



Infrastructure and Planning Committee

Te Komiti Whakarite Mahere

Thursday, 24 July 2025

Tāite, 24 Hōngongoi 2025

Tōtara Room, Whakatāne District Council
14 Commerce Street, Whakatāne
Commencing at 9:00 am



Chief Executive: Steven Perdia | Publication Date: 18 July 2025

whakatane.govt.nz

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A Membership - *Mematanga*

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Mayor Dr Victor Luca
Councillor John Pullar - Chairperson
Deputy Mayor Lesley Immink
Councillor Andrew Iles - Deputy Chairperson
Councillor Toni Boynton
Councillor Julie Jukes
Councillor Gavin Dennis
Councillor Wilson James
Councillor Tu O'Brien
Councillor Ngapera Rangiaho
Councillor Nándor Tánczos

B Delegations to the Infrastructure and Planning Standing Committee - *Tuku Mahi ki te Komiti***B Delegations to the Infrastructure and Planning Standing Committee - *Tuku Mahi ki te Komiti***

To monitor and advise on the implementation of Council's Infrastructure Strategy, capital works programme, operational service delivery, and related policy and bylaws.

Specific functions and delegations:

- a. Monitor the operational performance of Council's activities and services against approved levels of service.
- b. To monitor the progress of projects in Council's capital works programme and have input into and make decisions on the development of proposals, options and costs of projects.
- c. Approval of tenders and contracts that exceed the level of staff delegations.
- d. Consider and approve changes to service delivery arrangements arising from the service delivery reviews required under section 17A LGA 2002 that are referred to the Committee by the Chief Executive.
- e. Monitor the development and implementation of associated Central Government Reform programmes including the transition programme for Three Waters reform.
- f. Develop and review associated bylaws (Note: the Council cannot delegate to a Committee to "make" (adopt) a bylaw).
- g. Develop, review and approve strategies, policies and plans on matters related to the activities of this Committee (Note: the Council cannot delegate to a Committee the adoption of policies associated with the Long-term Plan).
- h. Approve Council submissions to Central Government, Councils and other organisations including submissions to any plan changes or policy statements on matters related to the activities of this Committee.

TABLE OF CONTENTS

1	Prayer - <i>Karakia</i>	8
2	Meeting Notices - <i>Ngā Pānui o te hui</i>	8
3	Apologies - <i>Te hunga kāore i tae</i>	8
4	Acknowledgements / Tributes - <i>Ngā mihimihi</i>	8
5	Conflicts of Interest - <i>Ngākau kōnatunatu</i>	9
6	Public Participation - <i>Wānanga Tūmatanui</i>	10
6.1	Public Forum - <i>Wānanga Tūmatanui</i>	10
6.2	Deputations - <i>Ngā Whakapuaki Whaitake</i>	10
7	Confirmation of Minutes - <i>Te whakaaetanga o ngā meneti o te hui</i>	10
8	Reports - <i>Ngā Pūrongo</i>	11
8.1	Whakatāne Airport Statement of Intent (SOI)2024 - 2027	11
8.1.1	Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027	13
8.2	Three Waters Consent Replacement Programme Update Report – July 2025	30
8.2.1	Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan	40
8.2.2	Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy	59
8.3	Amendments to the Register of Parking Restrictions, Prohibitions and Limitations Report July 2025	90
8.3.1	Appendix A- Schedule of Amendments July 2025	93
8.3.2	Appendix B - Map of Amendments July 2025	95
8.3.3	Appendix C - Map of Proposed New Amendment July 2025	99
8.3.4	Appendix D - Consultation Summary - Soutars Avenue Broken Yellow Lines	101
8.4	Approval for Sale of Lot and Irrigation Bore Asset at Paul Road	109

8.4.1	Appendix A - Supporting letter from Apogee Legal - dated 7 May 2025	113
8.4.2	Appendix B - Proposed utility subdivision survey plan	116
8.5	Approval of Discretionary Speed Limit Changes	118
8.5.1	Appendix A - Consultation Summary	132
8.5.2	Appendix B - Consultation Document	148
8.5.3	Appendix C - Consultation Submission Form	169

1 Prayer - *Karakia*

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2 Meeting Notices - *Ngā Pānui o te hui*

1. Live Streaming

The Whakatāne District Council livestreams Council and Standing Committee meetings held in Tōtara Room, within the Council building. The webcast will live stream directly to Council's YouTube channel in real time. The purpose of streaming meetings live is to encourage transparency of Council meetings.

Welcome to members of the public who have joined online and to those within the public gallery.

By remaining in the public gallery, it is understood your consent has been given if your presence is inadvertently broadcast. Please be aware the microphones in Totara Room are sensitive to noise, so please remain quiet throughout the meeting unless asked to speak.

2. Health and Safety

In case of an emergency, please follow the building wardens or make your way to the nearest exit. The meeting point is located at Peace Park on Boon Street.

