

Whangarei District Council Meeting

Agenda

Date: Thursday, 30 May, 2019

Time: 10:30 am

Location: Council Chamber
Forum North, Rust Avenue
Whangarei

Elected Members: Her Worship the Mayor Sheryl Mai
(Chairperson)
Cr Gavin Benney
Cr Crichton Christie
Cr Vince Cocurullo
Cr Tricia Cutforth
Cr Shelley Deeming
Cr Sue Glen
Cr Phil Halse
Cr Cherry Hermon
Cr Greg Innes
Cr Greg Martin
Cr Sharon Morgan
Cr Anna Murphy

For any queries regarding this meeting please contact
the Whangarei District Council on (09) 430-4200.

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8.6 Request for Compensation

8.7 Electricity Supply

8.8 New Facility Update - Location Review

8.9 Ahuroa Road Land Acquisition

9. Closure of Meeting

4 Public Forum

Meeting: Whangarei District Council
Date of meeting: 30 May 2019
Reporting officer: C Brindle (Senior Democracy Adviser)

1 Purpose

To afford members of the community an opportunity to speak to Council and to report on matters raised at previous public forums where appropriate.

2 Summary

Public Forum

Standing Orders allow for a period of up to 30 minutes to be set aside for a public forum at the commencement of each monthly council meeting.

The time allowed for each speaker is 5 minutes.

Members of the public who wish to participate should send a written application setting out the subject matter and the names of the speakers to the Chief Executive at least 2 working days before the day of the meeting.

Speakers:

Speakers	Topics
Brian May	Various
Tony Gill	1. Whangarei Public Dog Park, thank you, and once again concerns of lack communications to the key representative. 2. Poor quality workmanship of new footpath/s on Riverside Drive and other areas.

Report on actions taken or comment on matters raised

Where practicable actions taken on matters raised by previous speakers are reported back to public forum.

Speaker	Subject
Andrew Garratt (Prosper Northland Trust)	Visitor Experience Working Group

Report

Mr Garratt informed the meeting of the Visitor Experience Working Groups (VEW) collaborative approach including PGF applications. VEW wishes to ensure Whangarei and the wider district is ready for the visitor influx predicted due to the opening of the Hundertwasser.

The vision for VEW is to provide the ultimate visitor experience. To take a wider view to ensure Whangarei infrastructure and services are ready, welcoming and looking good. To consider the bigger picture.

VEW wishes to take a collaborative approach with all stakeholders including WDC.

- Kept informed regarding PGF applications?
- Working alongside Northland Inc.
- Upskilling locals.

Response

District Development has been engaging with VEW since late 2018. It has been collaborating with them to ensure that we can ensure they have contact with the right people within Council and private sector. This work will continue both in relation to visitor industry and PGF.

Rod Parkinson

Visitor Experience Working Group

Mr Parkinson spoke about the proposed Entertainment Centre - Already secured PGF funding of \$1.3m for a feasibility study

Example of how a \$50m convention centre and theatre would then gain support from large chain hotel for the project e.g. Accor Hotels which will then attract \$150m from private investor for 4-Star hotel and accommodation. Will turn \$50m to \$150m.

This can only be achieved if we work collaboratively. We need to show cohesive plans. An integrated economic development will have a much better chance of securing investment.

How many other projects can we present to PGF?

Response

District development has been in discussion with NDC in relation to this project and will continue to provide the appropriate support. Elected members have also been chosen to be part of the liaison process. While not favouring this project over others, it is recognised that this project is significantly more advanced than most and has already been recognised as such at Central Government level with the granting of PGF funding.

Jereon Jongejans

Visitor Experience Working Group

Mr Jongejans spoke on the implications a major hotel project would have for local tourism for example:

\$107m a day tourism
\$11.9B and increasing
1 in 7 jobs in NZ are from tourism.

Currently Whangarei tourism is from mainly day trips. The spend from tourists could triple or quadruple if tourists were staying overnight. At present seasonability of tourism makes it difficult to maintain a sustainable business.

Need more people visiting in the off season and need more events and conferences in Whangarei.

Hundertwasser and Hihiaua due to open – Conference and events centre would be a catalyst. Could also benefit many other operations e.g. Packard museum, Clapham Clocks, cafes etc.

\$10m in the LTP can be used to ensure funding
 Innovative way for Council – \$10m spend for \$150 private investment
 Core location – essential to be working together
 Conference centre and Hotel will need sustainability in occupancy
 Work together as one team. Seize the day the PGF won't last forever.

Response

As per comments relating to VEW and NDC. Also, working closely with Northland Inc and their Destination Management Department to ensure a collaborative and joined up response to the potential impact of visitor number growth on existing levels of infrastructure and affected communities. Also, working with other departments across council to ensure information regards to future demand from this sector is clearly understood.

Brian May

Various

Report

- 28 February Council meeting minutes not correct
 - Error 1 – Bream Bay (in relation to all of the harbour not just Bream Bay)
 - Error 2 – A report requested, not a report on this being an open and transparent council
 - Error 3 – free parking at town basin
- Traffic chaos on 12 April – council dropped the ball as far as traffic is concerned, council must appoint decent roading staff
- Mr May made enquiries and was referred to staff who have no qualifications in roading. He considers Council provide incorrect advice to him.
- New CEO should be appointed.
- New branding was unnecessary
- WDC needs forensic audit and an independent commissioner needed
- New \$37m building not needed
- Council is overstaffed and should get rid of the dead wood
- Bullying people culture in Council
- Universal dissent.

Response

Council acknowledge Mr May's comments.

Item 5.1**Whangarei District Council Meeting Minutes**

Date: Wednesday, 24 April, 2019
Time: 10:30 a.m.
Location: Council Chamber
 Forum North, Rust Avenue
 Whangarei

In Attendance	Her Worship the Mayor Sheryl Mai (Chairperson) Cr Crichton Christie Cr Vince Cocurullo Cr Tricia Cutforth Cr Shelley Deeming Cr Sue Glen Cr Phil Halse Cr Cherry Hermon Cr Greg Martin Cr Sharon Morgan Cr Anna Murphy
Not in Attendance	Cr Gavin Benney Cr Greg Innes
Scribe	N Pestana (Team Leader Democracy)

Acknowledgement

Her Worship the Mayor began by acknowledging the tragic events in Sri Lanka.

1. Karakia/Prayer

Cr Sue Glen opened the meeting with a karakia/prayer.

2. Declarations of Interest

Item 1.2 Tutukaka Marina – commercial boat levies

Item 1.5 NRU – Old Boys Development – William Fraser On Pohe Island Memorial Park

3. Apologies

Cr Innes (absent) and Cr Benney (leave of absence)

Moved By Cr Vince Cocurullo

Seconded By Cr Anna Murphy

That the apologies be sustained.

Carried

4. Public Forum

Andrew Garratt (Prosper Northland Trust) - Visitor Experience Working Group

Rod Parkinson - Visitor Experience Working Group

Jeroen Jongejans - Visitor Experience Working Group

Brian May – various

5. Confirmation of Minutes of Previous Meeting of the Whangarei District Council

5.1 Minutes Whangarei District Council Meeting held 28 March 2019

Moved By Cr Shelley Deeming

Seconded By Cr Sharon Morgan

That the minutes of the Whangarei District Council meeting held on Thursday, 28 March 2019, having been circulated, be taken as read and now confirmed and adopted as a true and correct record of proceedings of that meeting subject to the following corrections:

Item 6.7 - part 1 Tally of results of vote to be corrected to For (7), Against (4), Abstained (3).

Item 6.7 - part 3 Tally of results of vote to be corrected to For (2), Against (9), Abstained (3).

Cr Murphy left the meeting after Item 6.3. The votes recorded for Item 6.4 to be corrected to reflect Cr Murphy as absent, not abstained.

Carried

6. Decision Reports

6.1 Extraordinary Vacancy

Moved By Cr Cherry Hermon

Seconded By Cr Anna Murphy

That the Council resolve that the extraordinary vacancy arising from the resignation of Councillor Bell is not filled in accordance with Section 117(3)(b) of the Local Electoral Act 2001.

Carried

6.2 Statement of Proposal - Class 4 Gambling Venue Policy

Moved By Cr Sharon Morgan

Seconded By Cr Shelley Deeming

That Council

1. Adopts the Statement of Proposal in Attachment 3 for consultation.
2. Authorises the Chief Executive, in consultation with Her Worship the Mayor, to make any edits to the Statement of Proposal to reflect any decision(s) made by Council at this meeting.
3. Authorises the Chief Executive to make any necessary minor drafting or presentation amendments to the Statement of Proposal and to approve the final design and layout of the documents prior to final printing and publication.

Carried

Crs Christie and Cocurullo requested their votes against be recorded.

6.3 Lease to Te Pouwhenua o Taikiriri Kukupa Trust

Moved By Cr Sue Glen

Seconded By Cr Anna Murphy

That Whangarei District Council approves the public notification of Council's intention to grant a ground lease to Te Pouwhenua o Taikiriri Kukupa Trust for the land occupied by the former Onerahi Scout hall and boat shed, Beach Road, Onerahi described in the schedule below:

Schedule:

540m² Pt Allot 395, Town of Grahamtown

240m2 Allot 447, Town of Grahamtown.

Carried

Cr Cutforth requested her abstention be recorded.

6.4 Request for Easement over Grove Lane Local Purpose Reserve

Moved By Cr Phil Halse

Seconded By Cr Shelley Deeming

That the Whangarei District Council, pursuant to Section 48 of the Reserves Act 1977,

1. Resolves that public notice of the application is not required in accordance with Section 48(3) of the Act.
2. Approves the application by Fletchers Concrete and Infrastructure Ltd for easement rights to drain stormwater over the Local Purpose (Utility Reserve) (LOT 59 DP 18789).

Carried

6.5 Recommendations from the Community Funding Committee 10 April

Moved By Cr Crichton Christie

Seconded By Cr Greg Martin

That having considered the recommendations of the Community Funding Committee 10 April 2019; Council

1. Approve the following grants from the Partnership Fund to:
 - a. \$57,000 to Te Ora Hou towards their community centre development contributions.
 - b. \$80,000 to Whangaruru North residents and Ratepayers Association towards leverage funding for a community facility at Bland Bay.
2. Approve annual rent concessions of 100% of rental to:
 - a. Whangarei Youth Space Trust on their leased premises at Cafler Park on Water Street, for the lease period of 3 years, commencing 1 July 2019

- b. ONEONESIX Trust on their leased premises at 116 Bank Street for the lease period of 3 years, commencing 1 July 2019.

Carried

7. Information Reports

7.1 Capital Projects and Carry Forwards Report at March 2019

Moved By Cr Sue Glen

Seconded By Cr Shelley Deeming

That Council notes the report and forecast position to the end of the financial year.

Carried

8. Public Excluded Business

Moved By Cr Shelley Deeming

Seconded By Cr Sue Glen

That the public be excluded from the following parts of proceedings of this meeting. The general subject 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(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered		Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for passing this resolution
1.1	Closed Minutes Whangarei District Council 28 March 2019	Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
1.2	Tutukaka Marina – commercial boat levies		
1.3	Development Representation		
1.4	Solid Waste Recycling Collection Contract		
1.5	NRU/Old Boys Marist Development – William Fraser on Pohe Island		

	Memorial Park	
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This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public, are as follows:		
Item	Grounds	Section
1.1	For the reasons as stated in the previous minutes	
1.2	To protect information where the making available of the information would be likely to unreasonably prejudice the commercial position of the person who supplied or is the subject of the information	Section 7(2)(b)(ii)
1.3	To prevent the disclosure or use of official information for improper gain or improper advantage	Section 7(2)(j)
1.4	To protect information where the making available of the information would be likely to unreasonably prejudice the commercial position of the person who supplied or is the subject of the information To enable Council to carry on without prejudice or disadvantage to commercial activities To enable Council to carry on without prejudice or disadvantage to negotiations (including commercial and industrial negotiations)	Section 7(2)(b)(ii) Section 7(2)(h) Section 7(2)(i)
1.5	To enable Council to carry on without prejudice or disadvantage to negotiations (including commercial and industrial negotiations)	Section 7(2)(i)

Carried

The meeting adjourned at 11.42am and recommenced at 11.56am in public excluded.

9. Closure of Meeting

The meeting concluded at 12.55pm.

Confirmed this 30th day of May 2019

Her Worship the Mayor Sheryl Mai (Chairperson)

Item 5.2**Whangarei District Council Meeting Minutes**

Date: Tuesday, 16 April, 2019
Time: 9:00 a.m.
Location: Council Chamber
 Forum North, Rust Avenue
 Whangarei

In Attendance	Cr Sharon Morgan (Chairperson) Cr Gavin Benney Cr Crichton Christie Cr Vince Cocurullo Cr Tricia Cutforth Cr Shelley Deeming Cr Sue Glen Cr Cherry Hermon Cr Greg Innes Cr Greg Martin Cr Sharon Morgan Cr Anna Murphy
Not in Attendance	Her Worship the Mayor Sheryl Mai Cr Phil Halse
Scribe	C Brindle (Senior Democracy Adviser)

- 1. Karakia/Prayer**
- 2. Declarations of Interest**
- 3. Apologies**

Her Worship the Mayor Sheryl Mai and Cr Phil Halse (absent)
 Cr Crichton Christie (late arrival)

Moved By Cr Greg Innes

Seconded By Cr Vince Cocurullo

That the apologies be sustained.

Carried

4. Decision Reports

4.1 2019 - 20 Draft Annual Plan

Moved By Cr Sharon Morgan

Seconded By Cr Vince Cocurullo

That the Council:

1. Notes and hears feedback relating to the 2019-2020 Draft Annual Plan;
2. Notes that any late submissions received up until the closure of this meeting will be provided as a supplementary report.

Carried

The submitters who were heard are listed:

Alan Dowsett - Waiotoi Road sealing

Karen Gilbert-Smith – Whangarei Boys High School – School Auditorium funding

Geoff Harris – Whangarei Heads Cycle/Walkway Club – Funding Request for cycle way development

Gaylene Thompson – Hikurangi Development, Transport, Compliance

John Foreman – Attwood Road Group – Road sealing

Lee Hitchens – Equity of rates spend, road sealing

David Moon – Waipu Caledonian Society – Maintenance of park

Neil Crowther – Hikurangi Friendship Charitable Trust – Spacial Plan for Hikurangi

Tony Gill – Whangarei Public Dog Park – Dog Park Improvements, community safety

Allistair Martin – Waipu Skate park

A tea break was taken from 10.06am to 10.16am following the submission from Allistair Martin.

Kim Feickert – Road sealing Massey Road

Peter van den Berg – Road sealing Massey Road

Sheena van den Berg – Road sealing Massey Road

Suzanne Farrant – Traffic calming in Parua Bay

Jock Whitley – Parua Bay planning and traffic management

Jill Fisher – Ruakaka Community Library

Tim Howard – Northland Urban Rural Mission – Hihiaua Cultural Centre

Helen Christian – Road sealing Massey Road

Marnie Muirhead – Parua Bay Residents and Ratepayers – Multiple issues

Felix Richter – Marsden Maritime Holdings – Planning/growth infrastructure for Marsden Point

Geraldine Crow – Anawhata Museum Trust – Funding support

Alan Agnew – Community facilities, various

Kristi Henare -various

Steven Smith – Northchamber – CBD development, various

David Lourie – Shared path, storm water, various

Judy Plain – Stray cat management

Richard Gardner – Federated Farmers – Debt, Civic Centre, various

Dr Deborah Jowitt – Whangarei Heads Road

Shayne Rouse - Hikurangi Business Association - Spatial Planning Hikurangi

Kristi Henare and Alan Agnew – Regional Elderly and Disability Action Forum in Northland – Community Facility for Elderly Disabled

Warren Daniel – Ruakaka Residents and Ratepayers Association – Multiple issues

A lunch break was taken from 12.43pm to 1.00pm following the submission from Warren Daniel

Flynn Symonds and Mathilda Gritt – Youth Advisory Committee – Youth issues, environment

Maia Honetana – Nga Uri O Honetana Te Ngahuru O Ngati Hapu – multiple issues

Valerie Hegh – Stray cat management

Deborah Fong – Ruakaka Life Saving Patrol Inc – Toilet facilities at Ruakaka

Jan Boyes – Whangarei Heads Citizen Association – Roading, Waste

Diane Stoppard – Camera Obscura – Funding support

Patsy Montgomery – Road sealing Massey Road

Councillors John Bain, David Sinclair and Paul Dimery – Northland Regional Council – Bus terminal

Alex Wright – Pipiwai Titoki Advocacy for Community Health and Safety Group – Roading

Arthur Cummins – Cummins Family – Road sealing Massey Road

Grant McLeod – Hockey Northland – Funding request

Francie Bowler – Road sealing - Massey Road

John Nicole – Parua Bay Transfer Station (tabled petition 434 signatures)

Merepeka Henley – Nga Marae O Whangaruru – Marae funding

Deborah Fisher – Road sealing Massey Road

Nena Rogers – Whangaruru South Residents and Ratepayers Association – Wetlands Project

Margaret Hicks – Multiple issues

Graham Hadlee – Road sealing Massey Road

Robin Lieffering – Climate change, playground shade

Kristi Henare, Alan Agnew and Maia Honetana – Disability Peoples Assembly Northland – Disability issues, access

A tea break was taken from 3.24pm to 3.35pm following the submission from Kristi Henare.

Bev and Terry Heappey – Road sealing Snooks Road

Don McDonald-Spice – Tikipunga Football Club – Financial support and;

Ben Lee, Owen Lee and Trevor Griffiths – Northland Football Club Inc – Football Hub support

Isabel Krauss – Experiencing Marine Reserves – Funding support for changing rooms

Martin Knoche – Transport, sustainability

Rochelle Irturbe-Stenberg – Parua Bay Residents and Ratepayers Association – Multiple issues.

The following procedural matter was addressed at 3.08pm following the submission by Margaret Hicks.

Procedural motion

Moved By Cr Sharon Morgan

Seconded By Cr Sue Glen

That the meeting continue beyond 6 hours.

Carried

Cr Christie joined the meeting at 11.41am during the submission from Kristi Henare.

Cr Cocurullo did not re-join immediately following the lunch break.

Cr Cocurullo joined the meeting at 1.11pm during submission from Maia Honetana.

Cr Cocurullo left the meeting at 3.56pm during the submission by Isabel Krauss.

4.2 2019-2020 Proposed Fees and Charges

Moved By Cr Sharon Morgan

Seconded By Cr Greg Innes

That the Council notes the feedback relating to the 2019-2020 Proposed Fees and Charges.

Carried

5. Public Excluded Business

There was no business conducted in public excluded.

6. Closure of Meeting

The meeting concluded at 4.29pm.

Confirmed this 30th day of May 2019

Deputy Mayor Sharon Morgan (Chairperson)

Item 5.3

Extraordinary Whangarei District Council Meeting Minutes

Date: Tuesday, 7 May, 2019
Time: 12:00 p.m.
Location: Council Chamber
 Forum North, Rust Avenue
 Whangarei

In Attendance

Her Worship the Mayor Sheryl Mai
 (Chairperson)
 Cr Vince Cocurullo
 Cr Tricia Cutforth
 Cr Shelley Deeming
 Cr Sue Glen
 Cr Phil Halse
 Cr Cherry Hermon
 Cr Greg Innes
 Cr Greg Martin
 Cr Sharon Morgan
 Cr Anna Murphy

Not in Attendance

Cr Gavin Benney
 Cr Crichton Christie

Scribe C Brindle (Senior Democracy Adviser)

1. Karakia/Prayer

2. Declarations of Interest

There were no declarations of interest.

3. Apologies

Moved By Cr Vince Cocurullo

Seconded By Cr Tricia Cutforth

Cr Gavin Benney (leave of absence) and Cr Crichton Christie (absent)

Carried

4. Decision Reports

4.1 Urban and Services Plan Change - Notification Update

Moved By Cr Greg Innes

Seconded By Cr Sue Glen

That the Council

1. Approve changes to the Urban and Services Plan Change adopted on 18 April 2019, in accordance with Attachment 1.
2. Authorises the Chief Executive to make any necessary minor drafting or presentation amendments to the proposed plan changes and to approve the final design and layout of the documents prior to final publication.

Carried

5. Closure of Meeting

The meeting concluded at 12.08pm.

Confirmed this 30th day of May 2019

Her Worship the Mayor Sheryl Mai (Chairperson)

Item 5.4
Whangarei District Council Meeting Minutes

Date: Thursday, 9 May, 2019
Time: 1:00 p.m.
Location: Council Chamber
 Forum North, Rust Avenue
 Whangarei

In Attendance

 Her Worship the Mayor Sheryl Mai
 (Chairperson)
 Cr Crichton Christie
 Cr Vince Cocurullo
 Cr Tricia Cutforth
 Cr Shelley Deeming
 Cr Sue Glen
 Cr Phil Halse
 Cr Cherry Hermon
 Cr Greg Innes
 Cr Greg Martin
 Cr Sharon Morgan
 Cr Anna Murphy
Not in Attendance

 Cr Gavin Benney

Scribe

 C Brindle (Senior Democracy Adviser)

1. Karakia/Prayer

Chief Executive Rob Forlong opened the meeting with a karakia/prayer.

2. Declarations of Interest

There were no declarations of interest made.

3. Apology

Cr Gavin Benney (leave of absence)

Moved By Cr Greg Innes

Seconded By Cr Sue Glen

That the apology be sustained.

Carried

4. Decision Reports

4.1 Fees and Charges 2019 - 2020 Deliberation Report

Moved By Cr Shelley Deeming

Seconded By Cr Greg Innes

That Council:

1. Note the information and submission comments;
2. Make no changes to the draft 2019 – 2020 Fees and Charges as a result of consultation;
3. Note that individual submitters will be informed of the outcome of their submissions.

Carried

4.2 Annual Plan 2019 - 2020 Deliberation Report

Moved By Cr Vince Cocurullo

Seconded By Cr Sue Glen

That Council

1. Notes the 178 submissions received on the Annual Plan Consultation Document.

Carried

Moved By Cr Shelley Deeming

Seconded By Cr Greg Martin

2. That Council confirms the non-financial responses as recommended in the amended deliberations report.

Carried

Secretarial Note: Cr Geg Innes requested the narrative in the deliberations report be amended to 'That discussions with the community on the Transfer Station at Parua Bay are ongoing.'

Moved By Cr Greg Innes

Seconded By Cr Sue Glen

- 3(a) That Council confirms the following change to the proposed Annual Plan 2019 – 2020, as recommended in the deliberations report:

\$20,000 to allow for the survey of the transit corridor between Parua Bay shopping centre and McLeod Bay.

Carried

Moved By Cr Anna Murphy

Seconded By Cr Greg Martin

- 3(b) That Council confirms the following change to the proposed Annual Plan 2019 – 2020, as recommended in the deliberations report:

\$20,000 to assist the Oakura community with consenting requirements for the Oakura wetland project.

Carried

Moved By Cr Sharon Morgan

Seconded By Cr Greg Innes

- 3(c) That Council Confirms the following change to the proposed Annual Plan 2019-2020, as recommended in the deliberations report:

\$50,000 to resource volunteer weed management capacity.

On the motion being put Cr Martin called for a division:

Recorded	For	Against	Abstain
Her Worship the Mayor	X		
Cr Crichton Christie		X	
Cr Vince Cocurullo		X	
Cr Tricia Cutforth		X	
Cr Shelley Deeming		X	
Cr Sue Glen		X	
Cr Phil Halse		X	
Cr Cherry Hermon	X		
Cr Greg Innes	X		
Cr Greg Martin		X	
Cr Sharon Morgan	X		
Cr Anna Murphy	X		
Results	5	7	0

Lost (5 to 7)

The motion was Lost

Cr Benney was absent.

Moved By Cr Shelley Deeming

Seconded By Cr Phil Halse

4. That Council notes the staff analysis under Sports Facilities – Waipu Caledonian Society and determines to include \$31,667 per annum in the 2019 – 20 Annual Plan.

Carried

Moved By Her Worship the Mayor

Seconded By Cr Sharon Morgan

5. That Council notes the staff analysis under Community Development – Camera Obscura and determines to fund an \$89,000 underwrite as additional budget in the 2019 – 20 Annual Plan.

Carried

Moved By Cr Crichton Christie

Seconded By Cr Greg Martin

6. That Council notes the staff analysis under Transportation – Seal Extensions and determines to fund an additional \$2m for seal extensions in the 2019 – 20 Annual Plan.

Carried

Moved By Cr Vince Cocurullo

Seconded By Cr Phil Halse

7. That Council notes the staff analysis under Parks and Reserves and determines to invest \$50,000 into the CCTV network.

On the motion being put Cr Hermon called for a division:

Recorded	For	Against	Abstain
Her Worship the Mayor		X	
Cr Crichton Christie	X		
Cr Vince Cocurullo	X		
Cr Tricia Cutforth		X	
Cr Shelley Deeming		X	
Cr Sue Glen	X		
Cr Phil Halse	X		
Cr Cherry Hermon		X	
Cr Greg Innes		X	

Cr Greg Martin		X	
Cr Sharon Morgan		X	
Cr Anna Murphy		X	
Results	4	8	0

Lost (4 to 8)
The motion was Lost

Cr Benney was absent.

4.3 Benefits and implications of becoming the most sustainable Council in New Zealand

Moved By Cr Anna Murphy

Seconded By Cr Tricia Cutforth

That the Council

1. Considers the report on the benefits and implications of the Whangarei District Council becoming the most sustainable council in New Zealand.

Carried

4.4 2019 LGNZ Annual General Meeting Remits

Moved By Cr Tricia Cutforth

Seconded By Cr Vince Cocurullo

That the Council:

1. Agree to support the remit that recommends LGNZ request that the Government develop and implement national guidelines, policy or regulations to achieve national consistency for the largely unregulated 'health and beauty clinic' industry.
2. Delegate the Chief Executive to make any necessary amendments or corrections to the remit.
3. Note that the remit must have support from at least five other councils in order to be submitted to LGNZ for consideration.

Carried

5. Public excluded business

There was no business conducted in public excluded.

6. Closure of the meeting

The meeting concluded at 3.00pm

Confirmed this 30th day of May 2019

Her Worship the Mayor Sheryl Mai

6.1 City Core Precinct Plan Adoption

Meeting: Whangarei District Council
Date of meeting: 30 May 2019
Reporting officer: Sonya Seutter (Senior Strategic Planner)

1 Purpose

To adopt the City Core Precinct Plan.

2 Recommendation

That the Whangarei District Council

1. adopts the City Core Precinct Plan.
2. authorises the Chief Executive to make any minor amendments to text and graphics of the City Core Precinct Plan as required.

3 Background

Development of the City Core Precinct Plan is a key short term action in Council's City Centre Plan. The attached plan contains recommendations for the public realm and open spaces and for all forms of circulation. It aims to reshape how residents and visitors experience the city core by placing greater emphasis on the quality of the urban environment.

By improving the streets to better accommodate all modes of transport, increasing the quality of street and open space design, providing for quality new development, and promoting health and social inclusion through investment in the public realm, among many other measures, the city core can be rediscovered as a place to visit, do business and work, live, and shop.

The city core provides the opportunity for signature developments that will reflect and highlight residential and employment opportunities to the residents of the Whangarei and beyond.

The City Core Precinct Plan will ensure that development throughout the area is coordinated, both functionally and aesthetically, to ensure that it operates well, is an attractive and supportive environment for residents, businesses, employees and visitors and addresses its close relationship to the surrounding areas.

This will all be achieved through excellence in both urban design and architecture. The plan presents a conceptual representation of development and outlines land use, streetscape components, urban design, and key projects.

4 Discussion

The City Core Precinct Plan is the culmination of a year-long process which involved seven Council meetings (scoping meetings, briefings and workshops), a business sector workshop and meetings with Council's advisory groups.

In addition the process involved several staff workshops, ensuring a collaborative process across our organisation. Development had support from key areas of both our Council, and the Northland Regional Council. This organisation wide buy-in is essential for the implementation of the actions in the plan.

The content has been developed to be easy to read and visually appealing. It follows on from the Whangarei City Centre Plan format, making it easy for businesses, developers and the community to understand the vision for the City Core, yet in a more detailed format.

4.1 Financial/budget considerations

Funding for the implementation of the short-term actions in the City Core Precinct Plan have been considered in the first three years of the 2018-2028 Long Term Plan (LTP). Medium-Long Term actions have been outlined, however, may require funding from subsequent and future LTPs to assist in their implementation.

4.2 Policy and planning implications

The City Core Precinct Plan is a strategic document. It sets urban design drivers to create change in the city core through a design-led approach. The aim is to make the city core an attractive place, which is aesthetically functional and enjoyed by all. There are some key policy implications outlined in the plan, including changes to the District Plan. The District Plan department have been closely involved in the development of this plan.

5 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website, Council News, and Facebook.

6 Attachment

Under separate cover

City Core Precinct Plan

6.2 Civic Centre – Project Update

Meeting: Whangarei District Council
Date of meeting: 30 May 2019
Reporting officer: Alan Adcock (General Manager – Corporate/CFO)

1 Purpose

To summarise recent progress on the Civic Centre project and confirm several decisions relating to ongoing implementation.

2 Recommendations

That the Council confirm that:

1. The initial procurement plan to identify a single party for a design and build development has been abandoned and replaced by a new plan supporting a collaborative approach with a Lead Contract Team and Principal's Agent.
2. The new Civic Centre will be constructed at the RSA site at 9 Rust Avenue, Whangarei
3. Approve the Project Governance and Management model outlined in this agenda and appoint Councillor Tricia Cutforth and Councillor Shelley Deeming to the Project Steering Committee.

3 Background

The concept of a new civic centre to house the bulk of Council customer service and administration functions has been discussed for many years.

Over the term of this council, significant progress has been made to:

- undertake high level feasibility studies
- allocate budget after public consultation in the 2018-28 Long Term Plan
- identify a suitable site
- procure project management and construction teams to begin implementation

While much information relating to the project has been in the public domain, various aspects of these initial processes were conducted via workshops or in closed meetings due to the confidential nature of land negotiations and the procurement processes.

This agenda item has been presented in the public section of the agenda to allow visibility of some of the decisions made and progress to date. Some aspects (such as site selection) are presented as high level summaries, rather than detailed evaluations as this information has

already been considered by Council in other fora and is presented here simply for explanation.

4 Procurement Summary

Following the adoption of the 2018-28 Long Term Plan, in July 2018 Council approved a procurement plan for the construction of a civic centre on a 'design and build' basis.

At that time it was intended to ask the market to produce concept plans for a development based on some general and high level specifications noting that:

"Preferred locations for the new Civic Centre include:

- *land that is currently privately-owned within the City Core (as defined by the Council's City Centre Plan), or*
- *Forum North and/or the adjacent RSA site.*

Other central locations would also be considered, but are less favourable. These include two other Council-owned sites:

- *Vine Street carpark*
- *Old Boys Rugby Ground.*

However, when Council releases a formal ROI, any proposals for locations outside these will be considered."

Based on the concept plans to be submitted, Council then intended to select a location for the development and a preferred supplier to contract to complete construction on an agreed basis and budget.

The procurement process was to be:

- A preliminary Request for Information (RFI) to gauge the level of interest in the proposed development; followed by
- Starting the formal procurement process with a Registration of Interest (ROI), which would be used to develop a shortlist; followed by
- A Request for Proposal (RFP) from the short-listed participants.
- A draft Registration of Interest (ROI) for this procurement plan was to be approved by Council.

It was intended that the procurement methodology would be further refined following feedback from the RFI process.

While there was strong response to the RFI, with over 30 parties participating in a meeting to provide their views on the proposal. Their feedback (in summary) was:

- *The timeline was very tight if we continue on the path we are on. It would be:*
 - *unrealistic for a new player entering the process now, and*
 - *the upfront investment needed is probably not worth the risk*
- *Too much uncertainty – particularly as location is unspecified*
 - *Unsure what WDC wants*
 - *Geotech will have big impact on budget available for the building*
 - *Too much risk was being placed on the developer*
- *Design and Build will not deliver a good outcome*
- *Choose a short list of suppliers and give us more detail to work with*

- *Alternatively, fund a ‘design contest’*
- *The tighter the specification we can go to market with the better*
- *Local developers – choose one of us and then work together on the design to your budget.*

Following this feedback, Council carefully considered the procurement approach being taken and at its meeting of 21 February 2019 terminated the procurement of a design and build project based on a submitted concept plan.

Instead a new approach was developed; moving to a collaborative/alliance model, where a construction company would assemble and lead a team including architecture, planning, engineering and construction teams needed to plan, design and build the new facility. This model would see risks identified and mitigated earlier in the process, as well as allowing the project team to work with Council in selecting a suitable site.

While it was implicit in the recommendations made at that time, for the avoidance of doubt this paper recommends that Council formally confirms that the initial procurement plan was abandoned and replaced by the collaborative approach described above.

The new procurement plan, which was approved at a meeting on 25 October 2018, was based on two concurrent procurement processes to select:

- a Lead Contract team, and
- a Principal’s Agent, who would effectively be Council’s project manager, and would also provide independent peer reviews and an objective assessment of proposals put forward by the Lead Contract team.

All respondents had to commit to being willing to develop any site selected by Council.

Each process was run as a two-stage open market process:

- Registration of Interest (ROI)
- Request for Proposal (RFP)

After each ROI a short list of three suppliers was selected to take through to the RFP.

The parties selected at a Council meeting in February 2019 were:

Principals Agent – The Building Intelligence Group (TBIG)

Lead Contract Team – Canam Construction Limited, supported by

- Avery Team Architects
- Brown & Thomson – Consulting Engineers
- Reyburn & Bryant – Planning / Surveying
- Pacific Cost Consultants – Quantity Surveyors
- Littoralis – Landscape Architects
- Silicon Engineering – Building Information modelling

While this procurement process has identified and selected parties to provide services for the entire project duration, there will be separate engagements for specific deliveries with each supplier as the project progresses.

For example, TBIG have been engaged on a ‘time and materials’ basis for the initial planning phase, while Avery Team Architects will be engaged on a lump sum basis for a short series of meetings with key stakeholders to establish our detailed requirements.

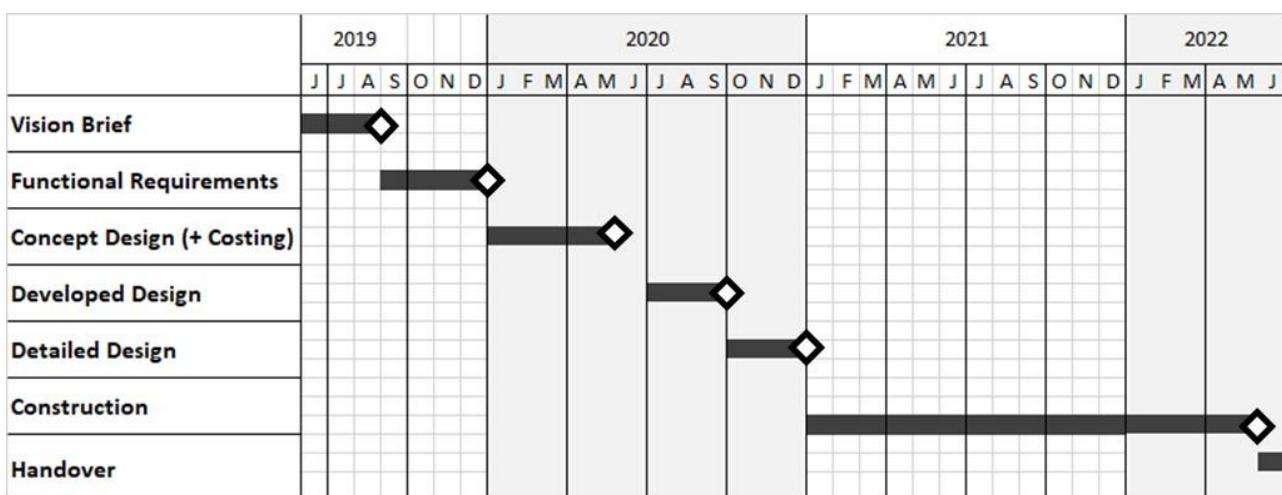
As the project moves through the design, consenting and construction phases separate contractual arrangements will be made (with many at fixed or maximum prices), with exit points established at milestone gateways, such as the concept plan and initial costing stage, or the commencement of construction as shown below. This allows a review of delivery to date, risk assessment and a further due diligence process for all parties if required. This will mitigate the risk of poor performance or financial failure of any party impacting the project.

Now that the project is underway, various suppliers are allocating resources to this project, and/or starting to fill local vacancies in anticipation of physical works commencing.

5 Project Timeline and Key Milestones

High level project planning cannot be completed until the site has been confirmed. Following that, detailed project plans will be developed as information gained through early project phases is gathered e.g. geotechnical surveys, planning restrictions, detailed specifications etc.

However, a very initial draft of a high-level program has been developed to show the overall project timeline and some of the milestone gateways that are envisaged that will require Council approval.



6 Site Selection

In July 2018 Council resolved to proceed with the construction of the new civic centre on “the combined RSA/Forum North site”, thus excluding various other options that had been considered during the procurement phase.

At a workshop held in April 2019, consideration was given to exactly which location on the RSA/Form North site was most appropriate, given issues such as the expected building footprint, pedestrian access, connections to other facilities and future developments in this precinct (e.g. a new performing arts centre).

In summary, the RSA site at 9 Rust Avenue was identified as the preferred location, with its positive attributes including:

- Central location within an established Civic Precinct

- Offers a symbiotic relationship with the successful adjoining library.
- Can facilitate the opening up and accessibility of Lovers Lane together with some Library access/ breakout points
- Will enhance / add to the stream and Cafler Park amenity behind.
- Reinforces and anchors the newly established pedestrian and bike path linkages
- Can provide more Civic space via its frontage with Rust Avenue
- Maintains good access from Rust Avenue to / from the Forum North public carpark.
- Level and highly buildable site with good access etc.
- Minimal disruption to existing services while being built

In contrast, while a location on the current Forum North carpark also has some of these positive attributes, there are several negative aspects to consider, including:

- Significant disruption to council services and access during disruption
- Higher building needed as lower floorplate available
- Higher building costs due to increased piling for higher building
- Probable loss of public carparks due to compromised traffic flows
- Limits potential for future development e.g. a performing arts centre linked to the current theatre complex

Based on this information, the RSA site is recommended as the preferred location.

7 Project Governance and Management

Now that the project has moved into implementation phase, it is appropriate to establish formal project governance and management structures to ensure it runs effectively.

The proposed structure comprises:

Project Steering Group	Elected Members, WDC staff and selected external suppliers charged with overall responsibility for the smooth running of the project to meet agreed outcomes
Project Management	Day to day project management of all external suppliers and coordination with WDC stakeholders
Internal Project Team	WDC staff who will coordinate interactions between those with responsibility for delivery of core functions and external suppliers
Aspirational Group	Staff with responsibility for other strategies/outcomes that the Civic Centre project could potentially support
Functional Group	Staff with responsibility for critical business requirements that must be considered in project execution

While these groups will have regular, structured and ongoing involvement in the project, there will be numerous interactions with other stakeholders, including Elected Members as requirements are established, designs are developed, tested and refined and various project deliveries (such as concept plans and the construction contract) are signed off.

Each group will have a clear term of reference that sets out their responsibilities and key deliverables.

The Project Steering Group is accountable for monitoring the project's strategic direction and alignment with organisational goals ("doing the right things") and providing management

oversight and expert review to ensure compliance with processes and procedures. Its responsibilities include:

- Awareness of the strategy objectives, implementation plan, project scope and milestones
- Working with the project sponsor in prioritisation of project goals
- Ensuring compliance with corporate and project management standards processes e.g. procurement
- Initiating reviews / health checks on the project, as required, to confirm the project is tracking to deliver its objectives and benefits, stays within scope and budget, risk, timelines and quality remain on track
- Ensure all project risks are identified and where possible mitigated and managed
- Providing support and / or direction for managing stakeholders and change
- Championing the project and maintaining awareness within their business areas and with Elected Members
- Alignment and advice as this project relates to other council strategies/initiatives as and when required
- Provide Peer Review for each project stage and phase
- Make recommendations to Elected Members for the sign off of each project milestone.

The Project Steering Group will not be directly involved in project inputs such as requirements, specifications or design; nor will it be directly involved in project delivery. Rather, its role is to make sure the project is being run in an appropriate way, decisions are being made at the right time and by the right people, and that the project remains within scope and budget.

Importantly, it will not replace Council as the overall governing authority for the project, with several 'milestone' gateways that will come to Council for approval during the course of the project.

Members of the Project Steering Group include senior WDC staff, the external Project Director, with two Elected Members. Ideally every member would stay on the group for the duration of the project, although it is acknowledged this objective could be compromised by staff movements and/or local body elections.

8 Significance and engagement

The Civic Centre Project was consulted on for the 2018 – 2018 Long Term Plan. The matters raised in this item do not trigger the need for any further consultation at this time.

6.3 Financial Delegation Updates May 2019

Meeting: Whangarei District Council
Date of meeting: 30 May 2019
Reporting officer: Alison Puchaux (Manager – Revenue)
 Emily Thompson (Senior Audit and Risk Analyst)

1 Purpose

To update and correct some financial delegations following the roll out of the delegation training in February 2019.

2 Recommendations

That the Council

1. Revoke the Delegated Authority to spend up to \$10,000 from the role of Team Leader - Revenue
2. Delegate the authority to make spend decisions up to \$5,000 to the Senior Rates Team (Roles: Senior Rates Administrator; Senior Rates Adviser; Senior Collections Officer and Senior Revenue Administrator – Payment Processing).

3 Background

The delegation register was reviewed and updated in 2017, the complete register of delegations was confirmed by Council on 29th November 2018. Following the adoption of the delegations in the register training was conducted with all staff mentioned in the delegation register. During this training, some errors were identified which are being corrected via appropriate approval mechanisms, and will be reported to Audit and Risk Committee.

This report is bringing to Council the financial delegations that are provided by Council direct to staff.

4 Discussion

Under the delegation register the delegation to spend \$10,000 was given to the role “Team Leader – Revenue”. In the new structure, there is no such role. The restructure saw the creation of a new department for revenue and therefore the role of team leader was changed to senior rates staff.

The new roles that work in this area are:

- Senior Rates Administrator
- Senior Rates Adviser
- Senior Collections Officer
- Senior Revenue Administrator – Payment Processing

Given the nature of this work the Department Manager - Revenue would like to provide these staff with the ability to make decisions on behalf of council up to the value of \$5,000 (exclusive of GST). This would add these roles to the category F in the financial delegation list.

4.1 Options

There are two options:

1. Council can decide to accept the staff proposal to change the financial delegations within the Revenue team to better reflect the current working structure of this team.
2. Council can decline to change the financials delegations, leaving the team processing and approvals with the department manager. This is considered by staff to be an ineffective way of working.

4.2 Risks

These staff are skilled in their roles and seniors within their team, the value of the spend amount is limited and it is considered low risk to give this delegation to the senior rates team.

5 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website.

6.4 Speed Limit Bylaw Review (Introductory Sections)

Meeting: Whangarei District Council

Date of meeting: 30 May 2019

Reporting officer: Jon Wyeth

1 Purpose

To confirm amendments to the Speed Limits Bylaw 2005 and to rename it Speed Bylaws 2019; to provide regional consistency and to reflect recent changes in legislation.

2 Recommendations

That the Council

1. Approves amendments to the Speed Limits Bylaw 2005 as set out in Appendix 3 of Attachment 1, pursuant to Section 22AB(1)(d) of the Land Transport Act 1998, with effect from 28 June 2019 and renames it 'Speed Limits Bylaw 2019'.
2. Authorises the Chief Executive to make any minor edits or amendments to the Bylaw amendments to correct any identified errors or typographical edits or to reflect decisions made by Council.

3 Background

Section 22AB(1)(d) of the Land Transport Act 1998 provides for a Road Controlling Authority (Council) to make a Bylaw that sets speed limits for the safety of the public, or for the better preservation of any road. Council made a Speed Limit Bylaw in 2005.

Council approved a consultative procedure for proposed amendments to the speed Limit Bylaw 2005 (Introductory Sections) at its meeting on 28 February 2019. This Agenda and attached Report set out the results of the consultation undertaken, including a summary of the submissions received and recommendations arising from those submissions.

4 Discussion

4.1 Consultation Process

Following a determination of significance under Councils Significance and Engagement Policy and an assessment under Section 156 of the Local Government Act 2002; it was determined that consultation should be undertaken in accordance with Sections 82 and 82A of the Local Government Act 2002 (Principles of Consultation).

A public notice was placed in the "Council News" of the Whangarei Leader. In addition, two separate articles discussing the proposed changes and the wider speed limit reviews were placed in the Whangarei Leader. All relevant information, including how to make a submission and submission forms were made available on Council's Website and at service

centres and libraries. Location maps of speed limits, were also made available to the public, attachment 3 to this agenda.

The public submission period opened on 18th March 2019 and closed at 5pm 15th April 2019.

4.2 Consultation Outcomes

A total of 8 submissions were received by the close of the submission period. All of the submissions were generally in support of the proposed changes, with no submissions opposed.

The attached Submissions and Recommendations Report provides a summary of the submissions received, with the table below providing an overview.

8	Total submissions received
5	Supporting the proposed amendments
3	Seeking amendments to the proposal
0	Opposing the proposed amendments
0	Opposing, but seeking amendments

A number of submissions sought amendments to the proposed changes. The amendments sought by submitters related to requests for speed limit reductions in specific areas. These submissions have been noted and will be incorporated into the prioritisation process for the ongoing speed limit review project. Section 9 of the attached report discusses these “out of scope” submissions.

Having read and considered all submissions made, it is recommended that Council adopt the amendments to the Speed Limits Bylaw as proposed and as set out in full in Appendix 3, of the attached Submissions and Recommendations Report.

4.3 Next Stage

It is proposed that the amendments to the Bylaw become operative one month after the adoption of this resolution. This provides sufficient time for the Bylaw to be updated and appropriate public notices to be made.

Following the adoption of the updated Bylaw, Council will be able to undertake the first speed limit reviews. It is proposed to undertake the first reviews in the following areas:

- Ruakaka (including Marsden Point Road), One Tree Point
- Waipu (including Nova Scotia Road)
- Vinegar Hill Road catchment area
- Cemetery Road and surrounding roads

The second stage of reviews will include Parua Bay, Whangarei Heads Road and probably Ngunguru Road.

4.4 Financial/budget considerations

There are no financial or budget implications arising from this decision.

4.5 Policy and planning implications

This decision amends the Speed Limits Bylaw so that it reflects current legislation and ensures regional consistency. The amendments do not impact on current speed limits or the enforcement of those speed limits.

There are no ongoing policy or planning implications from this decision.

4.6 Options

An options assessment was undertaken as part of the “amending Speed Limits Bylaw – Introductory Sections Report that Council adopted for consultation at its meeting on 28th February. Council now has the following options:

Option 1: Approve the amendments to the Speed Limits Bylaw and make the amended Bylaw. This option is recommended as the amendments have been drafted to be consistent with new legislation. There has been collaboration with other district councils in Northland to ensure regional consistency. The amendments have also been subject to a consultation process under Section 156(1) of the Local Government Act 2002.

Option 2: Council may reject the amendments to the introductory sections of the Speed Limits Bylaw. This option is not recommended as Council has already adopted the amendments for the purposes of consultation. The community consultation process did not give rise to any amendments to the proposed amendments. If Council decided to reject the amendments, the existing Speed Limits Bylaw would remain in place, creating regionally inconsistency in the speed Limit Bylaws.

Option 3: Council may make changes to the proposed amendments. This option is not recommended as any changes would be out of the scope of what was notified and the changes that could be reasonably expected from the submissions received. Any changes may require re-notification.

4.7 Risks

There are no ongoing risks associated with this decision

5 Significance and engagement

The proposed amendments were assessed in accordance with Councils Significance and Engagement Policy. This detailed assessment is set out in the Report: Amending Speed Limits Bylaw 2005 – Introductory Sections; which Council adopted for consultation at the 28th February Council meeting.

The assessment determined that the proposed amendments, either individually or cumulatively do not meet the significance criteria in the Significance and Engagement Policy (2017).

6 Attachments

- Attachment 1: Submissions and Recommendations Report
- Attachment 2: Speed Limits Bylaw 2019
- Attachment 3: Speed Limit Bylaw Location Maps

Report

Speed Limit Bylaw Review Submissions and Recommendations

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1 Introduction

Whangarei District Council (Council) is a Road Controlling Authority (RCA) within the Whangarei District, and has a statutory role in managing the District's local roads (except State Highways), including the setting of speed limits. This statutory role as an RCA is set out under the Land Transport Act 1998, which also enables Council to make a bylaw that fixes the maximum speed of vehicles on any road for the safety of the public, or for the better preservation of any road (Section 22AB(1)(d)).

In its capacity as a Road Controlling Authority, Whangarei District Council proposed amendments to the Speed Limit Bylaw 2005. The proposed amendments to the Whangarei District Council Speed Limit Bylaw included amendments to the introductory and interpretation clauses of the Bylaw (Appendix 1) so that they reference updated legislation and clarify the legislation under which the Bylaw is made. The proposed amendments were also aimed at achieving greater consistency between all three of Northland's Speed Limit Bylaws (Whangarei, Kaipara and Far North District Council's).

A full report detailing the proposed amendments and background information was publicly notified on 18th March 2019.

The proposed amendments are set out in Appendix 1. A clear copy of the new Bylaw, as amended by the recommendations in this Report is included in Appendix 2.

2 Purpose and scope

The purpose of this report is to provide an overview of the submissions received on the proposed amendments to the Whangarei District Speed Limits Bylaw 2005, and to provide recommendations arising from those submissions.

This report meets the requirement of the Local Government Act (2002): Principles of Consultation (Section 82 and 82A). The report provides:

- A summary of the submissions received
- A discussion of the issues raised by submitters, either individually; or collectively where there are similar themes.
- The recommendations arising from the submissions, including the reasons for the recommendations.

All submissions are acknowledged in this report; but may not be specifically referenced within the body of this report due to the similarity of the decisions requested, reasons given, and the volume of submissions received.

3 Community consultation

The Whangarei District Speed Limits Bylaw is made pursuant to the Land Transport Act 1998. Section 22AD (1) of the Land Transport Act 1998 states that Section 156 of the Local Government Act 2002 applies. Section 156 (LGA) sets out the consultation requirements when making or amending a Bylaw.

Section 22AD (3) of the Land Transport Act sets out statutory consultees, who must be notified of changes to the Bylaw and given the opportunity to make submissions.

Following an assessment of the significance of the proposed amendments to the Bylaw, it was determined that Section 156(1)(b) applies, requiring Council to consult the community in a manner that gives effect to the requirements of Section 82 and 82A of the Local Government Act 2002 (Principles of Consultation).

In accordance with Section 82 and 82A of the LGA 2002, the following was made publicly available on Council's website and at Council offices, service centres and libraries:

- details of the proposed changes to the Bylaw.
- the reasons for the proposal, including background information and how to make a submission
- an analysis of the reasonably practicable options

In addition:

- a public notice was placed in the community newspaper
- articles discussing the proposed changes was published in the “Council News” section of the Whangarei Leader on the week ending Friday 18th March, and on the week ending Friday 5th April 2019.
- statutory consultees and key stakeholders, as identified by Council and Section 22AD (3) of the Land Transport Act 1998 were directly notified
- a public notice was placed in relevant media in the District that provided information on how to obtain further information

The public submission period opened on 18th March 2019 and closed at 5pm on 15th April 2019.

4 Submissions overview

The proposed amendments to the Whangarei District Speed Limits Bylaw 2005 was publicly notified on 18th March 2019. Submissions closed at 5pm on 18th April 2019. A total of seven submissions were received.

8	Total submissions received
5	Supporting the proposed amendments
3	Seeking amendments to the proposal
0	Opposing the proposed amendments
0	Opposing, but seeking amendments

5 Submitters wishing to be heard

Section 82 of the Local Government Act 2002 sets out the Principles of Consultation. Section 82(1)(d) of the LGA requires that persons who wish to have their views considered by the local authority should be provided with a reasonable opportunity to present those views in a manner and format that is appropriate to the preferences and needs of those persons. Section 82(3) and 82(4) provide Council with discretion in how it observes Section 82(1); and the matters that Council must have regard to in exercising its discretion under Section 82(3).

Submitters were provided an opportunity to indicate whether they wished to be heard on the submission form. One submitter (008) indicated they wished to be heard in support of their submission.

Submitter 008 was contacted by telephone to initially discuss their submission. During this conversation, it was noted that the relief being sought by the submitter (a reduction of the speed limit on Marsden Point Road) is out of scope for the proposed changes to the Bylaw. It was also highlighted that the proposed changes to the Bylaw are intended to update the Bylaw for new legislation and regional consistency, as well as to enable ongoing speed reviews. Council are currently programming a staged review of speed limits throughout the District as part of a regionwide project.

The area where Submitter 008 is seeking a reduction in speed limits is included in the first stage of upcoming speed reviews, which include Marsden Point Road, the Ruakaka and One Tree Point Urban Traffic Areas, and roads bounded by State Highway 1, Ruakaka and One Tree Point.

Submitter 008 is able to make a submission on their specific speed reduction proposal when we review and consult on Marsden Cove Road area currently planned for June 2019.

A letter was sent (03 May 2019) to Submitter 008 to confirm Councils intention to commence reviewing the speed limit on Marsden Cove Road in June 2019.

It should be noted that any speed review is the subject of an evidence-based process that also includes community input to the decision-making process. This Submissions and Recommendations Report highlights that a review is currently programmed. The highlighting of this proposed review in no way indicates any probable outcome from that review.

On the basis that a full review of speed limits is programmed for June 2019 and that the community will have an opportunity to make submissions, Submitter 008 has withdrawn their wish to be heard.

On the basis of the above, there is no requirement to hold hearings into the proposed changes to the Speed Limits Bylaw.

6 Submission Opposed

There were no submitters opposed to the proposed amendments to the Whangarei District Speed Limits Bylaw 2005.

7 Submissions seeking amendment

The following submitters sought amendments to the proposed changes to the Whangarei District Speed Limits Bylaw 2005: **Submitter number 005, 007 and 008**

Submitter 005 is seeking some amendment to the bylaw by including historic information about speed limits in the Schedules so that the public can better understand any changes made to speed limits. Submitter 005 also queried whether the public would have an opportunity to comment on speed limit recommendations or submit their own requests for different speed limits.

Submitters 007 and 008 sought an amendment to the Bylaw to undertake a district wide review of speed limits, particularly for the Ruakaka; Bream Bay; One Tree Point; and Waipu area; with a particular focus on Marsden Point Road where a speed limit reduction from 70kmph to 50kmph has been sought. The amendments sought by these submitters are out of scope for the proposed changes to the Bylaw currently being consulted on; and is dealt with in more detail in Section 9 of this report.

Discussion

The speed Limits Bylaw is a legal instrument that is used to set speed limits on the district's roads (excluding State Highways). It is therefore appropriate that the speed limits identified in the bylaw are only those that are in force at the time. The inclusion of historical speed limit information could lead to confusion if a member of the public misreads the historical information as current.

The Setting of Speed Limits Rule 2017 requires Council to consult the community when changing a speed limit. During this process, both the existing speed limit and the proposed changes are clearly set out.

The government's "Safer Journeys Strategy" requires Road Controlling Authorities (Council) to review speed limits for roads they have responsibility for. This is a rolling review requirement with a focus on areas that will benefit the most from speed limit reviews. The Setting of Speed Limits Rule 2017 requires Council to consult the affected community when proposing a new speed limit. Public input is one component of an evidence-based assessment of priority areas.

Recommendation: No change to the Bylaw.

8 Submissions in support

The following submitters supported the proposed amendments to the Whangarei District Speed Limits Bylaw 2005: **Submitter numbers 001, 002, 003, 004, 006**

In supporting the amendments to the Bylaw, Submitter 006 indicated concern in relation to the current speed limit for Marsden Point Road as being the reason for their support of the changes.

Discussion

The submissions are in general support of the proposed changes to the Bylaw. Although varying reasons are provided by submitters; it is noted that the reasoning is that the proposed changes will enable ongoing speed reviews. Submitter 006 is specifically noted as Council are currently planning to undertake a speed review in the Marsden Point / One Tree Point area in 2019.

Recommendation: Submissions in support of the proposed changes are accepted and it is recommended that the Bylaw is made as proposed.

9 Submissions out of scope

The following submitters requested that Council address specific speed limits. The submissions have been recorded and will be utilised when identifying and prioritising road catchment areas for speed reviews as part of an ongoing Speed Management Programme.

Submitter 008 also requested that a weight limit be imposed on the Marsden Point Road Bridge over the Ruakaka River. Weight Limits for bridges are set on the basis of the engineered design of the bridge. Weight limits on bridges is beyond the legal jurisdiction of the Speed Limits Bylaw as it is made under Section 22AD of the Land Transport Act 1998.

Submitter	Road / Road catchment area/ Request	WDC Roding Response
003	SH 14 – Whangarei – Mangatapere reduce speed to 80kmph	Speed limits on State Highways are set by NZTA and are outside the scope of Councils role.
003	Pukeatua Road reduce speed to 60kmph	Noted – not identified as a first priority but included in future assessments.
004	Whananaki Road reduce speed to 80kmph	Noted – Speed reviews in the Coastal areas are programmed for 2019 / 2020
004	Rockell Road reduce speed from 100kmph	Noted – Speed reviews in the Coastal areas are programmed for 2019 / 2020
007	Marsden Point Road reduce speed from 70kmph to 50kmph.	Noted – A speed review of the Marsden Point, One Tree Point, Ruakaka and Waipu are programmed for mid-2019.
008	Marsden Point Road reduce speed from 70kmph to 50kmph from McCathies road to intersection with State Highway 1.	Noted – A speed review of the Marsden Point, One Tree Point, Ruakaka and Waipu are programmed for mid-2019

10 Recommendations

Having provided reasonable opportunity for those submitters wishing to present their submissions in person to do so; and having read and considered all submissions received; the following recommendations are made:

- All submissions supporting the proposed changes to the Bylaw are accepted; and
- All submissions opposing and seeking amendment to the proposed changes to the Bylaw are rejected;

To the extent that it is **recommended that Council adopt the proposed Speed Limits Bylaw as set out in full in Appendix 3 of this Report.**

Appendix 1: Submitters and Submission Summary

Number	Submitter Name	Support Opposed	Wishes to be Heard	Summary
001	Mere Kepa	Support	No	Supports Option “B” stand-alone process of amending Bylaw and the proposed wording as it is consistent with other Bylaws in the Region.
002	McGinley M&H	Support	No	Support proposed amendments to provide appropriate clarification. Adopt amendments as proposed.
003	Murray Steedman	Support	No	Support and seeking speed limit changes on SH14 and Pukeatua Road.
004	Chris Darby	Support	No	Support. Requests that a comprehensive review of speed limits is undertaken. Seeking speed limit changes on Whananaki North Rd and Rockwell Road.
005	John Christenhusz	Amend	No	Insert a column in the Schedules stating the current speed limit and historic speed information of speed limit changes. Questions whether the public will get an opportunity to submit on speed limit recommendations; or whether they can suggest their own.
006	Carole Dean	Support	No	Support the adoption of Option B – amend the bylaw as proposed due to the current speed limit on Marsden Point Road retained under existing bylaws raises serious public safety risks.
007	Ruakaka Economic Development Group	Amend	No	A district wide review of speed limits be undertaken for Ruakaka, Bream bay, One tree Point and Waipu. That Marsden Point road speed limit be reduced to 50kmph.
008	Margret Hicks	Amend	Yes	Reduce the speed limit from 70kmph to 50kmph along Marsden Point Road from McCathie Road to State Highway 1. Consider a weight limit on the Marsden Point Road Bridge over Ruakaka River.

Appendix 2: Proposed Amendments to the Whangarei District Speed Limits Bylaw (as notified)

The following text is to be deleted:

1 Introduction

Pursuant to Section 684(1)(13) of the Local Government Act 1974, Section 145 of the Local Government Act 2002 and the Land Transport Rule : Setting of Speed Limits 2003 Whangarei District Council (Council) makes this bylaw to set speed limits as specified in the schedules to this bylaw

2 Title and Commencement Date

The title of this bylaw is Whangarei District Council Speed Limits Bylaw 2005.

This bylaw comes into effect on the 14th day of December 2005.

3 Date the Speed Limits come into force

The speed limits described in the schedules to this bylaw come into force on the date specified in the schedules.

4 Interpretation

In this bylaw unless inconsistent with the context:

Council and the Council means Whangarei District Council

Public Place has the same meaning as given in S.147(1) of the Local Government Act 2002

Road has the same meaning as in the Rule

Rule and the Rule means the Land Transport Rule : Setting of Speed Limits 2003

Speed limit has the same meaning as given in the Rule

Urban Traffic area has the same meaning as given in the Rule

Variable speed limit has the same meaning as given in the Rule

School zone means a 40 km/h variable speed limit in force on parts of the roads specified in the Twelfth Schedule to this bylaw on school days and at times specified in that schedule

The schedules means the schedules attached to and forming part of this bylaw specifying various speed limits applying to particular roads in the district administered by Council

Variable speed limit means the 40 km/h speed limit sign specified in the Tenth Schedule to this bylaw which has a LED display for a steady 40 km/h legend and flashing lights in each corner of the display or speed signs with hours displayed.

5 Application of the Bylaw

The bylaw applies to all roads under the control and/or management of Council.

6 Speed Limits

6.1 The roads or areas described in the schedules specified in Clause 7 to this bylaw or as shown on the maps referenced in the schedules are declared to have the speed limits specified in the schedules and maps which are part of this bylaw

~~6.2 All other roads or areas not subject to the attached schedules and located in the Whangarei District are deemed to have a speed limit of 100 km/h~~

7 Schedules

~~Schedule 1 Roads that have a speed limit of 20 km/h (Schedule 1 is not used in this bylaw)~~

~~Schedule 2 Roads that have a speed limit of 30 km/h~~

~~Schedule 3 Roads that have a speed limit of 40 km/h (Schedule 3 is not used in this bylaw)~~

~~Schedule 4 Urban traffic areas – roads that have a speed limit of 50 km/h~~

~~Schedule 5 Roads that have a speed limit of 60 km/h~~

~~Schedule 6 Roads that have a speed limit of 70 km/h~~

~~Schedule 7 Roads that have a speed limit of 80 km/h~~

~~Schedule 8 Rural areas – roads that have a speed limit 100 km/h~~

~~Schedule 9 Roads that have a holiday speed limit~~

~~Schedule 10 Roads that have a variable speed limit (Schedule 10 is not used in this bylaw)~~

~~Schedule 11 Roads that have a minimum speed limit (Schedule 11 is not used in this bylaw)~~

~~Schedule 12 School zones with a speed limit of 40 km/h~~

8 Exemptions

8.1 Emergency Services

~~No person shall drive a motor vehicle on a road or public place or any part thereof specified where such road or public place is specified in this bylaw, at a speed exceeding that specified in this bylaw in relation to that road or public place or any part thereof **provided** that it shall be in a defense to a person charged with an offence against this clause, if the defendant proves that at the time of the act to which the charge relates, the defendant was a driver of a motor vehicle:~~

~~a being used as an ambulance or urgent ambulance service and using a warning siren, bell or beacon; or~~

~~b being used by the New Zealand Fire Service in responding to a fire call and using a warning siren, bell or beacon; or~~

~~c conveying a traffic or police officer in execution of that officer's duty and using a warning siren, bell or beacon~~

8.2 State Highways

~~This Bylaw does not apply to roads included on the Transit New Zealand State Highway network~~

9 Signs

~~Council shall erect and maintain on every road or public place or part thereof specified in any resolution passed under this clause the appropriate traffic signs prescribed by the Traffic Regulations 1976 or the Land Transport Act 1998 and/or any Rules made there under~~

10 Changes to Schedule

~~Council may from time to time by resolution make additions to or deletions to or alterations to the bylaw speed limits for any roads and includes such changes to the schedules described in clause 7.~~

Schedule of Amendments Date of Council Resolution	Clause(s)	Summary of amendment
28 May 2008	7	Removed 'not used in this bylaw from Schedule 5 and 9
28 May 2008	Schedules	Revised schedules and maps defining changes off speed limits added (<i>Map 1 to 23 added</i>)
12 November 2008	7	Removed 'not used in this bylaw from Schedule 2
12 November 2008	Schedules	Revised schedules and maps defining speed limits on some beach areas (<i>maps</i>)

Note: The schedules to this Bylaw will remain unchanged.

The following text is to be inserted:

Pursuant to the Land Transport Act 1998, Whangarei District Council makes the following Bylaw about speed limits and urban traffic areas in the Whangarei District.

Contents

1	Title	12
2	Commencement	12
3	Application	12
4	Purpose	12
5	Interpretation	12
6	Urban Traffic Areas	13
7	Speed Limits	13
8	Discrepancies between Descriptions and Maps	13
	Explanatory Note:	13
	Schedules.....	Error! Bookmark not defined.

1.0 Title

This Bylaw is the Whangarei District Council Speed Limits Bylaw 2019.

2.0 Commencement

This Bylaw comes into effect on the 28th June 2019

3.0 Application

This Bylaw applies to roads under the care, control or management of the Whangarei District Council.

Part 1 – Preliminary Provisions

4.0 Purpose

The purpose of this Bylaw is to allow Whangarei District Council to set speed limits in accordance with the Land Transport Rule: Setting of Speed Limits 2017 on all roads under the care, control or Management of Whangarei District Council.

5.0 Interpretation

In this Bylaw, unless the context otherwise requires –

Act	means the Land Transport Act 1998
Council	means Whangarei District Council
ROAD	has the same meaning as in section 2(1) of the Land Transport Act 1998
SPEED LIMIT	has the same meaning as in Part 2 (1) of the Land Transport Rule: Setting of Speed Limits 2017
URBAN TRAFFIC AREA	means an area designated as an Urban Traffic Area in accordance with Clause 3.5 of the Land Transport Rule: Setting of Speed Limits 2017

Part 2 – Speed Limits and Urban Traffic Areas

6.0 Urban Traffic Areas

Schedule 4 of this Bylaw details the areas designated as Urban Traffic Areas by Whangarei District Council.

7.0 Speed Limits

Schedules 1-3 and Schedules 5-12 of this Bylaw details the speed limits set by Council under this Bylaw.

8.0 Discrepancies between Descriptions and Maps

For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

Explanatory Note:

In setting speed limits and designating urban traffic areas, Council is required to comply with the requirements of the Land Transport Rule: Setting of Speed Limits 2017.

