

Waka Kotahi Update

May 2020



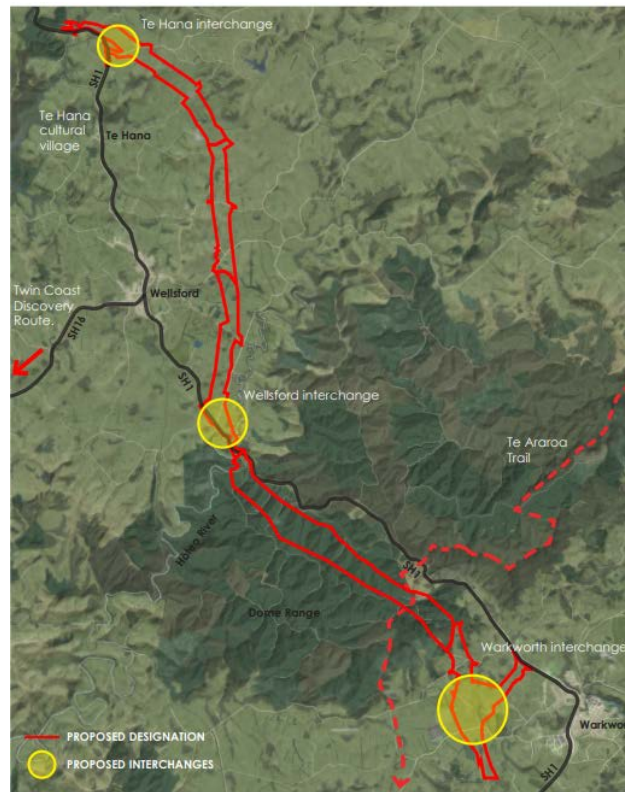
Warkworth to Wellsford



Warkworth to Wellsford

Project overview

- Second (and final) section of Ara Tūhono Pūhoi to Wellsford project
- 26km offline corridor between Wyllie Road near Warkworth to Waimanu Road north of Te Hana
- Bypasses both Wellsford and Te Hana town centres
- Proposes three interchanges- Warkworth, Wellsford and Te Hana
- Construction subject to funding and approvals—currently at least 10yrs away from commencing and likely to take 5-7years to complete.



Consenting process now underway

A Notice of Requirement and resource consents application was lodged with Auckland Council on 20 March

The full application is currently available on the Transport Agency website and includes:

- Notice of Requirement for designation of land (s181 RMA)
- Assessment of Environmental Effects
- Supporting Technical Assessment Reports
- Drawings

Proposed conditions of consent (250+) will be provided to Auckland Council early May and circulated with key stakeholders on request.

Public notification and call for submissions is anticipated to occur in 1-2months' time, subject to COVID-19 restrictions (requires Alert Level 2 as a minimum).

Submission period expected to be six weeks' duration, due to scale of the application (includes 50+ supporting documents).

Waka Kotahi Update

- We have an important role in keeping New Zealanders moving safely during this challenging time and keeping vital lifelines and services open
- Over the coming months we are focused on delivering the current NLTP and deliver new programmes of work to rebuild and stimulate the country's economy
- COVID-19 will change the way we work - projects are back up and running in the region, albeit with reduced productivity rates under level 3 and we will be using our digital channels to communicate with communities and stakeholders
- The Draft GPS 2021 has been released for consultation. We're taking time now to fully consider the draft GPS and ensure that our approach to prioritisation aligns with the direction in the draft GPS
- We acknowledge this is an uncertain time for everyone. Waka Kotahi does not have a clear position at the moment - but we will be clear when we can

Arataki

Arataki version 1 was released for feedback in December 2019



It takes a broad and strategic view of the land transport system

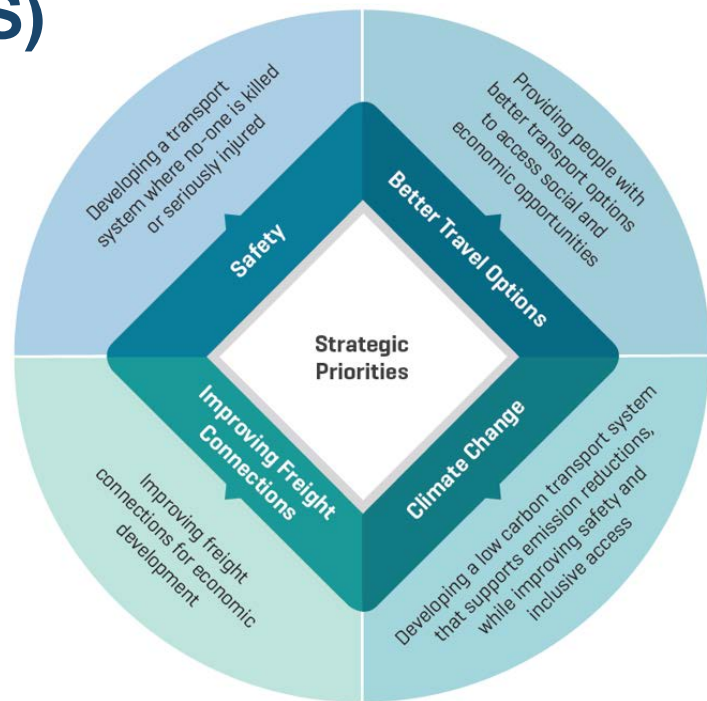


A technical update will be provided in April



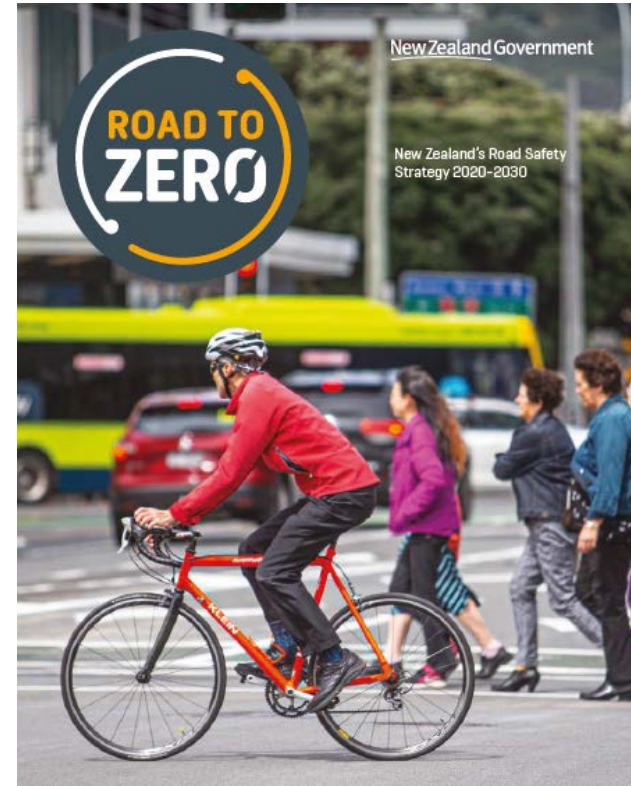
Government Policy Statement (GPS)

- Draft GPS 2021 has been released for consultation
- Ministry of Transport is developing channels to engage during April and May.
- The draft GPS 2021 continues the strategic direction of GPS 2018
- We encourage you to read the draft GPS and take part in MoT discussions over the next few weeks.
- We expect to release a draft prioritisation approach for consultation towards the end of April



Road to Zero

- Road to Zero is the Government's new road safety strategy for 2020-2030.
- The plan focuses on reducing deaths and serious injuries by 40% on roads, cycleways and footpaths over the next 10 years.
- It adopts a Vision Zero approach – no one killed or seriously injured in road crashes and no death or serious injury on our roads is acceptable.



Road to Zero Action Plan (2020-2022)



Infrastructure and speed

- ✓ Increase investment in safety treatments and infrastructure improvements – Safe Network Programme
- ✓ Review, update and develop standards and guidelines
- ✓ A new approach to tackling unsafe speeds
- ✓ Renewing Safe System capability

Vehicle safety

- ✓ Raise safety standards for vehicles entering the fleet
- ✓ Increase understanding of vehicle safety
- ✓ Mandate ABS for motorcycles

Work-related road safety

- ✓ Support best practice for work-related road safety
- ✓ Strengthen commercial transport regulation

Road user choices

- ✓ Prioritise road policing
- ✓ Enhance drug driver testing
- ✓ Access to driver licensing and training
- ✓ Support motorcycle safety – including roads and roadsides package
- ✓ Review road safety penalties

System management

- ✓ Strengthen system leadership, support and co-ordination

Tackling Unsafe Speeds package

- The Government's changes to speed management include:
 - introducing safer speeds around schools
 - changes to how speed limits are set
 - an increase to the number of safety cameras on the network;
 - and transfer of ownership and operation of speed cameras from NZ Police to Waka Kotahi.
- Speed limits will no longer be done by a bylaw process.
- Rule changes are expected to be finalised by the end of 2020.



