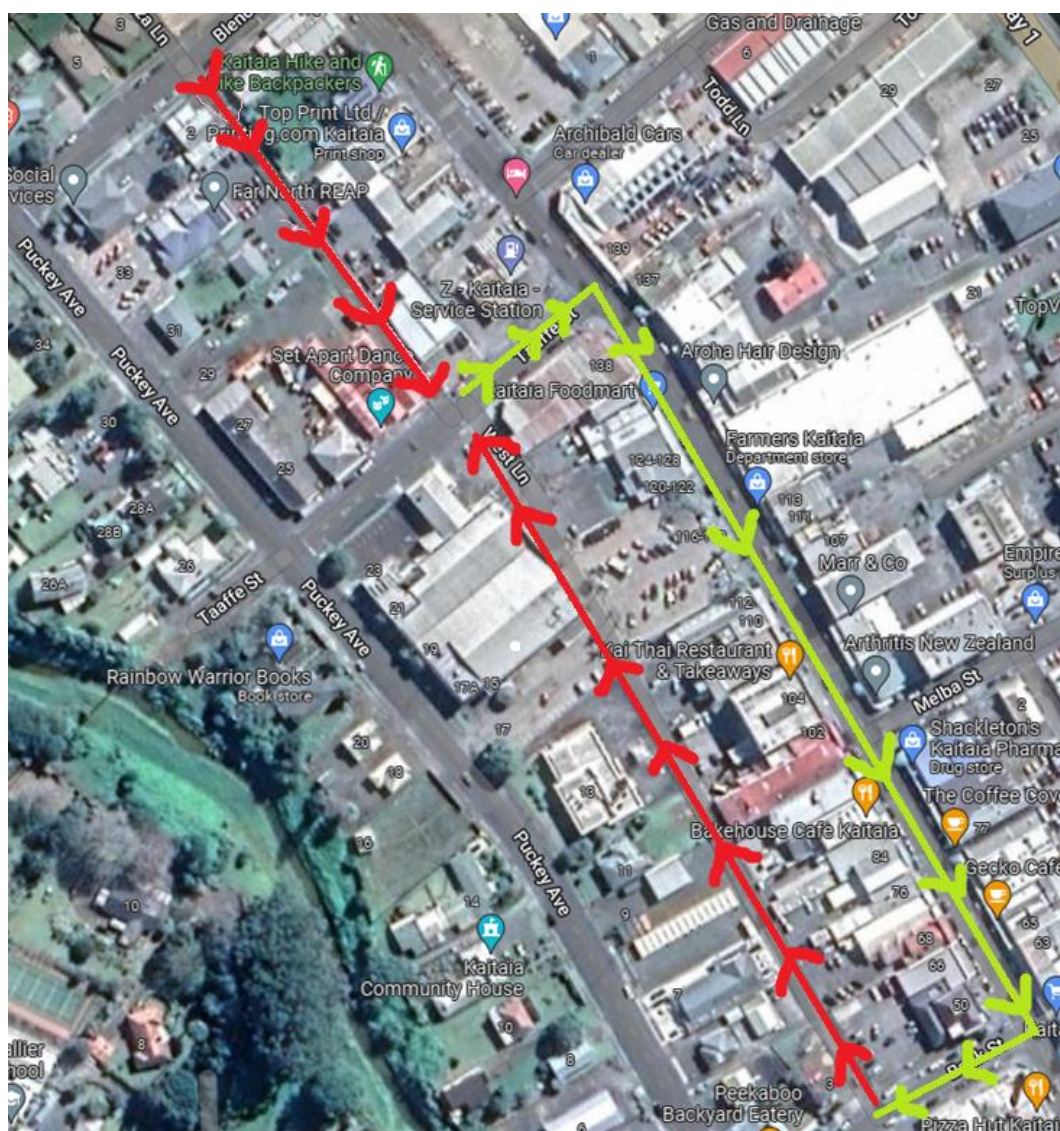
**RCA consent (eg CAR/WAP) and/or  
RCA contract reference**

Parade Event:

Road Closure from 11.30am – 2.00pm

- Floats will enter Shannon lane via Blencowie street to queue
- Shannon lane can still be used as we can instruct floats to queue to one side to allow resident/business access as required
- Full road closure from 4 Taffee Street to 139 commerce street
- Full road closure from 139 commerce street to 50 Commerce Street / Bank Street
- Full road closure from Commerce street entry to Bank Street down to West lane
- West Lane can still be used as we can instruct floats to queue to use side to allow resident/business access as required

Parade led by NZ Police, TTM staff to follow Police direction as required.

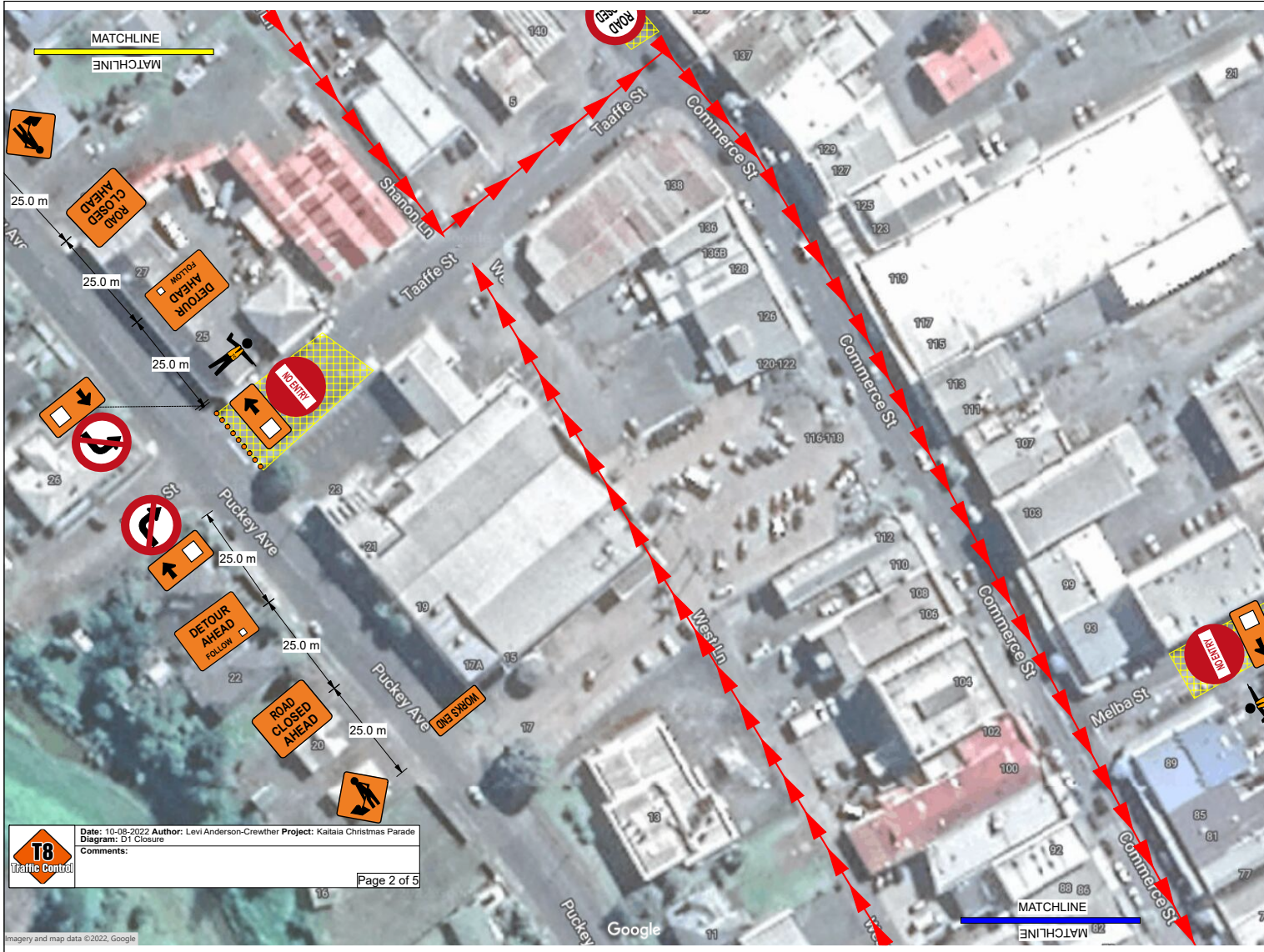


RCA consent (eg CAR/WAP) and/or RCA contract reference	
<p><b>3 min (1.0 km)</b> via State Hwy 1 2 min without traffic</p> <p><b>146-170 Commerce Street</b> Kaitia 0410</p> <ul style="list-style-type: none"> <li>↑ Head southeast on Commerce St toward Empire St 96 m</li> <li>↶ Turn left onto Empire St 170 m</li> <li>↷ Turn right onto State Hwy 1 Destination will be on the left 750 m</li> </ul> <p><b>Matthews Avenue</b> Kaitia 0410</p>	
<p><b>2 min (1.3 km)</b> via Twin Coast Discovery Hwy and Puckey Ave 2 min without traffic</p> <p><b>11-1 Te Araroa Trail</b> Kaitia 0410</p> <ul style="list-style-type: none"> <li>↑ Head northwest on Twin Coast Discovery Hwy toward Redan Rd 42 m</li> <li>↶ Turn left onto Redan Rd/Twin Coast Discovery Hwy (signs for Police Station/Hospital) 400 m</li> <li>↷ Turn right onto Dominion Rd 250 m</li> <li>↷ Turn right onto Bank St 220 m</li> <li>↶ Turn left onto Puckey Ave 400 m</li> </ul> <p><b>35-25 Puckey Avenue</b> Kaitia 0410</p>	

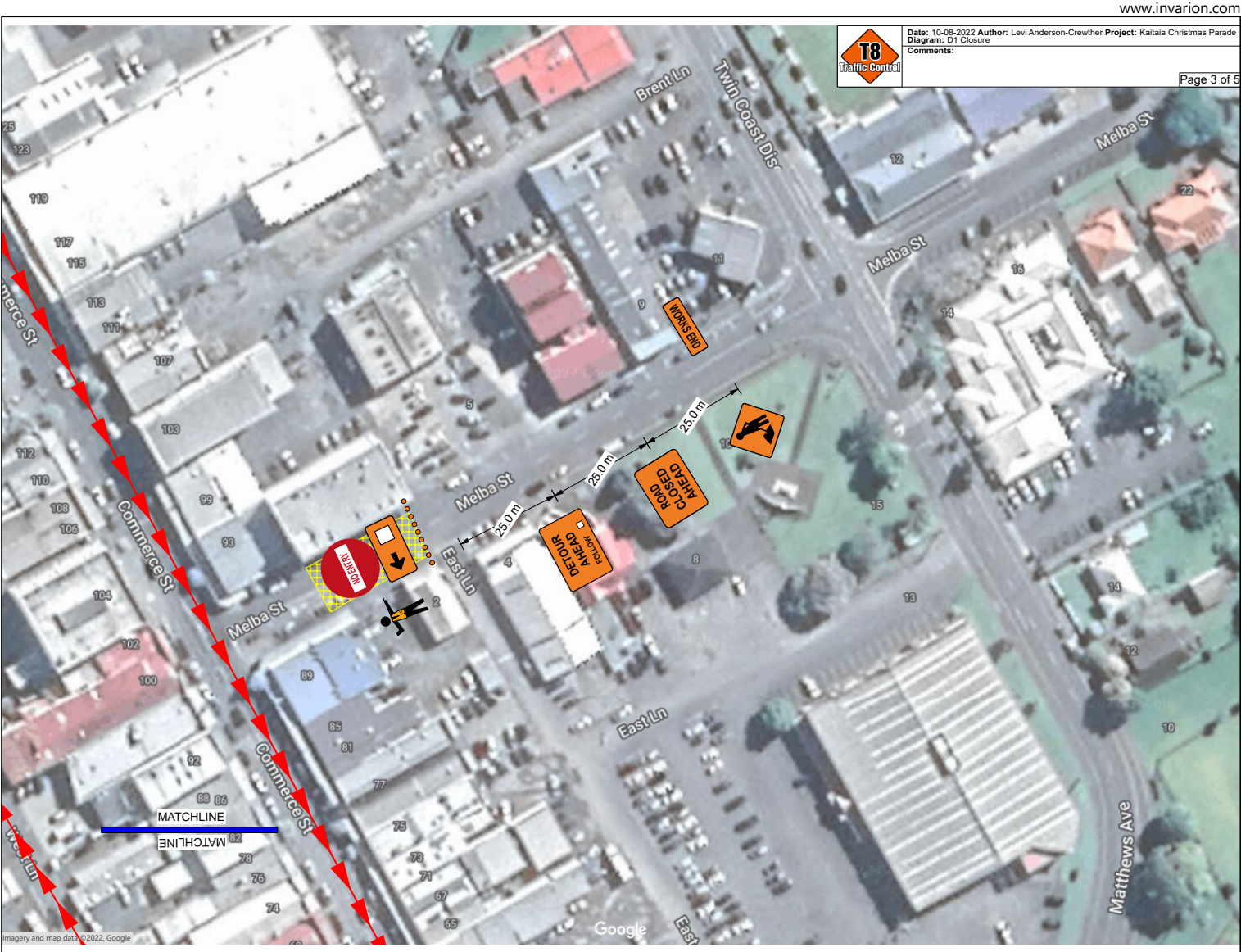




















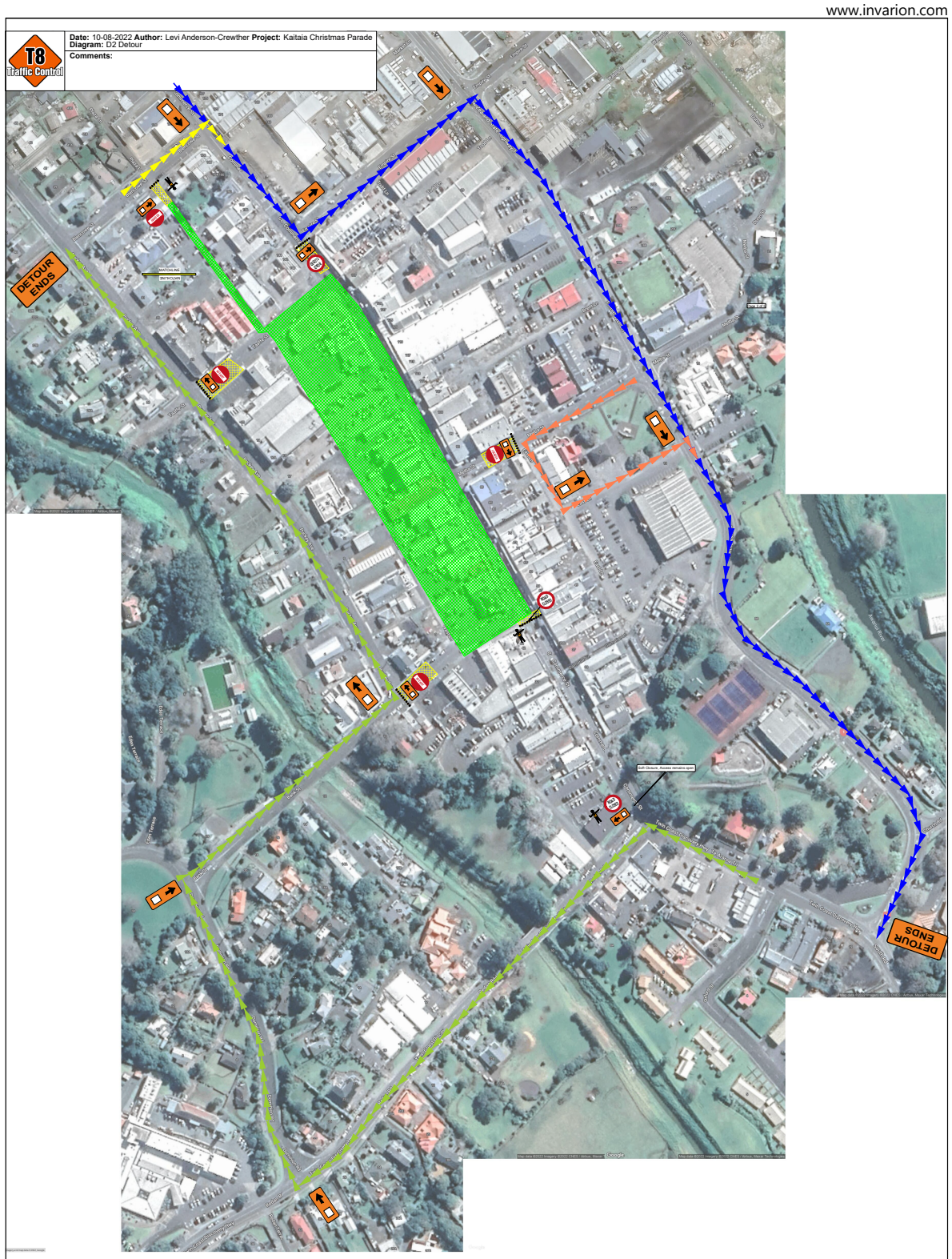


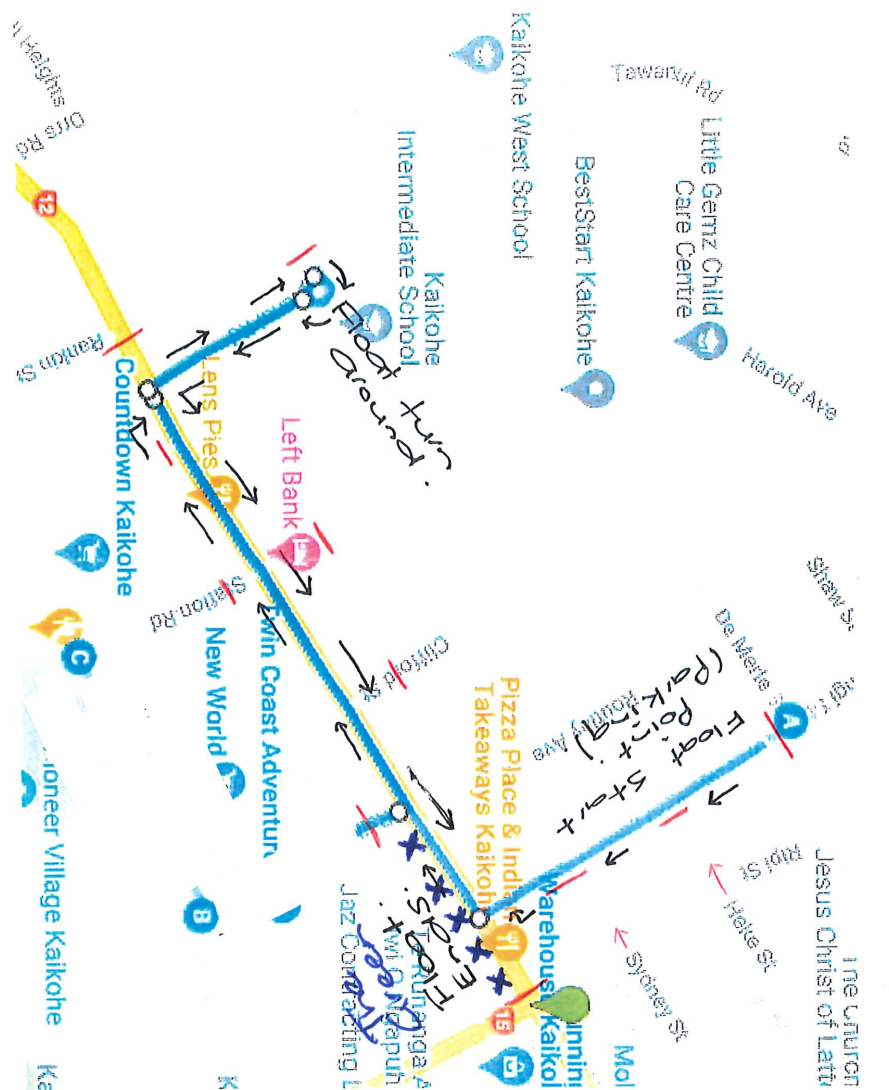












- Road Closed
- Float Route
- xxx Float End Parking
- & Parade Interment
- (the Green)

**6.3 TEMPORARY ROAD CLOSURE - KERIKERI STREET PARTY****File Number:** A4457826**Author:** Fraser Hoani, Road Corridor Manager - TMC**Authoriser:** Calvin Thomas, General Manager - Northland Transportation Alliance**TAKE PŪRONGO / PURPOSE OF THE REPORT**

The purpose of this paper is to obtain Council approval for temporary road closures for the Kerikeri street party in the Far North.

**WHAKARĀPOOTO MATUA / EXECUTIVE SUMMARY**

- The Northland Transportation Alliance manage temporary road closures for events on behalf of Council.
- The task of approving Road Closures, specifically for the safe operation of Events, cannot be delegated by Council.
- Advertising of each event will take place approximately 28 days before proposed event and 1 week before the event in accordance with the Local Government Act 1974.
- Without Council approval the Kerikeri street party cannot take place.

**TŪTOHUNGA / RECOMMENDATION**

**That Council approves the proposed temporary road closure for the Kerikeri street party to enable safe operations.**

**1) TĀHUHU KŌRERO / BACKGROUND**

The background to this paper has been prepared by the Northland Transportation Alliance and is included as attachment 1.

**2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS**

Discussion details have been prepared by the Northland Transportation Alliance and is included as Attachment 1.

The Public Notice for the proposed temporary road closures will be advertised in the Northern News & Bay Chronicle 28 days and 7 days in advance of the event.

**TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION**

To enable the Kerikeri street party to take place.

**3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION**

No Budgetary implications

**ĀPITI HANGA / ATTACHMENTS**

1. Kerikeri Street Party NTA Agenda - A4464276  



**Hōtaka Take Ōkawa / Compliance Schedule:**

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
  - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
  - b) Assess the options in terms of their advantages and disadvantages; and
  - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

<b>He Take Ōkawa / Compliance Requirement</b>	<b>Aromatawai Kaimahi / Staff Assessment</b>
State the level of significance (high or low) of the issue or proposal as determined by the <a href="#">Council's Significance and Engagement Policy</a>	Low Significance
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Local Government Act 1974  The council may, subject to such conditions as it thinks fit, and after consultation with the police and NZTA, close any road or part of a road to all traffic or any specified type of traffic for a period or periods not exceeding in the 31 days in any year for any public function provided that no road may be closed for any purpose specified for public function if that closure would, in the opinion of the council, be likely to impede traffic unreasonably.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	Local relevance
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.  State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	No specific implications for Maori have been identified
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	N/A
State the financial implications and where budgetary provisions have been made to support this decision.	No budgetary implications
Chief Financial Officer review.	The Chief Financial Officer has not reviewed the report



**Name of item: Temporary Road Closure – Kerikeri Street Party**

Author: Reporting officer – Fraser Hoani  
NTA / FNDC Road Corridor Manager - TMC

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**1 Purpose**

The purpose of this paper is to obtain Council approval for a temporary road closure.

**2 Recommendations**

That Council approves the proposed temporary road closure to accommodate the safe operation of the Kerikeri Street Party

**3 Background**

**Kerikeri Street Party will take place on -Saturday 18th November 2023**

The part of the Party's and road closure that will affect the Far North District will be in the locations of Kerikeri road and will take place on Saturday 18th November 2023.

**Road closed and times: Kerikeri****Street Party - North end**

Saturday 18th 2:00 pm to 11:30pm

- Kerikeri Street
  - Kerikeri/Homestead road intersection

**Road closed and times: Kerikeri****Street Party - south end**

Saturday 18th 2:00 pm to 11:30pm

- Kerikeri Rd
  - Kerikeri Road / Fairway Drive intersection
- Cobham/ Kerikeri road - to beginning of intersection



#### **4 Discussion**

The Public Notice for the proposed temporary road closures will be advertised in the Northern News & Bay Chronicle 5 days in advance of the event. 14 days in advance in FNDC public notices website and facebook page.

#### **5 Summary**

Approval for Kerikeri road closure for the Street party.

#### **6 Report Approval**

Approved by:

*Fraser Hoani*

Fraser Hoani  
Road Corridor Manager - TMC  
Thursday 2nd November 2023  
2023

#### **7 Appendix**

- Kerikeri Road closure - Kerikeri road



TMP or generic plan reference



## 6.4 POLICY AND PLANNING 2023-24 WORK PROGRAMME

**File Number:** A4437661

**Author:** Briar Macken, Team Leader – Policy & Bylaws

**Authoriser:** Roger Ackers, Group Manager - Planning & Policy

### TAKE PŪRONGO / PURPOSE OF THE REPORT

To seek approval for the Policy and Planning 2023-24

### WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Elected members have requested a report on the Policy and Planning 2023-24 work programme
- Policy and Planning 2023-24 work programme is in attachment 1
- Components of the work programme are statutory requirements and / or have previously been approved by Council or Community Boards.

### TŪTOHUNGA / RECOMMENDATION

**That Council approve the Planning and Policy work programme 2023-24**

### 1) TĀHUHU KŌRERO / BACKGROUND

Elected members have requested a report outlining the Policy and Planning work programme for the 2023-24 financial year.

Planning and Policy Group includes the following departments:

- Integrated Planning
  - District Plan
  - Growth Planning and Placemaking
- Strategy and Policy
  - Strategy
  - Policy
  - Bylaws
- Climate Action and Resilience.

### 2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The Policy and Planning 2023-24 work programme (attachment 1) outlines the projects that are or will be undertaken by the group for the current financial year, the project status and any issues.

The work programme is in two sections – work in progress, and upcoming work.

#### *Work in Progress*

This section of the programme of work, shows all projects currently being undertaken by the group, which outlines its target completion date, the status of the project, any issues and any actions required from elected members. It is based on a traffic light model which quickly shows the reader any projects that are under risk and whether it has improved from the last report period.

#### *Up Coming Work*

This section of the programme shows projects that have not yet started but will start in the current financial period. This allows the reader to see what other projects are in the pipeline and when they will start.

Due to the nature of the Planning and Policy work programme, many components are statutory requirements or have previously been approved via Council decision reports, including the adoption of the Annual Plan 2023-24 on 29 June 2023.

Any amendment to the work programme may pose a risk in meeting our statutory requirements. Some projects have previously been approved by Council. Any changes to the work programme affecting approved projects will require separate reports to Council outlining specific project related risks.

Many of the projects on the Planning and Policy work programme enable other work to be undertaken. For example spatial planning and the open spaces strategy informs the development contributions policy.

The following components on the Planning and Policy Work Programme are statutory requirements under various pieces of legislation.

- Proposed District Plan
- Significant Indigenous Biodiversity Mapping
- Consolidated Reserve Management Plan
- Te Hiku Reserve Management Plan
- Kaikohe – Hokianga Reserve Management Plan
- Bay of Islands – Whangaroa Reserve Management Plan
- Infrastructure Strategy
- Development Contributions Policy
- Solid Waste Strategy / WMMP
- Alcohol Control Bylaw
- Land Drainage Bylaw
- Earthworks Bylaw

The following components of the Planning and Policy Work Programme are not statutory requirements but have previously been approved by Council or Community Board resolution and projects are underway.

- Kerikeri / Waipapa Spatial Plan
- Russell Placemaking
- Open Spaces Strategy
- Parking Strategy
- Regional Accessibility Strategy
- Regional Economic Development Strategy
- Road Use – Vehicles on Beaches amendments
- Maritime Facilities and Mooring Charges Bylaws
- Animal Bylaw

The community are collaborating or have been advised of the following components of the Planning and Policy work programme.

- Oruru Valley Project
- Kerikeri / Waipapa Placemaking
- Taipa Placemaking

- Local Alcohol Policy

## Options

### **Option one: Council approves the Planning and Policy work programme 2023-24 (attachment 1) – Recommended option**

Council approves the Planning and Policy work programme 2023-24 in attachment 1.

Advantages	<p>Council staff continue to progress work that is underway efficiently using resources already allocated</p> <p>Projects planning timelines are adhered to</p> <p>Previous commitments to the community are carried through, preventing reputational risk</p> <p>Council meets current statutory requirements</p> <p>Projects that are interdependent will not be affected</p>
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Disadvantages None

### **Option two: Council does not approve the Planning and Policy work programme 2023-24 (attachment 1)**

Council does not approve the Planning and Policy work programme 2023-24 in attachment 1.

Advantages	Potential reduced expenditure for the balance of the financial year.
Disadvantages	<p>Council staff do not progress work that is underway which will result in:</p> <ul style="list-style-type: none"> <li>▪ an inefficient use of resources expended to date</li> <li>▪ reputational risk as commitments to the community are not followed through</li> <li>▪ financial risk as contracts with consultants are not adhered to, potentially resulting in Council needing to pay for work no longer required</li> <li>▪ not meeting certain statutory requirements</li> <li>▪ risk that projects are put on hold unnecessarily and then restarted later, creating delays to outputs.</li> </ul>

## **TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION**

The recommended option ensures Council staff continue progressing work already commenced, reduces reputational and financial risk and supports the relationship between Council and the community.

## **3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION**

Financial implications and budgetary provisions for the Policy and Planning work programme has previously been approved as part of the Annual Plan 2023-24 process. The Policy and Planning work programme is on Page 30 of the annual plan "Payment to staff and suppliers" \$8,551,000. This includes some budgets which no longer sit in the Policy and Planning group e.g., Community Development.

## **ĀPITI HANGA / ATTACHMENTS**

1. Planning and Policy 2023-24 work programme - A4460987 [↓](#) 

**Hōtaka Take Ōkawa / Compliance Schedule:**

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
  - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
  - b) Assess the options in terms of their advantages and disadvantages; and
  - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

<b>He Take Ōkawa / Compliance Requirement</b>	<b>Aromatawai Kaimahi / Staff Assessment</b>
State the level of significance (high or low) of the issue or proposal as determined by the <a href="#">Council's Significance and Engagement Policy</a>	Due to the operational nature of this report, the level of significance for the Policy and Planning work programme is low. Individual projects may have a different level of significance and have been / will be discussed in decision reports to Council.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Many of the projects undertaken by the Policy and Planning Group are statutory requirements under various pieces of legislation including but not limited to: <ul style="list-style-type: none"> <li>• Local Government Act 2002</li> <li>• Resource Management Act 1991</li> </ul> The Policy and Planning work programme supports all community outcomes as stated in the LTP and aligns with Councils policies.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	The recommendation in this report has District wide relevance. However, individual projects in the work programme have had direct input from community boards during the policy making process that Council uses to develop and implement policy.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.  State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	Due to the operational nature of this report, Māori have not been given an opportunity to contribute to the decision of this report.  However, individual projects will have implications for Māori. Specific partnership and engagement plans are developed for each individual project.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Due to the operational nature of this report affected or interested parties have not been identified.  However, individual projects will have implications for Māori. Specific partnership and engagement plans are developed for each individual project.



State the financial implications and where budgetary provisions have been made to support this decision.	Financial implications and budgetary provisions for the Policy and Planning work programme has previously been approved as part of the Annual Plan 2023-24 process.
Chief Financial Officer review.	The Chief Financial Officer has reviewed this report.






2023 - 24 Planning and Policy Group Work Programme

The **Planning & Policy Group** is made up of three departments:






- **Strategy and Policy (SP):** Responsible for developing and implementing strategies, policies, and bylaws.
- **Integrated Planning (IP):** Responsible for the district plan, growth planning and placemaking, and reserve management plans.
- **Climate Action & Resilience (CR):** Responsible for mitigation and adaptation to the effects of climate change on the Council and the communities of the Far North.






The following table outlines the work programme for each department for the current financial year 1 July 2023 to 30 June 2024. This is in addition to other business as usual tasks that the group does, such as inputting into central government reform (e.g., 3 waters, RMA, LGA) and providing advice and support to the wider organisation. As we progress closer to the end of the financial year, we will start showing upcoming projects in the next financial year period.









Status Key










-  on target to complete project
-  at risk of not completing on time
-  will not meet dates without major interventions and / or decision by [Council](#)

**Work in Progress**

Project	Status	Upcoming Elected Member Touchpoint	Current Stage / Commentary	Target Completion Date	LEAD
Proposed District Plan		19 October Council Meeting	Agenda item to seek confirmation over whether it will be a fully independent hearing panel or include elected members and if the hearing panel will only have recommendation delegation. Further submissions closed 4 September 2023. Data entry of those submissions to be finished by end of November.	Later half of 2025	IP
Kerikeri / Waipapa Spatial Plan		19 October Council Meeting	October Council agenda item to seek approval to go out for public engagement in November 2023 on the themes. Finalising themes with Hapu Ropu Group in September. Meeting is being arranged with Critical Friends e.g Our Kerikeri to keep them informed of the project progress and next steps.	End of 2024	IP
District Wide Spatial Strategy		1 Nov Te Kuaka then 16 Nov Council Meeting	Council workshop 5 September to discuss the project. Project has not commenced. November Council agenda item to seek approval to proceed with this proposed project.	End of 2025	IP
Taipa Placemaking		22 September Hui with Taipa School students	Hui with Taipa School in September for them to present their concept plan. Andy Finch was project leading but has now handed over to the Growth Planning & Place making team	End of 2024	IP
Oruru Valley Project		Long Term Plan budget	Staff are determining which option provided by the consultant to undertake as it has implications for the LTP if certain options are progressed. This informs the wider plan change to identify all significant cultural heritage across the district in partnership with tangata whenua.	End of 2024 but dependent on what option is chosen	IP

Project	Status	Upcoming Elected Member Touchpoint	Current Stage / Commentary	Target Completion Date	LEAD
Significant Indigenous Biodiversity Mapping		Long Term Plan budget	Have requested to be on the working party group for a regionally lead approach on giving effect to the new National Policy Statement on Indigenous Biodiversity. We have 5 years to notify a plan change from the time the NPS was gazetted (August 2023)	August 2028	IP
Consolidated Reserve Management Plan		Seek Community Boards (x3) recommendations to Council for resolution to finalise list of sites for inclusion in the CRMP and go out for engagement on the CRMP.	This is the bucket reserve management plan that will cover most reserves owned / managed by Council. Anything not covered by this will need a separate reserve management plan created for it.	July 2025	IP
Te Hiku Reserve Management Plan: Rangitoto Pa		Next touchpoint with EM's will be to start the RMP process once the CVA's have been received.	Awaiting Cultural Values Assessment to be provided by two hapu groups. This is not a timeframe we can control, the recommendations in the CVA could also be contentious. One of the report writers business recently burnt down which is further impacting on timeframes. Classification of the site has started.	July 2025	IP
Climate Change Public Education Programme		Long Term Plan budget	Commenced engagement with Enviro Schools and library services. Fourth term 2023 integration with existing library programme and specific climate action programme in term one 2024.	Ongoing	CR
Climate Change Governance		Te Kuaka Committee decision on Climate Change Policy October 2023	Currently finalising internal Climate Change Policy after external review. Climate Action Reference Group to be established September 2023 to implement policy going forwards.	Ongoing	CR

Project	Status	Upcoming Elected Member Touchpoint	Current Stage / Commentary	Target Completion Date	LEAD
Climate Change Adaption Programme		Long Term Plan budget	Finalising adaptation methodology and the community exposure and vulnerability analysis report. Adaptation programme to commence January 2024.	Ongoing	CR
Open Space Strategy		Te Kuaka Committee decision on Te Ao Māori governance and participation framework	Design stage: Engagement planning underway. District profile of open space underway.	December 2025	SP
Infrastructure Strategy		Presented along with Long Term Plan draft document	Design stage: Statutory requirement as part of LTP. Review of previous strategy completed.	October 2024	SP
Parking Strategy			Design stage: Council decision to develop strategy 03 August 2023 Parking occupancy study underway.	July 2025	SP
Art, Culture and Heritage Strategy		Feb 2024 Council meeting	Design stage: Draft completed. Under peer review. Te Reo Māori translations underway. Draft to be shared via Te Huinga for elected member feedback before adoption in February	March 2024	SP
Regional Accessibility Strategy		Feb 2024 Council meeting	Design stage: Working group established and workshops completed. Writing of draft document underway. Draft planned to be presented to Northland Forward Together Forum by end of 2023.	July 2025	SP
Community Facilities/Social Infrastructure Strategic Planning		Feb 2024 Council meeting	Research stage: Research report underway.	December 2025	SP
Housing Strategy		Elected member workshop	Research stage: Draft research report completed. Internal review underway. Workshop with elected members planned for December. Options report planned to be presented to December Council meeting	December 2026	SP

Project	Status	Upcoming Elected Member Touchpoint	Current Stage / Commentary	Target Completion Date	LEAD
Regional Economic Development Strategy		19 October Council meeting	Design Stage: Draft strategy completed. Awaiting decision for endorsement from Joint Regional Economic Development Committee in November	December 2024	SP
Trees and Vegetation Policy		07 December Council meeting	Research stage: Draft research report completed. Awaiting peer review.	December 2025	SP
Development Contributions Policy		16 November Council meeting	Research Stage: Workshop held with Elected Members 07 August. Report due to 16 November Council meeting	Ongoing	SP
Community Board Funding Policies		08 November Combined Community Board Workshop	Research stage: Review underway. Staff issues and opportunities workshops complete.	July 2024	SP
Solid Waste Strategy			Project on hold due to conflict of interest risk and consultation risks arising from procurement of waste services project. Project will resume in June 2024.	Dec 2024	SP
Alcohol Control Bylaw		16 November Council meeting	Research stage: Bylaw must be reviewed by 13 December 2023. Stakeholder engagement and data received from NZ Police and Te Whatu Ora. Research report due 16 November Council meeting.	July 2024	SP
Road Use Bylaw – Vehicles on Beaches Bylaw		16 November Council meeting	Design stage: Engagement with identified communities completed. Drafting of recommendations report underway.	December 2023	SP
Maritime Facilities and Mooring Charges Bylaw		Oral submissions	Consult stage: Consultation underway – submissions close 28 November 2023.	March 2024	SP
Animals Bylaw		February 2024 Council meeting	Design stage: Drafting of bylaw underway. Draft bylaw and proposal for consultation due February 2024	May 2024	SP

### Upcoming Work

Project	Target Start Date	Current Stage / Commentary	LEAD
Russell Placemaking	February 2024	Workshopped with Elected Members 5 September advising the placemaking programme. Has been prioritised due to previous commitment by Council to undertake this work, which included dedicated community board funding.	IP
Kaikohe-Hokianga Reserve Management Plan	September 2023	Seeking recommendation in September from KHCB which site to progress an RMP for. RMP process will commence once a priority site has been recommended by the Community Board.	IP
Bay of Islands-Whangaroa: Reserve Management Plan	September 2023	Seeking recommendation in September from BOIWCBC which site to progress an RMP for. RMP process will commence once a priority site has been recommended by the Community Board.	IP
Kerikeri / Waipapa Placemaking	July 2024	Workshopped with Elected Members 5 September advising the placemaking programme. Will be informed by the Kerikeri / Waipapa spatial plan work, which it needs to integrate with.	IP
Smokefree Policy	January 2024		SP
Community Halls Strategy and Policy	January 2024	Priority for community boards and a community facilities strategy workstream	SP
Local Alcohol Policy	January 2024	Recent legislative changes have removed the ability for appeals on policy content. Support from community and stakeholders.	SP
Cemeteries Policy and Bylaw	January 2024	Legislation under review. Bylaw made in 1990. No legislative requirement for review. Burial and crematorium processes have changed since 1990.	SP
Freedom Camping	January 2024	Legislation has changed. Camping in public places policy not compliant with new legislation. Survey conducted over summer but affected by poor weather.	SP
Land Drainage Bylaw	May 2024	Review due by October 2024.	SP
Earthworks Bylaw	May 2024	Review due by October 2024. The intention is to revoke it and replace it with rules in the new District Plan.	SP

**6.5 ALCOHOL CONTROL BYLAW - OPTIONS REPORT****File Number:** A4418457**Author:** Donald Sheppard, Policy Advisor**Authoriser:** Roger Ackers, Group Manager - Planning & Policy**TAKE PŪRONGO / PURPOSE OF THE REPORT**

To seek approval to continue the Alcohol Control Bylaw without amendment. Any amendments of the Alcohol Control Areas are excluded from this decision.

**WHAKARĀPOOTO MATUA / EXECUTIVE SUMMARY**

- The Alcohol Control Bylaw (the Bylaw) is due for review by 13 December 2023.
- The Bylaw has been effective in regulating people's behaviour to address identified problems of crime, disorder and incidents of harm relating to the consumption, bringing in, and/or possession of alcohol in public places in the Far North District.
- A bylaw is the most appropriate way of addressing these problems.
- The Bylaw is in the most appropriate form.
- Any implications on peoples' rights associated with the Bylaw are justified in accordance with the New Zealand Bill of Rights Act 1990.
- Council staff are satisfied that the level of crime or disorder relating to alcohol consumption that was experienced before the Bylaw was made is likely to return to the area if the Bylaw does not continue.
- The Bylaw should continue without amendment.
- Section 160(3) of the Local Government Act 2002 requires public consultation following a bylaw review.
- Further evidence and review of the Alcohol Control Areas will take place in 2024.

**TŪTOHUNGA / RECOMMENDATION**

**That the Council:**

- a) **agrees, under section 155(1) of the Local Government Act 2002, the Alcohol Control Bylaw 2018 is the most appropriate way of addressing the problems of crime, disorder and incidents of harm relating to the consumption, bringing in, and/or possession of alcohol in public places in the Far North District**
- b) **agrees, under section 155(2) of the Local Government Act 2002, the Alcohol Control Bylaw 2018:**
  - i) **is the most appropriate form of bylaw**
  - ii) **any implications on peoples' rights associated with the Bylaw are justified under the New Zealand Bill of Rights Act 1990**
- c) **is satisfied, under section 147A(2) of the Local Government Act 2002, that the level of crime or disorder experienced before the Bylaw was made (being crime or disorder that can be shown to have been caused or made worse by alcohol consumption in the area concerned) is likely to return to the area to which the bylaw is intended to apply if the bylaw does not continue**
- d) **agrees, under section 160(3)(b)(ii) of the Local Government Act 2002, to consult on continuing the Alcohol Control Bylaw without amendment in a manner that gives effect to the requirements of section 82 of the Local Government Act 2002**
- e) **approves the Alcohol Control Bylaw proposal including the Bylaw, in attachments two and three, to be made publicly available for the purpose of the consultation**

- f) **agrees the period for making written submissions on the proposal will be a minimum of 4 weeks**
- g) **delegates authority to the Mayor to decide on the date of oral presentation/s of submissions**
- h) **directs Council staff to make all necessary logistical arrangements for people's oral submissions to be heard in person in the Council Chambers or online via Microsoft Teams on the date decided by the Mayor**
- i) **authorises the Chief Executive to make minor changes to the Alcohol Control Bylaw proposal to correct grammatical or spelling errors, or formatting**
- j) **notes that a review of the alcohol control areas covered by the Alcohol Control Bylaw will commence in Q1 2024**

## 1) TĀHUHU KŌRERO / BACKGROUND

The Bylaw was made on 13 December 2018 under section 147 of the Local Government Act 2002.

The Bylaw is due for review by 13 December 2023.

Under section 155 of the Local Government Act 2002, in reviewing the Bylaw the Council is now required to consider whether:

1. a bylaw is the most appropriate way of addressing the perceived problem, and, if so:
2. the Bylaw is the most appropriate form of bylaw, and
3. the Bylaw gives rise to any implications under the New Zealand Bill of Rights Act 1990.

In addition, if Council decides to continue the Bylaw without amendment, under section 147A(2) of the Local Government Act 2002, Council must be satisfied that the level of crime or disorder relating to alcohol consumption that was experienced before the Bylaw was made is likely to return to the area if the Bylaw does not continue.

The research report for the review is included as Attachment 1. A summary of the research report is provided below.

## 2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

### Problem to be addressed

The problem addressed by the Bylaw is stated in the Proposal for the Bylaw from September 2018:

"The consumption of alcohol in public places and the bringing and possession of alcohol onto public places encourages **crime, disorder, and incidents of alcohol-related harm**. Alcohol-related harm through the consumption of alcohol in public places can include:

- damage to private property or public assets
- aggressive, intimidating, or offensive behaviour towards others
- public disorder/nuisance behaviour such as fighting
- nuisance issues through noisy and disruptive behaviour.

A review of RFS data, and feedback from the Police, Te Whatu Ora (Ngā Tai Ora – Public Health Northland), and Council's Environmental Health Compliance team has not identified any other problems relating to the consumption of alcohol in public places.

### How the Bylaw works

The Bylaw allows the Council to establish temporary or permanent alcohol control areas in designated public places throughout the Far North District. Alcohol bans apply within these areas to control the consumption, bringing in and possession of alcohol including alcohol that is present or consumed in vehicles. The Bylaw does not apply to licensed premises or private residences.



However, the definition of public places is broad and includes some private properties that are open to the public. The Bylaw's potential reach therefore extends to diverse places such as supermarket carparks, private schoolgrounds, conservation reserves and unlicensed club or community venues.

Currently, there are 23 permanent alcohol control areas in the district where alcohol bans apply (either all year or during the Christmas holiday period): Ahipara, Coopers Beach Reserve, Haruru Falls, Hihi, Kaeo, Kaikohe, Kaitaia, Kawakawa, Kerikeri, Kohukohu, Lily Pond, Moerewa, Okaihau, Omapere, Opononi, Paihia, Pukenui, Rawene, Russell, Taipa, Taupo Bay, Tokerau Beach, and Waipapa.

### **Review of alcohol control areas**

Early engagement with staff, the Police, and Te Whatu Ora indicates that further review of the current alcohol control areas is necessary. However, more evidence is required before commencing this review. These areas were made by Council resolutions under sections 151 and 147B of the Local Government Act 2002. These resolutions are separate from the Bylaw itself and do not need to be addressed in this Bylaw review. NB. Assuming the Bylaw will continue, a separate review of the 23 alcohol control areas will be conducted in 2024 to allow time for the required evidence to be collected.

### **Enforcement of the Bylaw**

The Bylaw is enforced solely by the Police who have powers to:

- search peoples' vehicles, bags, and packages etc. for alcohol
- seize and remove any alcohol
- ask offenders to leave an alcohol control area
- arrest those who commit offences or refuse to comply with police requests.

### **Effectiveness of the Bylaw**

The Bylaw has been effective in regulating peoples' behaviour to address problems of alcohol-related crime and disorder and incidents of harm in public places in the Far North.

The Bylaw is also a more flexible and efficient regulatory tool than the Summary Offences Act 1981 for the Police to enforce, as it helps the Police proactively deal with alcohol-related problems before they escalate and involves less Police time and resources.

Therefore, the Bylaw is still the most appropriate way of addressing these problems.

### **Form of the Bylaw**

The form of the Bylaw is the most appropriate form because:

- it deals with the identified problems and the objective it is intended to achieve
- it is 'certain' as its language is clear and it follows modern plain English legal drafting standards, meaning it is readily understandable by the public
- it is enforceable
- it can be implemented and administered effectively and efficiently
- it complies with all relevant laws and legislation
- its benefits outweigh its costs.

### **Option One: Do nothing – let the Bylaw lapse in December 2025**

*The Bylaw review date of 13 December will be missed. The Bylaw will still apply for two more years and will then revoke on 13 December 2025. Public consultation is not required regarding this Option.*

### **Advantages:**

- no costs involved for community consultation and implementation
- until 13 December 2025, when the Bylaw will revoke, the Bylaw will:

- address serious problems relating to crime and disorder and incidents of harm associated with alcohol in public places
- support the community outcome of '*Communities that are healthy, safe, connected and sustainable*'
- target areas where high levels of alcohol-related crime and disorder have occurred
- provide the Police with enforcement powers:
  - to prevent alcohol-related problems escalating
  - that are quick and instant to apply
  - that are discretionary
  - that are less time consuming and easier to apply than charging offenders under the Summary Offences Act 1981

**Disadvantages:**

- after 13 December 2025 the Bylaw will no longer apply:
  - the alcohol control areas in the district will lapse
  - the community outcome of healthy, safe, connected, and sustainable communities will not be supported
  - the Police will not be able to readily act to prevent alcohol-related problems before they escalate; they will not have quick and instant powers to deal with these problems; and their discretion to act (or not act) will be reduced
  - levels of crime and disorder due to alcohol consumption are likely to return to levels before the Bylaw applied
  - the expectations of key stakeholders, such as the Police and Te Whatu Ora (Ngā Tai Ora – Public Health Northland) to have an effective regulatory tool, will not be met
- given the benefits of the Bylaw, staff resources and time may be required to make a new Bylaw before the current Bylaw revokes
- the public may question the decision to revoke the Bylaw, as the review indicates it is an effective regulatory tool.

Revised recommendation if Option 1 is preferred by Council:

- That the Council agrees not to review the Alcohol Control Bylaw 2018.

**Option Two: The Bylaw continues without amendment (recommended Option)**

*The Bylaw will continue as is. This decision is subject to public consultation which will take place in 2023. The alcohol control areas established by the Bylaw will be reviewed separately commencing in early 2024.*

**Advantages:**

- the Bylaw addresses serious problems relating to crime, disorder and incidents of harm associated with alcohol in public places
- it supports the community outcome of '*Communities that are healthy, safe, connected and sustainable*'
- it targets areas where high levels of alcohol-related crime and disorder have occurred
- it provides the Police with enforcement powers:
  - to prevent alcohol-related problems escalating
  - that are quick and instant to apply

- that are discretionary
- that are less time consuming and easier to apply than charging offenders under the Summary Offences Act 1981
- continuing the Bylaw is strongly supported by the Police and Te Whatu Ora (Ngā Tai Ora – Public Health Northland)
- the Bylaw will not need to be reviewed again until December 2033.

**Disadvantages:**

- the costs involved for community consultation and implementation (minimal)

**Requirement for public consultation**

If Council accepts this recommended Option, public consultation will be required, as Council is required to consult after deciding that a bylaw should continue without amendment.

**Details of public consultation**

Assuming the decision is made to continue the Bylaw without amendment, the consultation process will meet the requirements of section 82 of the Local Government Act 2002 by:

- providing the opportunity for people to give their views on the proposal, from 20 November to 18 December 2023 (a 4-week period)
- conducting hearings of oral presentations of submissions at a Council meeting in 2024.

**Legal requirements for public consultation**

Continuing the Alcohol Control Bylaw with or without amendment is not a significant decision under the Council's Significance and Engagement Policy. Therefore, section 160(3)(b)(ii) of the Local Government Act 2002 requires the Council to consult in a manner that meets the requirements of section 82 of the Local Government Act 2002. This includes:

- giving submitters information in a manner and format that is appropriate
- encouraging people to give their views and have a reasonable opportunity to present those views in either a written or verbal manner
- being clear about the purpose of the consultation and the scope of the decisions to be taken.

Section 160(4) of the Local Government Act 2002 requires, for consultation purposes, the Council to make publicly available:

- a copy of the bylaw to be continued
- the reasons for the proposal
- a report of any relevant determinations by the local authority under section 155 of the Local Government Act 2002.

Attachment 2 is the proposal document and attachment 3 is a copy of the Bylaw to be continued.

**Consultation period**

Section 82 of the Local Government Act 2002 does not stipulate a minimum length of time for consultation, however a consultation period of at least four weeks is considered best practice. Therefore, consultation is planned to open on 20 November 2023 and close on 18 December 2023, a period of four weeks.

**Oral submissions**

It is likely some people will want to make an oral presentation of their views on continuing the Bylaw directly to elected members. The planned date for Council to hear these oral submissions is the first Council meeting in 2024 (not yet scheduled).

**TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION**

The bylaw is still the most appropriate way of addressing the problems with crime, disorder and incidents of alcohol-related harm relating to the consumption, bringing in and possession of alcohol in public places.

The form of the Bylaw is the most appropriate form.

The Bylaw may potentially have implications on peoples' rights to freedom of peaceful assembly, freedom of movement, and to be secure against unreasonable search or seizure. The Bylaw limits these rights only to the extent they create actual or potential crime, disorder and/or incidents of alcohol-related harm in public places. Therefore, any limitations on these rights are justified in accordance with the New Zealand Bill of Rights Act 1990 as reasonable limits in a free and democratic society. If Council resolves that the Bylaw should be amended, a further assessment of Bill of Rights implications would be made for the revised Bylaw.

**3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION**

The costs of continuing the Bylaw without amendment, including any costs associated with public consultation (expected to be less than \$1000), will come from within existing budgets.

**ĀPITIHINGA / ATTACHMENTS**

1. **Research Report - Alcohol Control Bylaw - A4459732** [↓](#) 
2. **Proposal - to Continue the Alcohol Control Bylaw - A4459801** [↓](#) 
3. **Alcohol-control-bylaw-2018 - A4459809** [↓](#) 

**Hōtaka Take Ōkawa / Compliance Schedule:**

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
  - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
  - b) Assess the options in terms of their advantages and disadvantages; and
  - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

<b>He Take Ōkawa / Compliance Requirement</b>	<b>Aromatawai Kaimahi / Staff Assessment</b>
State the level of significance (high or low) of the issue or proposal as determined by the <a href="#">Council's Significance and Engagement Policy</a>	<p>While the Bylaw covers the serious problem of alcohol-related crime, disorder and incidents of harm in public places in the district, under Council's Significance and Engagement Policy it is not an area of high significance, as it:</p> <ul style="list-style-type: none"> <li>• does not involve the transfer of ownership or control of a strategic asset or other important asset</li> <li>• is not inconsistent with current Council policies.</li> </ul>
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	<p>The relevant community outcome from the Long-Term Plan is '<i>Communities that are healthy, safe, connected and sustainable</i>'.</p> <p>Requirements to review the Bylaw are covered by section 155 of the Local Government Act 2002.</p> <p>Section 147 of the Local Government Act 2002 authorises the Council to make a bylaw for alcohol control purposes, while sections 169 and 170 of this Act describe the powers for the Police to enforce the Bylaw.</p>
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	<p>As a district-wide matter, it is outside the delegations of Community Boards to provide their views on the continuation of the Bylaw. However, when the alcohol control areas are reviewed (as a separate later exercise), the views of the Community Boards will be essential.</p>
<p>State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.</p> <p>State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.</p>	<p>The Bylaw does not consider the relationship of Māori to land, water, sites, wāhi tapu, valued flora and fauna and other taonga as it does not "significantly affect land or a body of water" as covered by section 60A of the Act.</p> <p>However, as crime, disorder, and incidents of alcohol-related harm in public places may disproportionately affect Māori, the views of Māori are essential. The views of iwi and hapū will be integral when the alcohol control areas are reviewed.</p>

Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	<p>There are two main groups of persons likely to be affected by the Bylaw and its provisions:</p> <p>1) <b>The general public</b> – as discussed in the research report (see Appendix 1) the public can be negatively affected by crime and disorder in public places e.g. feeling intimidated or threatened by intoxicated individuals, having their property damaged, and/or not enjoying being in these public places</p> <p>2) <b>Those consuming alcohol in public</b> – the Bylaw puts in place controls on the consumption of alcohol in public in alcohol control areas. If someone is peacefully enjoying a drink in these areas, the Police have the discretion to ignore these people. However, the Police have a range of powers to address offenders whose behaviour is intimidating, aggressive or anti-social. The Research report examines how the rights of these people may be affected by the Human Rights Act 1990, and how the limits applied by the Bylaw are reasonable in regard to these rights.</p>
State the financial implications and where budgetary provisions have been made to support this decision.	The costs of continuing the Bylaw without amendment, including any costs associated with public consultation, will come from within existing budgets.
Chief Financial Officer review.	The Chief Financial Officer has reviewed this report.



**HE ARA TĀMATA**  
**CREATING GREAT PLACES**  
*Supporting our people*

## Research Report

### Research for Alcohol Control Bylaw Review

#### 1 Purpose

To describe and discuss research for the Alcohol Control Bylaw review.

#### 2 Context and Situation

##### 2.1 Introduction

Alcohol plays a large role in New Zealanders' lives. New Zealand Police estimate that one-third of all Police apprehensions involve alcohol and half of serious violent crimes are related to alcohol<sup>1</sup>.