Bathroom facilities are located opposite the Chambers Foyer entrance (the entrance off Margaret Mahy Court).

3. Other

3 Apologies - *Te hunga kāore i tae*

At the time of compiling the agenda, an apology was received from Deputy Mayor Immink.

4 Acknowledgements / Tributes - *Ngā mihi mihi*

An opportunity for members to recognise achievements, to notify of events, or to pay tribute to an occasion of importance.

5 Conflicts of Interest - *Ngākau kōnatunatu***5 Conflicts of Interest - *Ngākau kōnatunatu***

Members are reminded of the need to stand aside from decision making when a conflict arises between their role as an elected member and any private or other external interests they might have. Elected Members are also reminded to update their register of interests when changes occur.

The [register of interest](#) can be viewed on the Council website.

1. Financial Conflict

- Members present must declare any direct or indirect financial interest that they hold in any matter being discussed at the meeting, other than an interest that they hold in common with the public.
- Members cannot take part in the discussion, nor can they vote on any matter in which they have a direct or indirect financial interest, unless with an approved exception.
- Members with a financial interest should physically withdraw themselves from the table. If the meeting is public excluded, members should leave the room.

2. Non-Financial Conflict

- If a member considers that they have a non-financial conflict of interest in a matter they must not take part in the discussions about that matter or any subsequent vote.
- Members with a non-financial interest must leave the table when the matter is considered but are not required to leave the room.

6 Public Participation - *Wānanga Tūmatanui***6 Public Participation - *Wānanga Tūmatanui*****6.1 Public Forum - *Wānanga Tūmatanui***

The Council has set aside time for members of the public to speak in the public forum at the commencement of each meeting. Each speaker during the forum may speak for five minutes. Permission of the Chairperson is required for any person wishing to speak during the public forum.

With the permission of the Chairperson, Elected members may ask questions of speakers. Questions are to be confined to obtaining information or clarification on matters raised by a speaker.

6.2 Deputations - *Ngā Whakapuaki Whaitake*

A deputation enables a person, group or organisation to make a presentation to Community Board on a matter or matters covered by their terms of reference. Deputations should be approved by the Chairperson, or an official with delegated authority, five working days before the meeting. Deputations may be heard at the commencement of the meeting or at the time that the relevant agenda item is being considered. No more than two speakers can speak on behalf of an organisation's deputation. Speakers can speak for up to 5 minutes, or with the permission of the Chairperson, a longer timeframe may be allocated.

With the permission of the Chairperson, Elected members may ask questions of speakers. Questions are to be confined to obtaining information or clarification on matters raised by the deputation.

7 Confirmation of Minutes - *Te whakaaetanga o ngā meneti o te hui*

The minutes from the Infrastructure and Planning Committee meetings held Thursday, 29 May 2025, and Thursday, 5 June 2025, can be viewed via the Council website.

Click on the links below in order to view the 'unconfirmed minutes'.

- [Unconfirmed Minutes Infrastructure and Planning Committee - 29 May 2025](#)
- [Unconfirmed Minutes Infrastructure and Planning Committee - 5 June 2025](#)

8 Reports - *Ngā Pūrongo*

8 Reports - *Ngā Pūrongo*

8.1 Whakatāne Airport Statement of Intent (SOI) 2024 - 2027



To: **Infrastructure and Planning Committee**
Date: **Thursday, 24 July 2025**
Author: **M Read / Manager Ports and Airport Chief Executive**
Authoriser: **B Gray / GM Finance and Commercial Services**
Reference: **A2906162**

1. Reason for the report - *Te Take mō tēnei rīpoata*

The purpose of this report is to provide the Infrastructure and Planning Committee with the Whakatāne Airport Draft Statement of Intent (SOI) for the period 1 July 2024 to 30 June 2027, and recommend that the Infrastructure and Planning Committee recommend that Council approve the draft for release to the Crown as Joint Venture partners.

2. Recommendations - *Tohutohu akiaki*

1. THAT the Whakatāne Airport Draft Statement of Intent for the period 1 July 2024 to 30 June 2027 report be **received**; and
2. THAT the Infrastructure and Planning Committee recommends that Council **approve** the Whakatāne Airport Draft Statement of Intent for the period 1 July 2024 to 30 June 2027.

3. Background - *He tirohanga whakamuri*

The draft Statement of Intent (SOI) 2024 - 2027 sets out the performance targets for the period from 1 July 2024 to 30 June 2027. The draft SOI 2024 - 2027 was submitted to the Ministry of Transport (MoT), the representative of the Crown as Joint Venture Partner, for consideration and comment on 6 May 2025. The MoT have acknowledged receipt.

Council is then required to consider any comments on the draft SOI that are made by the MoT within two months and deliver the completed Statement of Intent to the shareholders on or before 30 June each year. Council is required to consider and adopt the draft SOI as required under Section 35 of the Local Government Act 2002.