Part 3: Enforcement, Offences and Penalties

Offences and penalties are provided for in the relevant provisions of the Land Transport Act 1998.

Schedules

The Schedules to this Bylaw will remain unchanged.

Appendix 3: Whangarei District Speed Limit Bylaw 2019 full Copy – As Amended by Recommendations

Pursuant to the Land Transport Act 1998, Whangarei District Council makes the following Bylaw about speed limits and urban traffic areas in the Whangarei District.

Contents

1	Title	12
2	Commencement	12
3	Application	12
4	Purpose	12
5	Interpretation	12
6	Urban Traffic Areas	13
7	Speed Limits	13
8	Discrepancies between Descriptions and Maps	13
	Explanatory Note:	13
	Schedules.....	Error! Bookmark not defined.

1.0 Title

This Bylaw is the Whangarei District Council Speed Limits Bylaw 2019.

2.0 Commencement

This Bylaw comes into effect on the 28th June 2019

3.0 Application

This Bylaw applies to roads under the care, control or management of the Whangarei District Council.

Part 1 – Preliminary Provisions

4.0 Purpose

The purpose of this Bylaw is to allow Whangarei District Council to set speed limits in accordance with the Land Transport Rule: Setting of Speed Limits 2017 on all roads under the care, control or Management of Whangarei District Council.

5.0 Interpretation

In this Bylaw, unless the context otherwise requires –

Act	means the Land Transport Act 1998
Council	means Whangarei District Council
ROAD	has the same meaning as in section 2(1) of the Land Transport Act 1998
SPEED LIMIT	has the same meaning as in Part 2 (1) of the Land Transport Rule: Setting of Speed Limits 2017
URBAN TRAFFIC AREA	means an area designated as an Urban Traffic Area in accordance with Clause 3.5 of the Land Transport Rule: Setting of Speed Limits 2017:

Part 2 – Speed Limits and Urban Traffic Areas

6.0 Urban Traffic Areas

Schedule 4 of this Bylaw details the areas designated as Urban Traffic Areas by Whangarei District Council.

7.0 Speed Limits

Schedules 1-3 and Schedules 5-12 of this Bylaw details the speed limits set by Council under this Bylaw.

8.0 Discrepancies between Descriptions and Maps

For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

Explanatory Note:

In setting speed limits and designating urban traffic areas, Council is required to comply with the requirements of the Land Transport Rule: Setting of Speed Limits 2017.

Part 3: Enforcement, Offences and Penalties

Offences and penalties are provided for in the relevant provisions of the Land Transport Act 1998.

Schedules

Schedule 1 20km/h (Schedule 1 is not in use by this Bylaw)

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a speed limit of 20 km/h

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
		None			

Schedule 2 30km/h

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a speed limit of 30 km/h

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
S02/01	30km/h	Situated at Oakura – Ohawini area All the beach area within the area marked on the map title “Whangarei District Speed Limits’ numbers WDC08/01 Sheet 10A except State Highways	1 Dec 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S02/02	30km/h	Situated at Marsden Point/Ruakaka River area All the beach area within the area marked on the map titled ‘Whangarei District Speed Limits’ numbers WDC08/01 Sheet 21A and 21B except State Highways	1 Dec 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S02/03	30km/h	Situated at Ruakaka – between Ruakaka River south to the Waipu River area All the beach area within the area marked on the map titled ‘Whangarei District Speed Limits’ numbers WDC08/01 Sheet 21C and 22A except State Highways	1 Dec 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S02/04	30km/h	Situated at Waipu– between Waipu River south to the Waipu Cove area All the beach area within the area marked on the map titled ‘Whangarei District Speed Limits’ numbers WSC08/01 Sheet 23A except State Highways	1 Dec 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S02/05	30km/h	Situated at Langs Beach area All the beach area within the area marked on the map titled ‘Whangarei District Speed Limits’ numbers WSC08/01 Sheet 23B except State Highways	1 Dec 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A

Schedule 3 40km/h (Schedule 4 is not used in this Bylaw)

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a speed limit of 40 km/h

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
		None			

Schedule 4 50km/h

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to be urban traffic areas that have a speed limit of 50 km/h, except for those roads or areas that are:

- described as having a different speed limit in the appropriate schedule of this bylaw; or
- shown on a map as having a different speed limit, as referenced in the appropriate schedule of this bylaw

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
S04/01	50km/h	Situated at Maungatapere All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/19 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/02	50km/h	Situated at One Tree Point All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/21 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/03	50km/h	Situated at Pipiwai All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/15 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/04	50km/h	Situated at Urquharts Bay All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/18 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/05	50km/h	Situated at Waipu Cove All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/23 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
S04/06	50km/h	Situated at Waikaraka All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/16 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/07	50km/h	Situated at Ruakaka All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/21 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/08	50km/h	Situated at Whangarei All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/4, 5, 6, 7, 8 and 9 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/09	50km/h	h Situated at Matapouri All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/11 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/10	50km/h	Situated at Whananaki All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/11 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/11	50km/h	Situated at McLeods Bay, Reotahi and Little Munro Bay All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/17 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/12	50km/h	Situated at Oakura All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/10 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/13	50km/h	Situated at Taurikura Bay All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/17 & 18 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/14	50km/h	Situated at Pataua North All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/13 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
S04/15	50km/h	Situated at Pataua South All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/13 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/16	50km/h	Situated at Waipu All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/22 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/17	50km/h	Situated at Tamaterau All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/16 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/18	50km/h	Situated at Langs Beach All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/23 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/19	50km/h	Situated off Tutukaka Block Rd All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/12 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/20	50km/h	Situated at Portland All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/20 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/21	50km/h	Situated at Parua Bay (Ritchie Road) All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/16 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/22	50km/h	Situated at Hikurangi All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/14 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/23	50km/h	Situated at Whangaruru North All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/10 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
S04/24	50km/h	Situated at Teal Bay All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/11 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/25	50km/h	Situated at Tutukaka All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/12 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/26	50km/h	Situated at Woolley Bay All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/11 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/27	50km/h	Situated at Sandy Bay All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/11 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/28	50km/h	h Situated at Ngunguru All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/12 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/29	50km/h	Situated at Ocean Beach All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/18 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/29	50km/h	Situated at Waipu – Johnson Point Road/Waipu Cemetery area All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/22 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/29	50km/h	Situated at Maungakaramaea All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/19 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S04/29	50km/h	Situated at McGregor Bay All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/13 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)

Schedule 5 60km/h

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a speed limit of 60 km/h

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
S05/01	60km/h	Situated at Whangarei All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/01 sheets 4, 5, 6, 8 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A

Schedule 6 70km/h

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a speed limit of 70 km/h

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
S06/01	70km/h	Situated at Titoki All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/19 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S06/02	70km/h	Situated at Waikaraka All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/16 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S06/03	70km/h	Situated at Ruakaka All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/21 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S06/04	70km/h	Situated at Whangarei All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/5, 6, 7 and 8 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
S06/05	70km/h	Situated at Waipu All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/22 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S06/06	70km/h	Situated at Parua Bay (Solomon's Point) All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/16 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S06/07	70km/h	Situated at Kauri All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/15 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S06/08	70km/h	Situated at Parua Bay (Ritchie Road area) All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/16 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S06/09	70km/h	Situated at Tutukaka All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/19 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)

Schedule 7 80km/h

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a speed limit of 80 km/h

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
S07/01	80km/h	Situated at Whangarei All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/1 sheets 4, 5, 6, 8, 9 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)
S07/02	80km/h	Situated at Waipu Cove and Langs Beach All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/23 except State Highways The restriction is from the last Friday immediately after Easter to the Friday before Labour Weekend (holiday restriction applies for the balance of the year)	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S07/03	80km/h	Situated at Waipu – Johnson Point Road/Waipu Cemetery All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/22 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S07/04	80km/h	Situated at Portland All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/20 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S07/05	80km/h	Situated at Ruatangata All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/15 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S07/06	80km/h	h Situated at Matapouri to Woolley Bay All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/15 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S07/07	80km/h	Situated at Mangapai All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/20 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A

Schedule 8 Rural areas - 100km/h

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a speed limit of 100 km/h

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
S08/01	100km/h	Situated in the Whangarei District All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/1 sheets 4, 5, 6, 8, 9 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (<i>approved 1 Dec 2005</i>)

Schedule 9 Holiday Speed Limit

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a holiday speed limit of 60 km/h during the prescribed periods

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
S09/01	60km/h	Situated at Waipu Cove and Langs Beach All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/23 except State Highways This restriction is from the last Friday before Labour weekend to the Friday immediately after Easter	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A

Schedule 10 Variable Speed Limit (Schedule 10 is not used in this Bylaw)

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a variable speed limit

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
		None			

Schedule 11 Minimum Speed Limit (Schedule 10 is not used in this Bylaw)

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a minimum speed limit

Reference Number	Minimum Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
		None			

Schedule 12 School Zones

A speed limit that is posted applies to the sections of roads listed below, except during the times set out on the fixed school zone signs, or when the speed limit signs are activated, during which times the speed limit shall be 40 kilometers per hour as authorized by New Zealand Gazette Notice Number 3459 dated 31 May 2005 and published in the 2 June 2005 Gazette on page 2051.

In accordance with the Land Transport Safety Authority guidelines (traffic Note 37 – July 2002 and New Zealand Gazette Notice Number 3459, school zone variable speed limit signs will be operated for a maximum period of:

- 35 minutes before the start of school until the start of school
- 20 minutes at the end of school, beginning no earlier than 5 minutes before the end of school
- 10 minutes at any other time when at least 50 children cross the road or enter or leave vehicles at the roadside

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
S12/01	40km/h	Situated at Kamo, Whangarei A 'school zone' applies on Three Mile Bush Road and Clark Road within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/01 Sheet 4, for the Kamo Primary School. The normal speed of 50km/h applies at other times	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S12/012	40km/h	Situated at Kamo, Whangarei A 'school zone' applies on Three Mile Bush Road and Dip Road within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/01 Sheet 4, for the Hurupaki Primary School. The normal speed of 50km/h applies at other times	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
S12/03	40km/h	Situated at Tikipunga, Whangarei A 'school zone' applies on Paramount Parade within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/01 Sheet 5, for the Tikipunga Primary School. The normal speed of 50km/h applies at other times	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S12/04	40km/h	Situated at Maunu, Whangarei A 'school zone' applies on Austin Road and Clark Road within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/01 Sheet 7, for the Maunu Primary School. The normal speed of 70km/h applies at other times	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S12/05	40km/h	Situated at Raumanga, Whangarei A 'school zone' applies on Murdoch Crescent, Kahiwi Street and Fairburn Street within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/01 Sheet 8, for the Manaia View School. The normal speed of 50km/h applies at other times	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S12/06	40km/h	Situated at Onerahi, Whangarei A 'school zone' applies on Onerahi Road, Whangarei Heads Road and Church Street within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/01 Sheet 9, for the Onerahi Primary School. The normal speed of 50km/h applies at other times	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S12/07	40km/h	Situated at Parua Bay, Whangarei A 'school zone' applies on Whangarei Heads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/01 Sheet 16, for the Parua Bay Primary School. The normal speed of 70km/h applies at other times	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A



Speed Limits Bylaw 2019

Pursuant to the Land Transport Act 1998, Whangarei District Council makes the following Bylaw about speed limits and urban traffic areas in the Whangarei District.

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1.0 Title

This Bylaw is the Whangarei District Council Speed Limits Bylaw 2019.

2.0 Commencement

This bylaw was made by Council resolution on 30th May 2019 and comes into effect on 28th June 2019.

3.0 Application

This Bylaw applies to roads under the care, control or management of Whangarei District Council.

Part 1 – Preliminary provisions

4.0 Purpose

The purpose of this Bylaw is to allow Whangarei District Council to set speed limits in accordance with the Land Transport Rule: Setting of Speed Limits 2017 on all roads under the care, control or Management of Whangarei District Council.

5.0 Interpretation

In this Bylaw, unless the context otherwise requires –

Act means the Land Transport Act 1998

Council means Whangarei District Council

Road has the same meaning as in section 2(1) of the Land Transport Act 1998

Speed limit has the same meaning as in Part 2 (1) of the Land Transport Rule: Setting of Speed Limits 2017

Urban traffic area means an area designated as an Urban Traffic Area in accordance with Clause 3.5 of the Land Transport Rule: Setting of Speed Limits 2017:

Part 2 – Speed limits and urban traffic areas

6.0 Urban traffic areas

Schedule 4 of this Bylaw details the areas designated as Urban Traffic Areas by Whangarei District Council.

7.0 Speed limits

Schedules 1-3 and Schedules 5-12 of this Bylaw details the speed limits set by Council under this Bylaw.

8.0 Discrepancies between descriptions and maps

For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

Explanatory Note

In setting speed limits and designating urban traffic areas, Council is required to comply with the requirements of the Land Transport Rule: Setting of Speed Limits 2017.

Part 3: Enforcement, offences and penalties

Offences and penalties are provided for in the relevant provisions of the Land Transport Act 1998.

Schedules

Schedule 1: 20km/h (Schedule 1 is not in use by this Bylaw)

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a speed limit of 20 km/h.

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
		None			

Schedule 2: 30km/h

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a speed limit of 30 km/h.

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
SO2/01	30km/h	Situated at Oakura – Ohawini area All the beach area within the area marked on the map title “Whangarei District Speed Limits’ numbers WDCo8/01 Sheet 10A except State Highways	1 Dec 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
SO2/02	30km/h	Situated at Marsden Point/ Ruakaka River area All the beach area within the area marked on the map titled ‘Whangarei District Speed Limits’ numbers WDCo8/01 Sheet 21A and 21B except State Highways	1 Dec 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
SO2/03	30km/h	Situated at Ruakaka – between Ruakaka River south to the Waipu River area All the beach area within the area marked on the map titled ‘Whangarei District Speed Limits’ numbers WDCo8/01 Sheet 21C and 22A except State Highways	1 Dec 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
So2/04	30km/h	Situated at Waipu– between Waipu River south to the Waipu Cove area All the beach area within the area marked on the map titled ‘Whangarei District Speed Limits’ numbers WSCo8/01 Sheet 23A except State Highways	1 Dec 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
So2/05	30km/h	Situated at Langs Beach area All the beach area within the area marked on the map titled ‘Whangarei District Speed Limits’ numbers WSCo8/01 Sheet 23B except State Highways	1 Dec 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A

Schedule 3: 40km/h (Schedule 4 is not used in this Bylaw)

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a speed limit of 40 km/h

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
		None			

Schedule 4: 50km/h

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to be urban traffic areas that have a speed limit of 50 km/h, except for those roads or areas that are:

- described as having a different speed limit in the appropriate schedule of this bylaw; or
- shown on a map as having a different speed limit, as referenced in the appropriate schedule of this bylaw

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
So4/01	50km/h	Situated at Maungatapere All the roads within the area marked on the map titled ‘Whangarei District Speed Limits’ numbers WDCo7/19 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So4/02	50km/h	Situated at One Tree Point All the roads within the area marked on the map titled ‘Whangarei District Speed Limits’ numbers WDCo7/21 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
So4/o3	50km/h	Situated at Pipiwai All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/15 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So4/o4	50km/h	Situated at Urquharts Bay All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/18 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So4/o5	50km/h	Situated at Waipu Cove All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/23 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So4/o6	50km/h	Situated at Waikaraka All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/16 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So4/o7	50km/h	Situated at Ruakaka All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/21 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So4/o8	50km/h	Situated at Whangarei All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/4, 5, 6, 7, 8 and 9 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So4/o9	50km/h	h Situated at Matapouri All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/11 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
So4/10	50km/h	Situated at Whananaki All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/11 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So4/11	50km/h	Situated at McLeods Bay, Reotahi and Little Munro Bay All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/17 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So4/12	50km/h	Situated at Oakura All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/10 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So4/13	50km/h	Situated at Taurikura Bay All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/17 & 18 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So4/14	50km/h	Situated at Pataua North All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/13 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So4/15	50km/h	Situated at Pataua South All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/13 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So4/16	50km/h	Situated at Waipu All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/22 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
SO4/17	50km/h	Situated at Tamaterau All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/16 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
SO4/18	50km/h	Situated at Langs Beach All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/23 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
SO4/19	50km/h	Situated off Tutukaka Block Rd All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/12 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
SO4/20	50km/h	Situated at Portland All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/20 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
SO4/21	50km/h	Situated at Parua Bay (Ritchie Road) All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/16 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
SO4/22	50km/h	Situated at Hikurangi All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/14 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
SO4/23	50km/h	Situated at Whangaruru North All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/10 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
SO4/24	50km/h	Situated at Teal Bay All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/11 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
SO4/25	50km/h	Situated at Tutukaka All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/12 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
SO4/26	50km/h	Situated at Woolley Bay All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/11 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
SO4/27	50km/h	Situated at Sandy Bay All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/11 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
SO4/28	50km/h	h Situated at Ngunguru All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/12 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
SO4/29	50km/h	Situated at Ocean Beach All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/18 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
SO4/29	50km/h	Situated at Waipu – Johnson Point Road/Waipu Cemetery area All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/22 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
So4/29	50km/h	Situated at Maungakaramaea All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/19 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So4/29	50km/h	Situated at McGregor Bay All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/13 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)

Schedule 5: 60km/h

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a speed limit of 60 km/h

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
So5/01	60km/h	Situated at Whangarei All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/01 sheets 4, 5, 6, 8 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A

Schedule 6: 70km/h

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a speed limit of 70 km/h

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
So6/01	70km/h	Situated at Titoki All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/19 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So6/02	70km/h	Situated at Waikaraka All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/16 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
So6/o3	70km/h	Situated at Ruakaka All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/21 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So6/o4	70km/h	Situated at Whangarei All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/5, 6, 7 and 8 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So6/o5	70km/h	Situated at Waipu All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/22 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So6/o6	70km/h	Situated at Parua Bay (Solomon's Point) All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/16 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So6/o7	70km/h	Situated at Kauri All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/15 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So6/o8	70km/h	Situated at Parua Bay (Ritchie Road area) All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/16 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So6/o9	70km/h	Situated at Tutukaka All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/19 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)

Schedule 7: 80km/h

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a speed limit of 80 km/h

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
So7/01	80km/h	Situated at Whangarei All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/1 sheets 4, 5, 6, 8, 9 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)
So7/02	80km/h	Situated at Waipu Cove and Langs Beach All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/23 except State Highways The restriction is from the last Friday immediately after Easter to the Friday before Labour Weekend (holiday restriction applies for the balance of the year)	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
So7/03	80km/h	Situated at Waipu – Johnson Point Road/Waipu Cemetery All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/22 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
So7/04	80km/h	Situated at Portland All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/20 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
So7/05	80km/h	Situated at RuatangataMAll the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/15 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
So7/06	80km/h	h Situated at Matapouri to Woolley Bay All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/15 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
So7/07	80km/h	Situated at Mangapai All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/20 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A

Schedule 8: Rural areas - 100km/h

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a speed limit of 100 km/h

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
So8/01	100km/h	Situated in the Whangarei District All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/1 sheets 4, 5, 6, 8, 9 except State Highways	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	Whangarei District Council Speed Limits Bylaw 2005 (approved 1 Dec 2005)

Schedule 9: Holiday Speed Limit

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a holiday speed limit of 60 km/h during the prescribed periods

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
So9/o1	60km/h	<p>Situated at Waipu Cove and Langs Beach</p> <p>All the roads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/23 except State Highways</p> <p>This restriction is from the last Friday before Labour weekend to the Friday immediately after Easter</p>	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A

Schedule 10: Variable Speed Limit (Schedule 10 is not used in this Bylaw)

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a variable speed limit

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
		None			

Schedule 11: Minimum Speed Limit (Schedule 10 is not used in this Bylaw)

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to have a minimum speed limit

Reference Number	Minimum Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
		None			

Schedule 12: School Zones

A speed limit that is posted applies to the sections of roads listed below, except during the times set out on the fixed school zone signs, or when the speed limit signs are activated, during which times the speed limit shall be 40 kilometers per hour as authorized by New Zealand Gazette Notice Number 3459 dated 31 May 2005 and published in the 2 June 2005 Gazette on page 2051.

In accordance with the Land Transport Safety Authority guidelines (traffic Note 37 – July 2002 and New Zealand Gazette Notice Number 3459, school zone variable speed limit signs will be operated for a maximum period of:

- a. 35 minutes before the start of school until the start of school
- b. 20 minutes at the end of school, beginning no earlier than 5 minutes before the end of school
- c. 10 minutes at any other time when at least 50 children cross the road or enter or leave vehicles at the roadside

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
S12/01	40km/h	Situated at Kamo, Whangarei A 'school zone' applies on Three Mile Bush Road and Clark Road within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/01 Sheet 4, for the Kamo Primary School. The normal speed of 50km/h applies at other times	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S12/012	40km/h	Situated at Kamo, Whangarei A 'school zone' applies on Three Mile Bush Road and Dip Road within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/01 Sheet 4, for the Hurupaki Primary School. The normal speed of 50km/h applies at other times	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
S12/03	40km/h	<p>Situated at Tikipunga, Whangarei</p> <p>A 'school zone' applies on Paramount Parade within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/01 Sheet 5, for the Tikipunga Primary School. The normal speed of 50km/h applies at other times</p>	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S12/04	40km/h	<p>Situated at Maunu, Whangarei</p> <p>A 'school zone' applies on Austin Road and Clark Road within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/01 Sheet 7, for the Maunu Primary School. The normal speed of 70km/h applies at other times</p>	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S12/05	40km/h	<p>Situated at Raumanga, Whangarei</p> <p>A 'school zone' applies on Murdoch Crescent, Kahiwi Street and Fairburn Street within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDCo7/01 Sheet 8, for the Manaia View School. The normal speed of 50km/h applies at other times</p>	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A

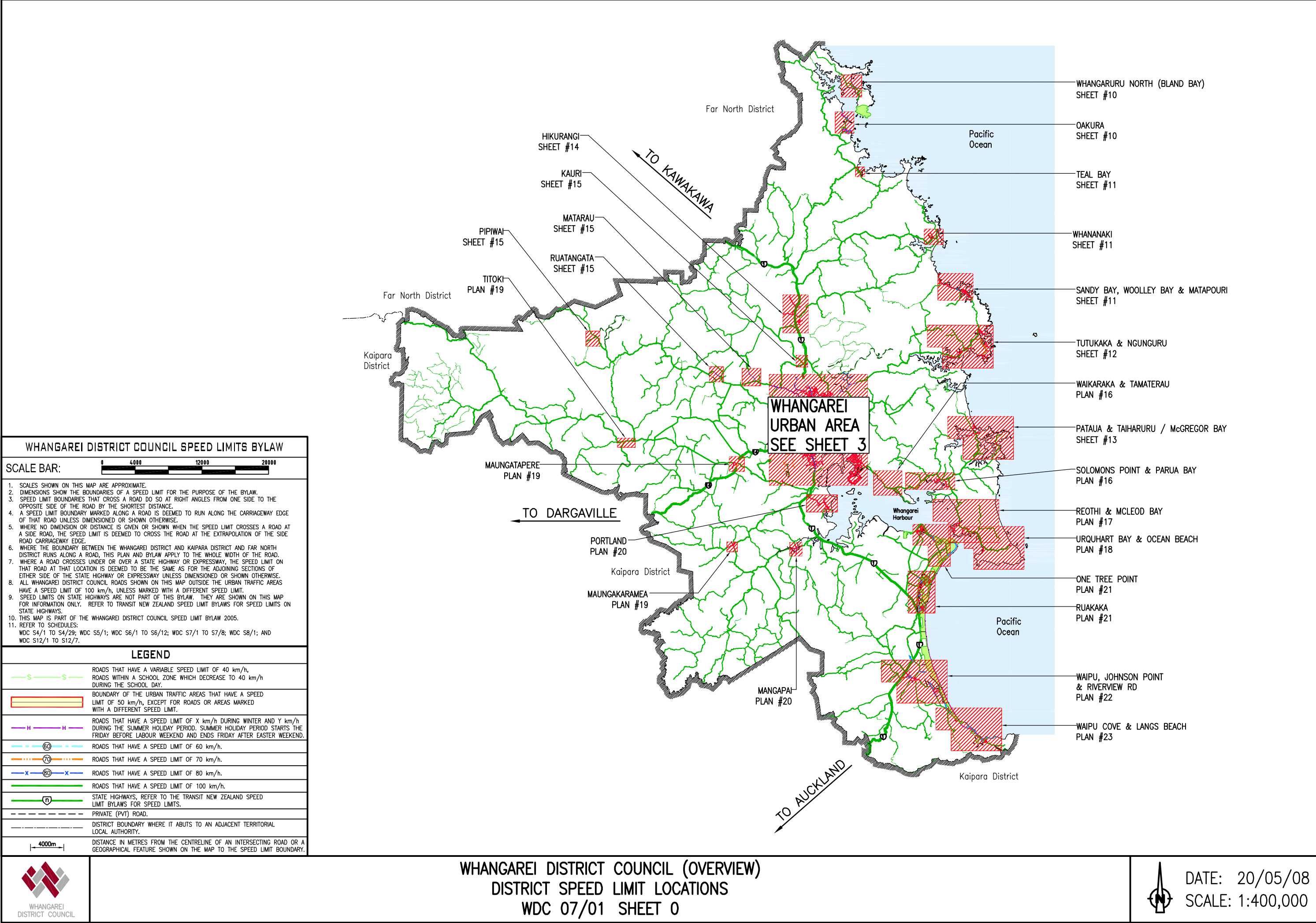
Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal Instrument	Previous Legal Instrument
S12/06	40km/h	<p>Situated at Onerahi, Whangarei</p> <p>A 'school zone' applies on Onerahi Road, Whangarei Heads Road and Church Street within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/01 Sheet 9, for the Onerahi Primary School. The normal speed of 50km/h applies at other times</p>	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A
S12/07	40km/h	<p>Situated at Parua Bay, Whangarei</p> <p>A 'school zone' applies on Whangarei Heads within the area marked on the map titled 'Whangarei District Speed Limits' numbers WDC07/01 Sheet 16, for the Parua Bay Primary School. The normal speed of 70km/h applies at other times</p>	1 July 2008	Whangarei District Council Speed Limits Bylaw 2005	N/A

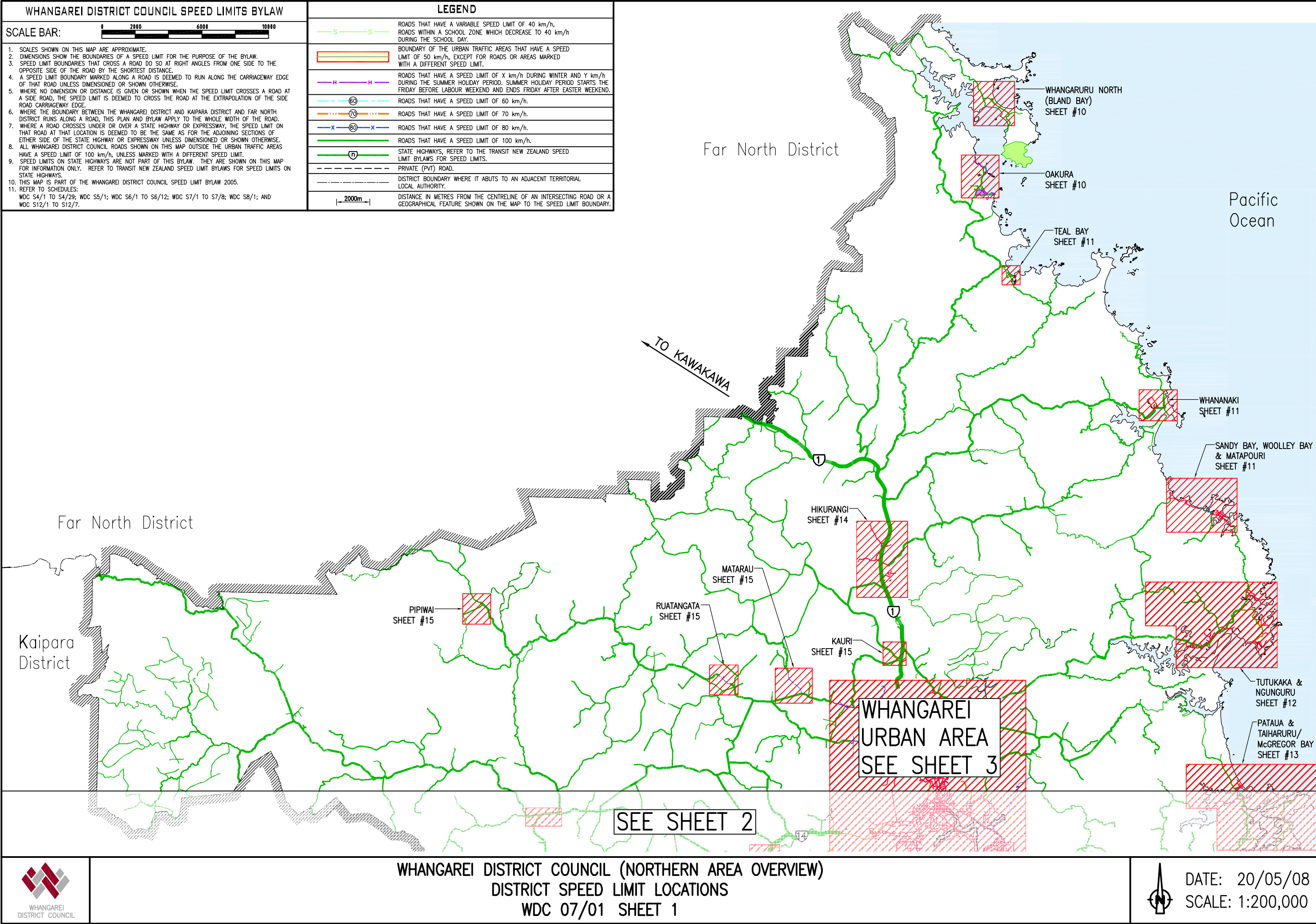


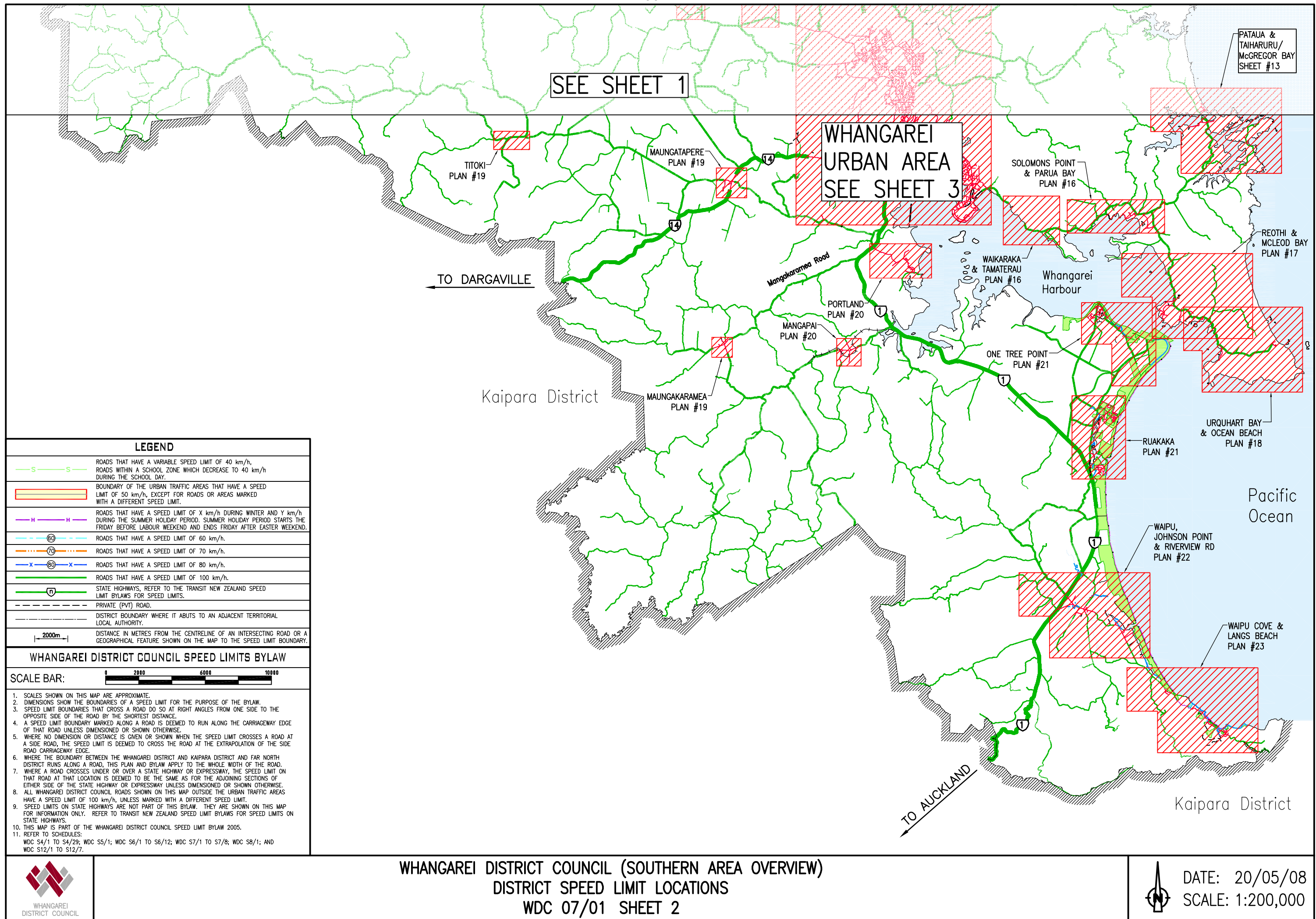




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Ruakaka Service Centre, Takutai Place, Ruakaka
P +64 9 430 4200 | F +64 9 438 7632
mailroom@wdc.govt.nz | www.wdc.govt.nz
Facebook & Twitter: WhangareiDC





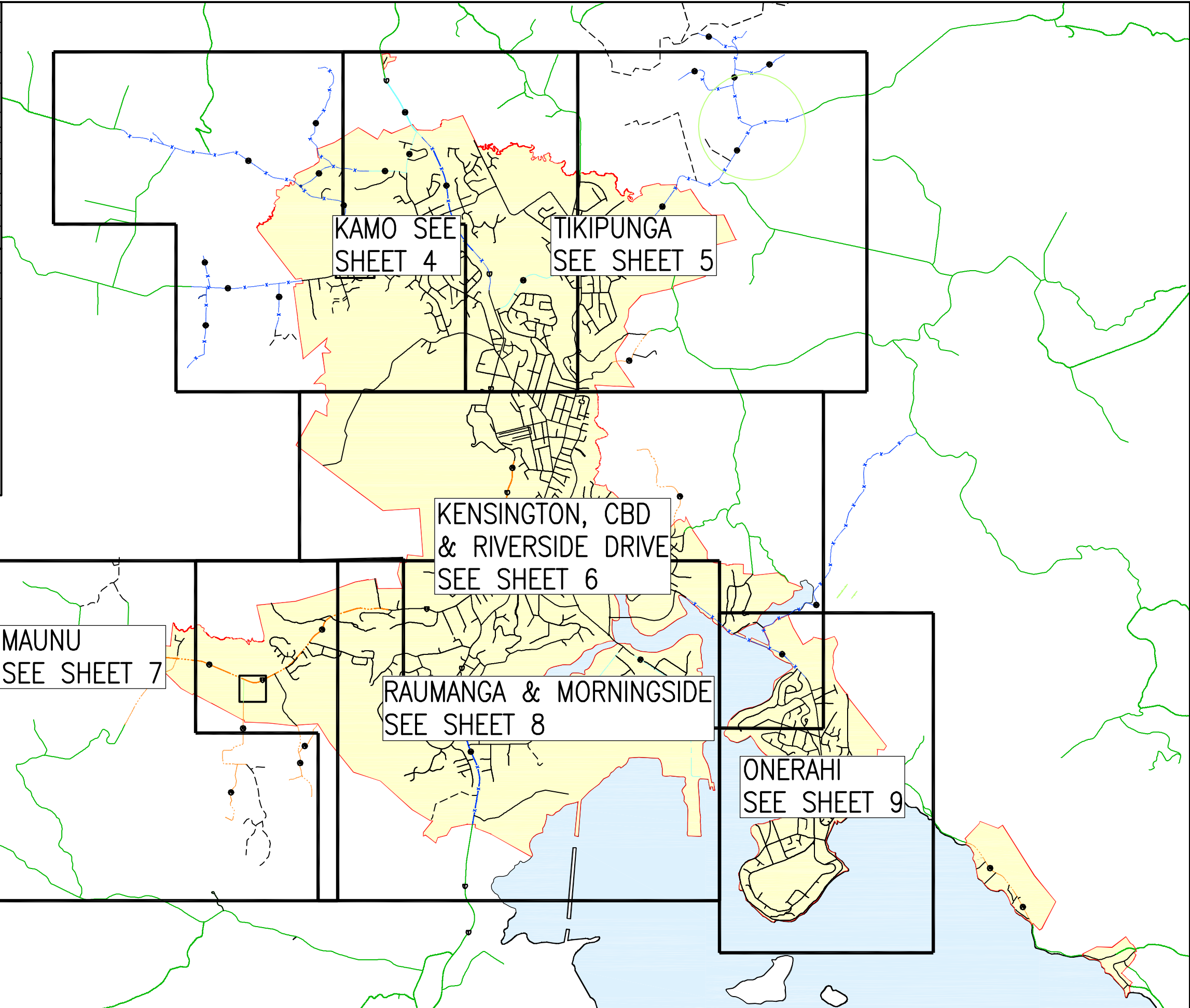


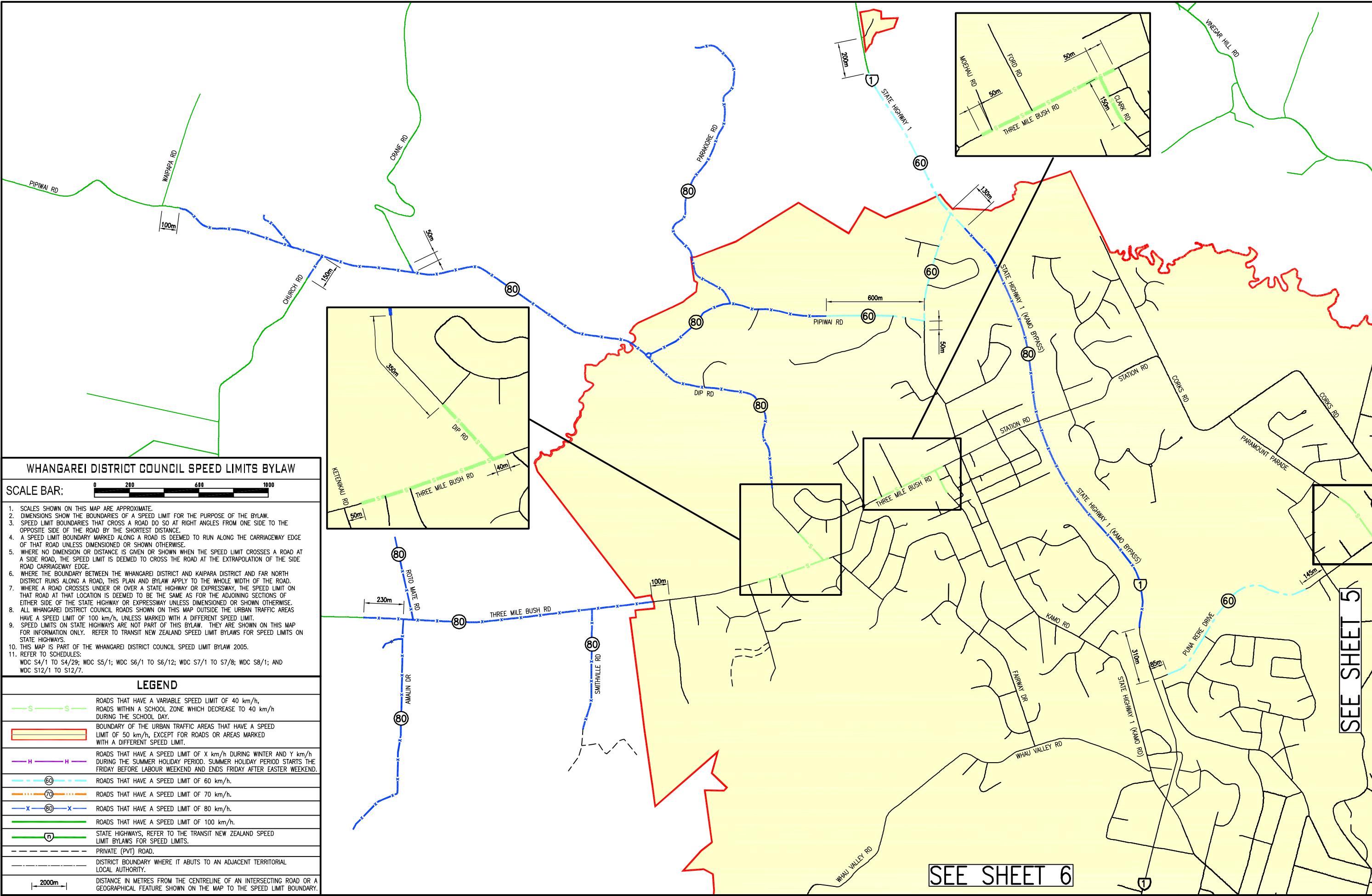
LEGEND	
	ROADS THAT HAVE A VARIABLE SPEED LIMIT OF 40 km/h, ROADS WITHIN A SCHOOL ZONE WHICH DECREASE TO 40 km/h DURING THE SCHOOL DAY.
	BOUNDARY OF THE URBAN TRAFFIC AREAS THAT HAVE A SPEED LIMIT OF 50 km/h, EXCEPT FOR ROADS OR AREAS MARKED WITH A DIFFERENT SPEED LIMIT.
	ROADS THAT HAVE A SPEED LIMIT OF X km/h DURING WINTER AND Y km/h DURING THE SUMMER HOLIDAY PERIOD. SUMMER HOLIDAY PERIOD STARTS THE FRIDAY BEFORE LABOUR WEEKEND AND ENDS FRIDAY AFTER EASTER WEEKEND.
	ROADS THAT HAVE A SPEED LIMIT OF 60 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 70 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 80 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 100 km/h.
	STATE HIGHWAYS, REFER TO THE TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS.
	PRIVATE (PVT) ROAD.
	DISTRICT BOUNDARY WHERE IT ABUTS TO AN ADJACENT TERRITORIAL LOCAL AUTHORITY.
	DISTANCE IN METRES FROM THE CENTRELINE OF AN INTERSECTING ROAD OR A GEOGRAPHICAL FEATURE SHOWN ON THE MAP TO THE SPEED LIMIT BOUNDARY.

WHANGAREI DISTRICT COUNCIL SPEED LIMITS BYLAW

SCALE BAR: N/A

1. SCALES SHOWN ON THIS MAP ARE APPROXIMATE.
2. DIMENSIONS SHOW THE BOUNDARIES OF A SPEED LIMIT FOR THE PURPOSE OF THE BYLAW.
3. SPEED LIMIT BOUNDARIES THAT CROSS A ROAD DO SO AT RIGHT ANGLES FROM ONE SIDE TO THE OPPOSITE SIDE OF THE ROAD BY THE SHORTEST DISTANCE.
4. A SPEED LIMIT BOUNDARY MARKED ALONG A ROAD IS DEEMED TO RUN ALONG THE CARRIAGEWAY EDGE OF THAT ROAD UNLESS DIMENSIONED OR SHOWN OTHERWISE.
5. WHERE NO DIMENSION OR DISTANCE IS GIVEN OR SHOWN WHEN THE SPEED LIMIT CROSSES A ROAD AT A SIDE ROAD, THE SPEED LIMIT IS DEEMED TO CROSS THE ROAD AT THE EXTRAPOLATION OF THE SIDE ROAD CARRIAGEWAY EDGE.
6. WHERE THE BOUNDARY BETWEEN THE WHANGAREI DISTRICT AND KAIPARA DISTRICT AND FAR NORTH DISTRICT RUNS ALONG A ROAD, THIS PLAN AND BYLAW APPLY TO THE WHOLE WIDTH OF THE ROAD.
7. WHERE A ROAD CROSSES UNDER OR OVER A STATE HIGHWAY OR EXPRESSWAY, THE SPEED LIMIT ON THAT ROAD AT THAT LOCATION IS DEEMED TO BE THE SAME AS FOR THE ADJOINING SECTIONS OF EITHER SIDE OF THE STATE HIGHWAY OR EXPRESSWAY UNLESS DIMENSIONED OR SHOWN OTHERWISE.
8. ALL WHANGAREI DISTRICT COUNCIL ROADS SHOWN ON THIS MAP OUTSIDE THE URBAN TRAFFIC AREAS HAVE A SPEED LIMIT OF 100 km/h, UNLESS MARKED WITH A DIFFERENT SPEED LIMIT.
9. SPEED LIMITS ON STATE HIGHWAYS ARE NOT PART OF THIS BYLAW. THEY ARE SHOWN ON THIS MAP FOR INFORMATION ONLY. REFER TO TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS ON STATE HIGHWAYS.
10. THIS MAP IS PART OF THE WHANGAREI DISTRICT COUNCIL SPEED LIMIT BYLAW 2005.
11. REFER TO SCHEDULES:
WDC S4/1 TO S4/29; WDC S5/1; WDC S6/1 TO S6/12; WDC S7/1 TO S7/8; WDC S8/1; AND WDC S12/1 TO S12/7.





WHANGAREI DISTRICT COUNCIL SPEED LIMITS BYLAW

SCALE BAR: 0 200 400 600 800 1000

1. SCALES SHOWN ON THIS MAP ARE APPROXIMATE.

2. DIMENSIONS SHOW THE BOUNDARIES OF A SPEED LIMIT FOR THE PURPOSE OF THE BYLAW.

3. SPEED LIMIT BOUNDARIES THAT CROSS A ROAD DO SO AT RIGHT ANGLES FROM ONE SIDE TO THE OPPOSITE SIDE OF THE ROAD BY THE SHORTEST DISTANCE.

4. A SPEED LIMIT BOUNDARY MARKED ALONG A ROAD IS DEEMED TO RUN ALONG THE CARRIAGEWAY EDGE OF THAT ROAD UNLESS DIMENSIONED OR SHOWN OTHERWISE.

5. WHERE NO DIMENSION OR DISTANCE IS GIVEN OR SHOWN WHEN THE SPEED LIMIT CROSSES A ROAD AT A SIDE ROAD, THE SPEED LIMIT IS DEEMED TO CROSS THE ROAD AT THE EXTRAPOLATION OF THE SIDE ROAD CARRIAGEWAY EDGE.

6. WHERE THE BOUNDARY BETWEEN THE WHANGAREI DISTRICT AND KAIPARA DISTRICT AND FAR NORTH DISTRICT RUNS ALONG A ROAD, THIS PLAN AND BYLAW APPLY TO THE WHOLE WIDTH OF THE ROAD.

7. WHERE A ROAD CROSSES UNDER OR OVER A STATE HIGHWAY OR EXPRESSWAY, THE SPEED LIMIT ON THAT ROAD AT THAT LOCATION IS DEEMED TO BE THE SAME AS FOR THE ADJOINING SECTIONS OF EITHER SIDE OF THE STATE HIGHWAY OR EXPRESSWAY UNLESS DIMENSIONED OR SHOWN OTHERWISE.

8. ALL WHANGAREI DISTRICT COUNCIL ROADS SHOWN ON THIS MAP OUTSIDE THE URBAN TRAFFIC AREAS HAVE A SPEED LIMIT OF 100 km/h, UNLESS MARKED WITH A DIFFERENT SPEED LIMIT.

9. SPEED LIMITS ON STATE HIGHWAYS ARE NOT PART OF THIS BYLAW. THEY ARE SHOWN ON THIS MAP FOR INFORMATION ONLY. REFER TO TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS ON STATE HIGHWAYS.

10. THIS MAP IS PART OF THE WHANGAREI DISTRICT COUNCIL SPEED LIMIT BYLAW 2005.

11. REFER TO SCHEDULES:
WDC S4/1 TO S4/29; WDC S5/1; WDC S6/1 TO S6/12; WDC S7/1 TO S7/8; WDC S8/1; AND WDC S12/1 TO S12/7.

LEGEND

S

S

ROADS THAT HAVE A VARIABLE SPEED LIMIT OF 40 km/h, UNLESS MARKED WITH A DIFFERENT SPEED LIMIT.

H

H

ROADS THAT HAVE A SPEED LIMIT OF X km/h DURING WINTER AND Y km/h DURING THE SUMMER HOLIDAY PERIOD. SUMMER HOLIDAY PERIOD STARTS THE FRIDAY BEFORE LABOUR WEEKEND AND ENDS FRIDAY AFTER EASTER WEEKEND.

60

60

ROADS THAT HAVE A SPEED LIMIT OF 60 km/h.

70

70

ROADS THAT HAVE A SPEED LIMIT OF 70 km/h.

80

80

ROADS THAT HAVE A SPEED LIMIT OF 80 km/h.

100

100

ROADS THAT HAVE A SPEED LIMIT OF 100 km/h.

1

1

STATE HIGHWAYS, REFER TO THE TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS.

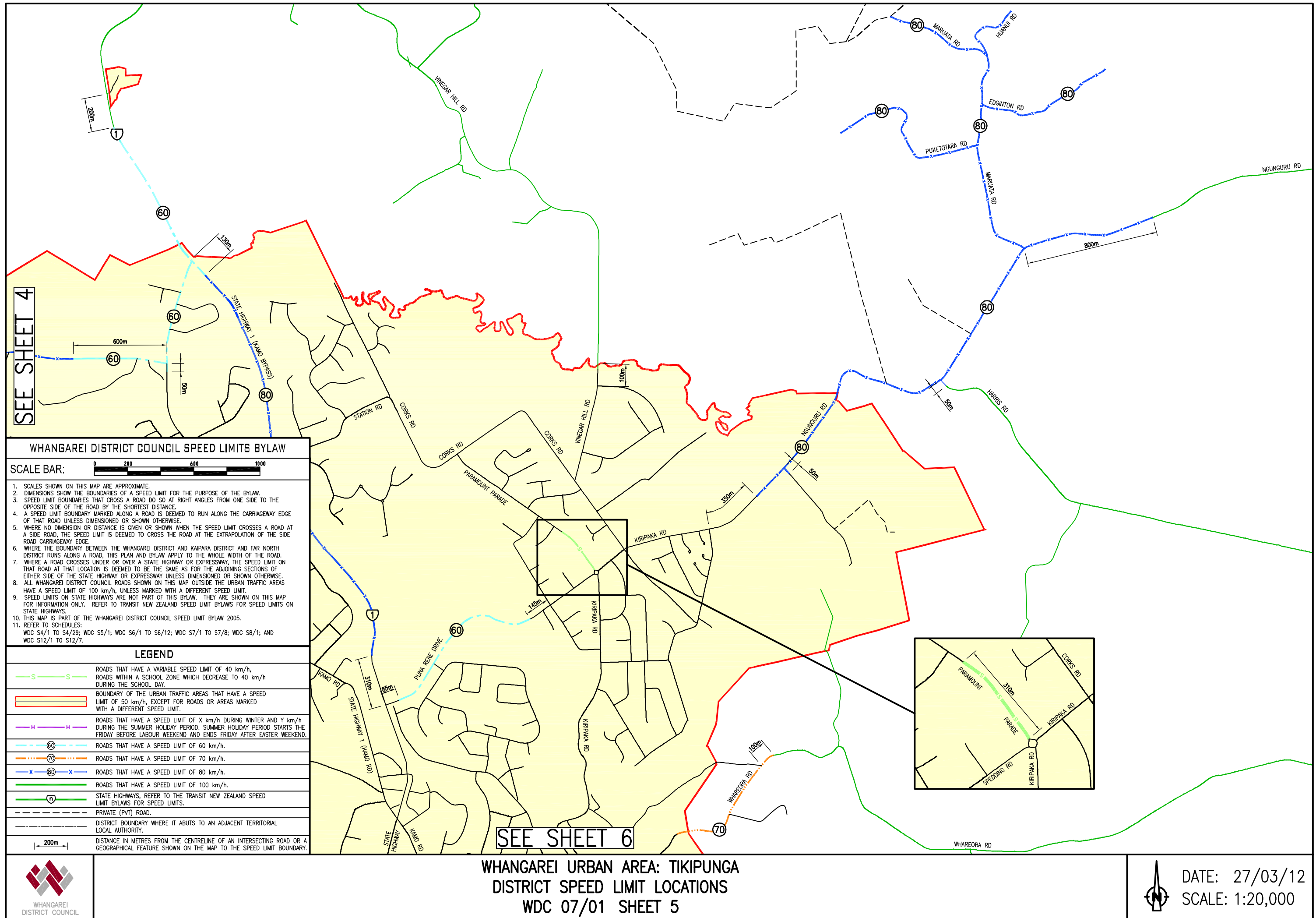
PRIVATE (PVT) ROAD.

DISTRICT BOUNDARY WHERE IT ADJUTS TO AN ADJACENT TERRITORIAL LOCAL AUTHORITY.

DISTANCE IN METRES FROM THE CENTRELINE OF AN INTERSECTING ROAD OR A GEOGRAPHICAL FEATURE SHOWN ON THE MAP TO THE SPEED LIMIT BOUNDARY.

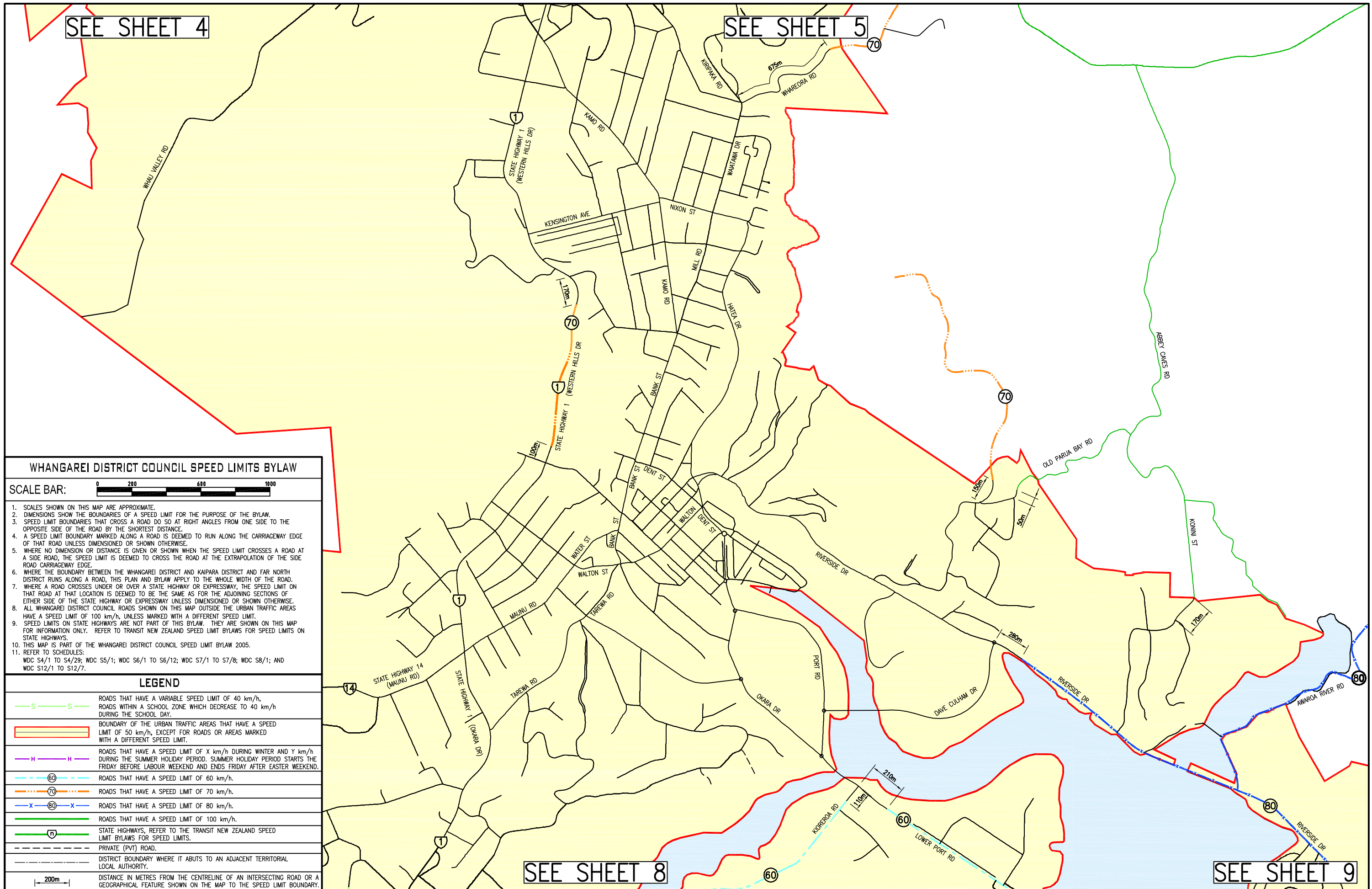
WHANGAREI URBAN AREA: KAMO
DISTRICT SPEED LIMIT LOCATIONS
WDC 07/01 SHEET 4

DATE: 27/03/12
SCALE: 1:20,000



SEE SHEET 4

SEE SHEET 5



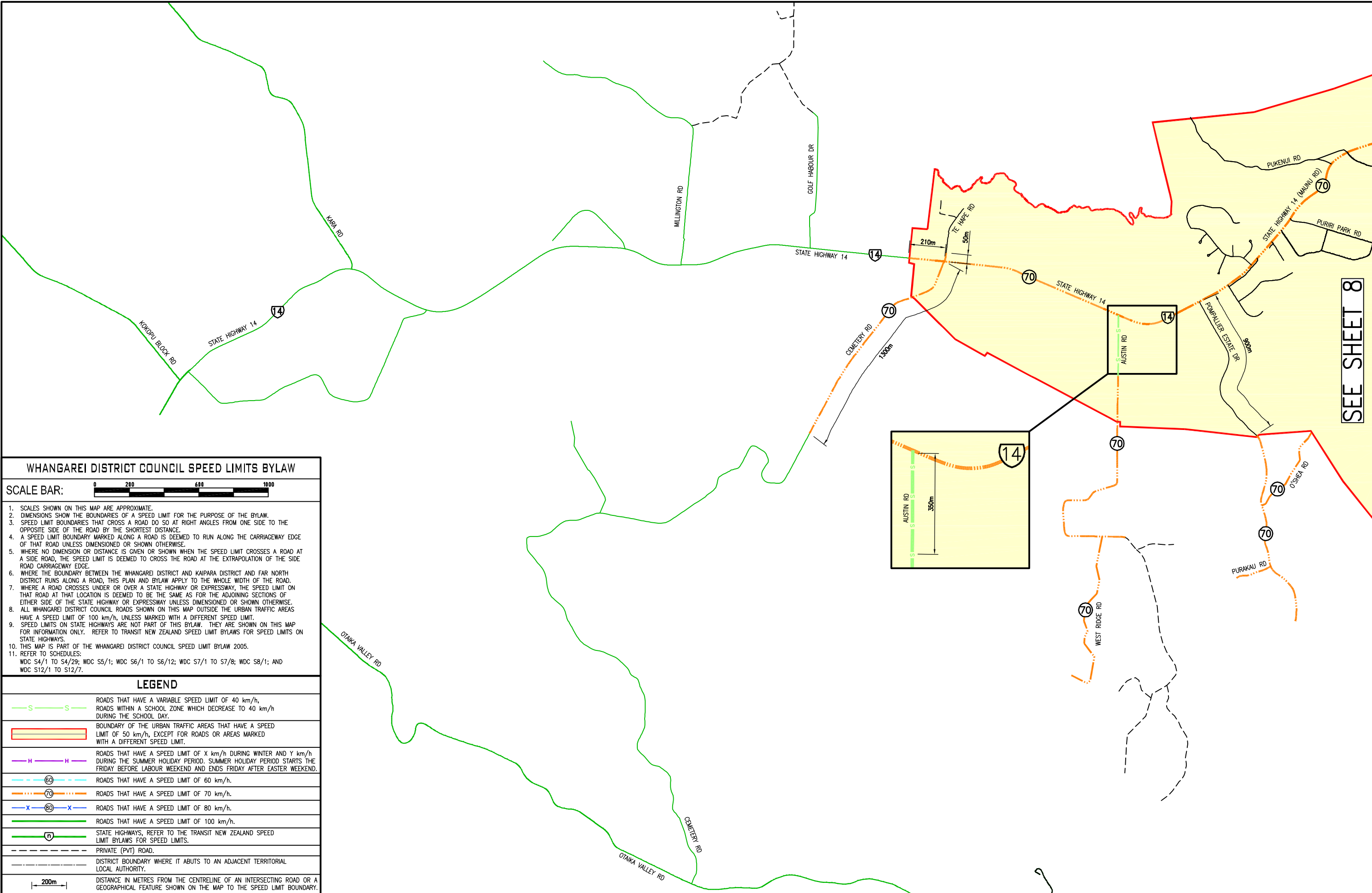
SEE SHEET 8

SEE SHEET 9

WHANGAREI URBAN AREA: KENSINGTON, RIVERSIDE DRIVE AND MORNINGSIDE
DISTRICT SPEED LIMIT LOCATIONS
WDC 07/01 SHEET 6



DATE: 22/08/13
 SCALE: 1:20,000



WHANGAREI DISTRICT COUNCIL SPEED LIMITS BYLAW

SCALE BAR:

0

200

600

1000

1. SCALES SHOWN ON THIS MAP ARE APPROXIMATE.

2. DIMENSIONS SHOW THE BOUNDARIES OF A SPEED LIMIT FOR THE PURPOSE OF THE BYLAW.

3. SPEED LIMIT BOUNDARIES THAT CROSS A ROAD DO SO AT RIGHT ANGLES FROM ONE SIDE TO THE OPPOSITE SIDE OF THE ROAD BY THE SHORTEST DISTANCE.

4. A SPEED LIMIT BOUNDARY MARKED ALONG A ROAD IS DEEMED TO RUN ALONG THE CARRIAGEWAY EDGE OF THAT ROAD UNLESS DIMENSIONED OR SHOWN OTHERWISE.

5. WHERE NO DIMENSION OR DISTANCE IS GIVEN OR SHOWN WHEN THE SPEED LIMIT CROSSES A ROAD AT A SIDE ROAD, THE SPEED LIMIT IS DEEMED TO CROSS THE ROAD AT THE EXTRAPOLATION OF THE SIDE ROAD CARRIAGEWAY EDGE.

6. WHERE THE BOUNDARY BETWEEN THE WHANGAREI DISTRICT AND KAIPARA DISTRICT AND FAR NORTH DISTRICT RUNS ALONG A ROAD, THIS PLAN AND BYLAW APPLY TO THE WHOLE WIDTH OF THE ROAD.

7. WHERE A ROAD CROSSES UNDER OR OVER A STATE HIGHWAY OR EXPRESSWAY, THE SPEED LIMIT ON THAT ROAD AT THAT LOCATION IS DEEMED TO BE THE SAME AS FOR THE ADJOINING SECTIONS OF EITHER SIDE OF THE STATE HIGHWAY OR EXPRESSWAY UNLESS DIMENSIONED OR SHOWN OTHERWISE.

8. ALL WHANGAREI DISTRICT COUNCIL ROADS SHOWN ON THIS MAP OUTSIDE THE URBAN TRAFFIC AREAS HAVE A SPEED LIMIT OF 100 km/h, UNLESS MARKED WITH A DIFFERENT SPEED LIMIT.

9. SPEED LIMITS ON STATE HIGHWAYS ARE NOT PART OF THIS BYLAW. THEY ARE SHOWN ON THIS MAP FOR INFORMATION ONLY. REFER TO TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS ON STATE HIGHWAYS.

10. THIS MAP IS PART OF THE WHANGAREI DISTRICT COUNCIL SPEED LIMIT BYLAW 2005.

11. REFER TO SCHEDULES:
WDC S4/1 TO S4/29; WDC S5/1; WDC S6/1 TO S6/12; WDC S7/1 TO S7/8; WDC S8/1; AND WDC S12/1 TO S12/7.

LEGEND

S

S

ROADS THAT HAVE A VARIABLE SPEED LIMIT OF 40 km/h, ROADS WITHIN A SCHOOL ZONE WHICH DECREASE TO 40 km/h DURING THE SCHOOL DAY.

BOUNDARY OF THE URBAN TRAFFIC AREAS THAT HAVE A SPEED LIMIT OF 50 km/h, EXCEPT FOR ROADS OR AREAS MARKED WITH A DIFFERENT SPEED LIMIT.

H

H

ROADS THAT HAVE A SPEED LIMIT OF X km/h DURING WINTER AND Y km/h DURING THE SUMMER HOLIDAY PERIOD. SUMMER HOLIDAY PERIOD STARTS THE FRIDAY BEFORE LABOUR WEEKEND AND ENDS FRIDAY AFTER EASTER WEEKEND.

60

ROADS THAT HAVE A SPEED LIMIT OF 60 km/h.

70

ROADS THAT HAVE A SPEED LIMIT OF 70 km/h.

X

80

X

ROADS THAT HAVE A SPEED LIMIT OF 80 km/h.

ROADS THAT HAVE A SPEED LIMIT OF 100 km/h.

n

STATE HIGHWAYS, REFER TO THE TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS.

PRIVATE (PVT) ROAD.

DISTRICT BOUNDARY WHERE IT ABUTS TO AN ADJACENT TERRITORIAL LOCAL AUTHORITY.