Nationally, alcohol consumption per head has declined slightly from 10.1 litres of pure alcohol annually in 2008, to 9.1 litres in 2022<sup>2</sup>. However, proportionately more alcohol is being consumed outside of licensed premises - 70% in 2018 compared with 59% in 1980<sup>3</sup>. This is relevant for the Alcohol Control Bylaw which relates to the consumption of alcohol in public places excluding on-license premises.

There is a lack of data regarding alcohol consumption at the Far North District level; however, from Manatū Hauora/Ministry of Health statistics<sup>4</sup> for Northland, in the period from 2017 to 2020:

- 83% of Northlanders had consumed alcohol in the past year
- 22% were classified as hazardous drinkers based on the Alcohol Use Disorders Identification Test (AUDIT).

At the national level, Manatū Hauora/Ministry of Health statistics<sup>2</sup> for 2021 showed that the 18-to-24 age group includes a higher proportion of hazardous drinkers (31%). However, a study on adolescent health and wellbeing reported a decrease in harmful binge drinking in the last month amongst secondary school students, from 42% in 2001 to 22% in 2019<sup>5</sup>.

##### 2.2 Bylaw review

The Council's Alcohol Control Bylaw (the Bylaw) came into force on 13 December 2018 replacing the previous Public Places Liquor Control Bylaw 2003. The Bylaw was made under section 147 of the Local Government Act 2002 (the Act).

Under section 158 of the Act, the Bylaw is due for review by 13 December 2023. If it is not reviewed by this date, its provisions will still apply for two years and then will automatically revoke on 13 December 2025.

Under section 155 of the Act, in reviewing the Bylaw the Council is now required to consider whether a bylaw is the most appropriate way of addressing the perceived problem.

<sup>1</sup> Source: Manatū Hauora/Ministry of Health. <https://www.health.govt.nz/system/files/documents/publications/alcohol-factsheets.pdf>

<sup>2</sup> Source: Stats NZ - alcohol available is calculated from production for domestic consumption, plus imports, less exports

<sup>3</sup> Source: M.E Consulting. 2018. *New Zealand alcohol supply and demand structures*. Research report for Health Promotion Agency

<sup>4</sup> Source: [Manatū Hauora/Ministry of Health. https://minhealthnz.shinyapps.io/nz-health-survey-2017-20-regional-update/](https://minhealthnz.shinyapps.io/nz-health-survey-2017-20-regional-update/).

<sup>5</sup> Source: Fleming T, Ball J, Bavin L, Rivera-Rodriguez C, Peiris-John R, Crengle S, et al. 2022. "Mixed progress in adolescent health and wellbeing in Aotearoa New Zealand 2001–2019: A population overview from the Youth 2000 survey series". *Journal of the Royal Society of New Zealand*, 52:4. <https://doi.org/10.1080/03036758.2022.2072349>



If a bylaw is determined to be the most appropriate way of addressing the problem, Council must decide whether:

- the Bylaw is the most appropriate form of bylaw
- the Bylaw gives rise to any implications under the New Zealand Bill of Rights Act 1990.

### 3 Problem definition

#### 3.1 Problem addressed by the Bylaw

The original problem<sup>6</sup> addressed by the Bylaw was stated as:

“The consumption of alcohol in public places and the bringing and possession of alcohol onto public places **encourages crime and disorder** and incidents of **alcohol-related harm**”. Alcohol-related harm through the consumption of alcohol in public places can include:

- damage to private property or public assets
- aggressive, intimidating or offensive behaviour towards others
- public disorder/nuisance behaviour such as fighting
- nuisance issues through noisy and disruptive behaviour.”

The purpose of the Bylaw as stated in clause 4 reflects the above problem: “to provide for the prohibition and control of the consumption or possession of alcohol in public places (including vehicles in public places) to reduce alcohol-related harm”. This purpose also reflects Council’s community outcome of “communities that are healthy, safe, connected and sustainable”.

#### 3.2 Other problems relating to alcohol in public places not currently addressed by the Bylaw or by legislation

A review of RFS data, and feedback from Council’s Environmental Health Compliance team, the Police and Te Whatu Ora (Ngā Tai Ora – Public Health Northland) has not identified any other problems in the district relating to the consumption, bringing in, and/or possession of alcohol in public places that are not currently controlled or addressed by the Bylaw.

#### 3.3 Scope

##### In scope

Crime and disorder and alcohol-related harm relating to people consuming, bringing in, and/or possessing alcohol in **public places** in the Far North District which are a function of Council to control and for the police to enforce.

The Act defines a public place as: “a **place that is open to or is being used by the public**, whether free or on payment of a charge, and whether any owner or occupier of the place is lawfully entitled to exclude or eject any person from it”. This definition is broad, and, for example, may include supermarket carparks, sportsgrounds, school playgrounds, beaches, and Department of Conservation reserves. Also included is some private property that is open to or being used by the public, such as accessways over private land.

The Act also applies to alcohol that is present or consumed in vehicles within an alcohol control area.

##### Out of scope

Licensed premises are not covered by the Bylaw as they are covered by liquor licensing regulations. This means that bars, restaurants and club venues that have been issued a licence to serve alcohol fall outside the scope of the Bylaw, even where their seating extends into the public realm (provided their licence allows for this).

Private residences are not covered by the Bylaw as they are not public places.

The Act does not prohibit, regulate, or control, the transport of alcohol in unopened containers from and to premises next to public places.

An alcohol control bylaw cannot impose a ‘blanket ban’ on alcohol consumption in all public places in the district. Evidence of a high level of alcohol-related crime and disorder in a particular area is required before declaring the area is an alcohol control area.

<sup>6</sup> Source: [Statement of Proposal - Alcohol Control Bylaw 2018](#)

### 3.4 Council's role relating to the consumption, bringing in, and/or possession of alcohol in public places

#### 3.4.1 Local Government Act 2002

Council can make a bylaw under section 147A of the Act (*Power to make bylaws for alcohol control purposes*) to regulate the consumption, bringing in, and/or possession of alcohol in specified public places (alcohol control areas) either generally or for limited periods such as during a holiday period.

By resolution under section 147B of the Act the Council can designate specific public places as alcohol control areas where alcohol bans apply. These resolutions are permitted under section 151(2) of the Act.

NB. Council does not enforce the Bylaw – under sections 169 and 170 of the Act this is the role of the Police.

#### 3.4.2 Supporting the Police to enforce the Bylaw

Council supports the Police in several ways, such as:

- conducting research to understand the level of crime or disorder caused or made worse by alcohol consumption in the district in order to establish alcohol control areas
- by resolution, designating local areas as temporary or permanent alcohol control areas
- erecting and maintaining signs to inform the public of these alcohol control areas
- educating the public about the rules applying to alcohol control areas, for example through media releases, brochures and posters, and information on the Council website.

### 3.5 Police role relating to the consumption, bringing in, and/or possession of alcohol in public places

#### 3.5.1 Enforcing the Bylaw

Under sections 169 and 170 of the Act only constables (New Zealand Police Officers) can take enforcement action under alcohol control bylaws. Constables have powers of arrest, search and seizure under the Act and can ask someone to leave an alcohol control area and/or pour out alcohol from open alcohol container/s in their possession.

Police constables have complete discretion whether or not to enforce the Bylaw. This means constables are not obliged to enforce the Bylaw if they witness alcohol consumption in an alcohol control area which they do not consider involves actual or potential alcohol-related crime and disorder.

Under the Local Government (Alcohol Ban Breaches) Regulations 2013, constables can issue infringement notices to offenders who breach an alcohol ban with a fine of \$250.

#### 3.5.2 Summary Offences Act 1981

Alternatively, the Police can use the provisions of the Summary Offences Act to address offences associated with alcohol consumption in public places including disorderly conduct, public nuisance, and underage drinking.

While the Summary Offences Act gives police powers to address the above offences, it provides limited powers for the Police to proactively stop alcohol-related problems in these places before they start. Also, arresting and processing offenders under this Act involves more Police time and resources compared with issuing fines or warnings under local alcohol control bylaws.

### 3.6 Department of Conservation (DOC) role under the Northland Reserves Bylaw 2007

Normally activities on DOC reserves are outside Council's jurisdiction. However, given the broad definition of public places in section 147 of the Act (see section 3.3), alcohol control areas may include DOC reserves. In these cases, the Police may enforce the Bylaw on these reserves.

A possible source of confusion is DOC's Northland Reserves Bylaw 2007. Schedule 1, part 4 of this bylaw says that a DOC ranger may ask a person who is disorderly or intoxicated in a reserve to leave the reserve and surrender any alcohol in their possession. However, only three reserves<sup>7</sup> in the Far North are covered by this Bylaw, and

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<sup>7</sup> The three reserves covered by the Northland Reserves Bylaw 2007 are Maitai Bay Recreation Reserve, Rangikapiti Pa Historic Reserve, and Taumarumaru Recreation Reserve.

these reserves are not located in the current alcohol control areas in the Far North. Therefore, the Northland Reserves Bylaw has no impact on the current Alcohol Control Bylaw.

## 4 Review of the Bylaw

### 4.1 Does the problem identified in 2018 still exist?

Since controls were put in place, there has been a reduction in alcohol-related crime, disorder and harm in the alcohol control areas, as discussed in section 4.3. However, while this problem has reduced, it has not gone away. The Police, Te Whatu Ora (Ngā Tai Ora – Public Health Northland), and Council's Environmental Health Monitoring team confirms that this problem still exists in the Far North.

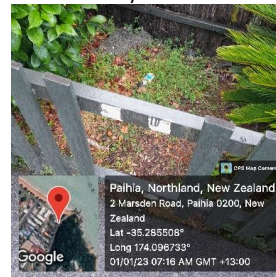
This is supported by date-stamped and geo-located photographic evidence in the Far North collected by Te Whatu Ora (Ngā Tai Ora – Public Health Northland) of litter such as discarded alcohol bottles, cans, and drug-related paraphernalia, as well as graffiti and vandalism close to where this litter was photographed. These photos are described by Te Whatu Ora as evidence of 'antisocial behaviour'.

A small sample from hundreds of recent photographs around the district illustrates this evidence:

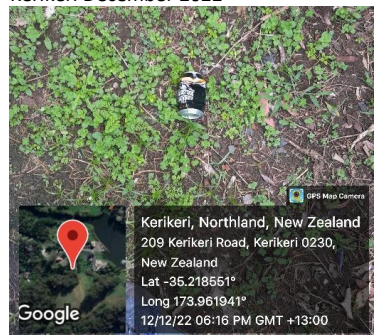
Kaitiāia August 2023



Paihia January 2023



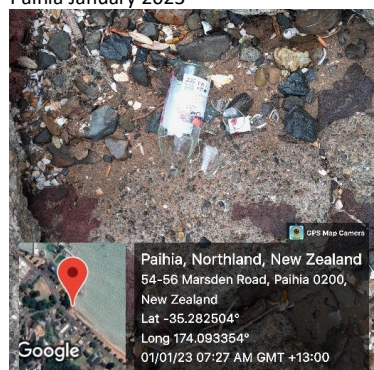
Kerikeri December 2022



Kaikohe October 2023



Paihia January 2023

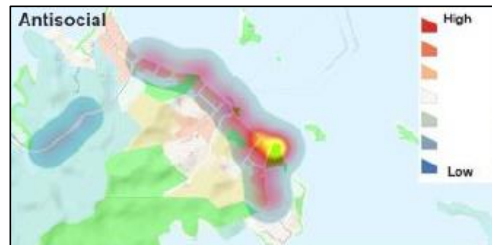


Waitangi October 2023



The heat map below shows the level of photographic evidence of antisocial behaviour collected in Paihia and the surrounding area based on over 1,400 photos. This was prepared by Te Whatu Ora for an appeal against a liquor licence being granted in Paihia.

Figure 1: Heatmap showing Evidence of Alcohol-related Antisocial Behaviour in Paihia/Haruru Falls 2023



#### 4.2 Effectiveness of the Bylaw

##### Sources of evidence

Feedback on the effectiveness of the Bylaw was provided by the Police (Mid/Far North Area)<sup>8</sup> and Te Whatu Ora (Ngā Tai Ora – Public Health Northland)<sup>9</sup>.

NB. Police evidence is anecdotal (as it was in 2018 when the Bylaw was made) rather than based on reports of police callouts and offenders charged etc. This is because Police actions to enforce the Bylaw often go unreported as they can be as simple as speaking to the offender/s concerned and asking them to tip out their alcohol and dispose of empty bottles/cans in a bin. Nevertheless, this evidence is grounded in the Police experience of enforcing the Bylaw and is considered high quality evidence of the effectiveness of the Bylaw.

##### Feedback from the Police (Mid/Far North Area)

Feedback from early engagement with the Police is that the Bylaw is perceived to be effective in reducing alcohol-related harm for the following reasons:

- Alcohol Bans authorised by the Bylaw allow the Police to intervene early to prevent undesirable behaviours and offending
- Alcohol Ban areas deter the consumption of alcohol, which decreases disorder, fighting and other violence in these areas
- the desire to “hang around” has diminished since the control areas have been in effect, improving the safety of all members of the community
- the Alcohol Bans have reduced calls for service by the Police
- the Bylaw has assisted Police to disperse gatherings in “usual” gathering spaces in the Far North through proactive enforcement
- the continued implementation of the Bylaw provides Police with the most appropriate approach to deal with consumption of alcohol in public places in the Far North, as it gives Police the authorised tools to be flexible and use discretion.

##### Feedback from Te Whatu Ora (Ngā Tai Ora – Public Health Northland)

Feedback from early engagement with Te Whatu Ora is that the Bylaw is effective, as it gives the Police enforcement powers to arrest, search and issue infringement fines. This is seen to assist with modifying behaviours and minimising the harm associated with consuming alcohol in public places.

#### 4.3 Would alcohol-related crime and disorder in alcohol control areas return to pre-Bylaw levels if the Bylaw did not exist?

Under section 147A(2) of the Act, in order for Council to decide that the Bylaw should continue without amendment, Council must be satisfied that the level of crime or disorder relating to alcohol consumption that was experienced before the Bylaw was made is likely to return to the area if the Bylaw does not continue.

<sup>8</sup> [Police Feedback - Alcohol Control Area Review \(A4416661\)](#)

<sup>9</sup> [Te Whatu Ora Alcohol Bylaw FNDC Submission \(A4415944\)](#)

We have no direct experience in the district of cancelling an alcohol control area, so we don't have solid proof of alcohol-related crime and disorder returning to previous levels after the Bylaw controls no longer applied.

However, evidence was provided by the Police in 2018 for 16 of the 23 alcohol control areas, that after alcohol controls were originally put in place in the period from 2003 to 2010, the level of alcohol-related crime and disorder dropped (see the following table). We can therefore infer that the controls do have an effect and taking them away would lead to an increase in alcohol-related crime and disorder. Both the Police and Te Whatu Ora (Ngā Tai Ora – Public Health Northland) have submitted that they believe crime and disorder would return to previous levels if the Bylaw ceased to apply.

*Table 1 – 2018 evidence of reduced crime and disorder in the alcohol control areas after controls were established.*

Alcohol control areas	Evidence of reduced crime and disorder in these areas after controls were established (comments made in 2018)
1 Ahipara	The Bylaw allowed police to take preventative action which reduced the likelihood of violence, fighting and assaults.
2 Coopers Beach Reserve	The area now sees nil to little alcohol consumption and disorderly behaviour.
4 Hihi	A safe area for the public. Areas of risk have been identified enabling police to act if required.
7 Kaitia	Alcohol-related offending has reduced.
8 Kawakawa	The alcohol ban has gone some way to prevent the migration of people with alcohol between licensed premises. The level of offending is not as severe, and serious injury assaults are now rare.
9 Kerikeri	The alcohol ban has improved both the visible wellbeing of the area and increased safety for all who use the area. The risk of violence and the need for a sustained police presence has reduced. People are less intimidated, especially at night. Serious injury assaults are now rare.
11 Lily Pond	Minimal calls to the police. The level of violence and harm is now reduced to be non-existent. The ban has a deterrent effect. There is no evidence of littering, and the area has a visibly safer feel.
12 Moerewa	The prevalence of alcohol consumption in public has reduced. The level of offending is not severe and serious and injury assaults are now rare.
14 Omapere	There is not the same mass blatant drinking in carparks and public areas.
15 Opononi	There is not the same mass blatant drinking in carparks and public areas.
16 Paihia	The attraction to 'hang around' in town and look for trouble has reduced. The liquor ban has helped control the migration of people with alcohol between licensed premises. The level of offending is not so severe and serious assaults are less frequent. Police are not required to patrol the CBD area with as much focus (activity has shifted to the Kings Road/Marsden Road area). Paihia is greatly improved as a place for entertainment.
18 Rawene	There is not the same mass blatant drinking in carparks and public areas. The community feels safer.
19 Russell	Reports of fights, assaults and property damage are the exception. There is a general improved perception of public safety.
20 Taipa	Currently the area is subject to little or no violence with minimal consumption of alcohol in the control area.
21 Taupo Bay	Reports of fights, assaults and property damage are the exception. The requirement for the area to have a significant police presence has diminished. The environment is safer for all in the area.
23 Waipapa	A reduction in alcohol related offending. Rarely do police encounter people breaching the Bylaw.



#### 4.4 Reviewing the alcohol control areas

It is proposed to review the alcohol control areas covered by the Bylaw separately from the Bylaw review in 2024, as more evidence is required to review these areas.

The alcohol control areas have not been reviewed since 2018, and early engagement indicates that review of the current alcohol control areas is necessary:

- the Police have noted that high levels of alcohol-related crime and disorder is occurring in some areas outside the current 23 alcohol control areas: for example, in Paihia on streets adjacent to the current control area and on the beach and lookout area
- Council's Environmental Health Compliance team has suggested new areas could be declared as alcohol control areas, such as Awanui, Cable Bay, Mangonui and Ohaewai subject to collecting evidence of alcohol-related crime and disorder in these areas
- photographic evidence collected by Te Whatu Ora (Ngā Tai Ora – Public Health Northland) has pinpointed problem areas outside the current alcohol control areas including service lanes and local playgrounds adjacent to supermarkets.

NB. While this early feedback suggests a need to extend the current areas, this is not a given. Indeed, elected members may decide that some areas should no longer be classified as alcohol control areas; or their geographical boundaries and/or operational times should be reduced.

As the resolutions making the alcohol areas are separate from the Bylaw itself, it is not necessary to review these resolutions (and the alcohol control areas they refer to) in the review of the Bylaw.

The Police are willing to provide area-specific evidence to assist this review while Te Whatu Ora (Ngā Tai Ora – Public Health Northland) has indicated it is willing to gather further photographic evidence of alcohol consumption in public places. In addition, the Community Boards will be approached to provide local insights and evidence.

If the decision is made to continue the Bylaw, the next statutory review will be in ten years' time in 2033. However, regular reviews of the alcohol control areas, outside of a Bylaw review, would ideally occur during this ten-year period to ensure that the controls in place reflect the places and times that alcohol-related crime and disorder is occurring in public places in the district.

### 5 Other possible methods (beside a bylaw) for the Council to address alcohol-related harm in public places

Besides having an alcohol control bylaw, Council can address problems relating to alcohol-related harm in public places, through:

- **public awareness campaigns** to educate residents about the negative consequences of alcohol abuse and the importance of responsible drinking. These campaigns can also inform people about the laws and regulations related to alcohol
- **programmes aimed at educating young people** about the risks of alcohol abuse and promoting responsible behaviour. This can include school-based initiatives and community outreach
- **responsible alcohol retailing programmes**, including training staff to recognize and address overconsumption and underage sales
- **developing a Local Alcohol Policy (LAP)**. Recent amendments to the Sale and Supply of Alcohol Act 2012 provide greater opportunities for local communities to decide how, when and where alcohol is sold in their own neighbourhoods and less ability for the alcohol industry to appeal against and delay LAPs.

The above approaches can support agencies such as the Police and Te Whatu Ora to address alcohol-related harm. However, these approaches do not replace the need for an Alcohol Control Bylaw which provides for alcohol controls in specified areas and gives the police discretionary powers beyond the Summary Offences Act 1981. In the opinion of Te Whatu Ora (Ngā Tai Ora – Public Health Northland), *"The Alcohol Control Bylaw"*

*provides enforcement powers to the police, including arrest, search, and seizure which is ... necessary to assist with modifying behaviours and minimising harm associated with alcohol in public places”.*

### 5.1 Is the Bylaw certain?

In determining if a bylaw is the appropriate form of bylaw, the bylaw needs to be certain e.g., it uses clear wording so people will understand what they are required to do.

The Bylaw is certain as its language is clear and it follows modern plain English legal drafting standards (as advocated by the Parliamentary Counsel Office), meaning the Bylaw is readily understandable by the public.

## 6 Discussion

### 6.1 Is a bylaw the most appropriate way to address problems relating to alcohol in public places in the district?

From the above evidence, an alcohol control bylaw is the most appropriate way to address problems relating to the consumption, bringing in, and/or possessing alcohol in public places in the Far North District for the following reasons:

- **to address public safety** – alcohol bans in public places can enhance public safety by reducing the likelihood of public intoxication, violence, and accidents caused by alcohol impairment. This makes public spaces more inviting and secure for local communities
- **to target problem areas** – an alcohol control bylaw can apply alcohol bans in specific targeted alcohol control areas where and when a high level of alcohol-related crime and disorder is known to have taken place in the past. The Bylaw is appropriate as it does not apply a ‘blanket ban’ on alcohol consumption throughout the district. Case law (*New Zealand Motor Caravan Association v. Marlborough District Council 2021*) has established that such ‘blanket bans’ in a bylaw are disproportionate and unreasonable.
- **to prevent problems escalating** – an alcohol control bylaw enables the police to act early to prevent alcohol-related problems escalating in public places
- **a quick and instant tool for the police** – an alcohol control bylaw gives the police enforcement powers that are more instant and less time-consuming to apply than other options such as charging offenders under the Summary Offences Act 1981
- **a discretionary tool** – police have discretion to ignore the consumption of alcohol in public places, for example, if this is not associated with actual or potential crime and disorder. They can match their response to the seriousness of the situation, from issuing a warning at one end of the scale to arresting offenders at the other end.

### 6.2 Is the Bylaw the most appropriate form of bylaw?

The questions and answers below determine whether the Bylaw has the most appropriate form...

#### 1. Does the Bylaw deal with the identified problems?

The Bylaw deals with identified crime and public disorder problems relating to the consumption, bringing in, and/or possession of alcohol in specific public places in the district (see sections 4.1 and 4.2 of this report).

#### 2. Does the Bylaw deal with the objective it is intended to achieve?

The Bylaw meets its objective to provide for the prohibition and control of the consumption or possession of alcohol in public places (including vehicles in public places) to reduce alcohol related harm.

#### 3. Is the Bylaw certain?

As discussed in section 5.1, the form of the Bylaw is certain.

#### 4. Is the Bylaw enforceable?

Under sections 169 and 170 of the Act, the Police have a range of powers to enforce the Bylaw including the ability to:

- search peoples’ vehicles, bags and packages etc.



- seize and remove any alcohol
- ask offenders to leave an alcohol control area
- arrest those who commit offences or refuse to comply with police requests.

5. Can the Bylaw be implemented and administered effectively and efficiently?

Council staff report that effective and efficient administration of the Bylaw is already in place. For instance, annual patrols of the alcohol control areas are conducted resulting in vandalised or weathered signage being replaced. Active implementation and administration ensures the public is aware of the alcohol control areas and assists Police with enforcement of the Bylaw.

Administration of the Bylaw by the Police is effective and efficient as:

- Police constables have discretion to apply or not apply the Bylaw provisions as they see fit
- the Bylaw authorises the Police to take direct, practical actions to avoid the escalation of problems such as searching for and seizing alcohol containers, pouring out the contents of open cans and bottles and asking offenders to leave an alcohol control area
- constables can immediately issue an infringement fee for someone who breaches an alcohol ban
- these actions involve less police time and resources compared with charging offenders under the Summary Offences Act 1981.

6. Does the Bylaw consider the relationship of Māori to land, water, sites, wāhi tapu, valued flora and fauna and other taonga?

The Bylaw does not consider the relationship of Māori to land, water, sites, wāhi tapu, valued flora and fauna and other taonga as it does not “significantly affect land or a body of water” as covered by section 60A of the Act.

7. Does the Bylaw comply with all relevant laws and legislation?

The Bylaw complies with all relevant legislation; in particular, provisions in the Local Government Act 2002 (see section 3.4.1) and the Bill of Rights Act 1990 (see section 6.3).

8. Do the benefits of the Bylaw outweigh its costs?

Key benefits of the Bylaw are as follows:

**For the community**

- Making public places safer for the public to use and feel more attractive for both residents and tourists
- Reducing public health risks e.g. from offenders fighting and/or driving while intoxicated and from injuries to the public caused by discarded broken bottles
- Avoiding property damage and vandalism

**For Council**

- Having a regulatory instrument to help reduce alcohol-related harm in local communities

**For the Police**

- Having a regulatory instrument which is more flexible, less time-consuming and easier to apply compared with charging offenders under the Summary Offences Act 1981
- Having a means to prevent alcohol-related crime and disorder before it escalates.

Main costs of the Bylaw (in a broad sense) include:

**For the community**

- Limiting people’s freedoms under the Bill of Rights Act 1980. See section 6.3 below - these limitations are considered justifiable in light of the harm than can be caused by alcohol in public places

**For Council**

- The costs of communicating the Bylaw to the public including printing signs – these costs are kept to a minimum by printing stickers which are attached to rubbish bins in the alcohol control areas
- The cost to annually inspect signs and replace any signs that are damaged
- Costs to periodically review the Bylaw (the current review is 5 years after the Bylaw was made, whereas the next review will be in 10 years, assuming Council agrees that the Bylaw should continue)
- Costs to review and revise the alcohol control areas authorised by the Bylaw

**For the Police**

- The time and resources to enforce the Bylaw. As discussed, enforcing the Bylaw is less time-consuming for the Police than using other avenues such as charging offenders under the Summary Offences Act 1981. As Police action is discretionary this avoids wasting police time if people are consuming alcohol in public in a peaceful manner.

Overall, Council staff consider that the benefits of the Bylaw far outweigh its costs.

**In summary**

Answers to the eight questions above indicate that the Bylaw is the most appropriate form of bylaw.

**6.3 Does the Bylaw give rise to any implications under the New Zealand Bill of Rights Act 1990?**

The Bill of Rights Act 1990 (BORA) protects the human rights and fundamental freedoms of all people in New Zealand. The relevant rights that may be affected by enforcing the Bylaw are the rights to:

- freedom of peaceful assembly
- freedom of movement
- be secure against unreasonable search or seizure.

The Bylaw does not restrict people's rights to assemble in, or move around, the district, or be secure against being searched, unless they are drinking or carrying open containers of alcohol (either in person or in their vehicles) in designated alcohol control areas. The limits on these rights in the Bylaw are justifiable under section 5 of BORA as reasonable limits in a free and democratic society.

NB. If Council resolves that the Bylaw should be amended, a further assessment of BORA implications would be made for the revised Bylaw.

**6.4 Is the level of alcohol-related crime or disorder experienced before the Bylaw was made likely to return to the area if the Bylaw does not continue?**

This question is discussed in section 4.3. Feedback from the Police (Mid/Far North Area) and Te Whatu Ora (Te Tai Tokerau / Northern Region) is that the level of alcohol-related crime or disorder experienced before the Bylaw was made is likely to return to alcohol control areas in the Far North if the Bylaw discontinues.

The Police said, "[We] support that the 23 areas included in the Alcohol Control Bylaw remain, as the removal or reduction of them would see an increase in undesirable behaviours, such as, fighting, disorder and harm to persons and property".

Te Whatu Ora said, "Without an alcohol control bylaw in place the levels of alcohol related crime would increase along with harm associated with it".

**7 Conclusions**

1. An alcohol control bylaw is the most appropriate way to address the problems associated with alcohol in public places in the Far North where high levels of alcohol-related crime and disorder have occurred
2. The Bylaw has the most appropriate form, meaning the Bylaw could continue without amendment
3. The limitations on people's rights that are associated with enforcing the Bylaw are justified as reasonable limits
4. Council staff are satisfied that without the Bylaw, alcohol-related harm would return to the levels previously observed in the alcohol control areas in the district.

## Proposal to Continue the Alcohol Control Bylaw

### 1. Context

The Alcohol Control Bylaw (the Bylaw) was made on 13 December 2018 under section 147 of the Local Government Act 2002.

Section 158 of the Local Government Act 2002 requires the Bylaw to be reviewed by 13 December 2023.

The review found that the Bylaw is effective at addressing the problems of crime and disorder associated with the consumption, bringing in and possession of alcohol in public places in the Far North District.

Following the review, on 16 November 2023 the Council determined that:

- a bylaw is the most appropriate way of addressing the problems associated with alcohol in public places
- the Bylaw is the most appropriate form of bylaw
- without the Bylaw, crime and disorder relating to the consumption of alcohol in public places is likely to return to the levels experienced before the Bylaw was made
- the Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990.

### 2. Reason for the proposal

The proposal is to continue the Alcohol Control Bylaw 2018 without amendment.

Under section 156 of the Local Government Act 2002, Far North District Council must now consult with the public on continuing the Bylaw. **NB. This consultation does not ask about the alcohol control areas established by the Bylaw. Further consultation is planned in 2024 to review these areas.**

### 3. How the Alcohol Control Bylaw works

The Bylaw allows the Council to establish alcohol control areas in designated public places throughout the Far North District. Alcohol bans apply within these areas to control the consumption, bringing in and possession of alcohol. The Bylaw does not apply to licensed premises or private residences.

Currently there are 23 alcohol control areas in the district where alcohol bans apply (either all year round or during the Christmas holiday period): Ahipara, Coopers Beach Reserve, Haruru Falls, Hihi, Kaeo, Kaikohe, Kaitaia, Kawakawa, Kerikeri, Kohukohu, Lily Pond, Moerewa, Okaihau, Omapere, Opononi, Paihia, Pukenui, Rawene, Russell, Taipa, Taupo Bay, Tokerau Beach, and Waipapa.

The Bylaw is enforced by the Police. Within the alcohol control areas, Police have the power to:

- search peoples' vehicles, bags and packages for alcohol
- seize and remove any alcohol
- ask offenders to leave an alcohol control area
- issue infringement notices to offenders with a fine of \$250

- arrest those who commit offences or refuse to comply with police requests.

The Police have complete discretion to enforce the Bylaw - they are not obliged to act if they witness alcohol consumption which they do not consider involves actual or potential alcohol-related crime and disorder.

#### 4. Analysis of the reasonably practicable options

In the Council meeting on 16 November 2023, the Council considered two Options for the Alcohol Control Bylaw:

Options	Advantages	Disadvantages
<p><b>Option One: Do nothing – let the Bylaw lapse in December 2025</b></p> <p>The Bylaw review date of 13 December will be missed. The Bylaw will still apply for two more years and will then revoke (cease to apply) on 13 December 2025.</p>	<ul style="list-style-type: none"> <li>• no costs involved for community consultation and implementation</li> <li>• until 13 December 2025, when the Bylaw will revoke, the Bylaw will: <ul style="list-style-type: none"> <li>○ address serious problems relating to crime and disorder and incidents of harm associated with alcohol in public places</li> <li>○ support the community outcome of 'Communities that are healthy, safe, connected and sustainable'</li> <li>○ target areas where high levels of alcohol-related crime and disorder have occurred</li> <li>○ provide the Police with enforcement powers to prevent alcohol-related problems escalating, that are quick and instant to apply, that are discretionary, that are less time consuming and easier to apply than charging offenders under the Summary Offences Act 1981</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• after 13 December 2025 the Bylaw will no longer apply: <ul style="list-style-type: none"> <li>○ the alcohol control areas in the district will lapse</li> <li>○ the community outcome of healthy, safe, connected, and sustainable communities will not be supported</li> <li>○ the Police will not be able to readily act to prevent alcohol-related problems before they escalate; they will not have quick and instant powers to deal with these problems; and their discretion to act (or not act) will be reduced</li> <li>○ levels of crime and disorder due to alcohol consumption are likely to return to levels before the Bylaw applied</li> <li>○ the expectations of key stakeholders, such as the Police and Te Whatu Ora (Ngā Tai Ora – Public Health Northland) to have an effective regulatory tool, will not be met</li> <li>○ given the benefits of the Bylaw, staff resources and time may be required to make a new Bylaw before the current Bylaw revokes</li> <li>○ the public may question the decision to revoke the Bylaw, as the review indicates it is an effective regulatory tool.</li> </ul> </li> </ul>

<p><b>Option Two: The Bylaw continues without amendment (recommended Option)</b> The Bylaw will continue as is.</p>	<ul style="list-style-type: none"> <li>the Bylaw addresses serious problems relating to crime, disorder and incidents of harm associated with alcohol in public places</li> <li>it supports the community outcome of 'Communities that are healthy, safe, connected and sustainable'</li> <li>it targets areas where high levels of alcohol-related crime and disorder have occurred</li> <li>it provides the Police with enforcement powers to prevent alcohol-related problems escalating, that are quick and instant to apply, that are discretionary, that are less time consuming and easier to apply than charging offenders under the Summary Offences Act 1981</li> <li>continuing the Bylaw is strongly supported by the Police and Te Whatu Ora (Ngā Tai Ora – Public Health Northland)</li> <li>the Bylaw will not need to be reviewed again until December 2033.</li> </ul>	<ul style="list-style-type: none"> <li>the costs involved for community consultation and implementation (minimal)</li> </ul>
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Council determined that Option 2: The Bylaw continues without amendment was the most appropriate option.

## 5. How to give your views on the proposal

The Council encourages any person or organisation affected by, or having an interest in, the Alcohol Control Bylaw to present their views on the proposal by making a submission.

The period for making submissions is from 20 November to 18 December 2023.

Submissions can be made using any of the following methods:

- online at the Council's website [www.fndc.govt.nz/have-your-say](http://www.fndc.govt.nz/have-your-say)
- emailing your submission to [submissions@fndc.govt.nz](mailto:submissions@fndc.govt.nz)
- dropping off your submission at any Council service centre or library. Details of their locations and opening times are listed at [www.fndc.govt.nz/contact](http://www.fndc.govt.nz/contact) or by phoning the Council on 0800 920 029
- posting your submission to: Policy and Bylaws Team, Far North District Council, Private Bag 752, Kaikohe 0440
- making an oral presentation of your submission at a meeting of the Council's governing body.

Please include your full name and email or postal address in your submission if you want:

- the Council to acknowledge receipt of your submission
- to make an oral presentation – you will be contacted later about when and where this will take place.

**Privacy statement**

Any submissions that are made on this proposal become part of the public consultation process. As such, all submissions, any summaries of submissions, and any documents provided with your submission, are copied and made available to the Council's governing body as well as the public. Any personal information included with a submission, such as your name, is treated as part of the submission and may also be released publicly. Your submission and any personal information that you supply, such as your name, will not be treated as confidential unless you specifically request this in your submission.

**6. Viewing the Bylaw**

The Bylaw can be accessed online at the Council's website: [Alcohol Control Bylaw 2018](#). Alternatively, you can request a printed copy of the Bylaw at any Council Service Centre.

NB. The Bylaw has two sections:

1. **The body of the Bylaw** (pages 1 to 4) – this is the subject of consultation to continue the Bylaw without amendment
2. **Additional Information** (page 5 onward) – **this section is not part of the Bylaw and is not the subject of consultation.**



## ALCOHOL CONTROL BYLAW

2018

Pursuant to the Local  
Government Act 2002, Far  
North District Council makes the  
following bylaw about alcohol  
control in public places.



### 1. Title

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This bylaw is the Alcohol Control Bylaw 2018.

### 2. Commencement

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19 December 2018.

### 3. Application

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This bylaw applies to the Far North District.

## Part 1 – Preliminary Provisions

### 4. Purpose

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The purpose of this bylaw is to provide for the prohibition and control of the consumption or possession of alcohol in public places (including vehicles in public places) to reduce alcohol related harm.

*Explanatory notes:*

*The provisions of the Act provide explicit details about what this type of bylaw can control. Generally, any transporting of alcohol in unopened containers within an alcohol control area is permitted, subject to certain conditions. See section 147 of the Act for further details.*

*Alcohol control areas do not apply to licensed premises, which can include situations where a special license has been issued for a specific event. Licensed premises can include areas of public places such as footpaths.*

*Under the Act, only constables (New Zealand Police Officers) can take enforcement action under this Bylaw. Constables have powers of arrest, search and seizure under the Act and they can issue infringement notices.*

### 5. Interpretation

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5.1 Any word used in this Bylaw that is defined in section 5, 147, 169, 169A and 243 of the Act, or section 5 of the Sale and Supply of Alcohol Act 2012 has, for the purposes of this Bylaw, the same meaning as in those sections, unless otherwise provided for in this clause.

5.2 In this Bylaw, unless the context otherwise requires -

**Act** means the Local Government Act 2002

**Council** means the Far North District Council.

**Far North District** means the area within the boundaries under the territorial authority of the Far North District and includes all coastal areas to the line of mean low water springs.

5.3 Any explanatory notes and attachments are for information purposes only and do not form part of this Bylaw.

- 5.4 The Interpretation Act 1999 applies to this Bylaw.

## Part 2 – Control of Alcohol

### 6. Alcohol control areas

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- 6.1 Council may, by resolution, declare alcohol control areas in which the consumption, bringing in, and possession of alcohol in public places is prohibited or controlled.
- 6.2 Any resolution made under clause 6.1 must also:
- (a) include a map of the alcohol control area;
  - (b) specify the time(s) that any prohibition or control applies, and whether the alcohol control area is permanent or temporary;
  - (c) if consumption, bringing in, and possession of alcohol is controlled rather than prohibited, specify the nature of the control.
- 6.3 No person shall consume, bring into, or possess alcohol in any public place (including inside a vehicle) in an alcohol control area that contravenes a resolution made under clauses 6.1 and 6.2.
- 6.4 Clause 6.3 does not apply to a person who is acting pursuant to, and in accordance with any conditions of, a consent granted under clause 12.1.

*Explanatory note: As at 01 April 2014, The Act defines a public place for the purposes of an alcohol control area as:*

*“a place that is open to or is being used by the public, whether free or on payment of a charge, and whether any owner or occupier of the place is lawfully entitled to exclude or eject any person from it; but does not include licensed premises.”*

### 7. Permanent alcohol control areas

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- 7.1 Council may under clause 6.1 declare an area to be a permanent alcohol control area at all times; or for specified, repeated periods of time.
- 7.2 Council will consult in accordance with section 82 of the Act on any proposal to declare, amend or revoke a permanent alcohol control area.

*Explanatory note: All resolutions of Council declaring alcohol control areas are contained within the additional information for the Alcohol Control Bylaw 2018 - Register of Resolutions, attached to this Bylaw.*

### 8. Temporary alcohol control areas

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- 8.1 Council may under clause 6.1 declare an area to be a temporary alcohol control area for a specific period not exceeding seven consecutive days.

- 8.2 Council will give public notice of a temporary alcohol control area at least 14 days before the temporary alcohol control area comes into force.

## 9. Matters to be considered before declaring alcohol control areas

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- 9.1 Before declaring a permanent alcohol control area the Council:

- (a) must consider views presented to the Council through consultation on the proposal to declare a permanent alcohol control area;
- (b) must consider the relevant criteria in sections 147A and 147B of the Act, as applicable;
- (c) may consider any other matter it considers relevant.

*Explanatory note: Sections 147A and 147B of the Act are outlined in Section 3 of the Additional Information to this Bylaw.*

- 9.2 Before declaring a temporary alcohol control area the Council:

- (a) must consider the relevant criteria in sections 147A and 147B of the Act, as applicable;
- (b) where the temporary alcohol control area applies to an event:
  - i) may consider the nature and type of the event
  - ii) the history (if any) of the event
  - iii) the number of people expected to attend the event
  - iv) the area in which the event is to be held
  - v) whether the Police support the proposed temporary alcohol control area, and whether the Police will be present at the event to enforce it
- (c) may consider any other information it considers relevant.

*Explanatory note: Records of resolutions made for temporary alcohol controls will not be included in the 'register of resolutions' but are permanently recorded through the appropriate Council records of meetings, minutes and resolutions.*

## Part 4: Enforcement Powers

### 10. Enforcement

---

- 10.1 A constable may use their powers under the Act to enforce this Bylaw.
- 10.2 This Bylaw authorises a constable to exercise the power of search under sections 169(2)(a) and 170(2) of the Act for temporary alcohol areas declared in accordance with clauses 6 and 8.

*Explanatory note: Section 170(2) provides constables with additional powers of search in relation to temporary alcohol controls that have been notified and indicated by signs in accordance with section 170(3) of the Act.*

## Part 5: Offences and Penalties

### 11. Bylaw breaches

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- 11.1 Every person who breaches this bylaw commits an offence.
- 11.2 Every person who commits an offence under this bylaw is liable to a penalty under the Local Government Act 2002.

*Explanatory note: As at 29 October 2013 the penalty for breaching an alcohol bylaw is an infringement fee of \$250 under the Local Government (Alcohol Ban Breaches) Regulations 2013.*

## Part 6: Exceptions

### 12. Exceptions

---

- 12.1 Council may, issue a consent to any person, or class of persons, to allow the consumption, bringing in and possession of alcohol in a public place (including inside a vehicle) within an alcohol control area.
- 12.2 In considering an application for a consent under clause 12.1, Council will consider the following matters:
  - (a) the purpose of the exception
  - (b) the proposed duration of the exception
  - (c) the area of the proposed exception
  - (d) whether the area is under the control of, or managed by, Council
  - (e) whether any other permits are required from Council for the event
  - (f) Any other matter Council considers relevant.
- 12.3 Council may prescribe conditions for any such consent, including, but not limited to:
  - (a) the duration of the consent
  - (b) the exact location to which the consent applies
  - (c) the maximum number of people the consent applies to.
- 12.4 Council may by resolution made after consultation that gives effect to the requirements of section 82 of the Act:
  - (a) prescribe a fee for receiving and processing an application and issuing a consent
  - (b) determine situations when consent fees may be remitted, refunded or waived.
- 12.5 A consent may be cancelled by Council at any time.

*Explanatory note: Exceptions for events with special licences do not require consent under clause 12.1, as they are excluded from the definition of public places that applies to this Bylaw.*

### Additional information to Alcohol Control Bylaw 2018

This document is for information purpose only and does not form part of this Bylaw. It contains matters made pursuant to this Bylaw and information to help users to understand, use and maintain this Bylaw. The document may be updated at any time.

#### Section 1: History of the bylaw

Action	Description	Date of decision	Commencement
Expire	Public Places Liquor Control Bylaw 2003 expires in accordance with Local Government (Alcohol Reform) Amendment Act 2012	13 December 2018	18 December 2018
Make	Alcohol Control Bylaw 2018	13 December 2018	19 December 2018

#### Section 2: Related documents

Document	Description	Location	Date
<i>Reports to Council/Committee/Panels</i>			
Adoption of Statement of Proposal	Statement of Proposal including draft Bylaw adoption for public consultation	<a href="#">Statement of Proposal</a>	30 August 2018
Submissions	Public submissions on the Statement of Proposal	<a href="#">Submissions</a>	8 September – 8 October 2018
Deliberations	Deliberations on submission issues raised	<a href="#">Deliberations</a>	27 November 2018
Making of Bylaw	Council makes final Bylaw	<a href="#">Adoption</a>	13 December 2018

Document	Description	Location	Date
<i>Legislation</i>			
Local Government Act 2002	Provides the functions, duties, powers and penalties to make and enforce this Bylaw. Particularly sections 147A and 147B relating to the making of alcohol control bylaws.	<a href="http://www.legislation.govt.nz">www.legislation.govt.nz</a>	NA
Sale and Supply of Alcohol Act 2012	Associated legislation	<a href="http://www.legislation.govt.nz">www.legislation.govt.nz</a>	NA
Local Government (Alcohol Ban Breaches) Regulations 2013	Regulations that determines the infringement fee for breaching an alcohol ban	<a href="http://www.legislation.govt.nz">www.legislation.govt.nz</a>	NA
Bylaws Act 1910	Provides for certain matters related to the validity of bylaws.	<a href="http://www.legislation.govt.nz">www.legislation.govt.nz</a>	NA
Interpretations Act 1999	Provides for certain matters related to the interpretation of bylaws.	<a href="http://www.legislation.govt.nz">www.legislation.govt.nz</a>	NA

### Section 3: Delegations

Clause	Function, Duty, Power to be delegated	Delegated Authority	Delegation date	Delegation active date
All	All of its responsibilities, duties and powers under this bylaw, except - (a) the power to set fees (b) the power to make a decision for which a Council resolution is required (c) the power to hear and decided on any appeal process	Chief Executive	13 December 2018	19 December 2018

### Section 4: Enforcement powers

Legislative provision	Description
Section 169 and 170 of the Local Government Act 2002	A constable has powers of arrest, search and seizure in relation to alcohol controls.

### Section 5: Offences and penalties

Provision	Description of offence	Maximum fine upon conviction	Infringement fee
cl 4*	Breach of bylaw	n/a	\$250*

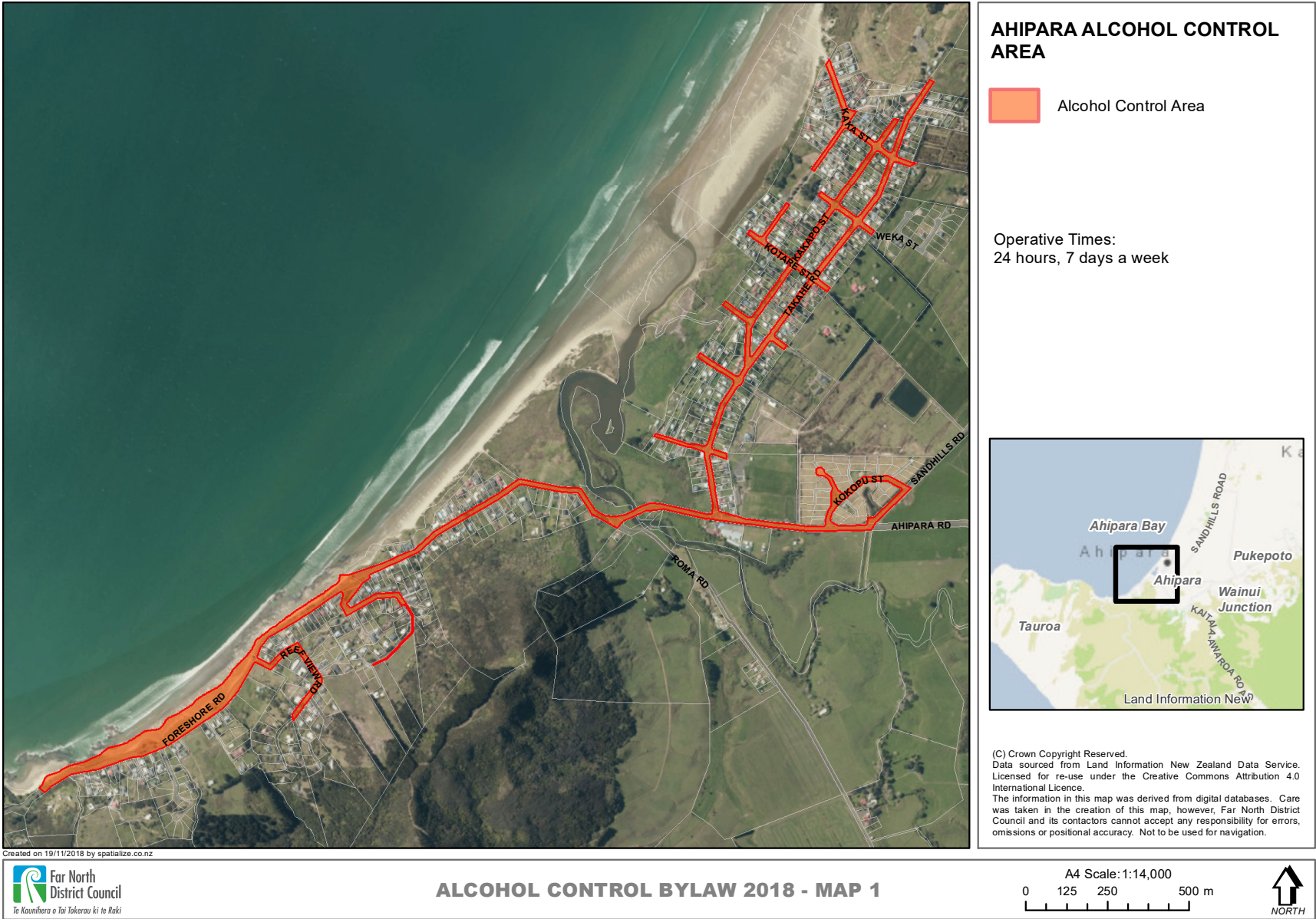
\*Local Government (Alcohol Ban Breaches) Regulations 2013

### Section 6: Register of resolutions for permanent alcohol controls

General location description	Map number	Operative time	Decision date	Commencement date
Ahipara	1	24 hours, 7 days a week	13/12/2018	19/12/2018
Coopers Beach Reserve	2	24 hours, 7 days a week	13/12/2018	19/12/2018
Haruru Falls	3	24 hours, 7 days a week	13/12/2018	19/12/2018
Hihi Beach	4	7 days a week from 10pm to 10am except New Years Eve	13/12/2018	19/12/2018
Kaeo	5	24 hours, 7 days a week	13/12/2018	19/12/2018
Kaikohe	6	24 hours, 7 days a week	13/12/2018	19/12/2018
Kaitaia	7	24 hours, 7 days a week	13/12/2018	19/12/2018
Kawakawa	8	24 hours, 7 days a week	13/12/2018	19/12/2018
Kerikeri	9	24 hours, 7 days a week	13/12/2018	19/12/2018
Kohukohu	10	24 hours, 7 days a week	13/12/2018	19/12/2018
Lily Pond	11	24 hours, 1 December – 31 January	13/12/2018	19/12/2018

General location description	Map number	Operative time	Decision date	Commencement date
Moerewa	12	24 hours, 7 days a week	13/12/2018	19/12/2018
Okaihau	13	24 hours, 7 days a week	13/12/2018	19/12/2018
Omapere	14	24 hours, 7 days a week	13/12/2018	19/12/2018
Opononi	15	24 hours, 7 days a week	13/12/2018	19/12/2018
Paihia	16	24 hours, 7 days a week	13/12/2018	19/12/2018
Pukenui	17	24 hours, 7 days a week	13/12/2018	19/12/2018
Rawene	18	24 hours, 7 days a week	13/12/2018	19/12/2018
Russell	19	24 hours, 7 days a week	13/12/2018	19/12/2018
Taipa	20	24 hours, 7 days a week	13/12/2018	19/12/2018
Taupo Bay	21	24 hours, 7 days a week	13/12/2018	19/12/2018
Tokerau Beach	22	24 hours, 1 December – 31 January	13/12/2018	19/12/2018
Waipapa	23	24 hours, 7 days a week	13/12/2018	19/12/2018








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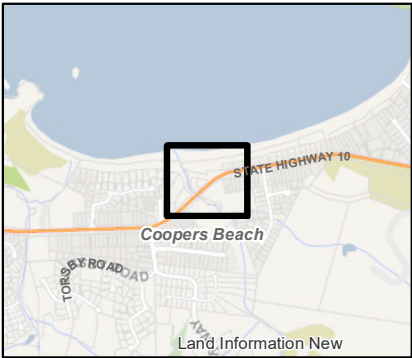


**ALCOHOL CONTROL BYLAW 2018 - MAP 2**

**COOPERS BEACH ALCOHOL CONTROL AREA**

 Alcohol Control Area

Operative Times:  
24 hours, 7 days a week

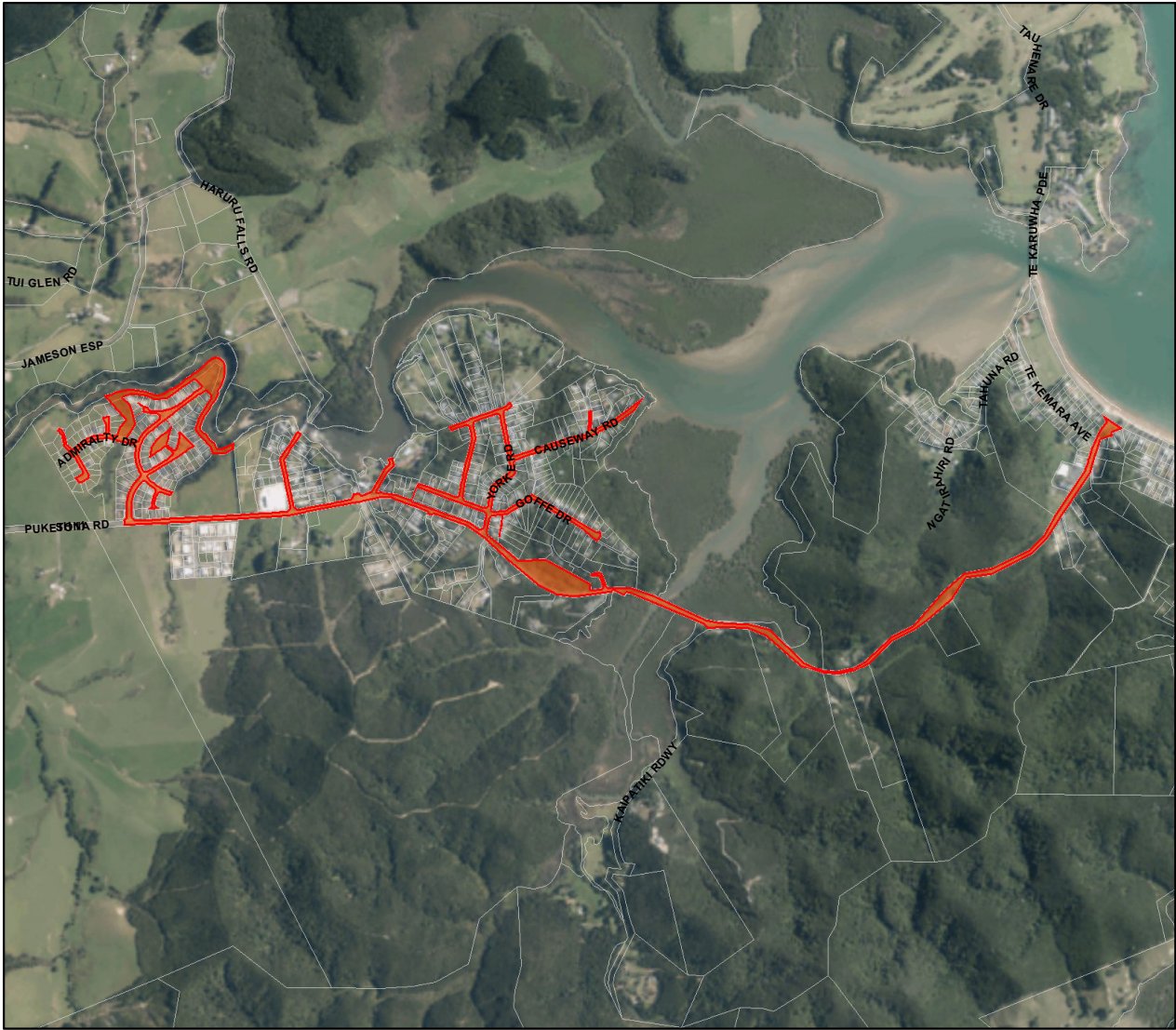


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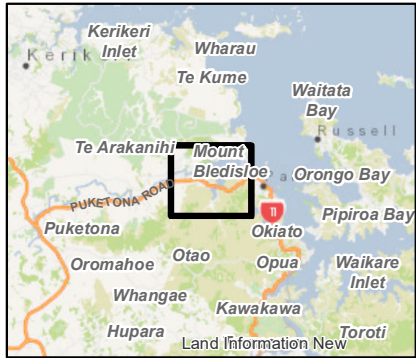