New Zealand Upgrade Programme (NZUP)

- The Government has announced a further \$300m Regional Investment Opportunities Fund as part of the New Zealand Upgrade Programme.
- These 13 roading projects are in addition to the \$6.8b road and rail stimulus package announced in January.
- The Northland NZUP package consists of:
 - SH1 Whangārei to Port Marsden Highway - \$692m.
 - SH1/11 Kawakawa roundabout and resilience project - \$6m
 - SH11/10 Intersection Puketona Junction roundabout - \$15m
 - SH12 and Rawene Road intersection improvements - \$500K

New Zealand
Upgrade
Programme



Provincial Growth Fund – Northland Transport Investment

PROJECT	SH, LOCAL ROAD, OR RAIL	DELIVERABLE	RECENT PROGRESS	EXPECTED COMPLETION DATE	UPCOMING MILESTONES
SH11 Kawakawa to SH10 Puketona (TCDR)	SH	Business case with recommended investment programme.	Business cases are complete and available on the Transport Agency's website.	December 2019	Complete.
SH12 Rawene to Waipoua (TCDR)	SH	Business case with recommended investment programme.		December 2019	
Integrated Cycle Plan (TCDR)	SH	Cycle plan for Northland with five cycleways designed and ready for investment.		June 2019	
Twin Coast Discovery Route Wayfinding Signage (TCDR)	SH	Business case with recommended investment programme.		June 2019	
Township Plans (up to 12 plans) (TCDR)	SH	Urban design plans for selected Northland townships.	Township Plans are complete and with Councils.	December 2019	
Rest Area Strategy and Implementation Plan (TCDR)	SH	Strategy and implementation plan for rest areas.	Business cases are complete and available on the Transport Agency's website.	December 2019	
Passing and Overtaking Opportunities (TCDR)	SH	Business case with recommended investment programme.		December 2019	
SH10 Waipapa Intersection Improvement	SH	Physical works to construct a roundabout at the intersection of State Highway 10 and Waipapa Road.	Multiple worksites are underway with extensive work being done to bring completion date forward.	TBD	Assess the impact of COVID-19 on completion date.

Northland Project Updates

Activity	2018 – 21 NLPT	Completion	Progress	Commentary
State highway maintenance, operations and renewals	\$75.40M	Ongoing	Green	The Transport Agency has put together another big programme for our maintenance and operations with a plan to deliver over 200 lane km of works. Completed to date is 197 km with additional resources bought in to capitalise on the late start to summer weather. Due to COVID19 our programme will be not completed in its entirety this construction season but our SCRIM programme was completed.
Low Cost / Low Risk	\$5.3M	On-going	Amber	<p>Far North District Council Projects- Resilience projects SH1 Otiria Flood Mitigation due to COVID19 has been tendered but the start date has been moved to end of the year; SH10 Powells Road, Greens Hill, Bush Point are still being completed as essential works. Spickmans Grave resilience works completed; Detailed design SH11 Kawakawa Roundabout being completed and now forms the RIO projects. The following safety projects: Moerewa Pedestrian Safety, Kaeo Pedestrian Safety are being designed. SH1 / North Road Intersection design being completed</p> <p>Whangārei District Council Projects- SH14 Te-hape Right Turn Bay; SH1 Springs Flat Parking completed</p> <p>Kaipara District Council Projects- Emergency Works SH12 west of Matakoho Slip Completed; Resilience works SH14 Whēki Hill Shoulder completed; Safety project SH12 Signs & Delineation West of Maungaturoto is in design</p> <p>COVID19 will see delays in construction this year.</p>
SH1 Brynderwyn Hills Slip Repair Emergency Work	\$1.7 M	March	Green	<p>A risk identified during COVID-19 lockdown that any significant rain event could undermine the repair works, due to lack of waterproofing and steel barriers acting as a channel for stormwater. To mitigate potential full closure of SH1, two days of emergency works on 5-6 April enabled two separate work crews to complete temporary barrier removal and final surfacing prior to rain expected that week.</p>

Northland Project Updates

Activity	2018 – 21 NLPT	Completion	Progress	Commentary
SH1: Dome Valley Safety Improvements	\$31.7M	Late-2021	Green	<p>Traffic 'switch' to enable work on southbound side of SH1 (between Sheepworld and Christine Place) occurred in March, prior to construction works being placed on COVID-19 lockdown.</p> <p>This section of improvements is programmed to be completed by August, however timings are dependent on COVID-19 restrictions.</p> <p>Once restrictions are lifted, there is approximately four weeks of further nightworks through the 'Frog Pool Farm' section of SH1, as the team continues to trench Vector cables along the road shoulder. Construction of safety improvements through this section are programmed to get underway later this year.</p>
SH1 Whangārei to Te Hana Single Stage Business Case (SH1 Whangārei to Port Marsden Highway - NZ Upgrade Programme)			Green	<p>Govt. NZ Upgrade Programme announcement on 29 Jan: \$692 million for a new 22km four-lane corridor from Whangārei to Port Marsden Highway, with a separated shared walking and cycling path. Construction to commence in 2023/24, opening in stages from 2025/26.</p> <p>A Programme Management Office (PMO) for the NZ Upgrade Programme is now up and running, and establishment of individual project teams currently underway. Once internal resourcing and professional services procured, completion of the Whangārei to Port Marsden Highway detailed business case (DBC) is the next step for the project. The route of the four-lane corridor will be confirmed through the development of the DBC.</p>
SH1 Whangārei to Wellsford (Northern) Standard Safety Intervention	\$4M	Underway	Green	<p>Pre-implementation is underway for Whangārei to Port Marsden Highway (Northern) section. Subject to funding and approvals, implementation was programmed to commence mid-2020 and will coordinate construction (at the northern extent) with the Loop Road project.</p> <p>Planning for the Central (Port Marsden Highway to Schultz Road) and Southern (Piroa Stream Bridge to Wellsford) sections has now started, with the feasibility study now underway.</p>

Northland Project Updates

Activity	2018 – 21 NLPT	Completion	Progress	Commentary
SH1 Warkworth to Wellsford		Route protection	Green	<p>Waka Kotahi NZ Transport Agency has completed the work necessary for a proposed designation of land to be put in place for a new road transport corridor between Warkworth and Te Hana, to be constructed at some time in the future.</p> <p>A Notice of Requirement and resource consents application was lodged with Auckland Council in March. The Notice of Requirement applies to an area of land of approximately 1347 hectares located between Warkworth and north of Te Hana.</p>
SH1 corridor improvements – Whangarei (Tarewa Road)	\$53.34M	Early-2020	Green	<p>This project has been temporarily shutdown in response to COVID19. When construction begins again, the project team plan to complete works at the intersection of SH1 and Tarewa Road. Temporary traffic management will be in place until the new Otaike Bridge is completed early August and the new traffic lights are turned on.</p> <p>The early August completion date was pre Covid-19. If the shutdown is for only 4 weeks it is expected the new completion date to be mid-September.</p>
SH10 Kaeo bridge	\$21.95M	Late 2021	Amber (due to getting flood modelling signed off)	<p>This project is in the design phase with the start of construction planned for October 2020. The Resources consents have been lodged with the Far North District Council and the Northland Regional Council. Offers have been made to the property owners whose land the Agency requires. The country's response to COVID19 means there is no face to face engagement and other methods of engagement are being explored to ensure we continue to bring iwi and the community along on the journey.</p>
Kaipara package (PGF funded)	\$20M		Green	<p>The PGF funding agreements (between MBIE and Kaipara District Council) have been executed. As the Package concerns local roads, KDC are responsible for delivery.</p>
Twin Coast Discovery Business Cases (PGF funded)	\$6.25M	Complete Published early-2020	Green	<p>All business cases have been completed and published on the Transport Agency website, with the exception of The Township Improvement Plans which have been circulated to Councils (as Township Plan owners).</p>

Northland Project Updates

Activity	2018 – 21 NLPT	Completion	Progress	Commentary
SH1 Loop Road Safety improvements	\$25.76M + \$23M additional scope	2022	Amber	Physical works are currently on hold due to COVID-19 lockdown. The current lockdown situation is likely to impact on programme to have the roundabout functioning in early-June. The design of the additional scope is progressing well, with new graphics and maps expected to be shared with the wider communities this month.
SH10 Waipapa corridor improvements	\$9.23M	2021	Amber	The work site was shut down on Tuesday 24th March prior to the move to Level 4 as instructed by the government. The physical work completed up to that date was restricted to the road shoulder, so we were able to quickly reinstate these areas and safely open the highway and local roads to normal use. While physical work has ceased on site, works continue in the background to ensure we are ready for an efficient 'start-up' back on site when that time comes.
Northland speed review		TBD 2020	Amber	There are 3 speed reviews in Northland – these finished consultation on 10 December 2019. (SH 10 Awanui to Kaingaroa, SH11 Puketona to Paihia and SH1 Moerewa to Kawakawa). We are now analysing all the feedback received alongside our technical analysis. A decision on whether each of these speed reviews will be implemented is expected in the coming months. Once a decision is made we will communicate this and expected timeframes of the implementation of changes.