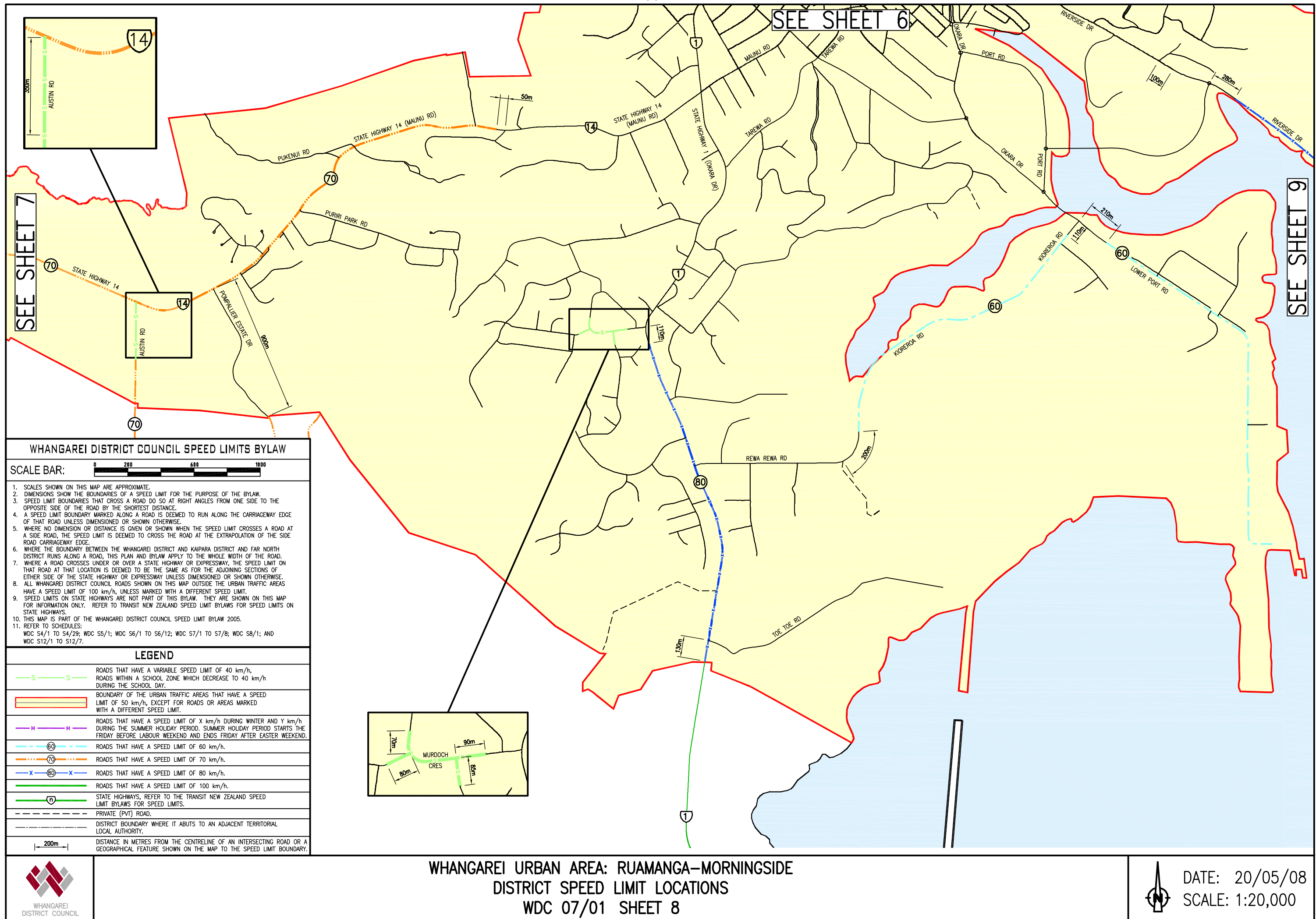
200m

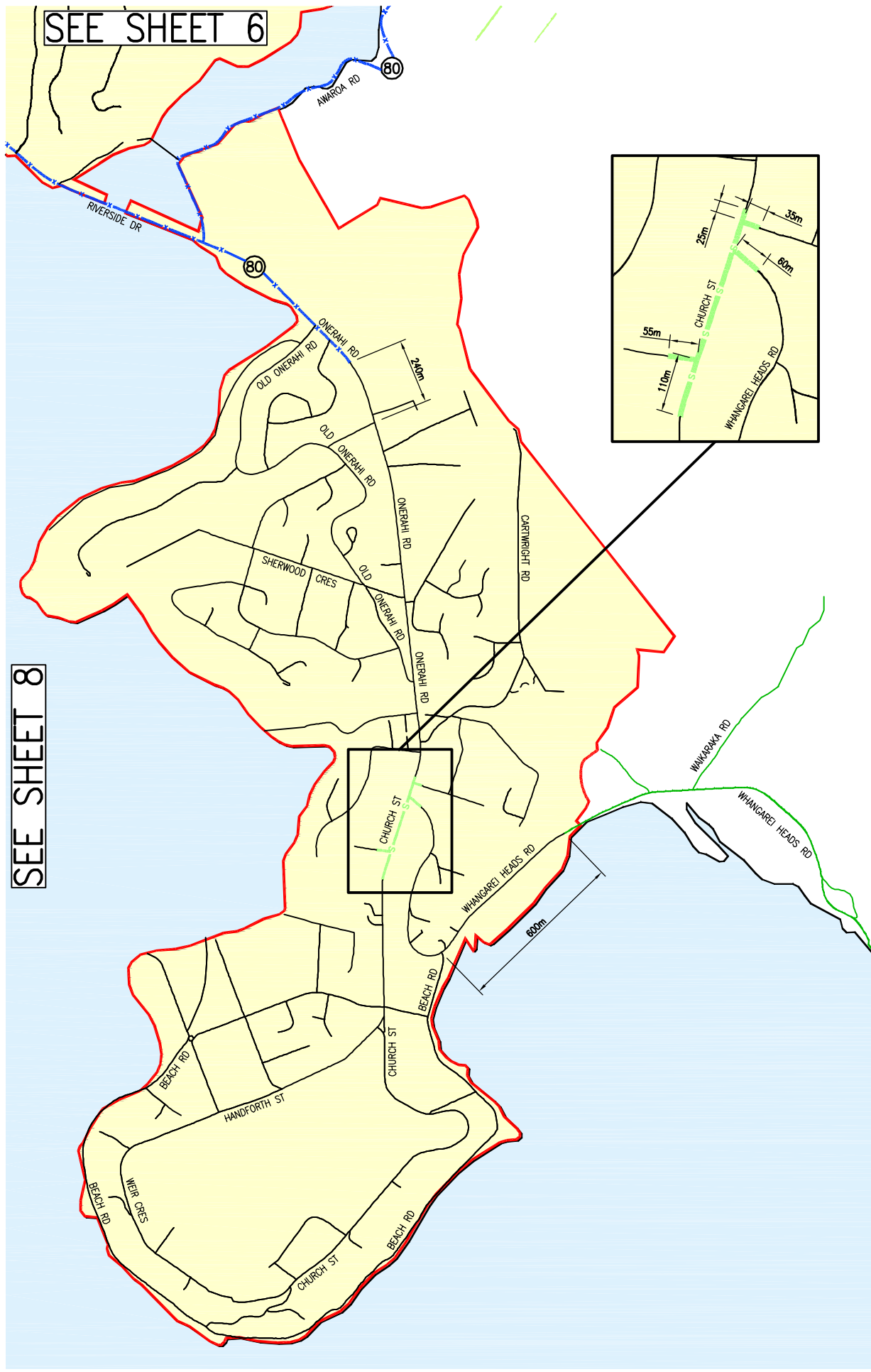
DISTANCE IN METRES FROM THE CENTRELINE OF AN INTERSECTING ROAD OR A GEOGRAPHICAL FEATURE SHOWN ON THE MAP TO THE SPEED LIMIT BOUNDARY.

WHANGAREI URBAN AREA: MAUNU
DISTRICT SPEED LIMIT LOCATIONS
WDC 07/01 SHEET 7

N

DATE: 20/05/08
SCALE: 1:20,000





WHANGAREI DISTRICT COUNCIL SPEED LIMITS BYLAW

SCALE BAR:

0

200

600

1000

1. SCALES SHOWN ON THIS MAP ARE APPROXIMATE.

2. DIMENSIONS SHOW THE BOUNDARIES OF A SPEED LIMIT FOR THE PURPOSE OF THE BYLAW.

3. SPEED LIMIT BOUNDARIES THAT CROSS A ROAD DO SO AT RIGHT ANGLES FROM ONE SIDE TO THE OPPOSITE SIDE OF THE ROAD BY THE SHORTEST DISTANCE.

4. A SPEED LIMIT BOUNDARY MARKED ALONG A ROAD IS DEEMED TO RUN ALONG THE CARRIAGEWAY EDGE OF THAT ROAD UNLESS DIMENSIONED OR SHOWN OTHERWISE.

5. WHERE NO DIMENSION OR DISTANCE IS GIVEN OR SHOWN WHEN THE SPEED LIMIT CROSSES A ROAD AT A SIDE ROAD, THE SPEED LIMIT IS DEEMED TO CROSS THE ROAD AT THE EXTRAPOLATION OF THE SIDE ROAD CARRIAGEWAY EDGE.

6. WHERE THE BOUNDARY BETWEEN THE WHANGAREI DISTRICT AND KAIPARA DISTRICT AND FAR NORTH DISTRICT RUNS ALONG A ROAD, THIS PLAN AND BYLAW APPLY TO THE WHOLE WIDTH OF THE ROAD.

7. WHERE A ROAD CROSSES UNDER OR OVER A STATE HIGHWAY OR EXPRESSWAY, THE SPEED LIMIT ON THAT ROAD AT THAT LOCATION IS DEEMED TO BE THE SAME AS FOR THE ADJOINING SECTIONS OF EITHER SIDE OF THE STATE HIGHWAY OR EXPRESSWAY UNLESS DIMENSIONED OR SHOWN OTHERWISE.

8. ALL WHANGAREI DISTRICT COUNCIL ROADS SHOWN ON THIS MAP OUTSIDE THE URBAN TRAFFIC AREAS HAVE A SPEED LIMIT OF 100 km/h, UNLESS MARKED WITH A DIFFERENT SPEED LIMIT.

9. SPEED LIMITS ON STATE HIGHWAYS ARE NOT PART OF THIS BYLAW. THEY ARE SHOWN ON THIS MAP FOR INFORMATION ONLY. REFER TO TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS ON STATE HIGHWAYS.

10. THIS MAP IS PART OF THE WHANGAREI DISTRICT COUNCIL SPEED LIMIT BYLAW 2005.

11. REFER TO SCHEDULES:
WDC S4/1 TO S4/29; WDC S5/1; WDC S6/1 TO S6/12; WDC S7/1 TO S7/8; WDC S8/1; AND WDC S12/1 TO S12/7.

LEGEND

S

S

ROADS THAT HAVE A VARIABLE SPEED LIMIT OF 40 km/h, ROADS WITHIN A SCHOOL ZONE WHICH DECREASE TO 40 km/h DURING THE SCHOOL DAY.

BOUNDARY OF THE URBAN TRAFFIC AREAS THAT HAVE A SPEED LIMIT OF 50 km/h, EXCEPT FOR ROADS OR AREAS MARKED WITH A DIFFERENT SPEED LIMIT.

H

H

ROADS THAT HAVE A SPEED LIMIT OF X km/h DURING WINTER AND Y km/h DURING THE SUMMER HOLIDAY PERIOD. SUMMER HOLIDAY PERIOD STARTS THE FRIDAY BEFORE LABOUR WEEKEND AND ENDS FRIDAY AFTER EASTER WEEKEND.

60

ROADS THAT HAVE A SPEED LIMIT OF 60 km/h.

70

ROADS THAT HAVE A SPEED LIMIT OF 70 km/h.

X

80

X

ROADS THAT HAVE A SPEED LIMIT OF 80 km/h.

ROADS THAT HAVE A SPEED LIMIT OF 100 km/h.

n

STATE HIGHWAYS, REFER TO THE TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS.

PRIVATE (PVT) ROAD.

DISTRICT BOUNDARY WHERE IT ABUTS TO AN ADJACENT TERRITORIAL LOCAL AUTHORITY.

200m

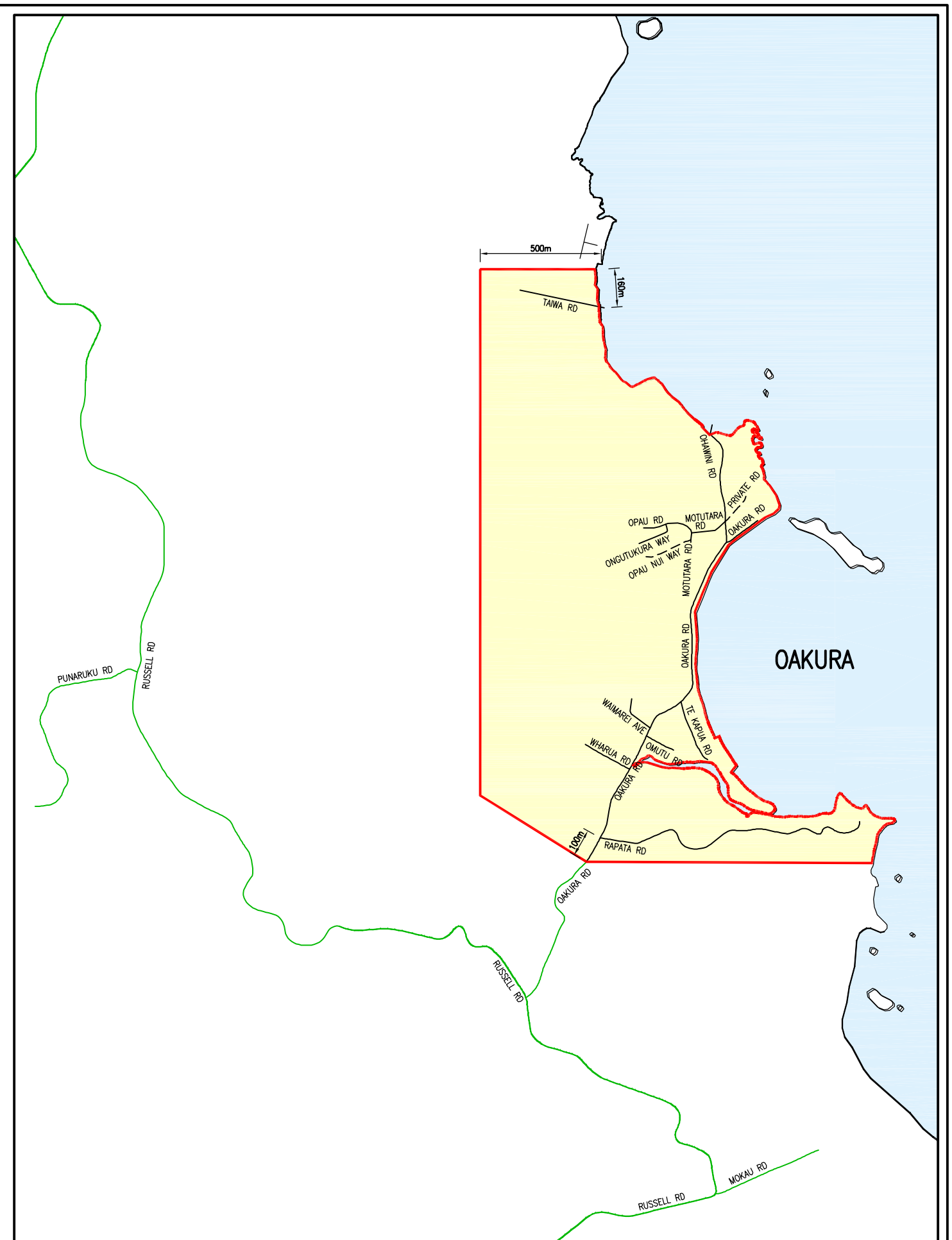
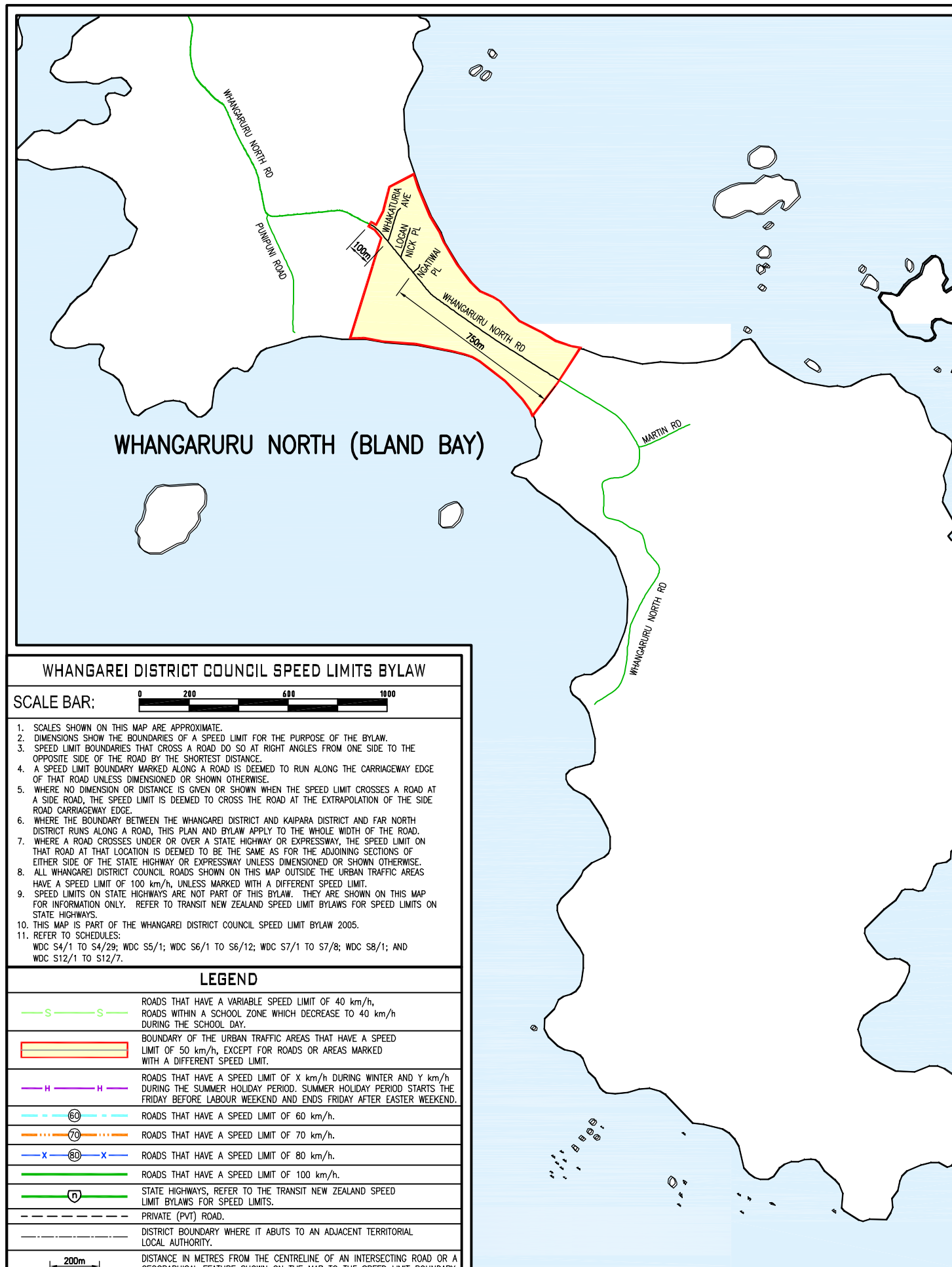
DISTANCE IN METRES FROM THE CENTRELINE OF AN INTERSECTING ROAD OR A GEOGRAPHICAL FEATURE SHOWN ON THE MAP TO THE SPEED LIMIT BOUNDARY.

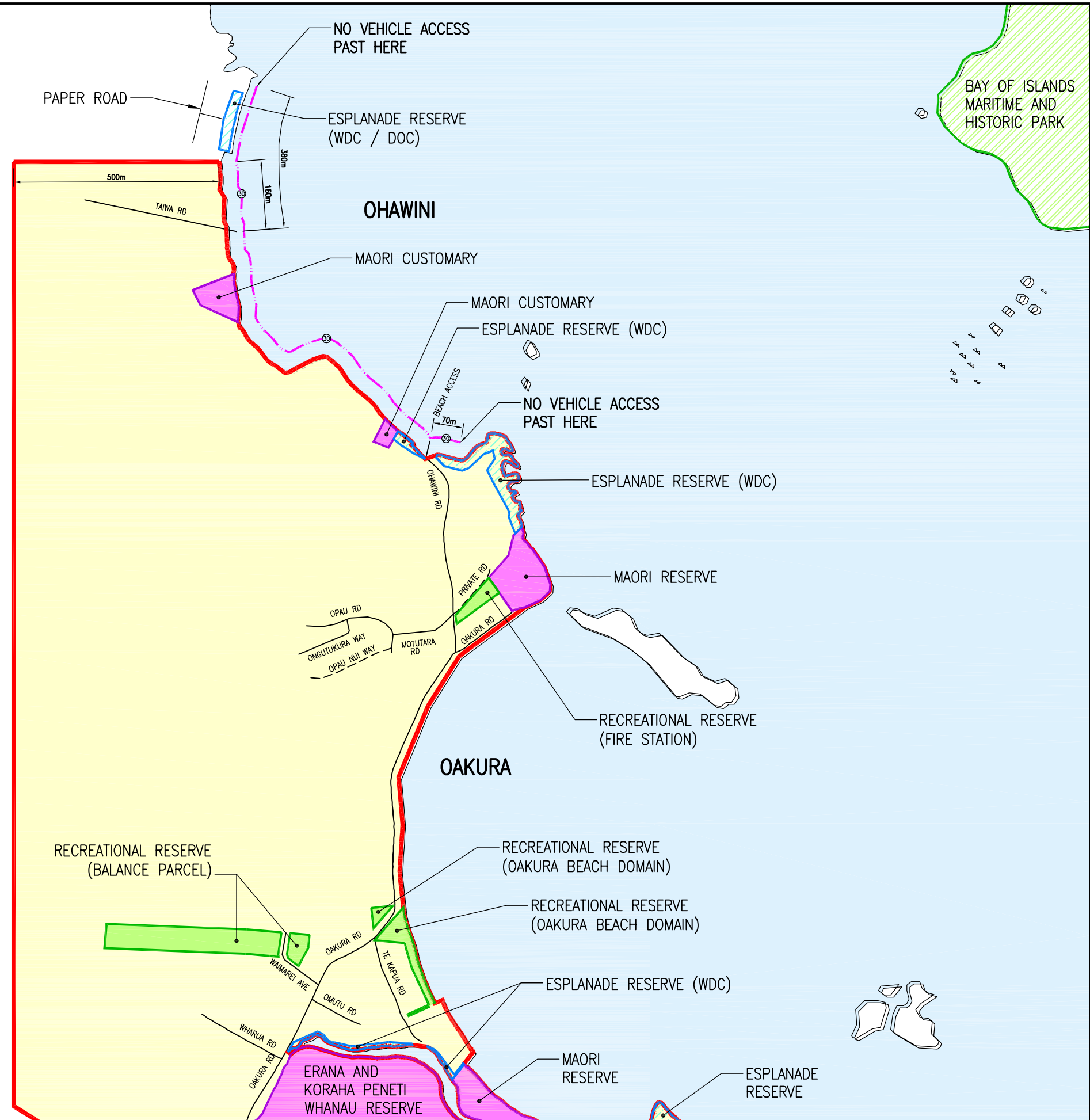
WHANGAREI URBAN AREA: ONERAHI
DISTRICT SPEED LIMIT LOCATIONS
WDC 07/01 SHEET 9

WHANGAREI
DISTRICT COUNCIL

N

DATE: 20/05/08
SCALE: 1:20,000





KEY

	RECREATIONAL RESERVE (WDC)
	RECREATIONAL RESERVE (CROWN)
	RECREATIONAL RESERVE (DOC)
	RIVER
	ESPLANADE
	MAORI LAND

NOTE:
ALL OTHER LAND IS PRIVATE PROPERTY

WHANGAREI DISTRICT COUNCIL SPEED LIMITS BYLAW

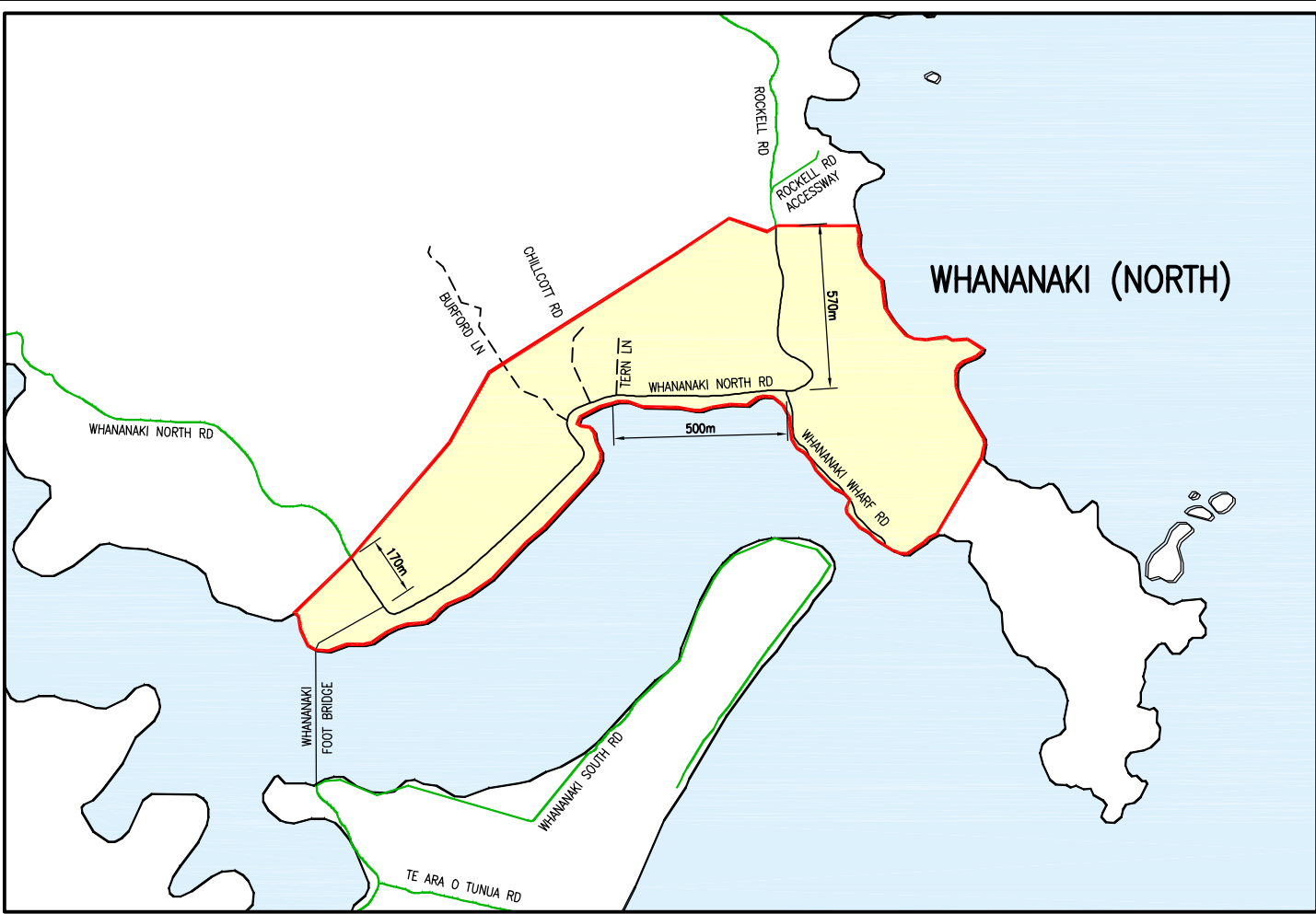
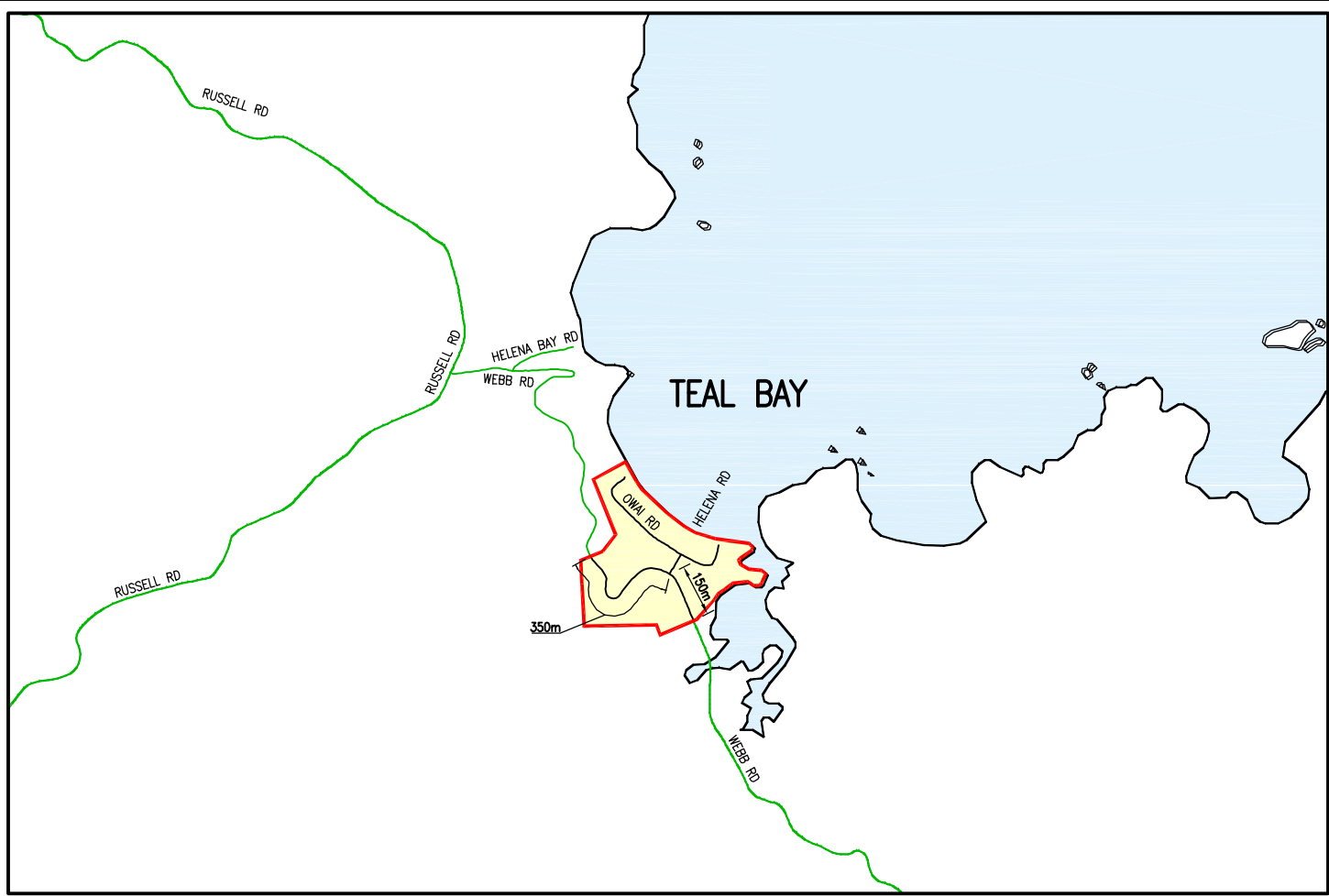
SCALE BAR:

1. SCALES SHOWN ON THIS MAP ARE APPROXIMATE.
2. DIMENSIONS SHOW THE BOUNDARIES OF A SPEED LIMIT FOR THE PURPOSE OF THE BYLAW.
3. SPEED LIMIT BOUNDARIES THAT CROSS A ROAD DO SO AT RIGHT ANGLES FROM ONE SIDE TO THE OPPOSITE SIDE OF THE ROAD BY THE SHORTEST DISTANCE.
4. A SPEED LIMIT BOUNDARY MARKED ALONG A ROAD IS DEEMED TO RUN ALONG THE CARRIAGEWAY EDGE OF THAT ROAD UNLESS DIMENSIONED OR SHOWN OTHERWISE.
5. WHERE NO DIMENSION OR DISTANCE IS GIVEN OR SHOWN WHEN THE SPEED LIMIT CROSSES A ROAD AT A SIDE ROAD, THE SPEED LIMIT IS DEEMED TO CROSS THE ROAD AT THE EXTRAPOLATION OF THE SIDE ROAD CARRIAGEWAY EDGE.
6. WHERE THE BOUNDARY BETWEEN THE WHANGAREI DISTRICT AND KAIPARA DISTRICT AND FAR NORTH DISTRICT RUNS ALONG A ROAD, THIS PLAN AND BYLAW APPLY TO THE WHOLE WIDTH OF THE ROAD.
7. WHERE A ROAD CROSSES UNDER OR OVER A STATE HIGHWAY OR EXPRESSWAY, THE SPEED LIMIT ON THAT ROAD AT THAT LOCATION IS DEEMED TO BE THE SAME AS FOR THE ADJOINING SECTIONS OF EITHER SIDE OF THE STATE HIGHWAY OR EXPRESSWAY UNLESS DIMENSIONED OR SHOWN OTHERWISE.
8. ALL WHANGAREI DISTRICT COUNCIL ROADS SHOWN ON THIS MAP OUTSIDE THE URBAN TRAFFIC AREAS HAVE A SPEED LIMIT OF 100 km/h, UNLESS MARKED WITH A DIFFERENT SPEED LIMIT.
9. SPEED LIMITS ON STATE HIGHWAYS ARE NOT PART OF THIS BYLAW. THEY ARE SHOWN ON THIS MAP FOR INFORMATION ONLY. REFER TO TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS ON STATE HIGHWAYS.
10. THIS MAP IS PART OF THE WHANGAREI DISTRICT COUNCIL SPEED LIMIT BYLAW 2005.
11. REFER TO SCHEDULES:
WDC S4/1 TO S4/29; WDC S5/1; WDC S6/1 TO S6/12; WDC S7/1 TO S7/8; WDC S8/1; AND WDC S12/1 TO S12/7.

LEGEND

	ROADS THAT HAVE A SPEED LIMIT OF 30 km/h.
	ROADS THAT HAVE A VARIABLE SPEED LIMIT OF 40 km/h, UNLESS DIMENSIONED OR SHOWN OTHERWISE.
	BOUNDARY OF THE URBAN TRAFFIC AREAS THAT HAVE A SPEED LIMIT OF 50 km/h, EXCEPT FOR ROADS OR AREAS MARKED WITH A DIFFERENT SPEED LIMIT.
	ROADS THAT HAVE A SPEED LIMIT OF X km/h DURING WINTER AND Y km/h DURING THE SUMMER HOLIDAY PERIOD. SUMMER HOLIDAY PERIOD STARTS THE FRIDAY BEFORE LABOUR WEEKEND AND ENDS FRIDAY AFTER EASTER WEEKEND.
	ROADS THAT HAVE A SPEED LIMIT OF 60 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 70 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 80 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 100 km/h.
	STATE HIGHWAYS, REFER TO THE TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS.
	PRIVATE (PVT) ROAD.
	DISTRICT BOUNDARY WHERE IT ADJUTS TO AN ADJACENT TERRITORIAL LOCAL AUTHORITY.
	DISTANCE IN METRES FROM THE CENTRELINE OF AN INTERSECTING ROAD OR A GEOGRAPHICAL FEATURE SHOWN ON THE MAP TO THE SPEED LIMIT BOUNDARY.





WHANGAREI DISTRICT COUNCIL SPEED LIMITS BYLAW

SCALE BAR:

0

200

600

1000

1. SCALES SHOWN ON THIS MAP ARE APPROXIMATE.

2. DIMENSIONS SHOW THE BOUNDARIES OF A SPEED LIMIT FOR THE PURPOSE OF THE BYLAW.

3. SPEED LIMIT BOUNDARIES THAT CROSS A ROAD DO SO AT RIGHT ANGLES FROM ONE SIDE TO THE OPPOSITE SIDE OF THE ROAD BY THE SHORTEST DISTANCE.

4. A SPEED LIMIT BOUNDARY MARKED ALONG A ROAD IS DEEMED TO RUN ALONG THE CARRIAGEWAY EDGE OF THAT ROAD UNLESS DIMENSIONED OR SHOWN OTHERWISE.

5. WHERE NO DIMENSION OR DISTANCE IS GIVEN OR SHOWN WHEN THE SPEED LIMIT CROSSES A ROAD AT A SIDE ROAD, THE SPEED LIMIT IS DEEMED TO CROSS THE ROAD AT THE EXTRAPOLATION OF THE SIDE ROAD CARRIAGEWAY EDGE.

6. WHERE THE BOUNDARY BETWEEN THE WHANGAREI DISTRICT AND KAIPARA DISTRICT AND FAR NORTH DISTRICT RUNS ALONG A ROAD, THIS PLAN AND BYLAW APPLY TO THE WHOLE WIDTH OF THE ROAD.

7. WHERE A ROAD CROSSES UNDER OR OVER A STATE HIGHWAY OR EXPRESSWAY, THE SPEED LIMIT ON THAT ROAD AT THAT LOCATION IS DEEMED TO BE THE SAME AS FOR THE ADJOINING SECTIONS OF EITHER SIDE OF THE STATE HIGHWAY OR EXPRESSWAY UNLESS DIMENSIONED OR SHOWN OTHERWISE.

8. ALL WHANGAREI DISTRICT COUNCIL ROADS SHOWN ON THIS MAP OUTSIDE THE URBAN TRAFFIC AREAS HAVE A SPEED LIMIT OF 100 km/h, UNLESS MARKED WITH A DIFFERENT SPEED LIMIT.

9. SPEED LIMITS ON STATE HIGHWAYS ARE NOT PART OF THIS BYLAW. THEY ARE SHOWN ON THIS MAP FOR INFORMATION ONLY. REFER TO TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS ON STATE HIGHWAYS.

10. THIS MAP IS PART OF THE WHANGAREI DISTRICT COUNCIL SPEED LIMIT BYLAW 2005.

11. REFER TO SCHEDULES:
WDC S4/1 TO S4/29; WDC S5/1; WDC S6/1 TO S6/12; WDC S7/1 TO S7/8; WDC S8/1; AND WDC S12/1 TO S12/7.

LEGEND

S

S

ROADS THAT HAVE A VARIABLE SPEED LIMIT OF 40 km/h, ROADS WITHIN A SCHOOL ZONE WHICH DECREASE TO 40 km/h DURING THE SCHOOL DAY.

BOUNDARY OF THE URBAN TRAFFIC AREAS THAT HAVE A SPEED LIMIT OF 50 km/h, EXCEPT FOR ROADS OR AREAS MARKED WITH A DIFFERENT SPEED LIMIT.

H

H

ROADS THAT HAVE A SPEED LIMIT OF X km/h DURING WINTER AND Y km/h DURING THE SUMMER HOLIDAY PERIOD. SUMMER HOLIDAY PERIOD STARTS THE FRIDAY BEFORE LABOUR WEEKEND AND ENDS FRIDAY AFTER EASTER WEEKEND.

60

ROADS THAT HAVE A SPEED LIMIT OF 60 km/h.

70

ROADS THAT HAVE A SPEED LIMIT OF 70 km/h.

80

ROADS THAT HAVE A SPEED LIMIT OF 80 km/h.

ROADS THAT HAVE A SPEED LIMIT OF 100 km/h.

n

STATE HIGHWAYS, REFER TO THE TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS.

PRIVATE (PVT) ROAD.

DISTRICT BOUNDARY WHERE IT ABUTS TO AN ADJACENT TERRITORIAL LOCAL AUTHORITY.

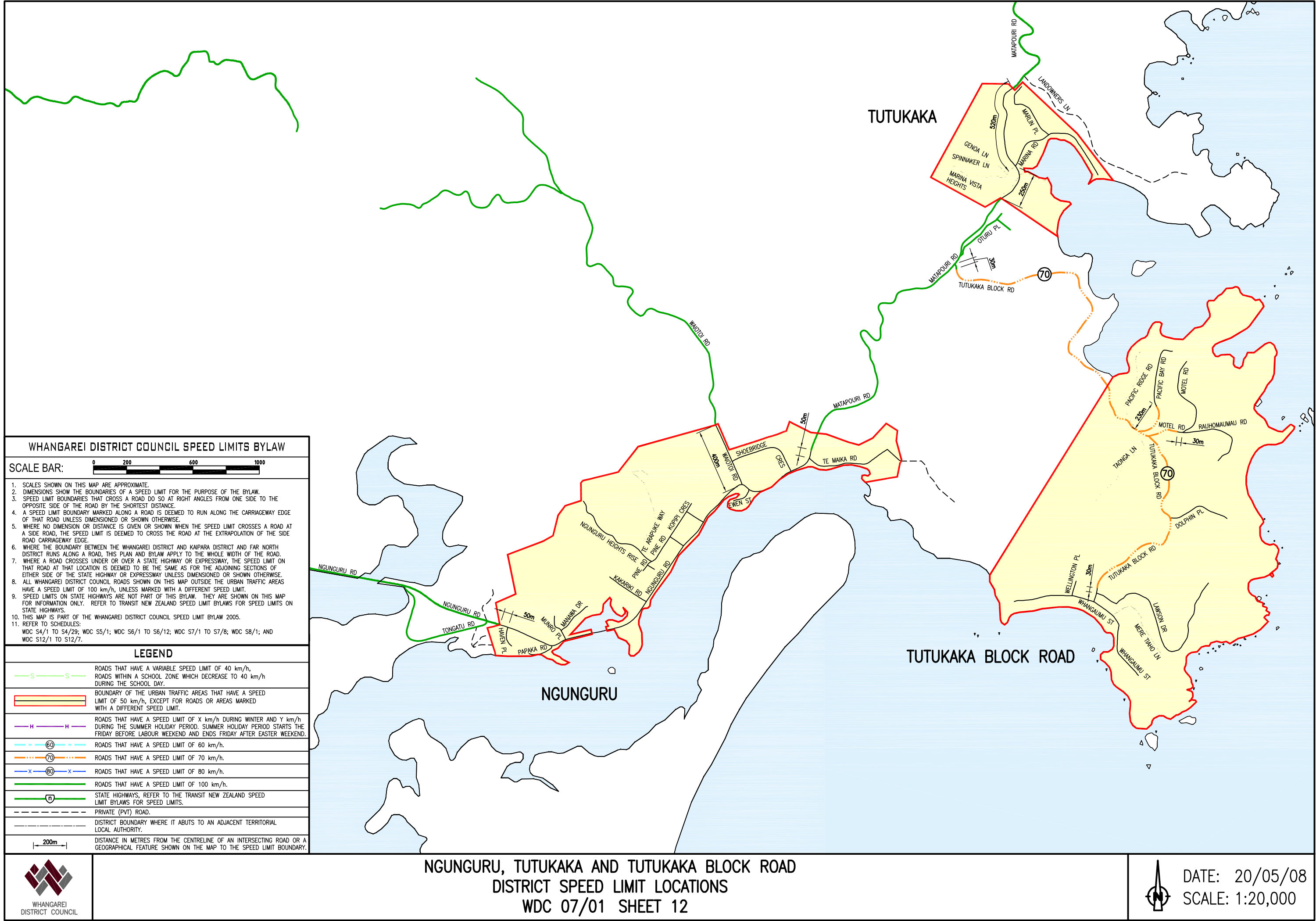
200m

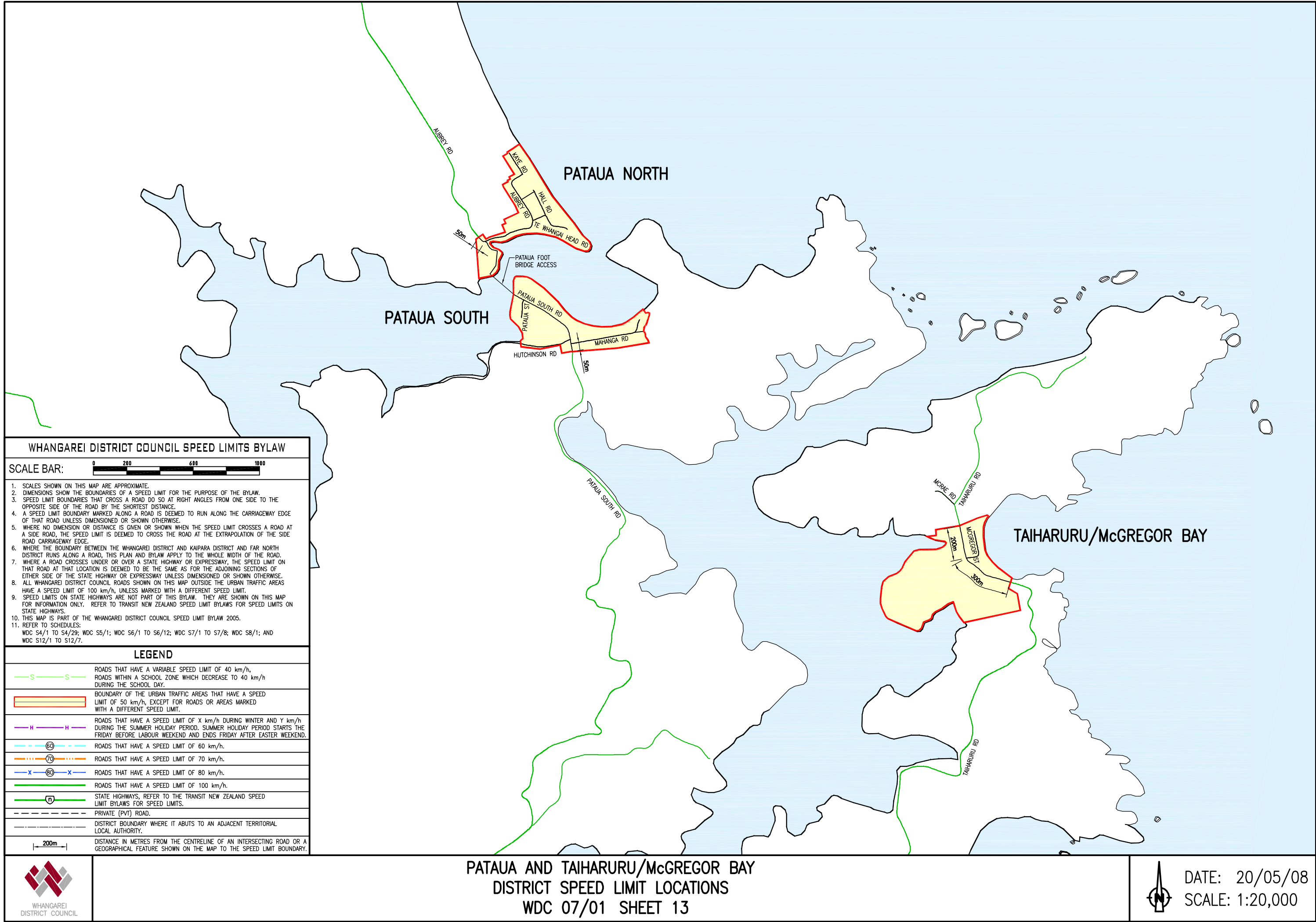
DISTANCE IN METRES FROM THE CENTRELINE OF AN INTERSECTING ROAD OR A GEOGRAPHICAL FEATURE SHOWN ON THE MAP TO THE SPEED LIMIT BOUNDARY.

WHANGAREI DISTRICT COUNCIL

TEAL BAY, WHANANAKI (NORTH) AND MATAPOURI
DISTRICT SPEED LIMIT LOCATIONS
WDC 07/01 SHEET 11

DATE: 20/05/08
SCALE: 1:20,000





WHANGAREI DISTRICT COUNCIL SPEED LIMITS BYLAW

SCALE BAR:

0

200

600

1000

1. SCALES SHOWN ON THIS MAP ARE APPROXIMATE.

2. DIMENSIONS SHOW THE BOUNDARIES OF A SPEED LIMIT FOR THE PURPOSE OF THE BYLAW.

3. SPEED LIMIT BOUNDARIES THAT CROSS A ROAD DO SO AT RIGHT ANGLES FROM ONE SIDE TO THE OPPOSITE SIDE OF THE ROAD BY THE SHORTEST DISTANCE.

4. A SPEED LIMIT BOUNDARY MARKED ALONG A ROAD IS DEEMED TO RUN ALONG THE CARRIAGEWAY EDGE OF THAT ROAD UNLESS DIMENSIONED OR SHOWN OTHERWISE.

5. WHERE NO DIMENSION OR DISTANCE IS GIVEN OR SHOWN WHEN THE SPEED LIMIT CROSSES A ROAD AT A SIDE ROAD, THE SPEED LIMIT IS DEEMED TO CROSS THE ROAD AT THE EXTRAPOLATION OF THE SIDE ROAD CARRIAGEWAY EDGE.

6. WHERE THE BOUNDARY BETWEEN THE WHANGAREI DISTRICT AND KAIPARA DISTRICT AND FAR NORTH DISTRICT RUNS ALONG A ROAD, THIS PLAN AND BYLAW APPLY TO THE WHOLE WIDTH OF THE ROAD.

7. WHERE A ROAD CROSSES UNDER OR OVER A STATE HIGHWAY OR EXPRESSWAY, THE SPEED LIMIT ON THAT ROAD AT THAT LOCATION IS DEEMED TO BE THE SAME AS FOR THE ADJOINING SECTIONS OF EITHER SIDE OF THE STATE HIGHWAY OR EXPRESSWAY UNLESS DIMENSIONED OR SHOWN OTHERWISE.

8. ALL WHANGAREI DISTRICT COUNCIL ROADS SHOWN ON THIS MAP OUTSIDE THE URBAN TRAFFIC AREAS HAVE A SPEED LIMIT OF 100 km/h, UNLESS MARKED WITH A DIFFERENT SPEED LIMIT.

9. SPEED LIMITS ON STATE HIGHWAYS ARE NOT PART OF THIS BYLAW. THEY ARE SHOWN ON THIS MAP FOR INFORMATION ONLY. REFER TO TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS ON STATE HIGHWAYS.

10. THIS MAP IS PART OF THE WHANGAREI DISTRICT COUNCIL SPEED LIMIT BYLAW 2005.

11. REFER TO SCHEDULES:
WDC S4/1 TO S4/29; WDC S5/1; WDC S6/1 TO S6/12; WDC S7/1 TO S7/8; WDC S8/1; AND WDC S12/1 TO S12/7.

LEGEND

S

S

ROADS THAT HAVE A VARIABLE SPEED LIMIT OF 40 km/h, ROADS WITHIN A SCHOOL ZONE WHICH DECREASE TO 40 km/h DURING THE SCHOOL DAY.

BOUNDARY OF THE URBAN TRAFFIC AREAS THAT HAVE A SPEED LIMIT OF 50 km/h, EXCEPT FOR ROADS OR AREAS MARKED WITH A DIFFERENT SPEED LIMIT.

H

H

ROADS THAT HAVE A SPEED LIMIT OF X km/h DURING WINTER AND Y km/h DURING THE SUMMER HOLIDAY PERIOD. SUMMER HOLIDAY PERIOD STARTS THE FRIDAY BEFORE LABOUR WEEKEND AND ENDS FRIDAY AFTER EASTER WEEKEND.

60

ROADS THAT HAVE A SPEED LIMIT OF 60 km/h.

70

ROADS THAT HAVE A SPEED LIMIT OF 70 km/h.

X

80

X

ROADS THAT HAVE A SPEED LIMIT OF 80 km/h.

ROADS THAT HAVE A SPEED LIMIT OF 100 km/h.

n

STATE HIGHWAYS, REFER TO THE TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS.

PRIVATE (PVT) ROAD.

DISTRICT BOUNDARY WHERE IT ABUTS TO AN ADJACENT TERRITORIAL LOCAL AUTHORITY.

200m

DISTANCE IN METRES FROM THE CENTRELINE OF AN INTERSECTING ROAD OR A GEOGRAPHICAL FEATURE SHOWN ON THE MAP TO THE SPEED LIMIT BOUNDARY.

WHANGAREI DISTRICT COUNCIL

HIKURANGI

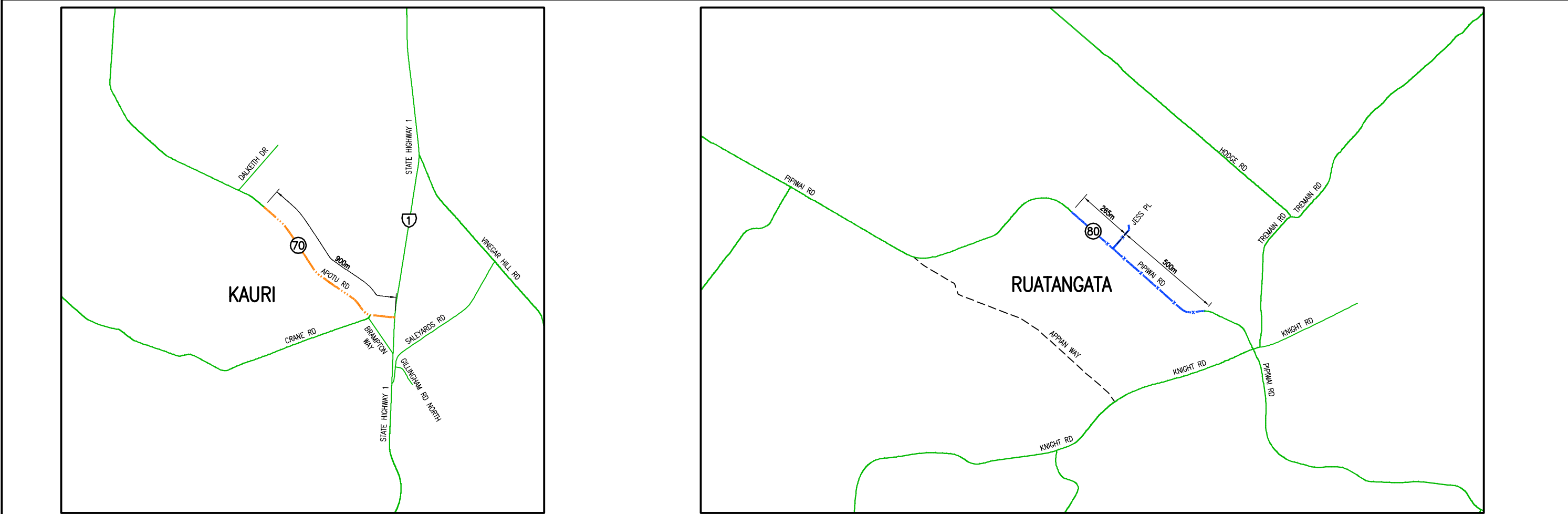
DISTRICT SPEED LIMIT LOCATIONS

WDC 07/01 SHEET 14

N

DATE: 20/05/08

SCALE: 1:20,000



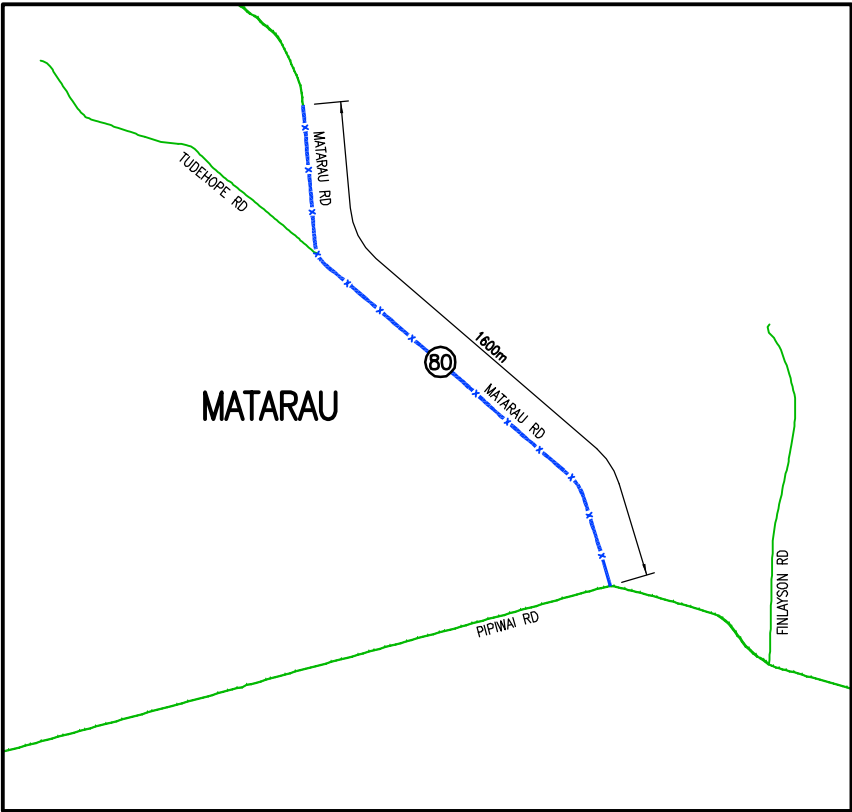
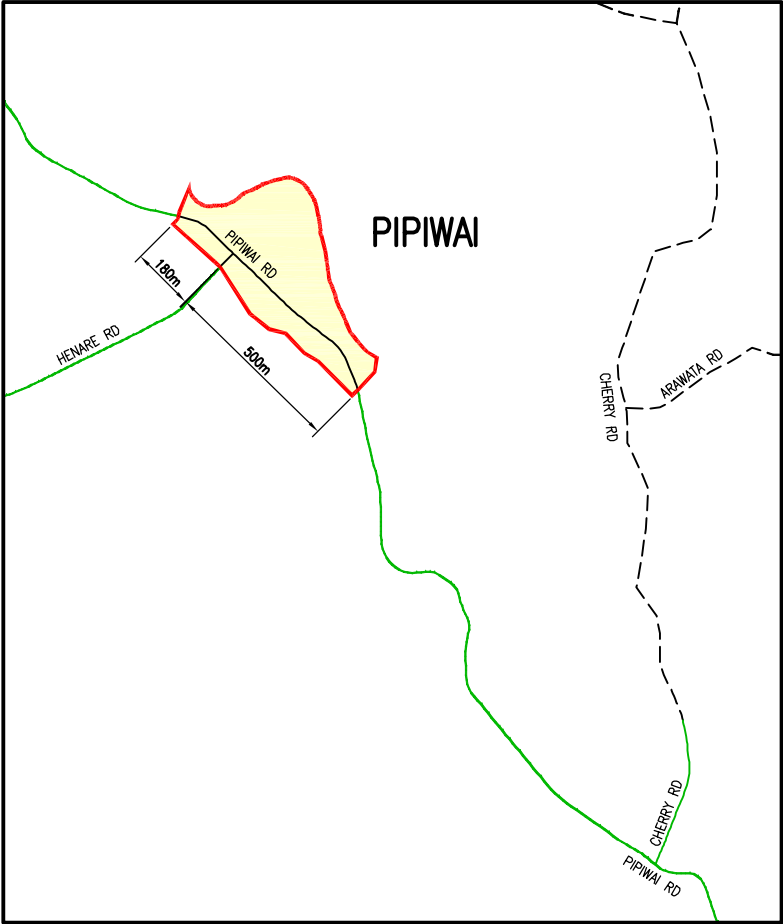
WHANGAREI DISTRICT COUNCIL SPEED LIMITS BYLAW

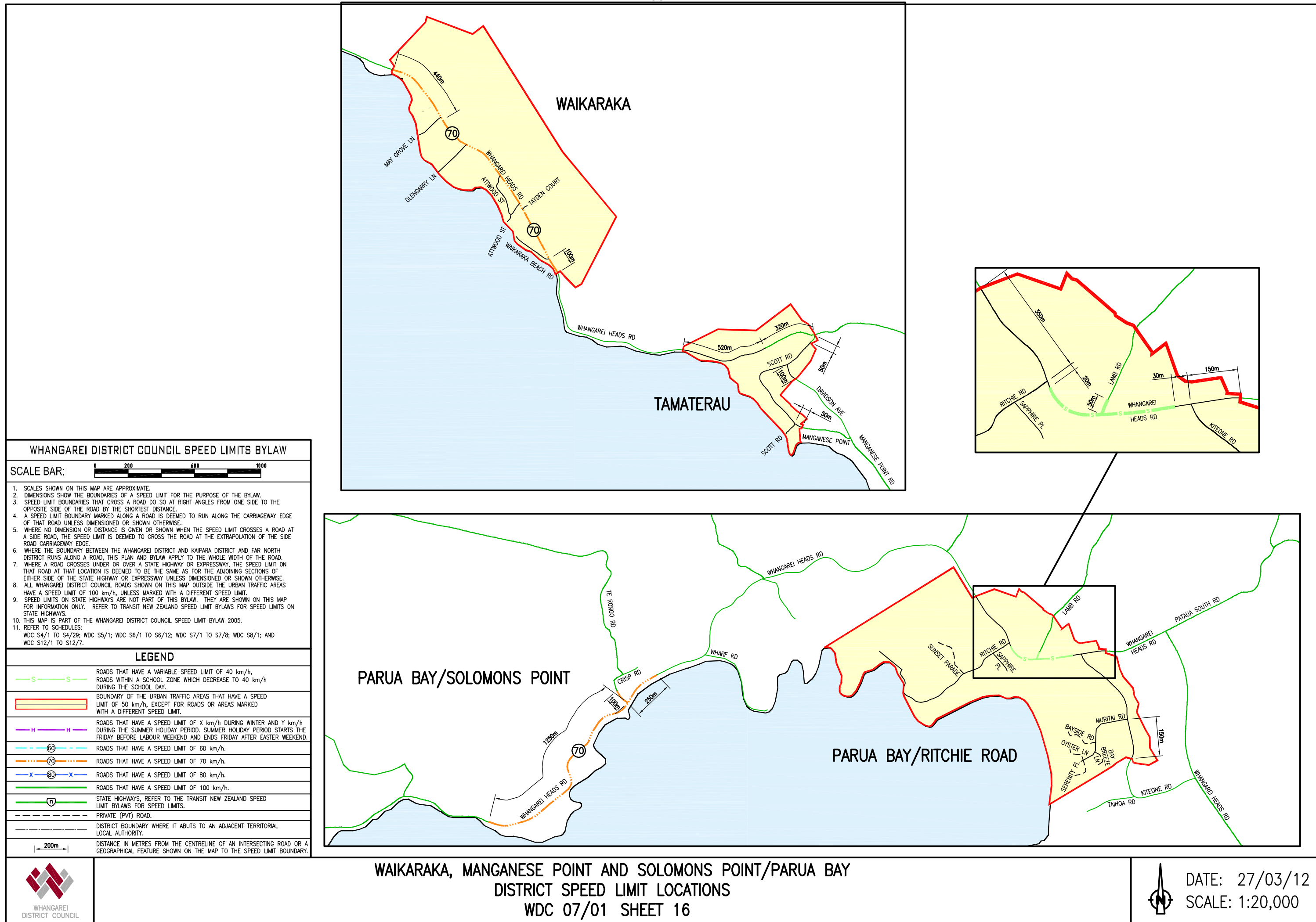
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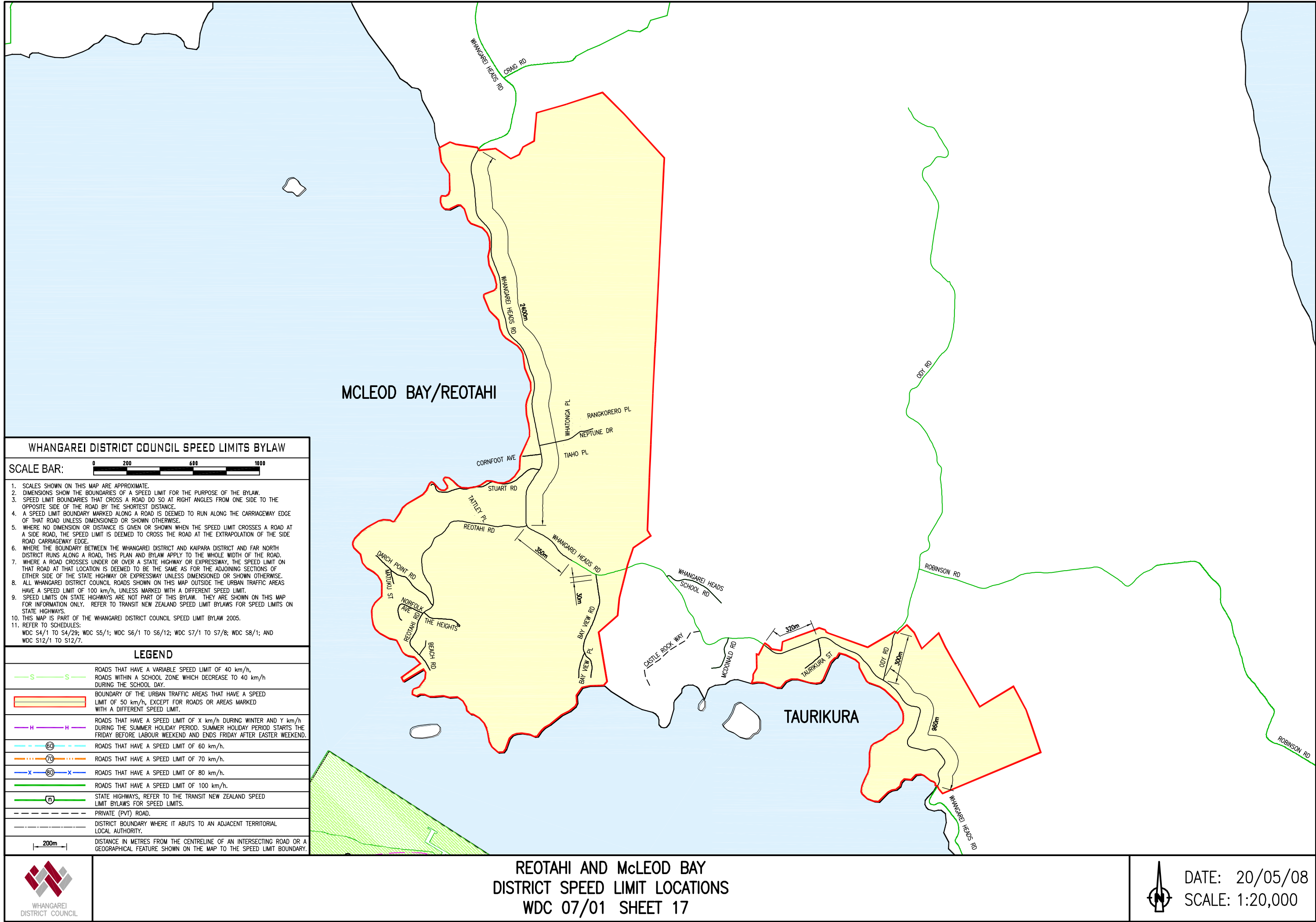
1. SCALES SHOWN ON THIS MAP ARE APPROXIMATE.
2. DIMENSIONS SHOW THE BOUNDARIES OF A SPEED LIMIT FOR THE PURPOSE OF THE BYLAW.
3. SPEED LIMIT BOUNDARIES THAT CROSS A ROAD DO SO AT RIGHT ANGLES FROM ONE SIDE TO THE OPPOSITE SIDE OF THE ROAD BY THE SHORTEST DISTANCE.
4. A SPEED LIMIT BOUNDARY MARKED ALONG A ROAD IS DEEMED TO RUN ALONG THE CARRIAGEWAY EDGE OF THAT ROAD UNLESS DIMENSIONED OR SHOWN OTHERWISE.
5. WHERE NO DIMENSION OR DISTANCE IS GIVEN OR SHOWN WHEN THE SPEED LIMIT CROSSES A ROAD AT A SIDE ROAD, THE SPEED LIMIT IS DEEMED TO CROSS THE ROAD AT THE EXTRAPOLATION OF THE SIDE ROAD CARRIAGEWAY EDGE.
6. WHERE THE BOUNDARY BETWEEN THE WHANGAREI DISTRICT AND KAIPARA DISTRICT AND FAR NORTH DISTRICT RUNS ALONG A ROAD, THIS PLAN AND BYLAW APPLY TO THE WHOLE WIDTH OF THE ROAD.
7. WHERE A ROAD CROSSES UNDER OR OVER A STATE HIGHWAY OR EXPRESSWAY, THE SPEED LIMIT ON THAT ROAD AT THAT LOCATION IS DEEMED TO BE THE SAME AS FOR THE ADJOINING SECTIONS OF EITHER SIDE OF THE STATE HIGHWAY OR EXPRESSWAY UNLESS DIMENSIONED OR SHOWN OTHERWISE.
8. ALL WHANGAREI DISTRICT COUNCIL ROADS SHOWN ON THIS MAP OUTSIDE THE URBAN TRAFFIC AREAS HAVE A SPEED LIMIT OF 100 km/h, UNLESS MARKED WITH A DIFFERENT SPEED LIMIT.
9. SPEED LIMITS ON STATE HIGHWAYS ARE NOT PART OF THIS BYLAW. THEY ARE SHOWN ON THIS MAP FOR INFORMATION ONLY. REFER TO TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS ON STATE HIGHWAYS.
10. THIS MAP IS PART OF THE WHANGAREI DISTRICT COUNCIL SPEED LIMIT BYLAW 2005.
11. REFER TO SCHEDULES:
WDC S4/1 TO S4/29; WDC S5/1; WDC S6/1 TO S6/12; WDC S7/1 TO S7/8; WDC S8/1; AND WDC S12/1 TO S12/7.