**HARURU FALLS ALCOHOL CONTROL AREA**

 Alcohol Control Area

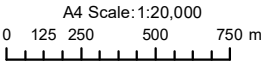
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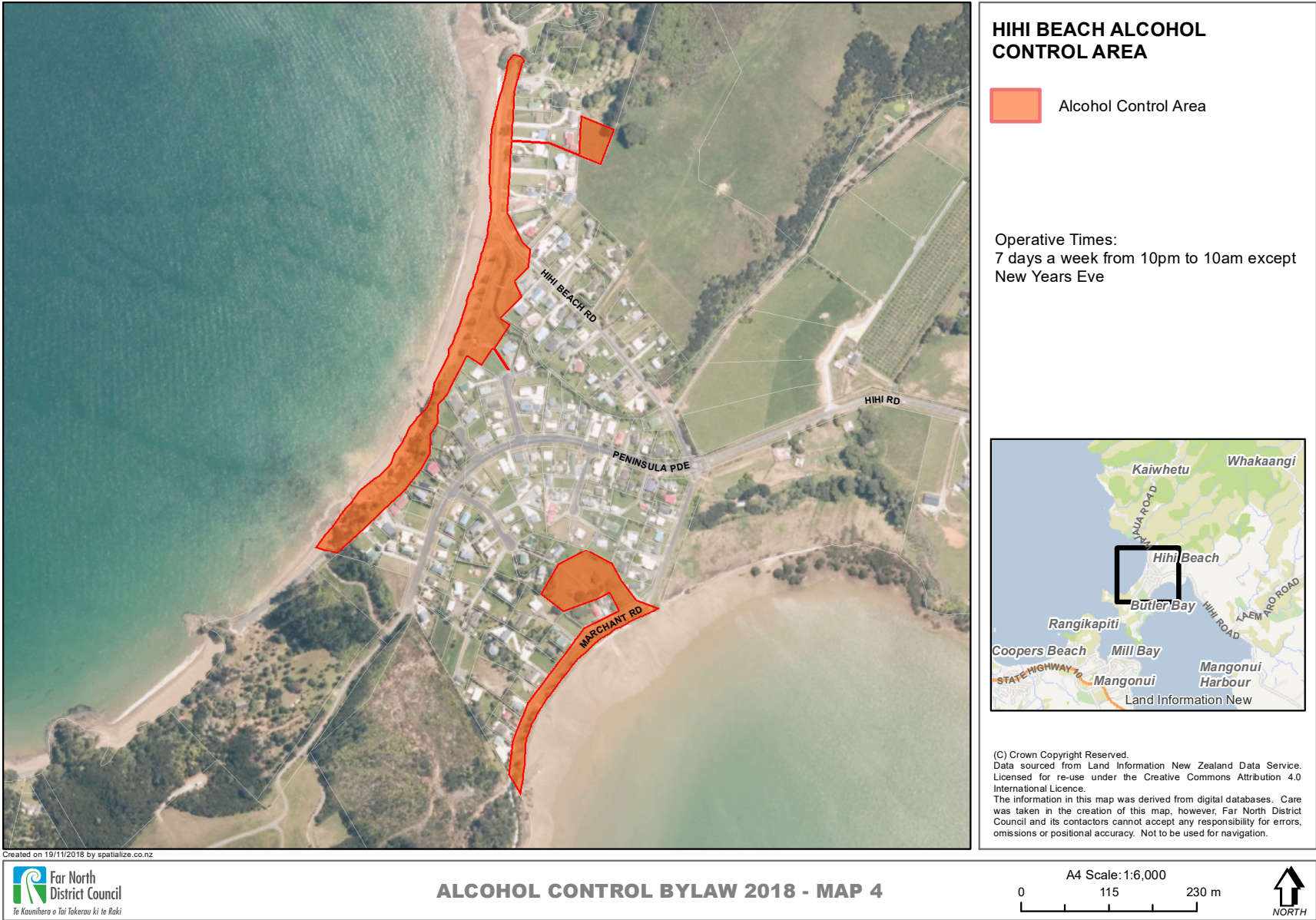
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**ALCOHOL CONTROL BYLAW 2018 - MAP 3**












**KAERO ALCOHOL CONTROL AREA**

 Alcohol Control Area

Operative Times:  
24 hours, 7 days a week



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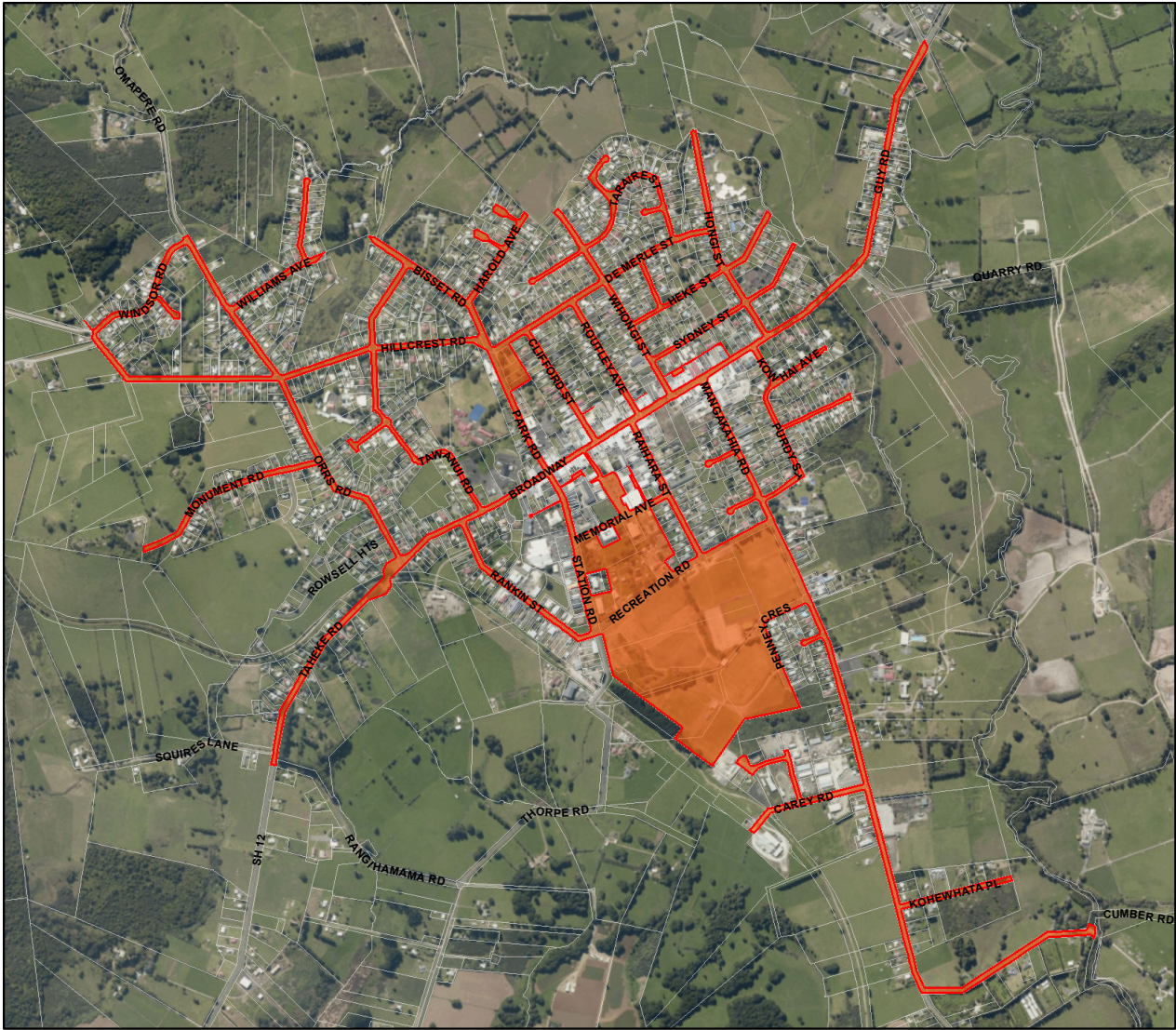


**ALCOHOL CONTROL BYLAW 2018 - MAP 5**


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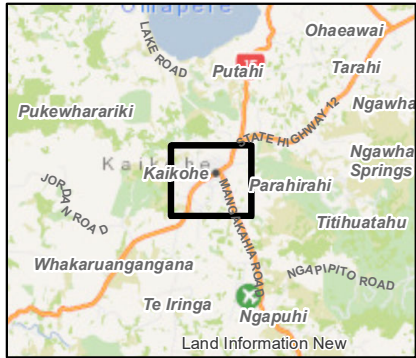




**KAIKOHE ALCOHOL CONTROL AREA**

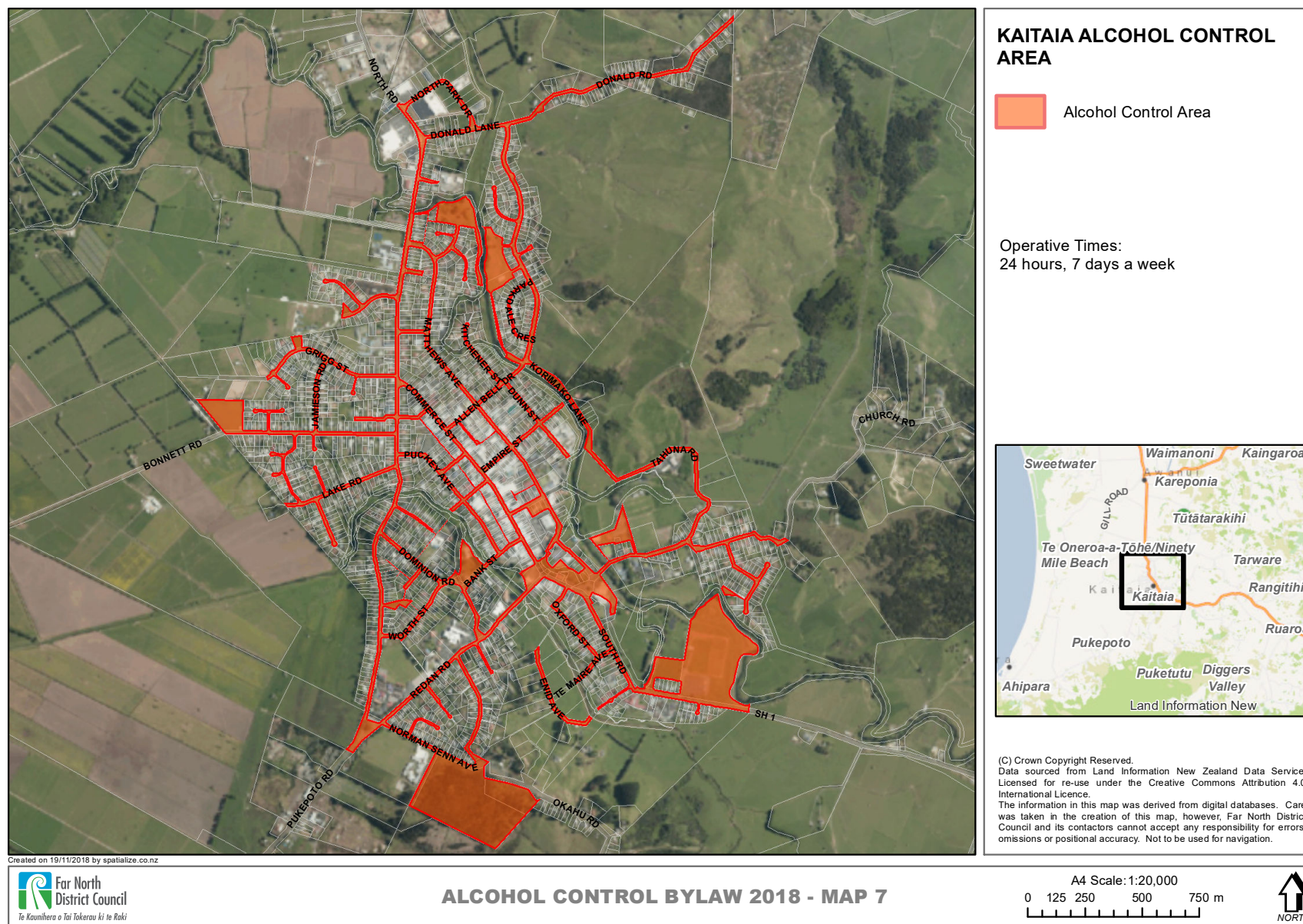
 Alcohol Control Area

Operative Times:  
24 hours, 7 days a week

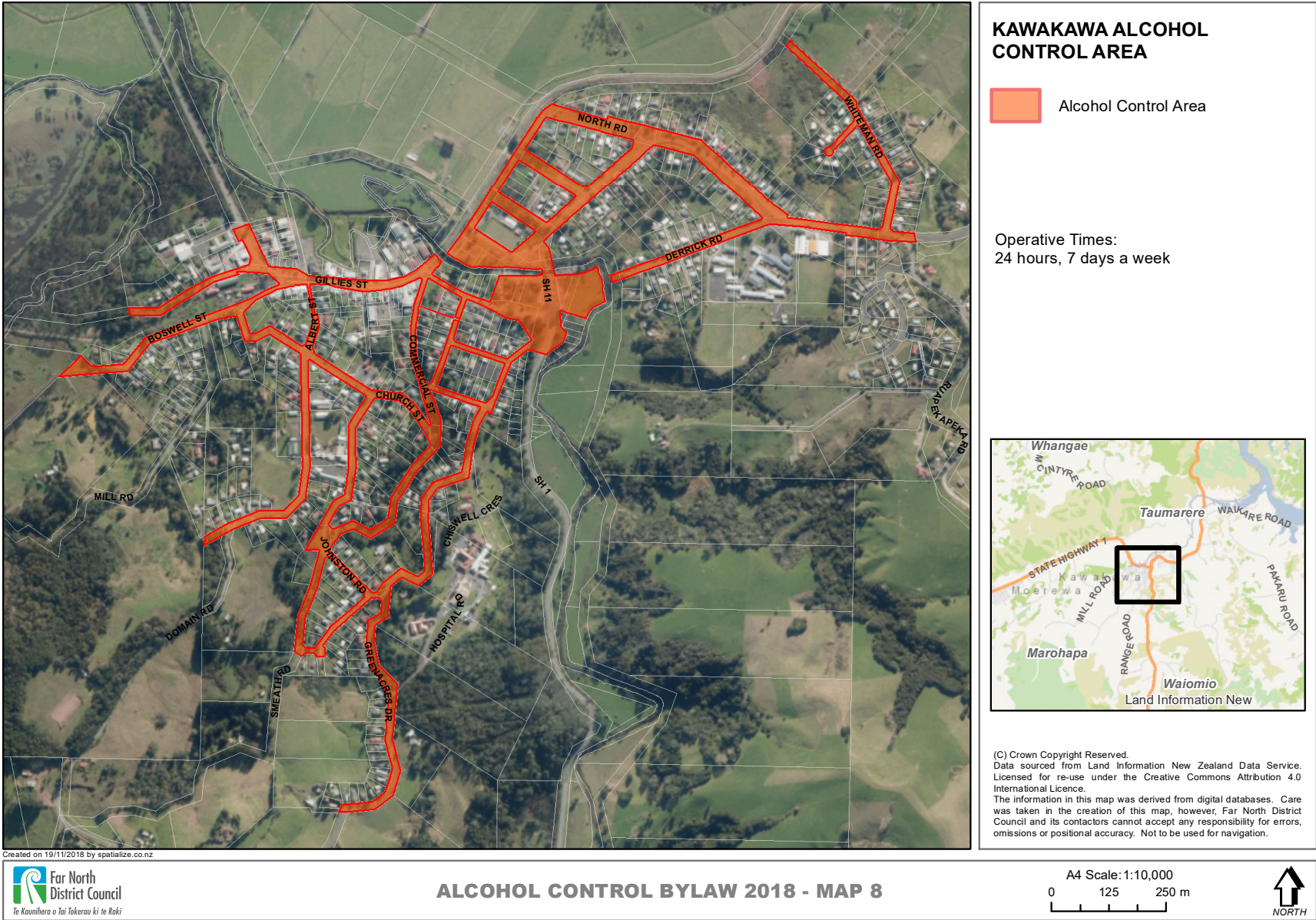


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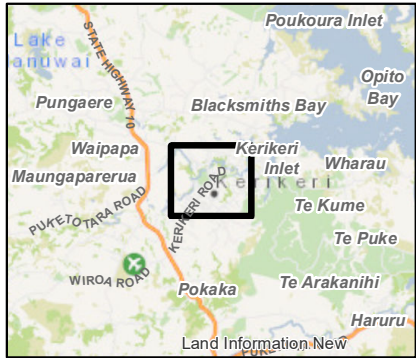




**KERIKERI ALCOHOL CONTROL AREA**

 Alcohol Control Area

Operative Times:  
24 hours, 7 days a week



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**ALCOHOL CONTROL BYLAW 2018 - MAP 9**

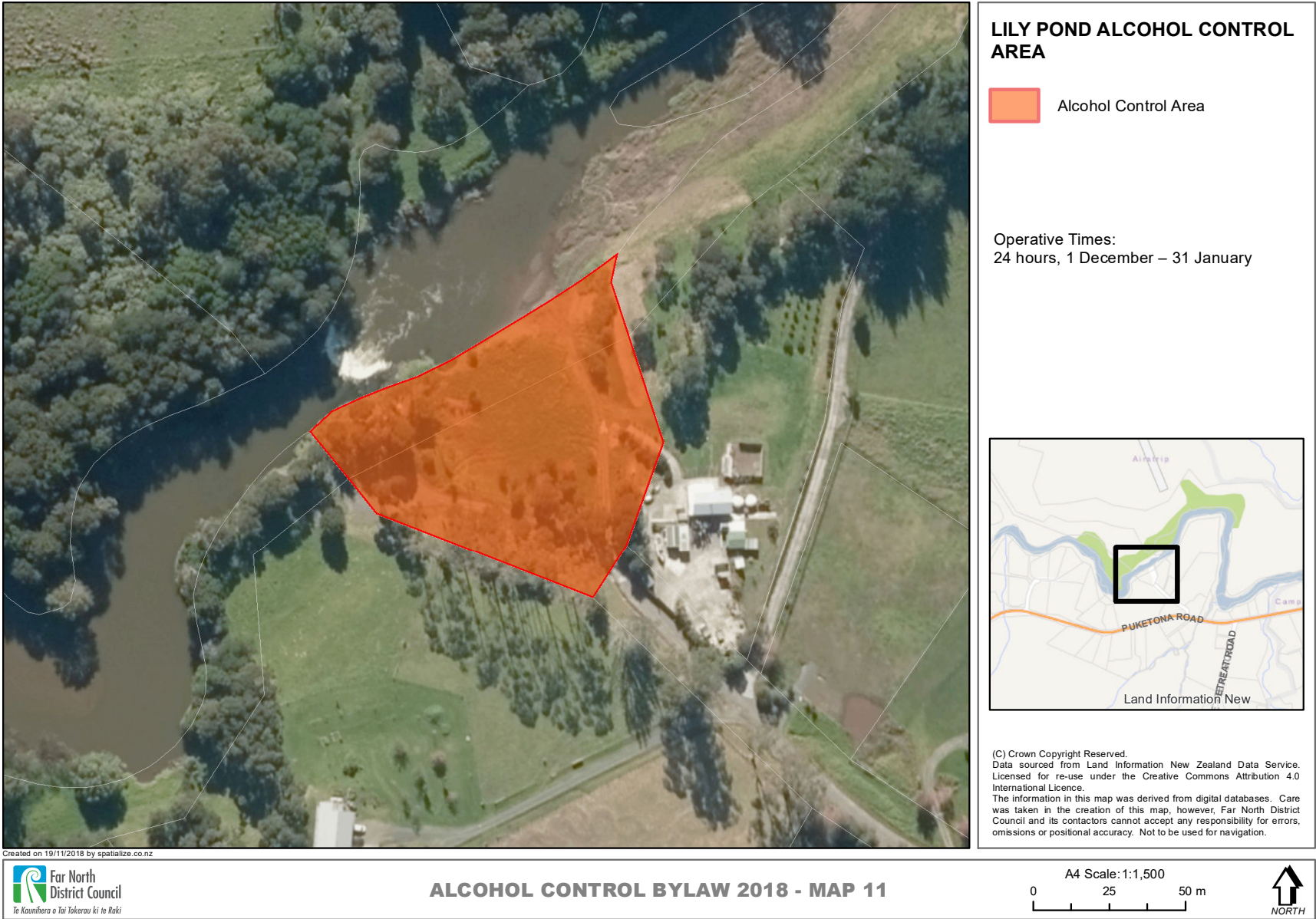
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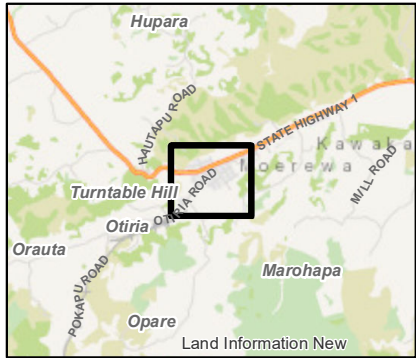




**MOERewa ALCOHOL CONTROL AREA**

 Alcohol Control Area

Operative Times:  
24 hours, 7 days a week



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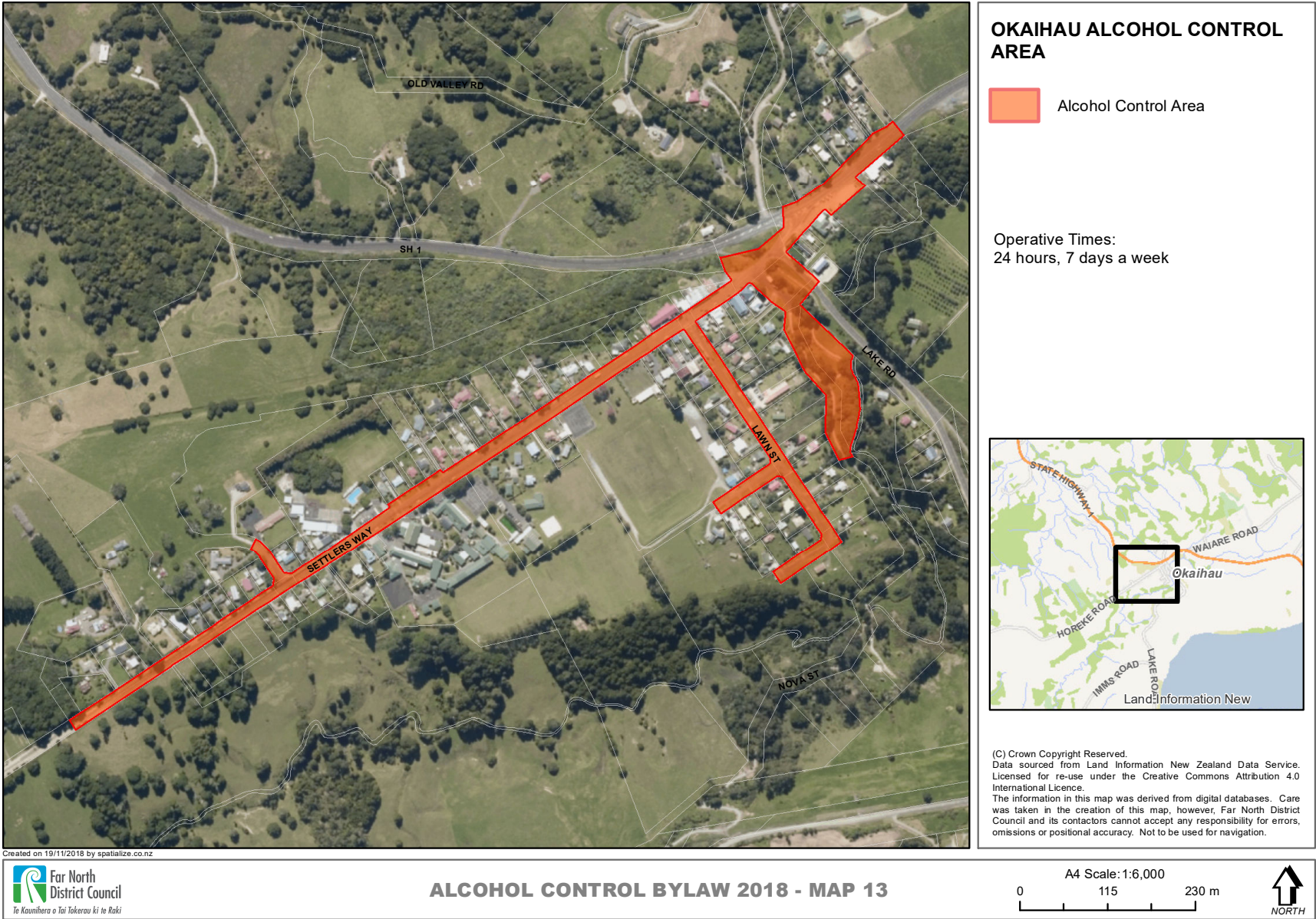


**ALCOHOL CONTROL BYLAW 2018 - MAP 12**

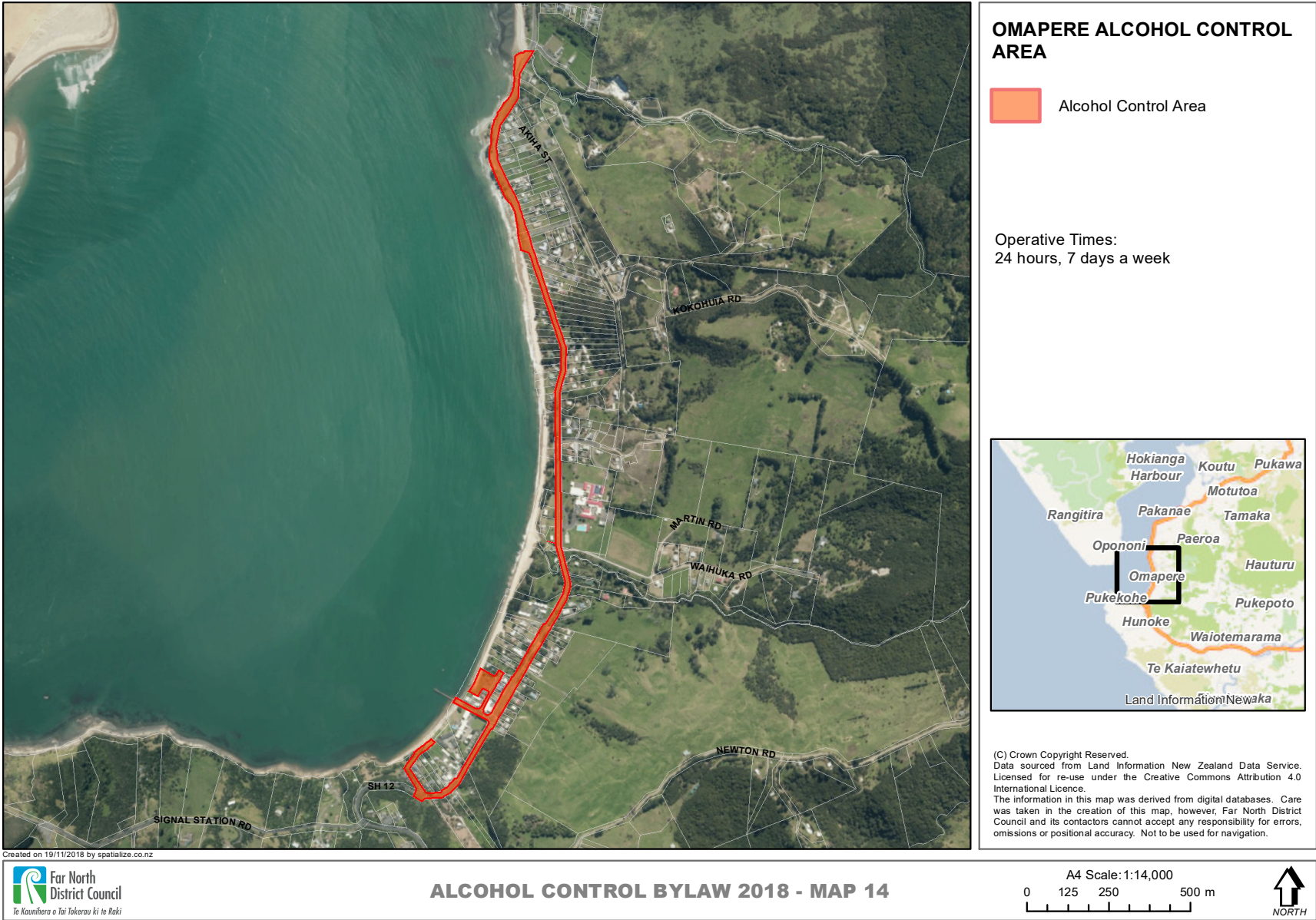
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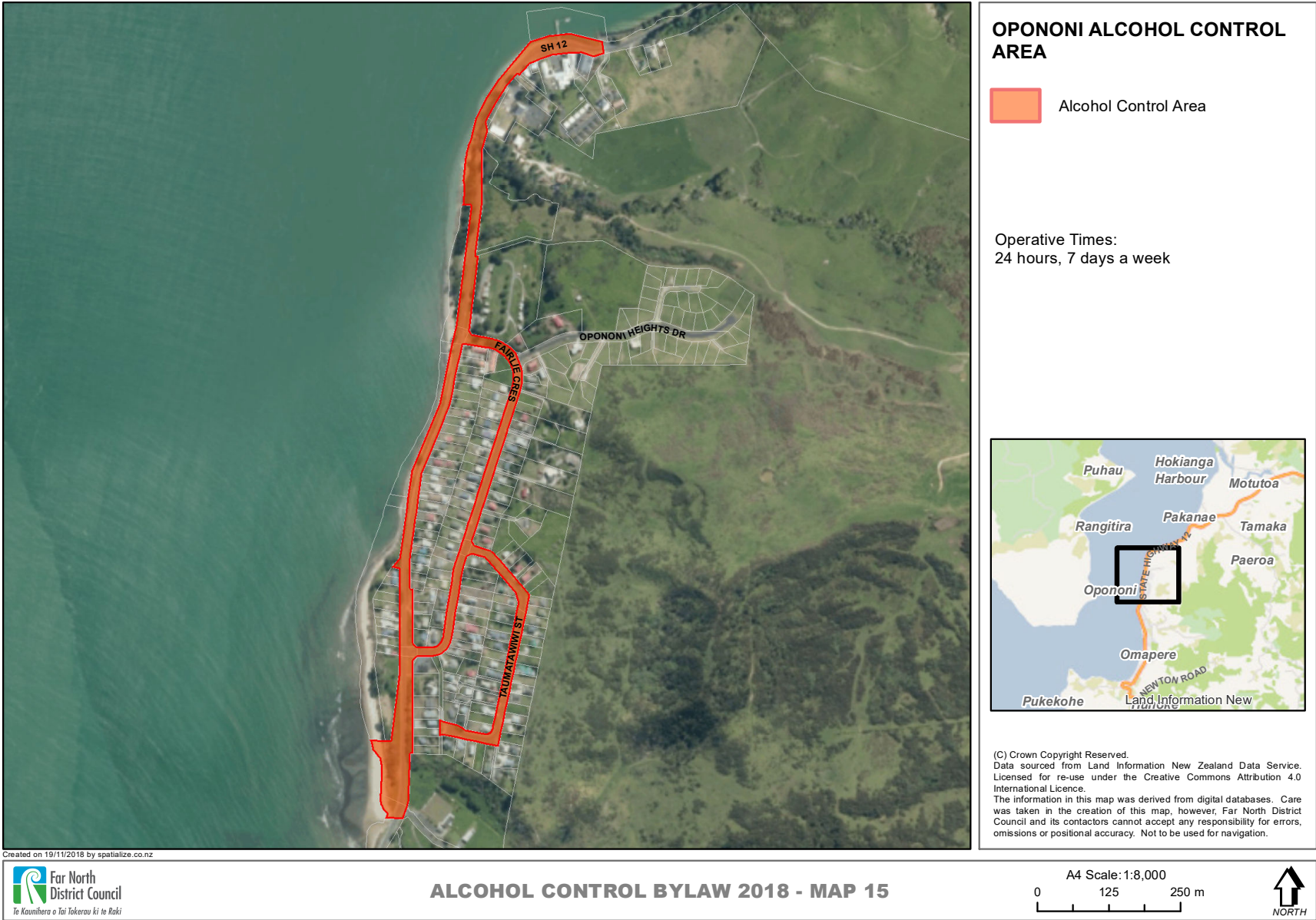











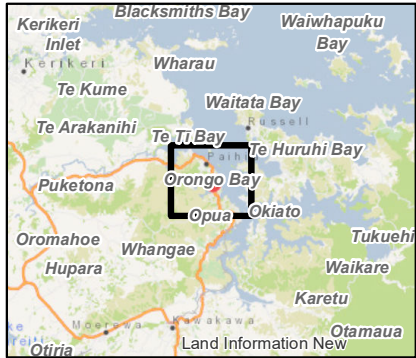




**PAIHIA ALCOHOL CONTROL AREA**

 Alcohol Control Area

Operative Times:  
24 hours, 7 days a week



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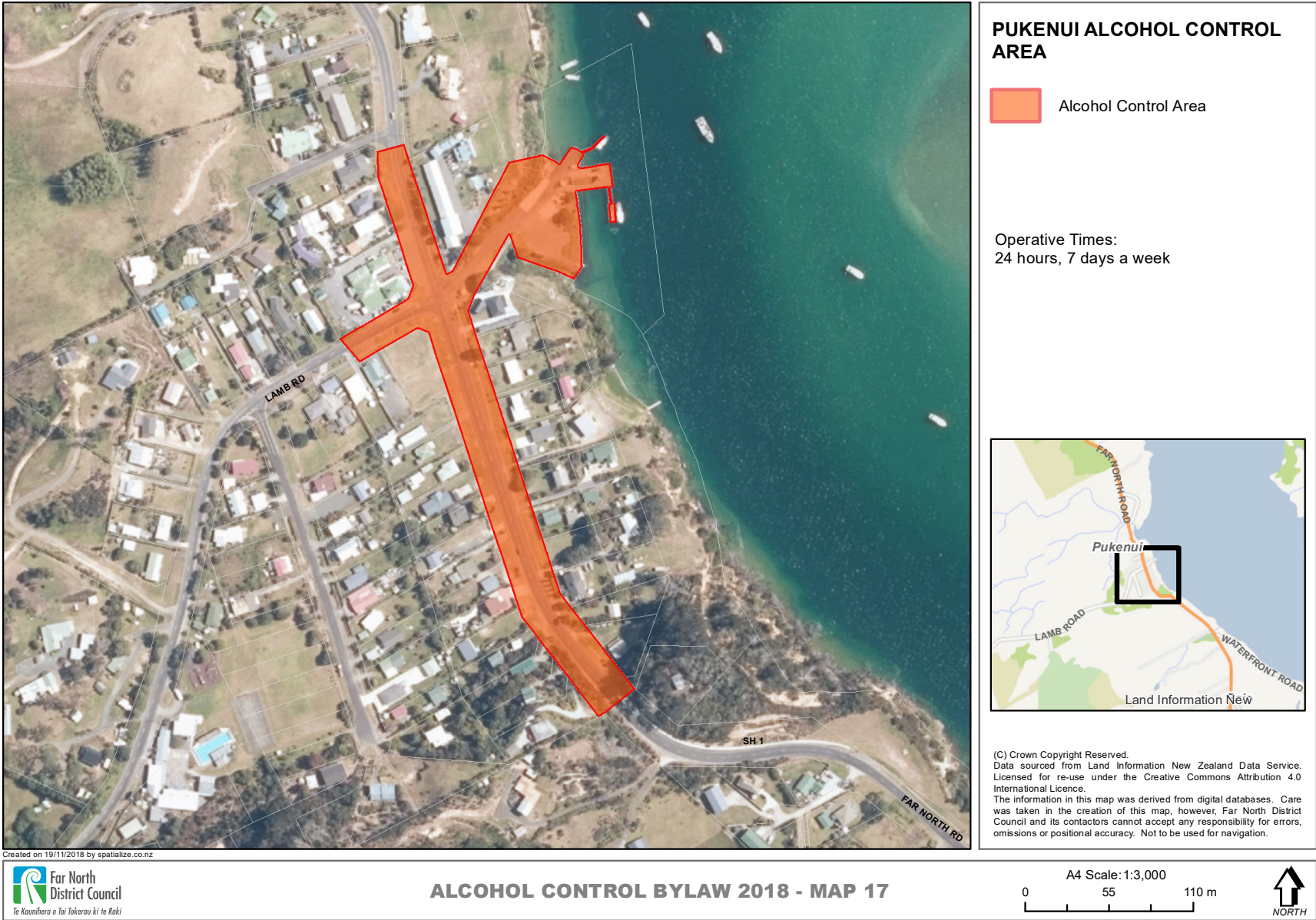


**ALCOHOL CONTROL BYLAW 2018 - MAP 16**

A4 Scale: 1:26,000  
0 125 250 500 750 m














Created on 19/11/2018 by spatialize.co.nz

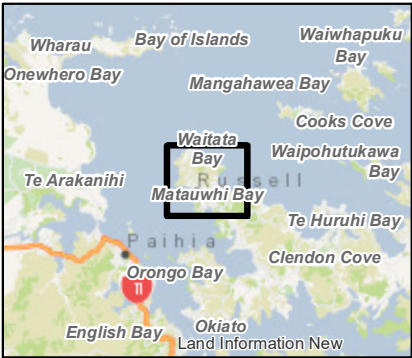


ALCOHOL CONTROL BYLAW 2018 - MAP 19

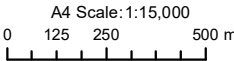
RUSSELL ALCOHOL CONTROL AREA

 Alcohol Control Area

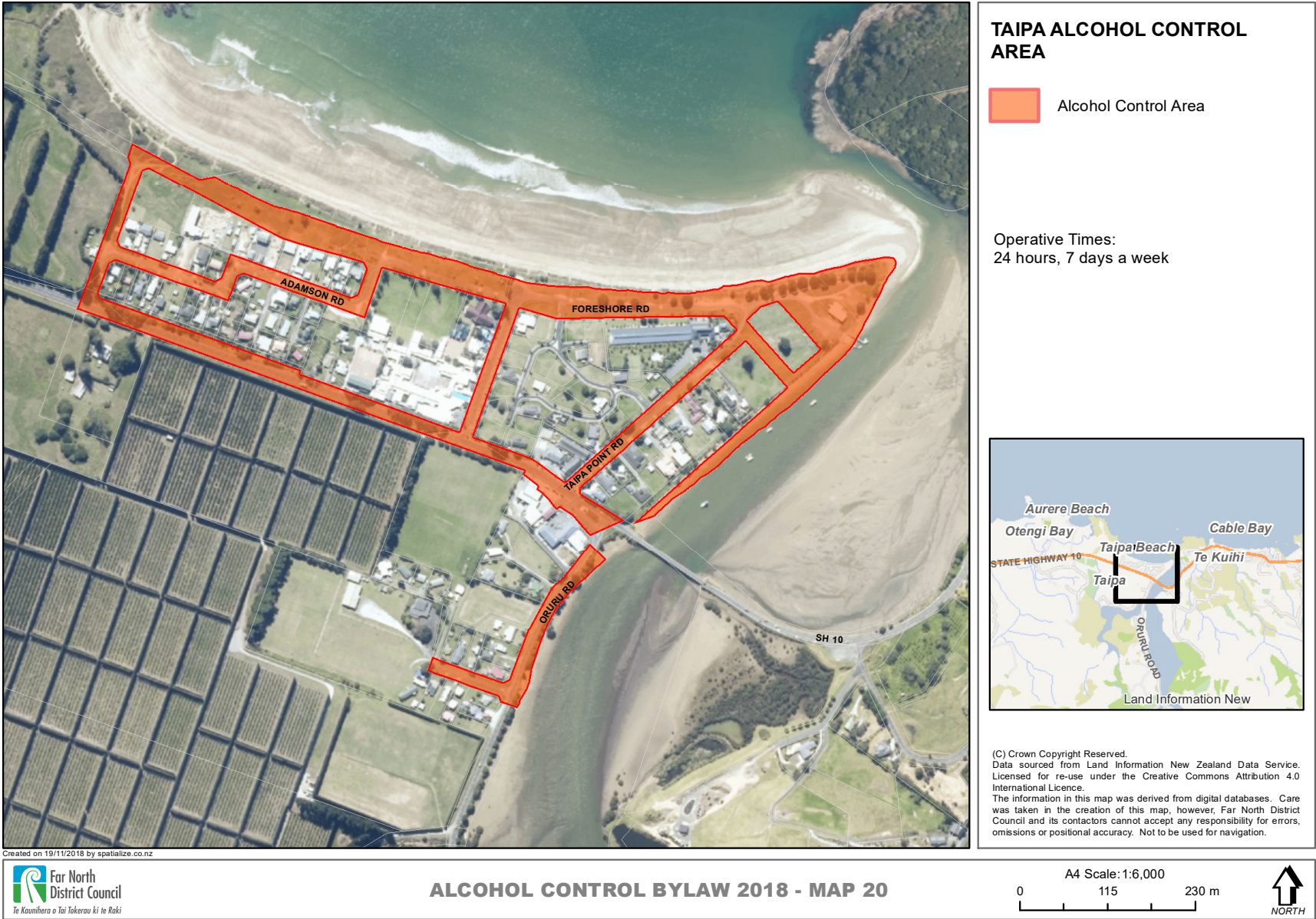
Operative Times:  
24 hours, 7 days a week



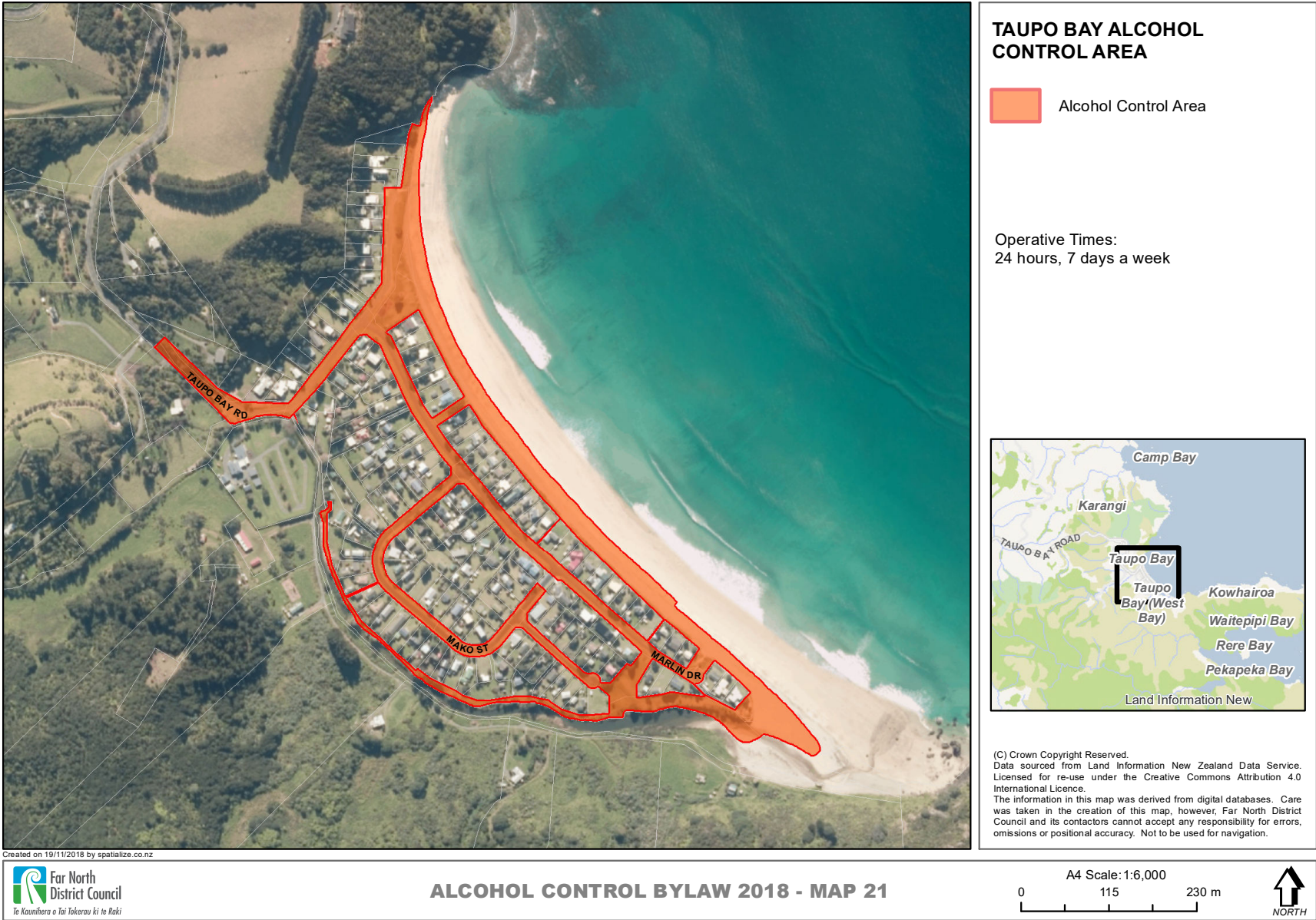
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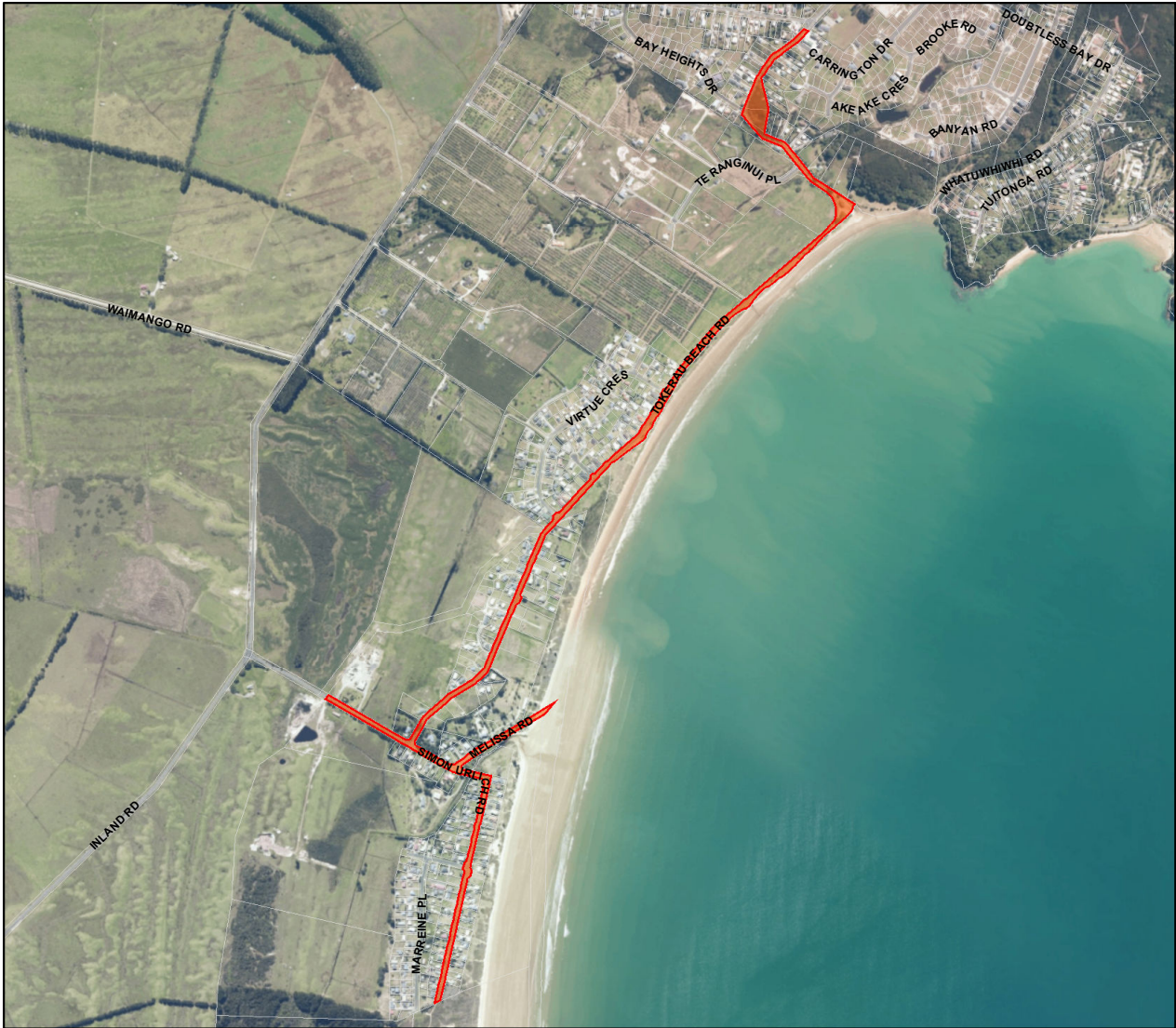









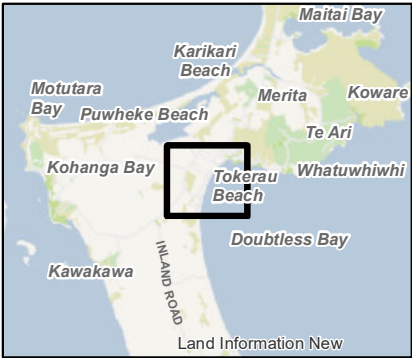




**TOKERAU BEACH ALCOHOL CONTROL AREA**

 Alcohol Control Area

Operative Times:  
24 hours, 1 December – 31 January




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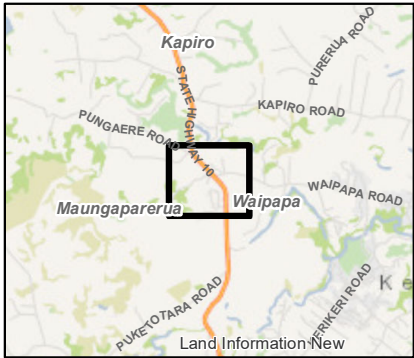




**WAIPAPA ALCOHOL CONTROL AREA**

 Alcohol Control Area

Operative Times:  
24 hours, 7 days a week



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**ALCOHOL CONTROL BYLAW 2018 - MAP 23**

A4 Scale: 1:8,000  
0 125 250 m



## 6.6 UPDATE OF COUNCIL DELEGATIONS UNDER LEGISLATION

**File Number:** A4453994

**Author:** Margriet Veenstra, Manager – Property Data and Business Compliance

**Authoriser:** Janice Smith, Group Manager - Corporate Services

### TAKE PŪRONGO / PURPOSE OF THE REPORT

To update the existing delegation of powers under the Local Government (Rating) Act 2002 (LGRA) and Rating Valuations Act 1998 to include delegations under the Rating Valuations Act, LGRA and reflect correct position titles.

### WHAKARĀPOOTO MATUA / EXECUTIVE SUMMARY

- The powers that are delegated allow Council staff to carry out the day-to-day functions of the LGRA 2002 and the Rating Valuations Act 1998 in an efficient and effective way.
- Rating delegations were amended in May 2023, since the organisation was re-aligned, but some delegations were omitted, and one position title requires correction.
- To ensure practical and efficient operations under the powers granted to Council by the LGRA and Rating Valuations Act, the attached instrument of delegation has been amended.

### TŪTOHUNGA / RECOMMENDATION

**That Council approve the instruments of delegation as attached:**

- a) Local Government (Rating) Act 2002
- b) Rating Valuations Act 1998

### 1) TĀHUHU KŌRERO / BACKGROUND

Council approved instruments of delegation relating to powers granted to it by the LGRA and Rating Valuations Act.

The powers that are delegated allow Council staff to carry out the day-to-day functions of the LGRA and Rating Valuations Act in an efficient and effective way.

If the delegations did not exist, staff would have to seek Council approval for every action required to be taken under the legislation. This is neither practical nor efficient.

### 2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Rating delegations were amended in May 2023, since the organisation was re-aligned, and position titles amended. Delegations under section 135 of the LGRA, and sections 50, 36 and 34 of the Rating Valuations Act were omitted.

Local Government (Rating) Act 2002	135	Sign documents as evidence for court proceedings	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Transaction Services</li> </ul>
Rating Valuations Act 1998	50 & 34	Determine an objection following review, EXCEPT THAT where the determination differs from the outcome of the registered valuers review, the matter must be brought to the Council for final determination.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Manager – Property Information &amp; Business Compliance</li> <li>• Team Leader - Property Information</li> </ul>
Rating Valuations Act 1998	50 & 36	Require an objection to be heard by the Land Valuation Tribunal.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Manager – Property Information &amp; Business Compliance</li> <li>• Team Leader - Property Information</li> </ul>

One position title under section 35 for the LGRA requires correction.

Local Government (Rating) Act 2002	35	Remove a name from the Rating Information Database.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Manager - Property Information &amp; Business Compliance</li> </ul>
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Rating valuations objections are currently approved under section 39 of the LGRA but to ensure that work can continue in a practical and efficient way under the powers granted to Council by the Rating Valuations Act 1998, the attached instrument of delegation has been amended to reflect the delegations.

The powers delegated had been previously approved but omitted from the updated delegations post organisational realignment.

### TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

To update the schedule of delegations to align with the new position titles and previous delegations under the LGRA and Rating Valuations Act 1998.