Northland Project Updates

Activity	2018 – 21 NLPT	Completion	Progress	Commentary
SH1/11 Kawakawa intersection improvements (NZ Upgrade Programme)	\$6M	Pre-imp	Green	<p>A roundabout is planned to provide more efficient traffic flows between SH1 and SH11, and better access to and for services in Kawakawa and to the North. The roundabout includes new pedestrian connections and will improve the user experience for locals and tourists, by addressing safety risks, improving traffic flows and increasing the accessibility from/to the Kawakawa township. Improved traffic flow for heavy vehicles and freight will improve economic opportunities for the North.</p> <p>Key dates (subject to COVID-19 restrictions):</p> <ul style="list-style-type: none"> • June 2020: Commence construction on the retaining wall (if required) • September 2020: Commence construction of roundabout • Easter (early April) 2021: project completion

Northland Project Updates

Activity	2018 – 21 NLPT	Completion	Progress	Commentary
SH12 Rawene Road intersection improvements (NZ Upgrade Programme)	\$500, 000	Pre-imp	Green	<p>This project will improve the State Highway 12 and Rawene Road intersection, to bring it up to current Austroad standards and accommodate for additional turning capacity. Improvements will also enable safe north to south cyclist movements, enhancing access to the Hokianga Ferry for cyclists, locals and travellers. These improvements will increase the safety of the intersection for all road users, improving reliability and reducing disruption.</p> <p>Key dates (subject to COVID-19 restrictions):</p> <ul style="list-style-type: none">• August 2020: Award construction contract (\$450k)• September 2020: Construction begins.• December 2020: Project finish

Northland Project Updates

Activity	2018 – 21 NLPT	Completion	Progress	Commentary
SH10/11 Puketona Junction intersection improvements (NZ Upgrade Programme)	\$15M	Pre-imp	Green	<p>A roundabout is planned to provide more efficient traffic flows along the Twin Coast Discovery Route for locals, tourists, buses and freight alike. The intersection will also be upgraded with a safe system approach, reducing the risk of deaths and serious injuries at the intersection. The improved access and connectivity, along with the safety benefits, will increase the user experience for those travelling the Twin Coast Discovery Route and on to the Bay of Islands.</p> <p>Key dates (subject to COVID-19 restrictions):</p> <ul style="list-style-type: none">• May 2020: Award construction contract• August 2020: Construction begins.• June 2021: Project finish



Hei konā mai

Kaipara KickStart Programme - Roding



- Council was successful in its application for funding through the PGF for a number of Roding projects within the Kaipara KickStart programme.
- Projects include:
 - 50MAX Bridges;
 - Poutō Road Phase 1 Seal Extension;
 - Poutō Road Phase 2 Seal Extension;
 - Waipoua River Road Seal Extension;
 - Programme Support;
 - Unsealed Roding Network.

ROADING PROJECT BUDGETS

Project	KDC	PGF	NLTF	Total
50MAX Bridges	1.0m	0.23m	1.93m	3.16m
Poutō Road Phase 1 Seal Extension	-	5.05m	-	5.05m
Poutō Road Phase 2 Seal Extension	-	3.13m	-	3.13m
Waipoua River Road Seal Extension	0.01m	1.60m	-	1.61m
Programme Support	-	1.30m	-	1.30m
Unsealed Roding Network	-	3.15m	4.91m	8.06m
Total	1.01m	14.46m	6.84m	22.31m



ROADING PROJECT STATUS

Project	Status	Next Steps
50MAX Bridges	Stage 1 (Tomarata Bridge) complete.	Design of Stage 2 bridges (2020/21).
Poutō Road Phase 1 Seal Extension	Strategic Case complete. Design in progress (Stantec).	Complete design & tender construction contract – programmed to award contract in Sept/Oct 2020.
Poutō Road Phase 2 Seal Extension	Strategic Case in progress (was dependant upon the Wharves analysis and Poutō Road Phase 1).	Complete Strategic Case (July 2020). Submit to MBIE/PDU and RED Ministers for approval to release Implementation funds.
Waipoua River Road Seal Extension	Strategic Case complete. Design in progress (WSP).	Complete design & tender construction contract – programmed to award contract in Sept/Oct 2020.
Programme Support	Covers Centre of Excellence and shared programme resources – On going	On going.
Unsealed Roding Network	Prioritisation of network and Forward Works Programme.	NZTA endorsement of evaluation process.

- The project's expected outcomes are:
 - Improving the quality of existing road surfaces.
 - Remediation and upgrade of existing roads to improve the level of service.
- The NZ Transport Agency (NZTA), as a co-funder, requires that investigations are completed to demonstrate that the project will deliver the expected outcomes and value for money.
- These investigations are required prior to physical works being carried out and allows the NZTA to assess which projects could receive NLTF funding.

- An Unsealed Network Centre of Excellence (CoE) has been developed within the Northland Transportation Alliance (NTA) to develop and provide advanced asset management practices that will assist with the decision making and the evidence required to support the NLTF investment in the unsealed network.
- The underlying goal of the CoE is alignment with the NZTA's Business Case Approach (BCA) and Investment Assessment Framework (IAF) to achieve the right investment, at the right time and in the right place with the evidence available to justify/support the investment decision.



- A key deliverable of the CoE is the provision of the Unsealed Roding Network's forward works programme (FWP) including prioritised routes, scope of work, and estimated costs.
- The CoE has developed an evaluation model that prioritises the unsealed roads using nine evaluation criteria and associated weightings.
- The nine evaluation criteria have been developed to align with industry best practice criteria.

UNSEALED ROADING NETWORK EVALUATION CRITERIA

Driver	NLTF														PGF
Range	1 - 5	1 - 5	1 - 5	1 - 5	1 - 5	0, 1	0, 1	0, 1	0, 1	0, 1	0, 1	1 - 5	1 - 5	0,5	0 - 3
Criteria	ADT	% HCV	Horizontal Geometry	Vertical Geometry	Use	Forestry-collector	Tourist/Holiday	Dairy	Lifestyle	Quarry	School/Community Hall	Width	Remoteness	Resilience/Detour Routes	Economic Development, Ancestral Marae, Kai, & Wharves
Weight	4	5	3	4	4	5	4	4	2	3	3	2	2	3	3



UNSEALED ROADING NETWORK PRIORITISED NETWORK

- Data is still being added to the evaluation model i.e. the Prioritised List is a draft.
- The model is an iterative process and will be updated as more information comes to hand e.g. new traffic count data, new logging routes due to harvesting commencing, a quarry being re-activated/new quarry, a new economic development being implemented such as a pack-house, milk processing facility, etc., and also including feedback from the RAG and OA.
- Many of the roads have been broken down into sections to reflect their use, geometry, traffic volume, etc. and so may appear a number of times on the list.
- A road (or section of road) high up the priority ranking does not mean that that section of road automatically requires intervention (renewal or upgrading).
- The evaluation model is a tool that will guide Council where it should focus its efforts.