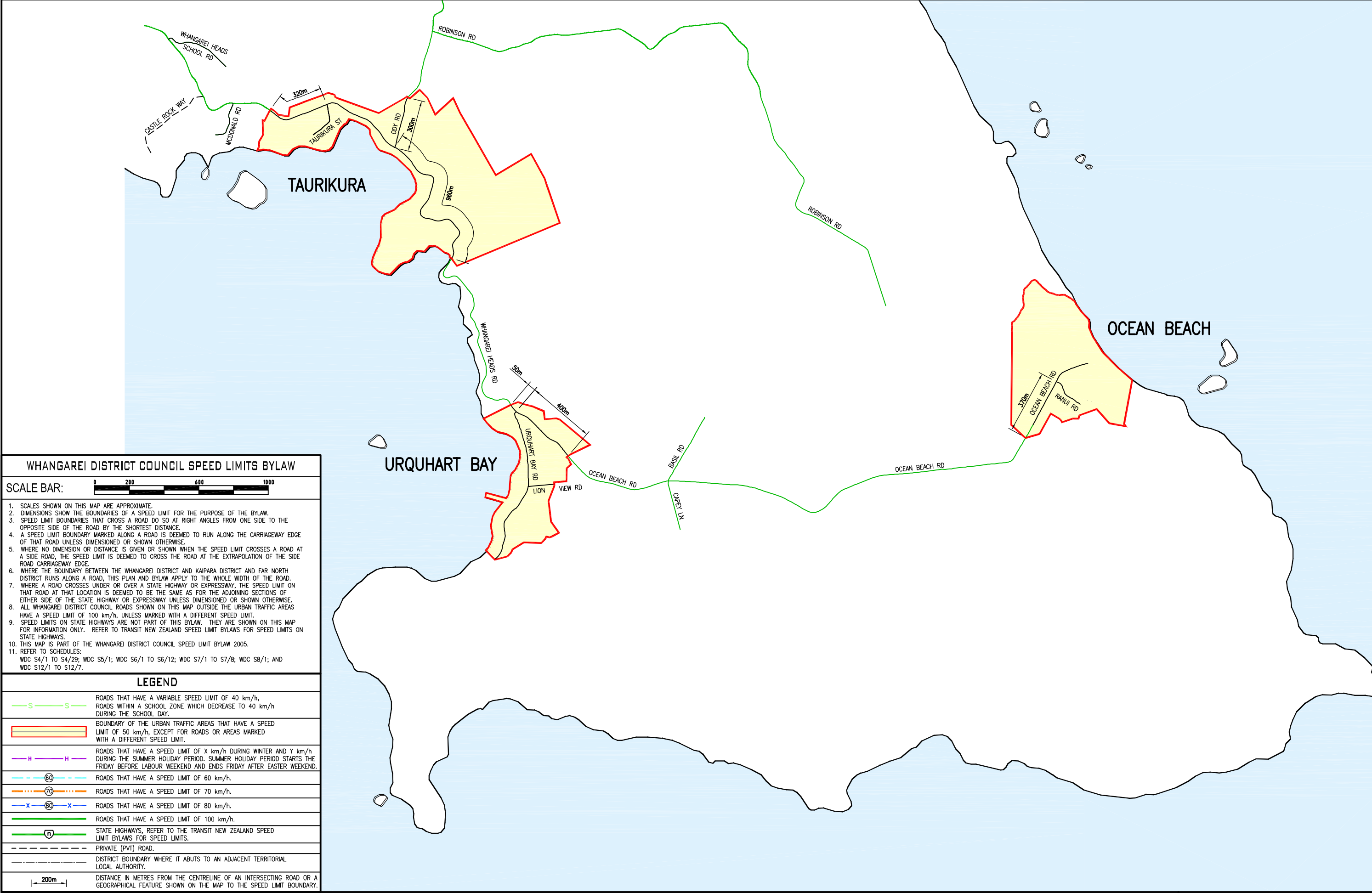
LEGEND

	ROADS THAT HAVE A VARIABLE SPEED LIMIT OF 40 km/h, ROADS WITHIN A SCHOOL ZONE WHICH DECREASE TO 40 km/h DURING THE SCHOOL DAY.
	BOUNDARY OF THE URBAN TRAFFIC AREAS THAT HAVE A SPEED LIMIT OF 50 km/h, EXCEPT FOR ROADS OR AREAS MARKED WITH A DIFFERENT SPEED LIMIT.
	ROADS THAT HAVE A SPEED LIMIT OF X km/h DURING WINTER AND Y km/h DURING THE SUMMER HOLIDAY PERIOD. SUMMER HOLIDAY PERIOD STARTS THE FRIDAY BEFORE LABOUR WEEKEND AND ENDS FRIDAY AFTER EASTER WEEKEND.
	ROADS THAT HAVE A SPEED LIMIT OF 60 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 70 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 80 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 100 km/h.
	STATE HIGHWAYS, REFER TO THE TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS.
	PRIVATE (PVT) ROAD.
	DISTRICT BOUNDARY WHERE IT ABUTS TO AN ADJACENT TERRITORIAL LOCAL AUTHORITY.
	DISTANCE IN METRES FROM THE CENTRELINE OF AN INTERSECTING ROAD OR A GEOGRAPHICAL FEATURE SHOWN ON THE MAP TO THE SPEED LIMIT BOUNDARY.









WHANGAREI DISTRICT COUNCIL SPEED LIMITS BYLAW

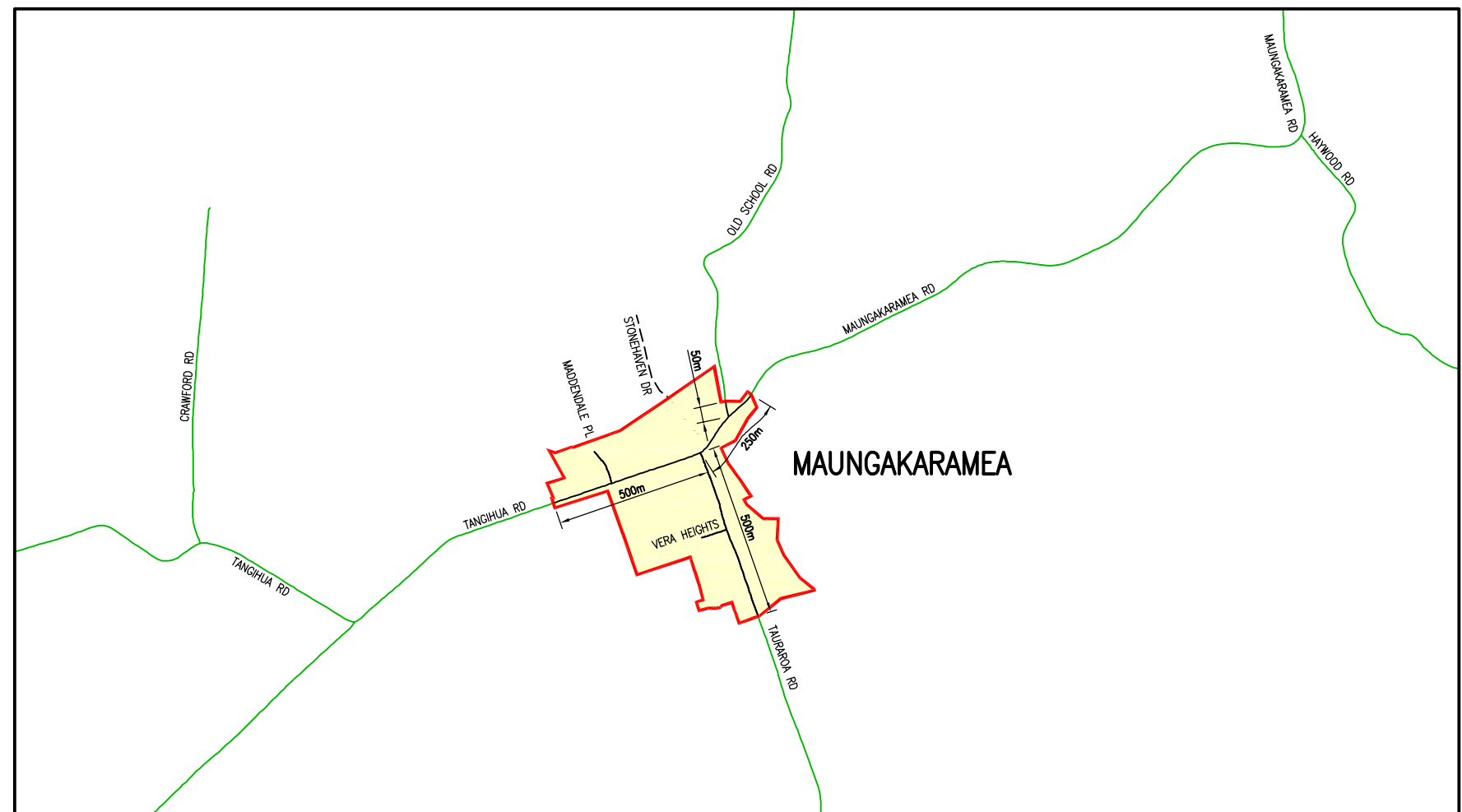
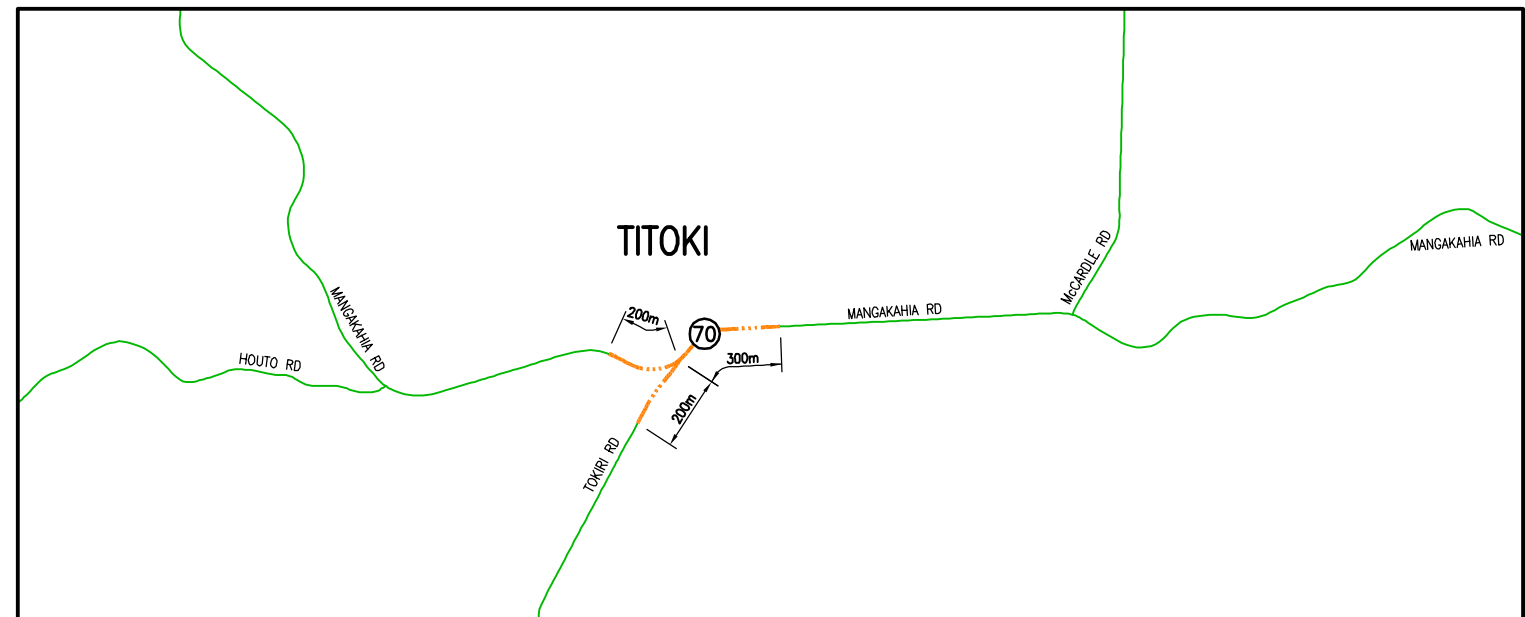
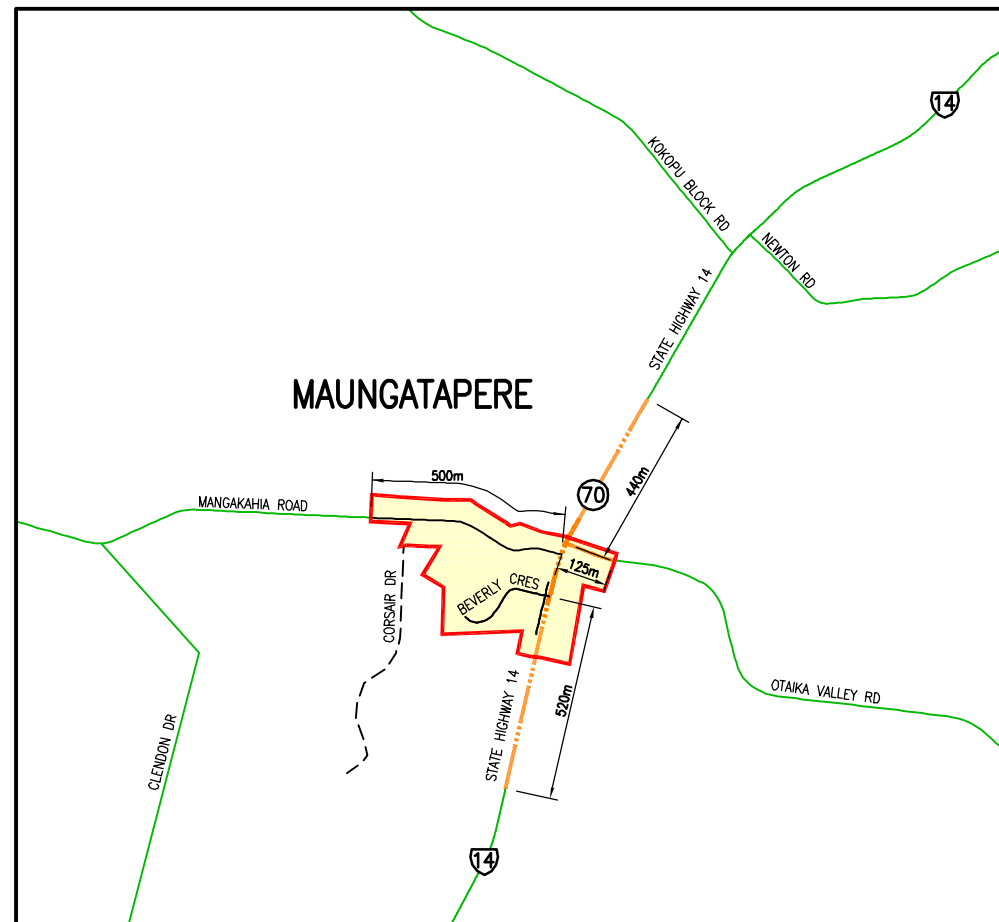
SCALE BAR: 0 200 600 1000

1. SCALES SHOWN ON THIS MAP ARE APPROXIMATE.
2. DIMENSIONS SHOW THE BOUNDARIES OF A SPEED LIMIT FOR THE PURPOSE OF THE BYLAW.
3. SPEED LIMIT BOUNDARIES THAT CROSS A ROAD DO SO AT RIGHT ANGLES FROM ONE SIDE TO THE OPPOSITE SIDE OF THE ROAD BY THE SHORTEST DISTANCE.
4. A SPEED LIMIT BOUNDARY MARKED ALONG A ROAD IS DEEMED TO RUN ALONG THE CARRIAGEWAY EDGE OF THAT ROAD UNLESS DIMENSIONED OR SHOWN OTHERWISE.
5. WHERE NO DIMENSION OR DISTANCE IS GIVEN OR SHOWN WHEN THE SPEED LIMIT CROSSES A ROAD AT A SIDE ROAD, THE SPEED LIMIT IS DEEMED TO CROSS THE ROAD AT THE EXTRAPOLATION OF THE SIDE ROAD CARRIAGEWAY EDGE.
6. WHERE THE BOUNDARY BETWEEN THE WHANGAREI DISTRICT AND KAIPARA DISTRICT AND FAR NORTH DISTRICT RUNS ALONG A ROAD, THIS PLAN AND BYLAW APPLY TO THE WHOLE WIDTH OF THE ROAD.
7. WHERE A ROAD CROSSES UNDER OR OVER A STATE HIGHWAY OR EXPRESSWAY, THE SPEED LIMIT ON THAT ROAD AT THAT LOCATION IS DEEMED TO BE THE SAME AS FOR THE ADJOINING SECTIONS OF EITHER SIDE OF THE STATE HIGHWAY OR EXPRESSWAY UNLESS DIMENSIONED OR SHOWN OTHERWISE.
8. ALL WHANGAREI DISTRICT COUNCIL ROADS SHOWN ON THIS MAP OUTSIDE THE URBAN TRAFFIC AREAS HAVE A SPEED LIMIT OF 100 km/h, UNLESS MARKED WITH A DIFFERENT SPEED LIMIT.
9. SPEED LIMITS ON STATE HIGHWAYS ARE NOT PART OF THIS BYLAW. THEY ARE SHOWN ON THIS MAP FOR INFORMATION ONLY. REFER TO TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS ON STATE HIGHWAYS.
10. THIS MAP IS PART OF THE WHANGAREI DISTRICT COUNCIL SPEED LIMIT BYLAW 2005.
11. REFER TO SCHEDULES:
WDC S4/1 TO S4/29; WDC S5/1; WDC S6/1 TO S6/12; WDC S7/1 TO S7/8; WDC S8/1; AND WDC S12/1 TO S12/7.

LEGEND

	ROADS THAT HAVE A VARIABLE SPEED LIMIT OF 40 km/h, ROADS WITHIN A SCHOOL ZONE WHICH DECREASE TO 40 km/h DURING THE SCHOOL DAY.
	BOUNDARY OF THE URBAN TRAFFIC AREAS THAT HAVE A SPEED LIMIT OF 50 km/h, EXCEPT FOR ROADS OR AREAS MARKED WITH A DIFFERENT SPEED LIMIT.
	ROADS THAT HAVE A SPEED LIMIT OF X km/h DURING WINTER AND Y km/h DURING THE SUMMER HOLIDAY PERIOD. SUMMER HOLIDAY PERIOD STARTS THE FRIDAY BEFORE LABOUR WEEKEND AND ENDS FRIDAY AFTER EASTER WEEKEND.
	ROADS THAT HAVE A SPEED LIMIT OF 60 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 70 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 80 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 100 km/h.
	STATE HIGHWAYS, REFER TO THE TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS.
	PRIVATE (PVT) ROAD.
	DISTRICT BOUNDARY WHERE IT ABUTS TO AN ADJACENT TERRITORIAL LOCAL AUTHORITY.
	DISTANCE IN METRES FROM THE CENTRELINE OF AN INTERSECTING ROAD OR A GEOGRAPHICAL FEATURE SHOWN ON THE MAP TO THE SPEED LIMIT BOUNDARY.





WHANGAREI DISTRICT COUNCIL SPEED LIMITS BYLAW

SCALE BAR: 0 200 600 1000

1. SCALES SHOWN ON THIS MAP ARE APPROXIMATE.
2. DIMENSIONS SHOW THE BOUNDARIES OF A SPEED LIMIT FOR THE PURPOSE OF THE BYLAW.
3. SPEED LIMIT BOUNDARIES THAT CROSS A ROAD DO SO AT RIGHT ANGLES FROM ONE SIDE TO THE OPPOSITE SIDE OF THE ROAD BY THE SHORTEST DISTANCE.
4. A SPEED LIMIT BOUNDARY MARKED ALONG A ROAD IS DEEMED TO RUN ALONG THE CARRIAGEWAY EDGE OF THAT ROAD UNLESS DIMENSIONED OR SHOWN OTHERWISE.
5. WHERE NO DIMENSION OR DISTANCE IS GIVEN OR SHOWN WHEN THE SPEED LIMIT CROSSES A ROAD AT A SIDE ROAD, THE SPEED LIMIT IS DEEMED TO CROSS THE ROAD AT THE EXTRAPOLATION OF THE SIDE ROAD CARRIAGEWAY EDGE.
6. WHERE THE BOUNDARY BETWEEN THE WHANGAREI DISTRICT AND KAIPARA DISTRICT AND FAR NORTH DISTRICT RUNS ALONG A ROAD, THIS PLAN AND BYLAW APPLY TO THE WHOLE WIDTH OF THE ROAD.
7. WHERE A ROAD CROSSES UNDER OR OVER A STATE HIGHWAY OR EXPRESSWAY, THE SPEED LIMIT ON THAT ROAD AT THAT LOCATION IS DEEMED TO BE THE SAME AS FOR THE ADJOINING SECTIONS OF EITHER SIDE OF THE STATE HIGHWAY OR EXPRESSWAY UNLESS DIMENSIONED OR SHOWN OTHERWISE.
8. ALL WHANGAREI DISTRICT COUNCIL ROADS SHOWN ON THIS MAP OUTSIDE THE URBAN TRAFFIC AREAS HAVE A SPEED LIMIT OF 100 km/h, UNLESS MARKED WITH A DIFFERENT SPEED LIMIT.
9. SPEED LIMITS ON STATE HIGHWAYS ARE NOT PART OF THIS BYLAW. THEY ARE SHOWN ON THIS MAP FOR INFORMATION ONLY. REFER TO TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS ON STATE HIGHWAYS.
10. THIS MAP IS PART OF THE WHANGAREI DISTRICT COUNCIL SPEED LIMIT BYLAW 2005.
11. REFER TO SCHEDULES:
WDC S4/1 TO S4/29; WDC S5/1; WDC S6/1 TO S6/12; WDC S7/1 TO S7/8; WDC S8/1; AND WDC S12/1 TO S12/7.

LEGEND

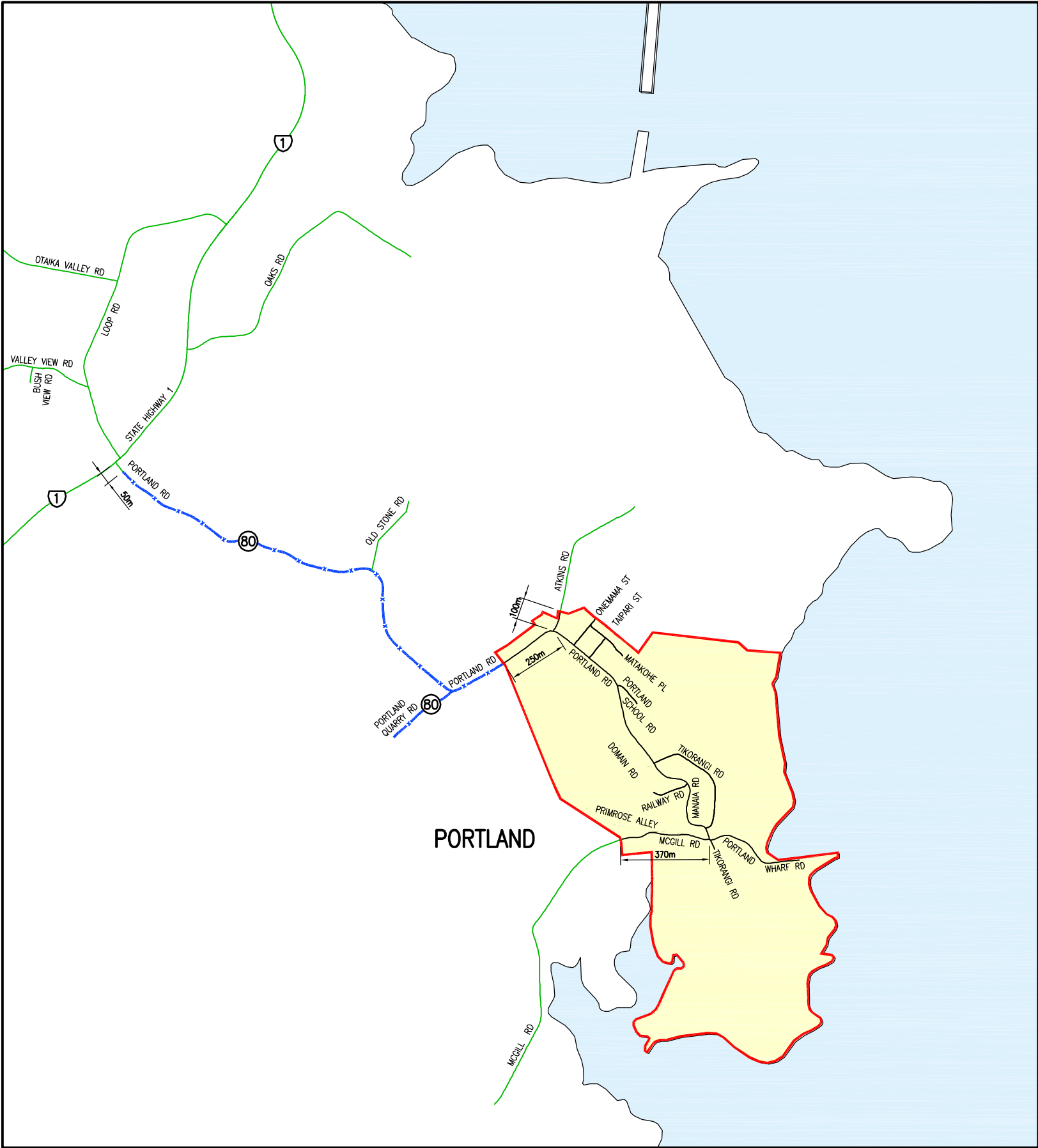
	ROADS THAT HAVE A VARIABLE SPEED LIMIT OF 40 km/h, ROADS WITHIN A SCHOOL ZONE WHICH DECREASE TO 40 km/h DURING THE SCHOOL DAY.
	BOUNDARY OF THE URBAN TRAFFIC AREAS THAT HAVE A SPEED LIMIT OF 50 km/h, EXCEPT FOR ROADS OR AREAS MARKED WITH A DIFFERENT SPEED LIMIT.
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	ROADS THAT HAVE A SPEED LIMIT OF 60 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 70 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 80 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 100 km/h.
	STATE HIGHWAYS, REFER TO THE TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS.
	PRIVATE (PVT) ROAD.
	DISTRICT BOUNDARY WHERE IT ABUTS TO AN ADJACENT TERRITORIAL LOCAL AUTHORITY.
	DISTANCE IN METRES FROM THE CENTRELINE OF AN INTERSECTING ROAD OR A GEOGRAPHICAL FEATURE SHOWN ON THE MAP TO THE SPEED LIMIT BOUNDARY.



TITOKI, MAUNGATAPERE AND MAUNGAKARAMEA DISTRICT SPEED LIMIT LOCATIONS WDC 07/01 SHEET 19



DATE: 20/05/08
SCALE: 1:20,000



WHANGAREI DISTRICT COUNCIL SPEED LIMITS BYLAW

SCALE BAR:

0

200

600

1000

1. SCALES SHOWN ON THIS MAP ARE APPROXIMATE.

2. DIMENSIONS SHOW THE BOUNDARIES OF A SPEED LIMIT FOR THE PURPOSE OF THE BYLAW.

3. SPEED LIMIT BOUNDARIES THAT CROSS A ROAD DO SO AT RIGHT ANGLES FROM ONE SIDE TO THE OPPOSITE SIDE OF THE ROAD BY THE SHORTEST DISTANCE.

4. A SPEED LIMIT BOUNDARY MARKED ALONG A ROAD IS DEEMED TO RUN ALONG THE CARRIAGEWAY EDGE OF THAT ROAD UNLESS DIMENSIONED OR SHOWN OTHERWISE.

5. WHERE NO DIMENSION OR DISTANCE IS GIVEN OR SHOWN WHEN THE SPEED LIMIT CROSSES A ROAD AT A SIDE ROAD, THE SPEED LIMIT IS DEEMED TO CROSS THE ROAD AT THE EXTRAPOLATION OF THE SIDE ROAD CARRIAGEWAY EDGE.

6. WHERE THE BOUNDARY BETWEEN THE WHANGAREI DISTRICT AND KAIPARA DISTRICT AND FAR NORTH DISTRICT RUNS ALONG A ROAD, THIS PLAN AND BYLAW APPLY TO THE WHOLE WIDTH OF THE ROAD.

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8. ALL WHANGAREI DISTRICT COUNCIL ROADS SHOWN ON THIS MAP OUTSIDE THE URBAN TRAFFIC AREAS HAVE A SPEED LIMIT OF 100 km/h, UNLESS MARKED WITH A DIFFERENT SPEED LIMIT.

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11. REFER TO SCHEDULES:
WDC S4/1 TO S4/29; WDC S5/1; WDC S6/1 TO S6/12; WDC S7/1 TO S7/8; WDC S8/1; AND WDC S12/1 TO S12/7.

LEGEND

S

S

ROADS THAT HAVE A VARIABLE SPEED LIMIT OF 40 km/h, ROADS WITHIN A SCHOOL ZONE WHICH DECREASE TO 40 km/h DURING THE SCHOOL DAY.

BOUNDARY OF THE URBAN TRAFFIC AREAS THAT HAVE A SPEED LIMIT OF 50 km/h, EXCEPT FOR ROADS OR AREAS MARKED WITH A DIFFERENT SPEED LIMIT.

H

H

ROADS THAT HAVE A SPEED LIMIT OF X km/h DURING WINTER AND Y km/h DURING THE SUMMER HOLIDAY PERIOD. SUMMER HOLIDAY PERIOD STARTS THE FRIDAY BEFORE LABOUR WEEKEND AND ENDS FRIDAY AFTER EASTER WEEKEND.

60

ROADS THAT HAVE A SPEED LIMIT OF 60 km/h.

70

ROADS THAT HAVE A SPEED LIMIT OF 70 km/h.

80

ROADS THAT HAVE A SPEED LIMIT OF 80 km/h.

ROADS THAT HAVE A SPEED LIMIT OF 100 km/h.

n

STATE HIGHWAYS, REFER TO THE TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS.

PRIVATE (PVT) ROAD.

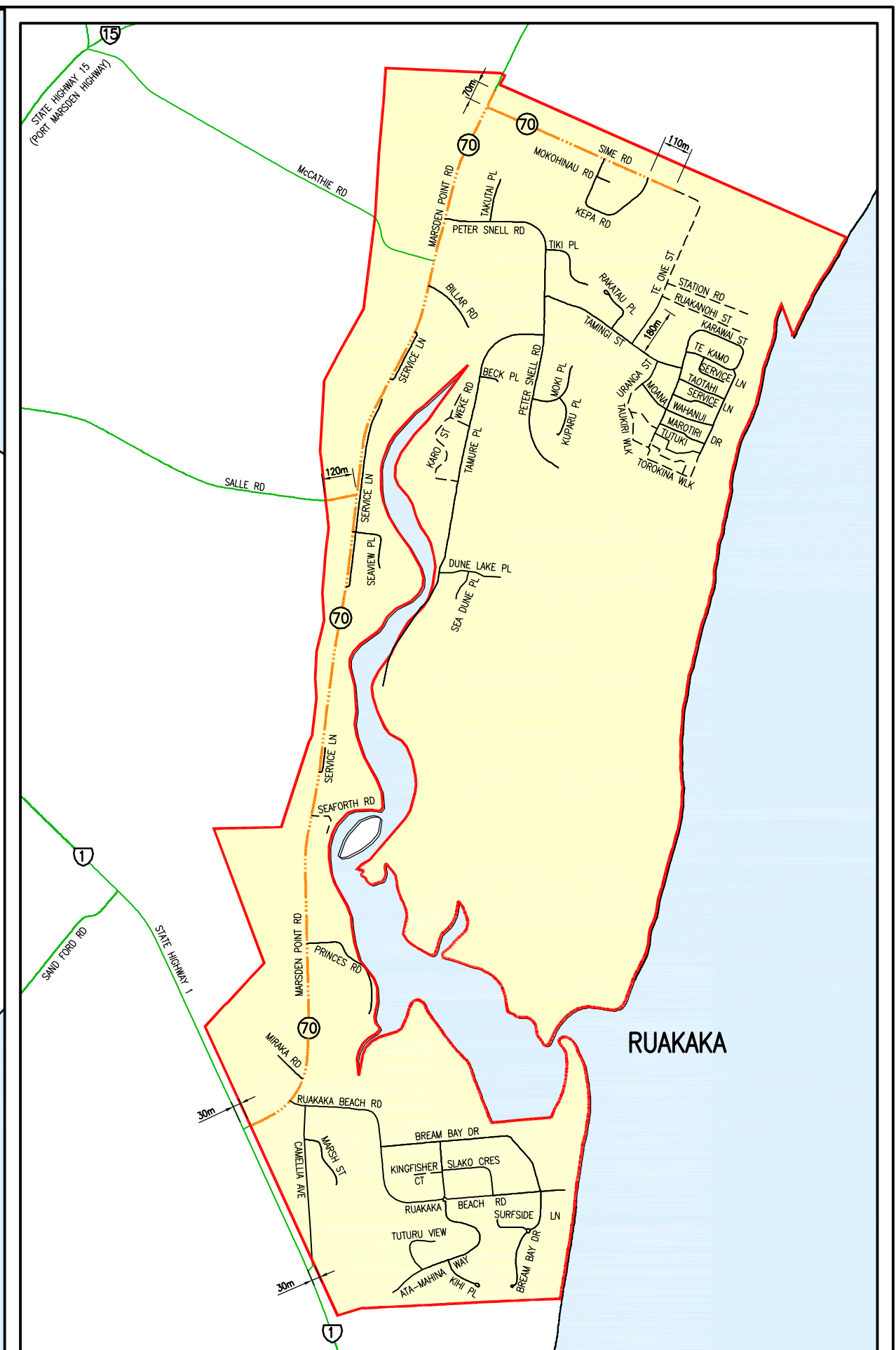
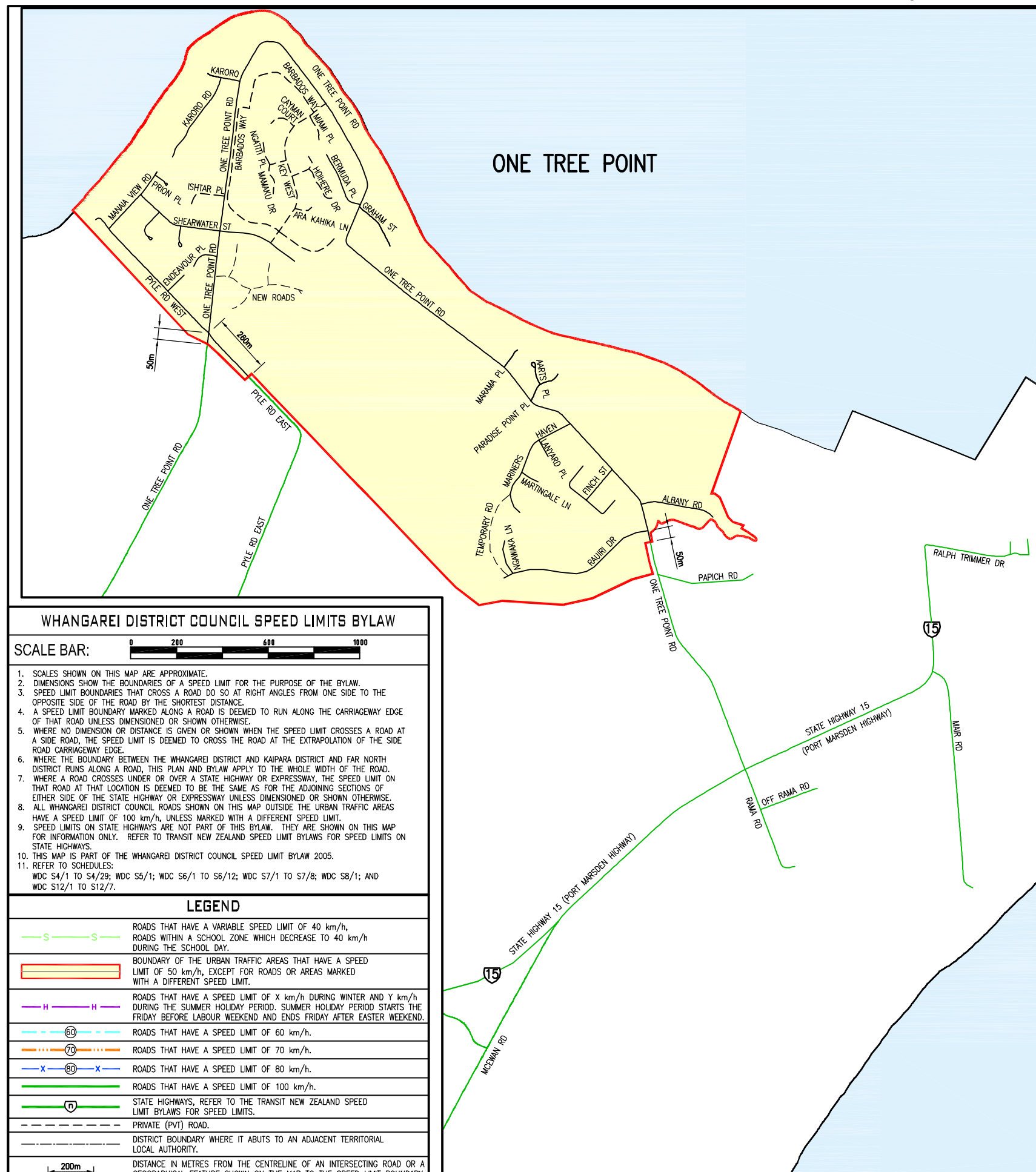
DISTRICT BOUNDARY WHERE IT ABUTS TO AN ADJACENT TERRITORIAL LOCAL AUTHORITY.

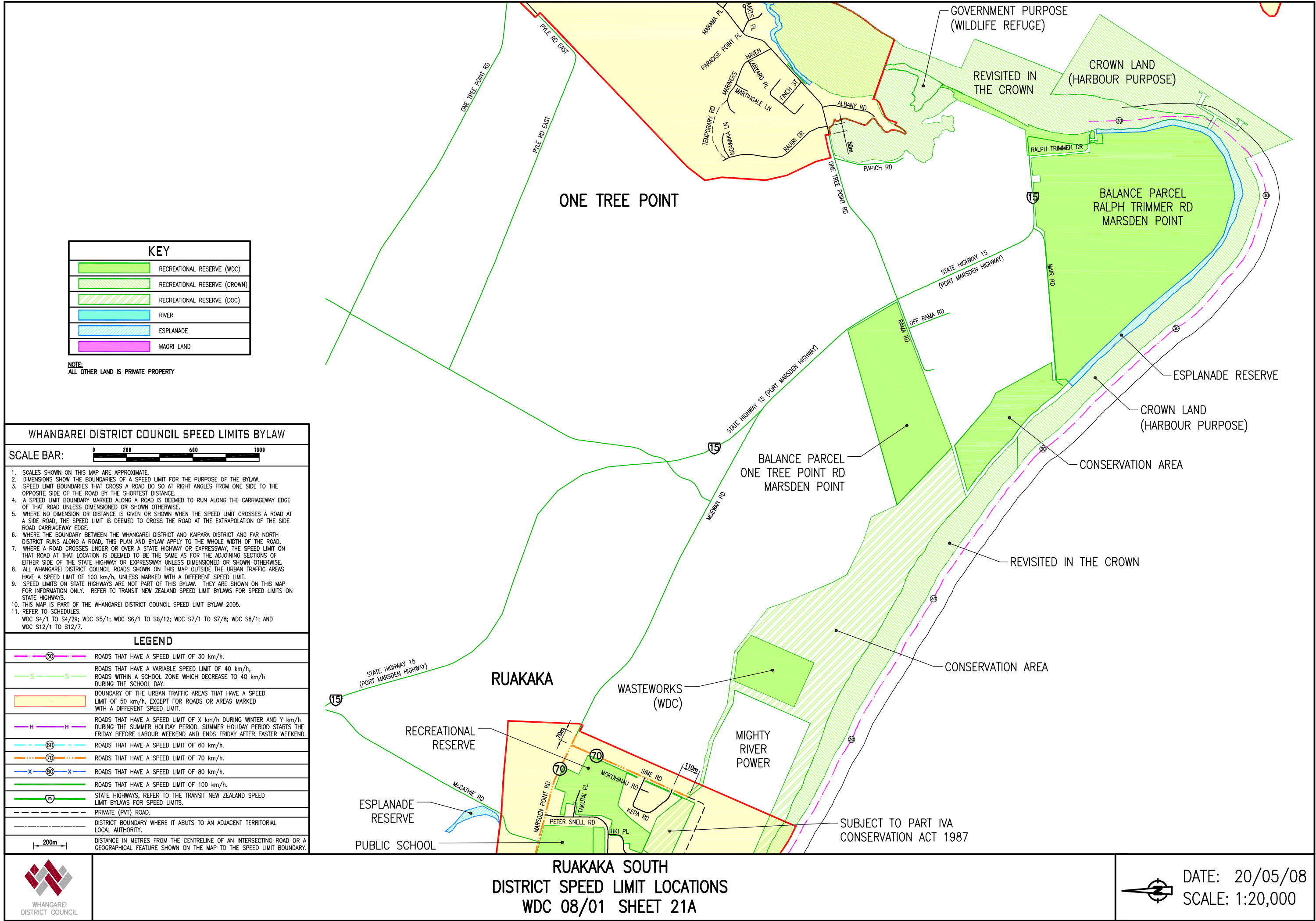
DISTANCE IN METRES FROM THE CENTRELINE OF AN INTERSECTING ROAD OR A GEOGRAPHICAL FEATURE SHOWN ON THE MAP TO THE SPEED LIMIT BOUNDARY.

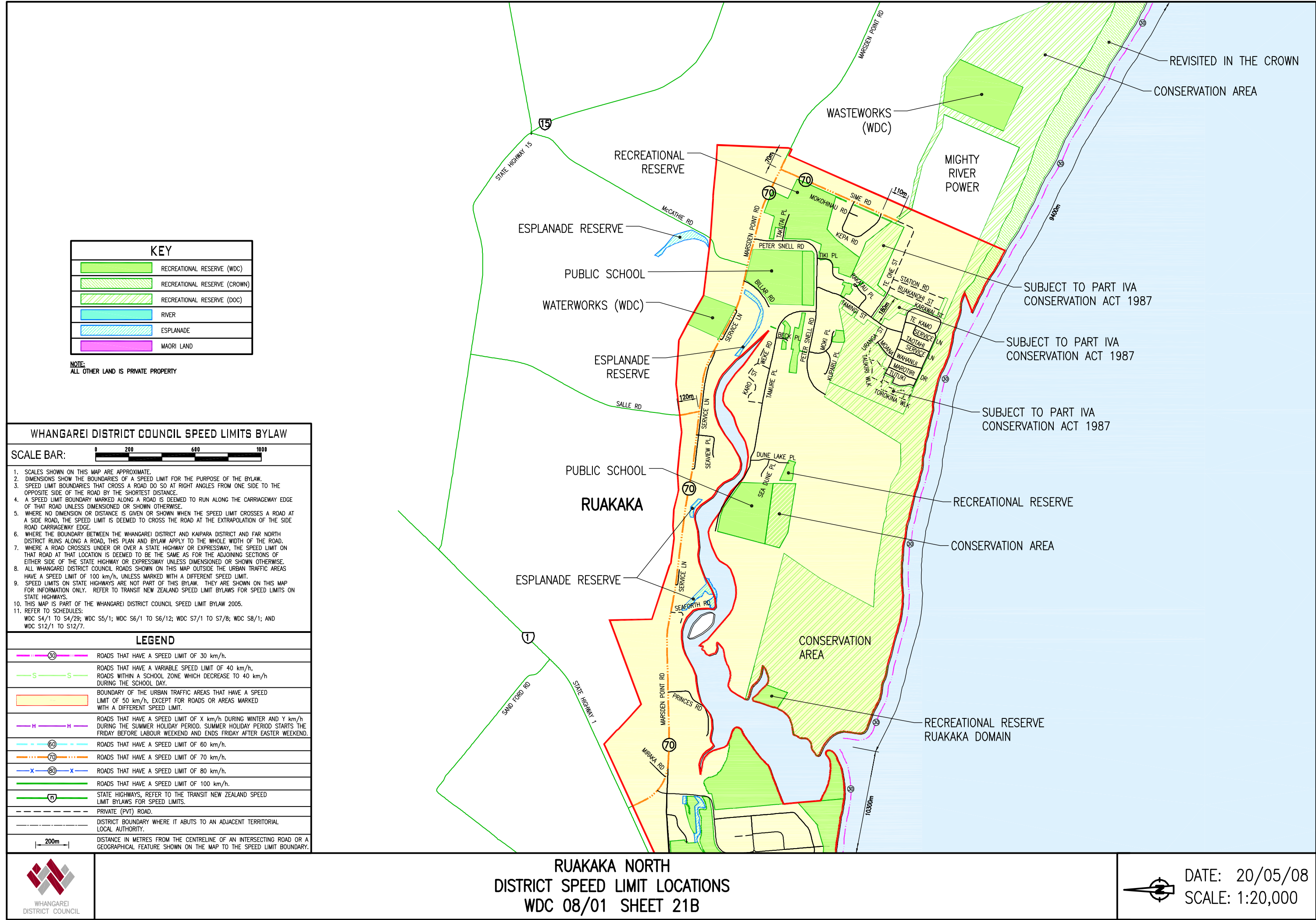
MANGAPAI AND PORTLAND
DISTRICT SPEED LIMIT LOCATIONS
WDC 07/01 SHEET 20

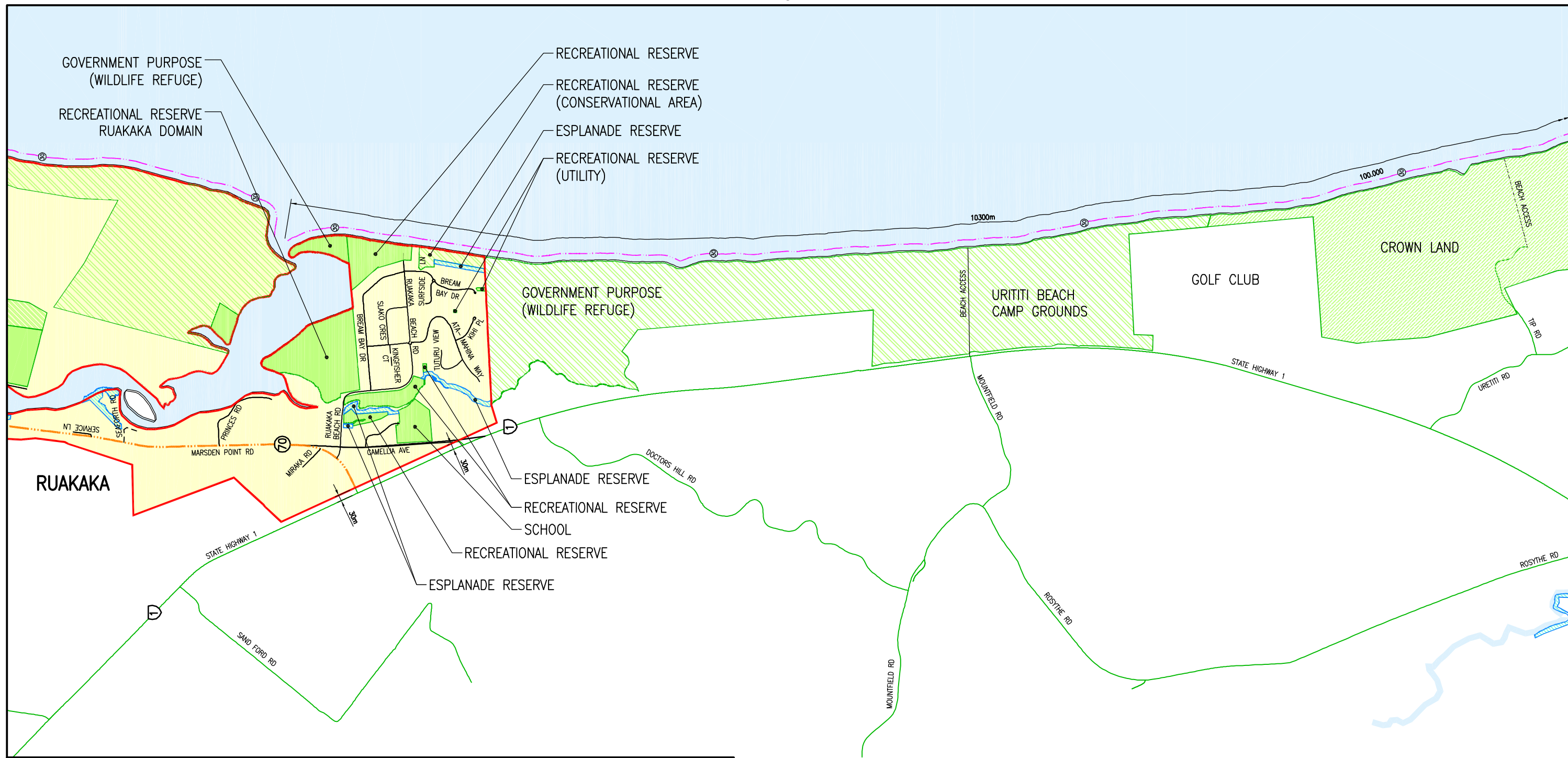
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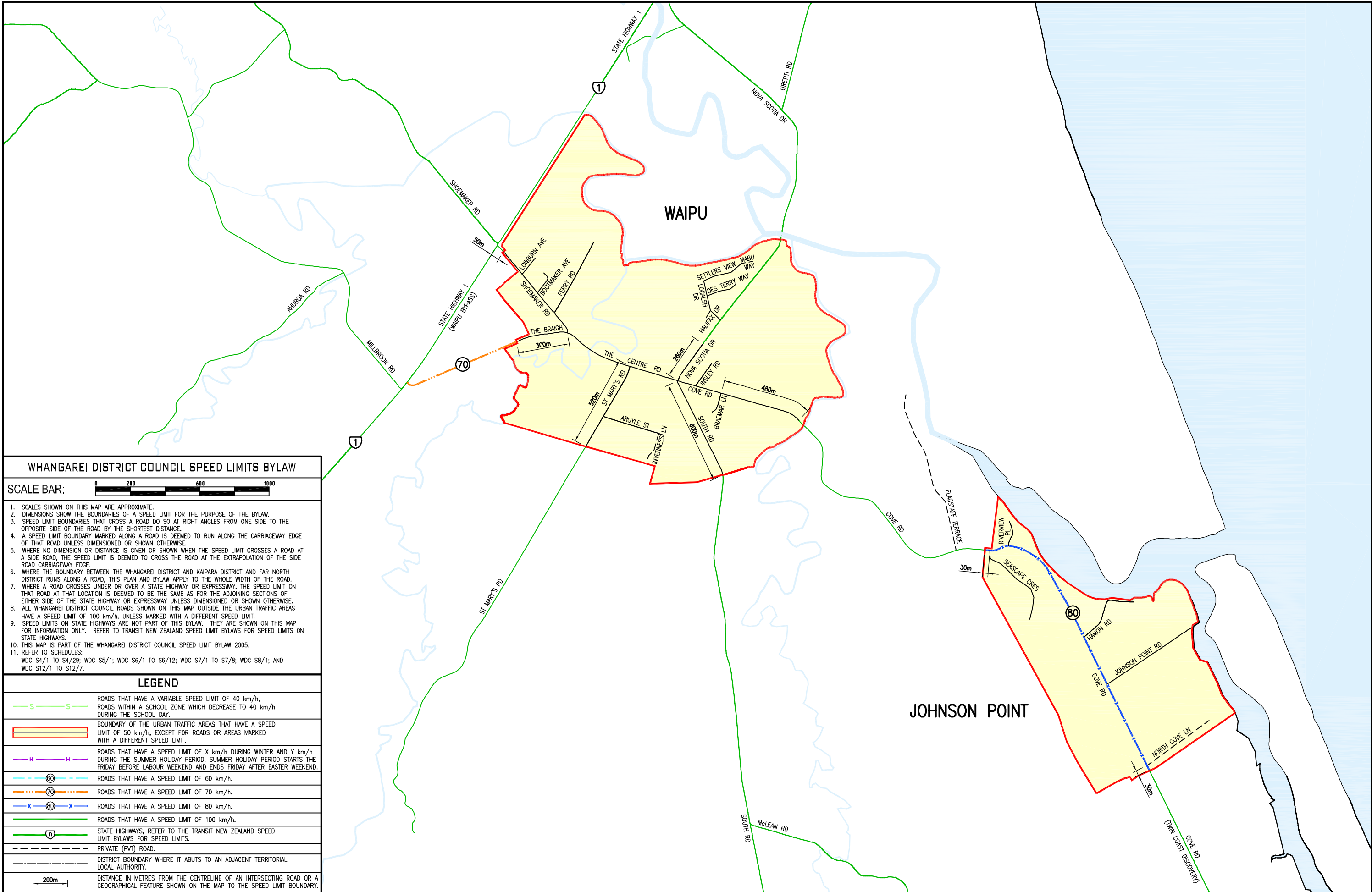








LEGEND	
	ROADS THAT HAVE A SPEED LIMIT OF 30 km/h.
	ROADS THAT HAVE A VARIABLE SPEED LIMIT OF 40 km/h, DURING THE SCHOOL DAY.
	BOUNDARY OF THE URBAN TRAFFIC AREAS THAT HAVE A SPEED LIMIT OF 50 km/h, EXCEPT FOR ROADS OR AREAS MARKED WITH A DIFFERENT SPEED LIMIT.
	ROADS THAT HAVE A SPEED LIMIT OF X km/h DURING WINTER AND Y km/h DURING THE SUMMER HOLIDAY PERIOD. SUMMER HOLIDAY PERIOD STARTS THE FRIDAY BEFORE LABOUR WEEKEND AND ENDS FRIDAY AFTER EASTER WEEKEND.
	ROADS THAT HAVE A SPEED LIMIT OF 60 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 70 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 80 km/h.
	ROADS THAT HAVE A SPEED LIMIT OF 100 km/h.
	STATE HIGHWAYS, REFER TO THE TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS.
	PRIVATE (PVT) ROAD.
	DISTRICT BOUNDARY WHERE IT ABUTS TO AN ADJACENT TERRITORIAL LOCAL AUTHORITY.
	DISTANCE IN METRES FROM THE CENTRELINE OF AN INTERSECTING ROAD OR A GEOGRAPHICAL FEATURE SHOWN ON THE MAP TO THE SPEED LIMIT BOUNDARY.

WHANGAREI DISTRICT COUNCIL SPEED LIMITS BYLAW	
SCALE BAR:	
<p>1. SCALES SHOWN ON THIS MAP ARE APPROXIMATE.</p> <p>2. DIMENSIONS SHOW THE BOUNDARIES OF A SPEED LIMIT FOR THE PURPOSE OF THE BYLAW.</p> <p>3. SPEED LIMIT BOUNDARIES THAT CROSS A ROAD DO SO AT RIGHT ANGLES FROM ONE SIDE TO THE OPPOSITE SIDE OF THE ROAD BY THE SHORTEST DISTANCE.</p> <p>4. A SPEED LIMIT BOUNDARY MARKED ALONG A ROAD IS DEEMED TO RUN ALONG THE CARRIAGEWAY EDGE OF THAT ROAD UNLESS DIMENSIONED OR SHOWN OTHERWISE.</p> <p>5. WHERE NO DIMENSION OR DISTANCE IS GIVEN OR SHOWN WHEN THE SPEED LIMIT CROSSES A ROAD AT A SIDE ROAD, THE SPEED LIMIT IS DEEMED TO CROSS THE ROAD AT THE EXTRAPOLATION OF THE SIDE ROAD CARRIAGEWAY EDGE.</p> <p>6. WHERE THE BOUNDARY BETWEEN THE WHANGAREI DISTRICT AND KAIPARA DISTRICT AND FAR NORTH DISTRICT RUNS ALONG A ROAD, THIS PLAN AND BYLAW APPLY TO THE WHOLE WIDTH OF THE ROAD.</p> <p>7. WHERE A ROAD CROSSES UNDER OR OVER A STATE HIGHWAY OR EXPRESSWAY, THE SPEED LIMIT ON THAT ROAD AT THAT LOCATION IS DEEMED TO BE THE SAME AS FOR THE ADJOINING SECTIONS OF EITHER SIDE OF THE STATE HIGHWAY OR EXPRESSWAY UNLESS DIMENSIONED OR SHOWN OTHERWISE.</p> <p>8. ALL WHANGAREI DISTRICT COUNCIL ROADS SHOWN ON THIS MAP OUTSIDE THE URBAN TRAFFIC AREAS HAVE A SPEED LIMIT OF 100 km/h, UNLESS MARKED WITH A DIFFERENT SPEED LIMIT.</p> <p>9. SPEED LIMITS ON STATE HIGHWAYS ARE NOT PART OF THIS BYLAW. THEY ARE SHOWN ON THIS MAP FOR INFORMATION ONLY. REFER TO TRANSIT NEW ZEALAND SPEED LIMIT BYLAWS FOR SPEED LIMITS ON STATE HIGHWAYS.</p> <p>10. THIS MAP IS PART OF THE WHANGAREI DISTRICT COUNCIL SPEED LIMIT BYLAW 2005.</p> <p>11. REFER TO SCHEDULES: WDC S4/1 TO S4/29; WDC S5/1; WDC S6/1 TO S6/12; WDC S7/1 TO S7/8; WDC S8/1; AND WDC S12/1 TO S12/7.</p>	

KEY	
	RECREATIONAL RESERVE (WDC)
	RECREATIONAL RESERVE (CROWN)
	RECREATIONAL RESERVE (DOC)
	RIVER
	ESPLANADE
	MAORI LAND


NOTE:
ALL OTHER LAND IS PRIVATE PROPERTY



KEY	
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WHANGAREI DISTRICT COUNCIL SPEED LIMITS BYLAW

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6. WHERE THE BOUNDARY BETWEEN THE WHANGAREI DISTRICT AND KAIPARA DISTRICT AND FAR NORTH DISTRICT RUNS ALONG A ROAD, THIS PLAN AND BYLAW APPLY TO THE WHOLE WIDTH OF THE ROAD.

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11. REFER TO SCHEDULES:
WDC S4/1 TO S4/29; WDC S5/1; WDC S6/1 TO S6/12; WDC S7/1 TO S7/8; WDC S8/1; AND WDC S12/1 TO S12/7.


LEGEND

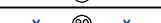
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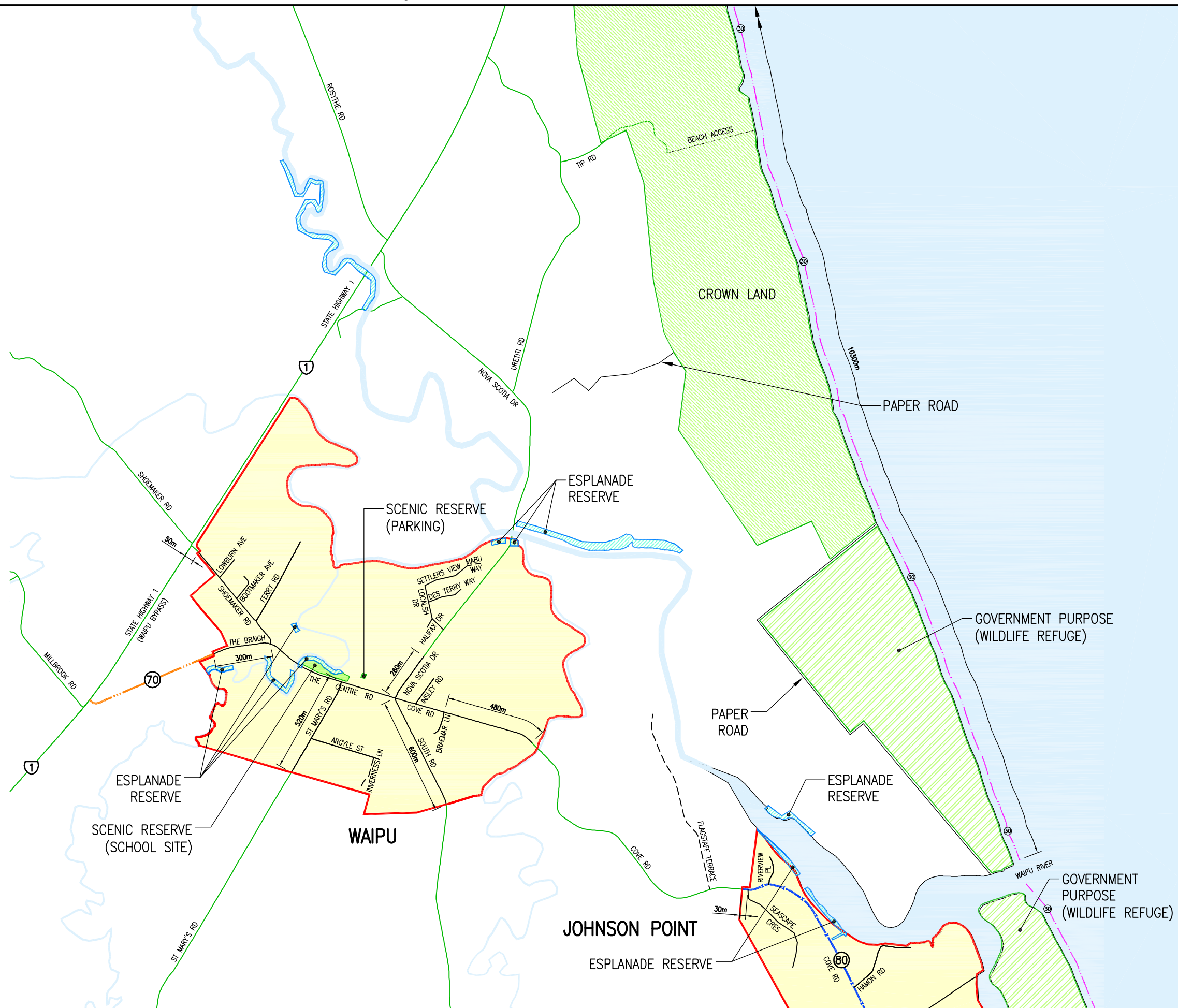
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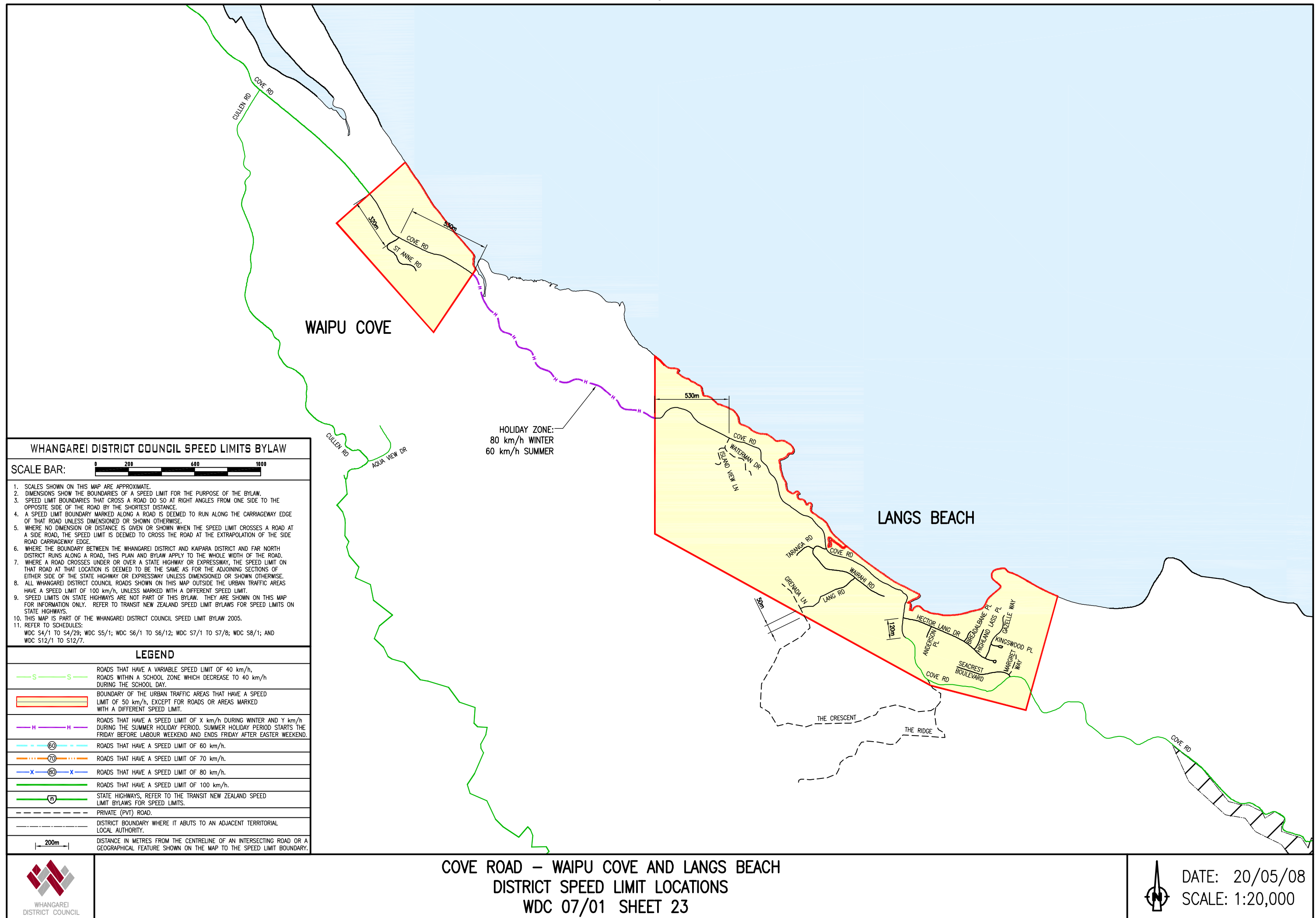
PRIVATE (PVT) ROAD.