### 3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications arising from this report.

### ĀPITIHINGA / ATTACHMENTS

1. Rating Delegations amendment 27.10.23 - A4450089 [📄](#) 

**Hōtaka Take Ōkawa / Compliance Schedule:**

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
  - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
  - b) Assess the options in terms of their advantages and disadvantages; and
  - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

<b>He Take Ōkawa / Compliance Requirement</b>	<b>Aromatawai Kaimahi / Staff Assessment</b>
State the level of significance (high or low) of the issue or proposal as determined by the <a href="#">Council's Significance and Engagement Policy</a>	Low
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	The Local Government (Rating) Act 2002 (LGRA) and Rating Valuations Act 1998 are relevant legislation to updating the schedule of delegations to align with new position titles and previous delegations.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	Community Board views have not been sought as this is a matter for Councillors to determine.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.  State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	There are no specific implications due to the amendments recommended in this report
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	There are no particular implications on any group or identified persons.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no financial implications arising from this report.
Chief Financial Officer review.	The Chief Financial Officer has reviewed this report



### Rating Delegations Schedule 2021

- Local Government (Rating) Act 2002
- Rates Rebate Act 1973
- Rating Valuations Act 1998
- Rates Remission Policy (R19) – Section 85
- Rates Postponement Policy (P19) – Section 87
- Remission & Postponement of Rates on Maori Freehold Land (ML19)

### Rating Delegations

Act	Section	Delegations	Title
Local Government (Rating) Act 2002	27(5)	Determine whether to divide rating units and the methodology for division.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> </ul>
Local Government (Rating) Act 2002	29	Determine objections to the Rating Information Database.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> </ul>
Local Government (Rating) Act 2002	35	Remove a name from the Rating Information Database.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Manager - Property Information &amp; Business Compliance</li> </ul>
Local Government (Rating) Act 2002	39	Determine objections to rates records.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> </ul>
Local Government (Rating) Act 2002	40	Correct an error in the rating information database or rates records.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> </ul>
Local Government (Rating) Act 2002	52	Agree the method by which rates may be paid.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Transaction Services</li> <li>• Team Leader - Rating Services</li> </ul>

Local Government (Rating) Act 2002	54	Determine that the rates payable on a rating unit in a financial year are uneconomic to collect, and not to collect them. Notify the ratepayer.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> </ul>
Local Government (Rating) Act 2002	61	Collect unpaid rates from the owner ( <i>where ratepayer is other than the owner</i> )	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Transaction Services</li> </ul>
Local Government (Rating) Act 2002	62	Collect, accept, or recover as a debt unpaid rates from persons other than the owner	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Transaction Services</li> </ul>
Local Government (Rating) Act 2002	63	Commence proceedings to recover as a debt unpaid rates and execute all related statutory and legal documents on behalf of the Council	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Transaction Services</li> </ul>
Local Government (Rating) Act 2002	67	Apply to the Registrar of the High Court to have a judgment for rates enforced by sale or lease of the rating unit.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Transaction Services</li> </ul>
Local Government (Rating) Act 2002	72	Give consent of the Council to the sale or lease of a rating unit by private treaty for any consideration that the Registrar thinks reasonable	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Transaction Services</li> </ul>
Local Government (Rating) Act 2002	77	<p>Give public notice that the Council intends to have the land declared abandoned and to sell or lease the land.</p> <p>Apply to the District Court for an order that declares the land to be abandoned and authorises the Council to sell or lease the land.</p> <p>Commence proceedings under section 67 to sell or lease abandoned land</p>	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Transaction Services</li> </ul>
Local Government (Rating) Act 2002	78	Sell or lease the land under sections 79 to 83 of the Act	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Transaction Services</li> </ul>

Local Government (Rating) Act 2002	79	<p>Determine whether the sale or lease of abandoned land will be by public auction or public tender.</p> <p>Determine any terms or conditions of sale or lease and place a reserve on the land.</p> <p>Decide to refuse any tender; or put the abandoned land up for sale or lease as often as may be required until it is sold or leased.</p> <p>If the abandoned land is not sold or leased at public auction or by public tender, sell or lease the land by private treaty for any consideration that is not less than the reserve.</p> <p>Bid for the abandoned land at any public auction of it and buy the land on behalf of the Council.</p>	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Transaction Services</li> </ul>
Local Government (Rating) Act 2002	80	Approve documents for execution under Council seal.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> </ul>
Local Government (Rating) Act 2002	82	If the proceeds of a sale or lease of abandoned land under section 79 are not sufficient to meet the rates, interest, costs, and expenses, write off the deficiency.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> </ul>
Local Government (Rating) Act 2002	85	Remit all or part of the rates on a rating unit (including penalties for unpaid rates) in accordance with the rates remission policy.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Transaction Services</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> </ul>
Local Government (Rating) Act 2002	87	Postpone the requirement to pay all or part of the rates on a rating unit (including penalties for unpaid rates) in accordance with the rates postponement policy.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Transaction Services</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> </ul>

Local Government (Rating) Act 2002	99	Apply to the Maori Land Court for an order charging the unpaid rates against land.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Transaction Services</li> </ul>
Local Government (Rating) Act 2002	114	Remit all or part of the rates (including penalties for unpaid rates) on Maori freehold land in accordance with the policy on the remission and postponement of rates on Maori freehold land.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Team Leader - Transaction Services</li> </ul>
Local Government (Rating) Act 2002	115	Postpone the requirement to pay all or part of the rates on Maori freehold land (including penalties for unpaid rates) in accordance with the policy on	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Transaction Services</li> </ul>
Local Government (Rating) Act 2002	135	Sign documents as evidence for court proceedings	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Transaction Services</li> </ul>
Rating Valuations Act 1998	50 & 34	Determine an objection following review, EXCEPT THAT where the determination differs from the outcome of the registered valuers review, the matter must be brought to the Council for final determination.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Manager – Property Information &amp; Business Compliance</li> <li>• Team Leader - Property Information</li> </ul>
Rating Valuations Act 1998	50 & 36	Require an objection to be heard by the Land Valuation Tribunal.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Manager – Property Information &amp; Business Compliance</li> <li>• Team Leader - Property Information</li> </ul>



## Policy Delegations

Local Government (Rating) Act 2002 Section 85			
<b>Rates Remission and Postponement - Policy R19</b> Approval of any application for remission of rates up to \$20,000 by Chief Financial Officer Over \$20,000 by General Manager – Corporate Services and the Chief Financial Officer jointly			
Policy Statement No		Officer/s	Amount
R21/01	Remission of Penalty Remission	<ul style="list-style-type: none"> <li>• Chief Executive Officer</li> <li>• GM – Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Team Leader - Transaction Services</li> <li>• Technical Rates Officer</li> </ul>	⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ \$1,000 ⇒ \$1,000 ⇒ \$1,000
R21/04	Remission of Rates on Community, Sports and Not-for Profit Organisations	<ul style="list-style-type: none"> <li>• General Manager – Corporate Services and the Chief Financial Officer</li> </ul>	Jointly
R21/05	Remission of charges on properties spanning multiple districts	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> <li>• Team Leader - Transaction Services</li> </ul>	⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100%
R21/06	Remission of charges on Common-Use properties	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> <li>• Team Leader - Transaction Services</li> </ul>	⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100%

R21/07	Remission of school sewerage charges	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> <li>• Team Leader - Transaction Services</li> </ul>	⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100%
R21/08	Remission of excess water charges	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> <li>• Team Leader - Transaction Services</li> </ul>	⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100%
P21/01	Remission of rates on land subject to protection for outstanding natural landscape, cultural, historic or ecological purposes. <i>(This now requires confirmation that the land concerned meets conservation or other requirements pursuant to the District Plan and that the covenant meets Council requirements.)</i>	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> <li>• Team Leader - Transaction Services</li> </ul>	⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100%
R21/02	Remission of rates on unusable land.	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> <li>• Team Leader - Transaction Services</li> </ul>	⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100%
R21/14	Treaty Settlement Lands	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> <li>• Team Leader - Transaction Services</li> </ul>	⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100%

Local Government (Rating) Act 2002 Section 87			
Rates Remission and Postponement - Policy P19			
<p>Any application for a postponement of rates outside of those allowed under these policies must be made in writing to Council. It must set out in detail the reasons why the application is being made outside of the policies established under the LG (Rating) Act 2002. Council is under no obligation to approve any applications that do not comply with the established policies and Council's decision on the matter is final</p> <p>Over \$20,000 by General Manager – Corporate Services and the Chief Financial Officer jointly</p>			
Policy Statement No		Officer/s	Amount
P21/03	Postponement of rates on landlocked land	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> <li>• Team Leader - Transaction Services</li> </ul>	⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100%
P21/04	Transitional policy for the postponement of rates on farmland	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> <li>• Team Leader - Transaction Services</li> </ul>	⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100%
P21/06	Residential Rates Postponement for Senior Citizens	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> <li>• Team Leader - Transaction Services</li> </ul>	⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100%

Local Government (Rating) Act 2002 Section 108 & 109			
Remission and Postponement of Rates on Maori Freehold Land ML19			
All applications to be authorised by any two (2) delegated officers jointly			
Policy Statement No		Officer/s	Amount
ML21/01	Remission of rates Maori Freehold Land Not used	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> <li>• Team Leader - Transaction Services</li> </ul>	⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100%
ML21/02	Remission of rates on Maori freehold land used for the purposes of Papakainga or other housing projects subject to occupation licences or other informal arrangements	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• GM: Corporate Services</li> <li>• Chief Financial Officer</li> <li>• Team Leader - Rating Services</li> <li>• Technical Rates Officer</li> <li>• Team Leader - Transaction Services</li> </ul>	⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100% ⇒ 100%



**6.7 COMMITTEE RECOMMENDATIONS AND RESOLUTIONS - NOVEMBER 2023****File Number: A4455506****Author: Ellie Greenwood, Democracy Advisor****Authoriser: Casey Gannon, Manager - Democracy Services****TAKE PŪRONGO / PURPOSE OF THE REPORT**

- To increase governance oversight of Committee business/discussions.
- Communicate resolutions of Committee meetings.
- Escalate Committee recommendations to Council.

**WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY**

- The following Committee meetings have been held since the last ordinary Council meeting.
  - 30 October 2023 – Te Koukou – Transport Committee
  - 31 October 2023 – Te Miromiro – Assurance Risk and Finance Committee
  - 7 November 2023 – Te Kuaka – Te Ao Māori Committee
- Copies of the Committee meeting minutes are attached for information.
- Links to the agendas containing the reports that formed the basis of the recommendations below are included in this report.

**TŪTOHUNGA / RECOMMENDATION****That Council :**

*Te Koukou – Transport Committee – Item 5.2 – Amendment to North Hokianga Interim Speed Management Plan*

- a) adopt the amendment to the North Hokianga Interim Speed Management Plan as set out in Exhibit A.**

**TĀHUHU KŌRERO / BACKGROUND**

This is a regular report to provide greater governance oversight of discussions that occur at Committee meetings and to avoid duplication of reading for Councillors for decisions that are recommended to them, from each Committee meeting.

Copies of Committee meeting minutes that have occurred since the last ordinary Council meeting are attached for information.

From time to time, Committee's discuss items that are outside their delegations. This report, when necessary, will highlight recommendations from each Committee to Council for decision.

Information about Council, Committee or Community Board meetings is publicly available at <https://infocouncil.fndc.govt.nz/>

**MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS**

Since the last Council meeting the following Committee meetings have occurred:

30 October 2023 – Te Koukou Transport Committee

[30 October 2023 – Te Koukou Transport Committee Agenda](#)

*Te Koukou – Transport Committee – Item 5.2 – Amendment to North Hokianga Interim Speed Management Plan*

**Recommends that Council adopt the amendment to the North Hokianga Interim Speed Management Plan as set out in Exhibit A.**

31 October 2023 – Te Miromiro Assurance Risk and Finance Committee <a href="#">31 October 2023 – Te Miromiro Assurance Risk and Finance Committee Agenda</a> <b><i>No escalation required.</i></b>
7 November 2023 – Te Kuaka Te Ao Māori Committee <a href="#">7 November 2023 – Te Kuaka Te Ao Māori Committee – Extraordinary Meeting</a> <b><i>No escalation required.</i></b>

## **PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION**

This report does not intend to repeat the financial implications, options or decision-making requirements for the recommendations listed. Please review the agendas via the provided links for further information.

## **ĀPITIHINGA / ATTACHMENTS**

**Nil**

**6.8 BAY OF ISLANDS/KERIKERI INTERIM SPEED MANAGEMENT PLAN****File Number:** A4452887**Author:** Elizabeth Stacey, NTA Road Safety and Traffic Engineer**Authoriser:** Calvin Thomas, General Manager - Northland Transportation Alliance**TAKE PŪRONGO / PURPOSE OF THE REPORT**

To receive the Recommendations Report and adopt the Interim Speed Management Plan for the Kerikeri Bay of Islands Catchment Speed Limit Review.

**WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY**

The agenda seeks adoption of an Interim Speed Management Plan for Kerikeri Bay of Islands, which is now the legal mechanism for setting speed limits. This speed limit review has been undertaken as part of the implementation of the government's Road to Zero National Road Safety Strategy and a new Setting of Speed Limits Rule 2022.

The Te Koukou Transport Committee heard this agenda item at the 30 October meeting and returned an Equal (Lost Motion) result. This matter is now referred to the full Council for consideration.

**TŪTOHUNGA / RECOMMENDATION****That Council:**

- a) receives the report **Regional Speed Limit Review Kerikeri Bay of islands Catchment Recommendations Report** ([Pages 18-125 of 30 October Te Koukou Transport Committee Meeting Agenda](#))
- b) adopts the Interim Speed Management Plan for Kerikeri Bay of Islands which includes the following sub catchments (Attached):
  - i) Kerikeri-Waipapa (Exhibit B Map 1)
  - ii) Kerikeri-Waipapa Peri-Urban Area (Exhibit B Map 2)
  - iii) Opuā (Exhibit B Map 3)
  - iv) Paihia (Exhibit B Map 4 & 5)
  - v) Haruru (Exhibit B Map 6)
  - vi) Rural Connecting Roads – South (Exhibit B Map 7)
  - vii) Whangaroa (Exhibit B Map 8)
  - viii) Rural Connecting Roads - North (Exhibit B Map 9)
  - ix) Schools (Exhibit B Maps 10-17)

**1) TĀHUHU KŌRERO / BACKGROUND**

Proposed new speed limits in the Kerikeri Bay of Islands Catchment area were publicly notified in accordance with Section 3.9 of the Setting of Speed Limits Rule 2022; with feedback being sought from 26th October to 5th December 2022. Hearings were held at Council Chambers in Kaikohe on March 21st 2023. A total of 253 submissions were received with 11 submitters attending the Hearing.

This Agenda item provides Council with recommended changes to speed limits in the Kerikeri Bay of Islands Catchment area. The Recommendations Report ([Pages 18-125 of 30 October Te Koukou Transport Committee Meeting Agenda](#)) takes account of all submissions received, including the requirements of the Setting of Speed Limits Rule 2022; Road to Zero, National Road Safety Strategy 2020-2030; and National Speed Management Guidance.

Based on the attached Recommendations, an Interim Speed Management Plan (ISMP) has been produced (Attachment). This ISMP is the document that is forwarded to the director of Waka Kotahi (NZTA) for certification under the Setting of Speed Limits Rule 2022.

## **2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS**

### **Submissions**

A total of 253 submissions were received with 11 submitters presenting in support of their submissions at a formal hearing on 21<sup>st</sup> March 2023; held in Council Chambers in Kaikohe. Of the submissions received two-thirds were in support or partial support of the new speed limits proposed.

In preparing the Recommendations Report, all submissions were reviewed alongside the technical assessments required under the Setting of Speed Limits Rule 2022. Where required, additional site visits and engineering assessments were undertaken.

### **Decision process**

This Agenda Item, hyperlink to 30 October Ter Koukou Agenda and Attachment provide all the information that Council, in its capacity as Road Controlling Authority, must consider when setting new speed limits. The recommendations on new speed limits have been informed by community feedback and meet national speed management guidance and legal requirements for setting speed limits.

Council have the option to adopt the ISMP in whole or by sub catchment area. Additionally, council may elect to amend speed limits for individual roads. If changes to speed limits are made by amendment, staff will confirm that the new speed is sound in terms of road safety, relevant guidance and standards, and the Setting of Speed Limits Rule 2022.

Once the ISMP is adopted, staff will commence the certification process by Waka Kotahi (NZTA). Certification is a legal requirement and ensures that the requirements the Setting of Speed Limits Rule 2022 has been met and ensures national consistency.

Final detailed design of physical infrastructure (signage etc) and procurement will commence once the ISMP has been certified. Procurement and installation of the required physical works takes time. Implementation may be in a staged process and may take place over financial years.

### **Options**

**Option 1:** The Council may receive the Recommendations Report and adopt the ISMP in full. This option will enable certification and implementation of the new speed limits upon Council approval.

**Option 2:** The Council may receive the Recommendations Report and adopt the ISMP in full with amendments. If the Council make any amendments, additional assessments may be required to ensure that the amendments meet the requirements of the Setting of Speed Limits Rule 2022 and National Speed Management Guidance.

**Option 3:** The Council may receive the Recommendations Report and adopt the ISMP in part. The individual sub-catchments are set out in the Interim Speed Management Plan and may be adopted individually. Staff will amend the ISMP to reflect the chosen sub-catchments prior to Waka Kotahi certification.

**Option 4:** Council may reject the Recommendations Report and the ISMP in their entirety. This option is not recommended as it will result in a requirement to re-consult in a future Regional Speed Management Plan.

The recommended option is **Option 1**.

### **Risks of Not Adopting Speed Limit Changes:**

**Current Project:** Development of the ISMP, associated consultation and preliminary design of the catchment has cost approximately \$184,000 to date. Failure to implement the ISMP results in the



cost of this work being lost. The project has an approved budget of approximately \$1.2 million in total for design, consultation and implementation. Council may lose the Waka Kotahi share in the current LTP for implementation as this funding cannot be shifted to another activity class.

There is an expectation through consultation from communities that a change will occur. Failure to adopt safe and appropriate speeds would mean that any change to speed limits in the Bay of Islands-Kerikeri catchment would require waiting on the 2027-2030 Regional Speed Management Plan, and would potentially need to be funded at a 100% council share.

**Dependent Projects:** There are a number of projects currently in development or signed under temporary speed limits that are dependent on changes of speed under the Interim Speed Management Plan. These projects include:

- Kerikeri Transport Choices – Work on Hone Heke Road and Kerikeri Road have approved design based on new, lowered speed limits and would likely not qualify for funding at current 50kph speed limit.
- Kerikeri Primary & High School Safe Schools Treatments – design based on 30kph posted speed
- Riverview School Safe Schools Treatments – design based on 30 kph posted speed
- Additional eight schools throughout this catchment would wait 2-4 years for lowered speed limits, either permanent or variable, on their school frontage.
- Oramahoe Road/Whangae Road Temporary Speed Limits – This location is under a temporary speed reduction, due to expire in December. Without permanent changes to speed limit this would no longer be a viable alternative route for the Pou Herenga Tai Twin Coast Cycle Trail.
- Kerikeri Road (Packhouse Market) Temporary Speed Limits – Temporary speed limits were installed to accommodate a new, mid-block crossing between the Packhouse Market and Makana Chocolate Factory. This feature is not an approved safe system treatment in an 80kph environment.
- Failure to adopt safe and appropriate speed may impact our funding bid for future projects such as the Cobham/Hone Heke Roundabout and other proposed mid-block raised crossings.

**Death and Serious Injury Reduction:** Over the last ten years in the Bay of Islands-Kerikeri Catchment Area there have been 5 fatal and 42 serious injury crashes. National and international research has consistently shown that for every 5km/h reduction in average speeds, there is a 28% reduction in fatal crashes and a 26% reduction in serious injury crashes.

If the Council elects to adopt Option 1 (full catchment) rather than Option 4 (rejection of the ISMP), assuming only a 5km/h reduction in average speeds across the catchment, Council can anticipate one fewer fatal crash and 11 fewer serious injury crashes over the next ten year period. The Ministry of Transport has set the social cost of road trauma at \$4.46 million per fatal crash and \$467K per serious injury crash. (2020 update). Using the 2020 data results in a social cost savings of \$9.597 million dollars over this period.

### **Next steps**

Once the Recommendations Report is received and Interim Speed Management Plan is adopted, either in whole or in part, staff will finalise the certification of the Interim Speed Management Plan and commence the detail design, procurement and implementation process.

### **TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION**

The Recommendations arising from consultation and the resultant Interim Speed Management Plan must be adopted by Council before the Speed Management Plan can be certified and implemented.

**3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION**

The installation and removal of the required signage will be funded from the Low Cost Low Risk (LCLR) Speed Limit budget as part of the 2023-2024 financial year budgets. The timing for approval of this catchment may result in additional funding for physical works to be sought in the next LTP period.

**ĀPITIHINGA / ATTACHMENTS**

1. BOI KK ISMP - A4460724 [↓](#) 

**Hōtaka Take Ōkawa / Compliance Schedule:**

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
  - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
  - b) Assess the options in terms of their advantages and disadvantages; and
  - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

<b>He Take Ōkawa / Compliance Requirement</b>	<b>Aromatawai Kaimahi / Staff Assessment</b>
State the level of significance (high or low) of the issue or proposal as determined by the <a href="#">Council's Significance and Engagement Policy</a>	Significance has been determined as "Low" under Councils Significance and Engagement Policy.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Land Transport Act 1998 Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022. Setting of Speed Limits Rule 2022
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	This decision is procedural in nature and does not impact on the district.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.  State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	There are no direct implications for Māori as the decision implements current legislation.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	There are no persons likely to be affected as this decision is procedural in nature.
State the financial implications and where budgetary provisions have been made to support this decision.	This project is identified in the current 2021-2024 LTP period and is subsidised at Council's current FAR rate.
Chief Financial Officer review.	Nil.

# Interim Speed Management Plan Kerikeri Bay of Islands Catchment





## Interim Speed Management Plan Kerikeri Bay of Islands Catchment

Approved by Far North District Council at an ordinary meeting dated 16 November, 2023

<b>Author</b>  <small>Local Government Planning and Resource Management</small>	Shawn Baker 	3 / 11 / 2023
<b>Reviewer</b>  <small>Northland Transportation Alliance</small>	Elizabeth Stacey 	3 / 11 / 2023

<b>Director Waka Kotahi Certification:</b>	
<b>Certificate Number:</b>	
<b>Date:</b>	

### Table of Contents

Table of Contents	2
1 Overview	3
2 Interim Speed Management Plan extent	3
3 Consultation	4
4 Speed limits around Schools	4
Schools in the Review Area	5
Opua School	5
Paihia School	5
Kerikeri Primary School and Kerikeri High School	5
Riverview School	5
Bay of Islands International Academy	6
Matauri Bay School and TKKM o Whangaroa	6
One School Global Campus Kerikeri	6
Harvest School	6
5 New Speed Limits – Kerikeri Waipapa urban areas	7
6 New Speed Limits – Kerikeri Waipapa Peri-Urban Area	29
7 New Speed Limits – Opua	35
8 New Speed Limits – Paihia	36
9 New Speed Limits – Haruru	39
10 New Speed Limits – Rural Connecting Roads South	43
11 New Speed Limits – Whangaroa	45
12 New Speed Limits – Rural Connecting Roads North	46
13 Speed Limit Maps	50

## 1 Overview

Far North District Council (Council) is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Far North District (except State Highways).

Council is reviewing speed limits on roads it is responsible for under the Government's Road to Zero Road Safety Strategy. The reviews will be undertaken in a staged programme. The statutory role of Council as an RCA is set out under the Land Transport Act 1998. The process for reviewing and setting new speed limits is set out in the Setting of Speed Limits Rule 2022.

As part of the transitional process set out in the Setting of Speed Limits Rule 2022, Council has produced this Interim Speed Management Plan to ensure that its overall speed limit review programme remains on track and consistent with funding determined prior to the 2022 Rule.

This Interim Speed Management Plan continues Council's catchment-based approach to reviewing speed limits in the district. The catchment-based approach reduces anomalous situations resulting from the review process, where a high quality (eg: a sealed road) has a lower speed limit than a lower quality road (eg: an unsealed road). This catchment-based approach is consistent with the Setting of Speed Limits Rule 2022 and associated guidance.

Catchment areas are prioritised based on:

- Risk
- Development pressure
- The need to co-ordinate cross boundary issues between different RCA jurisdictions

### 1.1 National Speed Limit Register (NSLR)

The National Speed Limit Register has replaced Speed Limit Bylaws as the legal instrument by which all speed limits are enforced. The NSLR is managed by Waka Kotahi (NZTA), with each RCA responsible for updating the NSLR when speed limits are amended.

Once certified by Waka Kotahi, the speed limits contained in this Interim Speed Management Plan will be uploaded into the NSLR and an operative date identified.

The National Speed Limits Register can be accessed by following the link below:

<https://speedlimits.nzta.govt.nz>

## 1.2 Speed Management Plans

The Setting of Speed Limits Rule 2022 requires speed limits to be set by creating a Speed Management Plan, which must be certified by Waka Kotahi.

The Rule identifies two types of Speed Management Plan:

**Interim Speed Management Plan** - This Plan enables speed limits to be amended in the period before the next RLTP and has more streamlined components.

**Regional Speed Management Plan** – This Plan is developed alongside the Regional Land Transport Plan (RLTP) and is updated on a three yearly cycle.

The Kerikeri Bay of Islands Interim Speed Management Plan has been produced under the transitional provisions of the Rule as it will come into force prior to the 2024 - 2027 RLTP.

## 2 Interim Speed Management Plan extent

This Interim Speed Management Plan includes all roads to the east of State Highway 10 and extends from State Highway 11 in the south (Kawakawa – Opua) through to the Whangaroa Harbour in the north. and includes:

- Kerikeri urban area
- Opua
- Pahia
- Waitangi
- Haruru Falls
- Whangaroa

## Interim Speed Management Plan Kerikeri Bay of Islands



### 3 Consultation

In meeting the requirements set out in Section 3.9 of the setting of Speed Limits Rule 2022, the following was undertaken.

A Statement of Proposal was notified in local media and on Council's website.

The full Statement of Proposal and supporting technical information and information on how to make a submission was made available on Council's website, including Facebook and other social media.

Press releases relating to the review and proposed speed limit changes were featured in local media.

Drop-in information sessions were held at various locations within the review area.

Key Stakeholders and Statutory Consultees were notified directly.

Council notified key Māori contacts that are actively consulted within the review area.

Additional time was provided (until February 10th, 2023) to make any submissions. This additional time recognised the need to consult more widely with hapu and other groups.

A total of 253 submissions were received, with 11 submitters presenting in person to a Council Hearing on 21<sup>st</sup> March 2023.

#### 4 Speed limits around Schools

The new Setting of Speed Limits Rule identifies the review of speed limits outside schools as a priority by setting the following targets:

- 40% of all schools assessed and treated with compliant speed limits by June 2024
- All schools assessed and treated with compliant speed limits by 31 December 2027.

The new Rule identifies two categories of schools:

## Interim Speed Management Plan Kerikeri Bay of Islands



- Category 1 Schools that have a maximum speed limit of 30kph. A Category 1 school will include all urban schools, and rural schools where students actively use the road to access the school, for example, where school bus drop-off does not occur off-road, or students walk along or cross the road to access the school.
- Category 2 Schools that have a speed limit of 60kph or less. Category 2 schools include rural schools where there is no active use of the road environment by student pedestrians.

National guidance indicate that the speed limit should:

- Be a permanent speed limit, with a variable speed limit only considered where the permanent option has been considered and found inappropriate.
- Encourage walking and cycling to school by creating safe speed areas around the school.

As a result of the new national guidance, school speed zones will be expanded from the immediate road frontage to include other walking and cycling routes near the school.

### 4.1 Schools in the Review Area

There are 10 schools within the review area, these are:

- Opua School (Franklin Road – Opua)
- Paihia School (School Road – Paihia)
- Kerikeri Primary School (Hone Heke Road – Kerikeri)
- Kerikeri High School (Hone Heke Road – Kerikeri)
- Riverview School (Riverview Road – Kerikeri)
- Bay of Islands International Academy (Purerua Road – Te Tii)
- Matauri Bay School (Wainui Road – Matauri Bay)
- TKKM o Whangaroa (Wainui Road – Matauri Bay)
- One School Global Campus Kerikeri (Blue Gum Lane)
- Harvest School (361 Waipapa Road)

#### 4.1.1 Opua School

Opua School is located on Franklin Road, which is the main access road into the Opua commercial area and the Opua ferry. Opua School is a Category 1 School and must have a 30kph permanent or variable speed limit.

The following speed limits have been set for Opua School:

**30kph permanent speed limit on Franklin Road and Kellet Street as part of a wider 30kph urban zone for Opua.**

#### 4.1.2 Paihia School

Paihia School is located near the central commercial area of Pahia. Paihia School is a Category 1 School and must have a 30kph permanent or variable speed limit.

The following speed limits have been set for Pahia School:

**30kph permanent speed limit on Joyces Road; School Road from Marsden Road to Joyces road; and Williams Road.**

#### 4.1.3 Kerikeri Primary School and Kerikeri High School

Kerikeri Primary School is located on Hone Heke Road opposite Kerikeri High School. Both schools are Category 1 Schools. In addition to the main schools, there is an early childhood centre located on Lanark Road.

The following speed limits have been set for Kerikeri Primary School and Kerikeri High School:

**30kph permanent speed limit on Hone Heke Road from Baska Voda Drive to 65 Hone Heke Road; Lanark Road; Turutaru Lane; and Oripiro Road.**

#### 4.1.4 Riverview School

Riverview School is located on Riverview Road in Kerikeri. Riverview School is a Category 1 School and must have a 30kph permanent or variable speed limit.



## Interim Speed Management Plan Kerikeri Bay of Islands

The following speed limits have been set for Riverview School:

**30kph permanent speed limit on Riverview Road; Kendall Road; and Tui Place.**

### 4.1.5 Bay of Islands International Academy

The Bay of Islands International Academy is located near the intersection of Purerua Road and Te Tii Road. The Bay of Islands International Academy is a Category 1 School and must have a 30kph permanent or variable speed limit. The rural location of the school necessitates a variable speed limit.

The following speed limits have been set for the Bay of Islands International Academy:

**Variable School Speed Limit of 30kph on Purerua Road from RP9206 (110m before Te Tii Road intersection) to RP9517 (200m past Te Tii Rd intersection).**

**Variable School Speed Limit of 30kph on Te Tii Road from the Purerua Road intersection for a distance of 50m.**

### 4.1.6 Matauri Bay School and TKKM o Whangaroa

Matauri Bay School and TKKM o Whangaroa are located side by side on Whakarara Road (Wainui Rd). Both schools are Category 1 Schools and must have a 30kph permanent or variable speed limit. The rural location and functioning of the school necessitate a variable speed limit.



The following speed limits have been set for Matauri Bay School and TKKM o Whangaroa:

**Variable School Speed Limit of 30kph on Wainui Road (Whakarara Rd from RP6400 (350m from Matauri Bay Rd) to RP5788 (distance of 620m).**

### 4.1.7 One School Global Campus Kerikeri

One School Global Campus is located on the corner of State Highway 10 and Blue Gum Lane. The entry to the school is located on Blue Gum Lane. The school is a Category 1 School and must have a 30kph permanent or variable speed limit.

The following speed limit has been set for the One School Global Campus:

**30kph permanent speed limit on the full length of Blue Gum Lane.**

### 4.1.8 Harvest School

Harvest School is a new build school that is expected to open in 2023. The school is located on Waipapa Road. As this school has not yet opened, it is assumed to be a Category 1 School. This will be further reviewed, along with the final speed limit once the school has been operational for 12 months.

The following speed limit has been set for Harvest School:

**Variable School Speed Limit of 30kph on Waipapa Road from RP536 (331 Waipapa Road) to RP897 (372 Waipapa Rd) be implemented once the school becomes operational.**

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## 5 New Speed Limits – Kerikeri Waipapa urban areas

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Access Heights	50	30	40	<b>Reason:</b> The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Access Road	50	30	40	<b>Reason:</b> The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Amokura Drive	50	20	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Amsharlo Drive	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Ao Marama Place	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage

				result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Aranga Road	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Augusta Place	30	30	30	<b>Consistent Infrastructure:</b> Signage
Awhitu Road	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Barrett Place	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Baska Voda Drive	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Blacks Road	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all

				<p>modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p><b>Infrastructure:</b> Signage</p>
Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Blue Gum Lane (School Zone)	100	60	30	<p><b>Reason:</b> Category 1 school zone.</p> <p><b>Infrastructure:</b> Signage</p>
Blue Marlin Drive	50	30	40	<p><b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p><b>Infrastructure:</b> Signage</p>
Blue Marlin Drive Extension	50	30	40	<p><b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p><b>Infrastructure:</b> Signage</p>
Blue Penguin Drive	50	30	40	<p><b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p><b>Infrastructure:</b> Signage</p>
Butler Road	30	30	40	<p><b>Consistent</b></p> <p><b>Infrastructure:</b> Signage</p>
Campbell Lane	50	30	40	<p><b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all</p>



				<p>modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p><b>Infrastructure:</b> Signage</p>
Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Campbell Lane	50	30	40	<p><b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p><b>Infrastructure:</b> Signage</p>
Cannon Drive	50	30	40	<p><b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p><b>Infrastructure:</b> Signage</p>
Cannon Drive Extension	50	30	40	<p><b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p><b>Infrastructure:</b> Signage</p>
Charlotte Kemp Drive	50	30	40	<p><b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p><b>Infrastructure:</b> Signage</p>

Clark Road (Kerikeri)	50	30	30	<b>Consistent Infrastructure:</b> Signage
<b>Road Name (Kerikeri Waipapa urban areas)</b>	<b>Current Speed Limit</b>	<b>Safe and Appropriate Speed</b>	<b>New Speed Limit</b>	<b>Reason for difference between safe and appropriate assessment and supporting infrastructure.</b>
Cobham Court	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Cobham Road Service Lane	30	30	30	<b>Consistent Infrastructure:</b> Signage
Cobham Road from Kerikeri Rd to Hobson Ave	30	30	50	<b>Consistent Infrastructure:</b> Signage
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	50	40	30	<b>Consistent Infrastructure:</b> Signage
Cochrane Drive	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Darwin Road	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Edkins Road (Kerikeri)	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without

				significant "slow street" physical works. <b>Infrastructure:</b> Signage
Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Fairway Drive from Kerikeri Rd to Augusta Place	30	30	30	<b>Consistent Infrastructure:</b> Signage
Fairway Drive from Augusta Place to Golf View Rd	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Fairway Drive Service Lane 1	30	30	30	<b>Consistent Infrastructure:</b> Signage
Fairway Drive Service Lane 2	30	30	30	<b>Consistent Infrastructure:</b> Signage
Fantail Rise	50	30	40	<b>Reason:</b> Fantail Rise is part of a new subdivision area. 40kph is consistent with other residential areas. <b>Infrastructure:</b> Signage
Fernbird Grove	50	30	40	<b>Reason:</b> Fernbird Grove is part of a new subdivision area. 40kph is consistent with other residential areas. <b>Infrastructure:</b> Signage
Fieldview	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Fuller Terrace (Kerikeri)	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
General Gates Avenue	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Golf View Road	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Greenway Drive	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Hall Road	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Harmony Lane	50	40	40	<b>Consistent Infrastructure:</b> Signage



Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Hawkins Crescent	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Heritage Bypass from Kerikeri Rd for first 50m	50	40	50	<b>Reason:</b> Urban Connector Roads (or main arterial routes) for the Kerikeri urban area. These roads provide safe, reliable and efficient movement of people and goods. The carriageway is wide and a 50kph speed limit is more self-explaining than 40kph. <b>Infrastructure:</b> Signage
Heritage Bypass	80	40	80	<b>Reason:</b> Heritage Bypass is a specially designed road that provides a connecting route to separate parts of the Kerikeri community, bypassing residential areas. This route is a main commuter route out of the main Kerikeri township. There are no residential dwellings or accesses that gain access to the carriageway. The current 80kph speed limit is considered appropriate. <b>Infrastructure:</b> Signage
Heron Hill	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Hobson Avenue (Kerikeri)	30	30	30	<b>Consistent</b> <b>Infrastructure:</b> Signage
Homestead Road	30	30	30	<b>Consistent</b> <b>Infrastructure:</b> Signage
Homestead Road Service Lane 1	30	30	40	<b>Consistent</b> <b>Infrastructure:</b> Signage

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Homestead Road Service Lane 2	30	30	30	<b>Consistent Infrastructure:</b> Signage
Hone Heke Road from Cobham Dr to Baska Voda Dr	50	40	40	<b>Consistent Infrastructure:</b> Signage
Hone Heke Road from Baska Voda Dr to 65 Hone Heke Rd (School Zone)	50	40	30	<b>Reason:</b> Category 1 School Zone <b>Infrastructure:</b> Signage
Hone Heke Road from 65 Hone Heke Rd to Kerikeri Rd	50	40	40	<b>Consistent Infrastructure:</b> Signage
Jacaranda Place	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
James Kemp Place	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Kapiro Road to 50m west of roundabout to Round-a-bout	50	80	40	<b>Reason:</b> This short section of Kapiro Road leads into a round-a-bout, beyond which is a more urban area with 40kph roads. <b>Infrastructure:</b> Signage
Karaka Drive	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Kemp Road	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Kendall Road	50	30	30	<b>Consistent</b> <b>Infrastructure:</b> Signage
Keridale Lane	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Kerikeri Grove	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Kerikeri Inlet Road from Cobham Rd to 300m past Hoult's Way	50/80	40	50	<b>Reason:</b> Urban Connector Roads (or main arterial routes) for the Kerikeri urban area. These roads provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities. The carriageway is wide and a 50kph speed limit is more self-explaining than 40kph. <b>Infrastructure:</b> Signage
Kerikeri Inlet Road from 300m past Hoult's Way to 50m north of One Lane Bridge (approx. 313 Kerikeri Inlet Rd)	80/100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Kerikeri Road SH10 to 50m south of Butler Rd	80	60	50	<b>Reason:</b> This section of Kerikeri Road is characterised by both residential and retail commercial activities, including local markets and orchard stores. There is a significant local traffic volume on this road. <b>Infrastructure:</b> Signage
Kerikeri Road from 50m south of Butler Rd to 50m north of Clark Rd	30	30	30	<b>Consistent Infrastructure:</b> Signage
Kerikeri Road from 50m north of Clark Rd to Heritage Bypass roundabout	50	40	50	<b>Reason:</b> This road is a main arterial road providing linkages to other parts of Kerikeri. The carriageway is very wide. A 40kph speed limit would require significant infrastructure to create a self-explaining 40kph road environment. 50kph is considered appropriate. <b>Infrastructure:</b> Signage
Kerikeri Road from Heritage Bypass roundabout to end	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Kilountain Place	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
King Street	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage



Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Kingfisher Drive	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Kotare Heights	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Lanark Road (School Zone)	50	30	30	<b>Consistent</b> <b>Infrastructure:</b> Signage
Landing Road (Kerikeri)	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Limelight Lane	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Maraenui Drive	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Marsden Place (Kerikeri)	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Martha Clarke Lane	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Masonic Lane	30	30	30	<b>Consistent Infrastructure:</b> Signage
Matau Place	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Mawson Avenue	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road

				carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Mill Lane	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Mission Road (Kerikeri)	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Norfolk Place	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Oakridge Drive	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Okura Drive	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear

				pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Oripiro Road	50	30	30	<b>Reason:</b> Category 1 School Zone. Consistent with Safe and Appropriate Speed. <b>Infrastructure:</b> Signage
Pa Road	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Paretu Drive	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Pathways Drive	50	60	40	<b>Reason:</b> Pathways Drive is a short "no exit" street providing access for a low-density urban subdivision. There is no centre line marking. A 40kph speed limit is consistent with small residential areas. <b>Infrastructure:</b> Signage
Peacock Garden Drive	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Pickmere Lane	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all

				<p>modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p><b>Infrastructure:</b> Signage</p>
Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Rainbow Falls Road	50	30	40	<p><b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p><b>Infrastructure:</b> Signage</p>
Ranui Avenue	50	30	40	<p><b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p><b>Infrastructure:</b> Signage</p>
Rarere Terrace	50	30	40	<p><b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p><b>Infrastructure:</b> Signage</p>
Reinga Road	50	30	40	<p><b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p><b>Infrastructure:</b> Signage</p>



Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Riddell Road	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Riverbank Drive (through road)	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Riverstone Lane	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Riverview Road	50	30	30	<b>Consistent</b> <b>Infrastructure:</b> Signage
Sammaree Place	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Selwyn Place (Kerikeri)	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Shepherd Road (Kerikeri)	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Silkwood Lane	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Skudders Beach Road	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Spoonbill Drive	50	40	40	<b>Consistent Infrastructure:</b> Signage

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
St Andrews Place	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Stella Drive (East)	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Stella Drive (West)	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Tareha Place	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Tasman Place	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
The Lookout	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
The Ridge	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Totara Place (Kerikeri)	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Tuatahi Place	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Tui Place (Kerikeri)	50	30	30	<b>Consistent</b> <b>Infrastructure:</b> Signage
Urutawa Drive	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Waipapa Landing Place	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Waipapa Road from SH10 to 50m before Landing Rd	80	40	60	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Waipapa Road 50m before Landing Rd to Roundabout	50	40	40	<b>Consistent</b> <b>Infrastructure:</b> Signage
Waipapa Road from RP536 (331 Waipapa Road) to RP897 (372 Waipapa Rd)	80	60	Variable 60/30	<b>Reason:</b> Category 1 School Zone <b>Infrastructure:</b> Electronic Variable School Signage



Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Waipapa Landing Road Rab	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Waitotara Drive	50	60	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Wendywood Lane	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Wentworth Terrace	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Woodley Place	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities and services by all modes. Carriageways are uniformly wide and have clear pedestrian footpaths separated from carriageway by berms.. <b>Infrastructure:</b> Signage

## 6 New Speed Limits – Kerikeri Waipapa Peri-Urban Area

Road Name (Kerikeri Peri-urban)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Ake Ake Road	100	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Anchorage Heights	100	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. <b>Infrastructure:</b> Signage
Bush Point Road (Doves Bay)	100	30	40	<b>Reason:</b> Bush Point Road provides "no-exit" access for approximately 12 dwellings. The shoulder is very narrow with a bush margin. There are no pedestrian facilities. Although dwelling and access density indicates a remote rural setting, this area is actually a medium density rural residential area. Given that Bush Road intersects with Doves Bay Road, which supports a small coastal community (recommended speed limit 40kph), a consistent 40kph is appropriate. <b>Infrastructure:</b> Signage
Conifer Lane	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Davis Strongman Place	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Doonside Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Road Name (Kerikeri Peri-urban)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.

Doves Bay Road	100	30	40	<b>Reason:</b> Doves Bay Road is a no exit road, approximately half of which has a medium-high density rural residential landuse. With the other half being the Doves Bay community, which has an urban density. The carriageway is narrow and there is no pedestrian facilities. <b>Infrastructure:</b> Signage
Edmonds Road	100	60	40	<b>Reason:</b> This road is very narrow and supports a slower speed limit. A 40kph speed limit along the full length of the road provides consistency in the speed limit, as well as consistency with the speed limit on the last section of the adjoining Kerikeri Inlet Road. <b>Infrastructure:</b> Signage
Equestrian Drive	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Furness Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Hansen Road (Purerua)	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Hewitt Road (50m road leading to a carpark and Conservation estate)	100	N/A	30	<b>Consistent</b> <b>Infrastructure:</b> Signage
Kapiro Road from SH10 to 50m west of roundabout	100	80	80	<b>Consistent</b> <b>Infrastructure:</b> Signage
Keri Downs Road	100	80	60	<b>Reason:</b> Although sealed and straight, this road has a narrow carriageway with no centerline marking. The road environment is of significantly lower standard than Purerua Road, to which this "no exit" road connects. <b>Infrastructure:</b> Signage
Kerikeri Inlet Road from 50m north of One Lane Bridge (approx. 313 Kerikeri Inlet Rd) to Edmonds Road.	100	60	80	<b>Reason:</b> There is a distinct change in the road environment near the one lane bridge (313 Kerikeri Inlet Road) from a rural residential area to a more rural, low-density area. An 80kph speed limit reflects this change in the road environment. <b>Infrastructure:</b> Signage
Kerikeri Inlet Road from Edmonds Road.to end	100	60	40	<b>Reason:</b> The road environment changes significantly at Edmonds Road to a narrow, unsealed road. A lower speed limit is therefore appropriate. <b>Infrastructure:</b> Signage
Kotuku Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Kurapari Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
<b>Road Name (Kerikeri Peri-urban)</b>	<b>Current Speed Limit</b>	<b>Safe and Appropriate Speed</b>	<b>New Speed Limit</b>	<b>Reason for difference between safe and appropriate assessment and supporting infrastructure.</b>

Mccaughan Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Mckenzie Road (Purerua)	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Oihi Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Opito Bay Road to 407 Opito Bay Rd	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Opito Bay Road from 407 Opito Bay Rd to end	100	30	40	<b>Reason:</b> Opito Bay Road, at 407 Opito Bay road has a significant change in road environment. The carriageway narrows, there is no centre line marking and the alignment becomes more tortuous as it descends to the bay. A reduced speed is therefore self-explaining. The road leads directly into the Opito Bay Community and is consistent with other small urban areas. <b>Infrastructure:</b> Signage
Orangewood Road	100	80	60	<b>Reason:</b> This road is a sealed road with no centre line marking. The no exit road provides access to horticultural activities and some rural residential activities. Access is off Kapiro Road, which has an 80kph speed limit. Orangewood Road is a lower standard of road, with a change in overall road environment. <b>Infrastructure:</b> Signage
Orchard Road (Kapiro)	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Pounamu Place	50	30	40	<b>Reason:</b> 40kph is consistent with other residential streets in the community. <b>Infrastructure:</b> Signage
Purerua Road from Kapiro Road to 110m before Te Tii Rd	100	60	80	<b>Reason:</b> 80kph is consistent with other similar sealed roads in Northland. There are few curve advisory signs on this road, indicating that the alignment is at the lower end of the "winding" category. <b>Infrastructure:</b> Signage
Purerua Road from 110m before Te Tii Rd to end	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Purerua Road Variable School Zone from proposed 80 / 60 kph boundary to 200m past Te Tii Rd intersection	100	60	Variable 60/30	<b>Reason:</b> The school is very rural and outside the "variable speed" times, pedestrian use of the road is not expected. School bus drop off and pick up occurs within the road environment and some students are required to walk a distance from the school bus drop off point to the school. The school is therefore classed as a Category 1 School, requiring a 30kph speed limit. Council has received complaints about speed when students are accessing the school. <b>Infrastructure:</b> Signage

Quinces Landing	100	60	40	<b>Reason:</b> This is a very narrow unsealed lane that provides access to rural residential land uses. The road is "no exit". Given the carriageway width and the rural residential land uses, 60kph is not recommended. <b>Infrastructure:</b> Signage
Road Name (Kerikeri Peri-urban)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Rangihoua Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Rangitane Road from Redcliffs Rd to 40m before Opito Bay Road.	100	60	80	<b>Reason:</b> 50kph has not been considered for this part of Rangitane Road as it is a rural setting with few residential dwellings. The carriageway supports an 80kph speed limit, which is consistent with the road status as a rural secondary collector road. <b>Infrastructure:</b> Signage
Rangitane Road from 40m before Opito Bay Road to Rangitane Loop Rd	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Rangitane Loop Road	50	30	40	<b>Reason:</b> 40kph is consistent with other residential streets in the community. <b>Infrastructure:</b> Signage
Redcliffs Road from Kapiro Rd to Rangitane Rd	100	60	80	<b>Reason:</b> The sealed section of Redcliffs Road is a primary collector with a low and low-medium collective and personal risk. Although classed as "winding" there are few sharp curves that have curve advisory signage and there are significant areas of straight road interspersed between curves. A 60kph speed limit is expected to have low compliance. <b>Infrastructure:</b> Signage
Redcliffs Road from Rangitane Rd to end	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
River Drive Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Rowsell Lane	100	60	40	<b>Reason:</b> Rowsell Lane is accessed off Opito Bay Road at the Opito Bay community. At this point, Opito Bay Road has a speed limit of 40kph. As such, it is appropriate that Rowsell Lane has the same speed limit. The carriageway is very narrow with limited turning. <b>Infrastructure:</b> Signage
Somerville Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage



Road Name (Kerikeri Peri-urban)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Stanners Road from SH10 to end of seal	100	80	80	<b>Consistent Infrastructure:</b> Signage
Stanners Road from end of seal to end	100	60	60	<b>Consistent Infrastructure:</b> Signage
Tanikaha Lane	100	80	80	<b>Consistent Infrastructure:</b> Signage
Te Kowhai Point Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Te Tii Road from Purerua Rd to Te Tii Rd Extension	100	60	60	<b>Consistent Infrastructure:</b> Signage
Te Tii Road from Te Tii Rd Extension to end	100	60	40	<b>Reason:</b> An 80kph speed limit is inappropriate for a coastal or rural settlement. A continuation of the recommended 60kph speed limit for the remainder of Te Tii Road is not considered appropriate as the road is very narrow with no formal pedestrian facilities. A 40kph speed limit is consistent with small coastal and rural urban settlements. <b>Infrastructure:</b> Signage
Te Tii Road Variable School Zone from Purerua Rd for 50m	100	60	Variable 60/30	<b>Reason:</b> The school is very rural and outside the "variable speed" times, pedestrian use of the road is not expected. School bus drop off and pick up occurs within the road environment and some students are required to walk a distance from the school bus drop off point to the school. The school is therefore classed as a Category 1 School, requiring a 30kph speed limit. Council has received complaints about speed when students are accessing the school. <b>Infrastructure:</b> Signage
Te Tii Road Extension	100	60	40	<b>Reason:</b> An 80kph speed limit is inappropriate in a coastal or rural settlement. A continuation of the recommended 60kph speed limit for the remainder of Te Tii Road is not considered appropriate as the road is very narrow with no formal pedestrian facilities. A 40kph speed limit is consistent with small coastal and rural urban settlements. <b>Infrastructure:</b> Signage
Tikorangi Road	100	30	40	<b>Reason:</b> A 40kph speed limit is consistent with small urban coastal settlements and the adjoining Opito Bay Road. <b>Infrastructure:</b> Signage
Wairangi Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Wharau Road from Quines Landing to end of seal	100	60	80	<b>Reason:</b> An 80kph speed limit on the sealed section of Wharau Road is consistent with other sealed roads in the catchment.

				Infrastructure: Signage
Road Name (Kerikeri Peri-urban)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Wharau Road unsealed section	100	60	60	Consistent Infrastructure: Signage
Wharengaere Road	100	60	60	Consistent Infrastructure: Signage
Yacht Drive (Opito Bay)	100	30	40	Reason: 40kph is consistent with other residential streets in the community. Infrastructure: Signage

## 7 New Speed Limits – Opuia

Road Name (Opuia)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Austin Street	50	30	30	<b>Consistent Infrastructure:</b> Signage
Baffin Street	50	30	30	<b>Consistent Infrastructure:</b> Signage
Beechey Street	50	30	20	<b>Consistent Infrastructure:</b> Signage
Creswell Street	50	30	30	<b>Consistent Infrastructure:</b> Signage
De Haven Street	50	30	30	<b>Consistent Infrastructure:</b> Signage
English Bay Road	50	30	30	<b>Consistent Infrastructure:</b> Signage
Franklin Street (School zone)	50	50	30	<b>Reason:</b> Part of Opuia, a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Franklin Street is also a part of a School Zone. <b>Infrastructure:</b> Signage
Kane Street (East)	50	30	30	<b>Consistent Infrastructure:</b> Signage
Kane Street (West)	50	30	30	<b>Consistent Infrastructure:</b> Signage
Kellet Street	50	30	30	<b>Consistent Infrastructure:</b> Signage
Kennedy Street	50	30	30	<b>Consistent Infrastructure:</b> Signage
Lyon Street	50	30	30	<b>Consistent Infrastructure:</b> Signage
Osbourne Road	50	30	30	<b>Consistent Infrastructure:</b> Signage
Penney Street (Opuia)	50	30	30	<b>Consistent Infrastructure:</b> Signage

## 8 New Speed Limits – Paihia

Road Name (Pahia)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Bayview Road (Paihia)	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Bedggood Close	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Binnie Street	50	30	30	<b>Consistent Infrastructure:</b> Signage
Coutts Avenue	50	30	30	<b>Consistent Infrastructure:</b> Signage
Davis Crescent (Paihia)	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Greys Lane	50	30	30	<b>Consistent Infrastructure:</b> Signage
Joyces Road	50	40	30	<b>Reason:</b> School zone. This section of Joyce Road is adjacent to Paihia School, with the section of road forming part of the school zone under the One Network Framework guidance. There is a carpark and entrance into the school on this road. In addition to the School, the Paihia Ex-Servicemen's Association is located on this road. Given that Joyce Road connects to Williams Street, which incorporates part of the Paihia CBD, there is a strong case for a permanent 30kph speed limit. <b>Infrastructure:</b> Signage
Kings Road	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Kowhai Crescent (Paihia)	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Macmurray Road	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Mako Lane (Paihia)	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Moana Avenue	50	30	40	<b>Reason:</b> consistent with similar roads within small urban communities. <b>Infrastructure:</b> Signage
School Road (Paihia) from Marsden Road to Joyces Rd	50	40	30	<b>Reason:</b> School zone. There is access to a significant carpark from School Road, although this is not the main entrance to the carpark. School Road then passes the school playing fields, which are fenced off. A main entrance to the school is also located on School Road, although this entrance is principally to an administrative

				block. The main car park and entry to the school is located on Joyces Road. <b>Infrastructure:</b> Signage
Road Name (Pahia)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
School Road (Paihia) from Joyces Rd to end	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Seaview Heights Road	50	30	30	<b>Consistent</b> <b>Infrastructure:</b> Signage
Selwyn Road (Paihia)	50	30	30	<b>Consistent</b> <b>Infrastructure:</b> Signage
Selwyn Road Srv Lane	50	30	20	<b>Reason:</b> This is a small road that provides vehicle access to service businesses within the CBD. The Service Lane also provides a convenient pedestrian access from Selwyn Road to the main Pahia Beach. In effect this Service Lane is an informal shared space zone. <b>Infrastructure:</b> Signage



Road Name (Paihia)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Sullivans Road	50	30	30	<b>Consistent Infrastructure:</b> Signage
Tahuna Road (Paihia)	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Tau Henare Drive	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Te Karuwha Parade from SH11 to Bridge	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Te Karuwha Parade from Bridge to Tau Henare Dr	30	30	30	<b>Consistent Infrastructure:</b> Signage
Te Kemara Avenue	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Tohitapu Road	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Veronica Street	50	30	30	<b>Consistent Infrastructure:</b> Signage
Williams Street	50	30	30	<b>Consistent Infrastructure:</b> Signage
Road Name (Te Haumi)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Hihitahi Rise	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Puketiro Place	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Taumata Close	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Te Haumi Drive	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Tui Grove (Paihia)	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage

## 9 New Speed Limits – Haruru

Road Name (Haruru)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Admiralty Drive	50	30	40	<b>Reason:</b> This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. <b>Infrastructure:</b> Signage
Ash Grove Circle	50	30	40	<b>Reason:</b> Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. <b>Infrastructure:</b> Signage
Bosuns Way	50	30	40	<b>Reason:</b> This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. <b>Infrastructure:</b> Signage
Captains Loop	50	30	40	<b>Reason:</b> This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. <b>Infrastructure:</b> Signage
Causeway Road	50	30	40	<b>Reason:</b> This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. <b>Infrastructure:</b> Signage
Falls View Road	50	30	40	<b>Reason:</b> Although classed as a Secondary Collector Road, this road is relatively short and is typical of a smaller community road. There is a footpath on one side of the road and there are no centreline markings. 40kph is consistent with other similar small coastal and rural communities. <b>Infrastructure:</b> Signage
Garden Court	50	30	40	<b>Reason:</b> This road is part of an extended Haruru Urban Traffic Area. Although a short access road, 40kph is consistent with similar small coastal and rural communities in Northland. <b>Infrastructure:</b> Signage
Goffe Drive	50	30	40	<b>Reason:</b> 40kph is consistent with urban areas in smaller coastal and rural communities.