UNSEALED ROADING NETWORK

DRAFT PRIORITISED LIST

Road Name	Start	End	Length	Width	Sub Area	Hierarchy	ADT	% Heavy Vehicles	HCVs in Numbers	Marae	ADT Rating	HCV Rating	Horizontal Geometry	Vertical Geometry	Use	Economic Development (Kai & Wharves)	Width Rating	Remoteness Resilience/Detour Routes	Overall Rating
TOKATOKA RD	2,075	2,239	164	5.2	RUAWAI	ACCESS	360	11	40		4	4	2	3.9	0.0	0	3		2.36
NOTORIOUS WEST RD	53	1,027	974	5.3	DARGAVILLE	ACCESS	510	14	71		5	5	1	2.2	0.0	0	3		2.33
GIRLS HIGH SCHOOL RD	49	2,798	2,749	4.4	PUKEHUIA	LOW VOLUME	215	17	37		4	4	3	3.3	0.0	0	2		2.31
KAIHU WOOD RD	468	511	43	4.7	MANGATU	LOW VOLUME	225	23	52		4	5	1	3.5	0.0	0	2		2.30
SETTLEMENT RD	408	1,525	1,117	4.4	KAIWAKA	SECONDARY COLLE	635	6	38		5	4	2	3.0	0.0	0	2		2.30
TOKATOKA RD	4,186	5,411	1,225	6.5	RUAWAI	ACCESS	315	11	35		4	4	2	3.4	0.0	0	3		2.28
MAROPIU RD	439	617	178	4.9	TANGOWAHINE	LOW VOLUME	130	14	18		3	3	3	3.3	1.5	0	2		2.19
NOTORIOUS WEST RD	2,915	4,512	1,597	5.3	DARGAVILLE	ACCESS	255	14	36		4	4	2	2.8	0.0	0	3		2.19
DEVICH RD	1,875	3,014	1,139	4.8	MANGAWHAI	SECONDARY COLLE	320	7	22		4	4	2	3.2	0.0	0	2		2.18
SETTLEMENT RD	6,656	7,253	597	5.4	KAIWAKA	SECONDARY COLLE	585	6	35		5	4	2	1.7	0.0	0	3		2.18
SETTLEMENT RD	2,147	5,695	3,548	4.4	KAIWAKA	SECONDARY COLLE	640	6	38		5	4	2	2.2	0.0	0	2		2.17
NOTORIOUS WEST RD	1,138	2,174	1,036	5.3	DARGAVILLE	ACCESS	435	14	61		4	5	1	2.1	0.0	0	3		2.16
TOKATOKA RD	632	2,075	1,443	5.0	RUAWAI	ACCESS	370	11	41		4	4	2	2.3	0.0	0	3		2.13
TOKATOKA RD	5,411	6,843	1,432	5.1	RUAWAI	ACCESS	270	11	30		4	4	3	1.6	0.0	0	3		2.13
PAPAROA STATION RD	90	1,097	990	5.2	MAUNGATUROTO	ACCESS	425	6	26		4	4	3	1.6	0.0	0	3		2.12
MOUNTAIN RD	2,318	4,712	2,394	5.0	MAUNGATUROTO	ACCESS	405	6	24		4	4	2	2.2	0.0	0	3		2.11
HOANGA RD	1,650	2,855	1,205	6.0	PUKEHUIA	ACCESS	315	17	54		4	5	1	1.7	0.0	0	3		2.10
MOUNTAIN RD	254	2,318	2,064	5.8	MAUNGATUROTO	ACCESS	480	6	29		4	4	2	2.2	0.0	0	3		2.10
REHUTAI RD	51	5,207	5,156	4.4	DARGAVILLE	ACCESS	255	14	36		4	4	2	2.6	0.0	0	2		2.09
LAWRENCE RD	59	1,930	1,871	4.1	MANGAWHAI	ACCESS	475	7	33		4	4	2	2.5	0.0	0	2		2.08

- NTA staff will develop the FWP by field validating the roads commencing at the highest priority roads to identify what physical works are required (if any) on the roads with cost estimates.
- The FWP may consist of safety improvements (e.g. road widening, corner smoothing/sight benching, school bus pullover areas, signage, etc.), road crossfall reshaping, drainage improvements/renewals, pavement overlay (heavy metalling), wearing course, etc.



- The approved programmed delivery date for the final endorsement of the prioritised FWP is February 2021.
- Approval of the prioritised FWP by the NZTA (as a co-funder) will also be required prior to implementation of the physical works.
- The implementation of the FWP is programmed to be undertaken in three stages that coincide with the favourable weather windows in spring and autumn:
 - Stage 1 – March to June 2021.
 - Stage 2 – September to December 2021.
 - Stage 3 – March to June 2022
- However, options to accelerate the implementation of the FWP works are being considered.

- Data validation.
- Field validation and development of the FWP.
- Formal NZTA endorsement of the evaluation model (the NZTA has given positive feedback on the evaluation model).
- Following NZTA endorsement of the evaluation model, NZTA approval of the NLTF funding will be required.
- MBIE approval to release the PGF funding.
- Implementation of the FWP.

ANY QUESTIONS?



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





Kaipara te Oranganui

KAIPARA
DISTRICT

Two Oceans Two Harbours

Hearing Commissioners Policy

Purpose

- To seek direction on who the decision makers should be for various processes (covered by the Hearing Commissioners Policy) to inform the completion of the proposed policy.
- To seek further feedback on the proposed policy.

Current position

- A Draft Policy has been prepared with input from the elected members (EMs).

Process to date

- The Draft Hearing Commissioners Policy (the Policy) was last discussed at the 05 February 2020 Council Briefing.
- This report presents this additional information to support further discussion of this matter.





Context

The number of Consent Applications requiring more than one commissioner is low and likely to decrease.

- Over the last reporting period, July 2018 to June 2019, there were no cases requiring more than one Independent Hearing Commissioner and there were no applications for private plan changes.
- Over the coming years, the COVID-19 recession is anticipated to further reduce the number of applications, including the number requiring more than one Hearing Commissioner. This is because subdivision and construction activity is anticipated to slow over this period.
- The review of the District Plan and having a District Plan more aligned to the district's needs is hoped to reduce the need for Private Plan Change applications.

Comparisons

Summary of approaches taken by other councils

Council	Approach
Western Bay of Plenty District Council	Regulatory Hearings Committee and District Plan Committee either hear applications under the District Plan themselves or appoint Independent Hearing Commissioners. In this way they utilise a mix of Internal and Independent Hearing Commissioners.
Kaikōura District Council	Use Independent Hearing Commissioners to hear plan change applications but with the full council deciding on the scope of what is notified. Applications for designations are heard by the full council however resource consents are either addressed by staff if they are non-notified or by Independent Hearing Commissioners if they are notified.
Hawke's Bay Regional Council	Hearings Committee is responsible for hearing and making decisions on RMA applications or for appointing Hearings Committee members and or Independent Hearing Commissioners to a hearing panel.

Table continued on next slide

Comparisons

Summary of approaches taken by other councils

Council	Approach
Kaipara District Council (status quo).	Independent Hearing Commissioners hear all applications under the Resource Management Act 1991 (RMA).
Auckland Council	Regulatory Committee appoints Independent Hearing Commissioners to the List and may either select which commissioner/s will be appointed to hear which matter or may leave this function to staff. Auckland Council also allow accredited local board members to sit on hearing panels alongside Independent Hearing Commissioners.
Horowhenua District Council	Hearings Committee appoints Independent Hearing Commissioners to hear all RMA applications.
Tauranga City Council	Policy allows for plan change applications to be heard by either elected members, Independent Hearing Commissioners or a combination of the two. However in practice they rely on Independent Hearing Commissioners for all applications under the District Plan.

What other councils do

Question	Response
Do you have a hearings policy?	Yes: 2 No: 14
Who hears non-notified resource consents?	Staff/Independent Commissioners 16
Who hears limited notified resource consents?	Staff/Independent Commissioners 9 Mix of EMs and Independent Hearing Commissioners 7
Who hears fully notified resource consents?	Independent Commissioners 5 Mix 11
Who hears private plan changes?	Independent Commissioners 2 Mix 13 EMs 1
Who hears public plan changes?	Independent Commissioners 2 Mix 13 EMs 1

Comparison

Independent vs Internal Hearing Commissioners

Internal

- As elected representatives of the people, they provide local knowledge and represent the views and values of their constituents.
- Open to risk of allegations of predetermination and conflicts of interest. Such allegations may expose decisions to appeal in the Environment Court, resulting in further costs to submitters, applicants and council.
- Increased cost to applicants where they must pay for an Internal as well as Independent Hearing Commissioner.
- Increased administrative requirements on Council staff.
- Involvement in hearing panels is a big time commitment, additional to that of being an EM.

Independent

- May or may not have local knowledge depending on where they live.
- Planning professionals with thorough knowledge of the RMA.
- Often used to provide specialist technical knowledge.
- Able to set aside the necessary time to hear and assess the application.
- Experienced at writing decisions and consent conditions.
- Largely immune to political pressure and perceptions of predetermination and conflicts of interest.