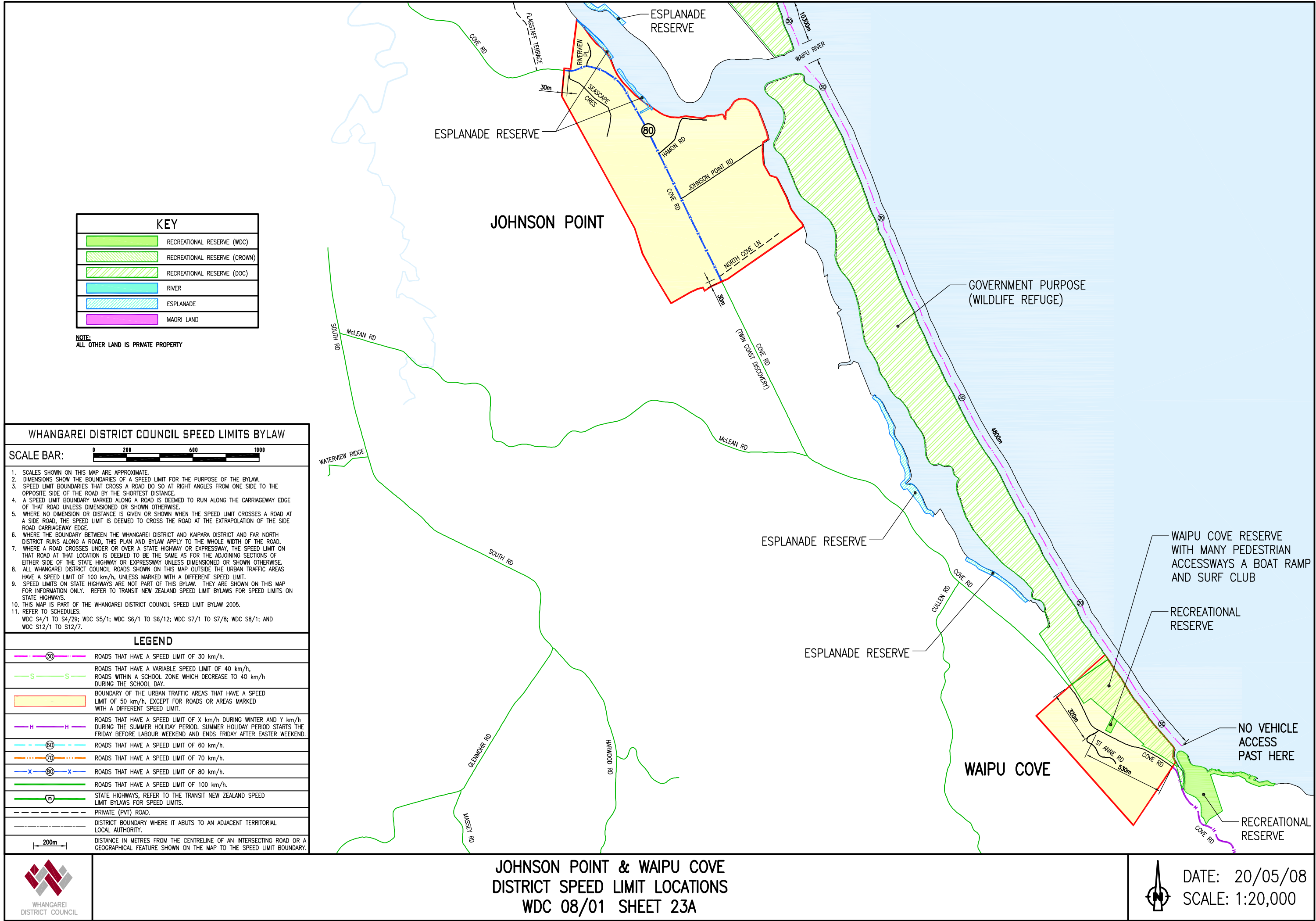
DISTRICT BOUNDARY WHERE IT ADJUTS TO AN ADJACENT TERRITORIAL LOCAL AUTHORITY.

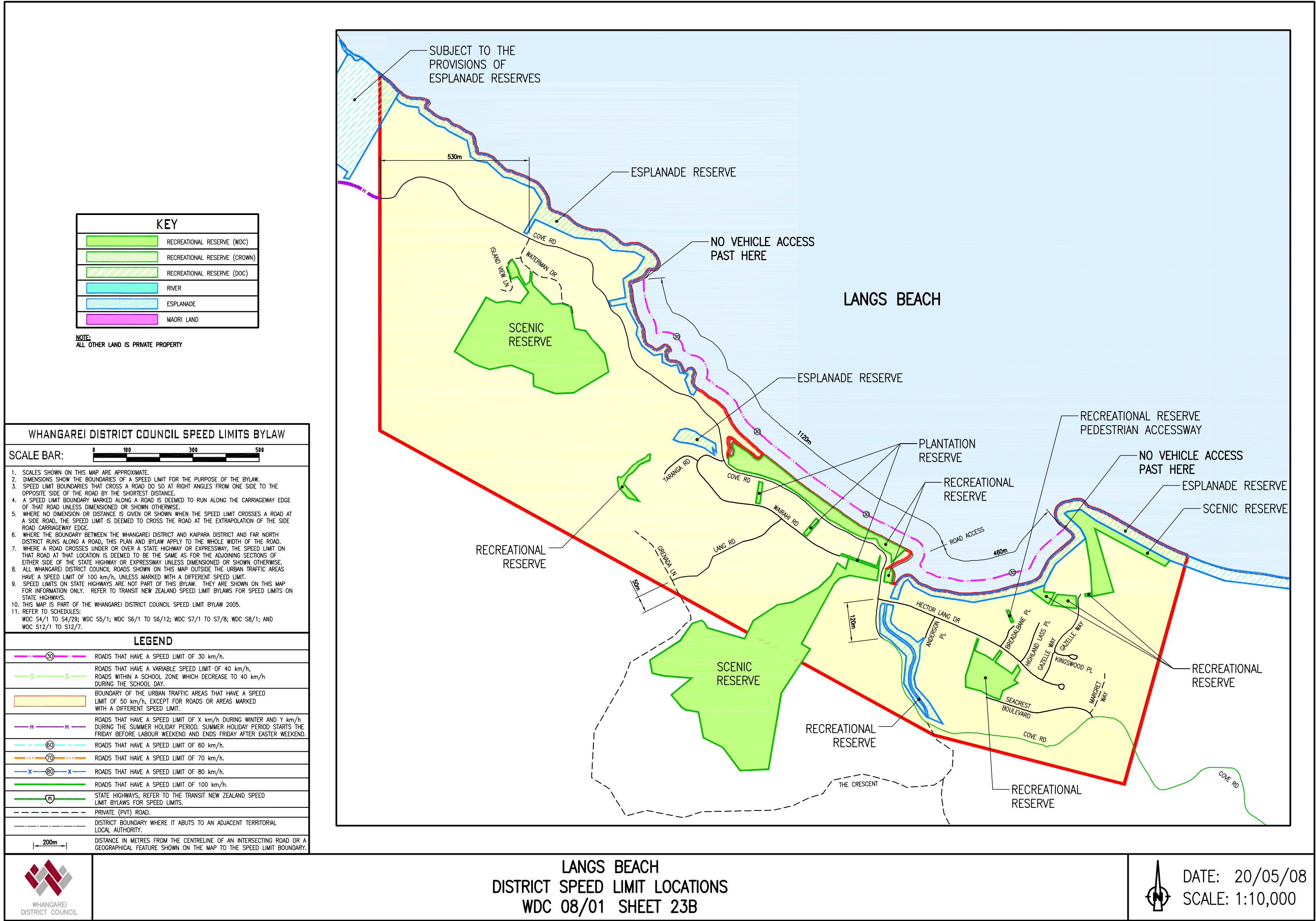
DISTANCE IN METRES FROM THE CENTRELINE OF AN INTERSECTING ROAD OR A GEOGRAPHICAL FEATURE SHOWN ON THE MAP TO THE SPEED LIMIT BOUNDARY.



JOHNSON POINT & WAIPU COVE
DISTRICT SPEED LIMIT LOCATIONS
WDC 08/01 SHEET 22A







6.5 Parua Bay and Whangarei Heads waste services

Meeting: Whangarei District Council

Date of meeting: 30 May 2019

Reporting officer: David Lindsay

1 Purpose

The purpose of this report is to consider options for solid waste services and recycling for the Parua Bay and Whangarei Heads community.

2 Recommendations

That the Council

1. Receives the report;
 - a. Notes that the Parua Bay transfer station at the marina site will remain closed, unless a consensus agreement can be reached among the community to reopen the station for a period for up to two years.
 - b. Notes that the automatic rubbish packer has been removed from the marina site and will be relocated if a suitable site is identified and consented.
2. Grants Whangarei Heads Resources Recovery Trust up to \$20,000 from the Waste Levy towards a resource consent and business plan for the community-led resource recovery centre, on Whangarei Heads.

3 Background

The transfer station is a significant issue for Parua Bay and the Whangarei Heads Community. We are aware that some people in the community value the transfer station and the ability to dispose of rubbish close to home. However, other residents did not want the transfer station located at the marina and wanted it removed. We believe that a transfer station near Parua Bay is of value to the community however, the resource consent application for operating the marina site as a permanent refuse transfer station site was likely to be refused. Therefore, the decision was made to withdraw the application and close the site.

A brief background of the Parua Bay transfer station at the marina site is provided in **Attachment 1: Summary of Background – Resource consent application for Parua Bay marina transfer station.**

Since the announcement of the closure of the transfer station, there have been various meetings with local community members, and council has received a petition to keep the Parua Bay marina transfer station open **Attachment 2: Petition to save the Parua Bay**

Marina Transfer Station. Following a meeting with the petition organisers staff agreed that a consent could be lodged to provide for the continued operation at the marina site for a maximum period of 2 years if a consensus agreement amongst affected parties could be reached to support the reopening of the station.

Concurrently, a local community group - 'Whangarei Heads Resource Recovery Trust' is looking at developing a resource recovery centre at the Whangarei Heads Enterprise property and is seeking Council's ongoing support in this proposal. An outline of their proposal is provided in **Attachment 3: Proposed Community-led Resource Recovery Centre – Parua Bay** along with their scoping report **Attachment 4: Scoping Report for Community-Led Resource Recovery Centre at Parua Bay**. This site is currently providing a trial for green waste disposal.

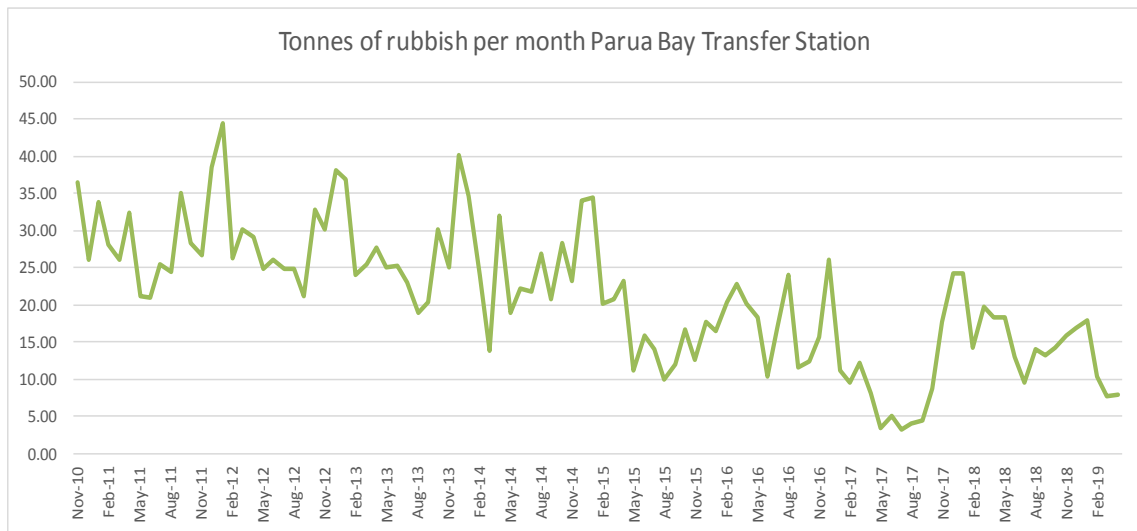
4 Discussion

Council provides a kerbside refuse and recycling collection service throughout the area and the Whangarei Re:Sort facility is 17km from the marina transfer station. Based on the 2013 census data there are at least 1350 households including Tamaterau that may use the transfer station. A survey of site users indicated that 85% are using the site for depositing rubbish or recycling that could be collected from the kerbside. The main reason given for using the site is that dropping the material themselves is more convenient.

The distance to resort and tonnage of rubbish for other sites is shown in the table below.

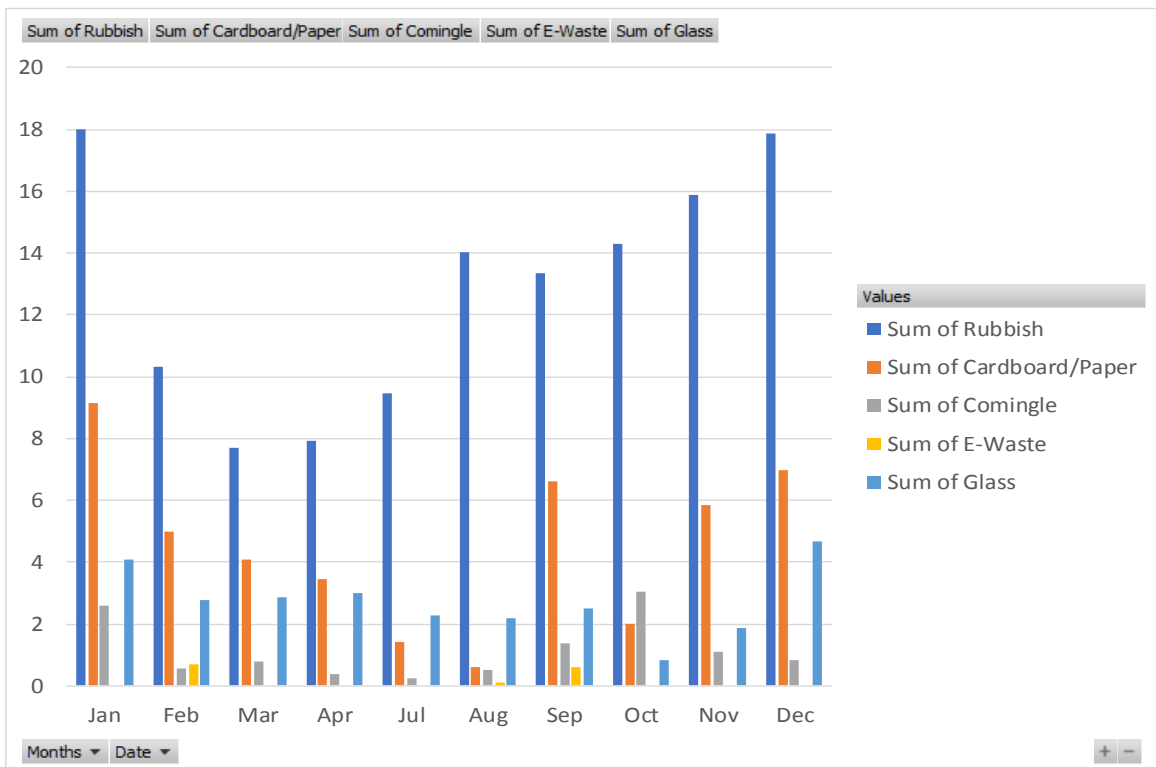
Site location	Distance to Re:Sort	Average tonnes of rubbish per month
Uretiti	33 km	88 tonnes
Hikurangi	20 km	67 tonnes
Ngunguru	27 km	40 tonnes
Kokopu	23 km	36 tonnes
Tauraroa	36 km	13 tonnes
Parua Bay	17 km	13 tonnes
Oakura	52 km	12 tonnes
Ruatangata	26 km	7 tonnes

Despite population growth the Parua Bay facility has seen declining tonnages over the last ten years:



In other districts where small transfer stations are provided they are often serving much more remote communities or where there is no kerbside collection service. The kerbside collection service provided in Whangarei Heads is capable of collecting the majority of material that currently goes through the transfer station. Last year 160 tonnes of waste was collected at the transfer station. Approximately half of the transactions were eftpos, equivalent to 3 per day the site was open, these transactions are assumed to represent a significant proportion of users who are disposing of more than just black bagged rubbish.

For the last ten months' data on each of the waste streams collected at the site has been gathered:



4.1 Options

The following options for waste services in the Parua Bay/Whangarei Heads are being assessed:

Option 1 – Do nothing

The 'do nothing' option means the Marina transfer station site remains closed and kerb side collection and recycling is the main provision for waste services.

This is the current situation.

Option 2: Resource consent to temporarily operate at the marina site

Despite objections from the affected parties Council could proceed to apply for a 2-year resource consent application to reopen the transfer station at the marina site. For the consent to be processed without public notification, the written approvals of all affected parties will need to be obtained, and the consent authority must be of the opinion that adverse environmental effects are not more than minor.

Cultural effects are an environmental effect, so to process the transfer station without public notification would require information to be submitted to demonstrate that effects are minor or less. If groups claiming mana whenua do not provide this information the consent will be notified.

This process is likely to be expensive and time consuming and without consensus, is unlikely to be successful. Pursuing this option would likely damage relationships and would not contribute to the community's longer term aspirations for the site.

This is not a preferred option, unless there is consensus from the Whangarei Heads community that it is an acceptable short term measure.

Option 3: Development of the designated site on Whangarei Heads Road at Nook Road

The Manaia Excavator's site on Whangarei Heads Road opposite Nook road has been designated in the district plan for the purpose of: 'Waste Management and Minimisation – collection, reuse, recovery, recycling, and transfer purposes and associated activities subject to construction conditions'. Unfortunately, there is a very high cost to developing the site in line with the designation's 'construction conditions' and the land is not owned by Council. The designation requires safety improvements to the Whangarei Heads Road to provide a suitable passing bay and slip lane for traffic to enter the site, it is expected that the civil work for the site would cost approximately \$600,000.

Other conditions to undertake prior to opening include implementing a landscape plan, on-site stormwater control plan, and weed and pest management plan.

Based on the number of people that would use the site, the amount of waste it would collect it and this not being public land it is difficult to justify this level of investment. Moreover, future housing development introduces a risk of reverse sensitivity as residents move to the area. The designation's construction conditions were based upon more than double the number of traffic movements as has been predicted for the Whangarei Heads Enterprises site (see below). Therefore, it may be possible to apply to revise the designation conditions and reduce the cost of the development.

This is not a preferred option.

Option 4: Community-led Resource Recovery Centre

Whangarei Heads Resource Recovery Trust is looking at developing a resource recovery centre at the Whangarei Heads Enterprise property and is seeking Council's ongoing support in this proposal. Community Resource recovery facilities operate in many communities in New Zealand, each has its own operational model appropriate for their own local circumstances.

While further work is needed to determine how the Whangarei Heads resource recovery centre will be funded and exactly what services will be offered, it offers an alternative for recyclable material and green waste for the local community. The proposal does not currently provide for bulk disposal of general rubbish disposal.

The Resource Recovery Centre Trust has requested \$20,000 in order to lodge a resource consent application and develop their business plan for operating at the Whangarei Heads Enterprises site.

If a community-led resource recovery park is going to be sustainable then it would need to have support from all sections of the community. Council's WMMP promotes community engaging in recycling and waste minimisation activities, with which the community-led resource recovery centre option aligns well. Council has Waste Levy funds that are available for projects that deliver on its WMMP. Applications must be assessed against their ability to deliver on the promised benefits e.g. good governance and accountability, organisational capability. The plan says consideration should be given to supporting new or expanded facilities rather than supporting the status quo. Funding the resource consent would be consistent with this policy.

Supporting this option would require Council entering into a Contract for Service (CfS) or similar with the Whangarei Heads Resource Recovery Trust to collect recyclable material and green waste with suitable performance indicators. Any on-going Council funding would need to be negotiated with Whangarei Heads Resource Recovery Trust along with agreed performance measures including health and safety.

It must be noted that the Whangarei Head Enterprises site has some outstanding resource consent and development contribution issues. It expected that these issues would be dealt with before Council funds are provided to expand the operations at the site.

This is a preferred option.

4.2 Financial/budget considerations

Operating the Parua Bay transfer station cost council around \$700 per tonne of waste processed there, compared to an income from that waste of only \$150 per tonne. The \$550 cost shortfall was covered by Council through rates.

Funding models for community-led resource recovery centres vary greatly around the country. Some operate with significant subsidies, some operate on a sinking-lid financial model and others do not have an operational cost subsidy or contract. Determining a sustainable funding model will require the Resource Recovery Centre Trust to further develop their business model.

In the Scoping Report (attachment 4) the Resource Recovery Centre Trust have estimated projected costs as follows:

1. *Setting up of trust and/or limited liability company, memorandum of understanding, and lease agreement (\$2,500).*
2. *Detailed site and business plan that would include location of all buildings and structures, equipment and staffing requirements and assessment of resource consent requirements (\$10,000).*
3. *Preparing the site and establishing the centre including all buildings, structures, signage, fencing, storage bins, and equipment (\$90,000).*
4. *Initial annual operational cost (1 to 5 years) is expected to be no more than to operate the current Parua Bay Refuse Transfer Station (\$125,000).*

4.3 Risks

Consent Issues

Cultural concerns have been raised as an issue regarding the operation of a site accepting rubbish at both the marina site and the Whangarei Heads Enterprises site. Therefore, there is a possibility that resource consent will not be granted at either site.

For the transfer station resource consent to be processed without public notification, the written approvals of all affected parties must be obtained, and the consent authority must be of the opinion that adverse environmental effects are not more than minor.

Cultural effects are an environmental effect, so to process the transfer station without public notification would require information to be submitted to demonstrate that effects are minor or less. If groups claiming mana whenua have differing views on that, it is likely that notification would be required, giving parties the opportunity to make submissions and be heard at a hearing.

The hearing process can be expensive and will also delay the establishment of any facility.

Tenure

Both the Whangarei Heads Enterprises site and the Manaia Excavators site are privately owned. Whilst a long-term resource consent can be granted there is a risk that a suitable long term lease cannot be negotiated at a reasonable cost. Therefore, there is a risk of losing the facility when the lease expires or unfavourable lease conditions making the initiative unsustainable.

Demand from other communities

Other communities have expressed an interest in community led resource recovery centres. There is a risk of raising community expectations about the level of funding that is available for resource recovery centres to a level which cannot be replicated in other similar communities.

Community led model

The Resource Recovery Centre Trust do not have a track record of delivering similar services. There is a risk that they are unable to deliver what the community wants and manage the facility on a small operation budget. This may lead to reputational damage to the Council or requests for increased levels of funding or the need to find an alternative service provider. Community resource recovery facilities operate in many communities in New Zealand, in order to be sustainable in the long term they require a committed team of individuals with the right mix of skills and motivation.

Health and Safety

Waste management services offered at public facing sites are an inherently hazardous activity. Effective management of those risks will require a significant level of legislative and practical experience. The consequences of failing to achieve effective health and safety management are severe. If Council enters into a contract with the Trust they would be required to meet all our health and safety requirements for contractors.

5 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website, Council News, Facebook and direct engagement with the various Resident and ratepayer associations representing the Whangarei Heads communities.

6 Attachments

Attachment 1: Summary of Proposal – Resource Consent Application for Parua Bay Transfer Station

Attachment 2: Petition to save the Parua Bay transfer station

Attachment 3: Proposed Community-led Resource Recovery Centre – Parua Bay

Attachment 4: Scoping Report for Community-Led Resource Recovery Centre at Parua Bay

Attachment 1: Summary of Background – Resource Consent Application for Parua Bay Marina Transfer Station

The transfer station servicing Parua Bay and the Whangarei Heads communities was originally located next to the Parua Bay Tavern. A site near the bowling club was decided against following consultation with the public. In the early 2000s, there were plans for a marina to be built near the Parua Bay Boat Club. There was a piece of land available next to the boat ramp that was determined could be used until the marina went ahead (expected to be about 18 months at the time).

Staff continued to search for another site for an improved transfer station anticipating that the marina development may proceed. Many sites were initially considered and around eight of them were investigated and eventually a site chosen and designated at the Manaia Excavators' site on Whangarei Heads Road not far from the Nook Road turn off (currently leased until 2030). The development of the Manaia Excavators' site was tendered but did not proceed because marina development had not progressed and their consent had lapsed. This meant that the marina development was no longer a reason to move the transfer station from its existing site and potentially the budget could be saved or spent on upgrading the existing site. For this reason, it was decided to designate the existing site to provide certainty for both Council and the community that we have a permanent site for the transfer station.

Consent issues

At the November Infrastructure Committee meeting an update on the Resource Consent application for the Parua Bay transfer station was provided along with a scoping study looking at an alternative community-based option to provide a drop-off point for recycling and green waste.

Council lodged an application for consent for the Parua Bay marina transfer station on 19/7/2018. Along with an assessment of effects the application included a site plan, a mitigation plan, noise reports and details of site usage. Ngatiwai Trust Board reviewed the proposal for continued use of the site. A copy of their letter indicating that they did not oppose the consent was included in the application.

A council planner reviewed the application and considered that adjacent properties should be included in the notification process.

During the notification period, other Parua Bay residents wished their views to be heard and residents undertook a number of activities to heighten community awareness of the application. This included emails to council, social media information, and letter drops. During this process Tangata Whenua who had not previously been involved, contacted council and requested an opportunity to submit on the proposal. The period for submissions was extended to allow this to occur.

Also at this time the Ngatiwai Trust Board (NTB) wrote to council advising that they wished to change their position to opposition on the grounds of concern from tangata whenua.

On receipt of the NTB letter council staff requested a deferral of the hearing, set for 4 April 2019, in order to meet with tangata whenua to learn more of their specific concerns and whether mitigation was a possibility. This meeting occurred on 14 March with a representative from Ngati Tu who provided a verbal overview of the importance of the site to tangata whenua. This included its proximity to wahi tapu sites and markers of special significance. This discussion provided background to their written submission noting the activity would have a direct effect on the moana, awa and whenua and will also have an impact on recent Rohe Moana Notifications with the Crown. It was clear from this discussion

that mitigation was not possible from a cultural context and as such it seemed unlikely that a consent would be granted.

Subsequent to Council's application for consent there has been written feedback from Whangarei Heads community groups requesting withdrawal of the resource consent application for the Parua Bay transfer station. These groups include the following:

- Whangarei Heads Citizen Association
- Pataua Area Ratepayers and Residents Association
- Parua Bay Residents and Ratepayers Association
- Discover Whangarei Heads

The decision was taken to withdraw the resource consent application. It has been agreed with the Council's Compliance Team that closure of the site would be delayed until the 23rd of April to allow notification of the site's closure to the contractor's affected staff and the users of the site.

Council obtained a portable rubbish compactor that is currently located at the marina. It is coin operated and available 24/7 to provide a disposal point for rubbish bags from residents, tourist, and freedom campers. It is noted that tangata whenua did not support this disposal system at its current location and further work is needed to select the best site.

Development of the marina site

Council has recently developed a draft recreation strategy for the Whangarei Heads area and identified the Parua Bay marina as a future hub for recreation purposes. It is unlikely a transfer station would align with this proposal.

**PETITION TO SAVE THE
PARUA BAY TRANSFER STATION**

Tabled: Council
Meeting 16 April 2011
John Nicole

We, the undersigned, disagree with the Whangarei District Council's decision to close the Parua Bay Transfer Station.

Name	Address
Ricky May	28 Mahanga road Patara
Cecil May	28 Mahanga road Patara
Virgil Nellis	2367 Whangarei Heads Rd, Whangarei Heads
marie Kelso	303 Ody Rd Taurikura
Shirley MacLennan	219 Te Rongo Rd, Parua Bay.
Chapman	234 Te Rongo Rd Parua Bay
Brownie Clarke	1262 Whg Heads Rd, Parua Bay
DAVID SKULLAN	324 Patara St Rd
Willy Saunders	96 Addison Rd
Walter mai	96 Addison Rd
P. Rust	990 Whangarei Heads Rd
J MAUGHAM	21 SCOTT ROAD.
Adrianne Allen	5 Ritchie Road Parua Bay
Elaine Strong	20 @ A Te Rongo Rd P. B
Roger & Cecilia Smith	82 Headland Farm Park - Parua Bay
JEAN FOWLER	27, TURIAPUA LANE P. BAY
IAN HAMILTON	27, TURIAPUA LANE P. BAY.
JULIAN. POHE Edmonds	85. WHG Hd Rd. PARUA. 02738539
BOB HEWSON.	2366 Whangarei Heads Road
ANT SPOOK	801 " " "
Steve Burt	958A Whangarei Hd Rd 436243
T. TYNE	71 SCOTTS RD WHANGAREI.
B Beaton	81 Arashiwi Rise Rd. 1
Carol Abbott	44 Woodland Height, Whangarei
I Edlinger	Taurangi Rd Parua Bay

Name	Address
ANDREW WIDDOWSON	101 RARANGI HEIGHTS
LUKE WIDDOWSON	" "
Alec Jameson	2 Owhiwa Road, Parna Bay
CYRIL PEPI	835. WHY HEADS RD - PATAUA BAY.
Ross Fleming	1903 Why Heads Rd.
Bev & Gavin Foskerley	377 Nook Rd.
Grant McInnes	1342 Whangarei Heads Rd
T.H. Carroll	8 Sunset Parade, Parna Bay
U.L. Carroll	" " "
Geri Nielsen	17 Wai parera Rd. Parna Bay
GREEN FRIDSON	237 TE RONGO RD
Jenny Callis	1 Taurikura St, Why Hds
Greene Cramer	134 Franklin road
Keri Rhodes	114B Nook road RD 4 Whangarei
PAUL HOLLIES	1216 WHY HEADS RD
Sam Anderson	524 PATAUA 5th Rd
RICHARD ANDERSON	1292 Why Hds Rd.
Holger Zedler - Hall	Taraunui Rd
Roy Zedler - Hall	TARAUNUI RD.
Ann & Barry Thomson	40 Kiteone Rd Parna Bay
PAVE ATIAN	PATAUA
Wk. Fark	Patana Island -
Alex & Isabel Smilie	Te Rongo Rd.
TRUM BAKERST	WHANGAREI HEADS RD PATAUA BAY
Janice Taylor	41 Kiteone Rd Parna Bay
Barb Greenhalgh	3 Baybreeze Lane, Parna Bay
Sven Dyk	206 Te Rongo Rd PATAUA Bay.
Roma Keke	109 Nungua Rd
Robinson D+S	2 Sapphire Place P. Bay
Mike Edkins	685 Owhiwa rd.
Eve Edkins	685 Owhiwa rd.
Eric Hackett	2 mui ti drive.
Mike Smith	Pataua South Rd.

Name	Address
D Edlingan	Tararua Rd Parua Bay.
S. Massey	Nook Rd, Parua Bay
J Nicole	Addison Rd Patana South.
L Gytan	Ross Rd.
K. Gytan	✓
M. Shindan	Heads Rd
C. Whitehead	Patana St Rd
B. Whitehead	Patana South
B Syron	Kauri Mountain Rd.
A Syron	✓ ✓ ✓
Brian Ferguson	6.H.F.P. Rd Wng
Ian McNeer	956a Whangarei Heads Rd.
Mark Wallis	192 Te Rongo Road.
Marlene Rodgers	Mill Rd. Wng ✓
Jason Gilmour	30a Kiteone Rd
ROGER CHAPPEL	39 MURITTI ROAD PB.
MARILYN MCRAE	65 Ritchie Rd (P Bay)
AMOR TAKU	PARUA BAY
TARA WILSON	PARUA BAY
JAMES EDWARDS	1 REOTAH ROAD, WHANGAREI HEADS
GEOFF BURGESS	90 Te Rongo Road.
Stoke	} 673 Wng Hds Rd.
K Pohe	
RB Pohe	
H Pohe	
Marlene Bell	Parua Bay
Mike Meerton	Parua Bay
Madliene McGuire	Parua Bay
Angelo McGuire	949 Whangarei Heads Rd
Cody Hill	Taurikura
Tony Phillips	Taurikura
Dulcie Herring	Nook Road
BEN HEYWOOD	NOOK ROAD

Name	Address
Thelma MacDonald	2025 Whangarei Heads Rd.
Paul MacDonald	" " " "
Andrea Simmons	168 Kent St Tauranga
Martin Simmons	168 Kent St Tauranga
Julian Keymer	50 Te Rongo Road. P.B.
Alison Deekham	13 Tropical Walkaraka
Pete Lucklow	145 Franklin Rd.
Madeleine McGuire	9 SAPPHIRE PLACE
Mike Meertens	9 SAPPHIRE PLACE
Angelo McGuire	949 WHANGAREI HEADS
Marlene Bell	949 WHANGAREI HEADS
Cody Hill	TAURIKURA
SANDY LEE	WHANGAREI HEADS
Grant Beran	1768 " " RJ.
Helen Beran	1768 Whangarei Heads Road.
PAUL BURRIDGE	" 93 TRENT ST "
Della Burridge	" RAUMANGA " "
Kerry Hamblyn	273 Te Rongo Road
Jenni Hamblyn	273 Te Rongo Road
Mike Hart	70 Scott Rd
Maggie Wadsworth	70 Scott Rd
ERIN DOBBS	1342 WHG Heads Rd
Tania Prescott	" " "
Kevin Brown	309 Neok Road
Tim Andersen	100 Pepi Road.
Richard Bland	90 Ritchie Road
Keith de Ridder	22 Kiteone Road
Jason Whitehead	951 Whangarei Heads Rd
Diane Unkovich	187 Te Rongo Rd.
Mynie Barber	52 Woodlands Heights Drive Pukekohe
René Burkhard	
Jason Beuker	951 Wg hills Rd
Peter Ashcroft	951 Whangarei Heads Rd

Name	Address
A. PHILIP	747 HEADS ROAD
J. Culina	167 te Rongo Rd.
A. Robertson	1116 Whangarei Hds Rd.
Mike Robertson	" "
Michael Petersen	964 Owhiwa Road
Rod Featherstone	76 Ritchie Rd.
Marie Campbell	McLeod Bay
Gordon Campbell	McLeod Bay
JOHN GREER	926 Solomons
FRED ABBOTT	44 Woodland Heights Pkwy
MIKE CLEARLY	938 WHG HDS RD
LAURE TOMLINSON	1055 NHG HEADS RD P.BAY
Maureen Bell	949 Whangarei Heads Rd.
Dave Lenthall	14 Denny Lane P. Bay
Alan Baulcomb	24 Owhiwa RD
Marteen Penetara	24 Owhiwa RD
Rachel Whitehead	951 Whg heads Rd
Shirley Petersen	964 Owhiwa Road.
Chris Lunn	1988 Whangarei NH Rd
Kaylene Baulcomb	24 Owhiwa RD
Cam	1961 Wily Hears Rd.
D. THOMPSON	322 PATAUA SOUTH RD.
Aaron Furze	647 Whang. Heads Rd
Vanessa	" " " "
Andrea Stunnel	951 Whangarei heads Rd
Ross Jensen	16 McVeyans Road
Victoria Raul	56 Ritchie Road.
Vicky Cohn	35 Scott Road
Clive Bloor	" " "
Colin Leask.	1 ROTO VIEW ONE TREE POINT
Debbie Leask	1 Roto View " " "
Sharon Grace	104 Mangarua Point Rd. Whg.
Edgar	104 " " "

Name	Address
Patrick FERREIRA	256 Pauterasth Rd.
Sue McGivern	113 Te Rongo Rd Parua Bay
Steve Rawlings	149B TE RONGO RD PARUA BAY
Dan Watson	Manganui Pt road
Jayne Andrews	83 Rukwai Road Parua Bay
MARTIN ANDREW	"
WHANGAREI RADIATION	
Laughton King	286 Awa Way Parua Bay
BILL TURNER	PARUA BAY
KAY TURNER	PARUA BAY
Aimee Robinson	82 Lamb Rd
Selwyn Callie	1 TAURIKURA ST, Taurikura
John Briggs	37 Tahungapua Rd
Maree Nicole	96A Addison Rd
Janet Farmahy	2091 Whangarei Heads Rd
Helen Smith	120 Kawangi Heights, P.B
Rick EIGER	117 TAKUKE TAPU PARUA BAY 0174
GLORIA EIGER	" " " "
S A MACK	1923 Whangarei Heads Rd
A Harsant	Whangarei Hts Rd
M. V. Zydan	Ohia road
V Marshall	Move to another side Bay
H Williams	McLeod Bay
Mike Lee	" "
ANDREW DEAS	92 PEPI ROAD
Leslie Allen	92 pepi road
MARK Allen	92 pepi road
Jack Taboi	83 OCEAN BENCH RD. WHANGAREI.
Don McKenzie	2372 WAREHEHEADS RD
Maxine Webb	23 OHIWA RD
Robyn Stokes	79 Ritchie Rd
Katrina Arnold	2351 Whg Heads Rd
Zara Wakelin	2351 Whg Heads Rd

Name	Address
Deon Wakelin	2351 Whangarei heads rd
Darryn Wakelin	2351 Whangarei heads rd
Damian Thomson	2361 Whangarei head rd
Zane Thomson	2361 Whangarei heads rd
Norma Boland	2096 Whangarei Heads Rd.
GAVIN BOLAND	15 ANCIENT BEACH VIEW
Jacqueline & John Benson-Lane	2013 WHANGAREI HEADS RD
DHARME SH	2311 WHANGAREI HEAD RD
Chrissy Mc Murray	58 Kiteone Rd Parua Bay
LOLA MUNRO	58 Kiteone Rd Parua Bay
Pat Pierce	234A TE RONGO RD
ANDY LASTBROOK	3 RANGI KORO PLACE
GREG CHALMERS	6 Kerr Road Parua Bay
P.C. KONGU	1180A Umanu Road Hs Rd.
D J Mahoy	75 Ritchie Rd
S.M. MOORE	25 Stuart Rd
Lorraine NICOLE	Patana
Mark Perry	35 MARITIME
Paul Lane	231 Ross Rd.
Bruce Cuff	138 KOTIHUI
Corina Drumm	244 Ross Rd, Parua Bay
Tui Mahanga	Patana South
Wendy Waldron	Reotahi
John Thackery	w/heads Road
Kathy Thackery	Whangarei heads
Arthur Mahanga	Patana South
Linda Mahanga	Patana South
Derek & Sharon Picard	Bays Bay AKL
Sue Ript	Whangarei Head Rd Parua Bay
Brett Henderson	Ritchie Rd.
Beth " "	" "
Corey Henderson	Kerr Rd
Adeleide Henderson	" "

Name	Address
Luke McGiven	113 Te Rongo Rd
Kris Wyatt	50 Lamb Rd
Leesa Harris	50 Lamb Rd
CHERIE TE PAA	960 WHANGAREI HEADS.
Lorna Wilson	65 Owhiwa Rd
WAYNE CHRISTENSEN	67/71 MANGAREE P-RO RD4
Mill	42 Whangarei Heads
K. Noble	16 Bay View Rd Whangarei Heads
Robert Pattinson	9/11 Davidson Avenue R.D. 4 Wg 0174
Lionel Gray	26 McGregor St. T. Murrumbidgee
Ellie Andrews	83 Ekuwat Road
Sherron Cleary	938 Whangarei Heads Rd.
IAN STEELE	20/11 Dargan Ave T. Murrumbidgee
Patricia & Mike Malare	34 Neptune Drive McLeod Bay
Kevin & Robyn Hollis	88 Campbell Rd
Paul BEHAN	NUMANGA Downs, PAUWAH
Jack McGiven	50 Station Road
Joel Pinckard	32 Neptune Dr.
Jenna McGiven	113 Te Rongo Rd. Parua Bay
Fiona Murphy	Te Rongo Rd Parua Bay
LYN BROWN	81 Ararui Rise, Parua South
Eve Barton	1218 Whangarei Heads Rd
Rob Barton	1218 Whangarei Heads Rd
Judy Robinson	37 Te Rongo Rd
ROSS WALDRON	958 Wg Heads RD.
Lorraine Jenkins	McLeod Bay
Clinton Ahill	2102 Whangarei Heads Road
Meghan Hurrell	28 Ocean Beach RD.
LANCE TE PAA	PARUA ISLAND, PARUA SOUTH
Travis Kash	60 Ritchie Road
Lisa Kash	60 Ritchie Road
Marie Louise Wang	918 Whangarei Heads Rd
Peter Johnson	918 " " "

Name	Address
Tyler Hend	Kerr Rd.
Blake	" "
Quinn Jessen	Whg Heads Rd
Graine Cooper	" "
Brian Sullivan	Ritchie Rd PB
Richard Poff	Ngohi
ALLAN FAZAKERLEY	A. Fazakerley
Shila Land	Ross Road
Roger Poynter	71 Owhinga Rd
H. Bailey	RD 4 Whg Heads
Don Ball	RD 4 Whangarei Heads
David Gales	95 Tabunotape Rd
Wesley Henderson	839 Whangarei Heads Rd.
MIKE MITCHELL	201 KERR RD
Ben M. Tait	40 Montai Rd. Parua Bay
Charelene GAYE WALKER	201 Kerr Rd.
Shane Gregory	1827 W/heads Rd
Steve Little	30 Ritchie Rd Parua Bay
Ian Adams	147 Franklin Rd " "
Justin Cullin	167 Te Rongo Rd.
Roger Denton	1268A Whangarei Hds Rd
Neville Weir	1286A Whangarei Hds Rd.
Kathryn Faulkner	37 Te Rongo Rd, Parua Bay.
Steve Hall	Parua Isl.
Queenie Peck	Parua Isl
Chelcy Peck	Parua Isl.
Way Peck	Parua Isl.
Stan Hall	Onerahi.
Susan Hall	Onerahi.
ALISTAIR MCINTOSH	PARUA BAY
John Atkin	PARUA BAY
James Douglas Pincock	RITCHIE RD PARUA BAY
Kay Jenkins	Ritchie Rd Parua Bay


[illegible]

PETITION TO SAVE THE PARUA BAY TRANSFER STATION

We, the undersigned, disagree with the Whangarei District Council's decision to close the Parua Bay Transfer Station.

Name	Address
Shannon Blackwell	Kerr Road.
ERIN WILKINSON	RITCHIE ROAD.
Gordon Sanford	G.A.S.
Sam Albert	TB/HARUWU
Sue Mason	339 Ody Rd
Benson MAY	60 mahanga Rd
KARL PHILLIPS	243 PATANGA SOUTH RD
Bridget Ross	64 Ody Rd.
Cassandra Gentry	10 Anchorage Jew
Bob Dalsen	64 ANCHORAGE JEW
PH Lewis	138 Addison Rd
Muller Grindle	12 Tattley Pl.
Cheryl Vette	Franklin Rd
Phil	Te Lays Rd
Karen Langdon	Kauri Mtn Rd
Jan S	Whangerei Heads Rd
Danielle Goldsmith	Patana South Road.
Joe Wiperi	" "
Lizzi Morgan	Sunset Parade Parua Bay
Phil Walters	30 TIMPERLEY ROAD PB.
Jan McCorkindale	2274 Whangarei Heads Rd
Dianne O'Sullivan	74 Nook Rd Parua Bay
Lynfa Harm	407 Patana Sth Rd
Carey Wood	143 Patana Sth Rd
MARIJKE MCRAE	65 Ritchie Road

Keep it going!!

Name	Address
Janet Askew	74 Fitchie Rd. Puna Bay
Leo Forshaw	Pataua South
Tyla Keen	Ocean Beach
Lynne Tucker	McLeods Bay
Thelma MacDonald	
Adelene Hallett.	Reotahi
CHRIS GOLDSMITH	112 SHARPS BAY
Francis Nicole.	Addison Road.
Darren Sanders	
Warren Steele	Kerr Rd.
Wendy Reclan	Campbell Rd.
ROY McGIVEN	TERONGO Rd.
Leslie Allen	92 Pepi. rd
MARK ALLEN	92 Pepi. rd
ANDREW DEAS	92 PEPI ROAD
Mako Thompson	123 WHANGAREI RD.
Dayo Broome	103 Reotahi Rd RDA
HF Schuy	41 Stuart Rd, McLeod Bay
Conor Flood	26 Neptune drive
Nicolls	1901 Whangarei Head
ANAN GILBERT	10.7 REOTAH RD WESTHEAD
Camille De Andrad	Ocean Beach
MURK DAVIS	PARK BAY
Paula Wilson	Why Heads 'rd
Michelle Butler	Kauri Mt Road
Cydrome Cilla.	Puna Bay
Lyn Azote	McLeod Bay
La robe.	McLeod Bay
Ann Thompson	40 Kiteone Rd Puna Bay
Katie Hirst	1886A Whangarei Heads Rd.
Gloria Owen	
Stacey Smit	20a Kiteone Road
Ngaire Fisher	108 Timperley Rd PB

Name	Address
JAMIE GRAY	Jm Gray.
Kirstie Steevens	234D Te Rongo Rd Parua Bay
DANIEL ALAN	PATAUA ALL
ARHIE	HERE.
SIMON VANDER SLUIS	BEASLEY RD
KEITH WEBB	KITEONE RD.
Anneliese Stünzner	40 Norfolk Ave, Reotahi
Madalena Grindie	Whangarei heads Rd, RDA
Shwae Nealey	Takamui Rd. Parua Bay.
Debra Wright	Abmeir Ave, Onoahi.
Mike Montgomerie	Parua Sm K
Mandy Orr	Taiharuru.
REBECCA ANDERSON	PATAUA SOUTH
Penny Fanning	Owhiro Rd.
Peter Greenhalgh	Parua Bay
Shirley Blackwell	Parua Bay.
Lisa Culley	Parua Bay
Jack Silby	Parua bay.
Leesa Harris	Parua Bay
Kris Wyatt	Parua Bay
Dulcie Hering	Nook Rd.
Raynor Nairn	100 Robinson Rd.
PAUL TOLLETT	MURRAY
Isaac Kake	Kerr Rd.
Monique Burkhardt	Lamb Rd
Fiona Couter	Optima Drive.
Conor O'Brien	Ocean Beach Road
Peter Sefton	Parua Bay
Julia Pearson	Whangarei Heads Rd
Lesley Wilkin	Kiteone Rd. Parua Bay
GEORGE WILKIN.	" " "
Barry TESSOP	" " "
Paul & Brie	165 Ocean Beach Rd

Name	Address
Raenyn Faber	14 Te Whara Way Taharua.
Garry Henderson	166 Patana sth Rd.
P. Nott	2164 WHANGAREI HDS RD
Peryl North	2164 Whangarei Hds Road.
MARTIN NORTH	56 Bay View Rd.
Geoffrey Neill	1950 Whangarei Hds Rd.
Deirdre Collins	1950 Whangarei Heads Road
Karl Paulsen	311 Kar Rd
Dawn Pitman	Waiparera Rd.
Patsy Henderson	Beasley Rd
Jonny Cmsl	36 DANCH POINT RD KOSIAH
Leanne Ross	841 Owhiro Rd Kung Bay
Jess Keen	Oceans
Juan Schultz	PARUA BAY
Alice Papp	Nook Rd Parua Bay
Renee Haug	Bayside Lane Parua Bay
Charlie Allan	2367 Whangarei Heads Rd
Glen Lovelace	99 Franklin Rd
Carol Belcher	151 Beasley Rd
Hannah Sanford	G.A.S
Box tart	
Catherine Tart	40 Moritai Rd. PB.
Dominic Mathews	36 Ritchie Road
Zac Smith	Kauka Mt Road
Gillian McIntosh	8 Ritchie Road Parua Bay Rd.
Carol	auto response
L. TOMLINSON	1035 WHG HEADS RD WYK
G Fallon	23 WOODLANDS HEIGHTS DR PARUA BAY
A. Rhodes	1989 Whg Heads Rd
K. WILSON	DARAT POINT RD
T. Warren	2129 Whangarei Heads Rd
Colin & Toni Lowe	Addison Rd
Steph & Steve Boswell	33 Ritchie Rd. Parua Bay

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We, the undersigned, disagree with the Whangarei District Council's decision to close the Parua Bay Transfer Station.

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PROPOSED COMMUNITY-LED RESOURCE RECOVERY CENTRE – PARUA BAY

1.0 Introduction

The announcement that Council was applying for a resource consent to continue to operate and expand the existing Parua Bay Refuse Transfer Station, motivated a group of local residents to find a more suitable location and improve the services provided with a community focus to reduce waste to landfill.

Following the closure of the Parua Bay Refuse Transfer station there has been a clear call from the Whangarei Heads community for a replacement facility to be operational as soon as possible.

A significant amount of volunteer hours and support has gone into the proposal for a community-led and operated resource recovery centre at the Whangarei Heads Enterprises site.

Council is now being asked to provide funding support to enable this site to be fully consented and set up as the alternative facility.

2.0 Legal and Governance Structure

Whangarei Heads Resource Recovery Trust has been formed and will register when funding support to progress this proposal is obtained. It will take 3 -5 days to become a legal entity and up to 4 months to obtain charitable status. The Charitable Trust will have three Trustee's and three Liaison Advisors as follows:

Trustees

Melissa Arseneault
Robyn Bigelow
Emma Owles

Liaison Advisors

Matthew Luxon
Mike Farrow
Riki Solomon ne Horomona

2.1 Trust Purpose

Whangarei Heads Resource Recovery Trust will turn waste into resources by establishing, coordinating and developing community waste minimisation initiatives including recycling centres, with the goal of zero waste. We will focus on the reduction, repair, re-use and recycling of waste, collection and processing of green waste and food waste and educating the community on sustainable resource use, ensuring resources are put back into our community and redistributed for local benefit.

2.2 Advantages of setting up a Charitable Trust

- **Reputation:** Funders and donors tend to gain comfort if the entity is a Charitable Trust (rather than a private business or individual). Where a company sets up a Charitable Trust and invites staff to participate, they will be motivated by the charitable purposes.
- **Tax status:** There can be tax advantages in registering as a Charitable Trust with Charities Services.
- **Longevity:** A Trust is not dependent on one individual and can go on long after the founder ceases to be involved, in "perpetuity" in fact.

Examples:

The Devonport Community Recycling Centre is operated by Global Action Plan Oceania

The Waitaki Resource Recovery Park is operated by the Waitaki Resource Recovery Trust

As a Charitable Trust we will be able to apply for funding from a number of organisations to assist with the purchasing of equipment, bins, buildings, and to provide additional services including educational services.

3.0 Site

The proposed Whangarei Heads Resource Recovery Centre would be developed alongside Whangarei Heads Enterprises at 35 Pataua South Road, Parua Bay.



Whangarei Heads Enterprises has operated an aggregate and landscaping business on this site since 2012. The land owner and previous business owner is Victor Freakley and the new business owner is Charlie Emery.

The site is zoned Rural Countryside Environment under the Rural Plan change and would require discretionary activity consent under Rule RCE 2.3.1 as a Resource Recovery Centre is considered a commercial activity.

Drawings of the proposed Whangarei Heads Resource Recovery Centre at the Whangarei Heads site below provided with support from Mike Farrow & team from Littoralis Landscape Architecture.



SITE ADVANTAGES	SITE DISADVANTAGES
<ul style="list-style-type: none"> the site has a total area of 1.9803ha and is situated approx. 220m from the intersection of Pataua South road and Whangarei Heads Road the surrounding environment is rural in nature, characterised by a low intensity of built development closest residential unit is over 100m from site easily accessible and shorter driving distance for residents/visitors Pataua South, Taiharuru Ocean Beach, Urquharts Bay, Taurikura, McLeod Bay close distance to Parua Bay Village, school and local businesses 	<ul style="list-style-type: none"> additional 6 -10 km drive for those living Tamaterau and Mt Tiger Road concerns local residents/iwi regarding Waitangata stream and potential environmental impacts/cultural concerns associated with handling of rubbish
<ul style="list-style-type: none"> existing landscaping business already operating on site, opportunity to share resources, equipment, minimise costs 	<ul style="list-style-type: none"> need to operate resource recovery centre separate from existing business to minimise H&S risks associated with commercial equipment/vehicles onsite (as outline in landscaping design)
<ul style="list-style-type: none"> sufficient space to provide existing and additional services including the collection and some processing (chipping) of green waste, hosting of weed amnesty bins, recycling of construction waste (wood offcuts etc) sufficient space to have coin operated compact bin for rubbish bags on site 	<ul style="list-style-type: none"> not able to accept trailer loads of rubbish due to residents/iwi concerns about rubbish being on site and getting into stream insufficient space to safely unload trailer loads of rubbish into pit or large skip bin without transferring by hand increasing H&S risk
<ul style="list-style-type: none"> sufficient space to have a large shed for dismantling, processing and storing of recyclable materials 	
<ul style="list-style-type: none"> site can accommodate education material, signs to encourage better recycling, reduction of waste, noxious weeds etc., host small workshops 	
<ul style="list-style-type: none"> sufficient space to grow business and services 	

4.0 Resource Consent Application

To progress this proposal to the next stage requires funding support to determine if a resource consent application will be granted to operate the Whangarei Heads Resource Recovery Centre at the Whangarei Heads Enterprises site.

The granting of a resource consent is critical to confirm that the site is a viable option and for the Trust to have the necessary information to complete a detailed feasibility report.

If a resource consent is not granted then this proposal will not progress further unless another alternative site is located.

Based on current information funding support of \$20,000 is required for a limited or non-notified consent application plus funding for a cultural impact assessment of the site (amount to be confirmed). Additional funding support will be required if the application is required to be publicly notified.

5.0 Feasibility Report

The granting of a resource consent is necessary to enable the Trust to prepare and submit a feasibility report that will provide detailed information relating to this proposal.

Additional information relating to this proposal will be presented at the Infrastructure Meeting on the 7th May (9am).

If you would like a copy of the trust deed, scoping report, letters of support or to discuss any aspect of this report prior to the meeting on the 7th May please contact Melissa Arseneault on tel 434 0655 or mob 021 550 249, email grassroots63@outlook.com

6.0 Additional Documents

Attachment A – Background to this proposal

Attachment B – Report outlining resource consent costs

Attachment A - Background to this proposal

1.0 Introduction

The Parua Bay Refuse Transfer station provided a drop-off point for rubbish bags, small volumes of loose rubbish, recycling and electronic waste. Of all the materials received approximately 71% was landfilled at a cost to ratepayers of \$550 per tonne verses \$110 per tonne when collected kerbside. It was open limited hours and cost approximately \$150,000 per annum to operate.

The transfer station was located 'temporarily' in close proximity to a community recreation site, and has long been considered to be out of place in this location. Historical attempts to find an alternative have thus far been unsuccessful.

In response to this a scoping report was prepared and submitted to Council by Melissa Arseneault in October 2018. Funding support of \$3,000 was received from Council of which \$1,500 was spent on a traffic assessment.

The scoping report outlined a need to change how we view, manage and use resources with a focus on reuse, repurposing, recycling and diverting previously landfilled waste, green waste and food waste. It was proposed that the new facility while supported by Council from funds currently allocated to operate the Parua Bay Transfer Station, would be set up as a community led and operated facility that would deliver community benefits and work towards achieving Council's target of >50% diversion rate by 2020.

The scoping report included 2 recommendations:

- Council support the concept for a Community Resource Recovery Centre to be located at Whangarei Heads Enterprises and:
- Council provide funding support to progress proposal to the next stage

The scoping report was attached to a report that was submitted to Councillors at an Infrastructure Meeting on 8th November. Until now no opportunity has been given to present or discuss this report with Councillors.

Further discussions with Council to work to progress the proposal resulted with a recommendation to have a pre-application meeting to review requirements for obtaining a resource consent. At this time Council decided to put the resource consent application for the Parua Bay Transfer Station on hold for 120 working days.

A meeting held Thursday 29th of November was attended by seven Council staff, Melissa Arseneault and Charlie Emery. The minutes of the meeting outlined the proposal would require discretionary activity consent and matters that are likely to be considered in assessing the proposal include (but are not limited to) the following:

- traffic & parking
- effects on rural character and amenity
- effect on rural productivity
- bulk and location of any proposed buildings

Following this meeting, Solid Waste Engineer David Lindsey asked Melissa Arseneault to compile and submit a report outlining costs associated with a resource consent application for a resource recovery centre at the proposed new site (see attachment B). Council indicated funding support would be made available upon receipt of report and a number of agencies were scheduled to begin

work early January. The aim was to have a decision regarding the granting of a consent while the resource consent for the Parua Bay transfer station was on hold.

On the 10th January, David Lindsey notified Melissa Arseneault that Council intended to proceed to the hearing for the resource consent application for the Parua Bay Transfer Station and that an application for a grant from the Council's Community Funding Committee should be made to operate a Resource Recovery Centre at the Whangarei Heads Enterprises site. David stated issues with non-compliance with Whangarei Heads Enterprises existing consent as reason for declining funding support.

An application to the Community Funding Committee was not made as the project did not meet the funding requirements and work to progress an alternative site was put on hold.

At the Parua Bay Village Development Planning meeting at Walton Plaza on 8th February, David Lindsey stated "that there has not been any demonstrable evidence of community support, to give certainty for council to work further on it". In response, letters of support for the proposed Community-Led Resource Recovery Centre at Whangarei Heads Enterprises site were submitted to the Mayor, Mr Forlong, Simon Weston, Cr Innes from the organisations below:

- Whangarei Heads Citizen Association
- Pataua Area Ratepayers and Residents Association
- Parua Bay Residents and Ratepayers Association
- Ngatiwai Trust Board
- Discover Whangarei Heads
- Weed Action Whangarei Heads

In addition the Whangarei Heads Citizen Association prior to their AGM on the 14th March had a presentation with guest speaker Matthew Luxon (Envision NZ) on community led resource recovery initiatives that was well attended and received.

On the 28th March an article published in the Advocate announced the closure of the Parua Bay Transfer Station on the 23rd April. Community were outraged by the short notice and that an alternative facility was not operational resulting in a protest (70 residents), a petition to Council (450 signatures), comments on social media, letters to Council, articles in The Advocate & Leader, presentation by John Nicole at the Annual Plan hearings and a number of meetings with Cr Innes, Council staff and some Councillors.

The Parua Bay transfer station closed on April 23rd after an application for resource consent to extend the facility and make it permanent was withdrawn by Council as it was likely to be declined.

The resource consent process and upgrade was estimated to cost \$300,000.

2.0 Background to New Zealand Waste Minimisation

New Zealanders care about reducing the amount of waste that we produce and its impacts on our environment and way of life. In a recent survey for the Ministry for the Environment by research company Colmar Brunton, 50 per cent of New Zealanders said they were either very or extremely worried about the impacts of waste.

New Zealanders are rightly concerned about the waste we're producing as a country, and it's one of the big areas of focus for the Ministry for the Environment. Waste is polluting our land, our lakes and

rivers, and our coasts and oceans, and it contributes 5 percent of New Zealand's greenhouse gas emissions.

Tackling waste is a growing challenge here in New Zealand and around the world, with major implications for our environment, economy and how we live our lives.

3.0 Whangarei District Council Waste Management & Minimisation Plan

3.1 Vision, Goals and Objectives

The vision for waste minimisation and management in the Whangarei District is:

To deliver community benefits and work towards zero waste to landfill. Whangarei businesses and households will be provided with efficient and effective waste minimisation and management services that recognise waste as a resource.

The goals for waste minimisation and management in the Whangarei District are:

1. To avoid creating waste
2. To make it easy to recycle
3. To ensure households and businesses have access to safe disposal of residual waste
4. To create opportunities for Whangarei District - jobs, new products, more efficient businesses
5. To reduce illegal dumping
6. To improve community understanding of issues and opportunities for waste minimisation and management in the Whangarei District.
7. To have a wealthier, healthier District through waste reduction initiatives and behavioural change

3.2 Recycling Rates

It is estimated that a diversion rate of around 25 % of materials is collected from households.

It is estimated that a diversion rate of around 29% of materials is collected from transfer stations.

3.3 Recycling Targets

The targets for waste minimisation and management in the Whangarei District are to:

- increase recycling at kerbside > 35% by 2020
- increase recycling, composting and reuse at refuse transfer stations > 50% by 2020

Based on current information and operations the Parua Bay Transfer station recycling target of >50% diversion to landfill by 2020 would not have been met.

To meet these objectives and targets will require a coordinated approach involving Council, community and local businesses and a change in how we think about waste and the consequences and impacts within our communities. Waste is not just a Council issue - it is a community issue. There is a need to engage, inform and inspire community to work collectively to find practical and cost-effective solutions to reduce, reuse, and minimise waste to landfill.

In a local sense this means the provision of community facilities that will enable maximum recycling, composting of organic waste, diversion of building and construction waste, reuse and repurposing.

Communities have a vital role to play. It has been shown repeatedly that small communities given access to their full waste stream achieve higher recovery rates because they have the outcome firmly in mind and are not just there to perform a contract.

4.0 Community Resource Recovery Facilities

Successful waste reduction goes hand in hand with community empowerment and capacity building.

Community Resource Recovery Centres see material going to landfill as wasted opportunities, wasted resources and wasted jobs.

There are approximately 50 community enterprises across Aotearoa New Zealand working to reduce waste to landfill. The Zero Waste Network is an organisation comprising of various groups around the country all working with their local community towards the goal of zero waste. The Zero Waste Network mission is to connect, educate, enable and inspire their members to reach their goals and to be a unifying voice at local, regional and central government levels. www.zerowaste.co.nz

Community Resource Recovery Centres help their communities work towards zero waste in lots of different ways – some run reuse shops, others have contracts with their local councils to run resource recovery centres and/or waste and recycling collections. Below is an example of the range of practical activities they are involved in:

In addition to these, a number of organisations have education programmes through which they engage and inform their communities about the value of resources and practical ways they can waste less. Instigating conversations about these issues is one of the most important things community resource recovery centres achieve.

Attachment B

19 December 2018

To: David Lindsay & Andrew Carvell

Following the pre-application meeting for the proposed Resource Recovery Centre at Parua Bay on the 29th November, it was recommended that we engage a consultant planner to prepare the resource consent application as there is a reasonable level of detail required in the application before it will be accepted for processing by Council. The proposal would also require discretionary activity consent against the following rules in the Operative Plan and Proposed Rural Countryside Environment:

- traffic movements exceeding 30 in a 24 hour period
- provision of parking spaces
- consent for signage
- effects on rural character & amenity
- effect on rural productivity
- bulk and location of any proposed buildings

As requested I have obtained estimates of associated costs relating to time, reports and information required to complete and file a resource consent application as outlined below.

Resource Consent Application Fees

WDC Resource Consent Application (non and/or limited notified)	\$1,500
NRC Resource Consent Application (non-notified)	\$ 896
• to be confirmed if application required	

Project Coordinator (Melissa Arseneault)	\$1,750
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To oversee and manage the resource consent application(s) that will involve providing relevant documents and information relating to the proposal and site, liaising with experts, consultants, council staff and Whangarei Heads Enterprises. To consult affected/interested parties in the visual catchment and close proximity with the aim of obtaining written consent/support for application. (35 hours @ \$50 per hour)

Resource Management Consultant (based on non or limited notification)	\$4,800
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To prepare and lodge a resource consent for a Resource Recovery Centre

This work would involve:

- initial research, review of expert reports and assessments provided by project coordinator
- review of proposed site, plans, assessments and other information relating to proposal provided by project coordinator
- review of WDC operative and proposed District Plans and other statutory documents
- discussions/meeting with WDC staff, project manager and other experts as required
- preparation of written approval forms
- preparation of a detailed resource consent application, including an assessment of effects and of the objectives of the policies of the district planning framework

- quality assessment, administration, collation and submission of the application to WDC

Assessment of Compliance with Noise Limits \$4,500

Visit site and undertake noise measurements of existing landscaping and building supplies facility to inform the tasks below:

- to prepare a computer noise model of the site and surrounding environment to identify the noise emissions of the existing building and landscaping supply facility operating on the site, and to incorporate noise level predications of the Resource Recovery Centre noise sources – this model will produce noise level predictions of noise emissions from the site, received at the neighbouring properties
- to provide advice on any noise reduction measures necessary to ensure compliance with the District Plan noise limits
- prepare report setting out how compliance with the relevant noise limits in the WDC plan will be achieved and what, if any, restrictions or mitigation measures will be necessary to ensure compliance

Landscape, Natural Character and Visual Effects Assessment \$2,100

- to prepare of plans including site plan showing proposed and existing buildings and structures (including recycling bins) and dimensioned plans and elevations
- to prepare a landscape mitigation plan showing areas of proposed planting and outline of proposed species
- description of proposal and proposed mitigation measures
- description of the statutory background
- evaluation of the landscape and visual values of the site and its context
- assessment of potential landscape and visual effects
- assessment of the proposal against the statutory provisions

Traffic Movements and Provision of Parking \$1,000

- assess traffic movements and parking requirements

Summary

WDC Resource Consent Application (non and/or limited notified)	\$1,500
NRC Resource Consent Application (non-notified)	\$ 896
Project Coordinator (Melissa Arseneault)	\$1,750
Resource Management Consultant (based on non or limited notification)	\$4,800
Assessment of Compliance with Noise Limits	\$4,500
Landscape, Natural Character and Visual Effects Assessment	\$2,100
Traffic Movements and Provision of Parking	\$1,000
Miscellaneous, printing & disbursements, travel/mileage	\$ 200
Total (excludes GST)	\$16,746

It is important to note that costs are based on non or limited notification. If the application is publicly notified it will incur additional costs.