				Infrastructure: Signage
Road Name (Haruru)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Halyard Loop	50	30	40	<b>Reason:</b> This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. <b>Infrastructure:</b> Signage
Haruru Falls Road from Puketona Rd (SH11) to north side of bridge	50	30	40	<b>Reason:</b> 40kph is consistent with urban areas in smaller coastal and rural communities. <b>Infrastructure:</b> Signage
Hawke Drive	50	30	40	<b>Reason:</b> Hawke Drive provides access to the Haruru commercial and light industrial area. The road is short and "no exit". A 40kph speed limit is considered appropriate. <b>Infrastructure:</b> Signage
Kaipatiki Rise	50	30	40	<b>Reason:</b> The carriageway is narrow and in places very narrow with little or no shoulder width. There is no centre line marking and the road environment does not support a 50kph speed limit. 40kph is consistent with other roads within the Haruru Urban traffic Area. <b>Infrastructure:</b> Signage
Mooring Close	50	30	40	<b>Reason:</b> This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. <b>Infrastructure:</b> Signage
Nautical Drive	50	30	40	<b>Reason:</b> This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. <b>Infrastructure:</b> Signage
Orchard Road (Haruru Falls)	50	30	40	<b>Reason: Reason:</b> Orchard Road is a very narrow single lane access road. A significantly slower speed limit is appropriate. 40kph speed limit, consistent with the adjacent Yorke Road. <b>Infrastructure:</b> Signage
Riverglen Drive	50	30	40	<b>Reason:</b> This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. <b>Infrastructure:</b> Signage

Road Name (Haruru)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Skippers Close (Watea)	50	30	40	<b>Reason:</b> This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. <b>Infrastructure:</b> Signage
Spinnaker Point	50	30	40	<b>Reason:</b> This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. <b>Infrastructure:</b> Signage
Spinnaker Point/The Anchorage Rab	50	30	40	<b>Reason:</b> This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. <b>Infrastructure:</b> Signage
Te Kahu Street	50	30	40	<b>Reason:</b> 40kph is consistent with other small communities and the recommended speed limit in other parts of Haruru. <b>Infrastructure:</b> Signage
The Anchorage	50	30	40	<b>Reason:</b> This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. <b>Infrastructure:</b> Signage
The Anchorage East	50	30	40	<b>Reason:</b> This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. <b>Infrastructure:</b> Signage
Waterview Place	50	30	40	<b>Reason:</b> Consistent with the recommended speed limit on Causeway Road where access is gained. Note: Causeway Drive could support either a 30kph or a 40kph speed limit, as such, the speed limit on Waterview Place will remain consistent with Causeway Road. <b>Infrastructure:</b> Signage
Wharf Road (Haruru Falls)	50	30	40	<b>Reason:</b> Wharf Road is part of the Haruru Urban traffic area. 40kph is consistent with other urban roads in this area. <b>Infrastructure:</b> Signage
Wilson Road	50	30	40	<b>Reason:</b> Wilson Road is part of the Haruru Urban traffic area. 40kph is consistent with other urban roads in this area. <b>Infrastructure:</b> Signage

Road Name (Haruru)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Yorke Road	50	30	40	<b>Reason:</b> Yorke Road is part of the Haruru Urban traffic area. 40kph is consistent with other urban roads in this area. <b>Infrastructure:</b> Signage
Yorke Road (East)	50	30	40	<b>Reason:</b> Yorke Road (East) is part of the Haruru Urban traffic area. 40kph is consistent with other urban roads in this area. <b>Infrastructure:</b> Signage



### 10 New Speed Limits – Rural Connecting Roads South

Road Name (Southern Rural Connectors)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Arabella Road	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Bayly Road	100	60	40	<b>Reason:</b> This is a narrow-unsealed road providing access for recreational activities such as horse trekking and mountain biking. <b>Infrastructure:</b> Signage
Beaufort Road	50	30	30	<b>Consistent</b> <b>Infrastructure:</b> Signage
Bledisloe Road	50	N/A	20	<b>Consistent</b> <b>Infrastructure:</b> Signage
Bristow Road	100	N/A	30	<b>Consistent</b> <b>Infrastructure:</b> Signage
Broadview Road	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Cottle Hill Drive	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Haruru Falls Road from north side of bridge to end	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Hautapu Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Hupara Road from SH 1 to 100m prior to Ngahuhu Road	100	80	80	<b>Reason:</b> Consistent with other speed limits on similar sealed roads. The first portion of the roadway is fairly straight with marked centre and edge lines. <b>Infrastructure:</b> Signage
Hupara Road from 100m prior to Ngahuhu Road to End	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Hupara Road (East)	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Jameson Esplanade	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Mcdonalds Road (Oromahoe)	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Mcintyres Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Ngahuhu Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Oromahoe Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage

Road Name (Rural Connecting Road South)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Pinehill Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Point Veronica Drive	50	30	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Point Veronica Drive Extension	50	60	40	<b>Reason:</b> Consistent with similar urban roads and streets. <b>Infrastructure:</b> Signage
Retreat Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Rigden Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Rosella Road	50	40	40	<b>Consistent Infrastructure:</b> Signage
Smeath Road (Hupara)	100	60	60	<b>Consistent Infrastructure:</b> Signage
Tui Glen Road	100	80	60	<b>Reason:</b> This is a short section of road that although sealed has no centerline or edge markings. Rural residential in nature. <b>Infrastructure:</b> Signage
Waimangaro Road	100	30	60	<b>Reason:</b> Consistent with proposed speed limits on other similar unsealed roads. This road is narrow and is a no exit road with low density residential swellings. A slower 30kph speed limit is not considered appropriate. <b>Infrastructure:</b> Signage
Wakelin Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Ward Drive	50	30	40	<b>Reason:</b> Ward Drive is a narrow, sealed roadway that serves a small residential area outside Paihia. The speed is consistent with similar streets in other small urban areas. <b>Infrastructure:</b> Signage
Ward Drive (East)	50	30	40	<b>Reason:</b> Ward Drive is a narrow, sealed roadway that serves a small residential area outside Paihia. The speed is consistent with similar streets in other small urban areas. <b>Infrastructure:</b> Signage
Whangae Road	100	60	60	<b>Consistent Infrastructure:</b> Signage

## 11 New Speed Limits – Whangaroa

Road Name (Whangaroa)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Kent Street (Whangaroa)	50	30	30	<b>Consistent</b>
Lewer Street	100	30	30	<b>Infrastructure:</b> Signage
Mckenzie Road (Whangaroa)	50	30	30	<b>Consistent</b>
Old Church Rd Service Lane	50	30	30	<b>Infrastructure:</b> Signage
Old Church Road (Whangaroa)	50	30	30	<b>Consistent</b>
Old Hospital Road	50	30	30	<b>Consistent</b>
Ruato Road	50	30	30	<b>Consistent</b> <b>Infrastructure:</b> Signage
Whangaroa Road from RP4289 (approximately 50m west of Wainui Road intersection) to RP5311 (50m west of Kent St).	100	60	50	<b>Reason:</b> Following submissions, the speed limits on Whangaroa Road have been revised to take account of the narrow carriageway and winding nature of the road. It is recommended that a speed limit of 50kph be extended from RP4289 (approximately 50m west of Wainui Road intersection) to RP5311 (approximately 50m west of Kent Street). <b>Infrastructure:</b> Signage
Whangaroa Road from RP5311 (50m west of Kent St) to end.	50	30	30	<b>Consistent</b> <b>Infrastructure:</b> Signage

## 12 New Speed Limits – Rural Connecting Roads North

Road Name (Northern Rural Connectors)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Atwell Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Cavalli View Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Hauriri Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Hikurua Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Huia Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Leacock Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Mahinepua Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Martin Road (Kaeo)	100	60	60	<b>Consistent Infrastructure:</b> Signage
Matangirau School Road	100	60	40	<b>Reason:</b> 60kph is consistent with other sealed roads. However, Matangirau School Road has an extremely narrow carriageway, and it is unlikely that 60kph would be achieved. A 40kph speed limit that better reflects the road environment and carriageway is considered more appropriate. <b>Infrastructure:</b> Signage
Matauri Bay Road	100	80	80	<b>Consistent Infrastructure:</b> Signage
Matauri Beach Road	100	60	40	<b>Reason:</b> Additional on-site safety assessment indicates that a speeds beyond 40kph is not safely possible due to the road's winding nature. <b>Infrastructure:</b> Signage
Matauri Beach Road (Matauri X)	100	60	40	<b>Reason:</b> This section of Matauri Beach Road forms part of the Matauri Bay community. A 40kph is consistent with small coastal communities in Northland. <b>Infrastructure:</b> Signage
Matauri Link Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Mcgee Road	100	60	60	<b>Consistent Infrastructure:</b> Signage

Road Name (Northern Rural Connectors)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Ohakiri Way	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Ota Point Road from Wainui Rd to 100m before 103 Ota Point Rd	100	60	80	<b>Reason:</b> Although classified as tortuous (Megamaps), there is one short tortuous section at the Wainui road end as the road rises up a steep, but short hill. The remainder of the road is best described as curved to winding. Ota Point Road provides access to a small community at Ota Point. <b>Infrastructure:</b> Signage
Ota Point Road from 100m before 103 Ota Point Rd to end	100	60	40	<b>Reason:</b> This section of Ota Point Road forms part of the Ota Point community. There is no direct beach access from the road, although there are short accessways to provide boat and dinghy access to the beach area. 40kph is consistent with small coastal communities. <b>Infrastructure:</b> Signage
Otaha Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Porters Access Road	100	60	40	<b>Reason:</b> This road is a very narrow unsealed "no exit" road where 60kph is unlikely to be achieved. Given its location near the Marae and Urupa, and the expectation that a lower speed limit (potentially variable) may be in place for the marae and events, a slower speed limit is appropriate. <b>Infrastructure:</b> Signage
Porters Access Road Extension	100	60	40	<b>Reason:</b> This road is a very narrow unsealed "no exit" road where 60kph is unlikely to be achieved. Given its location near the Marae and Urupa, and the expectation that a lower speed limit (potentially variable) may be in place for the marae and events, a slower speed limit is appropriate. <b>Infrastructure:</b> Signage
Takou Bay Road from SH10 to Otaha Rd	100	80	80	<b>Consistent</b> <b>Infrastructure:</b> Signage
Takou Bay Road Otaha Rd to end	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage



Road Name (Northern Rural Connectors)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Tairare Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Tauranga Bay Road from Wainui Rd to Tauranga Bay Beach Rd	100	60	60	<b>Consistent Infrastructure:</b> Signage
Tauranga Bay Road from Tauranga Bay Beach Rd to end	50	60	40	<b>Reason:</b> This section of Tauranga Bay Road is narrow and unsealed. It provides a no exit access to residential dwellings but does not provide beach access. It is recommended that this section of the road be consistent with Tauranga Bay Beach Road. A 40kph speed limit is consistent with small rural and coastal settlements. <b>Infrastructure:</b> Signage
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	50	60	40	<b>Reason:</b> Tauranga Bay Beach Road provides access to the small coastal community of Tauranga Bay, including beach access. The current posted speed limit is 50kph, and it is considered inappropriate to raise this speed limit to 60kph. The small coastal community is expected to generate significant pedestrian traffic from residential dwellings to access the beach area. <b>Infrastructure:</b> Signage
Tauranga Bay Beach Road from 20m before campground to end	50	60	30	<b>Reason:</b> The road environment transitions into an informal shared space environment from approximately 20m prior to the campground. The carriageway transits through a reserve and beach access area, which provides informal parking off the main carriageway. A slower 30kph speed limit is appropriate to recognise the informal shared space of this area. <b>Infrastructure:</b> Signage
Te Ra Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Te Tapui Road	100	60	40	<b>Reason:</b> This road provides for a residential community, which includes a church and a marae. A 40kph speed limit is consistent with small rural communities. <b>Infrastructure:</b> Signage
Tepene Tablelands Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Thompsons Access	100	60	60	<b>Consistent Infrastructure:</b> Signage

Road Name (Northern Rural Connectors)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Waikoura Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	100	60	60	<b>Consistent Infrastructure:</b> Signage
Wainui Road (Whakarara Rd - Variable School Zone) from 350m from Matauri Bay Rd for a distance of 620m	100	60	Variable 60/30	<b>Reason:</b> School zone. All school activities take place on the eastern (school side) of the road, there is no need for children to cross the road. The variable speed 30kph during school hours will ensure the safety of school children and provide adequate measures to manage traffic flow around the school without the need for raised platforms. <b>Infrastructure:</b> Signage
Wainui Road from 50kph boundary SE of One Lane Bridge at Te Ngaere Bay to current 50kph/100kph boundary	50	60	30	<b>Reason:</b> There is an Urupa and a Marae at the southeast end of Te Ngaere Bay. The area is a typical Northland coastal settlement where beach access requires crossing the road from the houses and is a stopping place. A 30kph speed limit reflects the beach access across the road, location of the marae and urupa is appropriate. Consistent with Rihi Way. <b>Infrastructure:</b> Signage
Wainui Road from Tauranga Bay Rd to Whangaroa	100	60	80	<b>Reason:</b> The part of Wainui road from Tauranga Bay Road to Whangaroa has a distinctly different road environment from the section between Tauranga Bay Road and Matauri Bay. The road is significantly less tortuous and an 80kph speed limit is consistent with other similar sealed roads. <b>Infrastructure:</b> Signage
Wainui Valley Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Waitapu Creek Road	100	60	60	<b>Consistent Infrastructure:</b> Signage
Whangaroa Road from SH10 to Wainui Rd	100	60	80	<b>Reason:</b> Whangaroa Road is a sealed, two way road on a winding alignment with marked centreline and edgeline. 80kph is consistent with other sealed roads of this type in the catchment. <b>Infrastructure:</b> Signage

### 13 Speed Limit Maps

The following maps set out the speed limits described in this Interim speed Management Plan. It should be noted that the maps contained in this Interim Speed Management Plan are supported with detailed GIS information and identified Reference Points (RP) identifying the actual speed limit transitions. Maps with RP's identified are utilised for the purposes of detailed design and implementation. RP's are not included in the maps in this Interim Speed Management Plan due to the need for clarity at the published scale. Not all road names are identified in the following maps due to the need for clarity at the published scale.

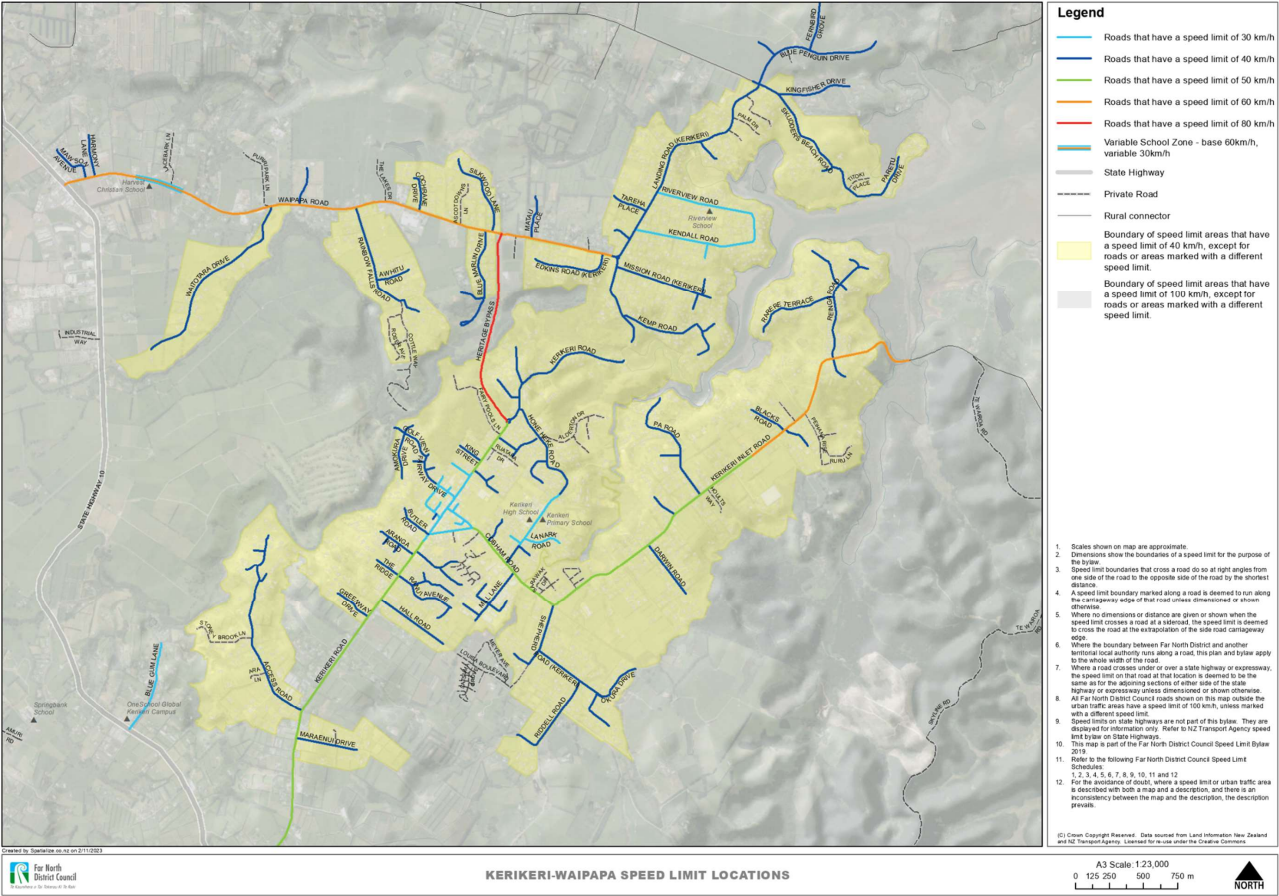
The following maps are included in this Interim Speed Management Plan:

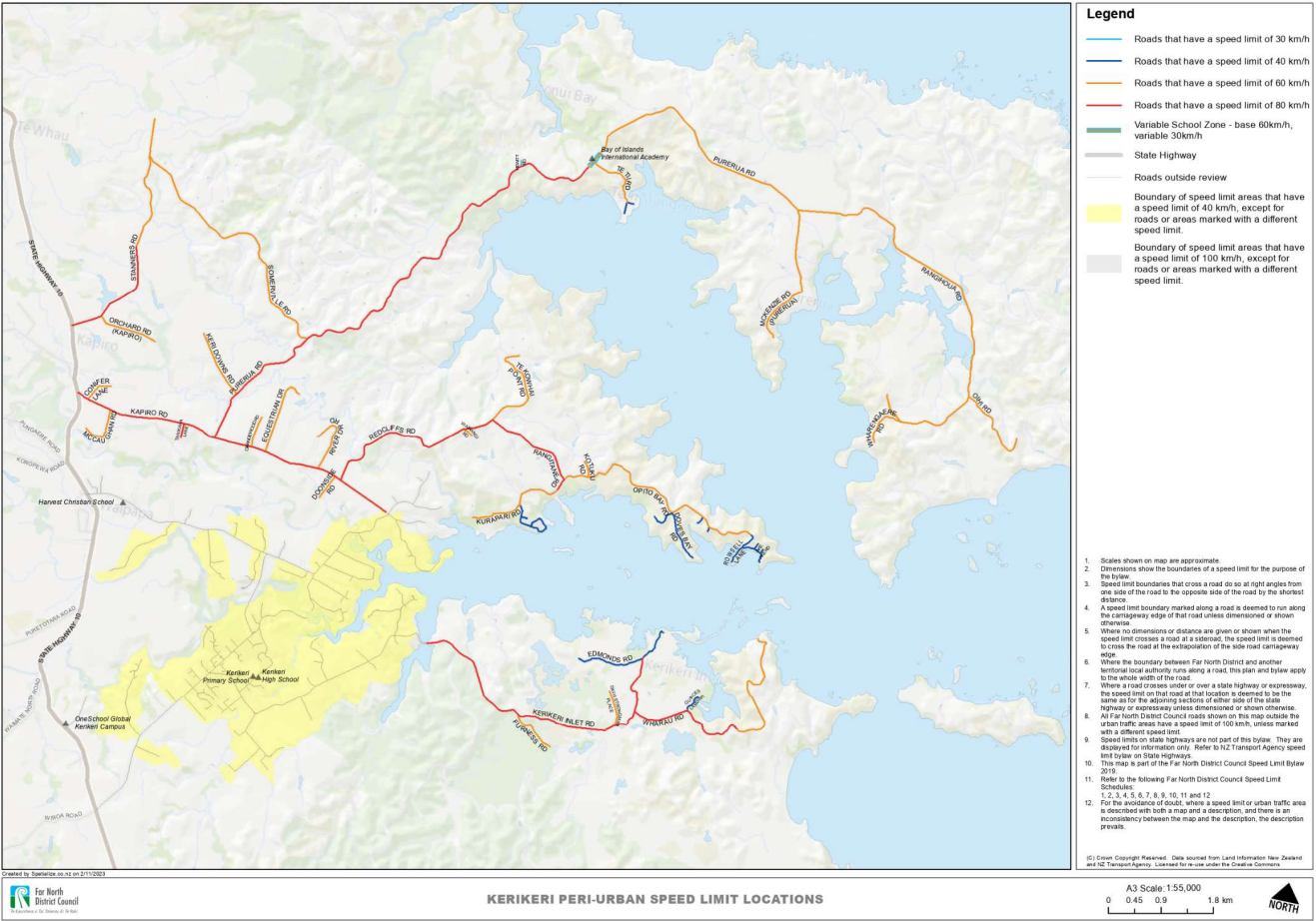
#### Sub Catchment Maps

- Kerikeri-Waipapa Urban
- Kerikeri-Waipapa Peri-Urban Area
- Opuā
- Paihia
- Haruru
- Rural Connecting Roads - South
- Whangaroa
- Rural Connecting Roads - North

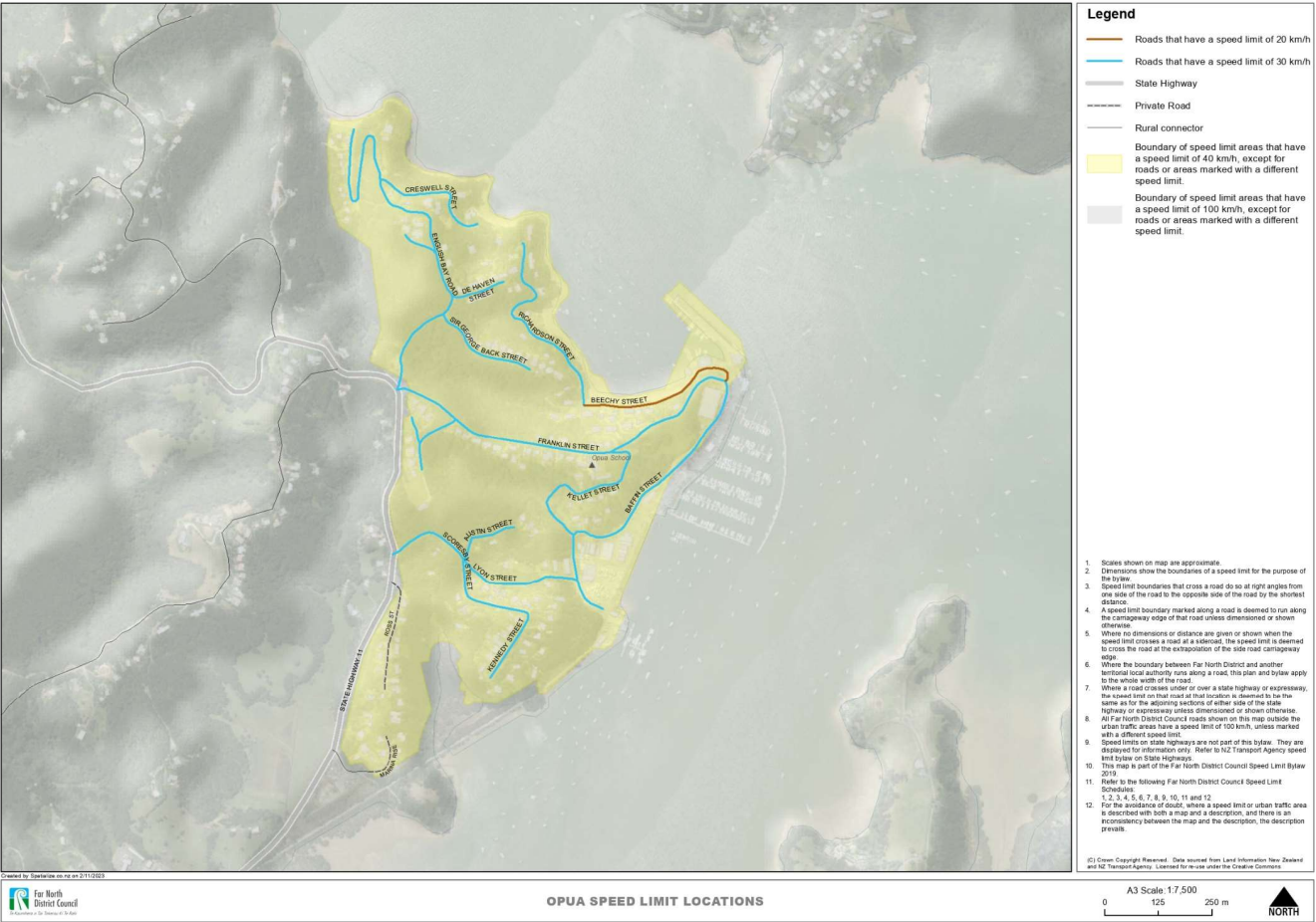
#### Schools

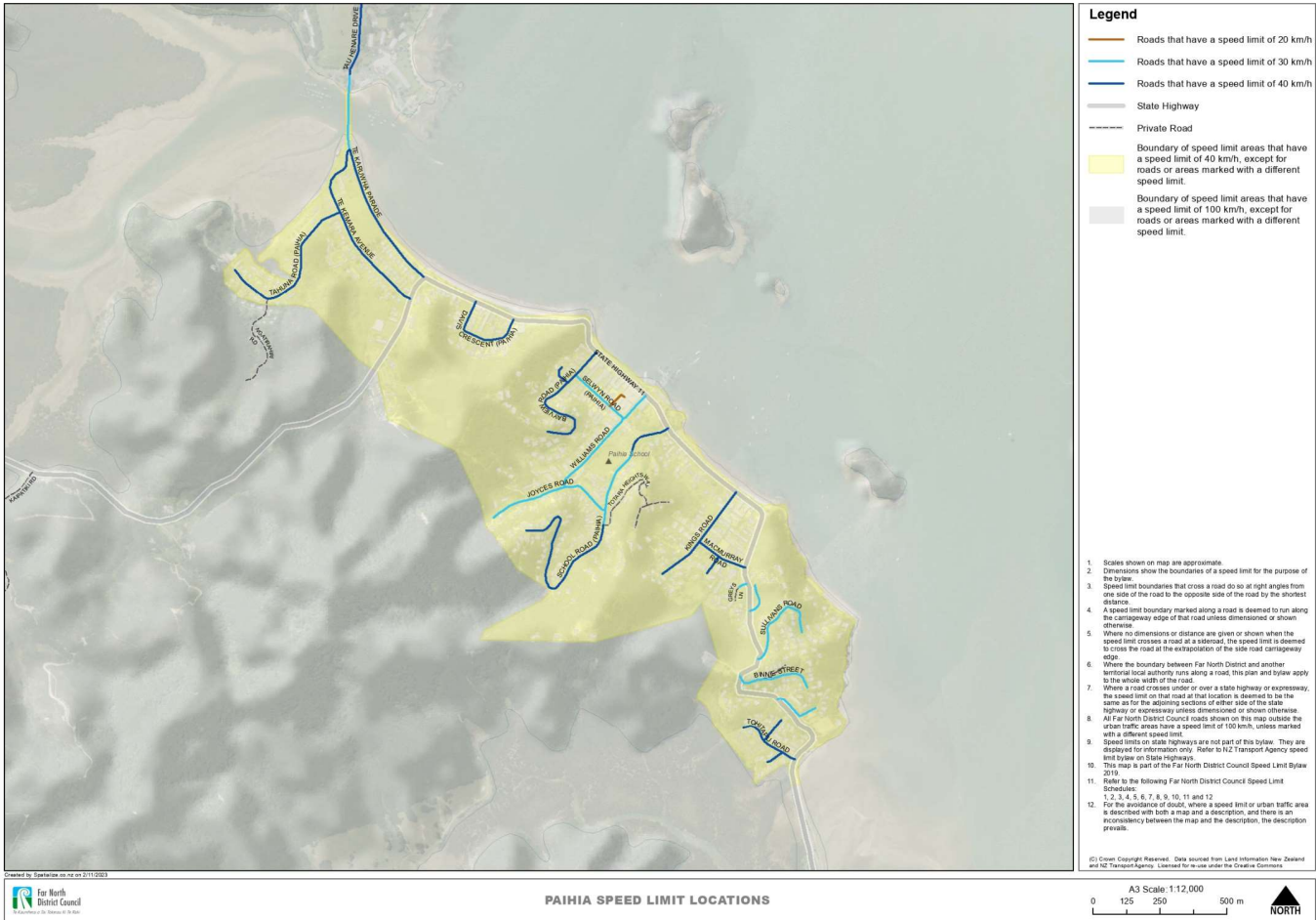
- Opuā School (Franklin Road – Opuā)
- Paihia School (School Road – Paihia)
- Kerikeri Primary School and Kerikeri High School (Hone Heke Road – Kerikeri)
- Riverview School (Riverview Road – Kerikeri)
- Bay of Islands International Academy (Purerua Road – Te Tii)
- Matauri Bay School and TKKM o Whangaroa (Wainui Road – Matauri Bay)
- One School Global Campus Kerikeri (Blue Gum Lane)
- Harvest School (361 Waipapa Road)