Recommendations

Recommendations from the Draft Policy

Decision type	Options	Recommendation
Non-notified Resource Consent	Staff or Independent Commissioners	Staff or Independent Commissioners
Part notified Resource Consent	Staff, Independent Commissioners, Elected Members or mix	Independent Commissioners
Notified Resource Consent	Independent Commissioners, Elected Members or mix	Independent Commissioners
Private Plan Change	Independent Commissioners, Elected Members or mix	Mix of Independent Commissioners and EMs
Public Plan Change	Independent Commissioners, Elected Members or mix	Independent Commissioners
Other hearings (LGA etc.)	Elected Members	Elected Members



Thank You

Kathie Fletcher



0800 727 059



kfletcher@kaipara.govt.nz



Kaipara District Council



6 May 2020

Significant Natural Areas in the Kaipara District

Nick Goldwater
Wildland Consultants Ltd

wildlands.co.nz

ECOLOGY

RESTORATION

BIODIVERSITY

SUSTAINABILITY



Overview of Presentation

- Purpose of the project
- New Zealand's biodiversity crisis – background
- Context of the SNAs in New Zealand
- Kaipara District – Ecological Context
- Examples of site maps and edits
- Key findings from assessments
- National Policy Statement for Indigenous Biodiversity (NPSIB)
- Next steps

Purpose of this Project

- Under the Resource Management Act (RMA) 1991 – Section 6(c) - local councils are required to provide for “the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna” as a matter of national importance.
- In order to address this matter, councils need to identify and assess the significance of areas of indigenous vegetation and areas of indigenous fauna habitat on private and publicly owned land, termed Significant Natural Areas (SNAs).
- Significant Natural Areas in Northland are areas of indigenous vegetation and habitat for indigenous fauna that meet criteria for ecological significance in the Northland Regional Policy Statement (RPS).

Purpose of this Project

- Policy 6.6.1 of the District Plan promotes the progressive improvement of the level and accuracy of information on Significant Ecological Areas, so that it can be effectively used for information, education, non-regulatory and regulatory methods and monitoring.
- Additionally, the policy encourages KDC to work with other agencies and landowners to identify those areas in the District of significance which warrant monitoring, investigation and protection.
- Wildland Consultants has been engaged by Kaipara, Whangarei and Far North District Councils to map and assess all SNAs in the Northland Region.
- Separate reports have been provided for each Council.
- Wildlands will undertake ground-truthing where information is lacking on SNAs.

New Zealand's Biodiversity Crisis

- NZ's biodiversity is recognised internationally for its 52,500 known species of indigenous animals, plants, and fungi, the distinctive absences of several global groups, and the presence of many endemic animal families.
- Our endemic taxa are an intrinsic part of global biodiversity - if they are lost to the world, they cannot be replaced.
- New Zealand has one the highest extinction rates in the world: 59 bird, eight plant, two reptile, three frog, one freshwater fish, and four insect species since humans settled here.



New Zealand's Biodiversity Crisis

- Terrestrial, freshwater, and marine ecosystems are under increasing pressure from a range of human activities and a multitude of invasive plant and pest animal species.
- Extinction risk has worsened for 86 species in the past 16 years.
- Almost two-thirds of our rare ecosystems are threatened with collapse.



New Zealand's Biodiversity Crisis

- Between 1996 and 2012, clearance, conversion, and development has resulted in a net loss of c.30,900 ha of tussock grassland, 18,900 ha of kānuka-mānuka scrub, 5,500 ha of broadleaved-hardwood forest, 5,000 ha of subalpine shrubland, and 10,500 ha of indigenous forest (Dymond *et al.* 2017).
- As climate change strengthens its grip and trade continues to grow and diversify, the pressures affecting our biodiversity today will become more complex and far-reaching, with novel pests and diseases establishing in our natural and modified habitats, the consequences of which are unknown.



New Zealand's Biodiversity Crisis

- Despite the introduction of major legislation such as the Resource Management Act 1991, **our indigenous biodiversity has continued to decline in all major ecosystem types.**
- This is why we need to act now to identify and maintain remaining indigenous biodiversity in New Zealand.
- **Maintaining indigenous biodiversity** is the overriding aim of the National Policy Statement for Indigenous Biodiversity (NPSIB).



SNAs in New Zealand

- Basic concepts such as protection of representative examples of NZs ecosystems started the 1970s and by the early 1980s it was very apparent that biodiversity on private land needed better protection and that inventories of ecologically significant habitats were required, and rules in statutory plans.
- Of the 56 District Plans in NZ, 39 have SNA schedules.
- Of the 16 Regional Plan, 15 have criteria for 'significance', including the Northland RPS.
- Most District and Regional Plans do not have 'Medium/High' rating as part of significance assessments; a few do, e.g. Waikato RPS.

Protected Natural Areas Programme

- The Protected Natural Areas Programme (PNAP) surveys of natural areas began in 1981 as a means of evaluating areas worthy of protection. Ecological districts were delineated for all of NZ and 83 of the 268 had been surveyed by 2001.
- Northland was the first region in NZ to have all ecological districts assessed under the PNAP.
- Those assessments formed the basis for the current SNA project.

Kaipara District – Ecological Context

- 310,871 ha, approx. 9.4% of which is legally protected.
- District contains significant areas of indigenous forest, shrubland, wetlands, dune lakes and dunelands, which have significant ecological values.
- These habitats support a range of unique range of plants and animals, including many classified as 'Threatened' or 'At Risk'.
- District also contains the Kaipara Harbour, the largest harbour in New Zealand and the Southern Hemisphere, and provides nationally and internationally important habitat for migratory and non-migratory bird species.

Kaipara District – Ecological Context

- Indigenous habitats in Kaipara District have suffered extensive loss and modification, due mainly to land clearance for agricultural activities, with only about 16% of former indigenous vegetation remaining.
- Approximately 11 percent is classified as an 'Acutely Threatened' land environment (less than 10% indigenous vegetation remaining) and 20 percent is classified as 'Chronically Threatened' land environment (10-20% indigenous vegetation remaining).
- Current regulatory framework has been largely ineffective at preventing the ongoing loss and degradation of indigenous ecosystems in the District, and throughout the wider Northland Region .

Protected Areas Within Kaipara District

Protection Type	Area (hectares)	Percent of District
Council Covenant	5.11 *	<1
Department of Conservation	26,834	8.6
Ngā Rāhui Whenua Kawenata	0	0
QEI covenant	2,374	< 1
Total	29,208	9.4

* Likely to be an underestimate

Key Observations From SNA Assessments

- 570 SNAs identified and assessed covering approx. 58,361 ha.
- 31 existing SNAs removed from the previous layer.
- 97 SNAs shortlisted as being 'Likely Significant'.
- 28 sites were confirmed as significant based on the observable vegetation types using oblique aerial photography.
- Lots of regenerating forest and shrubland have been included in the SNA layer.
- Numerous wetlands and dune lakes that had not been mapped in the original SNA layer have now been assessed and added.

Key Findings



- Mature riverine forest (tōtara-dominated) not mapped.
- Remnants of mature broadleaved forest not mapped.
- Small but intact remnants of alluvial forest not mapped.
- Moderate-sized remnants of kānuka scrub not mapped.



Example of previously unmapped SNA.