Work relating to this application will commence 7th January with the aim of lodging application before the 31 January. If you can confirm funding support for this application by Monday 24th December would be much appreciated.

*Scoping Report for Community-Led Resource Recovery Centre
at Parua Bay*

1. Introduction

This document has been prepared by Melissa Arseneault for the Whangarei District Council and community in support of an alternative site to the existing Parua Bay Transfer Station.

This initiative would be the first community-led and operated resource recovery facility for Whangarei and could potentially be a model for the other districts. The initiative would reduce waste and support the targets and objectives of the Whangarei Waste Minimisation and Management Plan.

The report has been compiled from information supplied by Council, reports from Government and related organisations, public input, recycling markets updates, local surveys and assessments and like-minded community led initiatives.

A small budget of \$3,000 was received from Council for this report. The pages that follow provide the project rationale and description, relevant background information, the proposed site specifics, funding sources, and options for consideration.

In addition over 100 hours of voluntary time has been donated to assist the preparation of this proposal.

This report covers:

- Executive Summary
- A Background to New Zealand Waste Minimisation
- Overview of the Whangarei Waste Minimisation and Management Plan
- The Parua Bay Refuse Transfer Station
- Population and Visitor Growth
- Overview of Resource Recovery Centres
- Product Stewardship
- Structure Options
- Proposed Vision, Goals and Operational Objectives
- Green waste
- Refuse
- Proposed Site
- Relevant Legislation
- Projected Financial Costs
- Funding Options
- Recommendations
- Attachments

2. Executive Summary

Tackling waste is a growing challenge here in New Zealand and around the world, with major implications for our environment, economy and how we live our lives.

On a per capita basis New Zealanders are one of the highest generators of household waste in the OECD sending 730.6 kg to landfill in 2016.

The current linear approach to the use of resources is not working.

To solve our waste problem we need to work towards a circular economy. This means taking resources carefully from nature and ensuring the products we make are designed so that the resources can be reused indefinitely, being more efficient with the resources we use and reducing the amount of resources we throw away.

It is for this reason that we must all be part of a future that provides services and facilities that offer the opportunity to achieve maximum waste diversion from landfill. Instruments such as product stewardship, a waste levy and possible material bans will help to foster a circular economy.

This report offers Council and community an alternative to the current Parua Bay Refuse Transfer Station that would support a circular economy, deliver community benefits and work towards zero waste to landfill.

The current Parua Bay Refuse Transfer Station provides a drop-off point for rubbish bags, small volumes of loose rubbish, recycling and electronic waste. Of all materials received it is estimated that 71% is landfilled.

The results of a recent survey show that the Parua Bay Refuse Transfer Station is used by a very small percentage of residential users, predominantly from the Parua Bay area to drop off both rubbish bags and recycling on a regular weekly basis. The convenience of dropping off these materials rather than putting them out for kerbside collection is the main reason stated for using this facility.

The transfer station is located in close proximity to a community recreation site, and has long been considered to be out of place in this location. Historical attempts to find an alternative have thus far been unsuccessful.

There is growing support for the transfer station to be relocated, rather than expanding the facility and extending its life in the current location.

This report identifies a need to assess the suitability of the current site and if continuing to operate and extend this facility will meet community needs and achieve council's target of >50% diversion rate by 2020.

The alternative facility to the Parua Bay Refuse Transfer Station would be developed alongside Whangarei Heads Enterprises at 35 Pataua South Road, Parua Bay with support of Council and community.

This site will provide the public longer opening hours and have the capacity to meet increasing demands that will be required due to increased population and visitor growth in the area.

This facility would become a Community Resource Recovery Centre with a focus on reuse, repurposing, recycling and diverting previously landfilled waste, green waste and food waste. A coin operated compactor bin is proposed for the depositing of waste that is intended for landfill.

Recently a decision was made to hold a six month green waste drop off trial at the proposed new site as the current Parua Bay Refuse Transfer Station was identified as being unsuitable due to site physical and capacity constraints.

It is proposed that the new facility while supported by Council will be set up as a community-based not-for-profit charitable trust.

The funding required establishing this new facility (estimated at \$90,000) is less than what is currently allocated (\$200,000+) to upgrade the Parua Bay Refuse Transfer Station. It is estimated the annual operating cost will also be less than the current operation.

Additional funding would be sought from other sources available to community organisations for the purpose of waste minimisation and service expansion.

To progress this proposal to the next stage will require funding support in the region of \$10,000 to develop a detailed site and business plan that would include the location of all buildings and structures, equipment, staffing requirements and assessment of resource consent requirements. This work would require eight to ten weeks to complete.

Vision for waste minimisation and management in the Whangarei District is:



“To deliver community benefits and work towards zero waste to landfill. Whangarei businesses and households will be provided with efficient and effective waste minimisation and management services that recognise waste as a resource.”

1.0 Background to New Zealand Waste Minimisation

New Zealanders care about reducing the amount of waste that we produce and its impacts on our environment and way of life. In a recent survey for the Ministry for the Environment by research company Colmar Brunton, 50 per cent of New Zealanders said they were either very or extremely worried about the impacts of waste.

New Zealanders are rightly concerned about the waste we're producing as a country, and it's one of the big areas of focus for the Ministry for the Environment. Waste is polluting our land, our lakes and rivers, and our coasts and oceans, and it contributes 5 percent of New Zealand's greenhouse gas emissions.

Tackling waste is a growing challenge here in New Zealand and around the world, with major implications for our environment, economy and how we live our lives.

Today's linear approach to the use of resources is resulting in uncontrolled landfilling and pollution of our environment by discarded resources we no longer need or want.



We can solve our waste problem by working towards a circular economy. This means taking resources carefully from nature and ensuring the products we make are designed so that the resources in them can be reused indefinitely, being more efficient with the resources we use and reducing the amount of resources we throw away. (www.mfe.govt.nz/waste)

As Paul Evans, CEO of WASTEMINZ said recently, the current system is fundamentally broken. It relies on councils and recyclers reacting to and cleaning up whatever materials producers decide to put on the market. It requires enormous effort to achieve good clean streams of useable material – and this is not always possible. There is too much cost and not enough value in the present model to be sustainable. It has worked up until now because China was absorbing the environmental impacts – which they are no longer prepared to do. (Rebooting Recycling – What can Aotearoa Do, WasteMINZ May 2018).

The recent import restrictions on waste and recyclables introduced by China show that we cannot rely on other countries to help solve our waste problem. We need a different model to address the burgeoning waste problems in New Zealand:

- On a per capita basis, New Zealanders sent 730.6 kg of household waste to landfill in 2016, see Municipal waste indicator [OECD website]. This made us one of the highest generators of household waste in the OECD.

- Plastic is a major form of pollution in New Zealand and worldwide. Micro plastics for instance, (plastic fragments that are less than 5mm), can harm marine life and may affect life higher on the food chain including humans.
- We produce some of the world's highest volumes of e-waste (electronic equipment such as cell phones, laptops and televisions) - see Global E-Waste Monitor 2017 [United Nations University Vice Rectorate in Europe, Sustainable Cycles (SCYCLE) Programme website].
- New Zealanders sent over 122,000 tonnes of food to landfill annually. Food waste makes a significant contribution to the waste sector's greenhouse gas emissions (which in turn account for around 5 percent of New Zealand's overall greenhouse gas emissions). See New Zealand's Greenhouse Gas Inventory for more information.
- Landfills cost millions of dollars to develop, often the sites cannot be used for other purposes for decades and they produce methane which is a potent greenhouse gas.
- A 2008 survey of waste composition in municipal landfills showed that approximately three-quarters of the waste disposed of to municipal landfills could have been potentially diverted by being recovered, reused or recycled (*Ministry for the Environment. 2009. Solid Waste Composition: Environmental Report Card*)

An alternative to the traditional linear economy is a circular economy in which we keep resources in use for as long as possible, extract the maximum value from them whilst in use, then recover and regenerate products and materials at the end of each service life.



Current legislation, including the Waste Minimisation Act and the Emission's Trading Act, supports the ongoing pressure for diversion of waste from landfill.

It is for this reason that we must all be part of a future that provides services and facilities that offer the opportunity to achieve maximum waste diversion from landfill. Behind this activity will be a national framework using a variety of economic instruments to achieve this. Instruments such as product stewardship, a waste levy and possible material bans will be designed to foster the circular economy.

In a local sense this means the provision of community facilities that will enable maximum recycling, composting of organic waste, diversion of building and construction waste, reuse and repurposing.

Communities have a vital role to play: they need to take responsibility for the waste they generate and engage their members to work collaboratively and in partnership with households, business and the local Council to achieve waste minimisation.

This is enhanced when the local community takes responsibility for a resource recovery facility - good waste diversion coupled with reuse and repurposing draws a community together by making available not only materials but the opportunity to contribute and take part.

Activities such as separation and making available building materials, tools, paint, second hand goods, books, artwork, and repair services all draw both customers and volunteers keen to be involved.

When waste in a community is not accessible (i.e. in the sole control of Council and/or contracted collectors/landfill owners who may restrict the materials they recover or prefer to landfill all but the basic economic materials) the community feels powerless to intervene.

It has been shown repeatedly that small communities given access to their full waste stream achieve higher recovery rates because they have the outcome firmly in mind and are not just there to perform a contract.

Community-operated resource recovery facilities including in Raglan and the Far North have demonstrated the ability to divert significantly more materials from landfill than similar commercially-operated facilities.

Raglan, New Zealand's first Zero Waste community, has diverted more than 75% of the community's waste from landfill. This has created many new businesses, employed more than 200 people and injected an estimated \$13.5 million into the community. <http://greenribbonawards.org.nz/?q=raglan-zero-waste>

Auckland Council has an aspirational goal of zero waste by 2040. By recycling, composting food waste, re-using items and preventing waste they will be on target to send as little as possible to landfill. This will save valuable raw resources and energy, and help achieve the goal of making Auckland the world's most liveable city. <http://www.makethemostofwaste.co.nz/about/>

Auckland Council now supports 5 community-based facilities to achieve the goal of zero waste to landfill. <http://www.makethemostofwaste.co.nz/recycling/community-recycling-centres/>

The shift from a linear economy to a circular one is going to take people working together at all levels.

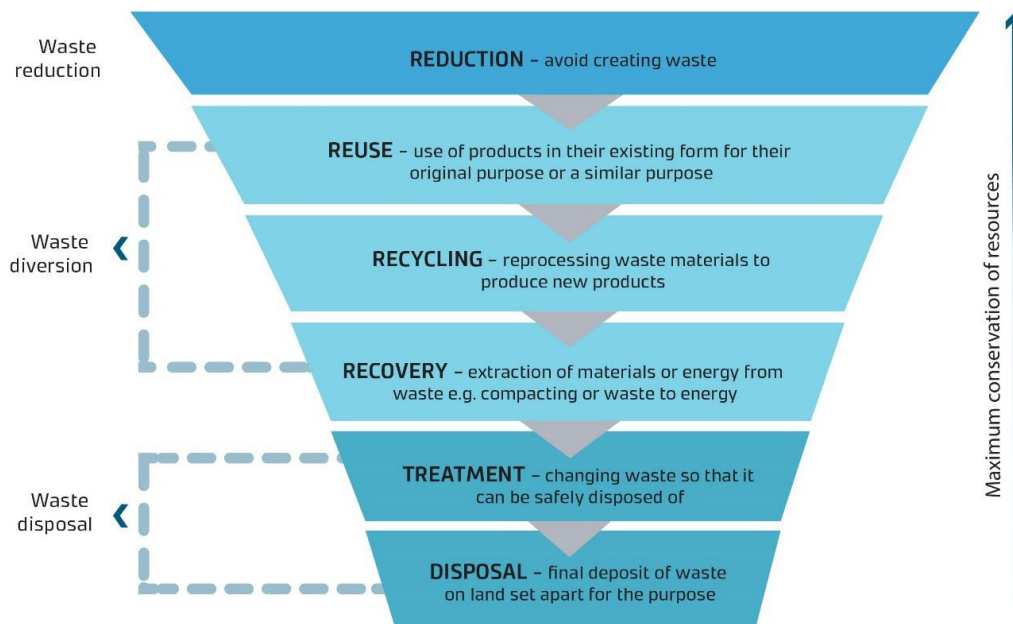


“Auckland Council funds and is establishing a network of community recycling centres which divert material from landfill. This re-using of items and re-purposing of materials also benefits the local community through affordable items and job creation. Council is aiming to build a network of 12 centres across the district to contribute to the goal of zero waste Auckland by 2040.”

2.0 Whangarei Waste Minimisation and Management Plan

The Waste Minimisation and Management Plan (WMMP) sets out how the Whangarei District Council can achieve efficient and effective waste management and minimisation in the Whangarei District. The Plan paves the way forward and belongs to the people of Whangarei. It considers current policy and the legal framework and Whangarei District vision, with an overarching suite of guiding goals and objectives.

This Waste Minimisation and Management Plan fulfil Council's obligations under the Waste Minimisation Act (WMA) (2008). The plan uses the waste hierarchy as a guide to prioritising activity, focussing on reducing waste before recycling or recovery of materials. Where materials cannot be recycled or recovered the focus is on safe treatment and disposal.



2.1 Recycling Rates

The data summarised in the table below suggests a diversion rate of around 25 % of materials collected from households in 2015/16.

Kerbside waste quantities

	2011/12	2012/13	2013/14	2014/15	2015/16
Kerbside refuse collection	16,990	17,736	14,990	17,366	18,424
WDC recycle collection	4,524	4,767	5,509	5,824	6,195
Total kerbside waste	21,514	22,503	20,499	23,190	24,619
Recycling rate (%)	22%	21%	21%	27%	25%

The data presented in the table below suggest a diversion rate of 44 % of materials entering the transfer stations. The diversion rate at rural transfer stations is lower, reflecting the lack of green waste diversion at some sites. When all waste (i.e. via transfer station or transported directly to Puwera Landfill) is taken into account, the diversion rate drops to around 29%.

Estimated Waste Quantities via transfer stations or direct to landfill 2011 - 2016

	2011/12	2012/13	2013/14	2014/15	2015/16
Refuse via transfer stations					
Casual transfer station users ⁴	9,526	9,660	9,665	9,367	8,241
Commercial	8,646	8,768	8,772	8,502	7,480
Recycle (transfer stations only)	12,697	12,697	12,876	12,882	12,485
Total waste via transfer stations	30,869	31,125	31,313	30,751	28,206
Recycling rate (%)	41%	41%	41%	42%	44%
Total waste landfilled	50,160	51,375	48,644	49,983	47,121
Total waste recycled	18,586	19,092	19,421	19,170	19,407
Recycling rate (%)	27%	27%	29%	28%	29%

2.2 Vision, Goals and Objectives

The vision for waste minimisation and management in the Whangarei District is:

To deliver community benefits and work towards zero waste to landfill. Whangarei businesses and households will be provided with efficient and effective waste minimisation and management services that recognise waste as a resource.

The goals for waste minimisation and management in the Whangarei District are:

1. To avoid creating waste
2. To make it easy to recycle
3. To ensure households and businesses have access to safe disposal of residual waste
4. To create opportunities for Whangarei District - jobs, new products, more efficient businesses
5. To reduce illegal dumping
6. To improve community understanding of issues and opportunities for waste minimisation and management in the Whangarei District.
7. To have a wealthier, healthier District through waste reduction initiatives and behavioural change

2.3 Recycling Targets

The targets for waste minimisation and management in the Whangarei District are to:

- increase recycling at kerbside > 35% by 2020
- increase recycling, composting and reuse at refuse transfer stations > 50% by 2020

Meeting these objectives and targets will require a coordinated approach involving Council, community and local businesses and a change in how we think about waste and the consequences and impacts within our communities. Waste is not just a Council issue - it is a community issue. There is a need to engage, inform and inspire community to work collectively to find practical and cost-effective solutions to reduce, reuse, and minimise waste to landfill.

3.0 Parua Bay Refuse Transfer Station

3.1 Overview

The Parua Bay Refuse Transfer Station is located at Lot 1 DP 92206 and is zoned Rural Countryside and Coastal Environment. This site is also used by the Outboard Boating Club, Whangarei Cruising Club, recreational and marine users, freedom campers, local and wider community and visitors.

The Parua Bay Refuse Transfer Station was set up as a temporary site in 2005. Alternative sites were investigated with no positive outcomes.

This facility enables the drop-off of refuse, the majority being in pre-paid council bags, kerbside collected recyclables and electronic waste.

Council held a public meeting on the 1 March 2018 and advised their decision to apply for a resource consent to tidy up and extend the existing site by approximately 45m². Those who attended this meeting voiced their concerns regarding the ongoing current operation and extension of the refuse transfer station on this site. Concerns about the lack of community engagement and involvement in this decision were also expressed.

The Waste Minimisation and Management Plan states that rural transfer stations are costly to operate on a per resident and per tonne basis. Council have indicated that the Parua Bay Transfer Station costs around \$700 per tonne to process waste compared to an income from that waste of a \$150 per tonne.

3.2 Hours of Operation

Council voted on new transfer station hours for all facilities in February 2016 which resulted in a saving of around \$168,000 www.wdc.govt.nz/WaterandWaste/Rubbish/Pages/RubbishDisposal.aspx

Winter hours are Tuesday to Friday 8am – 12pm, Saturday & Sunday 8am – 12:30pm (closed Mondays)
Summer hours are Monday to Friday 8am – 12pm, Saturday & Sunday 8am – 3:00pm

3.2 Data and Related Costs

There is no data available on the recyclable materials processed at this site. Waste data provided by Council indicate that in 2017 approximately 100 tonnes of refuse was processed at this site at a cost to ratepayers of \$550 per tonne

Costs associated with the annual operation of the Parua Bay Refuse Transfer Station are estimated to be \$100,000 - \$150,000.

Costs associated with previous and current work in relation to the resource consent application and proposed upgrade of the Parua Bay Refuse Transfer Station are estimated to be \$200,000 - \$300,000.

3.3 Usage

No information was available on who uses the Parua Bay Refuse Transfer Station and why prior to compiling this report. In order to obtain a better understanding of the current use of this facility a survey was conducted over a period of four weeks from 18th August – 15th September 2018. The survey was reviewed and approved by David Lindsay, WDC Solid Waste Engineer.

The survey was organised, conducted and compiled by local volunteers. Volunteers spent a few hours each weekend at the transfer station surveying users. Long-time employee of the transfer station Mark Silson was instrumental in assisting with and encouraging users to complete the survey. I would like to acknowledge Mark Silson, Jennifer Lawrence, Tim Stubbs and Raewyn Bright for their time and assistance with this survey.

Copies of the survey were left on site and a box was provided to put completed surveys in. Completed surveys were collected weekly. An incentive of a chance to win a \$50 voucher to a local café was offered to those who completed the survey.

There was a good response with 100 users completing the survey over a four-week period. Obtaining information on who used the transfer station and why was the reason provided to users when asked to complete the survey.

Mark Silson indicated that the majority of regular weekly users had completed the survey during the four-week period which is reflected in the results of the survey.

3.4 Results of the Survey

The key results of the survey are as follows:

1. 48% of users surveyed are from Parua Bay, 10% Pataua South and 7% Tamaterau
2. 44.3% dropped off rubbish bags
3. 40.7% dropped off recycling
4. 9.6% dropped off a trailer load of rubbish and/or green waste
5. 95% are residential users, 2% business users, 2% visitors and 1% other
6. Up to 30% of all users surveyed drop both recyclables and rubbish off on a regular (weekly) basis
Up to 20% drop both recyclables and rubbish off less than once a month
Up to 10% drop both recyclables and rubbish off once a month
Less than 7% drop off recyclables and rubbish occasionally or seldom
7. Eight reasons were listed to determine why users drop off recyclables and refuse (more than one option could be ticked)
72% ticked it is easier to drop off on way into town than put out for kerbside collection
45% ticked they had too much rubbish to put out for at kerbside
44% ticked they had too much recycling to put out at kerbside
38% ticked they had issues with dogs or birds getting into rubbish bags when left out for collection
8. The last question asked how often do you take your rubbish and/or recycling into The ReSort Transfer Station on Kioreroa Road. Of the 93 people who answered this question:
59 stated never
23 stated less than 6 times a year
11 stated more than once a month

USERS' LOCATION

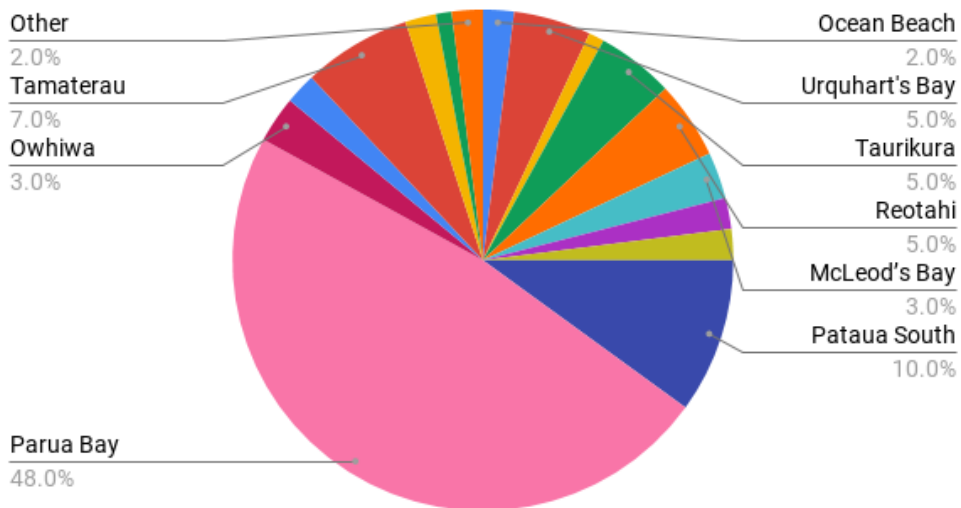


Chart above area shows where users of the Parua Bay Refuse Transfer Station are from.

WHAT IS DROPPED OFF AT TRANSFER STATION

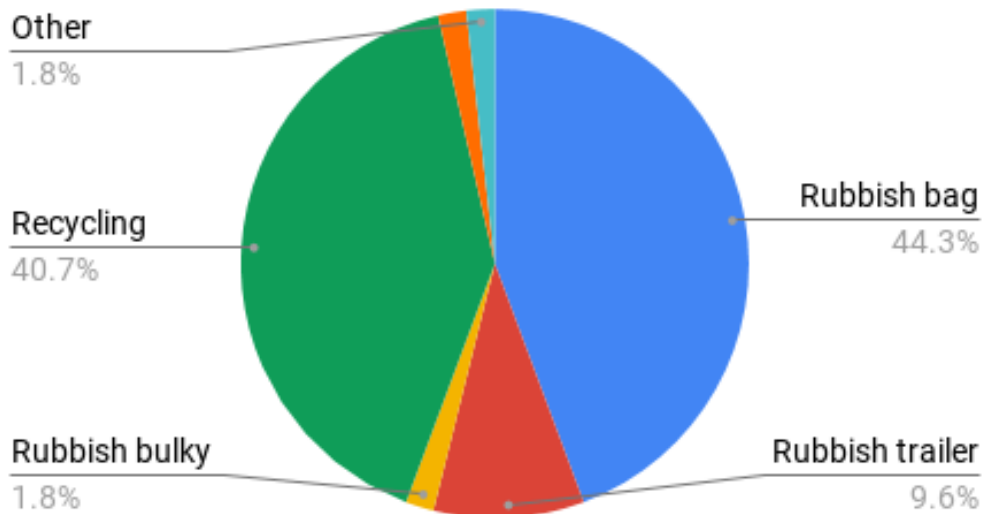


Chart showing what is being dropped off by local residents

The results of the survey show that the Parua Bay Refuse Transfer Station is used by a very small percentage of residential users, predominantly from the Parua Bay area to drop off both rubbish bags and recycling on a regular weekly basis.

The convenience of dropping off rubbish bags and recycling rather than putting these materials out for kerbside collection is the main reason stated for using the transfer station.

It was noted while conducting this survey that:

- local residents who use this facility appreciate the convenience of being able to drop their rubbish and/or recycling off verses having to go into town
- a number of regular users stated that their long and/or awkward driveways and/or limited space roadside made it difficult if not impossible to put their rubbish and recycling out at kerbside and the only option was to drop it off at the transfer station
- another regular user who lives directly across from the transfer station stated that they were told their rubbish and recycling would not be collected as they were too close to the transfer station (I suggested this was incorrect and they should they contact WDC)
- the emptying of trailers especially green waste or large loads of rubbish is difficult for users as they have to hand load from the trailer into skip bin and this can be very time consuming taking from 10 to 20 minutes to unload
- local residents believe it is less expensive to take a trailer load to the Parua Bay Transfer Station then into The ReSort Centre especially as the trailers are not weighed
- some regular users have a good relationship with Mark and look forward to their weekly visits while dropping off materials
- a number of users who completed the survey acknowledged the good work Mark does in operating this site

4.0 Population & Visitor Growth

Another important factor to consider in conjunction with the management of waste within our district is population and visitor growth. All growth will result in a significant increase in the amount of waste that is generated whether through households, schools, new businesses or through activities like construction.

Council's Sustainable Future 30/50 Report identified Parua Bay as a growth node with increases of 75% (456 people) and 88% (180 dwellings) between 1991 and 2006. This growth is predicted to continue at 7% per annum for the next 40 years.



In addition to this growth, Parua Bay and coastal areas experience additional growth during the summer period with holiday makers and visitors to the area. Peak summer population on the Whangarei coast increases from a usually resident population of approximately 10,000 to around 37,000 over Christmas/New Year, a more than 300% increase. These large increases in peak population have implications for land use planning and infrastructure provision. (Demographic Profile for the Whangarei District June 2013).

The predicted increase in population and visitors to the area highlights the importance to prioritise and deliver effective waste minimisation initiatives to be able to manage this growth and meet the objectives and targets of the Waste Minimisation and Management Plan (2017).

5.0 Overview - Resource Recovery Centres

Waste is a social problem and technical solutions can only take us part of the way to eliminating waste. Community organisations are resourceful and they have the potential to solve many waste related problems. Successful waste reduction goes hand in hand with community empowerment and capacity building.

Community Resource Recovery Centres see material going to landfill as wasted opportunities, wasted resources and wasted jobs.

There are approximately 50 community enterprises across Aotearoa New Zealand working to reduce waste to landfill. The Zero Waste Network is an organisation comprising of various groups around the country all working with their local community towards the goal of zero waste. The Zero Waste Network mission is to **connect, educate, enable** and **inspire** their members to reach their goals and to be a unifying voice at local, regional and central government levels. www.zerowaste.co.nz

Community Resource Recovery Centres help their communities work towards zero waste in lots of different ways – some run reuse shops, others have contracts with their local councils to run resource recovery centres and/or waste and recycling collections. Below is an example of the range of practical activities they are involved in:

- kerbside recycling and waste collections
- business collections
- running transfer stations
- operating reuse shops
- recycled timber yard operation
- scrap metal yard
- e-waste recycling
- appliance & furniture repair and refurbishment
- waste audits and consultancy
- zero waste event management
- operating drop-off sites
- rural waste collection
- waste education
- composting programmes
- support services/mentoring for new enterprises

In addition to these, a number of organisations have education programmes through which they engage and inform their communities about the value of resources and practical ways they can waste less. Instigating conversations about these issues is one of the most important things community resource recovery centres achieve.

Community Resource Recovery Centres also contribute towards a wide range of other environmental, social, cultural, and economic goals including:

- providing low-cost goods to the community
- acting as a hub for waste minimisation activities, education and awareness-raising
- meeting Long Term Plan community goals
- creating employment, micro-business, training, and skill development opportunities
- providing a location for volunteer work or part-time work, including for those that may not be employable in a more traditional mainstream environment
- providing an example to other communities and encouraging the support of and investment into other waste minimisation initiatives.

Prior to compiling this report I visited the following five Community Resource Recovery Facilities.

Whangaparoa Community Recycling Centre

Only recyclable household material is accepted, but small amounts of material from commercial sources may be accepted by arrangement with the operating organisation. Green waste is not accepted

Devonport Community Recycling Centre

Run by Global Action Plan Oceania, a registered environmental charity whose objective is to divert waste from landfill and provide sustainable new jobs and volunteer opportunities for the community. Proceeds from the sale of reusable and upcycled goods from the shop onsite are invested back into the venture and the local community. Most types of waste are accepted, including: building materials, green waste, recyclable materials, general rubbish, household and commercial recycling.

Helensville Community Recycling Centre

Run by Helensville Enterprises Trust (a local community trust). They collect and process a range of material and operate an on-site second hand shop. They are looking at a new project involving the deconstruction of buildings to recover, reuse and on sell materials. There is no charge for household items that are saleable, clean recycling, scrap metal, including white ware.

Waiuku Community Recycling Centre

Run by Waiuku Zero Waste Limited their aim is to reduce waste to landfill as much as possible. Items can be purchased from the Waiuku Junktion shop during opening hours. There is no charge for household items that are clean and recyclable or saleable.

Seagull Centre Thames

Is a community focused organisation established in 2004 to oversee the operation of resource recovery facility with the key objective of reducing the contribution of waste to landfill. They operate a facility for members of the local and regional communities to contribute at no charge, unwanted domestic and commercial goods, materials and items otherwise destined to landfill.

Visiting these community facilities provided an insight into the range of services and programmes to reduce waste to landfill by reusing, re-purposing and recycling a range of materials such as polystyrene, household batteries, construction materials and food waste. All the centres had shops on site, which sell usable household and building materials.



Polystyrene recovered for recycling



Seagull Community Recycling Centre in Thames

6.0 Product Stewardship

6.1 What is product stewardship?

We all need to help reduce the impacts of manufactured products on our environment. When a producer, brand owner, importer, retailer or consumer accepts responsibility for reducing a product's environmental impact, we call this product stewardship. Product stewardship helps us transition from a linear to a circular economy.

6.2 Why do we need Product Stewardship?

Product Stewardship is a key component of the Waste Minimisation Act (2008). The Act enables the establishment of voluntary and mandatory Product Stewardship programs that transfer the responsibility and cost of product waste disposal from local authorities and ratepayers to producers and consumers. Product Stewardship makes recovery and recycling a cost of doing business and creates an incentive for products to be redesigned to maximise recyclability and minimise environmental impacts.

Because Product Stewardship is a powerful waste minimisation tool, it is in the interests of the wider community for its promotion and monitoring to be held in community-representative hands. Experience has shown that without strong representation, community interests inevitably come second to those of Industry.

6.3 New Zealand Product Stewardship Council

Currently the only organised view offered to Central Government on product waste issues comes from those with a vested interest in maintaining the status quo. The NZPSC provides a forum for local authorities and other organisations dealing with the adverse effects of waste to share information and provide high-level input into the development of Product Stewardship programmes. (www.nzpsc.nz/about/)

6.4 Product Stewardship Programmes

1. Plasback - www.plasback.co.nz/
To recover used farm plastics for recycling including bale & silage sheets, polypropylene bags, HDPE drums, vineyard nets, twine
2. Agrecovery Rural Recycling Programme - www.3r.co.nz/what-we-do/agrecovery/
To recover agrichemical plastic containers, silage wrap, crop protection net and agrichemicals
3. Refrigerants Recovery - www.refrigerantrecovery.co.nz/index.html
To collect and destruct unwanted synthetic refrigerants, chlorofluorocarbons, hydrochlorofluorocarbons and hydrofluorocarbons
4. Paintwise - www.3r.co.nz/what-we-do/paintwise/
To allows Resene customers to responsibly dispose of their unwanted paint and paint packaging at one of many locations across New Zealand
5. SeatSMART – www.3r.co.nz/what-we-do/seatmart/
To support the recovery and recycling of expired child car seats

A new Community Resource Recovery Centre in Parua Bay would play an important role in raising awareness of, facilitating and managing product stewardship programmes as well as encouraging new programmes.

7.0 Proposed Community Resource Recovery Centre

7.1 Structure

The following two structures would be given consideration in the setting up of a Community Resource Recovery Centre. The recommended structure is a Charitable Trust owning a Limited Liability Company.

A Charitable Trust

Setting up a trust is the most common form of entity used for not-for-profit enterprises in New Zealand. It is a structure which is easy to establish and because there are no "shareholders" as such it provides a clean story to explain to people. There is something of an inbuilt assumption that if you are a charitable trust then it is automatically assumed that this is a "for good" type of entity. This is in contrast to the company structure where there can be an assumption that there is a "for profit" element as a main objective.

A Trust does not have shareholders and is instead guided by trustees who form a Board. A Trust is incorporated under the Charitable Trusts Act 1957. A Trust Deed will be required along with the selection of trustees who share the vision for the Trust to ensure it follows in the direction intended.

A Charitable Trust can provide a number of advantages. For example:

- Reputation: Funders and donors tend to gain comfort if the entity is a Charitable Trust (rather than a private business or individual). Where a company sets up a Charitable Trust and invites staff to participate, they will be motivated by the charitable purposes.
- Tax status: There can be tax advantages in registering as a Charitable Trust with Charities Services.
- Longevity: A Trust is not dependent on one individual and can go on long after the founder ceases to be involved, in "perpetuity" in fact.

Like most structuring it will be important to get accounting advice on the tax and accounting implications of both structures.

Examples:

- The Devonport Community Recycling Centre is operated by [Global Action Plan Oceania](#).
- The Waitaki Resource Recovery Park is operated by the [Waitaki Resource Recovery Trust](#)

A Charitable Trust Owning a Limited Liability Company

Incorporating both structures provide advantages such as the trust being registered as a charity and having donee tax status and the company providing more flexibility to enter into joint ventures with other entities or seek other investors into the company.

The Charitable Trust would be the shareholder of the company and the income that is generated by the business of that company would go back to the Trust for it to continue carrying on its charitable purposes. The company would be the trading arm of the Trust and would also apply for charity status.

Examples:

- [Wanaka Wastebusters Limited](#) is owned by [Friends of Wanaka Wastebusters Incorporated Society](#)
- [Waiuku Zero Waste Limited](#) is owned by [Xtreme Zero Waste Incorporated Society](#)

7.2 Proposed Vision, Goals and Operational Objectives

Vision

To deliver community benefits and work together to achieve zero waste.

The Zero Waste International Alliance definition of zero waste is:

“Zero Waste is a goal that is ethical, economical, efficient and visionary, to guide people in changing their lifestyles and practices to emulate sustainable natural cycles, where all discarded materials are designed to become resources for others to use.”

“Zero Waste means designing and managing products and processes to systematically avoid and eliminate the volume and toxicity of waste and materials, conserve and recover all resources, and not burn or bury them.”

Goals

To:

- work with Council and community to achieve the aims of the NZ Waste Strategy
<http://www.mfe.govt.nz/publications/waste/new-zealand-waste-strategy-reducing-harm-improving-efficiency>
- work with Council and community to achieve the vision, goals and targets of Council Waste Management and Minimisation Plan (2017)
<http://www.wdc.govt.nz/WaterandWaste/Rubbish/Documents/Waste-Management-and-Minimisation-Plan-2017.pdf>
- maximise diversion of waste from landfill
- reduce, reuse, recycle and recover valuable resources
- sustainably increase resource recovery to maximise the value of recovered materials and associated commercial opportunities
- reduce the overall cost of waste management to community
- improve community understanding of issues and opportunities for waste minimisation and management
- encourage a change in mind-set in how community views waste and resources
- advocate for increased producer responsibility for key waste streams such as agricultural & construction waste, tyres, packaging, green & food waste
- encourage efficiency and innovation in the recovery, reuse and reprocessing of resources.

Objectives

- to provide a drop off facility for glass bottles and jars, paper, cardboard, steel & aluminium cans and plastic containers that are able to be recycled
- to work with community to recover, reuse and/or reprocess additional resources including construction and rural waste, plastic film, metals, household batteries, electronic items, appliances
- to provide a facility to receive and process food and/or green waste
- to investigating opportunities to implement MfE accredited product stewardship schemes for priority wastes
- to investigate opportunities to support and/or develop new product stewardship schemes
- to provide a drop off facility for second hand items that are either repaired, upcycled then on sold and/or donated back to community or local charities
- to provide information on site in the form of signs, promotional material and other media on reducing waste, reuse and recycling best practises
- to work with local businesses, contractors, schools and other community organisations to reduce waste, reuse and recycling best practises
- to organise workshops for community on reducing waste to landfill, reuse and recycling best practises, composting green and food waste
- to collect, maintain and publish data on the recovery, reuse and repurposing of all materials
- to become a member of the Zero Waste Network

7.3 Green waste

7.3.1 Overview

Council identified the need for a permanent green waste facility for the Whangarei Heads area, to reduce green waste going to landfill and to support a local community-led landscape scale weed control initiative Weed Action Whangarei Heads.

Council initially proposed to incorporate the collection of green waste in conjunction with the proposed resource consent application and upgrade of the Parua Bay Refuse Transfer Station.

Weed Action Whangarei Heads following discussions with Council staff highlighted the following limitations to have a single, small green waste bin at the Parua Bay transfer station

1. Accessibility. Opening hours are still likely to be limited, especially afternoon and weekend hours, when most people are able to engage in garden maintenance/weed control work. This creates another barrier to responsible disposal of green waste.
2. Practical/physical constraints due to the small footprint of the site, initial plans show no scope for recessing the bin, or room for backing trailers.
3. Capacity constraints. Again, due to the small footprint of the site and number of other bins required to sort recyclables effectively, the proposal indicates there is only space for a small green waste bin.

Weed Action is creating a community that is increasingly active in weed control work and predicts an increased volume of green waste being generated.

Weed Action has also successfully trialled a 'Weed Amnesty' bin, where invasive weed species could be deposited free of charge. This proved highly successful at engaging the public and raising awareness about weeds, and triggering action on weed removal. Weed Action would like to repeat this type of initiative throughout the year, and it would be most efficient, both from a cost perspective and a logistical perspective, if this could be done at the official green waste facility, rather than requiring a temporary offsite bin, as was done this year.

Council officers indicated that the Parua Bay transfer station green waste facility would not be able to cope with the associated increased volumes, and would require amnesty events to be run off site.

7.3.2 Alternative Site

Whangarei Heads Enterprises was proposed by Weed Action Whangarei Heads as an alternative site that would be able to better address the issues raised. The advantages being:

- more convenient opening hours (Monday to Friday 7:30am – 4:00pm and Saturday 7:30am – 12:30pm)
- easier loading/unloading due to recessed bin
- less congested turning area
- ability to run weed amnesty events
- better manage increased volumes
- more scope to look at alternatives for disposal and/or local processing
- space to add community education signage and materials

7.3.3 Outcome

The outcome of the discussions between Weed Action Whangarei Heads and council staff (David Lindsay, Solid Waste Engineer) has resulted in an agreement to proceed with a six month trial using Whangarei Heads Enterprises as the site for green waste collection, with Northland Waste providing and collecting the bins. It is anticipated that this trial will commence in November. Data collected during the trial will be used to determine the feasibility and structure of a more permanent facility.

The development of a community resource recovery centre on the Whangarei Heads Enterprises site would most likely result in the green waste facility being incorporated into the operations of this centre, with support from Weed Action Whangarei Heads.

7.4 Refuse

At this stage it is proposed that the resource recovery centre does not accept or handle any domestic and/or commercial waste. There is however a need to provide community, visitors and tourists with a means in which to easily dispose of small and larger quantities of domestic waste based on a user pays principle.

There are a number of cost-effective alternatives that could be investigated and considered in consultation with community including:

1. A community operated inorganic collection that would involve placing skip bins strategically within the community to dispose of targeted and/or larger volumes of refuse. Recycling bins would be placed alongside these bins to encourage and enable the recovery of any recyclable materials.
2. A community operated construction and demolition collection service that would facilitate the recovery of materials able to be reused or recovered prior to disposal to landfill.
3. A coin operated solar powered compact bin.

A user pay's coin operated solar power compactor bin placed strategically within the community for the collection of refuse in bags has a number of advantageous because:

- it is a stand-alone solar operated system
- it can be relocated to other sites or public events
- it is accessible 365 days a year, 24 hours a day
- it is cost effective compacting the waste resulting in reduced transport costs to landfill
- it encourages and supports a user pays approach to managing waste
- it reduces costs to ratepayers in managing waste

However there are some issues and considerations regarding their use including:

- location it is important that bins are placed in a well-lit, reasonably open area, close to main road
- community need to be consulted and involved in decisions regarding use and location
- good signage and instructions on how to use and what not to put in bin
- sufficient space to enable hook truck to easily access for collection
- need to be on a solid surface preferably concrete pad
- coin operation restrictive

Ron Tuiavii (Solid Waste Engineer, Thames Coromandel District Council) was contacted about the use of bins in their district. Ron explained that council were planning to investigate options to change from a coin operated system to new technology using mobile phones or eftpos to minimise issues with ease of use and people trying to remove coins. He also said they had a new initiative to have murals painted on the bins that involved the local schools to minimise visual impacts regarding their use in coastal areas.

The Marlborough District Council also use standard coin-operated skip bins (no compaction) within their District. <https://www.marlborough.govt.nz/services/refuse/transfer-stations/marlborough-sounds-coin-skips>



Coin-operated solar powered skin bin in Thames Coromandel



Photo of compactor unit taken in Thames Coromandel

8.0 Proposed Site

The recommended site is Whangarei Heads Enterprises a locally owned and operated business providing building and landscaping supplies open 6 days a week Monday to Friday 7:30am – 4:30pm and Saturdays 8:00am – 12:00pm.

The site is located at 35 Pataua South Road, Parua Bay and is legally described as Lot 3 DP 423887 and has a total area of 1.9803 ha. The surrounding environment is rural in nature, characterised by a low intensity of built development. The site is zoned Rural Production Environment.

Whangarei Heads Enterprises current operation is on the eastern part of the site. The proposed Resource Recovery Centre will be located also on the eastern side within the Whangarei Heads Enterprises yard in an area approximately 45 metres x 45 metres.



A 5m wide esplanade strip adjoining the Waitangata Stream runs along the northern boundary of the site. Riparian planting and removal of invasive weeds along the eastern part of the stream would be done in stages in conjunction with the establishment of resource recovery centre.

The site is situated approximately 220m from the intersection of Pataua South Road and Whangarei Heads Road and approximately 100m west of a single lane bridge, conveniently located to service Pataua South, Ocean Beach through to the Nook Road and the Parua Bay community.

The existing site currently has the capacity and space to provide a drop off and storage area for a range of resources including glass bottles, steel & aluminium cans, plastic containers, plastic film, paper & cardboard, household batteries, construction materials such as scrap metal, e-waste, appliances, timber, polystyrene, food & green waste and to accommodate a small office (if required), a covered workshop area (for handling and processing materials) and area for the on selling of materials and/or second-hand goods.

The owner and manager of the Whangarei Heads Enterprises site support this proposal and in working with Council and community to reduce waste to landfill.

9.0 Relevant Legislation

There is a wide range of legislation that may, or will, need to be complied with to operate a resource recovery centre on the Whangarei Heads Enterprises site. Every attempt has been made to include all current legislation relevant to the proposal.

9.1 Waste Minimisation Act 2008

The Waste Minimisation Act 2008 encourages a reduction in the amount of waste we generate and dispose of in New Zealand and aims to lessen the environmental harm of waste. The Act also aims to benefit the economy by encouraging better use of materials throughout the product life cycle, promoting domestic reprocessing of recovered materials and providing more employment.

The Act introduced several new tools for managing and minimising waste. The Act provides:

- a levy on all waste disposed of at municipal landfills to generate funding to help reduce waste
- recognition of product stewardship schemes (through accreditation) and the ability to impose mandatory product stewardship schemes
- clearer responsibilities for territorial authorities in managing and minimising waste.

9.2 The Local Government Act 1974

The Local Government Act 1974 is the principal Act for the governance of waste. This is supplemented by more generic provisions in the Resource Management Act 1991 the Environment Act 1986 and the Hazardous Substances and New Organisms Act 1996. These Acts specify a range of roles and functions for central government, local government, businesses and individuals in relation to governance and management of waste.

9.3 Resource Management Act

Compliance with requirements under the RMA for the land on which the centre is located is required. This involves consulting the District Plan to determine if any resource consents may be required for the site.

The current business on this site, Whangarei Heads Enterprises obtained resource consent to establish and operate an aggregate and landscape supplies centre within the Countryside Environment at 35 Pataua South Road, being Lot 3 DP 423887 in March 2011. (WDC Notice of Decision LU1000196)

The proposed new resource recovery centre will operate on the existing site and will involve the collection and temporary storage of non-hazardous materials including glass bottles, paper & cardboard, metal, plastic, household batteries, construction materials, food and green waste. It is proposed that this facility will not to accept household or commercial waste/refuse.

9.4 Building Act 2004

The Building Act requires a building consent to be held for most construction, alteration, demolition, or other modification of buildings. Further investigations will be required regarding the modifying and/or constructing any building on this site. Costs for building consents will need to be incorporated into any financial forecasting.

9.5 Health and Safety in Employment Act 1992

This Act (the HSE) requires that any employees, visitors, volunteers or other users of a reuse centre are provided with a healthy and safe environment. The 'employer' (the ultimate governing body of a reuse centre) must have a health and safety plan, and to develop health and safety policies and procedures.

9.6 Second-hand Dealers and Pawnbrokers Act 2004

This Act requires all professional dealers to be licensed. However, this is not required for a charitable or non-profit organisation for donated items, as outlined in Section 6, clause 4b: 10

(4) For the purposes of this Act, the following are not engaged in business as second-hand dealers when selling second-hand articles or scrap metal:

(a) an auctioneer who is licensed under the Auctioneers Act 1928 and is selling the second-hand articles or scrap metal at auction under that Act:

(b) a charitable or non-profit organisation that sells second-hand articles or scrap metal, but only if:

- no article, and none of the scrap metal sold is acquired by the organisation by purchase or for valuable consideration; and
- any proceeds of sale are used solely for the purposes of the organisation:

(c) an internet auction provider:

(d) an agent of the Crown:

(e) any other prescribed person

9.7 District Plan Rules & Bylaws

9.7.1 District Plan

The District Plan is the primary document that manages land use and development within the Whangarei District Council's territorial boundaries. The Whangarei District Council is required to prepare a District plan under the Resource Management Act 1991 (the Act), specifically having regard to Part II of the Act focusing on the sustainable management of land and other natural and physical resources. It includes Objectives, Policies and Methods to achieve the sustainable management of these resources within the Whangarei District. This may involve their use, development or protection.

The District Plan is an enabling document, designed to minimise rules and regulations, and encourage innovation and diversity in the use of the Whangarei District's resources. It does not seek to direct development, but does have a role in ensuring that development and associated activities have regard to the practicalities of a particular piece of land. In preparing the District Plan, the Council has been careful to ensure that the community has played a significant role in shaping the direction of the document.

Whangarei Heads Enterprises site is zoned Rural Production Environment (RPE). RPE encompasses a large area of the Whangarei District. The Environment hosts a wide range of rural land use activities covering a varied array of landforms. The purpose of the RPE is to manage land use and subdivision activities in order to sustain, protect and promote rural production activities. The RPE is, in most but not all locations characterised by a working environment, with the noises, smells and visual effects associated with a wide range of farming, horticultural, forestry and mineral extraction purposes. There is an expectation that rural production activities will be able to continue to operate without onerous or restrictive intervention in the RPE.

9.7.2 Traffic

A traffic assessment report was compiled on the 17 September 2018.

The Executive summary of this report states:

The proposal is to construct a new Community Resource Recovery Facility adjacent to an existing builder's yard and hire facility (Whangarei Heads Enterprises) at 35 Pataua South Road, Parua Bay. The Community Resource Recovery Facility and Whangarei Heads Enterprises will share a combined access onto Pataua South Road.



This report concludes the following;

- Sightlines are good and exceed the WDC EES requirements,
- To the south of the access there is a small bush that may appear to impede visibility that should be removed,
- Based upon the existing traffic on Pataua South Road and the combined proposed usage of the access (Community Resource Recovery Facility and Whangarei Heads Enterprises combined) the existing access is suitable for the proposed usage and needs no upgrade,
- As a collector road, Pataua South Road is considered to have sufficient capacity to safely accommodate the level of vehicle movements generated by the activity
- There is no safety reason to require the access way to be sealed
- There is adequate manoeuvring space for customers and trucks at the Community Resource Recovery Facility

Overall the traffic impacts of the proposal are considered to be less than minor.

It is recommended that the small bush to the south of the access be removed to improve visibility to the south of the access.

9.7.3 Noise

Styles Group Assessment of Compliance with Noise Limits for the Parua Bay Refuse Transfer Station located in the Coastal Environmental Zone of the WDC (District Plan) – 21 March 2017 concluded that the noise levels arising from the use of the current transfer station will be reasonable in accordance with section 16 of the Resource Management Act.

It is assumed that the proposed new resource recovery centre will not generate any more noise than the current Refuse Transfer Station therefore it is reasonable to conclude that the noise levels will be reasonable in accordance with section 16 of the Resource Management Act.

9.7.4 Outdoor Storage

The centre will involve the storage through the use of various bins and bags for a range of non-hazardous materials including glass bottles, metals, paper & cardboard, plastic containers, timber, scrap metal, plastic film, etc. Best practice will be applied to avoid nuisances such as dust, odour and vermin. The design of the activity will avoid any risk of contaminants or run off entering the adjacent stream. A security fence will be erected on the road side of the site and will have a shade cloth applied to it to further screen the site and minimise any materials potentially being blown onto the road.

9.7.5 Landscape

As operating on an existing industrial site the addition of a resource recovery centre on this site will have minor adverse effects on the landscape.

To further minimise any effects native trees and shrubs will be planted within the 6.0 m strip of the road boundary from the entrance and 40 metres west of the site towards Whangarei Heads Road. There are also plans to investigate and seek funding support to plant along the stream.

9.7.6 Signage

Signage will be required within the site to direct community to correct bins and provide additional information on minimising waste. A sign promoting the new centre will need to be erected that may require a consent.

9.8 Regional Plan

There are no specific rules for the operation of a resource recovery centre in the Proposed Regional Plan.

Rule C.6.7.6 in the plan states that the operation of a waste transfer station is a controlled activity provided that:

- the concentration of contaminants in groundwater, surface water or coastal water beyond the property boundary do not exceed specified standards (ANZECC Guidelines for Fresh and Marine Water Quality & the Drinking –Water Standards NZ (2008)
- the discharge does not result in any offensive or objectionable odour, smoke, spray or dust, or any noxious or dangerous levels of gases or emissions including those that adversely affect traffic or aircraft safety, beyond the boundary of the subject property
- measures are in place to prevent contaminants entering surface water, groundwater or the coastal marine area
- a commercial operation is permitted 100 metres from other residential homes.

Rule C.6.7.5 in the Proposed Regional Plan, regarding composting activities over 10m³, may mean that a resource consent would be required for a larger scale composting operation at this site. Under this rule, composting is a permitted activity provided it meets certain criteria, one of which is that the activity is not occurring within 50m of a waterway. Because of the proximity of the stream, there is only a limited section of the site on which composting would qualify as a permitted activity and could be done without Resource consent. If the composting site was within 50m of the stream, resource consent would be required.

There are no plans at this stage to have a large scale composting operation on this site.

The proposed resource recovery centre would comply with Rule C6.7.5 and C.6.7.6

Currently Council are in the process of appealing a number of rules that will come into effect April (2019) and some activities may change to discretionary activities that will be assessed on a case by case basis.

10.0 Projected Costs for Proposed Community Resource Recovery Centre

Establishing the Community Resource Recovery Centre within the existing site of Whangarei Heads Enterprises operation of landscaping and garden supplies has a number of cost benefits including:

- having adequate and existing space for a new centre including the collection of green waste
- no additional work should be required in regards to the existing access way, manoeuvrability and parking as outlined in the traffic assessment
- no additional work should be required in regards to noise
- minimal landscaping work involving the planting of trees along the roadside
- some equipment on site will be made available with details to be outlined in the memorandum of understanding
- existing resources on site such as the sharing of an office, toilet and power will be made available with details to be outlined in lease agreement
- the opportunity to contract Whangarei Heads Enterprises to assist with processing and loading of materials

A memorandum of understanding will outline the terms including requirements and responsibilities between the Charitable Trust, Whangarei Heads Enterprises and Council.

Whangarei Heads Enterprises have indicated that they are prepared to lease the site to a Charitable Trust for the purpose of operating a Community Resource Recovery Centre based on a five year term with two rights of renewal for five years each.

At this stage based on my experience, discussions with existing resource recovery facilities, information provided in this report and in consultation with Whangarei Heads Enterprises an overview of projected costs are as follows:

1. Setting up of trust and/or limited liability company, memorandum of understanding, and lease agreement (\$2,500).
2. Detailed site and business plan that would include location of all buildings and structures, equipment and staffing requirements and assessment of resource consent requirements (\$10,000).
3. Preparing the site and establishing the centre including all buildings, structures, signage, fencing, storage bins, and equipment (\$90,000).
4. Initial annual operational cost (1 to 5 years) is expected to be no more than to operate the current Parua Bay Refuse Transfer Station (\$125,000).

Completion of a detailed site and business plan is necessary to provide a better overview and breakdown of predicted annual income and expenditures to operate this centre.

The aim of a Community Resource Recovery Centre is to collect and process materials to ensure the best financial outcomes. This involves sorting and separation of materials, storage and processing to ensure economies of scale, on selling of reusable materials as well as investigating new markets and opportunities that will contribute income to support the operation of the facility.

It is important to note that operational costs as with similar operations will change depending on the type and range of collections and services provided and value of these materials.

There is an expectation that funding currently allocated to operate the Parua Bay Refuse Transfer Station would be provided by Council on an annual basis for a specified term.

There are a number of organisations that provide support to and a range of resources to Community Resource Recovery facilities including the Zero Waste Network, WasteMINZ, Ministry for the Environment, other Councils and commercial recycling operators.

Additional funding options available to community organisations to support to their work in diverting waste to landfill are listed in section 11 below.

11.0 Funding Options

11.1 Waste Minimisation Fund

The purpose of the Waste Minimisation Fund is to boost New Zealand's performance in waste minimisation. There is considerable scope to reduce waste and increase the recovery of useful resources from waste. Lifting our performance in recovering economic value from waste also provides environmental, social and cultural benefits and reduces the risks of harm from waste.

This will require investment in infrastructure and systems for waste minimisation and developing educational and promotional capacity.

The purpose of the fund is to provide some of the funding to ensure that this occurs.

<http://www.mfe.govt.nz/more/funding/waste-minimisation-fund/about-waste-minimisation-fund>

11.2 Community Environment Fund

The purpose of the Community Environment Fund (CEF) is to empower New Zealanders to make a positive difference to the environment.

It does this by funding projects that:

- strengthen environmental partnerships
- raise environmental awareness
- encourage participation in environmental initiatives in the community.

<http://www.mfe.govt.nz/more/funding/community-environment-fund/about-cef>

11.3 Waste Disposal Levy

A \$10 levy on each tonne of waste sent to landfill is collected by landfill operators. Half of the money collected through this waste disposal levy is paid to territorial authorities quarterly each year. The amount of levy each territorial receives is determined by the number of people in each district. Territorial authorities must spend the levy to promote or achieve waste minimisation. Waste management and minimisation plans (WMMP) prepared by each territorial authority set out how the levy will be used.

<https://www.mfe.govt.nz/sites/default/files/waste-levy-spending-guidelines-territorial-authorities.pdf>

11.4 Glass Packaging Forum

The Glass Packaging Forum works with councils, recyclers and other stakeholders to improve outcomes for glass across New Zealand. Sometimes the required solutions need new infrastructure, equipment or funding for research.

<http://www.glassforum.org.nz/grants-and-funding/>

12. Recommendations

Tackling waste is a growing challenge locally, nationally and globally, with major implications for our environment, economy and how we live our lives.

As outlined in this report there is a need to change how we view, manage and reuse these resources.

There are a growing number of community organisations that have demonstrated that successful waste reduction goes hand in hand with community empowerment and capacity building.

There is an opportunity to use funds allocated for the annual operation of and upgrade of the Parua Bay Refuse Transfer Station to create a new model and approach that would see community, local businesses and Council working together to achieve greater diversion of waste to landfill and meet the objectives and targets outlined in the Whangarei Waste Minimisation and Management Plan.

To progress this proposal to the next stage will require a detailed plan outlining the overall design, operations, equipment, assessing consents required including timelines and costs. Consultation with community on all aspects of this proposal is important and would need to be carried out in conjunction with this work.

Therefore the following is recommended:

1. That Council support the concept for a Community Resource Recycling Centre to be located at the Whangarei Heads Enterprises site, and;
2. That Council provides funding for the amount of \$10,000 to complete a detailed site and business plan to progress this proposal to the next stage. This work is estimated to take six to eight weeks to complete.



The Ministry for the Environment estimates that, on average, councils spend less than \$20 per capita per annum on waste minimisation – primarily on the kerbside collection of paper, plastic, glass and metal. Much greater investment is needed to deliver on the objectives of the waste strategy.

13.0 Attachments

13.1 Traffic Assessment



Parua Bay Community Resource Recovery Facility





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Document Status

Re v No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
A	David Spoonley	Mike Sullivan		David Spoonley		September 2018
B	David Spoonley	Mike Sullivan		David Spoonley		September 2018
C						
D						
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1. Executive summary

The proposal is to construct a new Community Resource Recovery Facility adjacent to an existing builder's yard and hire facility (Whangarei Heads Enterprises) at 35 Pataua South Road, Parua Bay. The Community Resource Recovery Facility and Whangarei Heads Enterprises will share a combined access onto Pataua South Road.

This report concludes the following;

- Sightlines are good and exceed the WDC EES requirements,
- To the south of the access there is a small bush that may appear to impede visibility that should be removed,
- Based upon the existing traffic on Pataua South Road and the combined proposed usage of the access (Community Resource Recovery Facility and Whangarei Heads Enterprises combined) the existing access is suitable for the proposed usage and needs no upgrade,
- As a collector road, Pataua South Road is considered to have sufficient capacity to safely accommodate the level of vehicle movements generated by the activity,
- There is no safety reason to require the accessway to be sealed, and
- There is adequate manoeuvring space for customers and trucks at the Community Resource Recovery Facility.

Overall the traffic impacts of the proposal are considered to be less than minor.

It is recommended that the small bush to the south of the access (as shown in Figure 13) be removed to improve visibility to the south of the access.

2. Brief

Melissa Arseneault is proposing to develop a Community Resource Recovery Facility at 35 Pataua South Road, Parua Bay. This report assesses the traffic implications of the proposal.

3. Proposal

The proposal is to develop a Community Resource Recovery Facility as an alternative to the Parua Bay waste transfer station. This is proposed to be a collaborative approach with a community led and operated resource recovery facility developed in partnership with the WDC and Whangarei Heads Enterprises. The aim of this facility will be to:

- work towards zero waste to landfill
- maximise diversion of waste from landfill
- improve community understanding of issues and opportunities for waste minimisation and management
- sustainably increase resource recovery to maximise the value of recovered materials and associated commercial opportunities
- encourage a change in mind set in how community views waste and resources
- advocate for increased producer responsibility for key waste streams such as agricultural waste, tyres, plastic bags and packaging

There are a number of opportunities to not only provide a drop off facility for glass bottles and jars, paper, cardboard, steel & aluminium cans and plastic containers but to work with community to recover, reuse or recycle a range of resources such as construction and rural waste, plastic film, metals, household batteries, electronic items as well as receive and process green waste. A reuse shop or work shop (like the Grumpy Ole Men Enterprises in Wanganui or the Men's Shed in Whangarei) to repair and/or dismantle unusable items for recycling could also be included.

4. Site

The site is located at 35 Pataua South Road, Parua Bay (Lot 3 DP 423887), refer to Figure 1. The site is on land is owned by Whangarei Heads Enterprises.

The site is zoned Countryside and has an area of 19,803m².



Figure 1: Site Location.



Figure 2: View of the site frontage on Pataua South Road.

5. Proposed site layout

The proposal is to construct a Community Resource Recovery Facility. The entrance will be shared with the existing access for Whangarei Heads Enterprises at 35 Pataua South Road.

Figure 3 overleaf indicates the proposed layout.



Figure 3: Proposed site layout.

6. Road network

The site is at 35 Pataua South Road, Parua Bay, 400 m east of the intersection with Whangarei Heads Road (refer to Figure 1).

Pataua South Road is a collector road under the WDC District Plan. The Annual Average Daily Traffic (AADT) is 775 vehicles per day (vpd), estimated by WDC in July 2016.

The speed limit is 100 km/h, with an estimated speed environment of 80km/h. This speed environment was observed on site.

Pataua South Road is a two-lane road with a sealed width of approximately 7 m. The sealed width is separated into two 3.5m traffic lanes and no sealed shoulders. There is a one lane bridge on Pataua South Road, approximately 100m north of the proposed access.

The existing access is formed to Type 1B-Heavy Vehicle, of Sheet 21 of Whangarei District Council's Environmental Engineering Standards 2010. The access was upgraded for the Whangarei Heads Enterprises development as a condition of WDC consent LU1000196.

Figure 4 shows the location of the access viewing west.



Figure 4: Pataua South Road in the vicinity of the site. The proposed access is arrowed.

6.1 Trip generation

The WDC District Plan does not detail trip generation rates for various development scenarios, therefore a “first principles” assessment has been carried out.

The existing consent site use (Whangarei Heads Enterprises) is for “90 traffic movements during peak times”, however, it is currently approximately 30 movements per day. Due to the proposed expansion of this business this is expected to increase by 50% in the next year. Therefore, the existing traffic generation of Whangarei Heads Enterprises is assessed as 45 movements per day.

The proposed Community Resource Recovery Facility is expected to have a traffic generation broadly similar to the existing Parua Bay Waste Transfer Station, a facility currently operated by Whangarei District Council.

Whangarei District Council has supplied the following information concerning the number of traffic movements that occurred during winter at the existing Parua Bay Waste Transfer Station. Table 1 below shows the measured traffic movements for the period 13 July 2017 - 21 July 2017.

Table 1 : Measured traffic movements for the period 13 July 2017 - 21 July 2017	
Date	Daily traffic movements (aggregate of in and out)
Thursday 13 July 2017	40
Friday 14 July 2017	52
Saturday 16 July 2017	42
Sunday 17 July 2017	56
Monday 17 July 2017	Close d
Tuesday 18 July 2017	44
Wednesday 19 July 2017	48
Thursday 20 July 2017	28
Friday 21 July 2017	40

This indicates a maximum daily usage during this period of 56 vehicle movements and an 85th percentile is 52 movements per day in winter.

To be conservative it is assumed that the movements in summer would be double that of winter, hence a maximum daily usage during this period of 112 vehicle movements and an 85th percentile is 104 movements per day.

6.2 Assessed trip generation

The assessed trip generation associated with the proposed development are detailed in Table 2 below.

Table 2: Access onto Pataua South Road - Assessed trip generation					
Activity	Number of vehicles	Daily		Peak Hour	
		TGF	Trips	TGF	Trips
Whangarei Heads Enterprises	45	1	45	1	45
Community Resource Recovery Facility Customers	104	1	104	1	104
Community Resource Recovery Facility Collection trucks	1	1	1	1	1
TOTAL			150		150

6.2.1 Daily traffic

Daily traffic flows give an indication of overall traffic numbers and impact on road capacity and efficiency.

The assessed maximum daily traffic associated with the proposal is 105 trips per day and the total usage of the access onto Pataua South Road (Community Resource Recovery Facility and Whangarei Heads Enterprises combined) is 150 trips per day.

7. Traffic impacts and mitigation

7.1 Crash history

The five-year reported crash data for Pataua South Road within 100m of the site access has been reviewed using the NZ Transport Agency's Crash Analysis system (CAS). There have been no crashes associated with the site access, or within 100m of the access.

7.2 Pataua South Road

WDC consent document LU1000196 (relating to Whangarei Heads Enterprises) states:

"as a collector road, Pataua South Road is considered to have sufficient capacity to safely accommodate the level of vehicle movements generated by the activity, whilst the improved access to the site will maintain the safe and efficient operation of this road environment. Accordingly, the adverse effects of traffic movements are considered to be less than minor."

We concur with this assessment.

7.3 Access

The access is formed to Type 1B-Heavy Vehicle, of Sheet 21 of Whangarei District Council's Environmental Engineering Standards 2010. The estimated Annual Average Daily Traffic on Pataua South Road is 775 and the combined usage of the access (total movements in or out) is 150 trips per day (75 one-way movements).

Using Figure 1 (Criteria for Vehicle Entrance Types (Rural)) from Whangarei District Council's Environmental Engineering Standards 2010 (see Figure 5 below) indicates that the appropriate type of access is a Type 1 access is the appropriate form of access. Therefore, the existing access standard is considered appropriate for the proposed Resource Recovery Facility.