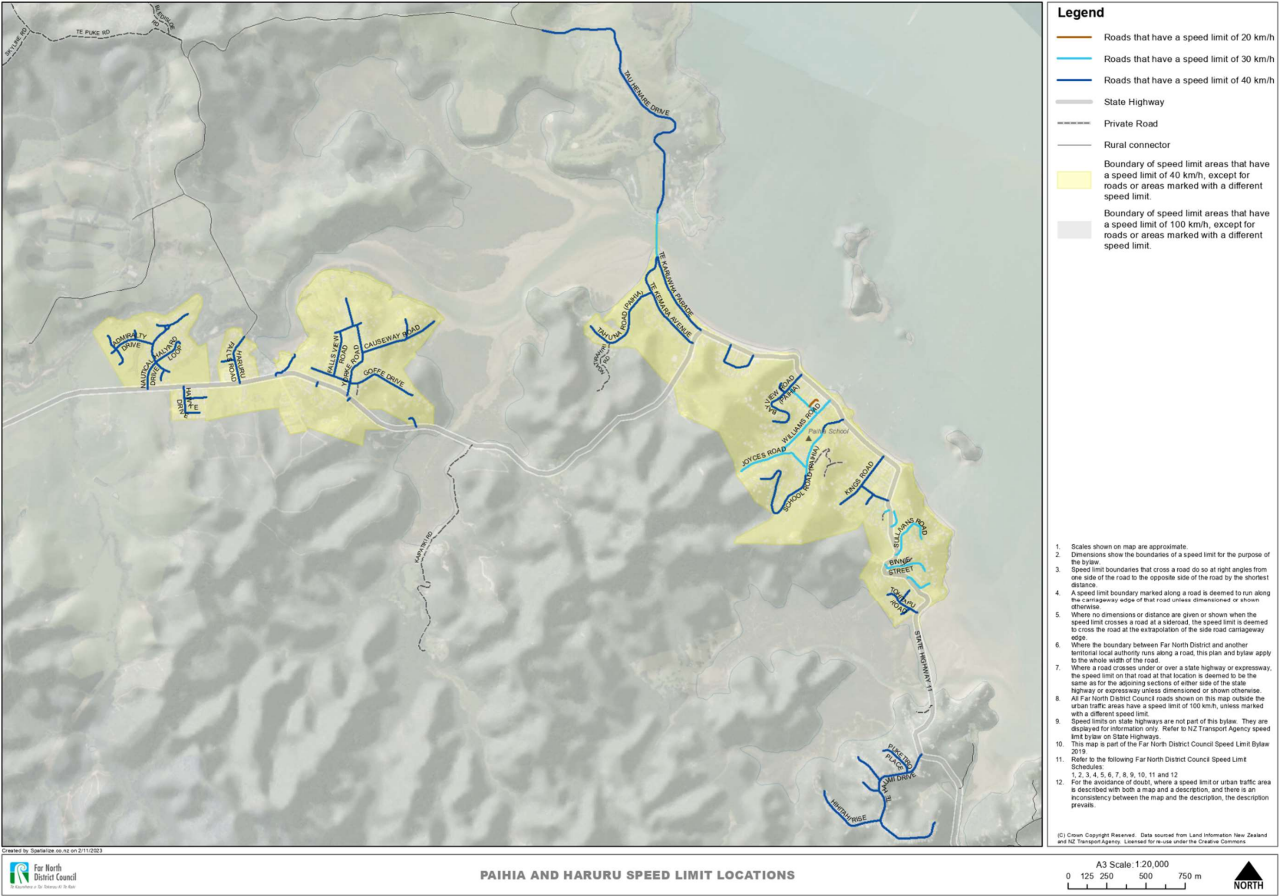


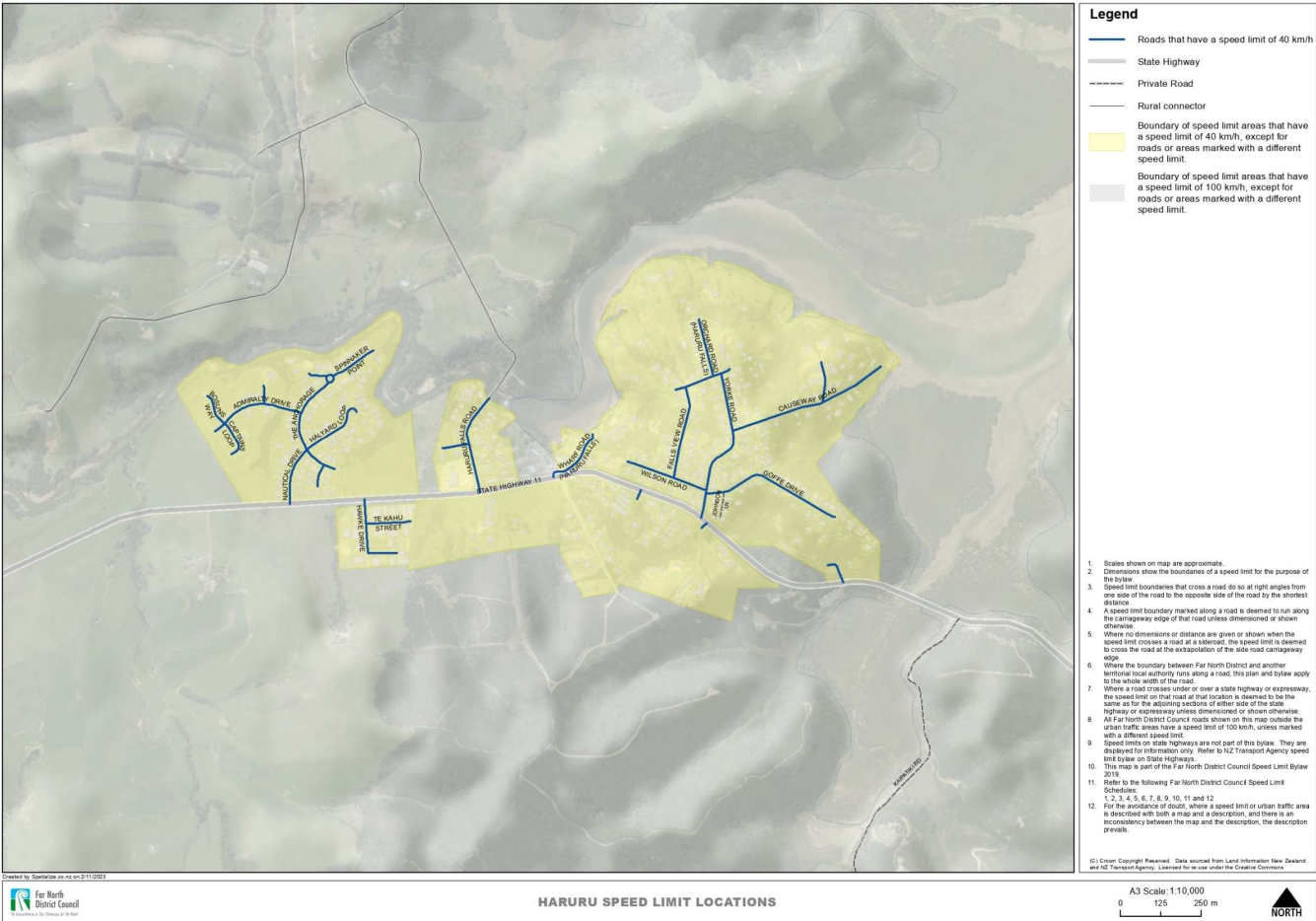




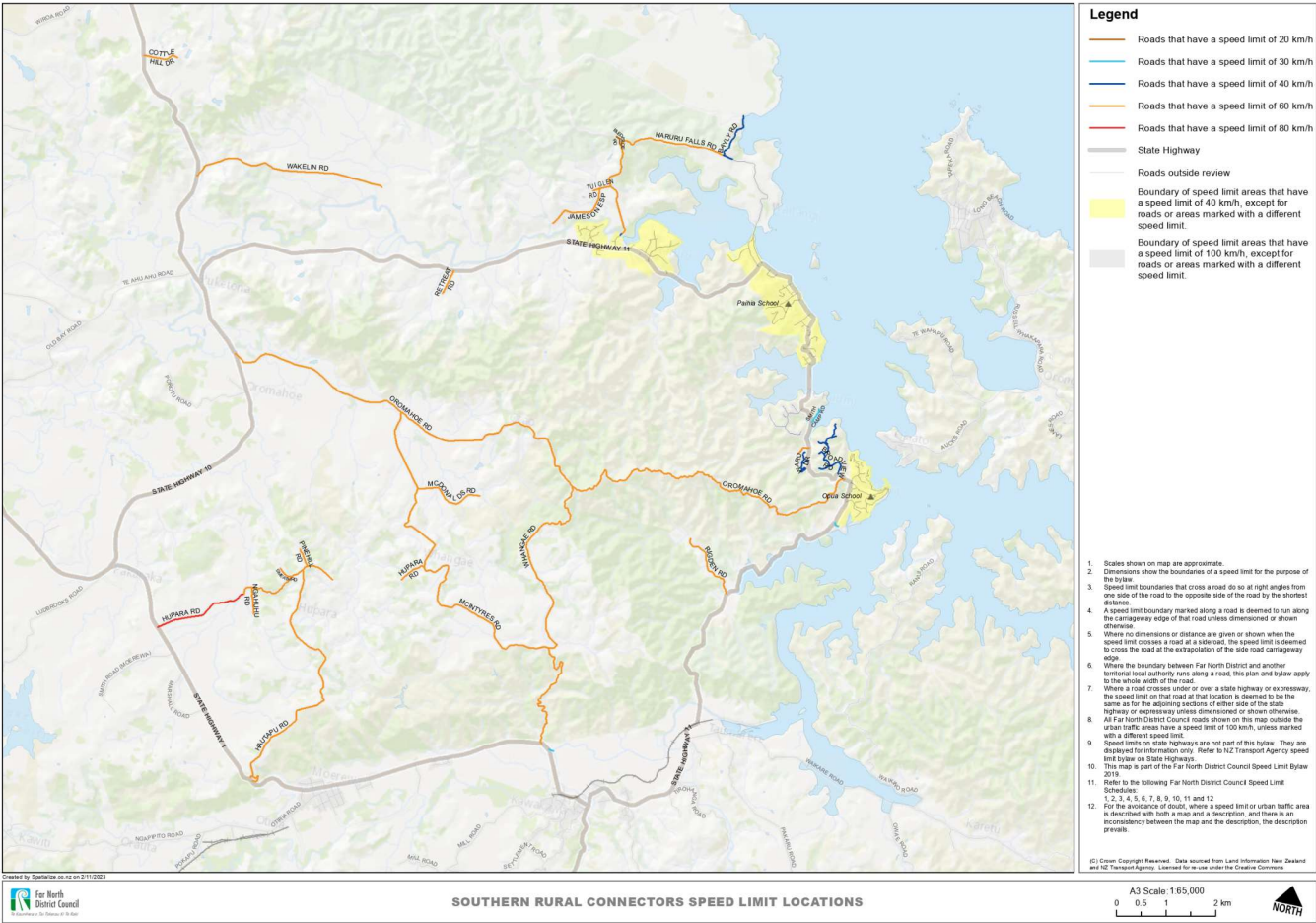




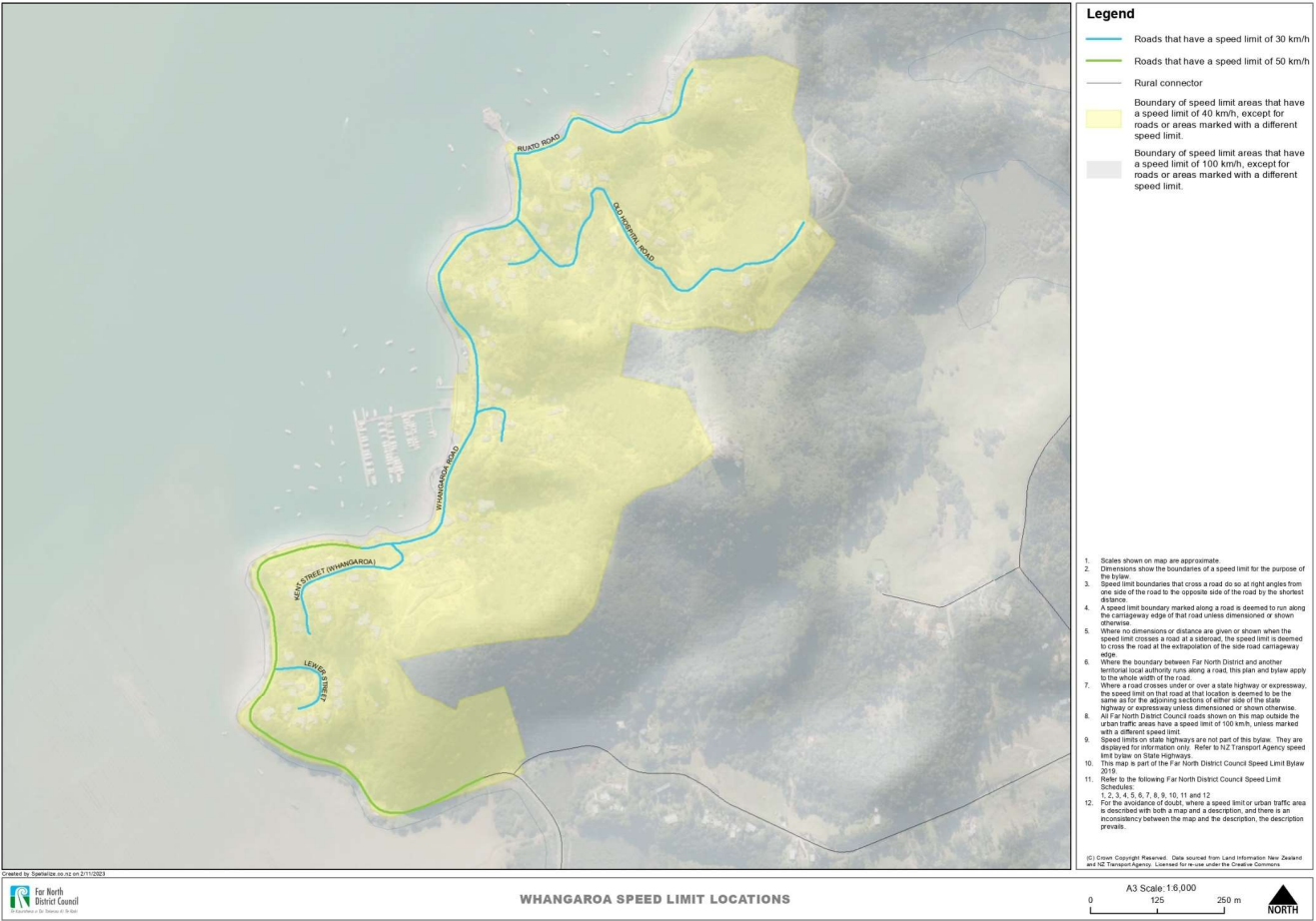


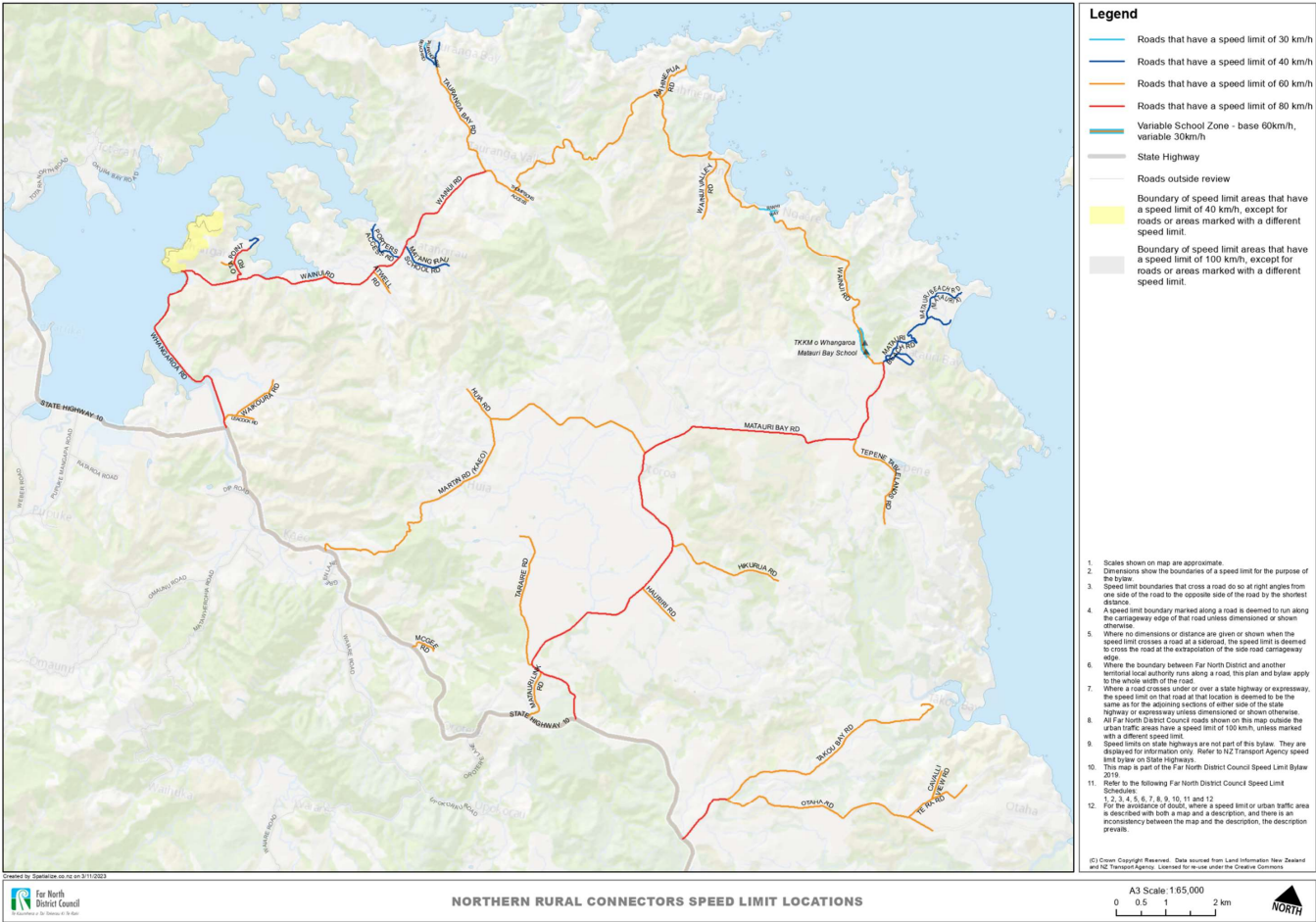






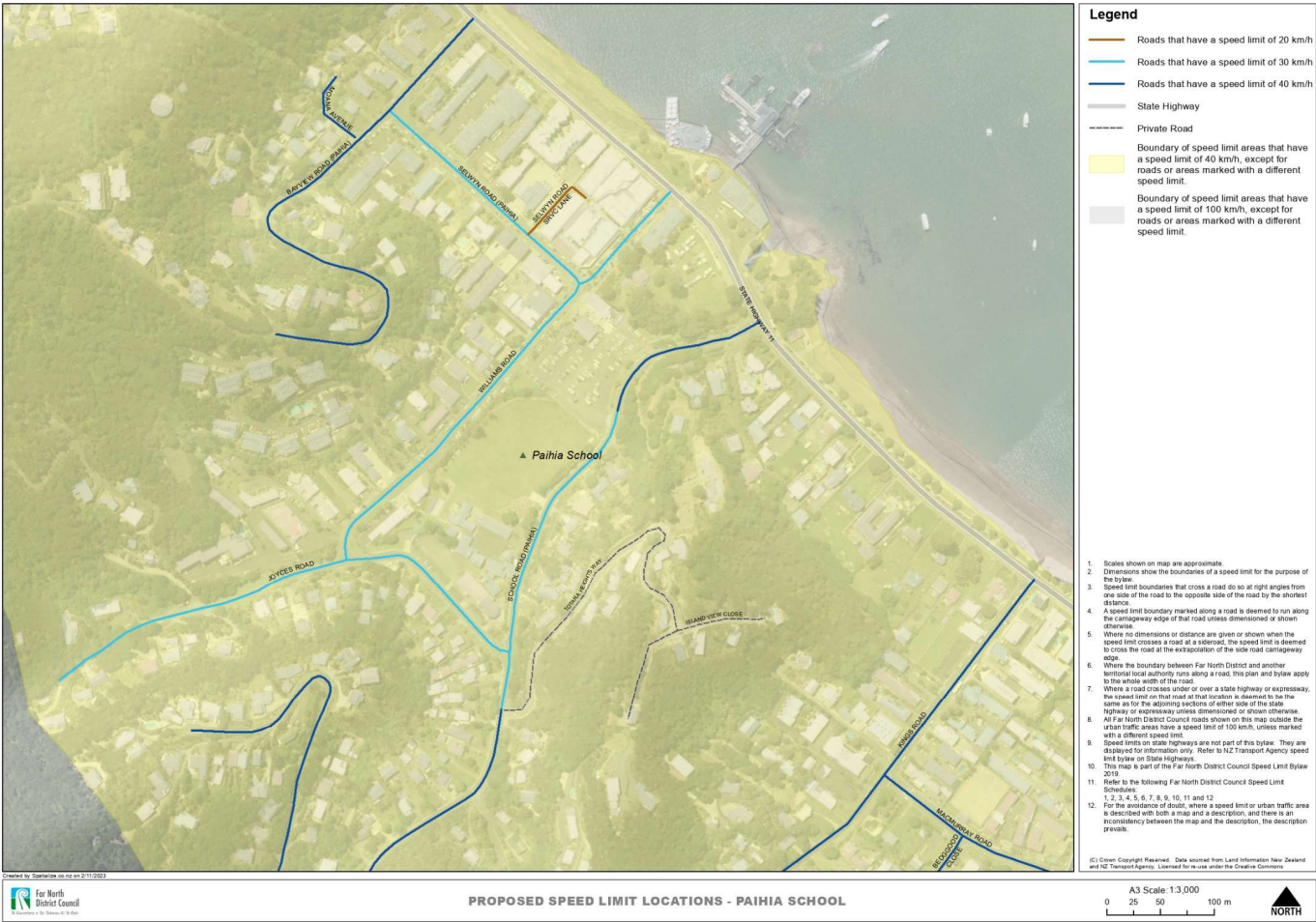






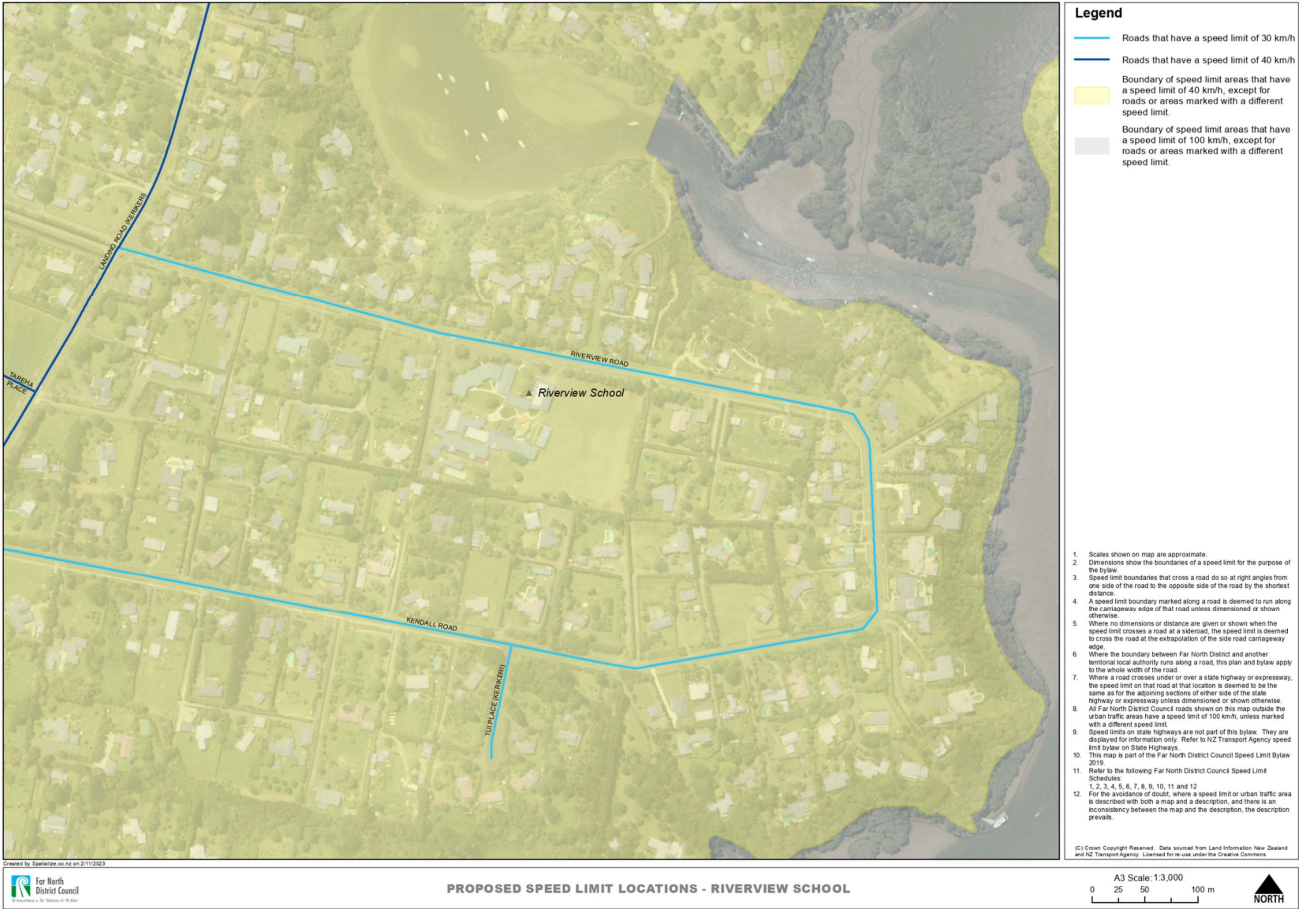


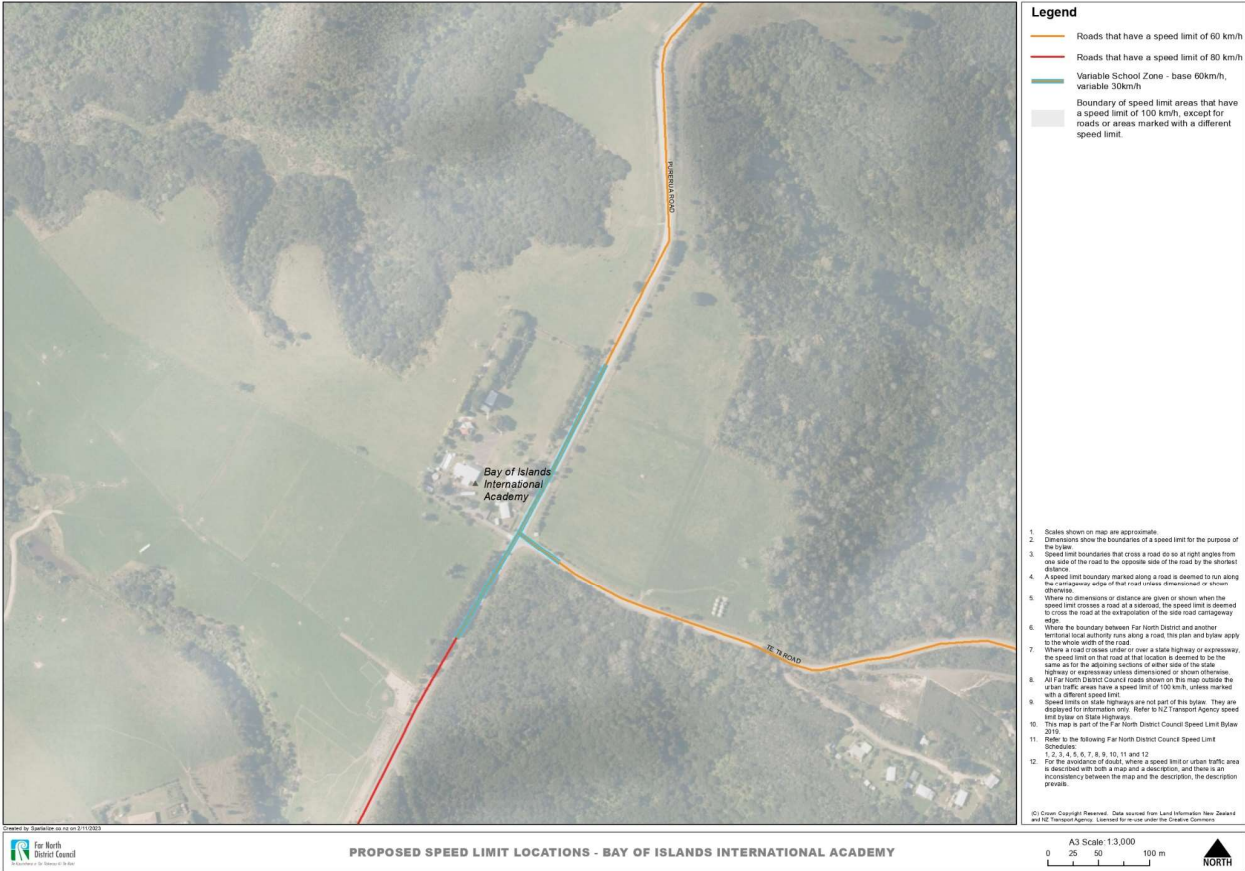


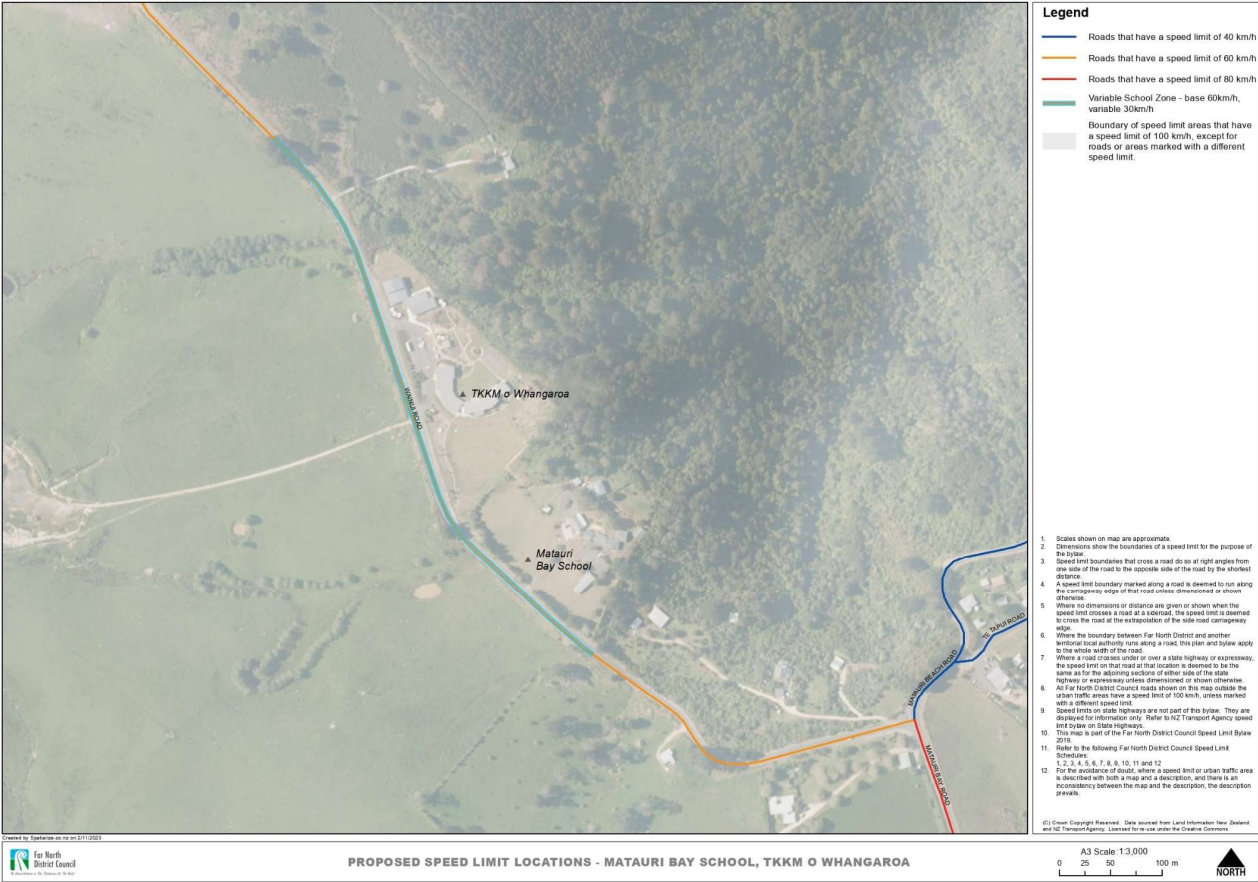




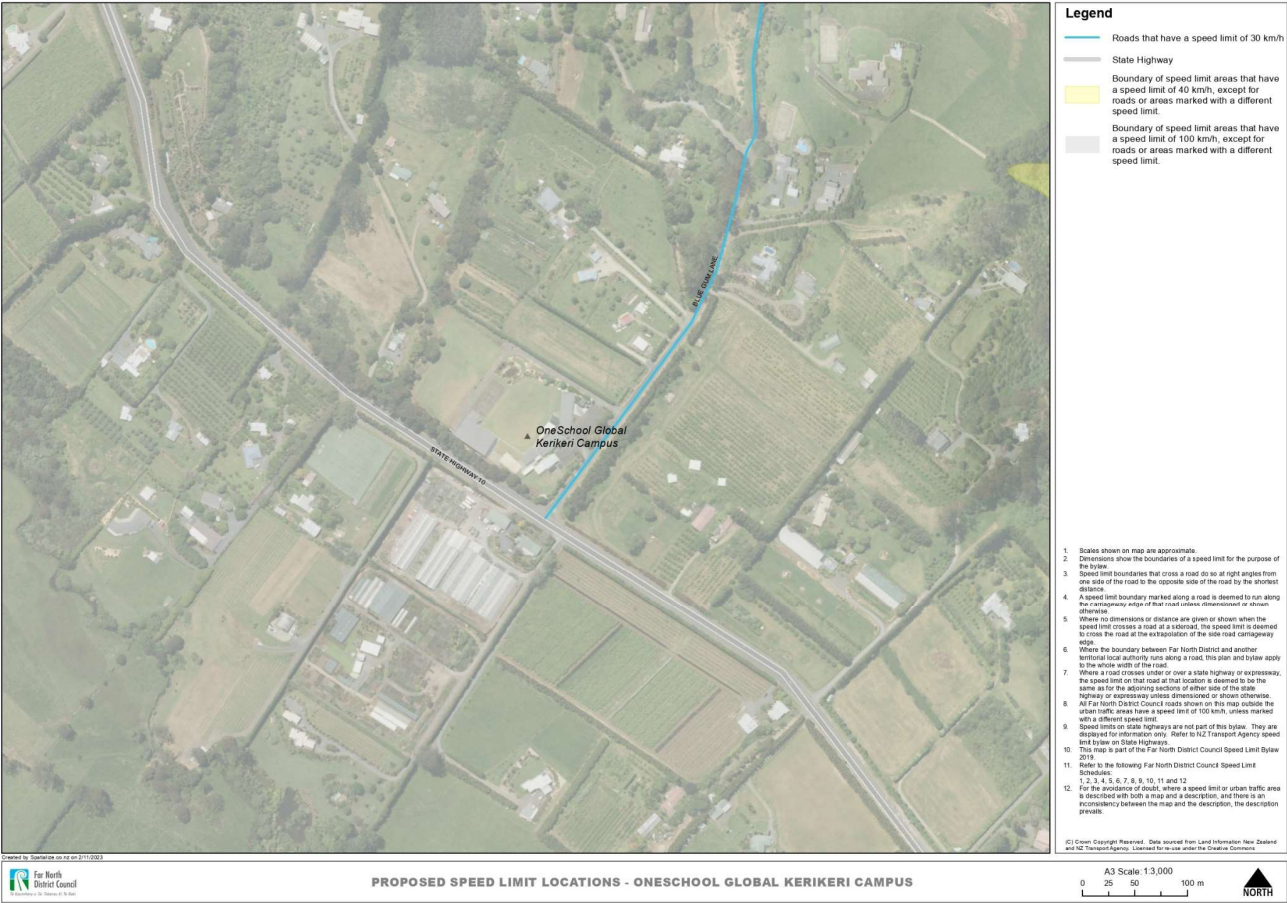


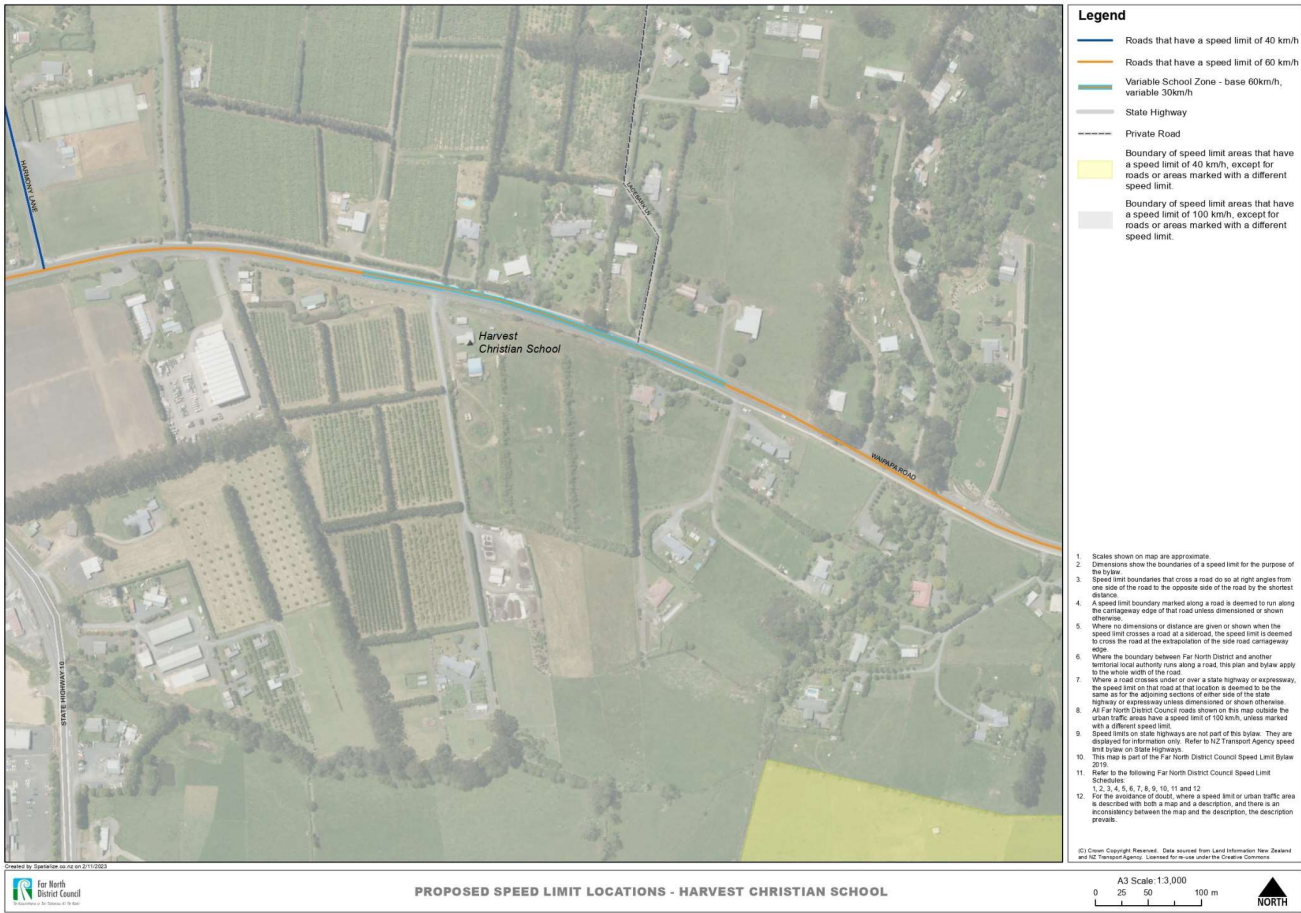














## 7 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

### 7.1 COMMUNITY BOARD MINUTES - OCTOBER 2023

**File Number:** A4449332

**Author:** Ellie Greenwood, Democracy Advisor

**Authoriser:** Casey Gannon, Manager - Democracy Services

#### TAKE PŪRONGO / PURPOSE OF THE REPORT

To provide an overview of resolutions made by Community Boards with an opportunity for Chairpersons to speak with Council about pertinent discussions held at Community Board.

#### WHAKARĀPOOTO MATUA / EXECUTIVE SUMMARY

Minutes from the following Community Board meetings are attached for Council information:

- 24 October 2023 Te Hiku Community Board
- 25 October 2023 Kaikohe-Hokianga Community Board
- 26 October 2023 Bay of Islands-Whangaroa Community Board

#### TŪTOHUNGA / RECOMMENDATION

That Council note the following Community Board minutes:

- 24 October 2023 Te Hiku Community Board
- 25 October 2023 Kaikohe-Hokianga Community Board
- 26 October 2023 Bay of Islands-Whangaroa Community Board

#### TĀHUHU KŌRERO / BACKGROUND

This report is to provide Council with an overview of resolutions made at Community Board meetings and for Community Board Chairpersons to raise any Community Board issues with Council.

#### MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

This is intended as an information report but shows on the agenda as a standard report to place it earlier on the agenda.







From time-to-time Community Boards may make recommendations to Council. This report is not considered to be the appropriate mechanism for Council to make a decision from a Community Board recommendation. Council could however move a motion to formally request a report on a particular matter for formal consideration at a subsequent meeting. The report would then ensure that Council have sufficient information to satisfy the decision-making requirements under the Local Government Act 2002 (sections 77-79).

The minutes presented to this meeting include recommendations to Council, which staff have requested be considered by Council for the June meeting.

#### PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or need for budget provision in considering this report.

#### ĀPITIHINGA / ATTACHMENTS

1. THCB\_20231024\_MIN\_2616 - A4453835  
2. KHCB\_20231025\_MIN\_2628 - A4453832  
3. BIWCB\_20231026\_MIN\_2681 - A4456535  

Te Hiku Community Board Meeting Minutes - **Unconfirmed**

24 October 2023

**MINUTES OF  
TE HIKU COMMUNITY BOARD MEETING  
HELD AT THE CONFERENCE ROOM - TE AHU, CNR STATE HIGHWAY 1 AND MATHEWS  
AVENUE, KAITAIA  
ON TUESDAY, 24 OCTOBER 2023 AT 10:00 AM**

**PRESENT:** Chairperson Adele Gardner, Member Darren Axe, Member Sheryl Bainbridge, Member John Stewart, Member William (Bill) Subritzky, Member Rachel Baucke

**IN ATTENDANCE:** Cr Hilda Halkyard-Harawira

**STAFF PRESENT:** Ellie Greenwood (Democracy Advisor – Democracy Services), Casey Gannon (Manager – Democracy Services), Kathryn Trewin (Funding Advisor – Strategic Relationships), Grace Hamlin (Support Officer – Strategic Relationships), Beverly Mitchell (Community Board Coordinator – Strategic Relationships), Harley Alexander (virtually) (Multimedia Strategy & Communication – Communications and Engagement), Fleur Beresford (virtually) (Democracy Advisor – Democracy Services)

**1 KARAKIA TIMATANGA / OPENING PRAYER**

Chairperson Adele Gardner commenced the meeting and Member Rachael Baucke opened with a karakia.

**2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND CONFLICTS OF INTEREST**

**2a APOLOGIES**

**RESOLUTION 2023/91**

Moved: Chairperson Adele Gardner

Seconded: Member Darren Axe

**That the apology from Cr Felicity Foy be accepted and leave of absence be granted.**

**CARRIED**

Member John Stewart declared a conflict of interest in relation to a funding application for Snapper Bonanza, item 7.1 refers.

Cr Hilda Halkyard-Harawira declared a conflict of interest in relation to public forum speaker Rangaunu Sports Club.

**3 TE WĀHANGA TŪMATANUI / PUBLIC FORUM**

Ron Lloyd

- Unhealthy environment on Kohumaru Road, Mangonui regarding the dust as he has just recovered from a stroke.
- Advised multiple vehicles use this road including logging trucks causing the dust to spread.
- Requesting dust suppressant.
- An RFS has been entered, he is requesting further communication.

Te Hiku Community Board Meeting Minutes - **Unconfirmed**

24 October 2023

**4 NGĀ TONO KŌRERO / DEPUTATIONS**

Nirelle McDonald representing Rangaunu Sports Club in regard to waka ama compound at Unahi Wharf.

**5 NGĀ KAIKŌRERO / SPEAKERS**

Rachel Farrell representing Raukauri Music Therapy (virtually) item 7.2c refers  
George Faalogo representing Graham Dingle Foundation item 7.2a refers  
Chloe Philips-Harris representing Great Northern Gallop item 7.1c refers  
Hinemoa Tipene representing He Whanau Marama Trust item 7.2b refers  
John Stewart representing Snapper Bonanza item 7.1a refers  
*Absent - Thomas Hinz representing Circability Trust (virtually) item 7.1b refers*

**6 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES****6.1 CONFIRMATION OF PREVIOUS MINUTES**

Agenda item 6.1 document number A4426176, pages 8 – 16 refers.

**RESOLUTION 2023/92**

Moved: Chairperson Adele Gardner  
Seconded: Member William (Bill) Subritzky

**That Te Hiku Community Board confirms the minutes of the meeting held 26 September 2023, to be a true and correct record.**

**CARRIED****7 NGĀ PŪRONGO / REPORTS****7.1a EVENT INVESTMENT FUNDING APPLICATIONS**

Agenda item 7.1 document number A4413442, pages 17 - 20 refers.

**RESOLUTION 2023/93**

Moved: Member Darren Axe  
Seconded: Member Rachel Baucke

**That Te Hiku Community Board leave the funding application from the Circability Trust to lie on the table until the applicant is available to speak to the application**

**CARRIED****7.1b EVENT INVESTMENT FUNDING APPLICATIONS**

Agenda item 7.1 document number A4413442, pages 17 - 20 refers.

**RESOLUTION 2023/94**

Moved: Member William (Bill) Subritzky  
Seconded: Member Darren Axe

Te Hiku Community Board Meeting Minutes - **Unconfirmed**

24 October 2023

**That Te Hiku Community Board**

- c) declines the application from Great Northern Gallop for Great Northern Gallop 2024, to support the following Community Outcomes:
- i) Proud, vibrant communities.
  - ii) Communities that are healthy, safe, connected and sustainable.

**CARRIED****7.2a FUNDING APPLICATIONS**

Agenda item 7.2 document number A4413345, pages 21 - 48 refers.

**RESOLUTION 2023/95**

Moved: Member John Stewart

Seconded: Member William (Bill) Subritzky

**That Te Hiku Community Board**

- a) approves the sum **\$3,000** (plus GST if application) to be paid from the Board's Community Grant Fund account to Graeme Dingle Foundation for mileage for outreach in Te Hiku Ward, to support the following Community Outcomes:
- i) Proud, vibrant communities.
  - ii) Communities that are healthy, safe, connected and sustainable.

**CARRIED****7.2b FUNDING APPLICATIONS**

Agenda item 7.2 document number A4413345, pages 21 - 48 refers.

**RESOLUTION 2023/96**

Moved: Chairperson Adele Gardner

Seconded: Member Darren Axe

**That Te Hiku Community Board**

- b) approves the sum **\$5,000** (plus GST if application) to be paid from the Board's Community Fund account to He Whanau Marama Trust for 2023 Christmas Parade and festival to support the following Community Outcomes:
- i) Proud, vibrant communities.
  - ii) Communities that are healthy, safe, connected and sustainable.

**CARRIED****7.2c FUNDING APPLICATIONS**

Agenda item 7.2 document number A4413345, pages 21 - 48 refers.

**RESOLUTION 2023/97**

Moved: Member Rachel Baucke

Seconded: Member William (Bill) Subritzky

Page 3

Te Hiku Community Board Meeting Minutes - **Unconfirmed**

24 October 2023

**That Te Hiku Community Board**

- c) approves the sum **\$1,500** (plus GST if application) to be paid from the Board's Community Fund account to **Raukatauri Music Therapy** for music therapy for Te Hiku tamariki, to support the following Community Outcomes:
- i) **Proud, vibrant communities.**
  - ii) **Communities that are healthy, safe, connected and sustainable.**

**CARRIED**

**7.3a SUMMER 2023 RURAL TRAVEL FUNDING APPLICATIONS**

Agenda item 7.3 document number A4413257, pages 49 - 53 refers.

**RESOLUTION 2023/98**

Moved: Member John Stewart  
Seconded: Member Rachel Baucke

- a) that Te Hiku Community Board allocates Rural Travel Grant funding in accordance with the recommendations received from Sport Northland as follows:
- i) Ahipara Boardriders \$1,300
  - ii) Nga Hoe Horo Canoe Club Pawarenga \$2,000
  - iii) Kaitaia Gymnastic Club \$1,000

**CARRIED**

**7.3b SUMMER 2023 RURAL TRAVEL FUNDING APPLICATIONS**

Agenda item 7.3 document number A4413257, pages 49 - 53 refers.

**RESOLUTION 2023/99**

Moved: Member John Stewart  
Seconded: Member Rachel Baucke

- b) that Te Hiku Community Board rescinds funding granted to the following applicants at their meeting of 1 June 2021 (Resolution 2021/29) as the funding was not uplifted by the applicants and the applications are now out of time.

Te Rarawa Rugby Club	\$1,739.13
Pukepoto School	\$150
Pompallier School	\$500
Pamapurua School	\$1,200.00
<b>TOTAL</b>	<b>3,589.13</b>
	<b>CARRIED</b>

**7.4 RURAL TRAVEL FUND REPORTS**

Agenda item 7.4 document number A4417582, pages 54 - 61 refers.

**RESOLUTION 2023/100**

Moved: Chairperson Adele Gardner

Page 4



Te Hiku Community Board Meeting Minutes - **Unconfirmed**

24 October 2023

Seconded: Member William (Bill) Subritzky

**That Te Hiku Community Board note the project reports received from:**

- a) **Ahipara Boardriders**
- b) **Mangonui Netball Centre**
- c) **Phoenix Netball**

**CARRIED**

## 7.5 PROJECT FUNDING REPORTS

Agenda item 7.5 document number A4419485, pages 62 - 65 refers.

### **RESOLUTION 2023/101**

Moved: Member John Stewart

Seconded: Member William (Bill) Subritzky

**That Te Hiku Community Board note the project report received from Kaitia Business Association – CCTV.**

**CARRIED**

## 8 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

### 8.1 TE HIKU COMMUNITY BOARD ACTION SHEET UPDATE OCTOBER 2023

Agenda item 8.1 document number A4427236, pages 66 - 73 refers.

#### **RESOLUTION 2023/102**

Moved: Chairperson Adele Gardner

Seconded: Member Rachel Baucke

**That Te Hiku Community Board receive the report Te Hiku Community Board Action Sheet October 2023.**

**CARRIED**

The meeting was adjourned from 11.09am to 11.25am.

At 11:23 am, Member Sheryl Bainbridge left the meeting.

The meeting resumed at 11:25am.

### 8.2 CHAIRPERSON AND MEMBER REPORTS

Agenda item 8.2 document number A4426284, pages 74 - 79 refers

#### **RESOLUTION 2023/103**

Moved: Member William (Bill) Subritzky

Seconded: Member Rachel Baucke

**That the Te Hiku Community Board note the October 2023 reports from Chairperson Adele Gardner and Members Darren Axe, and Bill Subritzky.**

**CARRIED**

*Note verbal reports:*

*Member John Stewart*

Te Hiku Community Board Meeting Minutes - **Unconfirmed**

24 October 2023

<ul style="list-style-type: none"> <li>- <i>Notice of public meetings</i></li> <li>- <i>Playground at Houhora - people are parking on the footpath and not adhering to signage</i></li> <li>- <i>Ākōna website request</i></li> <li>- <i>Issues around parking at the hospital and yellow signs</i></li> </ul> <p><i>Member Rachael Baucke</i></p> <ul style="list-style-type: none"> <li>- <i>Attended online meetings whilst in Australia</i></li> <li>- <i>Attended Ahipara awareness meeting</i></li> </ul> <p><i>Cr Hilda Halkyard-Harawira</i></p> <ul style="list-style-type: none"> <li>- <i>Update regarding Kaitaia Airport</i></li> <li>- <i>Update regarding Ngakahu Trust</i></li> <li>- <i>Update Moringai at Ahipara</i></li> <li>- <i>Update regarding Haiti-tai-marangai (Whatuwhiwhi)</i></li> </ul>
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## 9 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

Cr Hilda Halkyard-Harawira closed the meeting with a karakia.

## 10 TE KAPINGA HUI / MEETING CLOSE

The meeting closed at 11.56am.

The minutes of this meeting will be confirmed at the Te Hiku Community Board Meeting held on 21 November 2023.

.....  
CHAIRPERSON

**MINUTES OF  
KAIKOHE-HOKIANGA COMMUNITY BOARD MEETING  
HELD AT THE COUNCIL CHAMBER, MEMORIAL AVENUE, KAIKOHE  
ON WEDNESDAY, 25 OCTOBER 2023 AT 10:00 AM**

**PRESENT:** Chairperson Chicky Rudkin, Deputy Chairperson Tanya Filia, Member Mike Edmonds, Member Trinity Edwards, Member Harmonie Gundry, Member Jessie McVeagh, Councillor John Vujcich

**IN ATTENDANCE:** Cr Babe Kapa, Cr Tāmami Rākena

**STAFF PRESENT:** Melissa Wood (Community Board Coordinator), Kathryn Trewin (Funding Advisor), Piripi Rākena (Kaiarahi Kaupapa Māori), Jude Campbell (Principal Advisor- Te Hono), Casey Gannon (Manager-Democracy Services), Imrie Dunn (Democracy Advisor)

**1 KARAKIA TIMATANGA / OPENING PRAYER**

Chairperson Chicky Rudkin opened with a karakia.

**2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND CONFLICTS OF INTEREST**

Chairperson Chicky Rudkin declared a conflict of interest in regard to funding application for Waihou Marae, item 7.3b refers.

**3 TE WĀHANGA TŪMATANUI / PUBLIC FORUM**

Wally Hicks spoke in regard to;

- the renewal of Kohukohu Town Hall
- the prototype for kāwanatanga hapori, town council type government.

Shaun Reilly spoke in regard to;

- mowing in Kaikohe town not being done.
- Images were tabled supporting the above
- Thorpe Road straight over railway line as you go into refuse station
- Staff response is that contractor has been advised to mow that area

Linda Bracken spoke in regard to;

- Kaikohe Business Association
- New Chairperson appointed
- New young vibrant members have joined
- Frequent meetings to discuss strategies and responsibilities
- CCTV cameras and funding for them

**4 NGĀ TONO KŌRERO / DEPUTATIONS**

Alice Cross and Ken Ross spoke in regard to the Horeke Community Plan.

Kaikohe-Hokianga Community Board Meeting Minutes **Unconfirmed**

25 October 2023

**5 NGĀ KAIKŌRERO / SPEAKERS**

Phillipa Kingi and Louie Elliott from Te Hau ora o Ngapuhi item 7.2a refers.

Mike Te Wake from Waihou Marae item 7.3b refers.

Lydia Ambler and Courtney Davis from Waimamaku Playcentre item 7.3c refers.

*At 10:43 am, Deputy Chairperson Tanya Filia left the meeting.*

*At 10:44 am, Chairperson Chicky Rudkin left the meeting.*

*Member Jessie McVeagh sat in as Chairperson as both Chair and Deputy Chair vacated.*

*At 10:45 am, Chairperson Chicky Rudkin returned to the meeting.*

*At 10:49 am, Deputy Chairperson Tanya Filia returned to the meeting.*

**6 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES****6.1 CONFIRMATION OF PREVIOUS MINUTES**

Agenda item 6.1 document number A4145386, pages 8 – 15 refers.

**RESOLUTION 2023/65**

Moved: Member Jessie McVeagh

Seconded: Member Tanya Filia

**That the Kaikohe-Hokianga Community Board confirms the minutes of the meeting held 27 September 2023 as a true and correct record.**

**CARRIED****7 NGĀ PŪRONGO / REPORTS****7.1 CHAIRPERSON AND MEMBERS REPORTS**

Agenda item 7.1 document number A4161230, pages 16 - 19 refers.

**RESOLUTION 2023/66**

Moved: Member Chicky Rudkin

Seconded: Member Tanya Filia

**That the Kaikohe-Hokianga Community Board note the report from Member Jessie McVeagh.**

**CARRIED****7.2a EVENT INVESTMENT FUNDING APPLICATIONS**

Agenda item 7.2 document number A4413999, pages 20 - 23 refers.

**RESOLUTION 2023/67**

Moved: Member John Vujcich

Seconded: Member Jessie McVeagh

**That Kaikohe-Hokianga Community Board approves the sum **\$5,000** (plus GST if application) to be paid from the Board's Community Grant Fund account to Te Hau ora o Ngapuhi for the Kaikohe Christmas Parade, to support the following Community Outcomes:**

- i) Proud, vibrant communities.**
- ii) Communities that are healthy, safe, connected and sustainable.**

Page 2

Kaikohe-Hokianga Community Board Meeting Minutes **Unconfirmed**

25 October 2023

**CARRIED**

*Cr Kapa declared a conflict of interest in regard to item 7.2b and did not participate in debate or voting.*

## 7.2b EVENT INVESTMENT FUNDING APPLICATIONS

### RESOLUTION 2023/68

Moved: Member Harmonie Gundry

Seconded: Member Jessie McVeagh

That Kaikohe-Hokianga Community Board approves the sum **\$2,500** (plus GST if application) to be paid from the Board's Community Fund account to HUSH Dance for End of Year Showcase to support the following Community Outcomes:

- i) Proud, vibrant communities.
- ii) Communities that are healthy, safe, connected and sustainable.

**CARRIED**

## 7.3a FUNDING APPLICATIONS

Agenda item 7.3 document number A4419685, pages 24 - 56 refers.

### RESOLUTION 2023/69

Moved: Member John Vujcich

Seconded: Member Harmonie Gundry

That the Kaikohe-Hokianga Community Board approves the sum **\$1,534** (plus GST if application) to be paid from the Board's Community Fund account to Village Arts for Kohukohu Historic Walk Brochure, to support the following Community Outcomes:

- i) Proud, vibrant communities.
- ii) Communities that are healthy, safe, connected and sustainable.

**CARRIED**

## 7.3b FUNDING APPLICATIONS

### RESOLUTION 2023/70

Moved: Member Tanya Filia

Seconded: Member Harmonie Gundry

That the Kaikohe-Hokianga Community Board approves the sum of **\$4,000** (plus GST if applicable) be paid from the Board's the Board's Placemaking Fund to Waihou Marae for the gazebos to be used at the 2023 Marae wars event and for future community events to support the following Community Outcomes:

- i) Proud, vibrant communities
- ii) Communities that are healthy, safe, connected and sustainable.

Abstained: Cr Chicky Rudkin

**CARRIED**



### 7.3c FUNDING APPLICATIONS

#### RESOLUTION 2023/71

Moved: Member Jessie McVeagh

Seconded: Member John Vujcich

**That the Kaikohe-Hokianga Community Board approves the sum of \$5,000 (plus GST if applicable) be paid from the Board's Placemaking Fund account to Waimamaku Playcentre for costs towards to upgrade and replacement of materials, to support the following Community Outcomes:**

- iii) Proud, vibrant communities
- iv) Communities that are healthy, safe, connected and sustainable.

**CARRIED**

### 7.3d FUNDING APPLICATIONS

#### RESOLUTION 2023/72

Moved: Member Chicky Rudkin

Seconded: Member Tanya Fila

#### TŪTOHUNGA / RECOMMENDATION

**That the Kaikohe-Hokianga Community Board approves the sum of \$5,000 (plus GST if applicable) be paid from the Board's Placemaking Fund account to Taheke United Community Centre for fencing the area surrounding the Taheke Hall to support the following Community Outcomes:**

- v) Proud, vibrant communities
- vi) Communities that are healthy, safe, connected and sustainable.

**CARRIED**

### 7.4 SUMMER 2023 RURAL TRAVEL FUNDING APPLICATIONS

Agenda item 7.4 document number A4413296, pages 57 - 60 refers.

#### RESOLUTION 2023/73

Moved: Member Harmonie Gundry

Seconded: Member Tanya Fila

**That Kaikohe-Hokianga Community Board allocates Rural Travel Grant funding in accordance with the recommendations received from Sport Northland as follows:**

a) Hokianga Sports Club	\$1,700
b) Hōreke School	\$250
c) Kaikohe Young Stars	\$1,000
d) Te Kura o Ōmanaia	\$750
e) Rawene School	\$800
	<b>CARRIED</b>

## 7.5 RURAL TRAVEL FUNDING REPORTS

Agenda item 7.5 document number A4417599, pages 61 - 72 refers.

### RESOLUTION 2023/74

Moved: Member Chicky Rudkin

Seconded: Member Harmonie Gundry

**That the Kaikohe-Hokianga Community Board note the project report received from:**

- a) Mid North United Sports
- b) Ōkaihau College
- c) Ōmanaia School
- d) Panguru School
- e) Rawene School

**CARRIED**

## 8 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

### 8.1 KAIKOHE-HOKIANGA COMMUNITY BOARD ACTION SHEET UPDATE OCTOBER 2023

Agenda item 8.1 document number A4426520, pages 73 - 75 refers.

### RESOLUTION 2023/75

Moved: Member Chicky Rudkin

Seconded: Member Jessie McVeagh

**That the Kaikohe-Hokianga Community Board receive the report Kaikohe-Hokianga Community Board Action Sheet Update October 2023.**

**CARRIED**

## 9 TE KAPINGA HUI / MEETING CLOSE

The meeting closed at 11:40am.

The minutes of this meeting will be confirmed at the Kaikohe-Hokianga Community Board Meeting held on 22 November 2023.

.....  
**CHAIRPERSON**

Bay of Islands-Whangaroa Community Board Meeting Minutes -  
Unconfirmed

26 October 2023

**MINUTES OF  
BAY OF ISLANDS-WHANGAROA COMMUNITY BOARD MEETING  
HELD AT THE TURNER CENTRE, 43 COBHAM ROAD, KERIKERI  
ON THURSDAY, 26 OCTOBER 2023 AT 10:00AM**

**PRESENT:** Chairperson Belinda Ward, Deputy Chairperson Lane Ayr, Councillor Ann Court, Member Bruce Mills, Member Amy Slack, Member Roddy Hapati-Pihema, Member Jane Hindle, Member Tyler Bamber.

**STAFF PRESENT:** Kim Hammond (Community Board Co-ordinator – Stakeholder Relationships), Kathryn Trewin (Funding Advisor – Stakeholder Relationships), Fleur Beresford (Democracy Advisor – Democracy Services), Ellie Greenwood (Democracy Advisor – Democracy Services), Imrie Dunn (Democracy Advisor – Democracy Services).

Chairperson Belinda Ward opened the meeting at 10.05am.

**1 KARAKIA TIMATANGA / OPENING PRAYER**

Member Jane Hindle commenced the meeting with a Karakia.

**2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND CONFLICTS OF INTEREST**

Nil

**3 TE WĀHANGA TŪMATANUI / PUBLIC FORUM**

**4 NGĀ TONO KŌRERO / DEPUTATIONS**

**5 NGĀ KAIKŌRERO / SPEAKERS**

- Evita Zarina and David Krebs representing Bay of Islands Sailing Week in regard to item 7.6 a) Event Investment Funding Applications
- Janet McPhee and Andre Witehira representing Russell Returned Service's Association (RSA) in regard to item 7.6 b) Event Investment Funding Applications
- Melanie Morgan representing BOI P&I Show in regard to item 7.6 c) Event Investment Funding Applications
- Jackie Sander representing The Kerikeri Street Party in regard to item 7.6 d) Event Investment Funding Applications
- Melanie Chandler-Winters representing Kerikeri Jazz Festival in regard to item 7.6 f) Event Investment Funding Applications
- Roz Dennis representing Cruzn' the Bays 2024 in regard to item 7.6 g) Event Investment Funding Applications
- Shirley May representing BOI Country Rock Festival in regard to item 7.6 h) Event Investment Funding Applications
- Shirley May representing BOI Jazz and Blues Festival in regard to item 7.6 i) Event Investment Funding Applications
- Coralee Shortland and Wuki Beazley representing Bay of Islands Budgeting - Mana Aki in regard to item 9.1 c) Funding Applications
- Mereana Anderson representing Whangaroa Arts Festival / Te Kamura School in regard to item 9.1 b) Funding Applications
- Member Roddy representing Kawakawa Christmas Event in regard to item 9.1 d) Funding Applications

Page 1

Bay of Islands-Whangaroa Community Board Meeting Minutes -  
**Unconfirmed**

26 October 2023

- Pamela-Anne Ngohe-Simon representing Moerewa Christmas Event in regard to item 9.1 e) Funding Applications
- Liarne McManus representing Karangahape Marae Trust in regard to item 9.1 f) Funding Applications

Chairperson Belinda Ward adjourned the meeting from 11.40am to 12.06pm for a short break.

## **6 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES**

### **6.1 CONFIRMATION OF PREVIOUS MINUTES**

Agenda item 6.1 document number A4428066, pages 8 - 16 refers.

#### **RESOLUTION 2023/128**

Moved: Member Belinda Ward

Seconded: Member Tyler Bamber

**That the Bay of Islands-Whangaroa Community Board confirm the minutes of meeting held on 28 September 2023 are a true and correct record.**

**CARRIED**

## **7 NGĀ PŪRONGO / REPORTS**

### **7.1 CHAIRPERSON AND MEMBERS REPORTS**

Agenda item 7.1 document number A4428019, pages 17 - 26 refers.

#### **RESOLUTION 2023/129**

Moved: Member Bruce Mills

Seconded: Member Tyler Bamber

**That the Bay of Islands-Whangaroa Community Board note the reports from Chairperson Belinda Ward, and Members Jane Hindle, Bruce Mills, Roddy Pihema, and Amy Slack.**

**CARRIED**

### **7.2 ROAD NAMING - 373 KERIKERI ROAD, KERIKERI**

Agenda item 7.2 document number A4417819, pages 27 - 30 refers.

#### **RESOLUTION 2023/130**

Moved: Member Jane Hindle

Seconded: Member Bruce Mills

**That the Bay of Islands-Whangaroa Community Board, pursuant to Council's Naming Policy, name the two public roads addressed at 373 Kerikeri Road, Kerikeri as follows:**

- a) Road 1: Te Uru Lane
- b) Road 2: Hua Whenua Lane

**CARRIED**

Bay of Islands-Whangaroa Community Board Meeting Minutes -  
**Unconfirmed**

26 October 2023

### 7.3 SUMMER 2023 RURAL TRAVEL FUNDING APPLICATIONS

Agenda item 7.3 document number A4413270, pages 31 - 34 refers.

#### **RESOLUTION 2023/131**

Moved: Member Belinda Ward

Seconded: Member Lane Ayr

**That Bay of Islands-Whangaroa Community Board allocate Rural Travel Grant funding in accordance with the recommendations received from Sport Northland as follows:**

- |                                     |         |
|-------------------------------------|---------|
| a) Bay of Islands College, Kawakawa | \$1,900 |
| b) Russell Sports Club              | \$1,000 |
| c) Whangaroa College, Kaeo          | \$1,900 |

**CARRIED**

### 7.4 RURAL TRAVEL FUNDING REPORTS

Agenda item 7.4 document number A4417607, pages 35 - 44 refers.

#### **COMMITTEE RESOLUTION 2023/132**

Moved: Member Amy Slack

Seconded: Member Bruce Mills

**That the Bay of Islands-Whangaroa Community Board note the project report received from:**

- |                           |
|---------------------------|
| a) Bay of Islands College |
| b) Kerikeri High School   |
| c) Moerewa Rugby          |
| d) Russell Sports Club    |

**CARRIED**

### 7.5 PROJECT FUNDING REPORTS

Agenda item 7.5 document number A4419489, pages 45 - 48 refers.

#### **RESOLUTION 2023/133**

Moved: Member Belinda Ward

Seconded: Member Tyler Bamber

**That the Bay of Islands-Whangaroa Community Board note the project report received from Meraki Hub.**

**CARRIED**

Chairperson Belinda Ward adjourned the meeting from 12.32pm to 1.16pm to break for lunch.



Bay of Islands-Whangaroa Community Board Meeting Minutes -  
Unconfirmed

26 October 2023

## 9 TE WĀHANGA TŪMATAITI / PUBLIC EXCLUDED

Resolution to exclude the public, page 65 refers.

### RESOLUTION 2023/134

Moved: Member Belinda Ward

Seconded: Member Jane Hindle

**That item 7.6 be moved into Public Exclusion to enable a free and frank discussion of all Funding Applications.**

**CARRIED**

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
9.1 - Funding Applications	s7(2)(f)(i) - free and frank expression of opinions by or between or to members or officers or employees of any local authority	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

Chairperson Belinda Ward moved the meeting to public exclusion at 1.17pm.

## CONFIRMATION OF INFORMATION AND DECISIONS TO BE RELEASED IN PUBLIC

### RESOLUTION 2023/135

Moved: Member Lane Ayr

Seconded: Member Jane Hindle

**That the Bay of Islands-Whangaroa Community Board confirms the information and decisions contained in the part of the meeting held in public excluded will be reinstated in public meeting.**

**CARRIED**

## RESOLUTION TO READMIT THE PUBLIC

### RESOLUTION 2023/136

Moved: Member Belinda Ward

Seconded: Member Tyler Bamber

**That the Bay of Islands-Whangaroa Community Board moves out of Public Excluded and into Ordinary meeting.**

**CARRIED**

The Public meeting recommenced at 3.02pm

Page 4

Bay of Islands-Whangaroa Community Board Meeting Minutes -  
**Unconfirmed**

26 October 2023

#### 7.6a EVENT INVESTMENT FUNDING APPLICATIONS

Agenda item 7.6 document number A4416018, pages 49 - 55 refers.

##### RESOLUTION 2023/137

Moved: Member Lane Ayr

Seconded: Member Belinda Ward

**That Bay of Islands-Whangaroa Community Board approve the sum \$5,000 (plus GST if application) to be paid from the Board's Community Grant Fund account to Bay of Islands Sailing Week for the 2024 Sailing Week, to support the following Community Outcomes:**

- i) **Proud, vibrant communities.**
- ii) **Communities that are healthy, safe, connected and sustainable.**

Abstained: Cr Ann Court

**LOST**

#### 7.6b EVENT INVESTMENT FUNDING APPLICATION

Agenda item 7.6 document number A4416018, pages 49 - 55 refers.

##### RESOLUTION 2023/138

Moved: Member Bruce Mills

Seconded: Member Roddy Hapati-Pihema

**That Bay of Islands-Whangaroa Community Board approves the sum \$2,000 (plus GST if application) to be paid from the Board's Community Fund account to Russell RSA for 2024 ANZAC Day costs to support the following Community Outcomes:**

- i) **Proud, vibrant communities.**
- ii) **Communities that are healthy, safe, connected and sustainable.**

**LOST**

#### 7.6c EVENT INVESTMENT FUNDING APPLICATIONS

Agenda item 7.6 document number A4416018, pages 49 - 55 refers.

##### RESOLUTION 2023/139 Moved: Counsellor Ann Court

Seconded: Member Jane Hindle

**That Bay of Islands-Whangaroa Community Board does not approve the sum \$2,500 (plus GST if application) to be paid from the Board's Community Fund account to Bay of Islands P&I Association for 2023 P&I Show costs to support the following Community Outcomes:**

- i) **Proud, vibrant communities.**
- ii) **Communities that are healthy, safe, connected and sustainable.**

Abstained: Tyler Bamber

**CARRIED**

Bay of Islands-Whangaroa Community Board Meeting Minutes -  
Unconfirmed

26 October 2023

#### 7.6d EVENT INVESTMENT FUNDING APPLICATIONS

Agenda item 7.6 document number A4416018, pages 49 - 55 refers.

##### RESOLUTION 2023/140

Moved: Member Lane Ayr  
Seconded: Member Bruce Mills

**That Bay of Islands-Whangaroa Community Board approve the sum \$2,000 (plus GST if application) to be paid from the Board's Community Fund account to Jacman Entertainment for 2023 Kerikeri Street Party costs to support the following Community Outcomes:**

- i) **Proud, vibrant communities.**
- ii) **Communities that are healthy, safe, connected and sustainable.**

In Favour: Amy Slack

Against: Belinda Ward, Lane Ayr, Bruce Mills, Roddy Hapati-Pihema, and Jane Hindle

Abstained: Tyler Bamber and Cr Ann Court

**LOST 1/5**

#### 7.6f EVENT INVESTMENT FUNDING APPLICATIONS

Agenda item 7.6 document number A4416018, pages 49 - 55 refers.

##### RESOLUTION 2023/141

Moved: Member Tyler Bamber  
Seconded: Member Belinda Ward

**That Bay of Islands-Whangaroa Community Board approve the sum \$2,500 (plus GST if application) to be paid from the Board's Community Fund account to Kerikeri Summer Jazz Festival for 2024 Jazz Festival costs to support the following Community Outcomes:**

- i) **Proud, vibrant communities.**
- ii) **Communities that are healthy, safe, connected, and sustainable.**

In Favour: Bruce Mills

Abstained: Cr Ann Court

**LOST 1/6**

#### 7.6g EVENT INVESTMENT FUNDING APPLICATIONS

Agenda item 7.6 document number A4416018, pages 49 - 55 refers.

##### RESOLUTION 2023/142

Moved: Member Bruce Mills  
Seconded: Member Amy Slack

**That Bay of Islands-Whangaroa Community Board approve the sum \$5,000 (plus GST if application) to be paid from the Board's Community Fund account to Cruzn' the Bay for 2024 Cruzn' the Bay costs to support the following Community Outcomes:**

Page 6

Bay of Islands-Whangaroa Community Board Meeting Minutes -  
**Unconfirmed**

26 October 2023

<p>i) <b>Proud, vibrant communities.</b></p> <p>ii) <b>Communities that are healthy, safe, connected and sustainable.</b></p> <p><u>Abstained:</u> Belinda Ward, Lane Ayr, and Tyler Bamber</p>	<b>CARRIED</b>
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#### 7.6h EVENT INVESTMENT FUNDING APPLICATIONS

Agenda item 7.6 document number A4416018, pages 49 - 55 refers.

<p><b>RESOLUTION 2023/143</b></p> <p>Moved: Member Lane Ayr Seconded: Member Bruce Mills</p> <p><b>That Bay of Islands-Whangaroa Community Board approve the sum <b>\$2,500</b> (plus GST if application) to be paid from the Board's Community Fund account to <u>Bay of Islands Country Rock Festival</u> for 2024 Country Rock Festival towards the bus costs, to support the following Community Outcomes:</b></p> <p>i) <b>Proud, vibrant communities.</b></p> <p>ii) <b>Communities that are healthy, safe, connected and sustainable.</b></p> <p><u>Abstained:</u> Cr Ann Court</p>	<b>CARRIED</b>
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#### 7.6i EVENT INVESTMENT FUNDING APPLICATIONS

Agenda item 7.6 document number A4416018, pages 49 - 55 refers.

<p><b>RESOLUTION 2023/144</b></p> <p>Moved: Member Bruce Mills Seconded: Member Lane Ayr</p> <p><b>That Bay of Islands-Whangaroa Community Board approve the sum <b>\$2,500</b> (plus GST if application) to be paid from the Board's Community Fund account to <u>Bay of Islands Jazz and Blues Festival</u> for 2024 Jazz and Blues Festival towards the bus costs, to support the following Community Outcomes:</b></p> <p>i) <b>Proud, vibrant communities.</b></p> <p>ii) <b>Communities that are healthy, safe, connected and sustainable.</b></p> <p><u>Abstained:</u> Cr Ann Court</p>	<b>CARRIED</b>
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### 8 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

#### 8.1 STATEMENT OF COMMUNITY BOARD FUND ACCOUNT AS AT 30 SEPTEMBER 2023

Agenda item 8.1 document number A4438248, pages 56 - 61 refers.

<b>RESOLUTION 2023/145</b>
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Page 7

Bay of Islands-Whangaroa Community Board Meeting Minutes -  
**Unconfirmed**

26 October 2023

Moved: Member Belinda Ward  
Seconded: Member Bruce Mills

**That the Bay of Islands-Whangaroa Community Board receive the report entitled “Statement of the Bay of Islands-Whangaroa Community Board Community Fund account as at 30 September 2023”.**

**CARRIED**

## **8.2 BAY OF ISLANDS-WHANGAROA COMMUNITY BOARD OCTOBER ACTION SHEET UPDATE**

Agenda item 8.2 document number A4428799, pages 62 - 64 refers.

### **RESOLUTION 2023/146**

Moved: Member Jane Hindle  
Seconded: Member Tyler Bamber

**That the Bay of Islands-Whangaroa Community Board receive the report Bay of Islands-Whangaroa Community Board October Action Sheet Update.**

**CARRIED**

## **10 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER**

Member Jane Hindle closed the meeting with a Karakia.

## **11 TE KAPINGA HUI / MEETING CLOSE**

The meeting closed at 3.12pm.

**The minutes of this meeting will be confirmed at the Bay of Islands-Whangaroa Community Board Meeting held on 23 November 2023.**

.....  
**CHAIRPERSON**



## 7.2 MAYOR AND COUNCILLOR'S REPORTS

**File Number:** A4449298

**Author:** Ellie Greenwood, Democracy Advisor

**Authoriser:** Casey Gannon, Manager - Democracy Services

### TE TAKE PŪRONGO / PURPOSE OF THE REPORT

This report is a mechanism to have open communication and transparency on activities undertaken by Councillors as elected representatives.

#### NGĀ TŪTOHUNGA / RECOMMENDATION

That Council note the reports submitted by Kahika – Mayor Moko Tepania, Kōwhai-Deputy Mayor Kelly Stratford and Councillors Ann Court, Hilda Halkyard-Harawira, Tāmati Rākena, and Steve McNally.

### TE TĀHUHU KŌRERO / BACKGROUND

Kahika-Mayor Tepania has reintroduced Council members reports as a mechanism to have open communication and transparency on activities undertaken by Councillors as elected representatives. Members reports are compulsory for Councillors.

### TE MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

Members reports are attached for information.







### REASON FOR THE RECOMMENDATION

To formally receive the Mayor and Councillor reports.

### NGĀ PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or the need for budgetary provision as a result of this report.

### NGĀ ĀPITIHINGA / ATTACHMENTS

1. Kahika Tepania Report w attachment - A4451915 [↓](#) 
2. Kowhai Stratford Report - A4451899 [↓](#) 
3. Cr Court Report - A4448937 [↓](#) 
4. Cr Halkyard-Harawira Report 30.10.23\_ - A4454372 [↓](#) 
5. Cr Rakena Report September - A4440348 [↓](#) 
6. Cr McNally Report - A4451894 [↓](#) 



## Pūrongo ā-Mema | Member Report

**Mayor Moko Tepania**

**Date: 27/10/23**

Rā   Date	Kaupapa Hui   Meeting Topic
23/09/23 – 14/10/23	<b>Travel to Europe for One Young World Symposium</b> The One Young World Summit brought together over 2,000 delegates from around the world to use social impact to bring positive change! I was absolutely stoked to represent New Zealand and receive one of the 5 Politician of the Year Awards. One Young World, a not-for-profit organisation based in the UK sponsored the travel and accommodation for this trip and I will now be one of their global ambassadors. I am excited by the possible opportunities for young leaders in the Far North following on from this trip.
17/10/23	<b>Long Term Plan Workshop, Kaikohe</b> <b>Office of the Mayor Catchup, Kaikohe</b>
18/10/23	<b>CE Catchup, Kaikohe</b> <b>Hui with Te Rūnanga o Te Rarawa via Teams</b>
19/10/23	<b>Council Meeting, Kaikohe</b> <b>Whakaata Māori Interview via Skype</b>
20/10/23	<b>Mayors Taskforce for Jobs Coregroup Meeting via Zoom</b> <b>Waka Kotahi Monthly Catchup via Teams</b> <b>Te Hiku FM Interview</b>
21/10/23 & 22/10/23	<b>Piri Mōkena Memorial Sports Tournament, Kāeo</b> With funding support from our Bay of Islands-Whangaroa Community Board, I was privileged to attend the 40 <sup>th</sup> anniversary of this sport tournament bringing together the marae of Whangaroa! A special acknowledgement to Wainui Marae who hosted this years event as well as to the winners of the rugby tournament, Matangirau and the winners of the netball tournament, Tākou Bay.
24/10/23	<b>Te Koukou Transport Committee Agenda Preview via Teams</b>
25/10/23	<b>Mayors Taskforce for Jobs Update via Teams</b> <b>Realignment Review Interview via Teams</b>
26/10/23	<b>Far North Business and Organisation Leaders Call via Teams</b> <b>CE Catchup via Teams</b>

### Local Government New Zealand:

Congratulations to Mayor Neil Holdum is the new provincial sector chair and representative to National Council. Also attached to this member's report is the July-October report from LGNZ for member councils.



# LGNZ FOUR-MONTHLY REPORT FOR MEMBER COUNCILS

// JULY-OCTOBER 2023



# Ko Tātou LGNZ.

This report summarises LGNZ's work on behalf of member councils. It's designed to be put on your council agenda for discussion and feedback, or you might choose to use it in another way. We will produce this report three times a year.

This report complements our regular communication channels, including Keeping it Local (our fortnightly e-newsletter), providing a more in-depth look at what we do.

## Contents

Introduction .....	4
Progress on strategic goals .....	5
Priority/01 Resetting the relationship with Central Government .....	5
Political engagement and government relations.....	5
Briefing to the Incoming Government .....	5
Priority/02 Establishing stronger Te Tiriti-based partnerships with Iwi Māori .....	6
Te Maruata update .....	6
Mana whenua relations .....	6
Priority/03 Campaigning for greater local decision-making and localism .....	6
Choose Localism and Future for Local Government .....	6
An overview of this mahi .....	6
Building consensus on the Future for Local Government.....	7
Priority/04 Ramping up our work on climate change.....	7
Next steps .....	7
Support for cyclone-affected councils .....	8
Priority/05 Delivering and building on our core work .....	9
Water services reform .....	9
Transport.....	9
Resource management reform .....	10
Remits .....	10
Other policy and advocacy work.....	11
Media .....	11

LGNZ four-monthly report for members – October 2023 // 2




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Conference and Excellence Awards Update .....	12
Engagement with members, including sector and zone meetings.....	12
Mayors Taskforce for Jobs .....	12
Young Elected Members .....	13
Community Boards Executive Committee .....	13
Council capability .....	13
CouncilMARK refresh .....	14
Guidance for members .....	14
Libraries partnership.....	15





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## Introduction

At National Council's most recent meeting, we decided to provide regular formal updates from LGNZ to member councils. A number of you have suggested a paper that you could put on your council agenda would be a helpful way to ensure everyone was across our work and able to give feedback. It's important to National Council that all member councils are across the breadth and depth of work that LGNZ is doing on your behalf.

These reports will be provided three times a year, and this first one covers the period July-October 2023.

Our SuperLocal Conference in July attracted record attendance and very positive feedback. Since conference, our energies have turned to a range of matters specific to the period between now and the end of the calendar year: the Future for Local government response, which is part of our broader Choose Localism campaign; preparation of our briefing document for the incoming Government; close liaison and partnership settings with Mayors Taskforce for Jobs, which is having a strategic reset; and numerous other matters that are captured in this report.

This report shows the breadth and scope of the mahi that our small team delivers – with care, commitment, creativity and very high standards.

Ngā mihi  
Sam and Susan



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# Progress on strategic goals

## Priority/01

### Resetting the relationship with Central Government

#### Political engagement and government relations

Our political engagement is currently geared towards advancing the Choose Localism campaign. We have released a toolkit for members to use when they're meeting with local MPs so that they can champion localism and galvanise central politicians behind the movement.