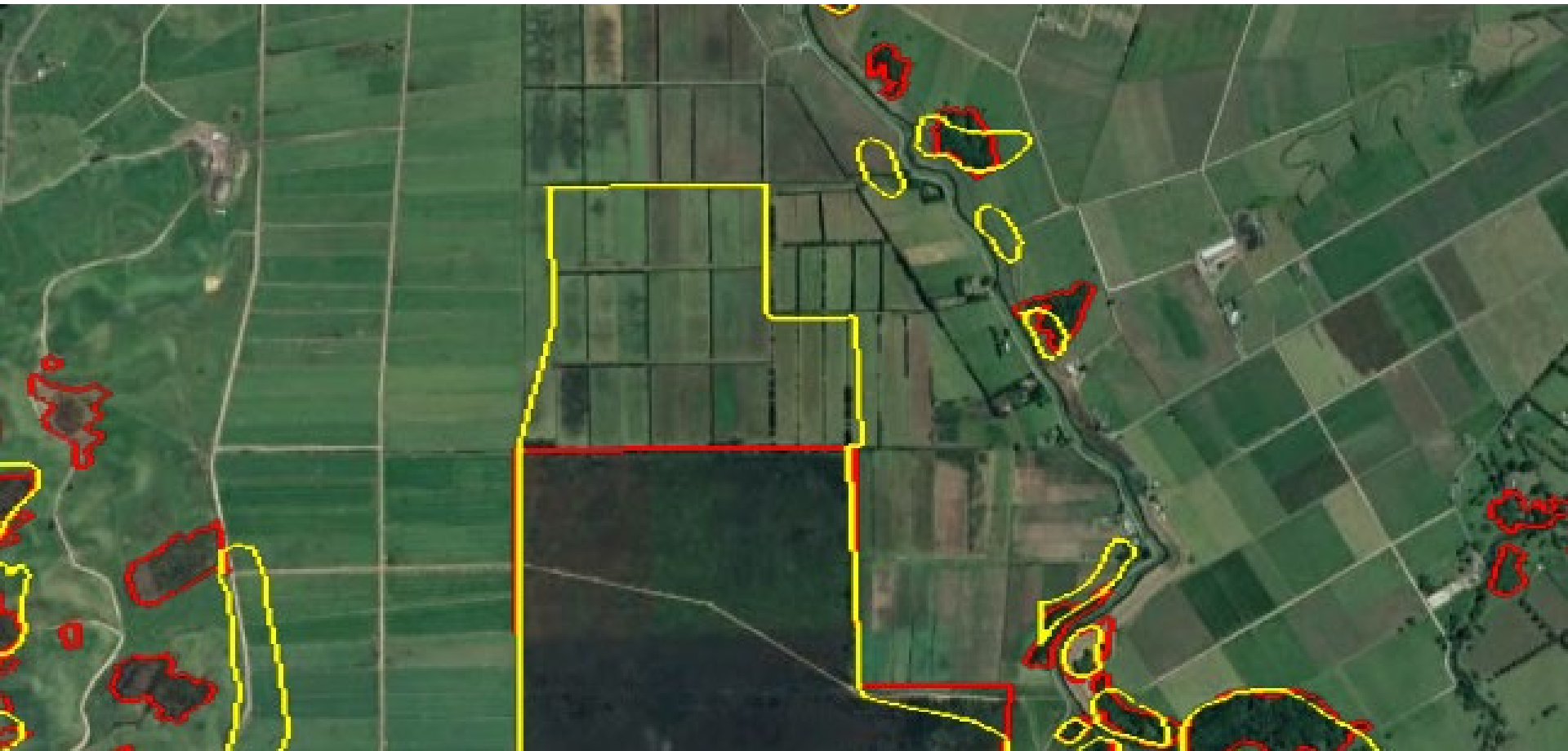


New site (K122) recorded during drive-by survey in June 2019.
Roadside view below.



Examples of Mapping Edits

- Yellow = original mapping
- Red = New SNA boundary



Examples of Mapping Edits

- Yellow = original mapping
- Red = New SNA boundary



Examples of Mapping Edits

- Yellow = original mapping



Examples of Mapping Edits

- Yellow = original mapping
- Red = New SNA boundary



Oblique Aerial Photography

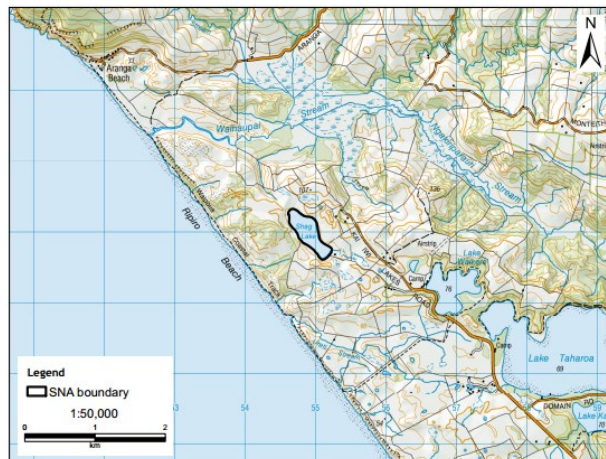
- Very useful tool for the assessment of 'Likely Significant' sites.
- Cost-saving measure as it negates the need for an ecologist to visit the site during Stage 2 of the project.



Examples of Mapped SNAs

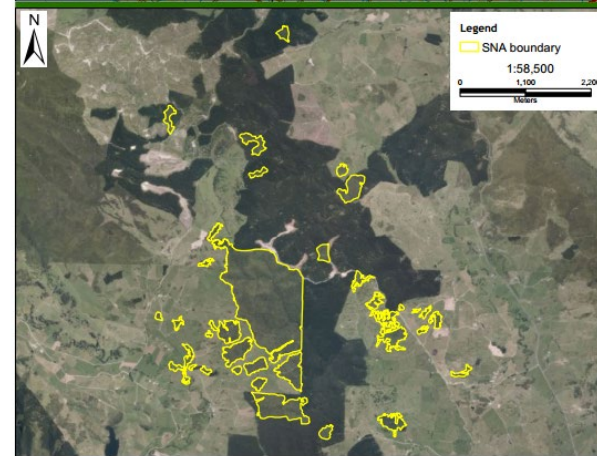
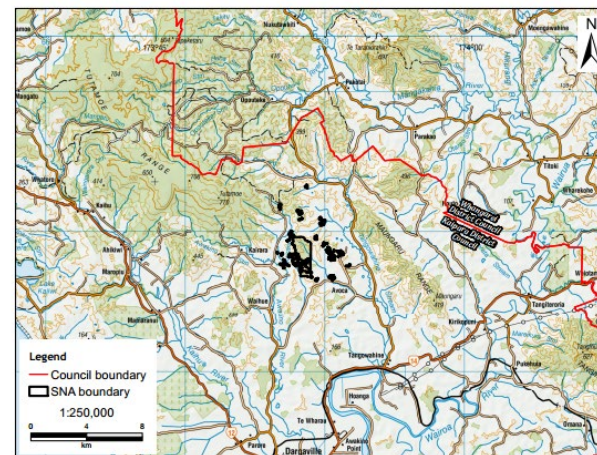
K369

Shag Lake and Wetland



K469

Waimata Scenic Reserve and Surrounds



ECOLOGY

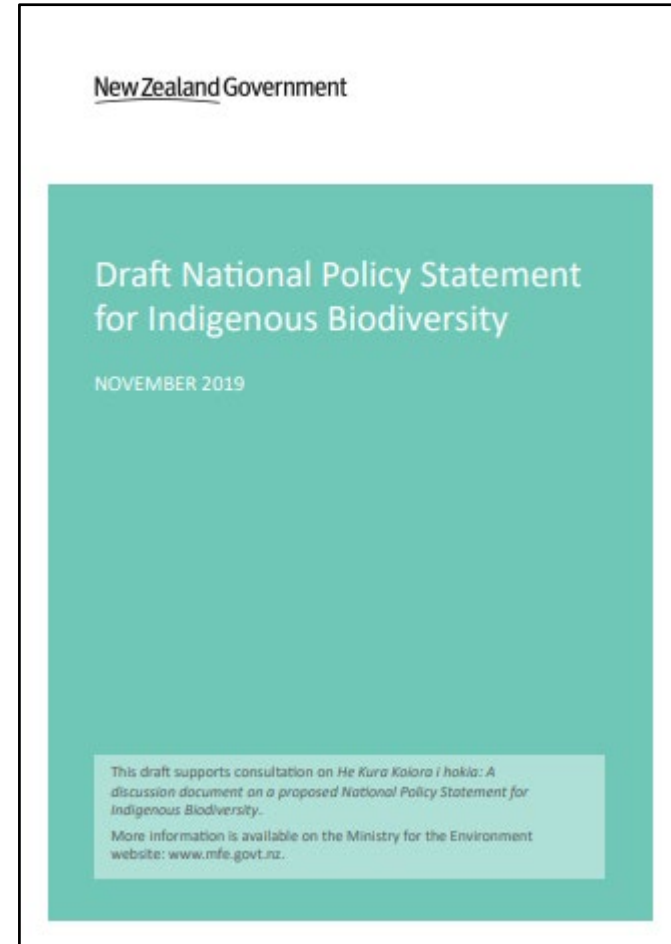
RESTORATION

BIODIVERSITY

SUSTAINABILITY

National Policy Statement for Indigenous Biodiversity (NPSIB)

- Will provide objectives and policies to identify, protect, manage and restore indigenous biodiversity under the RMA 1991.
- Acknowledges the role of Māori as kaitiaki in all aspects of indigenous biodiversity management.
- Much of NZ' s remaining indigenous biodiversity is on privately-owned and Māori land, including ecosystems that are poorly represented within the DOC estate.
- **Highly relevant to Kaipara District as >90% of indigenous biodiversity is on private or Māori land.**
- The NPSIB seeks to retain as many of our remaining ecosystems, habitats, and species as possible, including those outside SNAs.



National Policy Statement for Indigenous Biodiversity (NPSIB)

Not only pristine/higher quality areas – but also modified and degraded habitats and ecosystems that make an important contribution to maintaining indigenous biodiversity.

Not just about stopping loss and further degradation – need positive actions over long-term to manage ongoing threats, e.g. pests, diseases, and climate change.

The NPSIB seeks actions from private and Māori landowners to recognise the vital role we all play to ensure that indigenous biodiversity is maintained.

Problems With The Current Approach?

- Significant biodiversity declines are still occurring, including highly threatened ecosystems (e.g. wetlands), habitats, and species.
- There is an inconsistent approach in statutory plans across NZ.
- Recent analysis has shown that there is also an inconsistent approach to how resource consent conditions are applied, monitored, and enforced, resulting in net losses of biodiversity.
- Significant conservation efforts are happening across NZ, but biodiversity planning tends to be fragmented, with much activity happening in isolation.
- One-third of regions don't have regional biodiversity strategies.