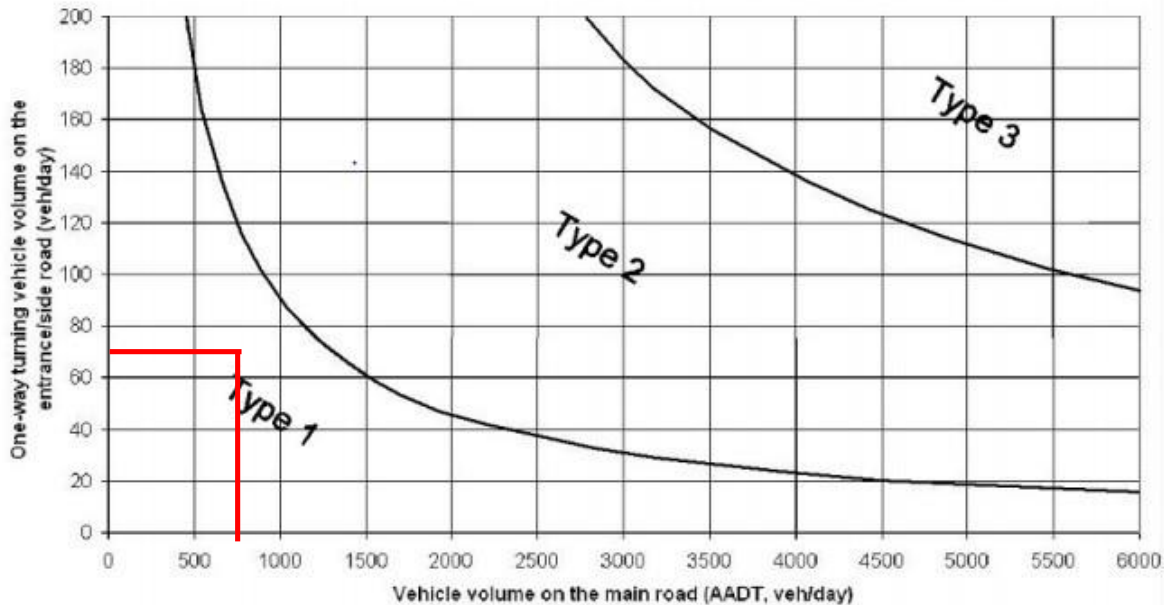


Figure 5: Figure 1 (Criteria for Vehicle Entrance Types (Rural)) from Whangarei District Council's Environmental Engineering Standards 2010.

The existing access complies with the WDC EES requirements for number of crossing per allotment and distance from adjacent crossings and intersections.

7.3.1 Sight lines

Sheet 4 of the Whangarei District Council Environmental Engineering Standards (WDC EES) details the required traffic sight lines for vehicle accessways. The proposed access is “low volume” (up to 200 vehicle movements per day per access). As Pataua South Road is a collector road with an 80 km/h operating speed, the minimum sight distance requirement is 105 m. Actual sight distances are summarised in Table 3. Visibility from the proposed access are shown in Figures 6-10.

Table 3: Access sight distances at Pataua South Road					
Access	Sight distance				WDC EES Minimum Sight Distance required
	Vector AC (opposite access to right)	Vector AD (opposite access to left)	Vector BC (from access to right)	Vector BD (from access to left)	
Pataua South Road	225m(P)	200m(P)	225m(P)	200m(P)	105 m

(P) Passes WDC EES requirement

(F) Fails WDC EES requirement

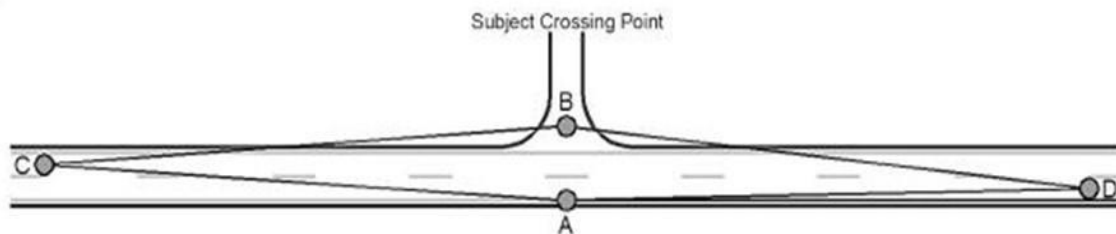




Figure 6: Vector AC looking west from opposite access, 225m visibility.



Figure 7: Vector AD looking east from opposite access, 200m visibility.



Figure 8: Vector BC looking west from the access, 225m visibility.



Figure 9: Vector BD looking east from the access, 200m visibility.



Figure 10: Access to site, Pataua South Road looking in.

7.3.2 Sight line analysis

Generally, the sightlines are well in excess of Whangarei District Councils Environment Engineering Standards. There are, however, two momentary obstructions to visibility, these being;

- To the south of the access there is a small bush that may appear to impede visibility in the BC vector, this should be removed, this bush is shown in Figure 11.



Figure 11: Bush to be removed.

- To the north of the access there are some flaxes and flax seed heads in the sightline on the inside of the curve, these are in private land and only form momentary obstructions and can remain. This vegetation is shown in Figure 12.



Figure 12: Vegetation seed heads causing a momentary obstruction.

7.4 Parking and manoeuvring

7.4.1 Parking

The maximum recorded usage of the existing transfer station is 56 vehicle movements in a 4- hour day. This equates to approximately one vehicle movement every 4 minutes. It is, therefore, unlikely that there will more than two vehicles on site at any one time. By inspection of the proposed layout of the site the layout is more than adequate for the likely usage.

7.4.2 Manoeuvring

There is more than adequate manoeuvring space in the area of the waste transfer station. The proposed site layout indicates stacking space within the site for vehicles waiting to unload without these vehicles conflicting with vehicles turning into the site from Pataua South Road.

7.4.3 Bicycles

It is unlikely that anyone would chose to cycle to the facility.



7.5 Pedestrians

It is unlikely that anyone would chose to walk to the facility.

8. Conclusions

The following concussions are drawn;

- Sightlines are good and exceed the WDC EES requirements,
- To the south of the access there is a small bush that may appear to impede visibility that should be removed,
- Based upon the existing traffic on Pataua South Road and the combined proposed usage of the access (Community Resource Recovery Facility and Whangarei Heads Enterprises combined) the existing access is suitable for the proposed usage and needs no upgrade, and
- As a collector road, Pataua South Road is considered to have sufficient capacity to safely accommodate the level of vehicle movements generated by the activity.

Overall, the traffic impacts of the proposal are considered to be less than minor.

9. Recommendations

It is recommended that the small bush to the south of the access (as shown in Figure 11) be removed to improve visibility to the south of the access.

13.2 Melissa Arseneault

I have over 25 years' experience working in waste minimisation and recycling in New Zealand and am actively involved in the Whangarei Heads Community.

Director Grassroots Limited (25 years)

Providing consultancy services on waste minimisation and recycling that involved working with not-for-profit organisations, local and central government and commercial businesses.

Operations Manager for Reclaim Limited (4 years)

Reclaim Limited operated a commercial recycling business and was responsible for managing the public recycling drop off at the ReSort Centre on Kioreroa Road, Whangarei. I was responsible for the overall management of this facility.

Recycling Operators of New Zealand (8 years)

I had a number of positions within RONZ including Chair, Marketing and Communication Manager, Editor of The Recycler Newsletter and New Zealand Packaging Accord Sector Leader. I also managed the development of national recycling symbols, coordinated a national 'Keep it in the Loop' workshop on recycling and worked on a joint 'Buy it Back – Buy Recycled' initiative with Auckland Regional Council.

Manager Environmental Choice New Zealand (3 years)

Environmental Choice is New Zealand's official environmental label, initiated and endorsed by the New Zealand Government, although independently operated, and recognises the increasing effort of manufacturers to reduce the environmental impact of their products.

Board of Director of the Globally Ecolabelling Network (2 years)

The Global Ecolabelling Network is a non-profit association of third-party, environmental performance recognition, certification and labelling organisations founded in 1994 to improve, promote, and develop the ecolabelling of products and services.

Committee Member - Whangarei Heads Citizen Association

Volunteer Coordinator – Bream Head Conservation Trust

Helped to establish the Ocean Beach Landcare Group

6.6 2019 LGNZ Annual General Meeting Remits

Meeting: Whangarei District Council
Date of meeting: 30 May 2019
Report Author: Sheryl Mai (Her Worship the Mayor)

1 Purpose

To determine the remits Council will support at the 2019 Local Government New Zealand Annual General Meeting Conference.

2 Recommendations

1. Climate change – local government representation

That Council support the remit that recommends Local Government New Zealand (LGNZ) calls on the government to include local government representation (as determined by local government) at all levels of policy development, technical risk and resilience assessment, and data acquisition on climate change response policies – with an emphasis on climate adaptation: policy; legal; planning and financial compensation regimes.

2. Ban on the sale of fireworks to the general public

That Council support the remit that recommends LGNZ works with central government to introduce legislation to ban the sale of fireworks to the general public and end their private use.

3. Traffic offences – red light running

That Council support the remit that recommends LGNZ request the government to bring into line camera and officer-directed red light running offences with other traffic offences that incur demerit points.

4. Prohibit parking on grass berms

That Council support the remit that recommends LGNZ seek an amendment to clause 6.2 of the Land Transport (Road User) Rule 2004 to prohibit parking on urban berms.

5. Short term guest accommodation

That Council support the remit that recommends LGNZ advocates for enabling legislation that would allow councils to require all guest accommodation providers to register with the council and that provides an efficient approach to imposing punitive action on operators who don't comply.

6. Nitrate in drinking water

That Council support the remit that recommends LGNZ request the government fund additional research into the effects of nitrates in drinking water on human health, and/or partner with international public health organisations to promote such research, in order to determine whether the current drinking water standard for nitrate is still appropriate for the protection of human health.

7. Local Government Official Information and Meetings Act (1987)

That Council support the remit that recommends LGNZ initiate a review of Local Government Official Information and Meetings Act (1987) (LGOIMA) request management nationally with a view to establishing clear and descriptive reporting for and by local authorities as outlined on page 22 of the attachment and support that LGNZ use the data obtained for the purpose outlined on page 22 of the attachment 2019 AGM Meeting Remits.

8. Weed control

That Council support the remit that LGNZ encourages member councils to consider using environmentally friendly weed control methods.

9. Building defect claims

That Council support the remit that recommends LGNZ call on central government to take action as recommended by the Law Commission in its 2014 report on "Liability of Multiple Defendants to introduce a cap on the liability of councils in New Zealand in relation to building defect claims whilst joint and several liability applies.

10. Social housing

That Council support the remit that recommends LGNZ, in conjunction with central government, urgently focus on the development and implementation of a broader range of funding and financing tools in respect of community/social housing provision, than those which currently exist in the housing needs space. These should include funding to support the operation, upgrade and growth of council housing portfolios and where a council chooses, access to Income Related Rents for eligible tenants.

11. Procurement

That Council support the remit that recommends LGNZ investigate the ability of the sector to collaborate in procuring open-source designs and plans for bulk infrastructure that are largely similar, with an initial approach to look at water and wastewater treatment facilities.

12. Single use polystyrene

That Council support the remit that recommends LGNZ advocates to the government to phase out single use polystyrene.

13. Local Government Act 2002

That Council support the remit that recommends LGNZ pursue an amendment to the Local Government Act 2002 to:

- a Re-number sub-sections 181 (5) and (6) to sub-sections (6) and (7);
and
- b Introduce a new sub-section (5) to read: For all purposes the term "any work" in sub-section 4 means any works constructed before xx Month 20xx; and includes any works that were wholly or partly in existence, or work on the construction of which commences, before xx Month 20xx.

14. Campground regulations

That Council support the remit that recommends LGNZ request the government to amend the Camping Ground Regulations to allow councils to approve remote camp facilities on private property, subject to any conditions as deemed required by a council, including the condition that the camp ground is x distance away from an existing campground, unless the existing campground operator agrees to waive this condition in writing.

15. Living Wage

That Council support the remit that Wellington City Council requests that LGNZ members consider engaging with the Living Wage Aotearoa New Zealand Movement when developing policies on payment of the Living Wage.

16. Sale and Supply of Alcohol Act

That Council support the remit that LGNZ, on behalf of its member council ask for a review of the effectiveness of the Sale and Supply of Alcohol Act 2012 in reducing alcohol harm (eg price, advertising, purchase age and availability) and fully involve government in that review.

17. Greenhouse gases

That Council support the remit that Wellington City Council requests that LGNZ members collectively adopt the position that government should revise the Resource Management Act 1991 to adequately consider the impact of greenhouse gases when making decisions under that law and to ensure that the Resource Management Act 1991 is consistent with the Zero Carbon Bill.

18. Climate Change – funding policy framework

That Council support the remit that LGNZ recommends to government that they establish an independent expert group to develop a new funding policy framework for adapting to climate change impacts as recommended by the Climate Change Adaptation Technical Working Group (CCATWG) and note the new expert group would be supported by a secretariat and stakeholder advisory group.

19. Road safety

That Council support the remit that:

1. LGNZ acknowledges that the New Zealand Transport Agency's (NZTA's), Code of Practice for Temporary Traffic Management (CoPTTM) is a comprehensive and robust document, and that NZTA ensures the CoPTTM system is regularly reviewed, refined and updated. However, in light of the recent road worker fatalities LGNZ requests NZTA, in partnership with Road Controlling Authorities (RCA's);
 - a. Review afresh its Code of Practice for Temporary Traffic Management (CoPTTM) to satisfy themselves that;
 - i The document provides sufficient guidelines and procedures to ensure approaching traffic are given every possible opportunity to become aware of the worksite ahead and to respond appropriately and in a timely manner.
 - b. Review its CoPTTM Training System to ensure;
 - i Trainers are sufficiently qualified and adequately covering the training syllabus.
 - ii Site Traffic Management Supervisors (STM's) and Traffic Controllers (TC's) are only certified when they can demonstrate competence in the application of CoPTTM.
 - iii A robust refresher programme is in place to ensure those in charge of Traffic Management on worksites remain current in the required competencies.
 - b. Review its Site Auditing requirements to ensure the traffic management at worksites is independently audited at a sufficient frequency to ensure compliance, and that a significantly robust system is put in place to enable enforcement of compliance.

2. LGNZ takes steps to remind its members of their duties with respect to their role as Road Controlling Authorities including:
 - a. Appointing and sufficiently training and resourcing a Traffic Management Co-ordinator to ensure their obligations under the Health and Safety Work Act 2015, with respect to traffic management, are being met.
 - b. *Adequately resourcing and undertaking audits of road work sites to ensure compliance with CoPTTM.*

20. Mobility scooter safety

That Council support the remit that LGNZ requests that government investigate the introduction of strengthened rules to govern the safe use of mobility scooters, particularly in relation to speed limits and registration.

21. Museum and galleries

That Council support the remit that recommends that central government funding be made available on an annual basis for museums and galleries operated by territorial authorities with nationally significant collections.

22. Resource Management Act

That Council support the remit that recommends the selection of all independent commissioners for Resource Management Act hearings be centralised to improve independence and enhance the quality of decisions.

23. Mayor decision to appoint Deputy Mayor

That Council support the remit that LGNZ request the government to amend S.41A of the LGA 2002 to give Mayors the same powers to appoint a deputy mayor as held by the Mayor of Auckland.

24. Beauty industry

Note that Council has already resolved to support the remit that LGNZ calls on the government to develop and implement national guidelines, policy or regulations to achieve national consistency for the largely unregulated 'health and beauty clinic' industry.

3 Background

The Local Government Annual General meeting and conference is being held 7 – 9 July in Wellington. Her Worship the Mayor Sheryl Mai, Deputy Mayor Sharon Morgan, Councillors Greg Innes, Vince Cocurullo and Chief Executive Rob Forlong will represent council at the Conference.

4 Discussion

As part of the Conference, all Council's will be invited to vote on remits proposed from zones, sector groups or member authorities.

The attached remits will be considered at the Conference. Council are asked to make a recommendation on each remit and have the option of either supporting each remit, remaining neutral or opposing the remit.

5 Significance and engagement

The decisions or matters of this report do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via [report publication on the website.

6 Attachment

LGNZ 2019 Remits

Who's
putting local
issues on
the national
agenda?

**We are.
LGNZ.**

2019 Annual General Meeting

Remits

1

Climate change – local government representation

Remit:	That LGNZ calls on the Government to include local government representation (as determined by local government) at all levels of policy development, technical risk and resilience assessment, and data acquisition on climate change response policies – with an emphasis on climate adaptation: policy; legal; planning; and financial compensation regimes.
Proposed by:	Auckland Council
Supported by:	Zone One

Background information and research**1. Nature of the issue**

- a. Climate change action, impacts and related policy, risk, legal, planning and financial implications are borne most directly by local communities.
- b. As the structure and framework for a more cohesive New Zealand-wide approach emerges with the current government, it is critical that the country-wide context is informed directly by the local voice at a local council level so it is integrated appropriately into the wider context.
- c. Local government is likely to be responsible for implementing a range of central government climate change policies – it is therefore crucial that local government is represented in policy/technical design process to ensure it is fit for purpose at a local scale and able to be implemented cost-effectively in the local government system.

2. Background to its being raised

- a. Climate adaptation and mitigation approaches are being adopted across New Zealand, in some cases well in advance of a coherent national approach. As local councils make progress on strategy, policy, planning and direct initiatives, an opportunity exists to integrate learning, challenges or concerns into the wider national context.
- b. Some councils have pioneered new approaches with mana whenua, community engagement, evidence-building and research and cross-sector governance. Without a seat at the larger table, the lessons from these early adopters risk being lost in the national conversation/approach.

3. New or confirming existing policy

This is a new policy.

4. How the issue relates to objectives in the current Work Programme

- The issue relates to LGNZ's climate change work programme, particularly relating to the input/influence on the Zero Carbon Act and Independent Climate Commission, implementation of CCATWG recommendations, decision-making and risk, impacts assessment, and other elements.
- A local seat at the larger New Zealand table would ensure a strong local voice for a range of workstreams.

5. What work or action on the issue has been done on it, and the outcome

Aside from specific LGNZ workstreams relating to climate change (see above), central government has progressed consultation on the Zero Carbon Bill and Interim Climate Change Committee, has appointed a panel to produce a framework for national climate change risk assessment, and has announced a set of improvements to New Zealand's emissions trading scheme. Likewise, a number of councils have progressed action plans and strategies to reduce emissions and prepare for climate impacts. Notably, New Zealand-wide emissions continue to rise and the serious risks associated with climate impacts continue to be better understood – an integrated local and national approach is very much needed in order to make any substantive progress on climate change in New Zealand.

6. Any existing relevant legislation, policy or practice

As described above, the Zero Carbon Act is the main relevant New Zealand legislation with accompanying frameworks, policies and schemes. A range of more local policies from the Auckland Unitary Plan to coastal policies need meticulous alignment and integration with the national approach in order for both to be most effective.

7. Outcome of any prior discussion at a Zone or Sector meeting

Zone 1 agreed on 1 March 2019 to support this remit.

8. Suggested course of action envisaged

- It is recommended that LGNZ work with central government to advocate for these changes.
- It is recommended that LGNZ engage directly with relevant ministers and ministries to ensure local government has an appropriate role in the National Climate Change Risk Assessment Framework, and all related and relevant work programmes.

2

Ban on the sale of fireworks to the general public

Remit:	That LGNZ works with central government to introduce legislation to ban the sale of fireworks to the general public and end their private use.
Proposed by:	Auckland Council
Supported by:	Metro Sector

Background information and research**1. Nature of the issue**

The following issues have been identified:

- a. Community concern about the negative impacts of the ad-hoc private use of fireworks particularly around the deliberate and unintentional distress to people and animals and damage to property.
- b. High demand for council and emergency services who receive a large number of complaints in relation to the use of fireworks.
- c. The absence of regulatory powers to territorial authorities to ban the sale of fireworks by retailers to the general public.

2. Background to its being raised

- a. The issue was raised during the review of the Auckland Council's Public Safety and Nuisance Bylaw 2013 which prohibits setting off fireworks on public places.
- b. During the review of this Bylaw, Auckland Council separately resolved to request the New Zealand Government to introduce legislation to ban the sale of fireworks to the general public and end their private use.
- c. Reasons for the decision are stated in the 'Nature of the issue' and further details are in 'What work or action on the issue has been done, and the outcome'.

3. New or confirming existing policy

This is a new policy.

4. How the issue relates to objectives in the current Work Programme

This issue relates to LGNZ's social issues portfolio which reflects working alongside central government to address social issues affecting community safety:

- Community safety is an issue of vital interest for councils as areas which are perceived to be "unsafe" are likely to experience lower levels of social cohesion and economic investment. When asked to rank issues that are most important to themselves and their communities' safety is always one of the top.
- Framed in this way, prohibiting the private use and sale of fireworks through government legislation enhances community safety as a top priority for LGNZ. Furthermore, it also promotes social cohesion by enabling the use of public displays without the worries and danger of ad-hoc private use of fireworks.

5. What work or action on the issue has been done on it, and the outcome

The review of Auckland Council's Public Safety and Nuisance Bylaw 2013 identified that a territorial authority has no regulatory powers to ban the retail sale of fireworks to the general public.

A territorial authority's regulatory powers in relation to fireworks are limited to:

- Prohibiting fireworks from being set off on or from a public place.
- Addressing nuisance and safety issues that may arise from their use on other places (eg private property) and affect people in a public place.
- Addressing noise issues relating to fireworks being set off on other places.

Enforcement is also challenging and resource-intensive. Auckland Council (and potentially other territorial authorities) do not have capacity to respond to all complaints during peak times, and it is difficult to catch people in the act. There can also be health and safety risks for compliance staff.

A ban on the sale of fireworks through legislative reform would therefore be the most efficient and effective way of addressing issues identified in the 'Nature of the issue'.

Any such ban would not prohibit public fireworks displays which enable a managed approach towards cultural celebrations that use fireworks throughout the year.

There is also a known level of public support for such a ban. Public feedback between October and December 2018 on the decision of Auckland Council to request a ban on the sale of fireworks was overwhelmingly supportive. Feedback to Auckland Council resolution was received from 7,997 people online. Feedback showed 89 per cent (7,041) in support and 10 per cent (837) opposed.

Key themes in support included:

- Concerns for the safety of people and animals (68 per cent).
- Concerns about the amount of noise (35 per cent).
- Concerns about stockpiling and use of fireworks after Guy Fawkes night (27 per cent).
- A preference for public fireworks displays only (23 per cent).

Key themes opposed, including from fireworks retailers, were:

- A ban would be excessively restrictive.
- In favour of more regulation on use instead of a ban.
- A ban would end a key part of kiwi culture and tradition.

Similar requests and petitions to ban the sale of fireworks to the general public have been delivered to the Government, including:

- An unsuccessful petition in 2015 with 32,000 signatures, including the SPCA, SAFE and the New Zealand Veterinarians Association.
- A recent petition in 2018 with nearly 18,000 signatures which was accepted on its behalf by Green Party animal welfare spokesperson Gareth Hughes.

A ban on the sale of fireworks would align New Zealand legislation to that of other comparative jurisdictions. For example, retail sale of fireworks to the general public is prohibited in every Australian jurisdiction (except the Northern Territories and Tasmania where strict restrictions on the sale and use are in place).

6. Any existing relevant legislation, policy or practice

Hazardous Substances (Fireworks) Regulations 2001

- Fireworks may be displayed for retail sale or sold by a retailer during the period beginning on 2 November and ending at the close of 5 November in each year.
- A person must be at least 18 years in order to purchase fireworks.

WorkSafe

- Regulates health and safety in a workplace and administers the regulations for storing fireworks in a workplace.
- Approve compliance certifiers who certify public/commercial displays.

New Zealand Police

- Enforce regulations around the sale of retail fireworks, including requirements around the sale period and age restrictions under the Hazardous Substances (Fireworks) Regulations 2001.
- Address complaints about dangerous use of fireworks.

Environmental Protection Agency (EPA)

- Responsible for providing information about the sale of retail fireworks.
- Responsible for approving certifiers to test and certify that retail fireworks are safe prior to being sold in New Zealand.
- Provides approval for hazardous substances, including fireworks and provide import certificates to allow fireworks to be brought into New Zealand and the requirements for labelling and packaging of fireworks.

Auckland Council

- Deals with complaints about noise from fireworks.
- Prohibits setting off fireworks from public places under its Public Safety and Nuisance Bylaw 2013.

New Zealand Transport Agency (NZTA)

- Responsible for enforcing Land Transport Rule 1 which covers fireworks being transported on the road.

7. Suggested course of action envisaged

We ask that LGNZ request the Government to include red light running with other traffic offences that incur demerit points.

3

Traffic offences – red light running

Remit:	That LGNZ request the Government to bring into line camera and officer-detected red light running offences with other traffic offences that incur demerit points.
Proposed by:	Auckland Council
Supported by:	Metro Sector

1. Background information and research

1. Nature of the issue

LGNZ strategic goals include a safe system for transport – increasingly free of death and serious injury. This proposal is directly working towards a safe road system, with an integrated approach across infrastructure, operation of the road network and enforcement.

The red-light-running-related crash-risk has increased in recent years (CAS) and additional prevention measures are required to reduce and eventually eliminate the social, financial and road trauma burden of these crashes.

Making use of safety cameras and demerit points would allow the intent of the law to be upheld without the need for significantly increased police presence, and is a cost effective way to ensure safety at high risk camera locations.

Demerit points are more effective than fines in deterring unsafe road user behaviour as the deterrent effect impacts equally across a wide range of road users.

We ask that LGNZ request the Government that red light running be included with other traffic offences that incur demerit points (currently absent from the list of similar offences that acquire points, although this was proposed in 2007).

All councils in New Zealand stand to benefit from reduced red-light running and cost-effective enforcement of safety using red light cameras which can operate more cheaply over wide areas. This will support councils to get strong safety results from their road safety camera programmes.

Demerit point systems (DPS) work through prevention, selection and correction mechanisms. A DPS can help increase compliance with stop signals, reducing the likelihood of exposure to non-survivable forces, and it can help reduce repeat offending among ‘loss of licence’ drivers who repeatedly make poor safety choices which may lead to a crash.

Applying demerit points to red-light-running offences would help make the whole penalty system more meaningful and fair, and better reflect the risk. It is expected that the costs would be minimal, mostly in the justice sector, however these too can be minimised with an educational approach.

2. Background to its being raised

Road safety crisis

Auckland, as the rest of New Zealand, has an increasing road toll. From 2014 to 2017 Auckland had an increase in deaths of 78 per cent. The rest of New Zealand had an increase of almost 30 per cent in that same period. Serious injuries have increased at similar rates in that time. This follows a long period of gradual reductions in road trauma. The previous methods for managing road safety are no longer working.

A Vision Zero approach requires clear expectations and shared responsibility about safe behaviour at intersections, from road users and legislators and managers of the road system.

Auckland Transport (AT) Independent Road Safety Business Improvement Review (BIR) recommends increasing penalties for camera offences for all drivers, alongside other recommendations for road safety sector partnerships.

National Road Safety Strategy update is underway. It would help to have LGNZ support for changes like this being considered under the strategy.

3. New or confirming existing policy

Red light running or failing to stop at a red signal at intersections:

- Note that in this 2007 release for changes to the demerit system in 2010, proposed a fine of \$50 and 25 demerit points for red light running.
<https://www.beehive.govt.nz/release/tougher-penalties-focus-road-safety-package>

10 years of driver offence data:

- <https://www.police.govt.nz/about-us/publication/road-policing-driver-offence-data-january-2009-december-2018> (accessed at 2 April 2019)

Number of red light running offences for 2014-2018 five year period, all of New Zealand:

- Officer issued: 61,208 or \$8.9 million in fines, no demerit points.
- Camera issued: 14,904 or \$2.2 million in fines, no demerit points.

4. How the issue relates to objectives in the current Work Programme

The overall strategic focus of LGNZ includes leadership and delivery of change on the big issues confronting New Zealand communities, such as road safety, with a focus on best performance and value for communities. Safety cameras with reliable enforcement tick off a number of these requirements.

This proposal could support three of the five strategic policy priorities in the LGNZ Policy statement 2017-2019, although it does not fit under one alone:

- Infrastructure: LGNZ's policy statement mentions *a safe system for transport – increasingly free of death and serious injury* (p6). This proposal is directly working towards a safe road system, including infrastructure, operation of the road network and enforcement.
- Risk and resilience: Also known as safe and sustainable transport, Vision Zero and this detailed change to road safety supports a risk-based approach to increasing safety in New Zealand communities. Collaboration between local and central government is necessary to achieve the safe system goal and treating no death or serious injury as acceptable for those communities.
- Social issue – community safety: LGNZ supports projects that strengthen confidence in the police and improve perceptions of safety. This proposal reflects the goal of responsive policing, and innovative solutions for dealing with social issues.

Note on equity

While demerit points provide a more equitable deterrent effect compared to fines and help dispel the myth of 'revenue gathering', an increase in the use of demerit points may still impact some low deprivation communities and create 'transport poverty' issues, particularly in areas with high sharing of vehicles. One way to manage this potential equity issue is to use the Swedish model for managing safety cameras where they are only switched on a proportion of the time and are well supported by local road safety education activities.

5. What work or action on the issue has been done on it, and the outcome

From Auckland Transport research report: *Auckland Red Light Camera Project: Final Evaluation Report, 2011*: "When red light cameras were trialled in Auckland between 2008 and 2010, there was a 43 per cent reduction in red-light running and an average 63 per cent decrease in crashes attributable to red light running."

Conversations with AT and Policing Operations on demerits for safety camera infringements indicate that police are very supportive of demerit points for safety cameras.

Reasons include that demerits from safety cameras can be easily transferred to the driver involved in the infringement, which addresses concerns that vehicle owners who are not driving would be unfairly penalised.

Further conversations between AT and New Zealand Police indicate that red light running offences are an anomaly as they do not lead to demerit points. For comparison, failing to give way at a pedestrian crossing is 35 points, and ignoring the flashing red signal at rail crossings, 20 points.

The effect of demerit points on young drivers: incentives and disincentives can have an important impact on young, novice drivers' behaviour, including demerit points as a concrete disincentive.

From OECD research report: *Young Drivers: The Road to Safety* 2006 by the European Conference of Ministers of Transport (EMCT), OECD publishing, France.

Comment on technology used for enforcement:

Existing cameras are more than capable of detecting offences, it is just the legal rules that are preventing this. However, it may be worth considering that new intelligent technology will potentially improve this process even further in future.

6. Any existing relevant legislation, policy or practice

To change the:

- Land Transport Act 1998.
- Land Transport (offences and penalties) Regulations 1999.
- Land Transport (road user) Rule 2004.

The demerits points system comes from section 88 of the Land Transport Act and expressly excludes offences detected by camera enforcement ("vehicle surveillance equipment" as it is called in legislation).

These sections of the Act are supported by reg 6 and schedule 2 of the Land Transport (Offences and Penalties) Regulations 1999.

7. Suggested course of action envisaged

We ask that LGNZ request the Government to include red light running with other traffic offences that incur demerit points.

4

Prohibit parking on grass berms

Remit:	To seek an amendment to clause 6.2 of the Land Transport (Road User) Rule 2004 to prohibit parking on urban berms.
Proposed by:	Auckland Council
Supported by:	Metro Sector

Background information and research**1. Nature of the issue**

Auckland Transport cannot enforce 'parking on the grass berms' without the request signage being in place.

2. Background to its being raised

In 2015 Auckland Transport Parking Services received advice that the enforcement of motor vehicles parking on the berms of the roadway could not be lawfully carried out, without the requisite signage being in place to inform the driver that the activity is not permitted. After that advice, enforcement was restricted to roadways where signage is in place. A programme to install signage was undertaken on a risk priority basis from that time to present.

3. New or confirming existing policy

Change in the existing legislative situation.

4. How the issue relates to objectives in the current Work Programme

The overall strategic focus of LGNZ includes leadership and delivery of change on the big issues confronting New Zealand communities, such as road safety, with a focus on best performance and value for communities.

This proposal supports the Infrastructure strategic policy priorities in the LGNZ policy statement 2017-2019:

- Infrastructure: LGNZ policy statement mentions the right infrastructure and services to the right level at the best cost (p6). This proposal is directly working towards a safe road system, including infrastructure that meets the increasing demands within a reasonable roading investment.

5. What work or action on the issue has been done on it, and the outcome

- September 2015: AT legal team notified Parking Services and Ministry of Transport (MoT) of the issue.
- October 2015: Ministry responded stating it would be included in the next omnibus rule amendment.
- June 2016: AT was advised that the matter would not be progressed as a policy project would be needed. AT also informed that the matter was not in the 2016/17 programme but would be considered in the forward work programme.
- AT advised there would be workshops with local government to determine potential regulatory proposals in the 2017/18 programme. This did not happen.
- November 2016: AT's Legal team wrote to the MoT again requesting for an update on when the workshops would take place.
- November 2016: MoT advised AT that they were currently co-ordinating proposals.

AT have not received an update on the issue since.

6. Any existing relevant legislation, policy or practice

AT's Traffic Bylaw 2012 prohibits parking on the grass within the Auckland urban traffic area. However, the combination of provisions in the Land Transport Act 1998, and the various rules made under it, mean that for AT to enforce this prohibition, we must first install prescribed signs every 100 metres on all grass road margins within the urban traffic area.

It should be noted that this is not just confined to Auckland, but is a nationwide issue, hence our multiple requests for the Ministry to consider the issue.

To note: The same requirements apply to beaches, meaning before AT can enforce a Council prohibition on parking on the beach, signage must first be installed every 100 metres along the beach.

Clearly, installing the required signage on all road margins and beaches is both aesthetically undesirable as well as prohibitively expensive.

Operational practice by AT parking services is to respond to calls for service and complaints from the public. This change is not to introduce a change in enforcement practices.

5

Short-term guest accommodation

Remit:	That LGNZ advocates for enabling legislation that would allow councils to require all guest accommodation providers to register with the council and that provides an efficient approach to imposing punitive action on operators who don't comply.
Proposed by:	Christchurch City Council
Supported by:	Metro Sector

Background information and research**1. Nature of the issue**

The advent of online listing and payment platforms like Airbnb and HomeAway have helped grow a largely informal accommodation provider sector around the world on a huge scale. This is presenting challenges for local authorities around the world to adapt regulatory frameworks to effectively capture these new businesses.

The Airbnb market share in Christchurch has grown exponentially from June 2016 to December 2018.

- Rooms in owner-occupied homes listed grew from 58 in June 2016 to 1,496 in December 2018.
- Entire homes listed increased from 54 to 1,281 over the same period (+2,272 per cent).
- Airbnb's share of all guest nights in Christchurch rose from 0.7 per cent in June 2016 to 24 per cent in December 2018.
- In the month of December 2018 there were an estimated 120,000 guest nights in Christchurch at Airbnb providers.

Councils generally have regulatory and rating requirements that guest accommodation providers are required to work within. District Plan rules protect residential amenity and coherence and many councils require business properties to pay a differential premium on general rates.

However, many informal short-term guest accommodation providers operate outside the applicable regulatory and rates frameworks. The nature of the activity makes finding properties being used for this activity problematic. Location information on the listing is vague and GPS coordinates scrambled. Hosts do not provide exact address information until a property is booked, and the platform providers won't provide detailed location, booking frequency or contact details to councils, citing privacy obligations. In their view, the onus is on hosts to

confirm they meet relevant regulatory requirements. In short, we don't know where they are and finding them is an expensive and resource-intensive exercise akin to playing whack-a-mole with a blind fold on.

This means the informal accommodation sector is able to capture competitive advantages vis-à-vis the formal sector by reducing compliance costs and risks. In popular residential neighbourhoods, high demand for this activity can reduce housing affordability, supply and choice and compromise the neighbourhood amenity.

Councils need to be able to require guest accommodation providers to register with them and to keep records of the frequency of use of residential homes for this purpose. This would enable councils to communicate better with providers, ensure regulatory and rating requirements are being met and enable a more productive relationship with platform providers.

Queenstown Lakes District Council proposed a registration approach through its District Plan review but withdrew that part of their proposal after seeking further legal advice. Christchurch City Council has also had legal advice to the effect that registration with the Council cannot be used as a condition for permitted activity status under the District Plan, particularly if that registration is contingent on compliance with other Acts (eg the Building Act, various fire safety regulations, etc). The closest thing to a form of registration that can be achieved under the RMA is to require a controlled resource consent which is still a relatively costly and onerous process for casual hosts.

2. Background to it being raised

Christchurch City Council has received numerous complaints and requests for action from representatives of the traditional accommodation sector – hotels, motels and campgrounds. They have asked for short-term rental accommodation to be brought into the same regulatory framework they are required to operate in.

There are other wider issues to consider such as impact on rental housing availability, impact on house prices and impact on type of development being delivered in response to this market.

Representatives from the Christchurch accommodation sector have raised the disparity in operating costs and regulation that are imposed on them and not the informal sector. They believe the effect of this is:

- Undermining the financial viability of the formal accommodation sector.
- Resulting in anti-social behaviour and negative amenity impacts in residential neighbourhoods.
- Creating a health and safety risk where small, casual operators are not required to meet the same standards that they are.

3. How the issue relates to objectives in the current Work ProgrammeLGNZ Flagship Policy Project - Localism

“Local government is calling for a shift in the way public decisions are made in New Zealand by seeking a commitment to localism. Instead of relying on central government to decide what is good for our communities it is time to empower councils and communities themselves to make such decisions. Strengthening self-government at the local level means putting people back in charge of politics and reinvigorating our democracy.”

Providing councils with the means to require accommodation providers to register will greatly assist them to work with their communities to develop approaches to regulating the short-term guest accommodation sector that best serves that particular community. For many councils it would enable a nuanced approach for each community to evolve under a district-wide policy.

4. What work or action on the issue has been done on it, and the outcome

Christchurch City Council is taking a four-pronged approach to creating a more workable regulatory and rating frameworks.

- Preliminary work is underway to consider changes to the District Plan. These will explore options including:
 - To differentiate between scales of the activity with a primarily residential or rural versus primarily commercial character (likely to be determined based on the number of days a year that a residential unit is used for this activity and whether or not it is also used for a residential purpose);
 - To enable short-term guest accommodation with a primarily residential or rural character in areas where it will have no or minimal effects on housing availability or affordability, residential amenity or character, and the recovery of the Central City; and
 - Restrict short-term guest accommodation in residential areas where it has a primarily commercial character.
- Consideration will be given to business rates approaches that align with any changes to District Plan rules. This may see a graduated approach to imposing business rates based on the level of activity and in line with District Plan compliance thresholds. This is an approach Auckland Council and Queenstown Lakes District Council are using.
- Consideration of a more proactive regulatory compliance approach once any changes to District Plan rules are introduced. The Council is currently responding to complaints related to guest accommodation activity but is not undertaking proactive enforcement due to the difficulty in identifying properties being used as guest accommodation and then enforcing zone rules.
- Advocating for enabling legislation that would allow councils to require all guest accommodation providers to register with the council and that provides an efficient approach to imposing punitive action on operators who don't comply.

5. Suggested course of action envisaged

Convene a working group of local government subject matter experts to prepare a prototype legislative solution to put to the Government to guide advice to MPs.

The solution should enable councils to require all accommodation providers to register and keep records of the frequency of their bookings and should enable councils to develop a regulatory and rating approach that best suits its situation and needs.

Examples of legislation that provide similar powers include:

- Class 4 and TAB Gambling Policies under the Gambling Act.
- Prostitution Bylaws under the Prostitution Reform Act.
- Freedom Camping Bylaws under the Freedom Camping Act.

6

Nitrate in drinking water

Remit:	That LGNZ recommend to the Government the funding of additional research into the effects of nitrates in drinking water on human health, and/or partner with international public health organisations to promote such research, in order to determine whether the current drinking water standard for nitrate is still appropriate for the protection of human health.
Proposed by:	Christchurch City Council
Supported by:	Metro Sector

Background information and research**1. Nature of the issue**

Nitrates are one of the chemical contaminants in drinking water for which the Ministry of Health has set a maximum acceptable value (MAV) of 50 mg/L nitrate (equivalent to 11.3 mg/L nitrate-Nitrogen) for 'short-term' exposure. This level was determined to protect babies from methaemoglobinaemia ('blue baby' syndrome).

Some studies, in particular a recent Danish study, indicate a relationship between nitrates in drinking water and increased risk of adverse health effects, in particular colorectal cancer.

The well-publicised 2018 Danish study found that much lower levels of nitrate than that set in the New Zealand drinking water standards may increase the risk of colorectal cancer. The level of increased risk was small, but 'significant' even at levels as low as 0.87 mg/L nitrate-Nitrogen, which is more than an order of magnitude lower than the New Zealand drinking water standard.

Other studies looking at the relationship of nitrate in drinking water and possible adverse human health effects have in some instances been inconclusive or have found a relationship between nitrate in drinking water and colorectal cancer for specific sub-groups with additional risk factors (such as high red meat consumption), but not necessarily at the same level as the 2018 Danish study. The 2018 Danish study is notable because of its duration (between 1 January 1978 to 31 December 2011) and the size of the population studied (2.7 million Danish adults).

There does not appear to be a robust national system for monitoring and reporting nitrate in drinking water, nor a programme or system in place for considering whether the current drinking water standard for nitrate is still appropriate for protecting human health.

2. Background to its being raised

Dietary intake of nitrates include consumption of vegetables such as spinach, lettuce, beets and carrots, which contain significant amounts of nitrate, and processed meat, and to a lesser extent drinking water (when/where nitrate is present).

In the 2015 Environmental indicators Te taiao Aotearoa compiled by Ministry for the Environment and Statistics New Zealand, an overall trend of increasing levels of nitrate in groundwater was observed for the ten-year period 2005-2014 at monitored sites (see Figure 1).

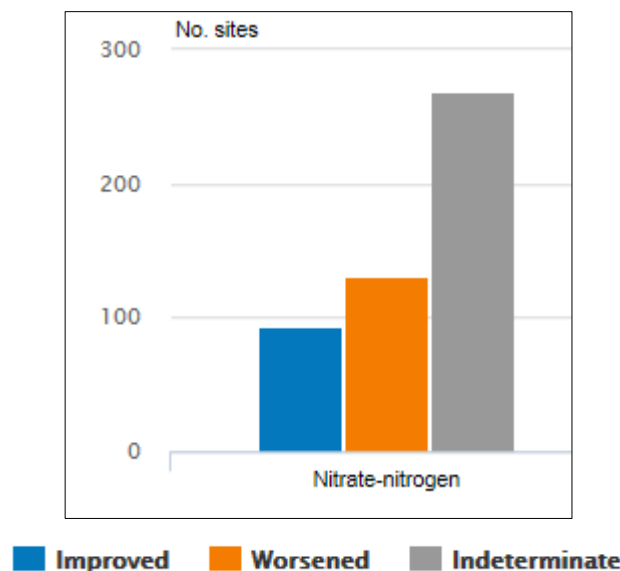


Figure 1. Nitrate levels in groundwater, 2005-2014

Ministry for the Environment's Our Fresh Water 2017 reports that 47 of 361 sites (13 per cent) did not meet the drinking water quality standard for nitrate at least once in the period between 2012 and 2014. The report doesn't indicate whether any or all of these sites are sources of public water supplies.

3. How the issue relates to objectives in the current Work Programme

- One of LGNZ's five strategic priorities concerns councils' infrastructure including that for 'Three Waters': "Water is critical to the future health of New Zealanders and their economy and in a world facing water scarcity New Zealand's water resources represent a significant economic advantage. Consequently, protecting the quality of water and ensuring it is used wisely is a matter of critical importance to local government and our communities. Water is also subject to a range of legislative and regulatory reforms, with the overall allocation framework under review and councils subject to national standards, such as drinking water standards."
- Another of LGNZ's strategic priorities is addressing environmental issues including the quality and quantity of New Zealand's freshwater resources: "Water quality is, and will continue to be, one of the defining political issues for governments and councils over the foreseeable future ..."

- LGNZ's Water 2050 project is also relevant. This project is described as: "A fit-for-purpose policy framework for the future (Water 2050) which considers freshwater quality and quantity: including standards, freshwater management, impacts on rural and urban areas, such as infrastructure requirements and associated funding, quantity issues including rights and allocation, and institutional frameworks for water governance."

4. What work or action on the issue has been done on it, and the outcome

The City Council undertakes chemical sampling from approximately 20-25 bores each year as an additional risk management barrier for the provision of its public drinking water supply. This data is shared with Environment Canterbury. The monitoring programme analyses for a number of chemicals, with nitrate being only one of many contaminants analysed. The City Council maintains a database with the results of the chemical monitoring programme.

The extent of the issue with respect to understanding the extent of nitrates in drinking water and its associated human health implication is beyond the scope of the City Council's resources to undertake.

5. Outcome of any prior discussion at a Zone/Sector meeting

To date no City Council drinking water well has exceeded the drinking water standard for nitrate.

Data from the last ten years of the City Council's monitoring programme have shown that in about a third of the samples taken, results have met or exceeded the 0.87 mg/L level for which the 2018 Danish study found an increased risk of colorectal cancer (see Table 1).

Table 1. Nitrate-Nitrogen sampling results of CCC drinking water wells, 2008-2018

	Results <u>below</u> 0.87 mg/L	Results <u>at/above</u> 0.87 mg/L
Total number of samples taken	280	93
Number of wells with 1 or more results	126	57
Concentration range	<0.001 – 0.85	0.89 – 7.1

6. Suggested course of action envisaged

Recommend that central government fund additional research into effects of nitrates in drinking water on human health and/or partner with international public health organisations to promote such research.

Recommend that central government work with regional and local governments to improve monitoring of nitrates in reticulated supplies as well as in the sources of drinking water, noting that in its 2017 report *Our Fresh Water 2017* the Ministry for the Environment has stated that they “have insufficient data to determine groundwater trends at most monitored sites” and that the Ministry of Health’s latest report on drinking water *Annual Report on Drinking water Quality 2016–2017* states that “chemical determinants are not regularly monitored in all supplies”.

7

Local Government Official Information and Meetings Act (1987)

Remit:

That LGNZ initiates a review of Local Government Official Information and Meetings Act (1987) (LGOIMA) request management nationally with a view to establishing clear and descriptive reporting for and by local authorities that will create a sector-wide picture of:

- Trends in the volume and nature of LGOIMA requests over time.
- Trends in users.
- The impacts of technology in terms of accessing information sought and the amount of information now held by local authorities (and able to be requested).
- The financial and resource impacts on local authorities in managing the LGOIMA function.

That LGNZ use the data obtained to:

- Identify opportunities to streamline or simplify LGOIMA processes.
- Share best practice between local authorities.
- Assess the value of a common national local government framework of practice for LGOIMA requests.
- Identify opportunities to advocate for legislation changes on behalf of the sector (where these are indicated).

Proposed by:

Hamilton City Council

Supported by:

Metro Sector

Background information and research**1. Nature of the issue**

A comprehensive understanding of the current state of play in the sector is needed, as are metrics to measure LGOIMA activity nationally to identify opportunities for improvements and efficiencies for the benefit of local authorities and the public.

An appropriate response is needed to address the tension between transparency and accountability to the public and effective, cost-efficient use of council resources to respond to requests under LGOIMA.

Despite guidance provided by the Office of the Ombudsman, it is becoming harder for local authorities to traverse the range of requests made under LGOIMA with confidence that they are complying fully with the Act. Issues such as grounds for withholding information, charging for information or seeking extensions are becoming increasingly problematic as the scope and scale of complex requests grows.

2. Background to its being raised

Anecdotally, local authorities all around the country seem to be noticing:

- An increase in the volume of LGOIMA requests year on year;
- An increase in requests from media;
- An increase in serial requestors;
- An increase in referrals for legal advice to negotiate complex requests and the application of the Act;
- An increase in requests that could be described as vexatious; and
- Consequently, an increase in the costs of staff time in managing LGOIMA.

In seeking to comply with the legislation, local authorities share the Ombudsman's view of the importance of public access to public information in a timely fashion in order to "enable more effective public participation in decision-making; and promote the accountability of members and officials; and so, enhance respect for the law and promote good local government" (s4 LGOIMA).

In many ways technology is making it easier to source, collate and share a far greater range of public information faster. At the same time the ubiquitous use of technology within local government has significantly increased the volume and forms of information an organisation generates and captures, with associated implications for researching, collating and then reviewing this information in response to LGOIMA requests.

Current status:

- a. Understandably, the Ombudsman's advice encourages local authorities to apply a very high threshold for withholding information and to take a generous view of what is in the public interest.
- b. The scope of requests is becoming broader, more complex and covers longer time periods (to the point where some could be described as fishing expeditions). While local authorities can request refinements to scope, requestors do not always agree to do so or make only minimal changes.
- c. There are costs associated with automated searches of systems, databases and email accounts, some of which should not or are not easily able to be passed on to requestors. Not undertaking automated searches increases the risk of pertinent information being omitted.

- d. The Ombudsman's guidance is very helpful in the main. However, Ombudsman's guidelines take the view that a council will scope the request then make the decision whether to release the information then prepare the information for release. This often does not reflect the reality of dealing with a LGOIMA request especially large and complex requests. These components are interrelated and cannot be processed as entirely separate stages.
- e. A small number of repeat requestors appear to be responsible for an increasingly disproportionate number of the total requests. Some are individuals, but a greater number are media and watchdog groups like the Taxpayers Union.
- f. With an increasing amount of information requested, the review of documents, webpages, etc and redaction of text for reasons of privacy or outside-of-scope is significant and onerous.
- g. Local authorities are failing to take a common approach to people and organisations that are making the same request across the sector.
- h. An increasing number of LGOIMA requests are seeking property/property owner/license-holder information or other information more often than not to be used for marketing or other commercial ends. Yet local authorities are limited in their ability to recoup associated costs in providing this information, or in the case of standard operating procedures, protect their own intellectual property.

3. How the issue relates to objectives in the current Work Programme

LGNZ has a work programme focused on improving the local government legal framework. This remit is consistent with that programme and seeks to focus attention on a particularly problematic part of the framework that is currently not being specifically addressed.

4. What work or action on the issue has been done on it, and the outcome

At a local level, Hamilton City Council has been working continuously over the last 18 months to refine our processes for dealing with LGOIMA requests. This work has ensured that relevant staff as well as the staff in the LGOIMA office and in the Communications Unit are aware of the procedures and requirements for dealing with LGOIMA requests under the Act, and options potentially available where the scope or the complexity of requests tests Council resources. Templates for responses and communications with staff regarding responses have been developed and are used or customised as necessary. We have also introduced a reporting framework so that we have visibility of requests over time and various component factors including time taken to prepare and respond to LGOIMAs. Opportunities for further enhancements relate to understanding and being able to reflect best practice sector-wide.

5. Any existing relevant legislation, policy or practice

Local Government Official Information and Meetings Act 1987; Privacy Act 1993; Office of the Ombudsman Official Information legislation guides; Privacy Commissioner privacy principles.

Hamilton City Council is very conscious of its responsibilities under the Local Government Official Information and Meetings Act 1987, the Privacy Act 1993, and related guidance, and our processes comply with the relevant legislation.

This topic is also closely aligned with Hamilton City Council's strategic imperative: 'A Council that is Best in Business'.

6. Suggested course of action envisaged

LGNZ prioritises a national review of LGOIMA request management as part of its programme to continuously improve the local government legal environment.



Weed control

Remit:	That LGNZ encourages member councils to consider using environmentally friendly weed control methods.
Proposed by:	Hamilton City Council
Supported by:	Metro Sector

Background information and research

1. Nature of the issue

There is mixed evidence of the risks associated with using chemical weed control as a method, particularly glyphosate-based, and lobby groups are actively pressuring councils to reduce use. Glyphosate is currently approved for use as a herbicide by New Zealand's Environmental Protection Agency (EPA), and most New Zealand councils use it, given it is a cost-effective, proven option for weed control. Most councils take an integrated approach to weed control, which includes the use of glyphosate-based products along with alternative methods.

2. Background to its being raised

In New Zealand, the use of chemicals including glyphosate is regulated by the EPA. A 2016 EPA review concluded that glyphosate is unlikely to be genotoxic or carcinogenic to humans and does not require classification under the Hazardous Substances and New Organisms Act 1996 as a carcinogen or mutagen.

Internationally, there is controversy surrounding the use of glyphosate. In 2004 a World Health Organisation (WHO) Group (the Joint Meeting on Pesticides Residues) determined that glyphosate does not pose a cancer risk to humans. In 2015, another WHO sub-group (the International Agency for Research on Cancer) classified glyphosate as 'probably carcinogenic to humans'.

In August 2018 a California jury found Monsanto liable in a case linking the use of the company's glyphosate-based weedkillers to cancer. In March 2019, a federal jury in America ruled that use of Monsanto's glyphosate-based weedkiller was a 'substantial factor' in another user developing cancer. These cases have reinvigorated calls to ban the use of glyphosate in New Zealand and worldwide.

3. How the issue relates to objectives in the current Work Programme

LGNZ has an environmental work programme and the proposed remit is consistent with this focus on environmental issues that affect local government and local communities. The LGNZ programme does not specifically address the issue of non-chemical methods of weed control despite strong public interest.

4. What work or action on the issue has been done on it, and the outcome

At a local level, Hamilton City Council staff are currently actively looking at reducing chemical use in general and, more specifically, at alternative weed control methods. Our approach acknowledges the importance of keeping our community and staff safe and healthy. Staff are appropriately trained and required to wear the correct personal protective equipment (PPE) for the task.

Our investigation of non-chemical options has incorporated the following:

- In September 2018, we began trialling use of a steam machine for weed control. The equipment has a large carbon footprint (9 litres of fossil fuel per hour of operation) and requires more frequent application to achieve the same level of weed control.
- The use of a new mulch application machine has enabled sites to be mulched faster than traditional methods, which suppresses weeds for longer.
- We have trialled longer grass-cutting heights to reduce Onehunga weed in amenity areas. This has led to a reduction in selective herbicide application.
- We are working with Kiwicare to trial alternative weed control methods in Hamilton parks. Kiwicare has a wide range of alternatives, including an organic fatty acid-based product.

Our current operating approach includes continuous review of application equipment efficiency including use of air-induced spray nozzles droplet control, which results in less spray being required.

As a result of Hamilton City Council's strategy to consider alternatives, one large herbicide sprayer was decommissioned from the council parks fleet in early 2019. This will lead to a reduction in glyphosate used.

Glyphosate is no longer used for weed control in our playground sites. It has been replaced with an organic spray alternative (this option is 30 per cent more expensive than using glyphosate).

Glyphosate use by Hamilton City Council is recorded on a dedicated webpage and a no-spray register is maintained. Residents can opt out of the council spraying programme and take responsibility themselves for weed control along property boundaries and street frontages.

5. Any existing relevant legislation, policy or practice

Hamilton City Council currently operates in compliance with national standards (New Zealand Standard 8409:2004 Code of Practice for the management of agrichemicals), the Waikato Regional Plan and Pest Management Plan and our own Herbicides Use Management Policy.

6. Outcome of any prior discussion at a Zone/Sector meeting

Most councils take an integrated approach to weed control, which includes the use of glyphosate-based products along with alternative methods. Reports this year from Christchurch, where the City Council is phasing out use of glyphosate, indicates levels of service and maintenance appearance have been an issue, along with significant cost increases when glyphosate has been significantly reduced.

7. Suggested course of action envisaged

LGNZ leads a commitment by local government to investigate and trial environmentally friendly alternatives to chemical weed control with results shared amongst member organisations.

9

Building defects claims

Remit:	LGNZ calls on central government to take action as recommended by the Law Commission in its 2014 report on “Liability of Multiple Defendants” to introduce a cap on the liability of councils in New Zealand in relation to building defects claims whilst joint and several liability applies.
Proposed by:	Napier City Council
Supported by:	Zone Three

Background information and research**1. Nature of the issue**

- In its report on joint and several liability issued in June 2014 (the Law Commission report) the Law Commission recommended that councils’ liability for defective building claims should be capped. Building consent authorities in New Zealand (councils) are disproportionately affected by defective building claims.
- The Government in its response to the Law Commission report directed the Ministry of Justice and the Ministry of Business, Innovation and Employment (MBIE) to further analyse the value and potential impact of the Law Commission’s recommendations, including capping liability of councils, and report back to their respective ministers.
- The MBIE website suggests that a Building (Liability) Amendment Bill would be consulted on in 2017 and final policy approval obtained from Cabinet. That Bill, according to the MBIE website, would be aimed to amend the Building Act 2004 to cap the liability of councils and protect consumers by introducing provisions driving greater uptake of home warranty protection. However no progress appears to have been made towards drafting or introducing this Bill into Parliament. At a recent rural and provincial local government meeting in Wellington, MBIE advised that no further action is being taken to progress any capping of council liability.
- This proposed remit is aimed to put pressure on MBIE and the Government to follow the Law Commission’s recommendation to limit (ideally by capping) councils’ liability in respect of defective building claims.

2. Background to its being raised

- Defective building claims are prevalent throughout New Zealand, both in large centres and small. They are not limited to “leaky building” claims. Claims which include allegations involving structural and fire defects are increasingly common, both for residential and commercial properties.
- The courts have held that councils will generally have a proportionate share of liability in defective building cases in the vicinity of 20 per cent. However, because councils are generally exposed to the full quantum of the claim, when other parties are absent (for example whereabouts unknown, deceased, company struck off) or insolvent (bankrupt or company liquidated), which is the rule, rather than the exception, the Council is left to cover the shortfall. The Law Commission report recognised that councils in New Zealand effectively act as insurers for homeowners, at the expense of ratepayers.
- Other liable parties such as developers, builders and architects can potentially reduce their exposure through insurance and wind up companies in the event of a large claim. Developers often set up a dedicated company for a particular development and then wind that company up following completion.
- Councils on the other hand can no longer access insurance for weathertightness defects (a “known risk”). They have no choice about whether to be involved in the design and construction of buildings, as they have a legislative role as building consent authorities in their districts. They make no profit from developments and cannot increase their fees to account for the level of risk. Yet they are often the main or sole solvent defendant in defective building claims (last person standing).
- The cost to ratepayers of the current joint and several liability system is significant, disproportionately so. This was recognised in the Law Commission report in 2014, but no substantive steps have been taken by central government to address the issue or implement the Law Commission’s recommendation that council liability should be capped.

3. How the issue relates to objectives in the current Work Programme

The current LGNZ Work Programme for housing includes an objective of the regulatory and competitive framework of continuing advocacy to government for alternatives to current liability arrangements. Clearly this remit fits squarely within and would assist to progress that objective.

4. What work or action on the issue has been done on it, and the outcome

- The Law Commission report was a result of concerns raised primarily by LGNZ and councils around New Zealand about the effect of joint and several liability in relation to the leaky homes crisis. Prior to release of the report, LGNZ and a number of councils around New Zealand, including Auckland Council, Christchurch City Council, Hamilton City Council, Hastings District Council, Queenstown Lakes District Council, Tararua District Council, Waipa District Council staff, Wellington City Council, as well as SOLGM and BOINZ all filed submissions advocating for a change to the status quo.
- The Law Commission report, as discussed in more detail above, recommended that councils' liability be capped. It was understood from the Government's response to the Law Commission report and from MBIE (both discussed above) that this recommendation was being progressed in a meaningful way. This was further supported by MBIE's submission to the Law Commission prior to the release of the Law Commission report, in which it stated that:
 - a. Provisions in the Building Amendment Act 2012 not yet in force, in particular the three new types of building consent limiting councils' liability "are likely to be brought into force within a reasonable time after the Commission completes its review of joint and several liability". MBIE stated that the Law Commission should take the impact of these changes into account in preparing its report. However, these provisions are still not in force.
 - b. "The Government has instructed the Ministry to explore options for the consolidation of building consent authorities as part of the Housing Affordability agenda and ongoing reforms in the construction sector. Issues regarding the liability of a central regulator, as well as that of territorial authorities, will be fundamental concerns as consolidation options and other measures to increase productivity in the sector are explored". This does not appear to have been progressed.
- It was only in the last month or so that MBIE has now advised that the recommendation that councils' liability be capped would no longer be progressed.

7. Suggested course of action envisaged

We consider that LGNZ could form a joint working party with MBIE and the Ministry of Justice, and possibly the relevant Minister's (Jenny Salesa's) staff to explore limiting councils' liability for building defects claims, including:

- Disclosing and considering the following information (whether by way of OIA requests and/or as part of a working group):
 - MBIE documents relating to its consideration of the Law Commission report and the reasons why it is no longer progressing the capping of council liability.
 - Ministry of Justice and Minister of Building and Housing's documents relating to the Law Commission report and to proposed capping of council liability.

- MBIE and Minister of Building and Housing's documents relating to implementation of s 17 of the Building Amendment Act 2012.
- Drafting proposed amendments to the Building Act and/or a Building (Liability) Amendment Bill (this work may have been started by MBIE, so this task should await the outcome of the information gathering exercise above).
- Drafting content for a cabinet paper regarding the Law Commission's recommendation that council liability for building defect claims be capped.

10

Social housing

Remit:	That LGNZ, in conjunction with central government, urgently focus on the development and implementation of a broader range of funding and financing tools in respect of community/social housing provision, than those which currently exist in the housing needs space. These should include funding to support the operation, upgrade and growth of council housing portfolios and, where a council chooses, access to Income Related Rents for eligible tenants.
Proposed by:	Napier City Council, Tauranga City Council and Wellington City Council
Supported by:	Zone Three Metro Sector

Background information and research**1. Nature of the issue**Napier City Council

Social housing, especially for older citizens, is a strategic issue.

New Zealand communities are facing an extremely serious housing affordability crisis that has resulted in the country having the highest rate of homelessness in the developed world. Current policy settings are failing to adequately address the issue.

Local government is the second largest provider of social housing in New Zealand, however, since 1991, successive governments have failed to adequately recognise the contribution we have and are making. Unfortunately, existing policy actively discriminates against councils meeting local housing needs resulting in a gradual reduction in the council owned social housing stock. With Housing New Zealand focussing its attention on fast growing urban areas, social housing needs in smaller communities are not being met.

The issue is becoming more serious as baby boomers retire – the current social housing is not designed to address the needs of this cohort – a role historically provided by councils with support from central government in the form of capital grants.

The issue has already become urgent for Aotearoa New Zealand and its communities.

Tauranga City Council

The western Bay of Plenty SmartGrowth partnership (Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council and tangata whenua), has undertaken some preliminary research into the potential for government assisted bond raising for community/social housing providers using the Federal Government experience from Australia.

It has also identified the Australian rental housing provision tax incentive opportunities that the current Labour opposition has put forward. The partnership is aware of work being undertaken by Treasury in terms of raising the debt ceilings via amendments to the Local Government (Financial Reporting and Prudence) Regulations 2014. The SmartGrowth partnership would welcome the opportunity to work further with LGNZ and others to take a more “four well-beings” focus to the housing funding and financing toolkit than currently exists. This matter is becoming critical for all of the Upper North Island growth councils and other councils such as Queenstown.

Wellington City Council

Housing is an important contributor to the wellbeing of New Zealanders, and councils support the work of the Government to continue to grow and improve social housing provision in New Zealand.

Addressing housing demand and affordability related challenges are significant issues for local government. 62 (93 per cent) of New Zealand’s 67 local authorities reference some type of housing-related activity in their current Long Term Plans. As at November 2018, 60 local authorities (90 per cent) collectively own 12,881 housing units and 13 of those provide 50 per cent or more of the total social housing within their jurisdictions.

The social housing currently owned by local authorities equates to 16 per cent of the nationwide social housing stock, with the remaining 82 per cent largely owned by the Housing New Zealand Corporation (HNZC) and Community Housing Providers (CHPs). While there is variation in housing eligibility policy settings at the local level, a significant proportion of tenants housed by local authorities have a similar profile to those housed by HNZC and CHPs.

To help address housing affordability for households on the lowest incomes, central government provides the Income Related Rent Subsidy (IRRS) for those with housing need and that meet policy eligibility criteria. Eligible households generally pay 25 per cent of their income on rent, and a government subsidy is paid to the housing provider for remaining portion of rent.

Despite housing a similar group of tenants, current IRRS policy settings mean HNZC and CHPs can access the subsidy for tenants but local authorities cannot.

This has created considerable inequity in the housing system and is placing pressure on a vulnerable population group in New Zealand. Tenants who would be eligible for IRRS, but who are housed by a local authority, generally have to pay a significantly higher amount of rent. With demand for HNZC public housing and social housing provided by Community Housing Providers outstripping supply in most areas, these households have very few housing options and are unable to access the Government support they would otherwise be eligible for.

The inability to access IRRS has also contributed to housing portfolio sustainability challenges for local authorities, who cannot access the additional funding through IRRS to help maintain their housing portfolios. This challenge has led to vulnerable tenants having to be charged unaffordable levels of rent, and the decline in the overall social housing stock levels owned by local authorities. This has occurred even as social housing demand has increased and housing affordability has become a more acute challenge for more households.

2. Background to its being raised

Napier City Council

Councils provide in excess of 10,000 housing units, making it a significant provider of community housing in New Zealand. Councils began providing community housing across the country, particularly for pensioners, in the 1960's when central government encouraged them to do so through capital loan funding. In the 1980's, this occurred once again and was applied to general community housing developments. Council's rent setting formulas varied but all provided subsidised rents. While the housing stock was relatively new, the rental income maintained the homes, however, now decades on, and with housing at the end of life, significant investment is required. Income from rents has not been enough to fund renewals let alone growth to meet demand.

The Government introduced Income Related Rent subsidy (IRR) in 2000 for public housing tenants and it was later applied to registered Community Housing Providers. This mechanism allows tenants to pay an affordable rent in relation to their income, while the housing provider receives a 'top up' to the agreed market rent for each property under the scheme. In effect, housing providers receive market rent through this mechanism. Being able to generate market rental income is the most successful sustainable model for the provision of community housing. Providers receive an adequate income to cover the cost of providing housing, to fund future renewals and to raise capital for immediate asset management. Councils are excluded from receiving this subsidy, and so are their tenants.

Wellington City Council

Key objectives for councils that provide social housing generally include ensuring that their social housing tenants are well housed in quality homes, and that they pay an affordable level of rent. Balancing this objective with business sustainability continues to be a real challenge for many councils, and has contributed to some divesting their social housing portfolios. At the same time, demand for social housing has generally continued to increase and housing affordability is a more prominent issue, particularly for households on the lowest incomes.

Despite ongoing and repeated lobbying over a number of years from councils and LGNZ, and a commitment from the current government to reconsider IRRS policy settings, local authorities are still unable to access IRRS. This remit recognises the inequitable situation this has created for a significant number of vulnerable households, and the negative impact it has had on the overall supply of social housing owned by local authorities.

3. How the issue relates to objectives in the current Work ProgrammeNapier City Council

This remit supports LGNZ's Housing 2030 policy and programme, in particular the Social Housing and Affordable Housing workstreams. Housing 2030 is one of LGNZ's four strategic projects. This remit reinforces and supports that initiative.

LGNZ recently hosted a Social Housing workshop with both local and central government agencies to discuss the issues and opportunities and the future role councils could play in the provision of social housing. There was agreement that a partnership approach that recognises local situations with a range of options for support from government (both funding and expertise) would be most suitable.