Sitting alongside that is also our work to continue influencing election policy from Wellington. In late August, National's Social Development Spokesperson, Louise Upston and candidate for Remutaka Emma Chatterton, met with Susan, Scott and Mayors Max Baxter and Alex Walker from the MTFJ governance group to talk about how we could work with National, if in government, to progress the initiative. The briefing note we sent prior to the meeting emphasised the links between how MTFJ works in practice and the power of localism.

In mid-August, LGNZ also met with the Green Party to brief them about the Ratepayers Assistance Scheme and how it could support their Clean Power Payment Policy. We also took the opportunity to socialise the Regional Sector's flood protection business case with them.

#### Briefing to the Incoming Government

We've prepared a Briefing to the Incoming Government, which is an opportunity to familiarise the incoming government with local government, our key areas of focus, and to open the door for future engagement.

We are grounding this year's briefing in our Choose Localism campaign. It has two parts:

1. Cover letters tailored to individual ministers explaining how local government can help them, and how the work of local government interacts with their portfolio and priorities.
2. A briefing that covers key information about local government in New Zealand and LGNZ, and sets out key advocacy issues and opportunities for local government – as well as constraints.

It will be vibrant, high level, tailored to the government and ministers receiving it, and based largely on existing information and resources including our Relationship Reset and Policy Priorities documents, which were socialised with political parties in the lead up to and during the campaign period. It will be sent to ministers once a Government has been formed.



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## Priority/02

### Establishing stronger Te Tiriti-based partnerships with Iwi Māori

#### Te Maruata update

Te Maruata held a whānui hui in Ōtautahi on 26 July as part of SuperLocal. This was a really well-attended hui, with around 70 Māori elected and appointed members, council staff and other key stakeholders in attendance. A key focus for the hui was for whānui members to share their expectations of the Rōpū Whakahaere – including what they want the Rōpū Whakahaere to prioritise focus on over this triennium, and how members want to be kept up to date on that mahi.

Rōpū Whakahaere members are meeting in November and will discuss the feedback that was shared and come up with a plan for actioning it.

Te Maruata are actively engaged in the mahi that LGNZ is doing on Choose Localism and the Future for Local Government. Mayor Faylene Tunui and Councillor Moko Tauariki are the Te Maruata representatives on the Future for Local Government Advisory Group.

With support from Councillor Dinnie Moeahu, we're continuing to hold monthly online wānanga for Te Maruata where whānui members get updates on key kaupapa and/or provide support to one another around issues members might be facing.

#### Mana whenua relations

We are also setting up a meeting with mana whenua in Te Whanganui-a-Tara to start building our own relationships and understanding of local needs. Tania Hawkins (on our team) and her husband, Hawkins, who is a kaumatua and has provided mihi whakatau at many of our events over the past 18 months, are facilitating this. Hawkins is keen to help build a bridge with mana whenua and walk alongside us as we build our knowledge of te ao Māori and tikanga. We will loop in Te Maruata and our new Māori advisor once they're on board.

## Priority/03

### Campaigning for greater local decision-making and localism

#### Choose Localism and Future for Local Government

#### An overview of this mahi

At SuperLocal we launched Choose Localism, our campaign to breathe new life into localism. The idea was to generate some excitement and optimism amongst our LG whānau as we navigate the

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LGNZ four-monthly report for members – October 2023 // 6



future for local government together. Choose Localism is our compass for the future. All our mahi needs to drive towards a more inclusive, participative and localist future.

The first stage of this work is to galvanise the LG whānui and create a strong consensus position that we can take to Central Government on our vision for the future. The second stage will be our localism showcase, planned for next year. This will include a collection of the best examples of localism being delivered around the motu. It will be designed to open central government's eyes to, and strengthen their view of, the value and capability of local government. The aim is to build confidence that local government can be a trusted partner in this new way of working together. And finally, the third stage, which is about engaging the public, will include our citizens' assembly. While the topic for this citizens assembly needs to be thought through, it is an opportunity to ask New Zealanders what they might need to participate in local democracy. The idea is that it will provide innovative solutions to the increasingly pressing problem of irrelevance and apathy.

### **Building consensus on the Future for Local Government**

Our work to develop a consensus position on the final Future for Local Government report is a key part of our first step in our wider Choose Localism work programme – galvanising the sector. We're making good progress on our approach to building consensus with excellent engagement and input from our FFLG Advisory Group.

We've held one in-person meeting with members on 18 September and will hold another on 2 November. We've also shared a wide range of resources with councils and elected members, including data from the first event. And we've launched an online engagement platform that allows everyone to have their say. After 2 November, we'll develop a draft position with the Advisory Group that will be sent to members on 24 November. Then we are proposing to hold an SGM on 11 December for members to formally vote on whether to agree the position.

The position we develop with members will inform the conversations and negotiations that we'll be having around the future with the incoming government. We're conscious of the need to land on a position that our members are happy with – but that has enough flex to put us in a robust position to negotiate with the incoming government. We know there'll need to be some give and take on both sides.

Our Choose Localism work will pick up aspects of the Panel's final report that local government can get on with implementing now – without the need for legislative change or support from central government.

## **Priority/04**

### **Ramping up our work on climate change**

#### **Next steps**

Now that we've finished conversations with several councils about what they think we could be doing in the climate change space, we're pulling together a strategy and plan for this work. With

LGNZ four-monthly report for members – October 2023 // 7



vacancies in the policy team, we're needing to think carefully about how we manage our limited resources to deliver across a number of priorities. We're also observing how our climate change work (and other policy and advocacy work) closely aligns with our work on Choose Localism – which adds to our leverage.

One of the big pieces of work that we are engaging on is the inquiry into community-led retreat. This inquiry was kicked off by the previous Environment Select Committee. Given strong levels of support for it from across the House, we expect that it will continue regardless of the outcome of the General Election. The Ministry for the Environment has put out two reports setting out issues and options for dealing with the challenge of managed retreat (including how to fund it) that we're analysing and discussing with members. We think this is an area where LGNZ can really add value by driving policy thought leadership on behalf of our members.

We've also submitted on the first round of consultation on a strategy to strengthen the resilience of critical infrastructure in Aotearoa New Zealand. With the impacts of climate change being increasingly felt around the country, it's clear that critical infrastructure such as roads and water treatment plants are not capable of withstanding more intense and frequent extreme weather events. We will work with DMPC to ensure Councils are heard through the second round of consultation, which is expected in Q1 of 2024.

### **Support for cyclone-affected councils**

We were funded by the Ministry for the Environment to commission Simpson Grierson to provide legal advice to councils in Tairāwhiti and the Hawke's Bay on the voluntary buyout of category 3 land or changes to residential use rights. This advice made it clear that to achieve greater certainty and minimise the risk of legal challenge for affected councils, either amendments to the existing legislation or a new bespoke framework are needed. We wrote former Ministers Robertson (Minister of Cyclone Recovery) and McAnulty to ask for action on this. Their reply acknowledged the changes would minimise risk but did not agree to pre-emptive action. We will raise this matter with the new government at the appropriate time.

We're continuing to engage with DIA on the regulatory relief for councils affected by the severe weather events earlier this year. We had several affected councils attend our zoom meeting for Mayors, Chairs, and Chief Executives with DIA and other government agencies. This largely focused on the recently gazetted Order in Council that enables three-year plans instead of LTPs for eight of the most affected councils.





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## Priority/05

### Delivering and building on our core work

#### Water services reform

During this reporting period, the Water Services Entities Amendment Bill was enacted. This was the last piece in the previous Government's water reform puzzle. We successfully advocated for several changes to the Bill:

- Setting establishment dates for the 10 entities now requires consultation with affected councils and iwi/hapū. Establishment dates have to be confirmed within six months of the legislation passing.
- References to no-worse-off payments to councils in the legislation were retained.
- When DIA oversight of council decision-making applies has been clarified.
- The potential burden of community priority statements has been reduced.

The outcome of the election has implications for water reform. If there are any changes to the way in which water reform proceeds, we will engage with National Council on that when details are clearer.

Prior to the General Election, DIA and the NTU changed the approach that they were taking to developing constitutions for the water services entities. They started with work with a Technical Advisory Group on the Northland/Auckland entity's constitution. LGNZ's legal advisor has participated in the Technical Advisory Group process, so that learnings from the first process can be shared with other councils. Whether this process continues given the election outcome remains to be seen.

#### Transport

In August, the Government released its draft GPS Land Transport. We developed a submission with strong input from members. We also launched our Position Statement on Transport in conjunction with the release of the draft GPS Land Transport. The position statement outlines the key policy objectives we will advocate for, including:

- A strategic, long-term approach to planning that joins up central and local government decision-making to address maintenance and climate adaptation needs.
- Sufficient, long-term transport investment that prioritises resilience building, safety and better asset management across both new developments as well as maintenance and renewals.
- Integrated transport and freight networks that support placemaking by connecting our rural communities, towns and cities and making them great places to live and work.
- A transport network that can adapt to the future climate and prioritise decarbonisation.

This provides a good basis for our policy and advocacy work, and we are now working with a newly appointed Transport Reference Group to develop a robust plan for our transport work, which will align with our broader Choose Localism mahi. This work will ramp up following the 2023 general



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election, once we know the shape of the next government and have a good understanding of its transport priorities.

### **Resource management reform**

During this reporting period, the Natural and Built Environments and Spatial Planning Acts were enacted. This was a significant milestone. Local government didn't get all the changes that we wanted and some fundamental concerns remain – particularly the reform's impact on local voice. However, LGNZ and the Local Government Steering Group successfully advocated for several key changes, in particular the inclusion of Statements of Community Outcomes and Statements of Regional Environmental Outcomes. This is one mechanism to ensure that there is local input into regional planning decisions. There was also broad support for the introduction of regional spatial planning.

We've been working closely with the Local Government Steering Group and the Ministry for the Environment to support the work that is ramping up on transition and implementation. A lot of this work is technical and targeted at council officers. However, we've been stressing the importance of making sure that elected members are engaged, updated on and involved in appropriate parts of the transition and implementation work.

It's not entirely clear what the change of Government will mean for Resource Management Reform; however, we know that both the National and ACT parties have expressed concerns about the reform, in particular the erosion of local voice and the creation of more complexity and added layers of bureaucracy. LGNZ is support the Local Government Steering Group to develop a briefing to the incoming Minister for the Environment.

If significant changes to the reform are proposed by an incoming Government, some of the thinking we've provided in earlier submissions on both Acts will be useful to inform the position that we take on any changes. Specifically, we've previously said that we see the introduction of regional spatial planning and the need for prioritised work on the Climate Adaptation Act as the most fundamental aspects of the reform. We've also expressed a view that the proposed Regional Planning Committees could be stewards of a planning process, by bringing together input from each individual council in a region and stripping out unnecessary duplication, rather than being responsible for making all planning decisions for individual communities.

We will assess the situation as the makeup of the government and its priorities become clearer and keep National Council involved in any decisions that need to be made.

### **Remits**

The team are working through each of the remits that were passed at the 2023 AGM and coming up with a plan to action them. Due to staff shortages in the Policy Team right now and the need to factor in the outcome of the General Election, we anticipate work on remits ramping up in the New Year.



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## Other policy and advocacy work

### Freedom camping

Following the introduction of the Self-contained Motor Vehicles Legislation Act, we are working with Simpson Grierson, the New Zealand Motor Caravan Association, MBIE and Taituarā to review and update the model bylaw for freedom camping, and also the good practice guide for councils and tourism operators. The previous guidance was produced in 2018 but is no longer consistent with the new legislation introduced this year. We're on track to have this guidance ready to share shortly.

### Emergency management reform

We've developed and shared a submission on the Emergency Management Bill with members. Submissions are due on 3 November 2023, so there'll be plenty of time for members to provide us with feedback on our draft, and to use our draft to inform their own submissions.

### Elected member census and survey of voters and non-voters

We're working on completing two research reports, which will be shared with members soon. The first is a report outlining findings from LGNZ's survey of people who voted, or didn't vote, in the 2022 local elections. This survey is one of a series which dates back to the 2001 elections and looks at the profile of voters and non-voters and their reasons for voting or not. The second is the findings from our triennial Census of elected members, undertaken in April/May of this year. The Census provides information on the demographics of elected members and allows us to determine the degree to which elected members reflect the diversity of the communities they represent. It also provides information on elected members' priorities. The information is helpful for our broader advocacy and engagement work, and for policy makers who seek to ensure that councils are both inclusive and relevant.

## Media

### Choose Localism

As our Choose Localism campaign takes shape, we are using social media and media to build awareness and understanding. You will see more of our work make the connection with localism in the media in the coming weeks.

In August we announced our position on Transport, which is advocating for a transformative approach to address challenges in the nation's transport network. LGNZ highlighted five key actions to address these challenges. The press release, which made a strong case for choosing localism being the answer to our transport woes, was picked up by RNZ, NewsTalkZB and by Inside Government.

Two opinion editorial articles, authored by Susan, called for genuine partnership, where localism is not just a slogan that's talked about, but governments follow through on it. That means central government listens to and collaborates with local councils, respecting their insights and engaging with communities to find the best path forward for major projects like LGWM. One op-ed was run in Inside Government and the other on Stuff.

### Progressing remits

At the AGM, the membership passed a remit that LGNZ calls on central government to take action to reduce council audit fees. Advocacy in the media is part of that work. Newsroom published an article that discusses the increasing audit fees faced by local councils in New Zealand and their relevance to

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LGNZ four-monthly report for members – October 2023 // 11



the justice system and local government accountability. The Auditor-General highlights the challenges faced by councils in managing affordable rates and funding community needs.

#### **Support for councils affected by engineering consenting issues**

A large number of councils have been affected by alleged fraudulent signing of consenting documents by engineer, Jonathan Hall of Kodiak Consulting. Taupo District Council contacted LGNZ to see if we could help support affected councils.

We held zooms with affected and developed a media plan with input from law firm Rice Speir, which is working closely with several affected councils.

Our media approach is geared towards three key objectives:

- Help de-risk councils – Give councils guidance on best practice while supporting them to drive comms through local channels.
- Reduce pressure on councils – Be a source of support for councils when they need it, enabling them to focus on addressing the situation and supporting their communities.
- Align with advocacy efforts – Liaise with Engineering New Zealand and MBIE to enhance advocacy efforts and demonstrate a cohesive response to the situation.

#### **Conference and Excellence Awards Update**

We're already in planning mode for SuperLocal 24, which is being held in Wellington/Te Whanganui-a-Tara in August next year. We'll be working with WCC and mana whenua to make sure we provide a remarkable programme and an even better conference experience than this year.

We're working on the theme and a prospectus, which we're hoping to get out to potential partners and sponsors very soon.

#### **Engagement with members, including sector and zone meetings**

We're busy planning for our in-person combined sector hui in November, with the Future by Local Government on day one and our usual individual sector meetings on day two.

We've had really good engagement with our email newsletters and direct emails recently. Eighty percent of members opened our first post-conference email and more than 60% opened our Choose Localism email (and 43% of those clicked through to the website). These are astonishing open rates by industry standards so we're consciously working on how we keep them high over the coming months as well as experimenting with a new online participation platform to see if we can encourage greater two-way dialogue online.

#### **Mayors Taskforce for Jobs**

We've been heavily involved with the management of MTFJ since our Programme Manager departed in early July. We very pleased to have successfully recruited a new Programme Manager who started in October, as well as made a permanent appointment in the MTFJ Advisor role.

We've also been working closely with the Chair and a small subset of the Core Group on governance and the relationship with LGNZ. The Core Group has agreed to establish a Governance Group to help make more efficient and effective decisions and oversee the development of a new strategy for

LGNZ four-monthly report for members – October 2023 // 12



MTFJ. An external facilitator will help guide this work alongside some insights research by TRA into the value of the programme and where the opportunities lie for growing and strengthening MTFJ in the future.

In September, we met with key National Party MPs from the Hutt to talk about the value of MTFJ as a vehicle for delivering positive social outcomes locally and the importance of sustainable funding for this crucial kaupapa. In the meantime, our 36 Community Employment Programme councils now all have their new two-year contracts and are deep in the mahi of getting rangatahi into work.

### Young Elected Members

Our Young Elected Members had a successful hui pre-conference, with just under 40 attendees. Planning is now well underway for the YEM annual hui, which will take place in the Far North this year, from 6-8 December. This will be YEM's first annual hui since COVID, and the theme will be "Anga whakamua: Setting our collective course in the birthplace of Aotearoa".

Beyond the annual hui, the YEM committee are also working on updating and refreshing the YEM kaupapa, and developing a work plan to put this into action. YEM co-chair Alex Crackett is also a part of the FFLG Advisory Group and will bring a YEM-perspective to this work.

### Community Boards Executive Committee

Our Community Boards Executive Committee (CBEC) is an engaged group and have had several constructive engagements early this year. Key areas of focus for CBEC include planning the Community Boards Conference, which will be held as part of SuperLocal 2024, and surveying community board members to understand their experience, needs and opportunities to support them.

Sarah Lucas, one of the CBEC Co-Chairs, has joined the FFLG Group and is contributing useful grassroots, community governance perspectives. A key concern for CBEC was the lack of reference in the Panel's final report to the role that community boards could play in local government's future.

### Council capability

#### Ākona

We launched our new Ākona L&D platform and are now focused on building great courses tailored to our members' distinct needs. We've had several new councils join and are openly talking to both Taituarā and CEs to encourage more to come on board. The pricing is prorated so is now below the \$3500 threshold and that seems to be helping.

The new digital platform is performing well, and the three new courses are proving popular. Another six courses are under development, three of which are being co-developed with the councils who requested them. Work on preparing the framework to become a self-assessment tool and basis for a micro credential has begun, with a new sector working group being assembled to help boost the process.

The new Health & Safety course being co-developed with Tararua District Council will offer the sector a bespoke option to the Institute of Directors course, which is both unhelpfully generic and





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costly. We expect to continue to enhance and tailor the Ākōna Governance course so that it too may offer an alternative option to expensive IoD offerings.

### **CouncilMARK refresh**

The CouncilMARK programme has undergone an extensive overhaul. The Research Agency (TRA) was commissioned in 2022 to highlight areas the programme is performing well and areas for evolution. Based on these findings we initiated a programme redesign to optimise CouncilMARK and make it fit for purpose within this new local government context. We continued to work very closely with our stakeholders, including elected members, CEs, senior council staff and relevant central government agencies.

### **Guidance for members**

We completed the Guide to recruiting and managing chief executives. This is a comprehensive guide that includes relevant templates, such as a draft employment agreement, performance committee terms of reference, and guidance on performance management.

Work is currently underway on an Elected Members' Guide to Representation Reviews. Shortly, approximately half of New Zealand's councils will be undertaking representation reviews. Many elected members, especially those elected for the first time in 2019 and 2022, will not only have little understanding of the representation review process itself, but also of the choices that they are able to make through that process.

### **Streetlights Profiles**

In June 2022, the Electricity Authority approved a Streetlight dimming profile that when applied by councils will generate significant savings on the energy consumed by LED dimmable streetlights. Without this innovative new profile, some councils that have upgraded their streetlights to include a centralised dimming function may find themselves stymied by Electricity Authority rules that deem them non-compliant. This could lead to penalties being passed on by suppliers, or even their suppliers opting out of offering dimmable streetlighting.

We have been working with the energy retailers and a couple of councils to work through the operational processes and to implement a pricing structure before we can take this offering further to our members. It is estimated that the profiles will save Auckland Transport up to \$1.1m in energy savings, whereas some smaller energy consumers, like Palmerstown North City Council, will have savings in the region of \$18k per year. This will be for the life of the streetlights (usually 25 years) and does not include the carbon savings councils will be able to generate. We have just completed our implementation with Auckland Transport and are working with Christchurch, Wellington and Tauranga for the next implementations.

### **Moata Carbon Portal**

We partnered with Mott MacDonald in 2021 to bring the Moata carbon portal to New Zealand. This is a tool that allows embedded (capital) carbon to be measured and monitored across any capital works programme. It enables councils to account for and reduce carbon emissions generated from water, transport and infrastructure (vertical and horizontal) projects. We have seen spreadsheets



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being used to do this that quickly become out of date, with emissions factors varying. The portal allows councils to make real-time decisions that can shape their future carbon emissions and make greener infrastructure choices. The added benefit is that all the models developed in the portal are shareable with other councils and industry players.

Queenstown Lakes and Tauranga have both just completed carbon baselines with Mott MacDonald and we presented the results to QLDC in September. The QLDC baseline is the first carbon baseline that we are aware of in New Zealand that covers all business activities/groups across their entire long-term plan. Tauranga's baseline covered their water services only, with discussion ongoing about including transport next.

Napier have become portal subscribers to add to Auckland's Water Care and Wellington Water, and we are having conversations with Wellington and Nelson about being the next councils to take this up. The Wellington City implementation will be on their transport programme, with Napier using the portal on their water programme.

We are certainly seeing councils becoming more carbon focused – and with the next round of LTP planning underway, it's a perfect opportunity to embed carbon thinking and the Moata portal into the decision-making process.

### **Libraries partnership**

Our Libraries Advisor has continued to engage with councils and their library teams, sharing best practice and advice and advocating for the importance of investing in libraries as vital community hubs. She is preparing a report before her contract ends in June 2024. It will set out the key trends and learnings that she's identified during her time with us.

In August, our Libraries Advisor travelled to Australia with a group of representatives from the library sector to visit Australian public libraries to identify best practice and trends that can be shared with New Zealand's councils and public libraries. This trip was fully funded by the National Library's New Zealand Libraries Partnership Programme.



## Member Report

**Name:** Kōwhai Deputy Mayor Kelly Stratford

**Ward:** Bay of Islands - Whangaroa

**Date:** October 2023

### Meetings Attended

Date	Meeting Topic	Comment
28 Sep 2023	Ngā Puawai Oneroa a Tōhe	Detail in attendances report further down
29 Sep 2023	Cyclone Gabrielle Recovery Governance Group	Approved the Regional Resilience Plan, had update on Future of Severely Affected Land process, and funding.
2 Oct 2023	Disability Action Group	Attended briefly to share korero on promoting the DAG via our comms team, with a photo and korero on what the DAG does and when the next meeting is.
	CE & Kōwhai catchup	
3 Oct 2023	Te Huia – ERC Hui	Chair the monthly review of CE performance committee
	Te Kuaka Committee	
	Severe weather review	The panel came to Kaikohe to interview the mayor, myself and staff who were involved in the Civil Defence events this year. A link has been distributed to elected members and on our social media asking for further feedback.
4 Oct 2023	Planning & Policy work	Art, Culture & Heritage Strategy needs to come to Te Kuaka ahead of the Feb Council hui.
5 Oct 2023	Business Call	Concern raised about what happens with toilet facilities when the old Kaitaia Pool is closed. General observation the school holiday behaviour really good
	Kerikeri Bypass/ring road	FNDC have been acquiring property for decades. Need to have a strategic approach to this
	Job Explore	Meeting with employment advisors organising the INZONE 2024 Job Explore Event and secondary school to self-employment roadshow. Looking to work in with MTFJ and Kahika, to bring this to Kaikohe
9 Oct 2023	Kaikohe Social Housing	Blessing of the completed housing
	Mangamuka Site Visit	Visit to the slip sites to hear about the delays due to weather and how successful the works are going
	Te Koukou Committee	

## Member Report

10 Oct 2023	Te Hono	
	Driving Change	Regional hui of community driver licensing providers. Good forum to hear the continuing challenges but good results coming through since the community driver licensing changes came into effect. <a href="http://www.drivingchange.nz">www.drivingchange.nz</a> for more information
	Toi Ngāpuhi	Presented with the Ngāpuhi Arts & Culture Strategy, and how Toi Ngāpuhi can assist in growing mahi toi in Te Tai Tokerau. Also reminded of the role they played in the council Arts & Culture strategy, so where is that at.
	Waitangi/Paihia/Opua Water Treatment Plant	The goal is safe potable drinking water. Building a relationship between hapū and project team, hopefully become a working group that can steer the entire project.
11 Oct 2023	Council agenda preview	Reviewing agenda before printing
12 Oct 2023	Bay of Islands Hospital	Opening of building which will provide new family health in partnership with Ngati Hine Health Trust, primary health services, oncology and upgraded renal department.
	Business Call	94 cruise ships incoming to the Bay of Islands this season. The ships are operated sustainably compared to previous years.
13 Oct 2023	ESR hui re methamphetamine in wastewater	Police and agencies use the information to measure community wellbeing and to get the resources in place, where it is needed. But controlling the narrative. The data also assists with two workstreams, stopping drugs coming to the border and prevention and reduction of harm. Ventia has concerns around resourcing to expand testing. Following up on.
	Hui on rating Matauri Bay	Good hui with Matauri X representatives and the right staff in the room, to ensure we can finally get to the bottom of some of the issues of rating the right properties. Some unused portions. Some public use parts which need to be addressed. Another hui set down for 10 <sup>th</sup> Nov to check in on progress.
16 Oct 2023	Tumu Taupua Kōwhai & Kahika hui	
	Te Hono hui	Working together to progress the ever growing issues that are being brought to Māori ward councillors.
17 Oct 2023	Long Term Plan Workshop	Trying to get the greatest benefit for our communities, with the amount of money we can



## Member Report

		spend. This will mean a look at services in the consultation for our LTP Lite.
	Kahika & Kōwhai catchup	Bringing Kahika up to date
18 Oct 2023	Waikare Catchment Plan hui	Waikare called for all council and agencies to come together to wananga a proactive way forward for addressing erosion, flooding, water quality. Looking at a rangatahi led hapū environmental plan being developed. Agencies to work together
	Te Moringai Hui	Update on progress
19 Oct 2023	Council hui	
	Rangitane hui	Hapu and residents discussing potential for tripartite ownership of the resource consent and issues of discontent
20 Oct 2023	Preservation of Biodiversity	Pest management sought on the Kawakawa wastewater boundary
	Community board catchup	Discussed the dog issues in general, and how the community would like to lead solutions
	Whatuwhiwhi Occupation	Cr Kapa and I met with landowner regarding the processes and to explain some principles of tikanga in preparation for hui in Whatuwhiwhi
26 Oct 2023	Business Call	Still waiting for the cabinet in Te Ahu for the Te Hiku Revitalisation plan awards, and a process change on the financial reports, request they not need auditing. CCTV connectivity in Mangonui. Speed review for the Kerikeri/Bay of Islands catchment – questioned again why it is taking so long to come back to council and the recommendation to adopt, as has been through community consultation.
	Patia Waahi Tapu Hui	<p>Meeting at Haititaimarangai Marae to hear out the concerns by hapū and determine an agreed way forward. I apologised for the fact the hapū have an IHEMP in place, which should have prevented this escalation of events and that engagement between the landowner with hapū should have been supported by FNDC. The hapū are seeking the following:</p> <p>1. Patia o Matariki to be classified as a waahi tapu – this is within the Proposed District plan process staff have confirmed this is part of current PDP process or a plan change can be initiated as a rec to the panel. <b>Outstanding –</b></p>



## Member Report

		<p><b><i>what is the mechanism to protect in the meantime?</i></b></p> <p>2. Remove digger – completed</p> <p>3. Dune restoration Programme - to be fenced. Hapū lawyer suggests covenant to be placed on area. Would make this portion of the landowner's property non-rateable. Landowner to consider with his advisors. Kelly liaise with NRC on potential avenues for funding. <i>FNDC to await instruction from hapu to assist.</i></p> <p>4. Meeting with council, lawyers, archaeologists – another hui date set to check in on progress and staff response. <i>Archaeology report to hapu. Hapu to critique report</i></p> <p>No further development on second easement and the dunes. FNDC to follow up on formalising this agreement so no future works occurs on 2nd easement. (Landowner does not require)</p>
27 Oct 2023	Community board catchup	Community led solutions for dog issues, agenda processes, Christmas Grant funding. Date is set for Community hui 14 Nov 2023

## **Community Matters**

*This section should be completed for matters arising within the community, which Council need to be aware of. It could be related to ongoing projects, requests, feedback etc.*

Topic	Comment
Stormwater issue	Marreine Place – will leave in here until engineering works are completed during this summer period.
Stormwater issue	Moerewa Stormwater project – <b><i>need an update from project manager to elected members.</i></b>
Resource Consents	For all the resource consent issues landowners and iwi and hapū are having with council, it would make sense that Te Hono has a planner in their team.
Ōhaeawai	<p>This community has been putting up with the stormwater issue exacerbated by our footpath and lack of maintenance for decades.</p> <p><b><i>What they still need:</i></b></p> <ul style="list-style-type: none"> <li>• Still need to address the footpath. Still waiting for staff to meet with residents onsite. Or be willing to come to a meeting with Ōhaeawai Residents Association.</li> </ul> <p><b><i>What they need in the long-term:</i></b></p> <ul style="list-style-type: none"> <li>• Have received information from Northland Regional Council staff on flooding and rivers and await hui to discuss Pekapeka River and catchment.</li> <li>• No response re unmaintained drainage along the state highway with Waka Kotahi, whether they are doing their part towards flood mitigation on their stormwater infrastructure.</li> </ul>





## Member Report

	Community have already done some scoping, and if we would like them to deliver good value for money, they could make a bit of money go a long way to address on a larger scale.
Mayflower Takeaways	This business was in the Ford Building in main street Kawakawa which has been impacted by a massive slip behind. Landlord appears to once again be evading doing the remedial work, and Mayflower are keen to get up and running again. Monitoring and enforcement need to manage that slip work before the entire building becomes a health & safety risk. <b><u>Further – concerns were raised at a stakeholder's hui regarding the potential threat that slip poses, should it give way completely and cause the building to collapse and block state highway 1</u></b>
Puketiti	Awaiting a workshop on this.
Hihitahi Rise	Emergency response meeting still to come and need to make sure this road is captured by NTA – it will likely need a business case, its not a small slip.

**Portfolio Update: (Emergency Management)**

Northland's Regional Recovery Plan for Cyclone Gabrielle won the overall award for Recovery at last month's EMPA (Emergency Media Professionals' Association) Awards in Wellington.

The plan was commended for its basis in community consultation and work with multiple stakeholders, as well as including diverse voices from community members across Tai Tokerau. When presenting the award, one of the judges called it 'a truly fantastic piece of work'.

**Training / Conference Attendance**

*This section is to be completed when an elected member has attended a professional development opportunity or a conference on behalf of Council. It should outline the learnings from attending the event and value to the organisation.*

**Name of Event:** Ngā Puawai Te Oneroa ā Tohe

**Date of Event:** Thursday Sep 28<sup>th</sup> – Saturday Sep 30<sup>th</sup>

**Learnings:** Three-day Ngā Puawai o Te Oneroa-a-Tōhe Wānanga with approximately 90 people to reach a common ground and agree on actions to regenerate and protect Te Oneroa-a-Tōhe. Utilising the Future Search method - a globally recognised, large scale planning programme that brings the 'whole system' into the room. The object is to finish the wānanga with a clear action plan and movement to regenerate and protect Te Oneroa-a-Tōhe.

**Value for the organisation:** Council has a role to play in the implementation of the desired outcomes, so it was so good to be in the room with iwi, hapū, community, business and agencies on this huge Kaupapa. Kahika was invited as a "beach board" member, I attended on his behalf. It was a really good use of my time. I learnt so much about Te Oneroa-a-Tōhe and hapū, community, environmental and business aspirations.



## Member Report

**Name: Councillor Ann Court**

**Date: November 2023**

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### **Road Maintenance Operations and Renewals Contract**

The findings were present to the Transport Committee. A governance decision report will be considered in due course.

### **Northland Road Safety Meeting**

Meeting set down for Friday 27 October. Due to the timing of submitting this report I will address any matters arising in my December summary.

#### **Agenda**

1. Motorcycle Awareness Month/Rider Down Motorcycle Courses
2. NZAA Research Safer Roads
3. Waka Kotahi Safety Improvement Updates
4. Police Update
5. Australasian Road Safety Conference
6. Driver Licence Improvement Programme
7. Joint Partnership Restraint Work
8. Road Works/Road Maintenance Programme

### **Disability Action Group**

No meeting this period.

### **Te Puawaitanga**

Regular reports are going to the Infrastructure Acceleration and External Funded Capital Projects working group. Our last meeting was Friday 13 October.

- Project complete delayed as a result of the rain delays and the impact the high-water table is having on construction. Winter works were parked. The engineer to the contract is now providing favourable reports and works have recommenced
- To save money but hit our MBIE targets we will leave half of the car park unsealed.
- Fencing of the fields has been scoped
- Field construction is scheduled



## Member Report

### **Acceleration and External Funded Capital Projects: Working Group**

In 2020 MBIE allocated over \$107m in funding for 23 infrastructure and economic recovery projects nominated by the FNDC and local communities. Of the original 23 projects identified 18 are being delivered by FNDC (and in some cases managed by the local community). 5 will be delivered by FNHL. In addition, we have a number of projects being delivered via TIP, PGF and Kanoa.

To deliver these projects an external funded project team was established. The reports are colour coded:

Green: Strong Possibility the project will be delivered on time and within budget and with acceptable quality

Amber: Good Probability the project will be delivered on time and within budget and to acceptable quality. Schedule, budget, resource or other changes may be needed

Red: Probably that the project will not be delivered with acceptable quality without changes to schedule, budget, resources and/or scope.

- Te Puawaitanga (Amber)
- Kawakawa to Opua Cycle Trail (Green)
- Lindvart Park / Sportsville (Amber)
- Freese Park Coast Protection (Green)
- IAF: Kawakawa Te Mataora (Green)
- Te Hiku O Te Ika Revitalisation (Amber)
- Kerikeri Domain Revitalisation (Green)
- Strategic Roads: Peria and Ngapipito. Project complete
- Strategic Road: Ruapekapeka. (Amber)
- IAF: Kaikohe (Green)
- Rangitane Maritime Development (Amber)
- Kaka Street Beach Access Ramp (Amber)

### **Liquor Licensing**

Year to date 502 applications have been received.

Public hearings are called where there have been objections from members of the public or matters of opposition raised by any of the enforcement agencies (Medical Officer of Health, Police, Licensing Inspector)

The public hearing for the renewal of the On-Licence for the Opononi Hotel was heard 20 October. Application was granted.

The public hearing for the grant of new Class 2 Restaurant On-licence for Crafty Local Limited, 6/76 Marsden Road Paihia was heard 19 October. The application was granted 25 October and entered the mandatory 10-day appeal period. At the time of submitting this report the appeal period was still in play.



## Member Report

The public hearing for the renewal of the Off-Licence for Taipa Food Market was heard 18 October. The committee granted the renewal "by a slim margin" on a truncated renewal period of 2 years. Noting the applicant had been found guilty in 2020 of selling alcohol to a minor. The decision records at [69] and [71]:

[69] We note that the applicant is still to navigate the second CPO (Controlled Purchase Operation) failure before ARLA (Alcohol Regulatory Licensing Authority). We suspect that ARLA will not deal with it on the papers and will call a hearing to hear the facts of the matter.

[71] They will be back on a 'first strike' for the admitted 2023 CPO failure. Two more in the next 3 years will see the mandatory cancellation of the licence.

### **Arataki**

Arataki is Waka Kotahi's 30-year investment plan. The language they use is:

- It sets the scene by describing what the land transport could look like in 30 years, what's driving change, challenges and opportunities to be addressed
- It identifies the types of activities considered necessary for the land transport system
- Provides guidance for the regions
- Has a disconnect in my mind in that the messaging does not cascade into the State Highway Investment Proposal (SHIP). One talks to the condition of the network as being unfavourable, the other does not.
- The Northland branch of the Automobile Association by correspondence were recently advised that "Waka Kotahi acknowledges that the State Highway Network in Northland is not perfect. Maintenance renewals programmed for 2023/24 include 156km of lane pavement rehabilitation, resurfacing and SCRIM. SCRIM is a way of testing the skid resistance of a road surface. So, it is confusing at best when we are subsequently advised that the condition of the network currently meets LOS (Levels of Service) acknowledging that acceptable LOS for Waka Kotahi may not be the same LOS the customer expects!

### **Regional Land Transport Committee**

The RLTC has adopted the proposed consultation timeline for the Regional Land Transport. There will be a number of public drop-in sessions over January extending from Kaitia to Mangawhai.

Agenda was notated and circulated to EM's in October.



## Member Report

### **New Zealand Automobile Association**

Meeting held 17 October in Whangarei. Our guest speaker was Ann Marie Fitchett – Northland Road Policing Manager.

Key Highlights from the Agenda:

- The current funding model is not sustainable, creating a \$600 million per annum shortfall.
- \$5 billion hole in the NTLF that needs to be plugged.
- Draft GPS for 2024 has taken priorities from 4 to 6. (Climate, safety, freight connections, maintenance and operations, resilience, and urban growth.)
- A change in Government will change projects and priorities.
- Other potential changes such as Auckland Port moving to Northland could speed up projects.
- 156kms of renewals and reseals in Northland over the summer 23/24.
- Significant investment around storm recovery including \$100 million for the Mangamuka Gorge. Another \$44 million has come in via the network resilience fund for Northland State Highways to proactively repair culverts, slumping and improve the Paparoa/ Oakleigh and Cove Road diversion routes.

There are 4 stages planned for the State Highway between Auckland and Whangarei-

- Stage 1 Puhoi to Warkworth - completed.
- Stage 2 Warkworth to Te Hana.
- Stage 3 Te Hana to Port Marsden (no current business case for this project).
- Stage 4. Port Marsden to Whangarei.

\$573m has been provided for National Resilience. No indication as yet as to what % of this fund has been allocated to Northland.

The quarterly combined meeting of the Northland branch of the automobile association, Waka Kotahi and the NTA is set down for Thursday 2 November.

### **GPS**

As emailed 24 October the Board of Waka Kotahi have delayed the adoption of the 2024-27 National Land Transport Programme. This delay has the potential to impact on both the LTP Programme and our Summer Construction Season.

Our Board recently agreed to delay adoption of the 2024-27 NLTP from 30 June to 31 August 2024. The final day for submission will be Friday 14 June 2024. If you believe you will not be able to meet this deadline, please speak with your Investment Advisor.



## Member Report

The following dates have been agreed:

**March 2024:** Waka Kotahi and approved organisations submit final improvement activities (including low-cost low risk)

**27 May 2024:** Waka Kotahi releases indicative allocations for continuous programmes

**14 June 2024:** RLTPs approved by regional councils and submitted to Waka Kotahi

**31 August 2024:** NLTP adopted

**Early September 2024:** NLTP published

### Kiwi Rail

- Marsden Point Rail Link: 80% of the land has been purchased. Kiwirail are looking to complete all purchases by EOY
- Tenders going out for geotechnical work to inform the engineering requirements for the causeway and Mata Hill.
- Working with Waka Kotahi on the Oakleigh intersection (roundabout) and causeway road extension (4 laning)
- Line between Kauri and Whangarei progressing well. All sleepers installed

### Did You Know

Currently a quarter of our population is aged over 60 and by 2028 this will shift to a quarter being over 65 and shortly thereafter that figure will rise to a third being over 60+ years.

Whilst older drivers are less likely to crash according to the AA Research Foundation this figure changes from age 80+. In large part, older drivers protect themselves by avoiding situations they are not comfortable in such as night driving or heavy traffic. But there are some situations older drivers cannot avoid. Urban intersections being one. Statistics show a significant higher number of intersection crashes involve drivers aged 70+.

Unfortunately, when older drivers are in a crash, they often suffer worse injuries due to being frailer. With our aging population we need to consider a transport system that is more forgiving.

So how do we make our roads safer for older drivers?

- More roundabouts and traffic lights instead of crossroad intersections.
- In lower traffic environments, off-set crossroad intersections so they instead become two T intersections.
- Better road lighting and good use of road marking.
- Only use reflectorised signs and paint.
- Wider edge and centre lines to increase reflected light.





## Member Report


- Designing roads in a more age-conscious way so the driving environment is less demanding.
- Reducing speeds in high traffic and built-up areas.
- Help to prepare people for when they can't drive because currently only 1 in 10 people make plans for this time.



Councillor Report hhh 30.10.23

Name: **H Halkyard- Harawira 30.10.23** Ward: **Te Hiku Māori****Local Government Act** provided for 4 Māori ward councillors in Far North - concept of natural justice

<b>**Role 1</b>	<b>**Role 2</b>	<b>**Role 3</b>	<b>**Role 4</b>	<b>**Role 5</b>
To strengthen the rangatiratanga and influence of Iwi and Hapu in local government and the management of Taiao.	To achieve shared outcomes for Iwi/Hapu and community- new housing, 3 waters, resilience funding subsidies, joint working business relationships	To participate and advocate for law reforms that disadvantage Māori - To keep abreast of Waitangi Tribunal recommendations and legal implications.	To engage with Māori voters re preferred Māori ward takiwā by Matariki 2024. i) North & south of Mangamuka ii) 4 Iwi/hapu takiwā iii) Me waiho pēnei	Te Oranga o Te Tangata me Te Taiao- General wellbeing of people and the environment.

1 Oct	# 1,2,3, 5 Haititai Marangai- Wāhi tapu 	Ngā hapu of Te Whānau Moana & Te Rorohuri Ngāti Kahu stopped a landowner from making a roadway to the beach over wāhi tapu where koiwi are buried in the Whatuwhiwhi peninsula. Relevance of wāhi tapu lodged with FNDC in 2007. There are other sites where boats can be loaded into water. 394 submissions made by whānau to the Long Term Plan. Council issued an easement in Aug 2022. <a href="#">Looking for an amicable durable solution. Life is too short.</a>
Mon 2nd Oct	#1,2,3,5 Te Kuaka Komiti- FNDC and Te Kahu o Taonui 	<b>Te Kuaka</b> - Strategic relationships with iwi, hapu and Māori. 2.00pm zoom Te Kuaka. Chairperson Harry Burkhardt. Confirm a Proposed District Plan hearing panel of 5 independent members, including 2 with chairing endorsement & one with skills & expertise in Te Tiriti o Waitangi, Kaupapa Māori & Mātauranga Māori. One optional Councillor panel member Stratford, Foy, Halkyard-Harawira or McNally. <b>Next hui</b> will consider Mana Whakahono a Rohe / Iwi participation arrangements.
4th Oct	#1,2,3,5 Kaikohe	9.30 -12 Planning & Policy Workshop
9Oct	#1,2,3,5 Northern Roding Alliance  <b>Ngā Kohanga Reo unsealed roads</b> Rangaunu, Whangape, Pā Arapatea, Waikare, Mangamuka, Waimamaku, Taurangi, Wharepunga	<b>10 am-3 Koukou-</b> Virtual Sent Kohanga Reo/ marae unsealed roads- Would like agreement to seal 500m either side of Marae & Kohanga Reo over the next 5 years. <b>Te Hiku Unsealed Marae Roads- community facilities</b> <b>Ngāti Kahu</b> :Kenana, Te Ahua, Kauhanga, Taemaro, Haititai Marangai, <b>Ngai Takoto</b> : Wharemaru, Waimanoni, <b>Te Rarawa</b> : Wainui, Rangikohu, King Hori, Te Kotahitanga, Taiao, Te Ohaki, Morehu, Ngāti Manawa, Waiparera, Motutū, Waihou, Mātihetihe <b>Whangaroa Peowhairangi</b> Wainui, Te Ngaere, Taupo, Patuunga, Te Huia, Tuihai, Tahawai, Waimahana, Tākou, Te Tii, Rāwhiti Marae repairs, Te Kainga Hoa repairs, Waikare. <b>Hokianga/ Kaikohe</b>



		Ngāpuhi, Te Arohanui, Ngai Tūpoto, Tauteihiihi, PāTeOro, Pikipāria, Mātai Aranui, Pakanae fooding repairs, Whakamaharatanga, Piki Te Aroha, Motukiore, Puketawa, Te Rangatahi, Mokonuairangi, Kawiti, Mohinui, Kaikou, Motatau, Matawaia, Tauwhara, Otaatara, Moehau, Māhuri, Otaua, Kaingahoa, Ngaitawake.
12 Oct	<b>#5</b> Dog attack	Death of a 78 year old kuia in Otiria. Police investigation. <b>FNDC to strengthen bylaw. Aroha ki te wh</b>
12 Oct	<b>#1,2,3,5</b> Waitangi	Waitangi 10-1 Governance Training Audio - 2-4 pm Property & Facilities Unable to attend hui re Matauri land rating issues
14 Oct	<b>#1,2,3,5</b> <b>Elections -new</b> <b>Tai Tokerau MPs</b> to Parliament : Huhana Lyndon & Grant McCallum.	<b>Returning to Parliament:</b> Kelvin Davis, Shane Jones, Winston Peters, Shane Reti, Willow Jean Prime Await outcome Nov 3rd-500,000 special votes-Mariameno Kapa Kingi? <ul style="list-style-type: none"> <li>• 3 Waters Reform- Waters</li> <li>• Te Aka Whaiora - Health</li> <li>• Housing-</li> </ul>
16 Oct	<b>****</b> <b>#1,2,3,5</b>	Kua whānau he māhanga mokomoko i te hohipera o Whāngarei 1-3 pm - Te Hono Kaikohe-
17 Oct	<b>#1,2,3,5</b> Kaikohe	9.30-4pm Long Term Workshop- me pēhea te tohatoha te putea mō ngā tau e 3.
18 Oct	<b>#1,2,3,5</b> Te Hiku	9-11 Hui a Marama Te Runanga o Te Rarawa- virtual hui 12- Haititai Marangai Visit site 3pm Moringai-
<p><b>#1,2,3,5 19 th March Kaikohe Council hui a marama Deputations</b></p> <p><b>1) Waimā whānau petition</b> - to revert name Peras Rd-endorsed by Kaikohe Hokianga Community Board. <b>Ae</b></p> <p><b>2) Te Pātukurea Hapu Rōpū-</b> Ngāti Hineira, Ngāti Korohue, Ngāti Mau, Ngāti Rangi, Ngāti Rēhia, Ngāti Torehina ki Mātaka, Te Uri Taniwha, Te Whiu are part of the governance of the Kerikeri Waipapa Spatial Plan. Council approve public engagement Nov -Dec 2023 emerging themes of Te Pātukurea (Kerikeri Waipapa Spatial Plan). <b>Ae</b></p> <p><b>3) Landowner in Whatuwhiwhi-</b> sought repair work <b>on</b> his property as a result of sewage spill - due to flooding and extra housing nearby with undersized pipes <b>Ae</b></p> <p><b>4) Consider for Long Term Plan -Dark Sky Initiative-</b> List the Kaitia Mosaic wall as a heritage public art; reconsider decision to open Mangamuka Gorge- instead to become an iwi State Ngāhere &amp; Pest free Bird Habitat, Dark Sky Sanctuary; List Kohukohu Hall to Category 1 Historic site; Fast Ox gasification of all waste to make renewable diesel. Take decisive action about malicious and dangerous dogs-<b>to follow up</b></p> <p><b>5) Motukohu-</b> help to mow the grass for sports facility- JMB &amp; womens rugby. <b>To follow up</b></p> <p><b>6) Ingoa hōu mō ngā rori-</b> Kotipu Rd, Pārakerake Lane (near Inland Road) <b>endorsed by Te Hiku</b> Community Board &amp; Te Hono.</p> <p><b>Endorsed by Whangaroa , BOI</b> Community Board &amp; Te Hono. <b>Renamed</b> Squeak Lane- Te Arapū Way ; named the private roads within Tākou Papakainga a) Te Rāwhiti Rd, b) Tuaru Rd c) Tapae Heremaia Rd, Tuatua Terrace, Pipitia Way, Rimariki Lane. Renamed Aucks Rd as Ocean Vista Way. Named a private road Magnolia Tree Way. <b>Ae</b></p>		



Councillor Report hhh 30.10.23

### **Independent Hearing Commissioners**

**re Wastewater Treatment plants in Kohukohu, Rawene and Opononi.** 20.10.23



FNDC Report Tēna koutou Please add the following comments to Independent Hearing Commissioners

#### **Policy D.1.4 Managing effects on places of significance to tāngata whenua Protection of the mauri , health and wellbeing of Hokianga Moana.**

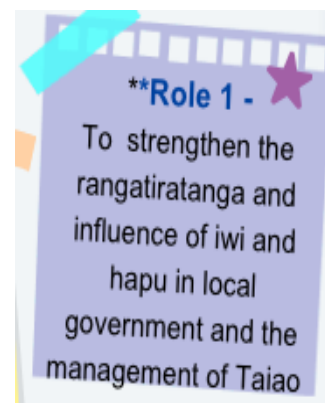
None of the 25 hapu of the Hokianga Harbour has ever agreed to the dumping of sewage into the water, awa and harbour. Tāngata whenua have been ignored for over 30 years- despite proving the contamination of the harbour, the loss of kaimoana species, the visible presence of raw sewage and the stench. Broken pipes and machinery have not been fixed in a timely manner. Local marae are no longer able to provide kaimoana at local hui. Sewage dumping and offensive smells have impacted on the tikanga of Hokianga peoples and the mauri of the Hokianga. Council practice has been to generally disregard tāngata whenua and instead the focus has been to patch up the offensive leaky treatment plants.

***I would challenge NRC as part of the Coastal Policy to stop the practice of dumping any sewage into our awa, streams and harbours of Tai Tokerau by December 2025 as a breach of human rights.***

Terms like "financial viability" have long been used as a weapon against mana whenua and community members . FNDC and NRC could spend its monies more wisely. Excessive consultants fees , renewed company vehicles and failed projects could have funded land disposal units in all 16 wastewater plants. Instead the Council has taken the cheap approach to patch the leaky pipes.

I support the recommendations that FNDC and NRC follow the outlines of **Ngā Wahine Toa o Hokianga Community Board : Rudkin, Edwards, Gundry, Filia and McVeagh** as well as recommendations made by hapu members and community groups during the Rawene / Kohukohu/ Opononi Resource Consent hearings

***"1: That a 'Community Liaison Group' (CLG) be set up for each wastewater system. Most importantly these groups would be led by mana whenua, with support from iwi, hapū, and community. The CLG would work alongside FNDC staff to find appropriate, affordable solutions."***





2: That these hapū or marae-led CLG must have the ability to define membership, set the Terms of Reference, meeting times and places. A working partnership is asked

for, NOT hapū and community informed by FNDC about what has already happened. There is a precedent of this collaborative approach in Te Mauri o Te Wai."

#### **Policy D.4.1 Maintaining overall water quality.**

NRC and FNDC as forward looking agencies should stop the practice of dumping sewage into any of its harbours and streams and seek approved land disposal options by December 2025. In the next two and a half years remaining FNDC upgrades or repairs to current wastewater treatment plants in the Hokianga area should not exceed standard conditions. Therefore it is incumbent on FNDC and NRC to:

- work with other hapu led CLGS in the respective areas of Kerikeri, Paihia and Kaikohe to repair their land disposal wastewater treatment plants;
- to stop shipping sewage excess from Kerikeri and Paihia effective January 2024 to mitigate overloading the Hokianga Harbour.
- to seek land disposal options.
- to upgrade wastewater plants to be more taiao friendly
- to amend wastewater policies and bylaws

#### **Policy D.4.4**

Mana whenua share no agreement for acceptable zones to designate "reasonable mixing" in the Hokianga. The fact that no suitable land disposal option has been found since 2011 suggests no staff and nil budget has been allocated to find suitable land options.

#### **Revised Consent Conditions**

Members of the Kaikohe-Hokianga Community Board have already outlined the lead of hapu led community groups and their roles. Agreed milestones should also be set by the CLGs .

- a major role and milestone of the CLG and appointed FNDC staff within the remaining resource consent timeframe would be to investigate and finalise a culturally and environmentally suitable land based treatment
- FNDC and NRC funding must allocate a dedicated staff member and budget over the next 30 months to find suitable land disposal options and a plan forward.
- There needs to be a ecofriendly plan for desludging and its use.
- There should be signage warning tourists , fishers and locals about the unsafe swimming areas and dangers to recreational health.

**Ngā Ngaru o Hokianga** "We do not support the median and 90th percentile concentrations proposed by the applicant. Not only do they exceed limits prescribed by the previous resource consent, but there is also a real danger in these figures acting as the new existing baseline in a subsequent consent. If these Conditions are accepted, there is a foreseeable danger in concentration limits simply driving higher and higher in future consents. That must be avoided. We support; That a 95th percentile limit is introduced; that discharge of contaminants do not exceed previously consented limits; that the CLG be given opportunity to seek other solutions, and not be forced into accepting the solids removal and UV treatments.







## Councillor Report hhh 30.10.23

**Te Mauri o Te Wai** proposed " That discharge of contaminants do not exceed previously consented limits; - That the CLG be given opportunity to seek other solutions, and not be forced into accepting the solids removal and UV treatments. Allowing for a 95th percentile limit value would provide a more restrictive approach, in that it would allow only 5% of the samples to exceed the percentile value without violating consent conditions. As was clearly found in the consent hearing, the applicant has committed a number of breaches of resource consent conditions and thus, any mechanism that restricts the number of breaches permissible is highly recommended. "

**Milestones - scenario suggested by Te Mauri o Te Wai and Ngā Ngaru o Te Wai**

**Year one:**

- CLG is formed and sets the Terms of Reference, outlining key milestones;
- The applicant gains a clear understanding of the cultural values and information that hapu (for the Opononi/Omapere consent and the Kohukohu consent)/ choose to share, with the expectation that this information will inform the process;
- Cultural values, sites, tikanga are given the weight that the CLG chooses in any decision making matrix Investigate and analyse precedents for wastewater treatment and land-based discharge. This includes local examples such as Rawene and Taipa;

**Year two:**

- a thorough, on the ground, investigation and analysis of suitable site/s for treatment and discharge, including engagement with land owners.
- a thorough, on the ground, investigation and analysis of suitable site/s for treatment and discharge, including engagement with land owners.

**Year three:**

- work with the applicant and CLG to find funding to set the system in motion.

**Monitoring**

- Kaitiakitanga - there is no recognition of the roles of kaitiaki in the area and their contribution to monitoring- the wellbeing of kaimoana species;
- There is no regular monitoring of septic tanks and seepage of sewage into groundwater.
- There needs to be a plan for population growth and increased housing needs in the Hokianga to manage future sewage needs;
- Odour complaints and air quality are not being monitored. Local marae have suffered incessant sulphur like smells generated by the wastewater treatment plants- which in multiple levels pollutes the tikanga and sanctity of hui Māori.
- New monitoring sites are required both within the Waiarohia Stream and close to the pipe outfall;
- Te Mauri o Te Wai "support the conditions which encourage the improvement and transparency of monitoring, and so approve of the design of the following conditions:
  - a. The forwarding of monitoring results to Northland Regional Council and CLG;
  - b. The installation of a stock proof fence;
  - c. The creation of a site management plan.
  - d. The maintenance required and undertaken of the WWTP;
  - e. Monitoring results - The site management plan.
  - f. cultural monitoring practises recommended by Ngati Korokoro (Opononi/Omapere consent), or Te Ihutai (Kohukohu consent).
  - g. the Consent Holder should facilitate a WWTP site inspection for the CLG
- h) OOWLG recommended relevant correspondence or reports be shared with the CLG (eg engineering or scientific) between the Consent Holder and contractors or consultants relating to the WWTP.
- i) Ngā Ngaru o Hokianga "don't support the increase of the quantity nor the lowering of the



quality of the discharge. The applicant should be required to improve the treatment and bring it to current compliance levels.