Potential Benefits For Landowners

- Consistent approach across NZ.
- Availability of land-use support and incentives (Green Investment Fund, projects for Māori Land, Provincial Growth Fund, One Billion Trees Programme).
- Financial assistance to help fence SNAs.
- Improved ecosystem services such as pollination (honey, crops, clover) and filtering run-off and nutrients (through protection and enhancement of wetlands).
- Improved freshwater quality.
- Intrinsic satisfaction of making a positive contribution to maintaining NZ's indigenous biodiversity.



What The NPSIB Is Not...

- It is not a means to prevent landowners from carrying out existing activities within SNAs.
- It is not a means by which to compel farmers to fence their SNAs.
- It is not a means by which to compel landowners to covenant their SNAs.



Next Steps...

- Wildlands has provided Councils with a GIS layer containing all Significant Natural Areas and likely natural areas (still in draft form).
- Process after this has yet to be determined by each Council, but could follow the steps outlined below:
 - Property owners notified by Council.
 - Property owners can then contact the Council to request a site visit.
 - On request of the owner, Wildlands to undertake ground-truthing surveys of sites or parts of sites that:
 - cannot be properly assessed using aerial photography and background literature; or
 - sites that property owners may disagree are SNAs (site visit will determine if site is significant and whether or not boundary changes are required)
- Re-assessment of all SNAs using criteria in Appendix 1 of the proposed NPSIB (currently in discussion with Councils).

Thank you Ngā mihi

Call Free 0508 WILDNZ
Ph: +64 7 343 9017
ecology@wildlands.co.nz
wildlands.co.nz

HEAD OFFICE:
99 Sala Street, PO Box 7137,
Te Ngae, Rotorua 3042,
New Zealand

REGIONAL OFFICES LOCATED IN:
Albany, Auckland, Hamilton, Tauranga,
Whakatane, Gisborne, New Plymouth,
Wellington, Christchurch and Dunedin

ECOLOGY

RESTORATION

BIODIVERSITY

SUSTAINABILITY



DARGAVILLE | MAUNGATŪROTO | KAIWAKA
KAIPARA SPATIAL PLAN

APRIL 2020 | DRAFT PRESENTATION | Rev 2

Prepared for



By



*Whakatōngia te kākano ki a tipu ia ngā
māramatanga.*

*Mā te ako ka mōhio,
mā mōhio ka mārama,
mā te mārama ka mātau,*

mā te mātau ka ora e!

Sow the seed to nurture understanding.

*With learning comes knowledge,
with knowledge comes understanding,
with understanding comes awareness,
with awareness comes wisdom,*

with wisdom comes wellness!

CONTENTS

Part 1 | Spatial Plan_Strategic Directions

Part 2 | Dargaville_Key Moves

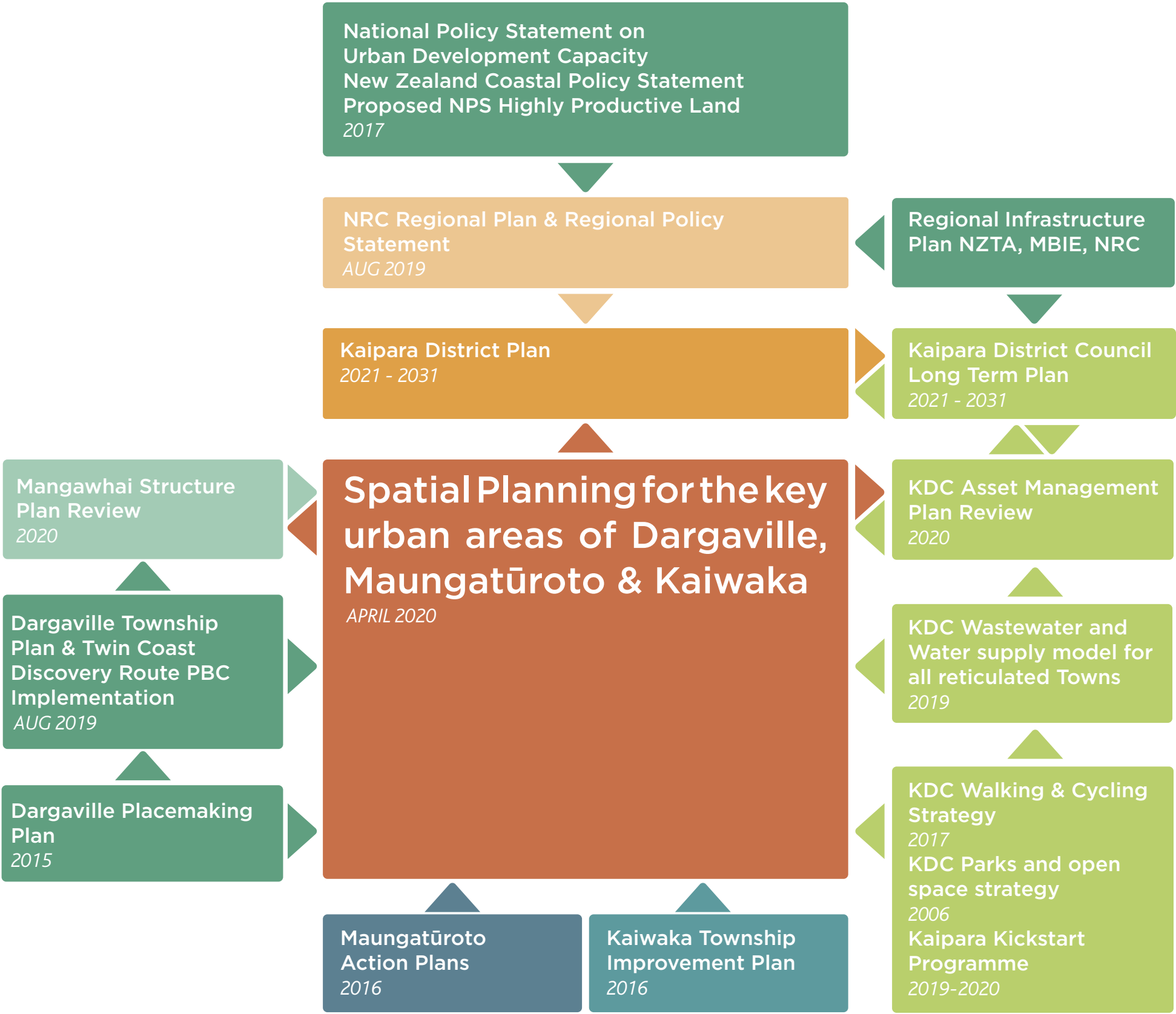
Part 3 | Maungatūroto_Key Moves

Part 4 | Kaiwaka_Key Moves

Part 5 | Planning For the Future

Part 6 | Questions & Answers

Part 1 | Spatial Plan_Strategic Directions



Part 2 | Dargaville_Key Moves

Legend

Live | Work | Learn

- School / Special Land Use
- Existing Residential Intensified
- New Low Density Housing
- New Medium Density Housing
- New High Density Housing
- Intensified Commercial | Mixed Use
- Intensified Industrial
- New Industrial
- Māori Land Parcels
- Te Houhanga Marae
- Area of Cultural Significance

Environment | Public Space | Productive Landscapes

- Rural Land | Productive Land
- Open Space | Public Access
- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

- Proposed Road Connections
- Upgrade Existing Streets
- Dargaville Primary School + Selwyn Primary School
- Dargaville Intermediate + Dargaville Highschool
- Wharf
- Cycle | Walk Connections
- Possible Future Cycle | Walk Connections (Further Investigation Required)
- Airport
- Train Station
- Rail Line
- Upgrade Intersection



**Boundaries are indicative only*
**The focus of the 'Key Moves' is based on land form, not current property or zone boundaries*