Wellington City Council

By working with central government, local authorities, and a range of other stakeholders, the current LGNZ housing work programme seeks to establish a central local government housing partnership and improve housing outcomes. The work programme includes three key focus areas: housing supply; social and community housing; and healthy homes.

As part of the 'social and community housing' focus area, LGNZ have already signalled an intention to work with government agencies to enable local authorities to access IRRS. This remit would however provide specific mandate from member councils on this point.

4. What work or action on the issue has been done on it, and the outcomeNapier City Council

As the proposer of this remit, Napier City Council, has undertaken an S17A Review of its own provision of community housing, with further investigation underway. In addition, both at a governance and management level, we have taken part in numerous conferences, symposiums and workshops on the matter in the last two years. We lead a local Cross Sector Group – Homelessness forum and take part in the Hawke's Bay Housing Coalition. We have provided housing for our community for over five decades, supplying just under 400 retirement and low cost rental units in Napier.

Wellington City Council

Wellington City Council, along with a number of other councils and LGNZ have already made a number of formal submissions to central government regarding this issue. To date, central government has advised that no changes will be made to IRRS policy settings at this stage.

5. Suggested course of action envisagedNapier City Council

This remit supports, as a matter of urgency, the further investigation by central government and LGNZ of the opportunities identified at the workshop and any other mechanisms that would support councils provision of community housing in New Zealand.

It is designed to strengthen LGNZ's advocacy and would provide a reason to approach the Government in the knowledge that local government as a whole is in support.

Wellington City Council

LGNZ, on behalf of member councils, would increase efforts to formally advocate for local authorities to be able to access Income Related Rent Subsidies for all eligible tenants that they house, with implementation within a two year timeframe.

11

Procurement

Remit:	That LGNZ investigate the ability of the sector to collaborate in procuring open-source designs and plans for bulk infrastructure that are largely similar, with an initial approach to look at water and wastewater treatment facilities.
Proposed by:	New Plymouth District Council
Supported by:	Central Hawkes Bay District Council
	Otorohanga District Council
	South Taranaki District Council
	Stratford District Council
	Thames-Coromandel District Council
	Waitomo District Council
	Wellington City Council
	Whanganui District Council

Background information and research**1. Nature of the issue**

At present, every local authority in New Zealand undertakes bespoke procurement for its own infrastructure despite there being little difference in the infrastructure provided. Each local authority then receives a slightly different product that largely achieves the same outcome.

2. Background to its being raised

Local authorities often face similar challenges, albeit at different times. Local authorities often procure similar infrastructure that deal with the same inputs and outputs, but are bespoke products designed at significant cost.

A good case example, and a useful starting point, is water and wastewater treatment plants. The Government's Three Waters Reform programme received a report from Beca that identified the number of water treatment plants that are non-compliant with water standards. While not all of these plants will require replacement, some of them may do so.

The report identifies that 17 large plants (10,001+ people), 13 medium plants (5,001-10,000 people), 140 minor plants (501-5,000 people), 169 small plants (101-500 people) and 153 neighbourhood plants (25-100 people) are not compliant with standards. A similar story emerges with wastewater treatment plants.

At the same time, the sector is aware of the upcoming increase in renewals across water and wastewater treatment plants (including plants currently compliant with standards). There are a considerable number of plants coming near to the end of their useable lifespan in coming years. Often these plants have to be replaced with an entirely new plant so as to keep the existing plant operating during the replacement's construction.

While there may be some local variation, new water and wastewater treatments plants being built in the future will either be large, medium or small. The increasingly prescriptive regulatory framework will invariably reduce scope for choices and options in plant design. All plants will need to meet the same output quality standards, and will require the same treatment processes (with some minor variations to reflect any local preferences or unique circumstances).

Local authority procurement is a 'hot topic' for the Office of the Auditor-General (OAG). The OAG have signalled a forthcoming report *Procurement workforce capacity and capability in local government* that will aim to encourage greater collaboration between local authorities. Similarly, there is a strong focus on procurement within central government, including all-of-government procurement in which local authorities can choose to be involved.

Local authorities should collaborate now to procure a number of standardised open-source options for water and wastewater treatment plants for the future. These would then be available to all local authorities to use when required, rather than having to go to the market for a new design. These would be tested and implementable designs – the risk of failure would be lower than a bespoke design. The processes used would need to be customisable (such as whether drinking water is fluoridated, or to address particular issues in incoming water). Scalability would, of course, be critical. Council procurement would be limited to build-only contracts.

A collaborative procurement process for standardised designs could lead to significant cost savings. Even a small saving of one or two per cent would result in millions of dollars of savings across the sector. Over time, there would be further consequent savings, such as not having to retrain staff when transferring between authorities or even the capacity for further collaboration through shared services.

If successful, the sector would be well-placed to look at other areas where collaborative procurement processes for standardised designs would be useful. These could include solid waste resource recovery and separation facilities, roading assets, or other significant assets.

3. How the issue relates to objectives in the current Work Programme

LGNZ has placed significant time and energy into the Three Water Reform programme. LGNZ's position paper on these reforms notes strong support for improving the regulatory framework for drinking water. LGNZ oppose the mandatory aggregation of water assets.

This remit will also contribute to the LGNZ strategic policy priorities: Infrastructure; Risk and Resilience; Environmental; and Economic Development.

4. Any existing relevant legislation, policy or practice

The Three Waters Reforms are likely to result in significant legislative reform that impacts on water and wastewater treatment plants.

12

Single use polystyrene

Remit:	That LGNZ advocates to the Government to phase out single use polystyrene.
Proposed by:	Palmerston North City Council
Supported by:	Metro Sector

Background information and research**1. Nature of the issue**

Expanded polystyrene is bulky and does not break down. While some technologies exist to reduce the bulk of polystyrene prior to landfill, or to recycle it (for example, to make insulation material), these interventions offer only a partial solution to the prevalence of polystyrene. Single-use polystyrene (such as used in food containers) has further contamination issues, meaning that landfill remains the only means of disposal.

Palmerston North City Council's own Waste Management and Minimisation Bylaw 2016 prohibits the use of polystyrene or styrofoam containers or cups at events held on council land or with council funding. This has encouraged the use of more sustainable substitutes. However, while the council can control, to some small extent, the use of polystyrene and its disposal (for example, by refusing to collect it), in practice its influence is limited. This is because most of the supply of polystyrene originates outside of the city, and the Council has limited ability to ensure it doesn't end up in the waste stream (for example, it can be inside rubbish bags).

2. Background to it being raised

Under section 23(1)(b) of the Waste Minimisation Act 2008, the Government is empowered to ban or regulate certain problematic or wasteful products. This provision is currently being used to phase out single-use plastic shopping bags.

This remit proposal meets both LGNZ remit policy criteria. As with single-use plastic bags, the national regulation of single-use polystyrene products would be more effective in beginning to address their use in the first place, rather than being addressed (as at present) as a city-level waste issue.

Single-use polystyrene contributes significantly to landfill in New Zealand, and it is the view of the Palmerston North City Council that a nationwide ban would reduce the environmental impact of these products.

13

Local Government Act 2002

- Remit:** That LGNZ pursue an amendment to the Local Government Act 2002 to:
- a. Re-number sub-sections 181 (5) and (6) to sub-sections (6) and (7); and
 - b. Introduce a new sub-section (5) to read: For all purposes the term “any work” in subsection 4 means any works constructed before xx Month 20xx; and includes any works that were wholly or partly in existence, or work on the construction of which commenced, before xx Month 20xx.
- Proposed by:** Rangitikei District Council
- Supported by:** Zone Three

Background information and research

1. Nature of the issue

Historic assumptions that there is statutory authority for the siting of Three Waters infrastructure on private land do not reflect the complete picture.

Questions arise:

- May an infrastructure asset owner notify further works on private land where the original works are not protected by written consent (or notification)?
- Does an infrastructure asset owner have authority to restrict a landowner’s ability to build over a non-protected asset?
- What is the potential cost to infrastructure asset owners to remedy the absence of enforceable authority?

2. Background to its being raised

An example in the Rangitikei – Hunterville urban and rural water schemes

- a. The rural scheme was constructed in the 1970’s (government grant involved).
- b. Construction was a collective project (county and scheme users).
- c. The urban supply draws bulk (raw) water from the rural scheme.
- d. Infrastructure is sited on numerous private landholdings.

- e. Conscious decision that landowner consents not required (relied on “the Act”).
- f. Urban supply treatment, storage, reticulation sited on one member’s land.
- g. Land has changed hands (twice) since urban supply infrastructure developed.
- h. Current owners seek renegotiation of access rights as well as compensation.
- i. Council and owners negotiating (little progress after seven years).
- j. Substantial costs to survey and register easement.

The issue is not unique to Rangitikei

- a. Several local authorities from Waikato and Bay of Plenty to Otago have emailed to comment. All record similar experiences to Rangitikei’s, both historic and ongoing’. One noted that such incidents arise, on average, monthly.
- b. All comments received have noted frustration at the potential costs to formalise previously ‘casual’ but cordial and workable arrangements with prior landowners.

The power to construct is constrained

- Local Government Act (2002) sections 181 (1) and (2) empower a local authority to construct Three Waters works on private land.
- Section 181 (3) specifies the local authority must not exercise the power to construct unless it has the prior written consent of the landowner (or it has followed the prescribed notification process).
- Similar provisions that existed in previous legislation were repealed by the 2002 Act.

Effect of the law

- The Act provides power to construct; it is the owner consent (or notification process) that provides the authority to enter private land to exercise its power to construct.
- A local authority cannot claim absolute right of access without evidence of owner consent or compliance with the notification requirements.
- The High Court considered the need for fresh consent from, or notice to, subsequent owners (Re Watercare Services Ltd [2018] NZHC 294 [1 March 2018]).

Other infrastructure owners

- The Electricity Act 1992, the Gas Act 1992, and the Telecommunications Act 2001 all provide retrospective authority for siting of infrastructure on private land.
- No record has been found of the rationale behind those retrospective authorities.
- The thread of these authorities could be brought into the Local Government Act.

3. How the issue relates to objectives in the current Work Programme

- Local Government Act (2002) section 181 (4) authorises entry to any work constructed under the Act or the corresponding provisions of a prior Act.
- The effect of the Court's (Watercare) Declaration is to confirm that a local authority must have evidence of prior written consent (or notification) for the original works on that land.

14

Campground regulations

Remit:	That LGNZ request the Government to amend the Camping - Ground Regulations to allow councils to approve remote camp facilities on private property, subject to any such conditions as deemed required by a council, including the condition that any approved campground is x distance away from an existing campground, unless the existing campground operator agrees to waive this condition in writing.
Proposed by:	Thames-Coromandel District Council
Supported by:	Dunedin City Council Waikato District Council New Plymouth District Council Mackenzie District Council Hamilton City Council

Background information and research**1. Nature of the issue**

Currently the 'remote camp site' definition means a camping ground: 'in a national park, state forest, state forest park or public reserve or on Crown Land.' As the provision is only for public land there is no opportunity to provide such an experience on private property.

2. Background to its being raised

Ratepayers, through their council, are having to provide areas for camping for increasing numbers of what are being called "freedom campers", with associated increasing costs to ratepayers and community both regarding environmental and financial considerations.

Unfortunately for councils there is nothing for free, and to provide any public facilities there is a range of costs to provide and maintain the facilities including power, water, waste collection, maintenance, cleaning, and compliance monitoring and enforcement etc. Those costs are increasing.

Enforcement for compliance is increasingly problematic and costly and in addition, social media is sending the wrong messages for our communities who must contend with freedom campers in their area. The result is that prime beach front sites are being degraded through overuse, and abuse of sites available.

While reserve areas can be either managed or leased for a remote camp facility, councils are constrained by the lack of public land where a remote site can be established, particularly in more remote locations. Remote camps have far fewer regulatory requirements than usual campgrounds.

3. How the issue relates to objectives in the current Work Programme

There is work underway regarding freedom camping in New Zealand which is looking at a range of issues in relation to freedom camping.

The Responsible Camping Working Group comprises central and local government representatives, as well as other interested parties, and is currently looking at a number of matters, including the Camping Ground Regulations. A review of the Regulations was one of the recommendations of the Working Group and work is underway specifically on this.

4. Any existing relevant legislation, policy or practice

The remit seeks an amendment of the Camping - Ground Regulations to broaden the definition of remote camp site to allow councils to authorise remote camp sites on private land, taking into account distance from existing campground facilities. A new definition would enable sites to be established where, for a modest fee, an operator would be able to provide basic facilities and recover some of the cost of provision and maintenance.

In addition the 2016 annual general meeting agreed to ask the Government to change to s14(3) of the Camping Ground Regulations 1985 (made under s120B of the Health Act 1956) to allow broader exemptions to the need for provision of camping facilities for those that wish to freedom camp in all areas and not just at "remote" camps; this is yet to be actioned but is being considered by the joint officials body.

5. Suggested course of action envisaged

Amend the Campground Regulations definition for remote sites to allow councils to authorise remote camps on private land taking into account distance from existing campground facilities.

By providing sites where a modest fee is required, the operator provides the basic facilities at no cost to ratepayers or the environment.

15

Living Wage

Remit:	Wellington City Council asks that LGNZ members consider engaging with the Living Wage Aotearoa New Zealand Movement when developing policies on payment of the Living Wage.
Proposed by:	Wellington City Council
Supported by:	Metro Sector

Background information and research

1. Nature of the issue

According to the Living Wage Movement Aotearoa New Zealand, “Over the last 30 years New Zealand has gone from one of the most equal countries in the developed world to one of the most unequal. Wages have stagnated while New Zealanders are working harder and longer than ever before. Growing poverty and inequality hurts us all; workers and their families, employers, business, the Government and society as a whole.”

The Living Wage Movement Aotearoa New Zealand was formed in 2012 to generate a conversation about working poverty in Aotearoa. It brings together community, union and faith based groups to campaign for a Living Wage.

The Living Wage is defined as: “The income necessary to provide workers and their families with the basic necessities of life. A living wage will enable workers to live with dignity and to participate as active citizens in society”. The Living Wage is an independently researched hourly rate based on the actual cost of living and is reviewed annually. The official 2019 New Zealand Living Wage is \$21.15 and will come into effect on 1 September 2019.

Research from around the world shows that paying a Living Wage brings benefits to employers, to the community and most importantly to workers who need it the most.

2. Background to its being raised

The Living Wage Movement Aotearoa New Zealand has an accreditation system available to employers who meet the criteria to become a Living Wage Employer. In order to use this trade mark, employers must sign a license committing the organisation to paying no less than the Living Wage to directly employees and contracted workers, delivering services on a regular and ongoing basis.

This remit recognises that a number of local authorities across New Zealand are currently taking steps towards becoming Living Wage councils.

3. How the issue relates to objectives in the current Work Programme

LGNZ is committed to working alongside central government and iwi to address social issues in New Zealand's communities, including disparity between social groups.

4. What work or action on the issue has been done on it, and the outcome

In September 2018, Wellington City Council became the first council in New Zealand to be accredited as a Living Wage Employer. This was the culmination of implementing a Living Wage and working with the Living Wage Movement Aotearoa New Zealand since 2013, in summary:

- Following a decision in 2013, from January 2014 the Council implemented a minimum wage rate of \$18.40 for all fully trained directly employed staff.
- On 1 July 2014, WCC implemented its decision to introduce the Living Wage (at \$18.40 per hour) for council and Council Controlled Organisation (CCO) staff.
- On 15 May 2015, the Council's Governance, Finance and Planning Committee passed a resolution to increase the \$18.40 rate to reflect annual inflation movement.
- On 28 October 2015, WCC extended the living wage (at \$18.55 per hour) to security and core cleaning contractors.
- In July 2017, the Council implemented the New Zealand Living Wage (\$20.20 at the time) for staff, CCOs and core contractors as they come up for renewal.
- In September 2018, WCC was accredited as a Living Wage employer.

5. Suggested course of action envisaged

Member councils who are developing policies on payment of the Living Wage will consider engaging with the Living Wage Movement Aotearoa New Zealand to understand the criteria for becoming a Living Wage accredited employer.

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Sale and Supply of Alcohol Act

Remit:	LGNZ, on behalf of its member councils ask for a review of the effectiveness of the Sale and Supply of Alcohol Act 2012 in reducing alcohol harm (eg price, advertising, purchase age and availability) and fully involve local government in that review.
Proposed by:	Wellington City Council and Hastings District Council
Supported by:	Metro Sector

Background information and research**1. Nature of the issue**Wellington City Council

The Sale and Supply of Alcohol Act was introduced in 2012 and has not as yet been reviewed.

There is now considerable experience in how it is working in practice and it is timely that a review is undertaken to ensure it is meeting the outcomes that were sought when it was introduced and that any anomalies that have emerged from regulation under the Act are addressed.

Addressing anomalies: an example of such an anomaly that has become apparent is the definition of 'grocery store' in the Act, where a business is only a grocery store if its largest single sales group (by turnover) is a specified type of food/groceries. In hearings the focus is often more on the accounting statements of an applicant, rather than about alcohol effects.

An established operator for whom the highest turnover item was topping up Snapper cards ahead of groceries applied for a renewal of their licence. The Act requires the District Licensing Committee (DLC) to use turnover as the measure to define the type of business and there is no discretion allowed to the DLC. In effect the DLC had the choice of declining the liquor licence or saying they could only retain their liquor licence by stopping Snapper top ups. They were not a grocery store by definition as Snapper card top ups was the highest turnover item. The obvious decision was to stop the Snapper top ups, to meet the "grocery store" definition, and retain the liquor licence. The overall outcome of considering the safe and responsible sale, supply and consumption of alcohol; and the minimisation of harm was not achieved.

This is one of a range of issues. The District Licensing Committees all report each year to the Alcohol Regulatory and Licensing Authority. This addresses the issues of the operation of the Act. After five years this now provides a considerable base of information that can be used in a wider review to improve the effectiveness of the Act.

Better regulation: The current regulations are tightly prescribed (eg setting maximum penalties or fees), leave little flexibility for local circumstances and have not been reviewed. The process of establishing local alcohol policies has also not been effective.

The Council developed a Provisional Local Alcohol Policy which was notified on January 21, 2014. Appeals were lodged by eight parties which were heard by the Authority over eight days between 20 October and 5 November 2014. The Authority released its decision on 20 January 2015 which asked the Council to reconsider elements of its PLAP. In 2016, the Council resolved that it should not at that time resubmit the PLAP to the Authority, and should instead continue to monitor alcohol-related data in Wellington, work with key stakeholders, and consider future Alcohol Regulatory and Licensing Authority (ARLA) decisions on other PLAP appeals prior to determining if the Council requires a local alcohol policy.

This experience is not uncommon and it has been difficult to establish a comprehensive Local Alcohol Policy which was a key building block of the regulatory framework. As at November 2018 while 34 of the 67 territorial authorities have an adopted LAP, this only covers 28 per cent of the New Zealand population. The majority of New Zealand communities have not been able to achieve the level of community input that was envisaged under the Act. This process needs to be reviewed in light of the experience of how the Act is operating in practice.

2. Background to its being raised

Wellington City Council

This remit recognises that almost all local authorities across New Zealand are currently managing this issue through the licensing powers under the Act. They can bring practical experience of the operation of the Act and help enable communities to benefit from a review of the provisions of the Act.

Hastings District Council

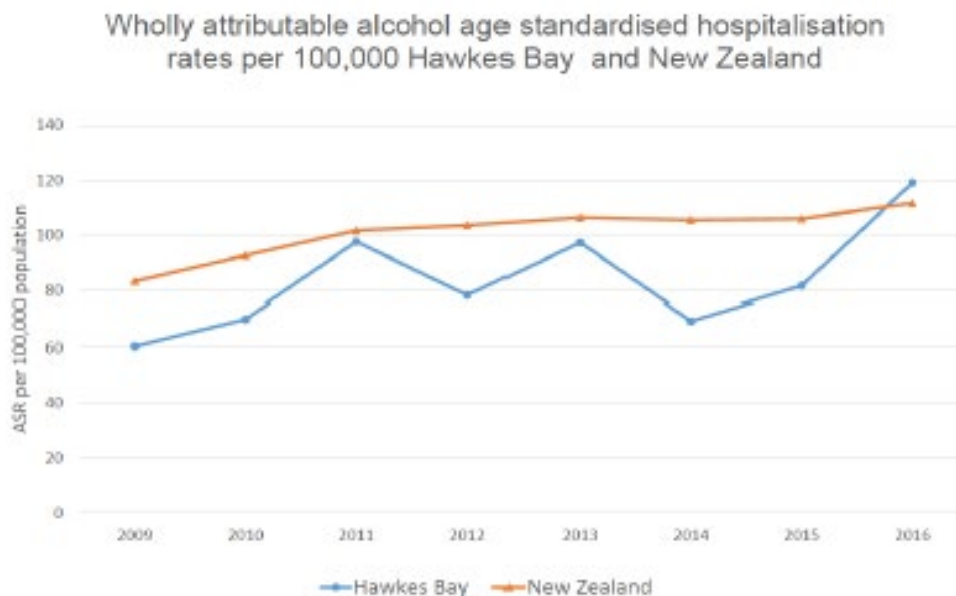
Hawke's Bay faces significant social challenges as demonstrated in the following statistics:

- 25 per cent of Hawke's Bay 0-4 year olds live in a household receiving a main benefit (compared with 18 per cent nationally).
- 40 per cent of Hawke's Bay tamariki Maori aged 0-4 years live in a household receiving a main benefit.
- 250 Hawke's Bay children are in the care of Oranga Tamariki.
- Hawke's Bay rates of violent crime continues to be higher than the New Zealand average and is twice the rate of New Zealand as a whole.
- There were 9,932 family violence investigations by the Eastern Police District in 2017.

- Suicide;
 - Is a major cause of premature, avoidable death in Hawke's Bay.
 - From 2010 to 2015, suicide was the second highest reason for premature death for those aged 0 to 74 years.
 - Since 1 July 2018, 29 people have committed suicide in Hawke's Bay.
- Drugs;
 - Synthetic substances are a serious concern for many whanau.
 - Fewer youth are smoking but more Hawke's Bay adults smoke than nationally.

A contributing factor of these negative statistics is the significant problem that the Hawke's Bay community has with alcohol consumption. For our region the issues manifested by alcohol consumption are a problem across the whole community including for young newly-born babies, infants and children, young people, adults and seniors across the generations. Local alcohol statistics are alarming and include:

- 29 per cent of Hawke's Bay adults drink at harmful levels compared to 21 per cent nationally, and this rate is increasing over time.
- 41 per cent of young people aged 15-24 are drinking hazardously.
- Over half of young men are drinking hazardously.
- The number of 15 years and older hospitalisations wholly attributable to alcohol; see the below graph. Note, there is an increasing rate of people being admitted to hospital due to alcohol.



- Alcohol intoxication or a history of alcohol abuse are often associated with youth suicide.

The statistics relating to our alcohol harm impact negatively on other key community safety concerns including health issues; death and injury; violence; suicide; assault and anti-social behaviours. This is why addressing the harm of alcohol is such an important issue for our community to address.

The harm that alcohol causes across New Zealand is also a significant issue for the country and as with Hawke's Bay the harm that alcohol causes within the community is pervasive. National statistics include:

- About four in five (79 per cent) of adults aged 15 years or more drank alcohol in the past year (in 2017/18).
- 21 per cent of New Zealand adults drink at harmful levels.
- In 2017/18, 25 per cent of adults aged 15 years or more who drank alcohol in the past year has a potentially hazardous drinking pattern, with men (32 per cent) more likely to drink hazardously than women (17 per cent).

At a local level there are some tools available to territorial authorities and their respective communities to combat alcohol harm. For example, Local Alcohol Policies (LAPs) are permitted in accordance with the Sale and Supply of Alcohol Act 2012. Unfortunately for many LAPs there are significant delays in these becoming operational due to long appeal processes.

There are typically commercial implications for businesses particularly supermarkets and these often result in appeals being lodged. Appeal processes have not allowed for more local input and influence by community members and groups, but have instead allowed larger companies, with more money and resources, to force councils to amend their LAP's reducing the potential impact on harm minimisation.

Of course, local tools available to territorial authorities are also limited by what is permitted within our national laws. We consider that current statutes and their content are not strong enough and need to be strengthened so that alcohol harm within our communities can be more effectively addressed.

The most significant drivers of alcohol-related harm include:

- The low price of alcohol.
- Levels of physical availability.
- Alcohol advertising; promotion and sponsorship.
- The minimum legal purchase age (18).

Therefore this remit seeks a focus on effective national level strategies and interventions that prevent or minimise alcohol-related harm in regards to:

- Pricing and taxing (minimum unit pricing for alcohol).
- Regulating the physical availability.
- Raising the purchase age.
- Restrictions on marketing, advertising and sponsorship.
- Drink driving countermeasures.
- Treatment and early intervention services.

We consider that significant changes in national policy and law that address key issues pertaining to alcohol harm are needed to create significant impact on reducing the harm that alcohol causes both in Hawke's Bay and New Zealand.

3. How the issue relates to objectives in the current Work Programme

Wellington City Council

LGNZ has a priority to work, in partnership with central government, for local areas to develop innovative and place-based approaches for dealing with social issues. While the operation of the Act is not directly listed as one of the social issues covered by the current work programme, the intent of the Act was to allow place-based approaches to the management of alcohol related harm.

Hastings District Council

This remit links to the social policy priority; community safety. Integrate policy positions from *Mobilising the Regions* including: integrated transport planning and decision-making models into the above.

4. What work or action on the issue has been done on it, and the outcome

Wellington City Council

We are actively involved. The Council was proactive in initiating the development of a Local Alcohol Policy. We administer licencing functions under the Act and the DLC reports each year to the Alcohol Regulatory and Licensing Authority on its functions.

We have not directly progressed work on a review at this point as it requires central government leadership with the input of local authorities across New Zealand.

Hastings District Council

The Napier City and Hastings District Councils have a Joint Alcohol Strategy 2017-2022 (JAS) and have started to implement the JAS Action Plan with support from the JAS Reference Group (local stakeholder organisations that also contribute to this strategy). Some actions completed thus far include:

- Removal of alcohol advertising on bus shelters in Hastings and Napier;
- Funding obtained to identify and develop youth-driven alcohol harm prevention projects;
- Creation and distribution of an alcohol network newsletter (bi-monthly) to make the licensing process more accessible to the community;
- A move to notifying liquor licence applications online; and
- Funding obtained to create brand and resources for alcohol free events and alcohol free zones.

Hastings District and Napier City Councils have completed a Provisional Local Alcohol Policy that was notified in July 2016. The Provisional Local Alcohol Policy has been before ARLA as a result of appeals. A position has been negotiated with the appellants. That position has been considered by ARLA and will be notified to the original submitters once ARLA is satisfied with the final wording. If no one seeks to appeal the revised version it will become the adopted Local Alcohol Policy.

5. Suggested course of action envisaged

Wellington City Council

That LGNZ would, on behalf of its member councils, form a working group to work with central agencies to review the effectiveness of the Sale and Supply of Alcohol Act 2012.

Hastings District Council

- Actively monitor opportunities to submit to central government with respect to review of statutes and regulations that relate to alcohol.
- Prepare submissions to central government review processes that relate to the key drivers of alcohol harm as outlined in this remit.
- Write to and meet with the Minister of Justice and officials to promote changes to laws and regulations that will address the key drivers of alcohol harm.
- Create a national action plan to reduce harm caused by alcohol.
- Engage and support councils nationwide to implement strategies, policies and actions that are aimed at reducing alcohol-related harm. This could include delivering workshops; providing statistics and information on the harm alcohol causes and developing templates for policies and strategies that can be easily implemented.

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Greenhouse gases

Remit:	Wellington City Council asks that LGNZ members collectively adopt the position that government should revise the Resource Management Act 1991 to adequately consider the impact of greenhouse gases when making decisions under that law and to ensure that the Resource Management Act 1991 is consistent with the Zero Carbon Bill.
Proposed by:	Wellington City Council
Supported by:	Metro Sector

Background information and research**1. Nature of the issue**

The purpose of the Resource Management Act 1991 (RMA) is to promote the sustainable management of natural and physical resources.

The Act seeks to enable people and communities to provide for their social, economic, and cultural well-being and for their health and safety while:

- Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations;
- Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
- Avoiding, remedying, or mitigating any adverse effects of activities on the environment.

Under the RMA, most decisions are decentralised to local and regional levels to enable public participation in decision-making.

The emissions trading scheme is a national framework. Because of this, there is a disconnection between decisions taken under the RMA and the emission of greenhouse gases. Emissions are not consistently contemplated when decisions are taken; there appears to be a gap, however the Council currently doesn't have a formal position on this.

2. Background to its being raised

Wellington is proposing a substantial change in urban form and transportation in order to accommodate anticipated growth and to meet community expectations around carbon emissions. Planning for this growth has highlighted the regulatory gap described above.

3. How the issue relates to objectives in the current Work Programme

In planning for growth the Council is setting out to develop a future Wellington that is low carbon and resilient. Decisions will be taken under the RMA, yet the need to reduce carbon emissions is not currently a requirement under our key planning legislation.

4. What work or action on the issue has been done on it, and the outcome

The Council has developed a draft plan, Te Atakura – First to Zero, that would establish the Council’s advocacy position in favour of significantly boosted consideration of emissions in the RMA. This draft was released for consultation on 15 April 2019 and is to be considered for adoption on 22 June 2019.

5. Suggested course of action envisaged

The Minister for the Environment is aware of the gap, and has publicly stated:

“The Government intends to undertake a comprehensive review of the resource management system (Stage 2), which is expected to begin this year.”

“Cabinet has already noted my intention to consider RMA changes relating to climate change (both mitigation and adaptation) within the scope of this review.”

Local government will have an opportunity to advocate for the inclusion of climate change effects through this process.

This remit asks councils to work together in engaging with government to amend the RMA to require decision makers to reduce greenhouse gas emissions.

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Climate Change – funding policy framework

Remit:	That LGNZ recommends to government that they establish an independent expert group to develop a new funding policy framework for adapting to climate change impacts as recommended by the Climate Change Adaptation Technical Working Group (CCATWG). This new expert group would be supported by a secretariat and stakeholder advisory group.
Proposed by:	Greater Wellington Regional Council
Supported by:	Regional Sector

Background information and research**1. Nature of the issue**

New Zealand will need a new funding policy framework to enable effective, efficient and equitable long-term adaptation to the many challenges posed by climate change. Any such framework must be comprehensive, fit for purpose, and facilitate flexible and dynamic responses.

While there is broad agreement that the current policy framework for climate change adaptation, and especially sea level rise, is inadequate, there has been little attention given to securing a consensus among the stakeholders on the core features of a new framework.

Some small initiatives have been taken by a few local councils and academics towards the formulation of a new framework.

There are a large number of separate, yet interconnected issues that require investigation in parallel or in sequence. It is very likely to take several years to formulate a new, well-designed policy framework, followed by the drafting and enactment of legislative reforms, before the process of implementation can begin. Given the amount of work that is involved and that climate change impacts are already making themselves felt, it is important that this process is started without further delay.

2. Background to its being raised

Sea level rise constitutes a particularly serious challenge due to irreversibility of the near-term impacts. Already many low-lying coastal communities around New Zealand are facing a growing threat to their homes and livelihoods, public infrastructure and private businesses. This and other impacts on human and natural systems related to more intense rainfall, heat, wind, and pathogens and disease vectors, will increase and become disruptive. They will increase the financial burden on the state at all levels and create inequities across society.

For further discussion of the issues and options for developing a new policy framework, from which the proposed remit was derived, see the discussion paper by Jonathan Boston (VUW) and Judy Lawrence (VUW), dated 4 February 2019.

3. What work or action on the issue has been done on it, and the outcome

A recent report by LGNZ found an estimated \$14 billion of local government assets are at risk from climate change impacts. It has called on central government to create a 'National Climate Change Adaptation Fund'. It has also recently published a legal opinion by Jack Hodder QC regarding the potential for local government to be litigated in relation to its actions or inaction in relation to climate change. A key risk raised by Mr Hodder's report was the absence of national climate change adaptation guidance (or framework) in New Zealand, which in effect is leaving it to the courts to decide how to remedy climate change related harms. This will be an uncertain and inefficient means of doing so.

The Government has received the recommendations of the CCATWG, but is yet to act upon them. The CCATWG recommendation to the Government (quoted below) was to set up a specialist group to define funding arrangements for funding adaptation.

"We recommend that a specialist group of practitioners and experts undertake this action (formulate a new policy framework for adaptation funding). These should be drawn from central and local government, iwi/hapū, sectors such as banking, insurance, and infrastructure; and have expertise in climate change, planning and law, public finance, capital markets, infrastructure financing, and risk management. The group should be serviced by a secretariat with officials across relevant public sector and local government agencies and include significant public engagement."

4. Suggested course of action envisaged

That LGNZ issue a news release explaining the content of the remit, and that they engage with central government directly (in face to face meetings) to discuss the setting up of an independent expert group to progress the development of a new funding policy framework for adapting to climate change impacts.

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Road safety

Remit:

1. That LGNZ acknowledges that the New Zealand Transport Agency's (NZTA's), Code of Practice for Temporary Traffic Management (CoPTTM) is a comprehensive and robust document, and that NZTA ensures the CoPTTM system is regularly reviewed, refined and updated. However, in light of the recent road worker fatalities LGNZ requests NZTA, in partnership with Road Controlling Authorities (RCAs);
 - a. Review afresh its Code of Practice for Temporary Traffic Management (CoPTTM) to satisfy themselves that;
 - i. The document provides sufficient guidelines and procedures to ensure approaching traffic are given every possible opportunity to become aware of the worksite ahead and to respond appropriately and in a timely manner.
 - b. Review its CoPTTM Training System to ensure;
 - i. Trainers are sufficiently qualified and adequately covering the training syllabus.
 - ii. Site Traffic Management Supervisors (STMS's) and Traffic Controllers (TC's) are only certified when they can demonstrate competence in the application of CoPTTM.
 - ii. A robust refresher programme is in place to ensure those in charge of Traffic Management on worksites remain current in the required competencies.
 - c. Review its Site Auditing requirements to ensure the traffic management at worksites is independently audited at a sufficient frequency to ensure compliance, and that a significantly robust system is put in place to enable enforcement of compliance.
2. That LGNZ takes steps to remind its members of their duties with respect to their role as Road Controlling Authorities including;
 - a. Appointing and sufficiently training and resourcing a Traffic Management Co-ordinator to ensure their obligations under the Health and Safety Work Act 2015, with respect to traffic management, are being met.
 - b. *Adequately resourcing and undertaking audits of road work sites to ensure compliance with CoPTTM.*

Proposed by:	Whakatāne District Council
Supported by:	Dunedin City Council
	Wairoa District Council
	Hamilton City Council
	Kawerau District Council
	Tauranga City Council

Background information and research

1. Nature of the issue

Four road workers have been killed on New Zealand roads this calendar year, and we need to ask ourselves, are we doing all that we can to ensure those working on our roads are safe from harm.

There is an increasing level of public discontent with the level of discipline around traffic management being maintained on roadwork sites by contractors, particularly on unattended sites, where all too often the temporary traffic management on site does not seem appropriate, or to adequately inform motorists of the need for the restrictions, or is left in place for too long.

2. Background to its being raised

Frameworks for the safe management of roadworks have been in place for over two decades now, and during this time they have evolved and improved to keep up with the changing risks in the workplace environment.

The current framework is the New Zealand Transport Agency's Code of Practice for Temporary Traffic Management, fourth edition 2018 (CoPTTM).

This is a comprehensive document that applies a risk based approach to temporary traffic management, based on a road's classification and intensity of use, and the nature of works required to be undertaken on the road.

It is closely aligned to the Health and Safety at Work Act 2015, recognising the statutory duty of all those involved with activities on or adjacent to the road, to systematically identify any hazards, and if a hazard is identified, to take all reasonably practical steps to ensure no person is harmed.

It includes steps to eliminate risks to health and safety and if it is not reasonably practicable, to minimise risks to health and safety by implementing risk control measures in accordance with Health and Safety at Work (General risk and Workplace Management) Regulations 2015.

CoPTTM also includes a risk matrix to help determine what the appropriate temporary speed limit is that should be applied to a worksite, whether attended or unattended. It further contains procedures for undertaking safety audits and reviews of worksites, including the ability to close down worksites that are identified as unsafe following an audit. There are no financial penalties for non-compliance, although there are a range of other penalties that can be imposed, including the issue of a notice of non-conformance to individuals or companies, and a 'three strikes' system whereby the issue of three non-conformances within a 12 month period results in sanctions being imposed. These can include:

- Removal of any prequalification status.
- Reduction of quality scores assigned in tender evaluations.
- Forwarding of non-conformance to the appropriate standards organisation which may affect the company's 1S09000 registration.
- Denial of access to the road network for a period of time.
- Requirement for the company to have someone else provide their TTM.
- Staff retraining for CoPTTM warrants.

In principle there would seem to be sufficient processes in place to ensure that traffic management on road worksites was appropriate and adequately provided for the safety of workers on site, the general public, and passing traffic.

However, this year has seen four road workers killed whilst working on our roads.

There is also a growing level of discontent from motorists regarding the appropriateness of signs that are left out on unattended sites.

Often these signs are perceived to be (any combination of) unnecessary, poorly located, incorrectly advising the condition of the road ahead, having an inappropriate speed limit, or being left out too long.

3. How the issue relates to objectives in the current Work Programme

Local Government New Zealand has five policies in place to help achieve their sector vision: Local democracy powering community and national success.

Policy priority one is Infrastructure, which focuses on water, transport and built infrastructure. The transport statement states that a national policy framework is needed to achieve five outcomes. One outcome is 'a safe system, increasingly free of death and serious injury'.

This remit is aligned to this priority outcome as it is focused on reducing safety risks, death and serious injury in locations where road works are being undertaken.

4. What work or action on the issue has been done on it, and the outcome

The Whakatāne District Council has been working proactively with NZTA and its local contractors to review its own traffic management requirements, the level of compliance with those requirements, and the adequacy of its auditing processes and frequencies.

There has been positive engagement with NZTA and the local contracting sector on this matter.

The process has identified improvements that could be effected by both the Council and its contractors. A plan is being developed to socialise the outcomes with NZTA and other RCA's, and this remit forms part of that plan.

NZTA is also responding to the recent deaths by initiating immediate temporary changes to pertinent traffic management plans, and considering permanent changes through its standard CoPTTM review process.

There is currently no national initiative to require local government RCA's to review their practices in response to these deaths.

5. Suggested course of action envisaged

- Support NZTA's initiative to review CoPTTM in light of the recent fatalities.
- Encourage NZTA to work closely with RCA's to ensure the CoPTTM review also covers local road Temporary Traffic Management.
- Strongly encourage RCA's to work with NZTA, perhaps through the RCA Forum, on a review of local road Temporary Traffic Management.
- Strongly encourage RCA's to adopt with urgency, any local road CoPTTM
- Improvements that arise from the review.

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Mobility scooter safety

Remit:	That LGNZ requests that government investigate the introduction of strengthened rules to govern the safe use of mobility scooters, particularly in relation to speed limits and registration.
Proposed by:	Whanganui District Council
Supported by:	Zone Three

Background information and research**1. Nature of the issue**

The following issues have been identified:

- a. There is no opportunity to enforce a speed limit for mobility scooters, despite the fact that the top speeds of these devices can reach 40kmh.
- b. Mobility scooters are used too frequently on the road, even when a suitable footpath is available.
- c. There is no requirement for a mobility scooter user to have a license or any previous driving experience.
- d. There are no health related restrictions on who can operate a mobility scooter.
- e. There is no ability to track mobility scooters as no registration or Warrant of Fitness (WoF) is required.

A supplementary issue is also acknowledged:

- There is no restriction in terms of who can use a mobility scooter. For example, in some states of Australia mobility scooters can only be used by a person with an injury, disability or medical condition which means they are unable to walk or have difficulty walking. People who do not have difficulty walking are not permitted to use them.

2. Background to its being raised

Establishing the number of injuries and fatalities involving mobility scooter users can be difficult to isolate and this has been identified as an issue nationwide. However, coronial data shows that at least 20 people have died while using mobility scooters in New Zealand.

Given the considerable lag between a death occurring and a coronial case on that death being closed, the actual number may be significantly higher. Notably NZTA reports that: “mobility scooters... have been involved with a number of fatalities (at least 20 in 2014-2015).”

For the period 2008-2012 the Ministry of Transport recorded eight fatalities and 141 injuries of mobility scooter users. NZTA records 12 fatalities, 19 serious injuries and 81 less serious injuries for the period 2009-2014. These figures do not include fatalities or injuries to persons other than the mobility scooter user.

It has been acknowledged by those working in this field that there have been a ‘surprising’ number of injury crashes involving mobility scooters over the last five years, including fatalities. More work on clarifying the extent of this problem is required and there has been general agreement nationwide from the region’s road safety co-ordinators, and other agencies such as NZTA and Age Concern, that mobility scooter safety is an emerging concern. This is the case throughout the country and is reiterated by both large and small centres, in urban areas and rural regions.

Some of the issues raised include:

- Mobility scooters being driven on the road, at speed, with low visibility (eg without a flag) and like a motor vehicle (as opposed to like a pedestrian as is required).
- No accountability around vulnerable elderly users, particularly those who have lost their licence. There is no established avenue to ascertain whether there are issues around dementia or other chronic conditions which could have an impact on their ability to use these safely.
- No accountability around the purchase of mobility scooters, both in terms of being fit for use and training for safe handling. This is particularly the case when they are bought off the internet, eg there is no opportunity to ensure that the right scooter has been purchased for the user’s level of ability and that they are shown how to drive it according to the regulations.
- No ongoing monitoring of use, particularly in the case of declining health.
- No restrictions on the speed that mobility scooters can reach or the size of mobility scooters. With an increase in larger model mobility scooters being imported, there is less room for scooters to pass one another, or to pass other pedestrians. This leads to a greater likelihood of one or more of the footpath users needing to use the road rather than the footpath. Larger mobility scooters also require larger areas to turn. Given the size of many footpaths in New Zealand, this increases the risk that the user will enter the roadway at an angle and roll the mobility scooter, resulting in serious injury or death.

Some centres have also identified an issue with the increasing prevalence and size of mobility scooters adding load to the footpaths. Furthermore, the contrast between New Zealand Post’s work on safety assurances with the use of Paxster vehicles on the footpath, and the lack of oversight over larger sized mobility scooters being used in a similar (but unmonitored) way has been drawn.

However, it is also important to note the significant role that mobility scooters play in granting senior people their independence. Any measures taken to address this remit's concerns must balance this benefit with the need to ensure safety for users and other pedestrians.

3. New or confirming existing policy

The remit would strengthen existing central government policy. However, new legislation would be required to put in place an appropriate registration programme, both for mobility scooter users and for the mobility scooters.

4. How the issue relates to objectives in the current Work Programme

Transport safety issues are not referred to specifically in the current LGNZ work programme. However, ensuring we have safe systems, increasingly free of death and serious injury and addressing the needs of an ageing population are each included under one of the five policy priorities (Infrastructure and Social, respectively).

5. What work or action on the issue has been done on it, and the outcome

This is an emerging issue and is acknowledged as such by those with an interest and involvement in road safety at both the local and regional level. Although discussions are underway about working with the Safe and Sustainable Association of Aotearoa/New Zealand (SASTA) and Trafanz on these concerns so that this can be addressed with the NZTA, it is understood that this work has not yet commenced.

The Marlborough Road Safety Mobility Scooter User Group has undertaken some useful research in this area. They have canvassed users in relation to training needs, safety, registration, injuries, facilities and the footpath network.

Although not all suggestions were supported, this survey did identify some relevant ideas and safety concerns, eg 71 per cent of respondents had seen a mobility scooter being used in an unsafe manner on the footpath or road, 19 per cent had been injured by a mobility scooter as a pedestrian and 78 per cent said that they or someone they knew has had a 'near miss'.

Some ideas raised include focusing on licensing/registering drivers rather than the mobility scooters themselves, ensuring that any registration costs were low to ensure affordability, making mobility scooters easier to hear and introducing a speed limit.

6. Any existing relevant legislation, policy or practice

NZTA has the responsibility, via government, for mobility scooters in New Zealand and has a booklet available, titled *Ready to Ride - Keeping safe on your mobility scooter*. This is based on section 11 of the Land Transport (Road Use) Rule 2004.

The following provisions exist – it is recommended that these be expanded upon and strengthened:

- Speed limits: Current New Zealand law says “A driver of a mobility device or wheeled recreational device on a footpath;
 - a. Must operate the device in a careful and considerate manner; and
 - b. Must not operate the device at a speed that constitutes a hazard to other footpath users.”
- Road usage: Current New Zealand law says;
 - a. A driver must not drive a mobility device on any portion of a roadway if it is practicable to drive on a footpath.
 - b. A pedestrian or driver of a mobility device or a wheeled recreational device using the roadway must remain as near as practicable to the edge of the roadway.
- Monitoring and registration: Current New Zealand law does not require users to have a driver licence or any form of medical approval to operate a mobility scooter and no warrant of fitness or registration is needed.

Further, current law does not require the use of any personal protective equipment such as helmets, despite these devices being capable of reaching similar speeds to mopeds and higher speeds than many bicycle users travel at.

This is particularly problematic given Canadian research that showed, of their sample group of mobility scooter users, 38 per cent had hearing impairments, 34 per cent had vision impairments, 19 per cent had memory impairments and 17 per cent had balance impairments. The study also found that 80 per cent of the mobility scooter users took four or more medications daily.

The *Ready to Ride* guidelines clearly spell out that mobility scooter users could be fined if they are found to be riding their scooter: “... carelessly, inconsiderately or at a dangerous speed. The fine may be higher if you do any of these things more than once.” Furthermore, if a mobility scooter user causes a crash where someone is killed or hurt then they could be charged with “careless or inconsiderate use of a motor vehicle”. This brings penalties ranging from a severe fine to a prison sentence. However, these do not provide clear definitions or rules to inform a user’s decisions.

7. Suggested course of action envisaged

Speed limits

It is recommended that the approach taken in some Australian States, including Victoria be adopted. This states that mobility scooters: “must have a maximum capable speed of 10km per hour on level ground and a maximum unladen mass of 110kg”.

Road usage

It is recommended that New Zealand Police be resourced to enforce the law. Local and regional councils throughout the country, as well as NZTA, road safety action groups and other key agencies, have highlighted serious concerns about mobility scooters riding on the road when a footpath is available, as well as riding on the road as if they are a motor vehicle.

Monitoring and registration

It is recommended that legislation is changed to require all mobility scooters to be registered and display a licence plate, with minimal or no cost imposed, to ensure compliance. It is further recommended that the legislation set a maximum power assisted speed and size for mobility scooters.

21

Museums and galleries

Remit:	That central government funding be made available on an annual basis for museums and galleries operated by territorial authorities with nationally significant collections.
Proposed by:	Whanganui District Council
Supported by:	Zone Three

Background information and research**3. Nature of the issue**

The following issues have been identified:

- There is currently no central government funding for daily operating costs for museums and galleries operated by territorial authorities.
- Public museums and galleries often house nationally significant collections and taonga but are supported largely by their local ratepayers, often from a limited funding pool.
- These facilities attract national and international visitors and service far more than the local area from which their funding is drawn.
- Local authorities are severely challenged to adequately support the annual running costs required for these key cultural facilities due to the financial impost on ratepayers.
- Support for the retention of these facilities in smaller regional centres, outside the larger cities, is important in terms of cultural accessibility and in keeping our provincial communities viable.

4. Background to its being raised

Regional museums and galleries are important to the cultural makeup of this country. They are recognised as critical hubs for communities and visitors and play a role that extends far beyond the display of images and artefacts:

- They occupy a dynamic position in our national cultural life, encouraging us to think about our place in the world.
- They stimulate discussion and debate. This enhances participation, creativity, community capacity and a sense of place.

- They generate economic activity; they are a driver of tourism and create jobs and vibrancy.
- They contribute to key aspects of our community and national cultural identity; the nature of our bicultural society and other multicultural influences means that museums and galleries will act as an increasingly important link in reflecting and understanding the diversity of our communities.
- They build social cohesion, creativity and leisure opportunities. They contribute to civic development and provide a focal point for gathering and interaction; acting as a key social destination.
- They foster enrichment. Arts and culture are 'good for you'. Having access to events and exhibitions is important, and this might be even more so in provincial centres.

Despite this, there is limited funding available, particularly for operating costs. This raises concerns about the ongoing ability of territorial authorities to:

- Provide adequate, appropriate and safe storage methods. Climate control and professional and timely care or repair of our treasures requires adequate funding to ensure the longevity of many of our special collection items (for example, paintings or heritage artefacts such as Māori cloaks).
- Deliver the right display conditions. Without the right climate control, security and display methods, the public's access to view these collections is severely limited. Instead of enhancing the visibility of, and connection to, our key collection pieces locally, nationally and internationally, this access is restricted by inadequate funds for exhibition. This is exacerbated by the limitations of funding at the local ratepayer level.
- Preserving our stories. The collections available at public museums and galleries are not only often nationally significant but also reveal important aspects of our local identity. They are an education resource (both formally through school programmes and informally) and are a drawcard for tourism. Maintaining these collections retains our storytelling abilities, supports our unique identities and contributes to economic and social development.

This is supported by the following background information:

- Some collections are over 100 years old and need specialised climate control and storage facilities. Paint, canvas, fabric and fibres have unique requirements to ensure their preservation and longevity. The cost of doing so is huge and is a burden that many local communities cannot sustain. However, despite this, they are solely responsible for this care.
- Some grants are available, on application, to deliver education programmes for school children. However, this funding is very limited and requires additional subsidisation by schools. As a result, not all children are gaining equitable access to our museums and galleries.
- Limited grants are also available, on application, for storage and building upgrades, as well as for one-off restoration projects. However, there are no regular, reliable funds available to meet the significant and necessary costs of just running these institutions.

- Currently only the Auckland War Memorial Museum and Museum of New Zealand Te Papa Tongarewa receive an ongoing proportion of operating costs.

As an example, the Sarjeant Gallery in Whanganui has an annual operating budget of \$2.285 million and the Whanganui Regional Museum a budget of \$1.085 million. The value of their collections is \$30 million across each institution, with their collections considered to be some of the best in New Zealand. Yet they are funded almost solely from the local Whanganui district ratepayer base. This is not sustainable if we are to make the most of New Zealand's nationally significant collections and ensure their preservation for the future.

An example of public museums and art galleries currently operated by territorial authorities:

Institution	Permanent collection?
Sarjeant Gallery - Whanganui	✓
Whanganui Regional Museum	✓
Auckland Art Gallery	✓
Whangarei Art Museum	✓
Te Tuhi Center for the Arts, Manukau City	x
Waikato Museum	✓
Rotorua Museum of Art & History	✓
Tauranga Art Gallery	✓
Whakatane Museum & Art Gallery	✓
Govett Brewster Gallery/Len Lye Centre – New Plymouth	✓
Percy Thompson Gallery – Stratford	x
Tairāwhiti Museum – Gisborne	✓
Hawke's Bay Museum and Art Gallery – Napier	✓
Aratoi Wairarapa Museum of Art & History – Masterton	✓
City Gallery – Wellington	x
The New Dowse – Lower Hutt	✓
Millennium Art Gallery – Blenheim	✓
Suter Art Gallery – Nelson	✓
Christchurch Art Gallery	✓
Coca – Centre for Contemporary Art – Christchurch	✓
Aigantighe Art Gallery – Timaru	✓
Forrester Gallery – Oamaru	✓
Dunedin Public Art Gallery	✓
Southland Museum and Art Gallery – Invercargill	✓
Anderson Park Art Gallery – Invercargill	✓
Eastern Southland Gallery – Gore	✓

5. New or confirming existing policy

The remit would require a policy shift by central government to provide funding for operating costs based on a set of clear assessment criteria.

6. How the issue relates to objectives in the current Work Programme

The LGNZ work programme includes tourism as a focus area and addresses concerns about funding in relation to key facilities and amenities:

“Without more equitable forms of funding there is a risk that visitors will lack the appropriate range of local amenities they need to have a positive experience.”

This is framed by the following statement:

“The visitor industry is now New Zealand’s largest export industry however the speed of its growth is putting many of New Zealand’s smaller communities under pressure. It is a problem created by the way in which councils are funded as new facilities will be paid for out of property taxes while visitor expenditure, in the form of increased GST and income tax, benefits central rather than local government.”

7. What work or action on the issues has been done on it, and the outcome

Although there was work completed on a central government funding model for the ‘national collection’ in the 1990’s (that being, the collection held by all public museums and galleries in New Zealand) this did not progress. The United Kingdom has a centrally funded system for museums and galleries.

8. Any existing relevant legislation, policy or practice

- Auckland War Memorial Museum Act 1996.
- Museum of New Zealand Te Papa Tongarewa Act 1992.

9. Suggest course of action envisaged

That central government funding be made available on an annual basis for museums and galleries operated by territorial authorities with nationally significant collections.

This would be in the form of an annual allocation for operating costs based on specific criteria to ensure the maintenance, preservation and development of collections with relevance beyond the local setting. This would provide the surety of a reliable income stream and could be set to a specified limit, eg 10 per cent of annual operating costs.

Of particular interest would be those collections of national importance where the benefit of protection and enhancement would make a substantial contribution to New Zealand's creative sector as well as our national cultural identity.

Priority funding would be given to museums and galleries which hold permanent New Zealand collections, rather than being solely exhibition galleries. Funding could also be based on the size and type of collection. This recognises the added burden of storage, care and maintenance for collections of a significant size and importance.

22

Resource Management Act

Remit:	That the selection of all independent commissioners for Resource Management Act hearings be centralised to improve independence and enhance the quality of decisions.
Proposed by:	Whanganui District Council
Supported by:	Zone Three

Background information and research**1. Nature of the issue**

The following issues with the current system have been identified:

- There is potential for corruption and undue influence.
- There is limited ability for newer commissioners to obtain experience.
- There is opportunity for enhanced effectiveness and more robust decision-making.

2. Background to its being raised

The Resource Management Act (RMA) contains provisions for the appointment of independent commissioners to sit on panels to hear RMA matters, for example, resource consent applications, notices of requirement and District and Regional Plan Reviews, including plan changes (s39B).

Commissioners must be accredited to sit on RMA hearing panels and the Minister for the Environment must approve the qualification for accreditation. The certification process is called “Making Good Decisions” and is delivered on behalf of the Ministry.

The Ministry for the Environment (MfE) website sets out the areas covered by the accreditation and recertification processes and has a register of qualified commissioners.

Although this system provides opportunity, in theory, for panel composition based on a balanced range of factors to ensure impartiality and relevant breadth of experience – in practice this is not the case. Instead, selection can be influenced by:

- Paid relationships. For example, commissioners being held on retainer.
- Manipulation of focus areas. For example, panels being ‘stacked’ to increase the likelihood of support or sympathy for particular issues.
- Existing connections. For example, the same commissioners being selected by the same councils, leaving little room for newer certificate holders and leading to questions of true independence.

As a result, the current system is open to both real and perceived issues of fairness based on concerns about:

- The appropriateness of an ongoing financial arrangement for retained availability, as well as the ability of this relationship to really remain independent and impartial. For example, would an ‘unfavourable’ decision jeopardise the financial benefit for a commissioner in this position?
- A balance of experience and expertise on the panel when many of the same commissioners, with similar backgrounds (planners, lawyers, elected members) are used on a consistent basis.
- Missed opportunities to provide practical experience to a broader spread of certificate holders in a more even way (rather than the same familiar options being selected).
- The ability to achieve genuine impartiality when commissioners can be picked based on prior relationships and knowledge of their position (and therefore likely decisions) on particular issues.
- An absence of local and external collaboration on decisions – missing important opportunities to upskill lesser experienced commissioners and provide the right mix of local versus external perspectives to equally inform good decision-making.
- A lack of standardisation in fee structures throughout the country, potentially leading to ‘cherry-picking’ of hearings.
- Poor Māori representation on hearing panels in areas where co-management legislation does not yet apply.

There is also no process for receiving or addressing complaints about commissioner conduct.

3. New or confirming existing policy

The remit would require amendment to the RMA and the development of a centralised and independently managed appointment process to allocate commissioners in a systematic and fair manner. This would be supported by regulations which would set out the steps to be followed.

Such provisions are already contained in legislation such as the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 (s 25 and s28).

4. How the issue relates to objectives in the current Work Programme

The work programme notes that ‘major reform’ of the RMA is required. It does not, however, specifically relate to the recommendations of this remit.

5. What work or action on the issue has been done on it, and the outcome

No work has been undertaken specifically on this. However, the proposed model recommends use of the Victorian State Government approach: <https://www.planning.vic.gov.au/panels-and-committees/panels-and-committees>

In addition, the New Zealand Environment Court uses a mixed model approach, with the Judge as chair and two or more court appointed commissioners. These commissioners have a varied background (across planning, ecology, landscape architecture, civil engineering, Tikanga Māori etc) and have all completed the “LEADR” mediation programme to assist the Court in mediated resolutions of court appeals. Many have also undertaken the “Making Good Decisions” programme.

6. Suggested course of action envisaged

That the selection of all accredited commissioners for RMA hearings be centralised and independently managed by the Ministry for the Environment.

The new process could follow the Victorian State Government example. In essence this involves making an initial hearing panel application online, followed by a formal letter of request. A panel is then appointed by the Minister (or a delegate) in accordance with the specific details of the particular issue, eg the complexity of the topic, the number of submissions received or the special expertise required. This enables administrative ‘filtering’ to sort panellists according to their suitability across a spectrum of hearing complexities. For example, smaller and less controversial issues would be resourced differently to more difficult topics. This would also ensure a tailored mix of expertise and backgrounds – enabling greater Māori representation, a balance of newer and more experienced commissioners and a spread of local and external knowledge.

In Victoria the pool of available commissioners is managed by an ‘Office of Planning Panels’ acting as a conduit between panels and interested parties to “ensure an independent and transparent process is upheld”.

If MfE took this on it would also be expected to manage the contracts, oversee the effectiveness of the process, receive and adjudicate on any complaints about commissioner conduct and regulate the fee structure. It would also deliver administrative support for the process (although where hearings are cost recoverable from applicants then this would be managed accordingly). MfE could also maintain the register of accredited commissioners and chairs and ensure that it remained up to date, with sufficient information provided to ensure the effective appointment of panels.

23

Mayor decision to appoint Deputy Mayor

Remit:	That LGNZ request the Government to amend S.41A of the LGA2002 to give Mayors the same powers to appoint a deputy mayor as held by the Mayor of Auckland.
Proposed by:	Horowhenua District Council, Invercargill District Council and Whanganui District Council
Supported by:	Provincial Sector

Background information and research**1. Nature of the issue**

Since 2013 mayors have had the power to determine who their deputy mayor should be, however a mayor's choice of deputy can be overturned by a majority vote of councillors. Not only has this caused confusion the fact that councils can over turn a mayor's choice undermines the original intent of the legislation.

2. Background to its being raised

The 2012 LGA 2002 Amendment Act introduced Section 41A which recognised mayors' leadership role and gave mayors the authority to appoint their deputy as well as committee chairs. The select committee amended the original bill to provide councils with an ability to reverse a mayor's decision. Not only did that change make a nonsense of the original intent it has also undermined the credibility of the legislation in the eyes of citizens who generally expect a mayor to be able to choose who their deputy will be, given the importance of that working relationship.

3. How the issue relates to objectives in the current Work Programme

The problems mayors face with implementation of section 41A is not currently on the LGNZ work programme.

4. Any existing relevant legislation, policy or practice

The Government is re-drafting the Local Government Amendment Bill 2 which is expected to be given its second reading later this year. The Bill could provide a vehicle to amend S.41A in order to strengthen mayors' ability to appoint their deputies without the risk of that decision being reversed.

24

Beauty industry

Remit:	That LGNZ calls on the Government to develop and implement national guidelines, policy or regulations to achieve national consistency for the largely unregulated 'health and beauty clinic' industry.
Proposed by:	Whangarei District Council
Supported by:	Selwyn District Council
	Kawerau District Council
	Dunedin City Council
	Rangitikei District Council
	Far North District Council

Background information and research**1. Nature of the issue**

Over recent years, the 'health and beauty clinic' industry has seen tremendous growth and continues to expand rapidly. Unfortunately, there is no national legislation or guidance to regulate this industry.

The Health Act 1956 is currently the only legislative tool at the disposal of local authorities to deal with concerns and complaints. However, the powers under the Act are very limited, and do not relate specifically to quality and community safety.

Several councils have developed their own Bylaws to deal with the potential risks that this industry poses to its clientele, with varying degrees of success, but by large the industry remains unregulated. By contrast, national regulations to regulate the hairdressing industry have existed since the 1980's. It is considered that the 'health and beauty clinic' industry faces much higher risks and challenges.

2. Background to its being raised

Nationally, as well as locally, Environmental Health Practitioners are dealing with an ever-increasing number of complaints about this industry and the fallout from botched procedures, as well as infections. Whilst, practitioners can address some of these concerns under the Health Act 1956, it is felt that specific legislation or guidance is the only way to regulate this industry and achieve national consistency.

In the absence of national legislation, territorial authorities such as the Whangarei District Council are unable to regulate the industry, except through the development of a specific Bylaw. The development of Bylaws is an expensive and time consuming process and the cost of that process and any complaint investigation, outside the Bylaw process, falls solely on ratepayers whilst creation of Bylaws can mitigate risk at local level, they do not result in national consistency.

3. New or confirming existing policy

New policy.

4. How the issue relates to objectives in the current Work Programme

The issue aligns to the LGNZ Three Year Business Plan (2019/20 – 2021/22), that recognises quality and community safety as a key social issue, with social issues being one of the five big issues for New Zealand councils. Specifically, the commitment to “work alongside central government and iwi to address social issues and needs in our communities, including a rapidly growing and an ageing population, inequality, housing (including social housing) supply and quality and community safety.”

5. What work or action on the issue has been done on it, and the outcome

Aside from some council’s developing their own Bylaws, as far as the Whangarei District Council is aware, central government has no plan to develop legislation or guidance for this sector.

Notably, as New Zealand-wide complaints regarding the industry continue to rise and the serious risks associated with the industry continue to be better understood a national approach is needed to make any substantive progress on regulating the ‘health and beauty clinic’ industry in New Zealand.

6. Any existing relevant legislation, policy or practice

As described above, the Health Act 1956 is currently the only legislative tool at the disposal of local authorities to deal with concerns and complaints. However, the powers under the Act are very limited, and do not relate specifically to quality and community safety.

7. Suggested course of action envisaged

That LGNZ calls on the Government to develop and implement national guidelines, policy or regulations to achieve national consistency for the largely unregulated 'health and beauty clinic' industry.

It is also suggested that LGNZ engage directly with relevant ministers and ministries to ensure local government has an appropriate role in the development of nationally consistent legislation or guidelines to address the challenges the industry brings.

Remits not going to AGM

The remit Screening Committee has referred the following remits to the National Council of LGNZ for action, rather than to the Annual General Meeting for consideration. The Remit Screening Committee's role is to ensure that remits referred to the AGM are relevant, significant in nature and require agreement from the membership. In general, proposed remits that are already LGNZ policy, are already on the LGNZ work programme or technical in nature will be referred directly to the National Council for their action.

1. Earthquake strengthening – tax relief

Remit: That LGNZ lobby central government to provide tax relief for buildings owners for the compulsory earthquake strengthening of their buildings either by way of reinstating depreciation or some other tax relief for earthquake compliance costs.

Proposed by: Horowhenua District Council

Supported by: Zone Three

Recommendation: That the remit is referred to National Council for action

2. Benchmark Programme

Remit: That LGNZ investigate and implement an infrastructure delivery benchmark programme, including working with the Department of Internal Affairs to improve the Non-Financial Performance Measures Rules 2013 to be more meaningful measures of infrastructure service delivery.

Proposed by: New Plymouth District Council

Supported by: Central Hawkes Bay District Council; Otorohanga District Council; South Taranaki District Council; Stratford District Council; Thames-Coromandel District Council; Waitomo District Council; Wellington City Council; Whanganui District Council

Recommendation: That the remit is referred to the National Council for action

3. On-line voting

Remit: That LGNZ advocates to the Government for it to provide financial support for the Local Government on-line voting trial.

Proposed by: Palmerston North City Council

Supported by: Metro Sector

Recommendation: That the remit is referred to the National Council for action

4. E-waste

Remit: That LGNZ advocates to the Government to introduce a mandatory product stewardship programme for e-waste.

Proposed by: Palmerston North City Council

Supported by: Metro Sector

Recommendation: That the remit is referred to the National Council for action

5. Tourism Industry Aotearoa

Remit: That LGNZ actively consider the Tourism Industry Aotearoa Local Government Funding Model to Support Regional Tourism Growth.

Proposed by: Ruapehu District Council

Supported by: Palmerston North City Council; Horizons Regional Council; New Plymouth District Council; Rangitikei District Council; Stratford District Council

Recommendation: That the remit is referred to the National Council for action

RESOLUTION TO EXCLUDE THE PUBLIC

That the public be excluded from the following parts of proceedings of this meeting.

The general subject 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(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered		Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for passing this resolution
1.1	Closed Minutes Whangarei District Council 24 April 2019	Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
1.2	Ruakaka – Cemetery Land Purchase		
1.3	Kamo Shared Path – Property Sale		
1.4	Trustee Whangarei Quarry Gardens Trust		
1.5	Puna Rere Drive – gift of land		
1.6	Request for compensation		
1.7	Electricity Supply		
1.8	New Facility Update – Location Review		
1.9	Property transaction		

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public, are as follows:

Item	Grounds	Section
1.1	For the reasons as stated in the previous minutes	
1.2	To enable Council to carry on without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
1.3	To enable Council to carry on without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
1.4	To protect the privacy of natural persons including that of a deceased person	Section 7(2)(a)
1.5	To enable Council to carry on without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
1.6	To enable Council to carry on without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
1.7	To protect information where the making available of the information would be likely to unreasonably prejudice the commercial position of the person who supplied it or who are the subject of the information	Section 7(2)(b)(ii)
1.8	To enable Council to carry on without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)

1.9	To enable Council to carry on without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
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Resolution to allow members of the public to remain

If the council/committee wishes members of the public to remain during discussion of confidential items the following additional recommendation will need to be passed:

"That _____ be permitted to remain at this meeting, after the public has been excluded, because of his/her/their knowledge of Item_____.

This knowledge, which will be of assistance in relation to the matter to be discussed, is relevant to that matter because_____.

Note: Every resolution to exclude the public shall be put at a time when the meeting is open to the public.