#### Redress

- NRC and FNDC enact by policy and bylaw the cessation of all sewage waste disposal to its streams, rivers and harbours in favour of culturally and environmentally stable land disposal options.
- NRC and FNDC fund 2 staff members in the Mid North and the Far North to work with CLGs to find appropriate land disposal sites.
- NRC and FNDC seek funding avenues for culturally and environmentally stable land wastewater disposal options and moana restoration works.
- Moana Restoration funds be used in Hokianga to lead, work with and employ mana whenua and locals of the Hokianga to implement environmentally sustainable solutions to the restoration of Hokianga harbour and its environs.
- NRC and FNDC acknowledge the significance and mana of all hapu and marae in the Hokianga area for their long term fight alongside community groups to preserve the mauri of the Hokianga Harbour. Ngā mihi hhh



- Photos by P Graaf, Northern Advocate 16.5.2023
- Ngā mihi to the leadership of many rūpu Māori & Pakeha in the Hokianga community. Miharo ki ngā kaumātua a Rereata Makiha, Hone Taimana, Hone Klarisich, Markus Rogers me Dallas King mā

24	Kaitaia	10-12.30 Te Hiku Community Board 1-2.30 Tai Kōrihi - Te Hiku Māori Health Locality
25	Kaitaia	10am- Te Kuaka - setting agenda- Whakahono a rohe Moringai, Haititai, Hokianga Hearings to be raised in next hui
26	Kaitaia Whangarei	12- Hui at Haititai Marangai -FNDC, Hay, Hapu. Follow up hui Nov 9 6.30 Hui with Māori Nurses & Midwives Pēhiaweri
27	FNDC submission to NRC re Hokianga	Closing Date- <i>Independent Hearing Commissioners re Wastewater Treatment plants in Kohukohu, Rawene &amp; Opononi.</i>
	Kaitaia Kawakawa	12- Tai Kōrihi Hui with Te Aka Whaiora 5.30 pm Te Kawe mate o Zena Tamanui Pasene- Te Marae o Karetū ki te taha o tōna hoa rangatira a James Pasene



## Councillor Report hhh 30.10.23

28	Te Rā Whakanui ai Te Whakaputanga	He kaupapa i tū ai i Waitangi te whakahoki metara mai te Pakanga tuarua ki ngā whānau o Te Hokowhitu a Tūmataurangi.
30	Cyclone- water resilience	New water treatment plant and tank farm needed in Omanaia & Rawene for storage and drought resilience. An emergency power supply or generator also needed.
		Good drinking water and puna supply required in Whangaroa.
	Response re FNDC ratepayers	<a href="https://ratepayersreport.nz/far-north-district-council/">https://ratepayersreport.nz/far-north-district-council/</a> 72,000 population. 30,756 households. Average residential rates \$2665.15 Average non residential rates \$4981.88

**Oranga Taiao, Oranga Tangata**

-Nurturing the environment so it nurtures us

**Ngā Take e5 Pūmau ki a au - My Top 5 Projects**

**NGA TAKE PUMAU e5**


- KAITIAI AIRPORT 35 YR LEASE**  
Co- management lease renewal with Ngai Takoto mana whenua of Ngāti Kahu and airport services as a strategic emergency site and daily commuter service.
- DECOMMISSION KAURI DAM**  
Work with Ngakahu/Ngākohu Ahuwhenua Trust to close UNSAFE water supply
- MORINGAI MANAGEMENT PLAN**  
Work with Ngā Hapu o Ahipara re management plan for Moringai Moringaehe reserve
- STOP WAI TIKO**  
Stop the release of sewage into all our harbours and waters in favour of land disposal options by Dec 2025
- TE PATIA O MATARIKI- WĀHI TAPU**  
Seek mutual agreement between hapu and landowner to close new access & use existing road to beach

November 2023

<p><b>1</b></p> <p><b>2023</b> *****</p>	<p><b>#1, 2, 3 &amp; 5 Kaitaia Airport- Te Rangi Aniwanuiwa- lease renewal 2023</b> Ngai Takoto Iwi and Hapu mana whenua of Ngāti Kahu( Patu Koraha, Ngai Tohianga, Te Paatu <b>Aug 24</b> Crown agreed to return land 50% .</p>	<p><b><u>Part 1 Oct 2015 - Aug 2023 Delayed Settlement</u></b> 1) <b>Aug 24 Crown agree to transfer land back 50% to Ngai Takoto and 50% to 3 x mana whenua Ngāti Kahu.</b> ✓ 2) <b>Iwi and hapu</b> seek Crown costs to upgrade the airport runway and building so ratepayers do not pay twice ✓ <b><u>Part 2</u></b> 3) <b>Labour Government agreed to \$5mill economic future of airport.</b> ✓ 4) Iwi / hapu to enter into a 30-35 year lease with FNDC, Airport Managers and other stakeholders. <b>Before Te Arawhiti</b> by Dec 23- March 24 5) Iwi/ hapu / airport seek long term co- management committee</p>
<p><b>2</b></p>	<p><b># 1, 5 Ngākahu , Ngākohu Ahuwhenua Trust-</b> to decommission inactive Kauri Dam 11 year project -little progress. Relationship breakdown with FNDC Dam has asbestos pipes and algae bloom</p>	<p><b>Ngākahu/ Ngākohu Steering Committee</b> Councillors group set up in years past: Site visits 8.3.23, 2.8.23 Kauri Dam lowered once in 2022. Recent rain events have scoured the local Tarawhaturua River and washed away fences. <b>Ngākahu/ Ngākohu Ahuwhenua Trust want</b> 👉 1) Kauri Dam lowered and replanted as wetlands; 👉 2) Council action plan to shut down the dam and exit 👉 3) to hire their preferred local contractors 👉 4) to build kaumatua kuia housing for their own whānau 👉 5) Cancel 2016 Ford agreement.</p>
<p><b>3</b></p>	<p><b>#1 Moringai - Ahipara</b> To be reinstated as <b>historic</b> reserves . Tamaki Legal <b>Hei mahi</b></p>	<p>● Hapu alleged FNDC failed to represent their interests in 2008 Environment Court when a developer sought one of two reserves be converted to general title. <b>Final steps</b> ● Want Pohutukawa protected in FNDC Notable Trees; ● Nga Hapu o Ahipara to confirm a management plan for Moringai</p>
<p><b>4</b></p>	<p><b>#1, 2, 3, &amp; 5 Wai Tiko</b> ● <b>Stop dumping of sewage in all 16 Tai Tokerau harbours by Dec 2025.</b> ● <b>Find alternate land disposal sites;</b> ● <b>➡ Source external \$200 million+ funds to</b></p>	<p>“Kia whakahokia te mauri o te waiora ki tōna āhua mō ngā whakatupuranga kei te haere mai. Kia whakamanatia ngā whakapapa me te mana ki ngā hapū ki ōna maunga kōrero, me ōna awa manawa, me ōna mana motuhake ki raro te wairua o He Whakaputanga me Te Tiriti o Waitangi.” <b>➡ MOANA RESTORATION.</b> ● Effective Hapu / Iwi / Community Management plans for <b>land</b> based solutions- Hokianga Te Mauri o Te Wai, Ahipara Takiwā, Taipā, Ngāpuhi- ngā hapu o Kaikohekohe ● needs to be an agreed standard for working groups across</p>



Councillor Report hhh 30.10.23

	<b>pay for wastewater ecologically sustainable treatment plants &amp; innovative solutions</b>	<p>all 16 wastewater plants, similar to those developed in Kaikohe and Taipā.</p> <ul style="list-style-type: none"> <li>• Kohukohu Opononi Omapere resource consent renewal reduced from 30 to 3 years. Hearing Oct 12 cancelled.</li> <li>• Kaikohe seeks a membrane bioreactor.</li> <li>• Taipā - electrocoagulation unit.</li> </ul>
<b>5</b>	<p><b>Ngā Puāwai o Te Oneroa-a-Tohe</b></p>  <p>To restore mauri of Te Oneroa a Tohe</p>	<p><b>Next hui Nov 17.</b></p> <ul style="list-style-type: none"> <li>• Await visual signage to slow speed to 30 km in beach exits at Te Neke and Waipapakauri . 60km rest of the beach.</li> <li>• Action plan Ngā Puawai o Te Oneroa a Tohe hui Sept 28-30</li> <li>• Education programme to stop abusive behaviour and practices on the beach, for protection of shellfish regeneration, spat harvesting ,</li> <li>• MACA claims ahead</li> <li>• Prepare for Caulerpa invasion.</li> </ul>
<b>6</b>	<p><b>Whainga 5 #1&amp; 2 Te Kuaka FNDC and Te Kahu o Taonui strategic relationships with iwi, hapu and Māori</b></p>	<p><b>Standing orders and Terms of Reference for Te Kuaka Komiti set.</b></p> <ul style="list-style-type: none"> <li>• Strategic relationships with Iwi and Hapu in Te Raki.</li> <li>• To update Te Mana Whakahono a Rohe</li> <li>• Accept Hapu Environmental Management Plans</li> <li>• Prepare Māori recommendations for Council hui</li> <li>• Reo Māori &amp; Tikanga Policy accepted.</li> <li>• Te Pae o Uta- Te Ao Māori framework accepted.</li> <li>• 256 Hapu in Far North</li> <li>• Huri haere ki nga take nui o te rohe</li> </ul>
<b>7</b>	<p><b>#5 Procurement of local contractors for roading repairs &amp; tree risks</b></p> <p>The Far North district has a total 2510km network of roads, 1614 km of which is unsealed.</p>	<p>30,000 potholes. Clearing drainage, culverts, fixing potholes in unsealed roads- locals would like to assist.</p> <p><b>Roading seal for 11 Kohanga Reo , 58 Marae</b></p> <p><b>Other roads</b> I know of - resilient long term repairs: Motuti slip, Panguru slip, Pawarenga slip, Whangape slip, Herekino Rd to Broadwood- Panguru, Duncan Rd, Kaingaroa Rd, Rawhiti Rd slips, Matawaia, Maromaku.</p> <ul style="list-style-type: none"> <li>• Hokianga marae ongoing flooding- Pakanae urupā; Te Piiti Marae, Omanaia; Whakamaharatanga Marae, Waimamaku.</li> <li>• <b>Roundabout at Awanui junction - now SH 1.</b> Traffic volume increased – need a roundabout at Awanui / Mangonui/ Cape junction. Te Hiku CB plan</li> <li>• <b>Roundabouts 3 Kaikohe</b> traffic delays in key roads</li> </ul>

<b>Kaupapa Hāpori</b>	<b>Kōrero Take Hāpori</b> <i>This section should be completed for matters arising within the community, which Council need to be aware of. It could be related to ongoing projects, requests, feedback etc.</i>
<b>Kua wheturangitia</b> <i>Nā koutou i tangi, nā mātou i tangi</i>	<ul style="list-style-type: none"> <li>• Jason Wynyard, he toa hākinakina o te ao nō Ngāti Manu, i mate ohorere.</li> <li>• Elizabeth Whittaker- i mate aitua i tana kainga i Moerewa.</li> <li>• Tuta Ngarimu- he toa hāpai te Iwi o Ngāti Porou, i mate manawa ohorere.</li> <li>• Eric Shackleton- he toa hauora o Te Hiku.</li> <li>• Clive Patterson, he roia , he kaikaunihera i ngā wā o mua.</li> </ul>

	<ul style="list-style-type: none"> <li>• <b>Hura kohatu o:</b> <ul style="list-style-type: none"> <li>○ Para (Bully) &amp; Dorothy (Dickie) Murray i Whangape</li> <li>○ Scotty Murray i Kapowairua, Te Hāpua.</li> <li>○ Ngarui Davis Tamanui i te Marae o Karetu.</li> </ul> </li> <li>• <b>Kawe mate</b> mō Zena Tamanui Pasene i te Marae o Karetu.</li> </ul>
<p><b>Appointments</b></p> <ul style="list-style-type: none"> <li>• Isaiah Apiata- kaimahi hōu o Te Arawhiti</li> <li>• Hone Harawira- TeKaumātua- Te Kingitanga</li> <li>• Ben Dalton , CEO Waitangi National Trust.</li> <li>• Rau Hoskins, Heritage NZ Pouhere Taonga Board &amp; Māori Heritage Council.</li> <li>• Caren Fox, Chief Judge of the Māori Land Court.</li> <li>• Alana Thomas - Māori Land Court Judge-</li> </ul>	<p><b>Whakanuia</b></p> <ul style="list-style-type: none"> <li>• Kahika Moko Tepania is recipient of Young World Politician 2023 Award</li> <li>• Wānanga Māori recognition &amp; reinstatement of KKM unique identity -</li> <li>• King Charles Awards- Kevin Prime ,Frank Solomon,Qiane Matata Sipu</li> <li>• Kohanga Reo pay parity achieved May 2023</li> <li>• Rongoa Māori removed from Therapeutics Bill under Wai 262</li> <li>• Kororareka - renaming of Russell</li> <li>• Waka Kotahi - hapu working relationship Mangamuka Gorge</li> <li>• KERIKERI- first bilingual town in Tai Tokerau-Ngāti Rēhia</li> <li>• Matua Bom Gillies – for Māori Battalion Flag colours Feb 2023 ,</li> </ul> <p><b>Whakatūwheratanga</b></p> <ul style="list-style-type: none"> <li>• Te Whare Oranga- Health Clinic Aug Kaitaia, Muriwhenua</li> <li>• Tuwheratanga o Ngāwha Innovation Hub, Ngāti Rangī-</li> </ul> <p><b>Anniversaries 2023</b></p> <ul style="list-style-type: none"> <li>▪ Whirinaki Kohanga Reo 40 tau</li> <li>▪ Te Rangī Aniwaniwa 30 tau</li> <li>▪ Hokianga Hauora Trust - 30 years anniversary</li> <li>▪ Mangamuka Marae 75 years anniversary- ANZAC Day 2023</li> <li>▪ Te Tiriti o Waitangi Marae, 100 years Ngāti Kawa, Ngāti Rāhiri</li> </ul> <p><b>Ngā mihi</b> Kahika Moko, Kowhai Kelly, CEO Guy , ngā KaiKaunihera me ngā kaimahi</p>

**Open letter to New Zealand political leaders to call for a ceasefire in Gaza** 26 October 2023

To Chris Hipkins Caretaker Prime Minister  
& Christopher Luxon Prime Minister elect

Kia ora kōrua,

**Appeal for New Zealand to call for a ceasefire in Gaza now...**

Signed by many in Aotearoa

**Wars kill our mokopuna**

**Death toll of Gaza citizens- 8,000 31.8.23**





Councillor Report hhh 30.10.23





## Member Report

**Name: Cr Rākena**

**Ward: Ngā Tai o Tokerau**

**Date: 4/9/23 – 27/9/23**

### **Meetings Attended**

<b>Date</b>	<b>Meeting Topic</b>
4/9/23	<p>Kaikohe Library &amp; Civic Hub steering group meeting</p> <p>The Library &amp; Civics Hub Committee remains steadfast in their pursuit of building a new library in Kaikohe. We're actively engaging with local hapū and fostering community involvement to chart a way forward, ensuring a brighter future for Te Kaikohekohe.</p>
4/9/23	Kaitiāia Airport Hui
5/9/23	Growth Planning and Placemaking Team Initial Work Programme Workshop
7/9/23	Te Huia - Executive Review Committee
7/9/23	<p>Te Kuaka – Te Ao Māori Committee Workshop</p> <p>The workshop proved instrumental in equipping Te Kuaka Committee members with comprehensive insights into upcoming kaupapa (issues) for council consideration. This informed understanding enhances our ability to make informed and effective decisions, promoting the best interests of our communities.</p> <p>This is also an opportunity for committee members to ask questions from FNDC staff and make changes to the recommendations if necessary. These recommendations will come to the official meeting and then on to the scheduled Council hui.</p>
7/9/23	<p>Te Kuaka – Te Ao Māori Committee Meeting</p> <p>A follow on from the above – committee members of Te Kuaka will signal their interest in the recommendations.</p>
11/9/23	<p>Te Wiki o Te Reo Māori commences.</p> <p>Māori Ward Councillors of the Far North District Council joined forces to celebrate Te Wiki o Te Reo Māori with short videos showcasing their commitment to enhancing te reo in Aotearoa. We extend our gratitude to Harley and the film crew for their invaluable support and dedication.</p> <p>Halamai te pai e hoa mā!</p>
12/9/23	<p>Kaikohe Wastewater Treatment Plant Workshop.</p> <p>A lengthy but very important hui with elected members, Ngā Hapū o Kaikohe, FNDC and NRC staff to go over the Kaikohe Wastewater Treatment Plant issues.</p>



## Member Report

	The recommendations from this workshop was carried at our normal Council hui on 21/9/23.
13/9/23	<p>Long Term Plan Workshop.</p> <p>This was workshop no.3 for staff and elected members to go over priorities and budgets for the Far North Districts Long Term Plan (LTP).</p>
14/9/23	<p>Te Kupenga Reo Speech Competition.</p> <p>I was invited to judge at the Te Kupenga Reo Speech Competition, hosted by Ngāhuia Harawira at Te Ahu Kaitāia. I was also joined by Cr Kleskovic and Cr Halkyard-Harawira.</p>
18/9/23	<p>Pōwhiri; Cadets &amp; New Starters.</p> <p>Attending the pōwhiri for the new kaimahi and cadets at the Far North District Council was a heartwarming experience. The support from the Ministry of Social Development and other agencies in guiding the cadets through their training journey is truly commendable. It's a great collaborative effort for our community's growth.</p>
18/9/23	<p>Comms &amp; Engagement Portfolio Meeting.</p> <p>This is my monthly catch up with Ken from the Comms &amp; Engagement team.</p>
20/9/23	<p>Te Ao Māori - Incorporating Te Tiriti Local Government.</p> <p>Councillor Dinnie Moeahu of New Plymouth District Council delivered an inspiring and enlightening workshop on Incorporating Te Tiriti Local Government. It emphasised the importance of honouring Te Tiriti o Waitangi in local governance, fostering collaboration and understanding among communities. An awesome and impactful session that encourages meaningful progress.</p>
21/9/23	<p>Council meeting.</p> <p>I am thrilled to report the successful implementation of our Te Reo Māori strategy and Tikanga Māori policy at the Far North District Council. These initiatives reflect our unwavering commitment to upholding Te Tiriti o Waitangi and He Whakaputanga. They signify a pivotal step towards recognising the cultural and historical significance of Māori within our district. By promoting Te Reo Māori and incorporating Tikanga Māori into our operations, we honour our commitment to partnership and collaboration, fostering a stronger, more inclusive, and culturally rich community. This achievement underscores our dedication to a harmonious future, rooted in shared principles of equity and respect.</p>



## Member Report

	<p>Please see below my kōrero given in support of the recommendation tabled at this council meeting. Many thanks to Interpreter Kawiti Waetford for the translation – e mihi ana e kala!</p> <p><i>"I'd like to acknowledge council staff and the Te Hono team. I understand that Simone has gone, but is still a part of our Far North District Council whānau. They went to great efforts to research and collate this information regarding our Māori language, and the customs that pertain to this organisation which umbrellas all people in the Far North.</i></p> <p><i>I think back to the year 1972 when many groups, such as Ngā Tama Toa, gathered at Parliament to deliver the Māori Language Petition, an appropriate point perhaps from which we can move forward on this journey, to open up our Māori world and reaffirm the significance of our Māori language, within this context.</i></p> <p><i>Secondly, my thoughts go back to those who established Kōhanga Reo in the year 1982 – the first of which was opened in Pukeatua, Wainuiomata. Those of us who have anything to do with Kōhanga Reo know that they did not have funding. The funding they had, came from their own pockets. Though Māori in those times had less money, they had copious amounts of love for the Māori language.</i></p> <p><i>The year 1985 saw the establishment of Te Kura Kaupapa Māori o Hoani Waititi. Today, that school is one of many leading nationally, and internationally, in several areas. Other indigenous cultures of the world look to this school, and all kura kaupapa Māori, as seen at the recent conference held in Canada which many Māori attended to give assistance and support to the indigenous peoples of that land.</i></p> <p><i>Te Whakatupuranga Rua Mano established in 1975; the first tertiary institution of Te Whare Wānanga o Raukawa established in 1981. All of these initiatives forged a pathway for the return of our self-determination – our language and our customs – and this is only beginning for us all.</i></p> <p><i>We the Far North District Council stand as a leader and example for all other councils throughout Aotearoa; so that they can see how successful the Far North is.</i></p> <p><i>We hope that the Māori language will continue to grow, that the various strands that enable us to weave the cloak of vitality, to secure a safe future and our Māori world thrives.</i></p> <p><i>I finish with this proverb by Sir James Henare, that states, "The language is the essence of the Māori prestige (mana Māori)".</i></p>
25/9/23	Hapū & Iwi Aspirations for the Lite LTP.



## Member Report

	<p>Ngā Tai o Tokerau sat with staff to go over some of the issues that our Māori communities are facing in terms of the LTP. As elected Māori Ward Councillors, we have a responsibility to carry forward issues that relate specifically to Māori.</p>
26/9/23	<p>Comms &amp; Engagement hui ā-kanohi.</p> <p>My meeting with the Far North District Council's Comms &amp; Engagement Team was enlightening. As an elected councillor, sitting ā-kanohi (face-to-face) with staff is vital for comprehending their roles' significance in our district. We discussed several critical aspects, including videography, community engagement, signage, website updates, te reo Māori messaging, enhanced live streaming, and te reo Māori translation devices. I was deeply impressed by the team's dedication and the scope of their workload, reaffirming their essential role in fostering transparent communication and community involvement within the Far North District. Our collaborative efforts will undoubtedly contribute to the betterment of our district.</p>
26/9/23	<p>Political Candidates Evening.</p> <p>Kōwhai Kelly and I attended the Political Debate in Kaikohe to actively engage in our democratic process and make informed decisions ahead of the upcoming election. It was an opportunity to hear directly from political leaders representing various parties, including National, Labour, The Māori Party, NZ First, The Green Party, Democracy NZ, and the NZ Loyal party.</p> <p>As Aotearoa citizens, it is crucial for us to vote because our voices matter. By participating in the electoral process, we contribute to shaping policies that directly impact our communities and advance our collective interests.</p> <p>In the 2019 general elections, the voter turnout in the Te Tai Tokerau electorate was approximately 62%, with 55.2% of eligible Māori voters participating. These statistics highlight the importance of Māori political engagement, emphasising that our votes can influence election outcomes and bring attention to issues that matter to our communities.</p> <p>Attending the political debate allowed us to assess the candidates' positions on critical matters such as healthcare, education, and land rights, helping us make informed decisions at the ballot box. Our participation was not only an exercise of our democratic rights but also an assertion of our commitment to our people and our future.</p>
27/9/23	<p>Kaikohe-Hokianga Community Board.</p> <p>I managed to join via Teams to listen to the deputations delivered by members of the public. Heoi, ka nui āku mihi ki a Mema Filia e noho ana ki te tūru heamana, ā, e kaha pikau ana i ngā kaupapa maha o Kaikohe me Hokianga – it definitely isn't an easy job.</p>



## Member Report

**Community Matters**

*This section should be completed for matters arising within the community, which Council need to be aware of. It could be related to ongoing projects, requests, feedback etc.*

Topic	Comment
Tā Patu Hōhepa	25/9/23 I tae atu a māo ko Cr Kleskovic ki te tuku i ngā mihi poroporoaki ki tō tātou rangatira a Tā Patu Hōhepa.
Ngā rori o West Coast Rd, Hokianga	28/9/23 I haere atu ahau ki Mitimiti ki te kite i ōku whanaunga, kātahi ka tuki atu ahau ki ngā rori kino rawa atu. Ka nui taku aroha ki ngā whānau o Hokianga e noho ana ki Matawera, Motutī, Panguru, Pawarenga, Waihou, Te Karaka, Te Rangi me Mitimiti!! Kua roa nei rātou e whanga ana ki ngā pūtea me ngā mahere whakatika huarahi.  Ko te hiahia kia tae atu te tumu me ngā Kaikaunihera ki ēnei wāhi ki te kite i ngā rori nei.  *tirohia ngā pikitia kei raro iho nei.
Te Tumu Hou	E mihi ana ki a Guy i tōna tūranga hou hei tumu mō Te Kaunihera o Te Hiku o Te Ika. Ko te tūmanako, kei ōna ringaringa te rongoā hei whaktikatika i ngā ngoikoretanga me te tautoko hoki i a mātou ngā Kaikaunihera.
Te Miromiro	Nā runga i te nui o āku mahi, kua heke iho ahau i taku tūranga hei mema ki te kōmiti o Te Miromiro.
Ngā hui kua mahue	There may be some meetings, information and conversations that I have left out due to the nature their privacy.



## Member Report





## Member Report



## Member Report





## Member Report





## Member Report

**Name: Steve McNally**

**Ward: BOI- Hokianga**

**Date: 27/10/23**

### Meetings Attended

Multiple across various ratepayer business, many confidential

Date	Meeting Topic	Comment
	ERC	Kho
	Mayor & Councillors + ERC ERC	Kho
	Northland Transport committee	Whanagrei
	Council Meetings, workshops & subcommittee meetings	
	Daily business of the Ratepayer	

### Community Matters

*This section should be completed for matters arising within the community, which Council need to be aware of. It could be related to ongoing projects, requests, feedback etc.*

Topic	Comment
Community	Ratepayer/community concerns raised over District Plan interpretation both operative & Proposed (out for consultation) Major concerns over Infrastructure capacity roads, water, sewer plant and pipes – need full update.
Kaitaia water	Ongoing issues with Kauri dam. Need to get clear understanding of the raw water supply to eliminate any risk to council of supplying untreated water to ratepayers.  Sweetwater bore supply is not operational. I asked the following questions in July What is the status of the bores and what is the actual cost to date? What is holding cost of Sweetwater project daily/monthly given there is no water flowing into town? Who is responsible for delivery of project and when was hand over, given public opening reported last year? The financial risk to this supply continues to escalate.
Matauri Wastewater scheme	Need update
Roading	Ratepayers/road users are tired of the delays of repairs on multiple sites across the Far North.



## Member Report

	The design and approval processes need refinement to speed up delivery. With construction season over summer, it is hoped that the resources (people, machinery, aggregate) required to catch up on this work are available. RTC Review of roading contracts by Field Force 4 has highlighted areas that can be improved upon, which are to be initiated as a short term trial.
Kerikeri Wastewater	I have reviewed historic material provided by consultants who gave specific advice around the size of the pipes, pumps and treatment plant. I have questions relating to the advice received and what was built. The information received and subsequent installation needs to be reviewed, to ensure the potential Financial risk has been considered and accounted for in future LTP & AP budgets.
Workshop use	There has been a very clear message received from the Office of the Auditor General that the business of the ratepayer needs to be held in an open and transparent forum. Workshops do not provide that transparency. As councillors we need to change how we handle the ratepayers business, we act on the ratepayers behalf, governing their assets and money.
Resource Consents	Continue to deal with complaints from ratepayers relating to delays in processing Resource Consents, including consent condition review when applicant applying for 224c
Building Consents and Inspections	Builders concerned regarding delays to inspections booked. I understand this is a staffing issue, so my question is how do we improve delivery of this service
Long Term Plan	Working on the forward plan and proposed budgets for next three years, a serious review/prioritisation of all projects and service delivery is required through this process, so we can maintain both acceptable service delivery and an affordable rate outcome for the ratepayer.

**Portfolio Update: (Roading)****Repeat of previous Report, as the issues remain**

Roading issues across district are immense, recent government announcement may help funding of recovery, however still have a massive infrastructure maintenance deficit to catch up on.

NTA working on how to address funding shortfall around drainage of the roads, water tables and culvert clearing – this continues to be the focus.

AP needs budget lines to ensure council has ratepayer share ready.

Procurement policy and Roading contracts need to be carefully reviewed to ensure we have the machinery and people power to complete the work required.

**Matters for Discussion**

*This section should be completed for matters which the elected member wishes to raise with wider Council, Community Boards and/or in relation to delivery.*

- See above

### 7.3 COUNCIL ACTION SHEET UPDATE NOVEMBER 2023

**File Number:** A4449355

**Author:** Ellie Greenwood, Democracy Advisor

**Authoriser:** Casey Gannon, Manager - Democracy Services

#### TAKE PŪRONGO / PURPOSE OF THE REPORT

To provide Council with an overview of outstanding Council and the previous term Committee decisions from 1 January 2021.

#### WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Action sheets are a mechanism to communicate progress against decisions/resolutions.
- Action sheets are also in place for all formal elected member meetings.

#### TŪTOHUNGA / RECOMMENDATION

**That Council receive the report Council Action Sheet Update November 2023.**

#### 1) TĀHUHU KŌRERO / BACKGROUND

Any resolution or decision from a meeting is compiled on an action sheet, to capture actions triggered by Board decisions. Staff provide updates on progress against tasks that are not yet completed.

The action sheet report also includes outstanding actions from previous triennium committees.

#### 2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The outstanding tasks are often multi-facet projects that take longer to fully complete. Where a decision differs to the recommendation of staff there may be unintended consequences or challenges that take longer for staff to work through.

#### Take Tūtohunga / Reason for the recommendation.

To provide Council with an overview of outstanding Council decisions from 1 January 2020.

#### 3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or need for budgetary provision in receiving this report.

#### ĀPITI HANGA / ATTACHMENTS

1. November Action Sheet Attach - A4467094  



OPEN RESOLUTION REPORT			
Division: Committee: Council Officer:		Printed: Wednesday, 8 November 2023 2:05:35 pm Date From: Date To:	
Meeting	Title	Resolution	Notes
Council 4/11/2021	Extension of Solid Waste and Waste Minimisation Education Contracts Michelle Sharp	<b>RESOLUTION 2021/58</b>  b) Council approve in principle to further extend the Waste Minimisation Education Contracts for a term of three years to 30 September 2025, to enable the completion of a strategic work programme, new contracts, and public tender  <b>CARRIED 10/0</b>  c) officers commence discussion and negotiation with current contractors to extend the current contracts for a further three-year term.  iii) Community Business and Enterprise Centre CBEC  <b>CARRIED 8/0</b>  d) officers are to report quarterly to the Infrastructure Committee the progress being made to the proposed Solid Waste Strategic Programme.  <b>CARRIED</b>	<b>13 Jun 2023 1:04pm Panday, Joshna</b> Michelle Sharp: Progress of the solid waste and waste education contract strategic work programme, development of new contracts and public tender are ongoing and reported to the D&O Business Report. Meetings with potential suppliers and incumbents are ongoing to inform the development of the Request for Proposal. An Elected Member workshop is planned for July 2023.  <b>13 Jun 2023 1:04pm Panday, Joshna - Reallocation</b> Action reassigned to Sharp, Michelle by Panday, Joshna <b>11 Oct 2023 11:32am Beresford, Fleur</b> No further update received prior to running Agenda 11.10.23 <b>01 Nov 2023 11:33am Greenwood, Ellie</b> Michelle Sharp: EM workshop held on 19th July. The RFP went out to market on 7th August and closed on Thursday 26th October 2023. The Tender evaluation phase has now commenced and will include supplier presentations by respondents, price clarifications and substantive negotiations during November through to January 2024.
Council 1/06/2023	Approval for FNHL to borrow via LGFA Jonathan Slavich	<b>RESOLUTION 2023/56</b> <b>That Council approve:</b>  a) Far North Holdings Limited directly borrow funds from Local Government Funding Agency (LGFA);  b) Staff work with Bancorp Treasury Services Limited to establish an “uncalled capital” agreement.  c) Far North Holdings Limited commence the legal process to arrange for direct lending from Local Government Funding Agency and fund this from within existing Far North Holdings Limited operational budgets.	<b>10 Oct 2023 2:49pm Beresford, Fleur</b> Following Council approval, tabled at LGFA Board meeting 16/08/23. LGFA directors approved FNHL to join LGFA. Next Step: FNHL to begin the legal process with LGFA. Awaiting updates from FNHL. With Bob Trautz departure (FNHL CFO) this may move slowly. <b>10 Oct 2023 2:59pm Beresford, Fleur</b> Action reassigned to Slavich, Jonathan by Beresford, Fleur - Advised by Veenstra, Margriet that correct assignment should be to Slavich, Jonathan. <b>01 Nov 2023 10:57am Greenwood, Ellie - Reallocation</b> Action reassigned to Slavich, Jonathan by Greenwood, Ellie - Advised by Margriet Veenstra on 10 Oct 23 <b>01 Nov 2023 11:36am Greenwood, Ellie</b> Jonathan Slavich: No further update currently

OPEN RESOLUTION REPORT			
Division: Committee: Council Officer:		Printed: Wednesday, 8 November 2023 2:05:35 pm Date From: Date To:	
Meeting	Title	Resolution	Notes
		<b>CARRIED</b>  <i>Note:                      That a report on the final agreement be brought to the Te Miromiro Assurance, Risk and Finance committee.</i>	
Council 24/08/2023	Rangitoto Reserve, Mangonui Robin Rawson	<b>RESOLUTION 2023/98</b> <b>That Council:</b> a) approve the initiation of a public consultation process under Section 16 of the Reserves Act 1977 to classify Rangitoto Reserve (Allot 71 PSH of Mangonui East) as a Historic Reserve. b) appoint Te Hiku Community Board to hear any submissions received in response to the consultation process and to make recommendations to the Council in respect of the reserve classification. c) staff develop a Management Plan under s41 of the Reserves Act to eradicate the invasive wattle trees and moth plants.  <b>CARRIED</b>	<b>12 Sep 2023 11:24am Baker, Marlema</b> At the meeting held 24 August 2023 Council resolved to: a) approve the initiation of a public consultation process under Section 16 of the Reserves Act 1977 to classify Rangitoto Reserve (Allot 71 PSH of Mangonui East) as a Historic Reserve. , b) appoint Te Hiku Community Board to hear any submissions received in response to the consultation process and to make recommendations to the Council in respect of the reserve classification., c) staff develop a Management Plan under s41 of the Reserves Act to eradicate the invasive wattle trees and moth plants., RESOLUTION 2023/98 Moved: Cr Hilda Halkyard-Harawira - Seconded: Kōwhai - Deputy Mayor Kelly Stratford - CARRIED, This is a continued work in progress which will be monitored by staff. <b>08 Oct 2023 2:42pm Rawson, Robin</b> Work continuing on project plan. Initial public consultation will be from mid-January to avoid overlap with Summer holidays. <b>01 Nov 2023 11:57am Greenwood, Ellie</b> Robin Rawson: Work continuing on project plan.
Council 21/09/2023	Carry Forwards for Capital Programme 2022-23 Angie Thomas	<b>RESOLUTION 2023/108</b> <b>That the Council approve the capital budgets identified in the report "Carry Forwards for Capital Programme 2022-23" totalling \$51,583,548 be carried forward to the 2023-24 financial year.</b>  <b>CARRIED</b>  <i>NOTE: Councillors request deep-dive workshop on the Carry Forward report.</i>	<b>08 Nov 2023 7:51am Greenwood, Ellie</b> Angie Thomas: The CFWDs have been loaded into the system

OPEN RESOLUTION REPORT			
Division: Committee: Council Officer:		Printed: Wednesday, 8 November 2023 2:05:35 pm Date From: Date To:	
Meeting	Title	Resolution	Notes
Council 19/10/2023	Hokianga Harbour Long Term Plan Keith Kent	<b>RESOLUTION 2023/135</b> <b>That Council allocate \$175,000 in the 2024/27 Long Term Plan to allow the preparation of a long-term plan for the crossing of the Hokianga Harbour.</b> <b>CARRIED</b>	<b>01 Nov 2023 12:26pm Greenwood, Ellie</b> Keith Kent: No action can happen before the draft 24/27 LTP is confirmed and made operational 1 July 2024
Council 29/06/2023	Speed Limit Review Kerikeri Bay of Islands (Author: Shawn Baker - Northland Transportation Alliance Contractor) Dan Bowmar	<b>RESOLUTION 2023/71</b> <b>That Council defer item 6.3 Speed Limit Review Kerikeri Bay of Islands to Te Koukou - Transport Committee (to be established).</b> <b>CARRIED 8/2</b>	<b>12 Sep 2023 10:43am Baker, Marlema</b> This item will be placed before the Te Koukou Transport Committee and schedule to appear in their October meeting agenda. A briefing paper has been prepared and scheduled (by the Committee) for October. <b>01 Nov 2023 11:42am Greenwood, Ellie</b> Report went to 30 October Te Koukou meeting and the recommendation was lost due to equal division. CE authorised for updated report to go to 16 November Council
Council 21/09/2023	Lease Extension Request Aupouri Ngati Kahu Te Rarawa (ANT) Trust Michelle Rockell	<b>RESOLUTION 2023/111</b> <b>That Council:</b> <ol style="list-style-type: none"> <li>approve the renewal of a further 5 year term, expiring on 31 August 2028, as allowed for in the current lease to Aupōuri Ngāti Kahu – Te Rarawa Trust over Tangonge Domain, being Recreation Reserve DP 108 Title NA530/132, located at 63 Bonnet Road, Kaitaia. the terms being:                             <ul style="list-style-type: none"> <li>Term: 5 years</li> <li>\$118 plus GST per year in conjunction with the Fees &amp; Charges Policy for 2023/24 and reviewed annually.</li> </ul> </li> <li>commences the public consultation process on the granting of a new ground 30 (15+15) year lease to Aupōuri Ngāti Kahu – Te Rarawa Trust over Tangonge Domain, being Recreation Reserve DP 108 Title NA530/132, located at 63 Bonnet Road, Kaitaia. The terms of the proposed lease shall be:                             <ul style="list-style-type: none"> <li>Term: 30 Years (15+15)</li> </ul> </li> </ol>	<b>11 Oct 2023 11:16am Rockell, Michelle</b> Public consultation will be initiated on 30th October for 4 weeks

OPEN RESOLUTION REPORT			
Division: Committee: Council Officer:		Printed: Wednesday, 8 November 2023 2:05:35 pm Date From: Date To:	
Meeting	Title	Resolution	Notes
		<ul style="list-style-type: none"> <li>Rental: As per FNDC Fees and Charges Schedule for a Community lease.</li> <li>\$118 plus GST for 2023/24 and reviewed annually in conjunction with the FNDC Fees and Charges Schedule.</li> </ul> <p>c) that the Te Hiku Community Board is appointed to hear any submissions received in response to the consultation process and to make recommendations to Council.</p> <p>d) and that Council adhere to the timeline of a lease to the February 2024 Council meeting.</p> <p style="text-align: right;"><b>CARRIED</b></p>	
Council 19/10/2023	Kerikeri-Waipapa Spatial Plan Project - Public Engagement on Emerging Themes Jaye Michalick	<p><b>RESOLUTION 2023/127</b></p> <p>That Council approves for public engagement in November/December 2023 the emerging themes for Te Pātukurea (Kerikeri-Waipapa Spatial Plan) as set out in this report.</p> <p style="text-align: right;"><b>CARRIED</b></p>	<p><b>02 Nov 2023 8:39am Greenwood, Ellie</b>                      Jaye Michalick: The public engagement approved as per the resolution is planned to occur from 6 November to 4 December, confirmed public event dates during that period will be added to Te Huinga</p>
Council 19/10/2023	Kaikohe Wastewater Treatment Plant Desludging Contract 7/23/508 Mary Moore	<p><b>RESOLUTION 2023/134</b></p> <p>That Council delegate to the Chief Executive the authority to execute Contract 7/23/508 – Kaikohe WWTP Desludging in accordance with 3 August 2023 Council meeting resolution.</p> <p style="text-align: right;"><b>CARRIED</b></p>	<p><b>01 Nov 2023 12:09pm Moore, Mary</b>                      Contract documentation is being finalised for execution by 10 November 2023</p>
Council 21/09/2023	Ground Lease to Doubtless Bay Sea Scouts - East Street Taipa Michelle Rockell	<p><b>RESOLUTION 2023/112</b></p> <p>That Council:</p> <p>a) commences the public consultation process on the granting of a new ground lease to Scouts Aotearoa over</p>	<p><b>11 Oct 2023 11:16am Rockell, Michelle</b>                      Public consultation will commence on the 2nd November for 4 weeks</p>

OPEN RESOLUTION REPORT			
Division: Committee: Council Officer:		Printed: Wednesday, 8 November 2023 2:05:35 pm Date From: Date To:	
Meeting	Title	Resolution	Notes
		part of the Recreation Reserve being approximately 860 square metres of Part Allot 5 PSH OF Taipa, held in New Zealand Gazette 1984 page 104.  The terms of the proposed lease shall be:  Term: 15 Years (5+5+5)  Rental: As per FNDC Fees and Charges Schedule for a Community lease. <ul style="list-style-type: none"> <li>\$113 plus GST for 2022/23 and reviewed annually in conjunction with the FNDC Fees and Charges Schedule.</li> </ul> b) appoints the Te Hiku Community Board to hear any submissions received in response to the consultation process and to make recommendations to Council.	
		<b>CARRIED</b>	
Council 21/09/2023	Maritime Facilities Bylaw - Approval of Draft for Public Consultation Dan Bowmar	<b>RESOLUTION 2023/113</b> That Council: <ul style="list-style-type: none"> <li>a) approves the proposal for a new Maritime Facilities Bylaw in Attachment 1 to be released for public consultation to meet the requirements of section 156 of the Local Government Act 2002.</li> <li>b) approves a minimum four-week period for making written submissions on the proposal in Attachment 1.</li> <li>c) approves to hear any oral submissions and agrees to delegate to the Mayor, the power to arrange and change the date of the oral presentations of submissions.</li> <li>d) directs Council staff to make all necessary logistical arrangements for people to be heard in person in the council Chambers or online via Microsoft Teams.</li> </ul>	11 Oct 2023 10:44am Beresford, Fleur Public Submissions on the Maritime facilities bylaw are open for 8 weeks from Tuesday 3 October to Tuesday 28 November. (Elected members requested original 4 week period be extended to 8 weeks). 01 Nov 2023 11:57am Greenwood, Ellie Dan Bowmar: Consultation is underway as planned

OPEN RESOLUTION REPORT			
		<b>Division:</b> <b>Committee:</b> Council <b>Officer:</b>	<b>Printed:</b> Wednesday, 8 November 2023 <b>2:05:35 pm</b> <b>Date From:</b> <b>Date To:</b>
Meeting	Title	Resolution	Notes
		e) authorises the Chief Executive to make minor changes to the proposal for a new Maritime Facilities Bylaw to correct grammatical or spelling errors, or formatting.  <b>CARRIED</b>	
Council 22/09/2022	Notice of Motion - Rangitane Maritime Development Kevin Johnson	<b>RESOLUTION 2022/64</b>  <b>That Council:</b>  a) Support the Maritime Facilities Development at Rangitane proceed through to the conclusion of the Resource Consent process.  b) Remains committed to the funding Agreement with MBIE and supports an approach be made to MBIE to continue its funding support for the period required to conclude the consenting process  <b>CARRIED</b>	<b>12 Sep 2023 10:41am Baker, Marlema</b> August 23 – no change to as reported July 23. Working with MBIE planning work in progress as reported. <b>06 Oct 2023 12:17pm Beresford, Fleur</b> September 23 – no change to as reported July 23. Working with MBIE planning work in progress as reported - Kevin Johnson. <b>09 Oct 2023 8:18am George, Tania</b> The Hapu collective have their 3rd hui this week and are progressing with the CIA. MBIE have signed an amended Funding Agreement for their \$2.5m contribution which adjusted the milestone deliverables for the project and are keen for the project to proceed. The re-lodging of the application with the EPA is scheduled for November with a decision in March. Technical reports are being updated now. <b>01 Nov 2023 10:45am Greenwood, Ellie</b> 09 October Update remains extant - K Johnson
Council 22/09/2022	Matauri Bay Wastewater Scheme Margriet Veenstra	<b>RESOLUTION 2022/71</b>  <b>That Council</b>  a) Permits Cavalli Properties Ltd to commission the Innoflow wastewater treatment assets at Matauri Bay with Cavalli Properties agreeing to fund all operationalization and operating costs until 1 July 2024.  b) Agrees that on the basis of Cavalli Properties experience of operating the Innoflow system, Council will consult with the relevant entities to transfer the operating of the system from Cavalli Properties Ltd from 1 July 2024.  <b>CARRIED</b>	<b>12 Sep 2023 12:05pm Baker, Marlema</b> Innoflow onsite audit is due 24 September 2023. Providing no issues are raised, the site will be commissioned and available for use <b>06 Oct 2023 9:11am Smith, Janice</b> Innoflow and S3 have carried out on onsite audit. There are a number of issues that need to be rectified before the system is appaoved as "live". These are being worked on by Innoflow. <b>03 Nov 2023 12:31pm Greenwood, Ellie - Reallocation</b> Action reassigned to Veenstra, Margriet by Greenwood, Ellie - Janice Smith no longer FNDC staff



OPEN RESOLUTION REPORT			
<b>Division:</b> <b>Committee:</b> Council <b>Officer:</b>		<b>Printed:</b> Wednesday, 8 November 2023 <b>2:05:35 pm</b> <b>Date From:</b> <b>Date To:</b>	
Meeting	Title	Resolution	Notes
Council 1/07/2021	Proposal to Construct an Erosion Protection Structure on Council Owned Reserve, Omapere <b>Carla Ditchfield</b>	<b>RESOLUTION 2021/51</b> <b>That Council:</b> <b>a) approves the construction of, and associated occupation with, an erosion protection structure on Far North District Council owned local purpose reserved legally described as Lot 5 DP196729; and</b> <b>b) approval is provided subject to a memorandum of encumbrance being recorded on the titles of Lot 1 DP196729 and Lot 1 DP310507 and that the encumbrance records the agreement that the owners of those properties:</b> <b>i) bear full responsibility for the maintenance, repair, removal of the seawall (if required) during its lifetime, and end of its lifetime.</b> <b>ii) incur cost of the agreement construction and registration against title.</b> <b>iii) notify FNDC of any variation or modification of the erosion protection structure</b> <b>To avoid doubt, approval is given both within Council's capacity as the administering body of the reserve and an affected person within the meaning of Section 95 of the Resource Management Act 1991.</b> <b>CARRIED</b>	<b>23 May 2023 10:04am Ditchfield, Carla</b> Works are underway on the structure. March 2023 we had asked the land owners to instruct their lawyers to provide draft Memorandum of Encumbrance for Council approval (a repeated instruction). We are waiting for the document. <b>09 Jun 2023 5:02pm Ditchfield, Carla</b> Nothing new to update. Maintaining status quo. <b>11 Oct 2023 11:34am Beresford, Fleur</b> No further update received prior to running Agenda 11.10.23 <b>01 Nov 2023 10:41am Greenwood, Ellie</b> Same status, awaiting on external parties.
Council 11/08/2022	Russell Landfill Options Report <b>Simon Millichamp</b>	<b>RESOLUTION 2022/61</b> <b>That Council:</b> <b>a) approve in principle, the permanent closure of Russell Landfill (Option One).</b> <b>b) approve staff commence the resource consent application Northland Regional Council to close the Russell Landfill</b>	<b>06 Oct 2023 10:35am Beresford, Fleur - Reallocation</b> Action reassigned to Millichamp, Simon by Beresford, Fleur - Change from Kevin Johnson requested 06.10.23 <b>06 Oct 2023 10:38am Beresford, Fleur</b> Hoskin Civil acting as PM, project ongoing and progressing. Nothing further to report., Reallocation Action reassigned to Millichamp, Simon by Beresford, Fleur at the request of George, Tania. <b>01 Nov 2023 10:43am Greenwood, Ellie</b>

OPEN RESOLUTION REPORT			
Division: Committee: Council Officer:		Printed: Wednesday, 8 November 2023 2:05:35 pm Date From: Date To:	
Meeting	Title	Resolution	Notes
		c) request staff bring back to Council the terms of the resource consent and investment required to close the landfill  d) approve staff commence the community consultation process and report to Council the outcome of that consultation  e) delegate to the Chief Executive, or his nominee, the negotiation, agreement and signing of contract variations with Northland Waste Ltd to provide on-going transport and disposal of waste from the Russell facility whilst Council progress the resource consent and consultation process.  <b>CARRIED</b>	Status quo, waiting for project plan and timeline from Hoskins
Council 20/12/2022	Turner Centre Stormwater Catchment Andy Finch	<b>RESOLUTION 2022/94</b> <b>That Council:</b> a) notes the storm water flooding risk within the Turner Centre sub-catchment b) approves a budget of \$200,000 to progress a design to mitigate this risk through a future physical works contract c) approves the direct appointment of Trine Kel to undertake the design work.  <b>CARRIED</b>	<b>06 Oct 2023 11:04am Beresford, Fleur</b> Planning Assessment complete. Site inspection undertaken. Extent of the sub-catchment determined. Undertaken topographical surveys and Drone Flight Survey. Stormwater flood modelling undertaken in the established catchments to imitate a 1% AEP MPD+CC flood scenario. Determine location and extent of overland flow. Work is now progressing to develop solutions from the models captured above.  <b>01 Nov 2023 1:49pm Finch, Andy</b> Design solution from developed hydraulic models to be agreed by the end of November. A further report to be brought to Council in New Year.
Council 24/02/2022	Ngakahu Steering Group Update	<b>RESOLUTION 2022/12</b>  <b>That Council, in receiving the recommendations from the Ngakahu Steering Group and subject to discussion and agreement with the Ngakahu/Ngakohu Whanau Ahuwhenua Trust, agree to;</b>  a) obtain the processed and analysed data from the Northland Regional Council sonar soundings of the dam, done in 2017.	<b>24 Jul 2023 4:54pm Baker, Marlema</b> Tanya Proctor: An update report has been scheduled for 21 September Council Agenda. Options 1 and 2 timelines are expected after the site visit scheduled for 2 August 2023.  <b>12 Sep 2023 10:51am Baker, Marlema - Reallocation</b> Action reassigned to Proctor, Tanya by Baker, Marlema - I have removed Andy Finch and reallocated this action item to you at his request  <b>11 Oct 2023 11:35am Beresford, Fleur</b> No further update received prior to running Agenda 11.10.23  <b>07 Nov 2023 1:18pm Greenwood, Ellie</b>

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Meeting	Title	Resolution	Notes
		b) stage the lowering of the dam water level, beginning with a water level drop of 2 metres, once lowered the water level will be maintained at the lower levels. c) staff assist the Ngakahu Steering Group to prepare a report showing a visual presentation, including landscaping, of the preferred option, or options, with a rough order of cost to implement. d) and that further recommendations be brought to the 7 April Council meeting.	The Ngākahu/Ngākohu Steering Group will meet online on Wednesday 8th November to discuss progress on the Kauri Dam project
		CARRIED	
Council 1/06/2023	Kerikeri Water Source - Options Review Tanya Proctor	<b>RESOLUTION 2023/63</b> <b>That Council</b> a) indicate to the Te Tai Tokerau Trust Water Trust its conditional approval to invest with the purchase of 200 shares in the planned Otawere Domain Reservoir and appropriate watermain infrastructure. This would be subject to Council being able to obtain the necessary approvals for this purchase from the Department of Internal Affairs under the Affordable Waters regime and the negotiation of satisfactory commercial terms that protect Council's borrowing position. b) determine the best option out of the suggested solutions including consent/design/build costs c) request that the investigative work for water source options identified in the Kerikeri Water Supply Strategy Study be prioritised for 2023/2024.	<b>08 Jun 2023 4:28pm Baker, Marlema</b> Part a) assigned to Glenn Rainham., Part b) & c) assigned to Tanya Proctor. <b>11 Sep 2023 5:02pm Baker, Marlema - Reallocation</b> Action reassigned to Finch, Andy by Baker, Marlema <b>12 Sep 2023 10:51am Baker, Marlema - Reallocation</b> Action reassigned to Proctor, Tanya by Baker, Marlema - I have removed Andy Finch and reallocated this action item to you at his request <b>11 Oct 2023 11:34am Beresford, Fleur</b> No further update received prior to running Agenda 11.10.23 <b>07 Nov 2023 1:18pm Greenwood, Ellie</b> Tanya Proctor: Future Kerikeri Water Sources will need to be considered with the current uncertainty around Affordable Waters
		CARRIED	
Council 20/12/2022	Road Maintenance of the upper section of Road - Peninsula Parade, Hihi	<b>RESOLUTION 2022/95</b> <b>That Council:</b>	<b>06 Oct 2023 1:10pm Beresford, Fleur - Reallocation</b> Action reassigned to Rokobigi, Apikali by Beresford, Fleur - Advised by Downie, Cara that correct assignment should be to Rokobigi, Apikali.

OPEN RESOLUTION REPORT			
Division: Committee: Council Officer:		Printed: Wednesday, 8 November 2023 2:05:35 pm Date From: Date To:	
Meeting	Title	Resolution	Notes
		a) Notes the Northland Transportation Alliance Report dated 8th November 2022 – Road Maintenance of the upper section of Road – Peninsula Parade, Hihi b) Approves Option 2: Confirm the inclusion of Peninsula Parade RP517-810m in the schedule of FNDC-maintained roads at the cost to Council to bring it up to standard c) Approves unbudgeted capital expenditure of \$40,000 to bring Peninsula Parade RP517-810m to an appropriate maintenance standard d) Notes the risk of setting a precedent for the request for upgrading other unformed legal roads across the District. <b>CARRIED</b>	<b>06 Oct 2023 1:11pm Beresford, Fleur</b> September 2023: Works on carriageway and drainage has been completed on Peninsular Road, however, there are a few trees that need to be trimmed/removed. Gareth will provide an update once a programme is finalised as \$4,477 budget is still available to carry out this work. <b>08 Nov 2023 2:21pm Greenwood, Ellie</b> Apikali Rokobigi: The tree removal is programmed for this week 6/11-10/11/2023.
Council 9/02/2023	Easement On Local Purpose Esplanade Reserve-Wairawarawa Stream Carla Ditchfield	<b>RESOLUTION 2023/5</b> That Council approve the granting of a right of way easement pursuant to section 48(1)(f) of the Reserves Act 1977 on Local Purpose Esplanade Reserve Lot 16 DP 146304 for the purpose of constructing and using a private bridge over the Wairawarawa Stream connecting: i. 2276C State Highway 10 Kerikeri - Lot 1 DP 91402 contained in record of title NA64B/178; and ii. 15 Conifer Lane Kerikeri - Lot 1 DP 535123 and Lot 14 DP 158690 contained in record of title 884105; and iii. 2228 State Highway 10, Kerikeri - Lot 1 DP 457586 contained in record of title 593590. and that approval is provided subject to: 1. NRC granting Resource Consent for construction of the bridge; and	<b>09 Oct 2023 3:52pm Beresford, Fleur</b> Independent valuer instructed. ETA for Valuation 31.10.23. Once Valuation obtained and compensation amount agreed, documentation will be prepared for registration of easement in favour of private land owner. <b>01 Nov 2023 10:42am Greenwood, Ellie</b> Same status, awaiting on external parties.

OPEN RESOLUTION REPORT			
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		2. public consultation in accordance with sections 48(2), 119 and 120 of the Reserves Act 1977; and  3. compensation being negotiated and finalised in a written Compensation Agreement payable by the landowners to the Council; and  4. Landowners - <ul style="list-style-type: none"> <li>a) bearing all costs and disbursements in relation to the required public consultation.</li> <li>b) if required by law and prior to commencing construction works, seeking relevant consent(s) and / or permits from the Council under Local Government Act 1974, Resource Management Act 1991 and / or Building Act 1991.</li> <li>c) bearing all legal and survey costs and disbursements in relation to creating and registering the easement instrument on all relevant titles;</li> <li>d) bearing full responsibility for the construction, maintenance, upkeep, repair, removal of the bridge (if required) during its lifetime, and end of its lifetime;</li> <li>e) the bridge being the landowner's asset, which if abandoned, neglected or on becoming a nuisance of any kind or degree, must be removed or decommissioned and Reserve land remediated to Council's satisfaction;</li> <li>f) indemnifying the Council of all costs, claims and expenses arising from use and operation of the bridge during its lifetime.</li> </ul>	
		<b>CARRIED</b>	

**8 TE WĀHANGA TŪMATAITI / PUBLIC EXCLUDED****RESOLUTION TO EXCLUDE THE PUBLIC****RECOMMENDATION**

**That the public be excluded from the following parts of the proceedings of this meeting.**

**The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:**

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 48 for the passing of this resolution</b>
<b>8.1 - Confirmation of Previous Minutes - Public Excluded</b>	<p>s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p> <p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(f)(i) - free and frank expression of opinions by or between or to members or officers or employees of any local authority</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>8.2 - Community Board Public Excluded Minutes - October 2023</b>	s48(2)(a)(i) - the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the Council to deliberate in private on its decision or recommendation where a right of appeal lies to any court or tribunal against the final decision of the Council in these proceedings	s48(2)(a)(i) - the exclusion of the public from the part of the meeting is necessary to enable the local authority to deliberate in private on its decision or recommendation



**9 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER**

**10 TE KAPINGA HUI / MEETING CLOSE**