Part 3 | Maungatūroto_Key Moves

Legend

Live | Work | Learn

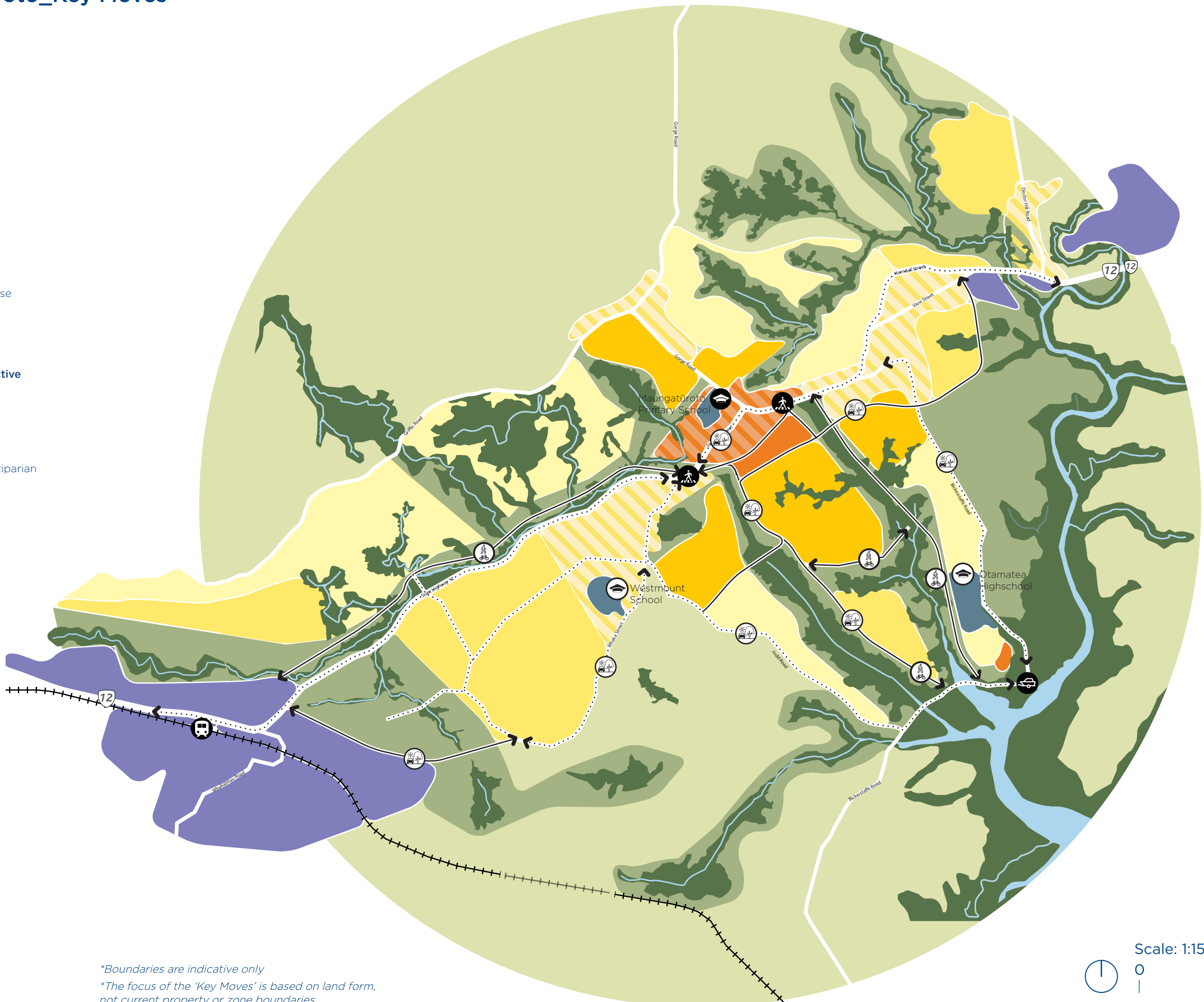
- Existing Residential | No Action
- School / Special Land Use
- Existing Residential Intensified
- New Low Density Housing
- New Medium Density Housing
- New High Density Housing
- Intensified Commercial | Mixed Use
- Intensified Industrial
- New Industrial

Environment | Public Space | Productive Landscapes

- Rural Land | Productive Land
- Open Space | Public Access
- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

- Proposed Road Connections
- Upgrade Existing Streets
- Maungatūroto Primary School
- Otamatea Highschool
- Westmount School
- Wharf
- Cycle | Walk Connections
- Possible Future Cycle | Walk Connections
- Airport
- Train Station
- Rail Line
- Upgrade Intersection



*Boundaries are indicative only
*The focus of the 'Key Moves' is based on land form,
not current property or zone boundaries

Scale: 1:15,000
0 500m

Part 4 | Kaiwaka_Key Moves

Legend

Live | Work | Learn

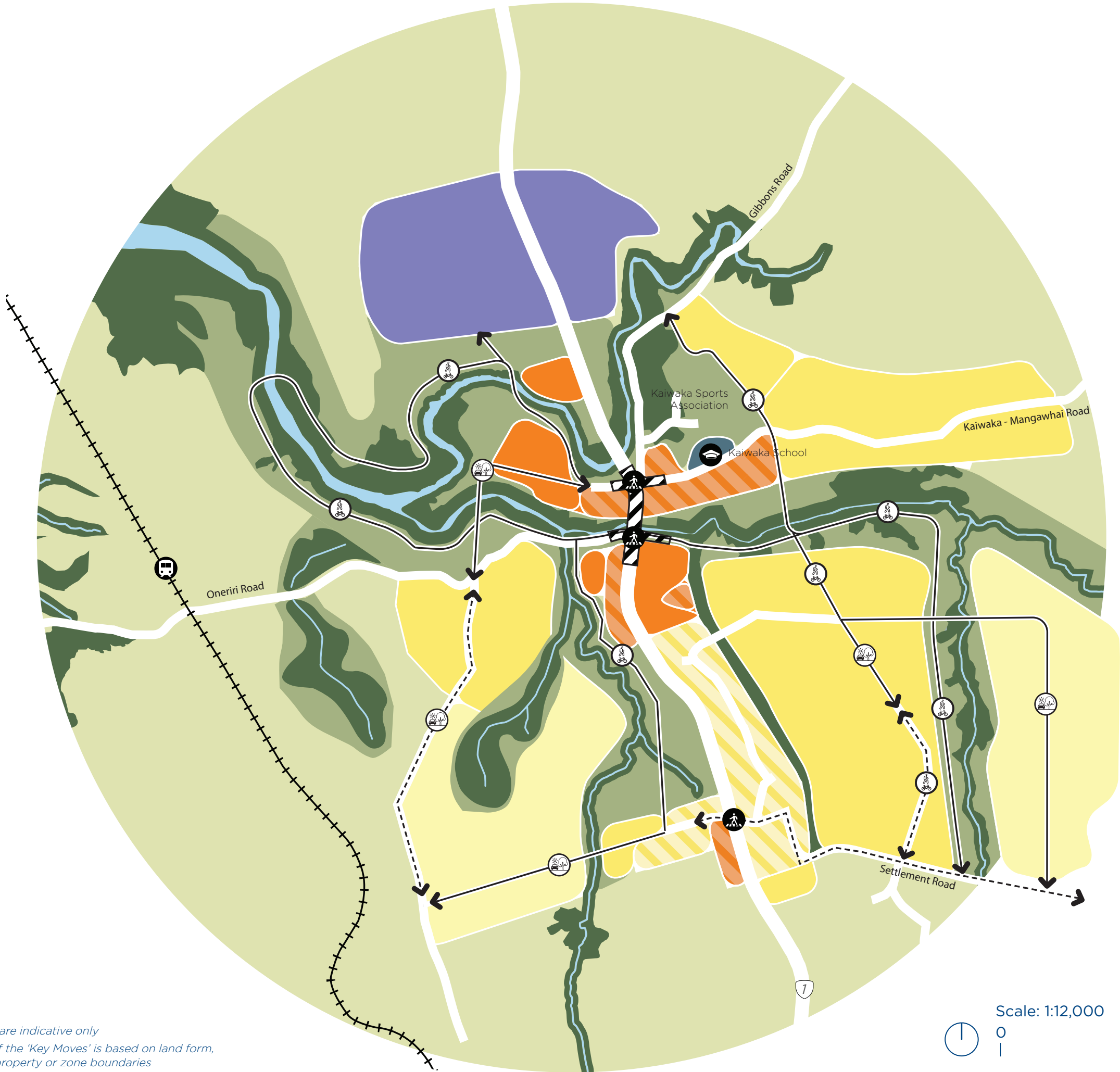
- School / Special Land Use
- Existing Residential Intensified
- New Low Density Housing
- New Medium Density Housing
- New High Density Housing
- Intensified Commercial | Mixed Use
- Intensified Industrial
- New Industrial

Environment | Public Space | Productive Landscapes

- Rural Land | Productive Land
- Open Space | Public Access
- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

- Proposed Road Connections
- Upgrade Existing Streets
- Kaiwaka School
- Wharf
- Cycle | Walk Connections
- Possible Future Cycle | Walk Connections (Further Investigation Required)
- Train Station
- Rail Line
- Upgrade Intersection



*Boundaries are indicative only

*The focus of the 'Key Moves' is based on land form, not current property or zone boundaries



Scale: 1:12,000

500m

Relationship to Infrastructure + Economic Strategy + Long Term Plan



Part 6 | Questions & Answers

Q + A