Unfortunately, due to a change in staffing and a lack of dedicated oversight at the Whakatāne airport the SOI 2024 – 2027 is in part, retrospective.

The Ministry of Transport has approved the 1 July 2024 to 30 June 2027 draft SOI and are aware of the proposed costs within this SOI. It is likely that a portion of this cost (50%) will be accepted by MoT.

8.1 Whakatāne Airport Statement of Intent (SOI)2024 - 2027(Cont.)**4. Discussion – Kōrerorero**

Adoption of the Draft SOI 2024 – 2027 will enable Council to remain compliant until 30 June 2027 reducing workload for staff and Council. Multi year SOI's are used by Taupō Airport for example, and the MoT have no objection to this.

Adoption of the Draft SOI 2024 – 2027 will in effect bring Council up to date for the periods July 2024 – June 2025 and July 2025 – June 2026.

Aligning the SOI with the LTP process also aligns Crown funding appropriation arrangements with Councils forward works program.

5. Options Analysis - *Ngā Kōwhiringa*

No options have been identified relating to the matters of this report.

6. Significance and Engagement Assessment - Aromatawai Pāhekoheko**6.1. Assessment of Significance**

The decisions and matters of this report are assessed to be of low significance, in accordance with the Council's Significance and Engagement Policy.

6.2. Engagement and Community Views

Engagement and consultation have taken place with the Crown's representatives in this matter being the MoT. The MoT have no further comment or feedback on the draft SOI 2024 – 2027.

Further engagement on this matter is not being undertaken in accordance with Section 6.0 of the Council's Significance and Engagement Policy. This states that the Council will not consult when the matter is not of a nature or significance that requires public engagement (low significance).

7. Considerations - *Whai Whakaaro***7.1. Strategic Alignment**

No inconsistencies with any of the Council's policies or plans have been identified in relation to this report.

7.2. Legal

This paper and the attached draft SOI 2024 – 2027 relate to Section 35 of the Local Government Act 2002 – Statements of Intent for Council Controlled Organisations.

7.3. Financial/Budget Considerations

There are financial and budget matters to consider. Under the Joint Venture (JV) agreement with the Crown the MoT has an obligation to cover the cost for 50% of the airport operating deficits and 50% of critical capital works. Critical capital works being defined as any capital works required to enable the airport to operate in a safe and compliant manner.

8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027

Specific costs and Crown contributions are detailed in the following table.

Item	Total Cost	Crown Contribution
Operating deficits 2024 - 2027	2,164,316	1,082,158
Critical Capital Works 2024 - 2027	442,080	221,040
Totals	2,606,396	1,303,198

7.4. Climate Change Assessment

There are no significant or notable impacts associated with the matters of this report.

7.5. Risks

Risk	Mitigation
Airport not meeting its obligations outlined in Section 35 of the Local Government Act 2002 – SOI For Council Controlled Organisations	Council adopting the draft Whakatāne Airport SOI 2024 - 2027

8. Next Steps – E whai ake nei

- Council adopt Final SOI 2024 – 2027
- Final SOI forwarded to the MoT for their records
- Final SOI included in airport document on airport and Council's website(s)

Attached to this Report:

Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027

8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027

8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027(Cont.)



8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027(Cont.)



8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027(Cont.)



Contents

1.	INTRODUCTION	2
2.	OBJECTIVES	3
3.	GOVERNANCE	3
4.	NATURE AND SCOPE OF ACTIVITIES	3
5.	RATIO OF JOINT VENTURE PARTIES FUNDS TO TOTAL ASSETS	4
6.	ACCOUNTING POLICIES	4
7.	PERFORMANCE TARGETS	5
8.	SUSTAINABILITY	6
9.	DISTRIBUTIONS TO JOINT VENTURE PARTIES	6
10.	INFORMATION TO BE SUPPLIED	6
11.	PROCEDURE FOR ACQUISITION OR SALE OF SHARES AND PROPERTY	6
12.	COMPENSATION	6
13.	COMMERCIAL VALUE	6
14.	SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES	7 -10
15.	SCHEDULE 8 LOCAL GOVERNMENT ACT 2002	11 – 13

8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027(Cont.)

Introduction

The Whakatāne Airport is a Council-Controlled Organisation (CCO) under the Local Government Act 2002. It was formed as a CCO in 2006. The Whakatāne Airport is a valued community asset, which contributes to residents' quality of life and is considered crucial to the economic well-being of the Whakatāne District and wider Eastern Bay. It provides an important transportation link for all communities across the Eastern Bay of Plenty to other parts of the country.

This Statement of Intent is submitted by Whakatāne District Council in accordance with section 35 of the Local Government Act 2002. It sets the overall intentions and objectives of the Joint Venture for the period 1 July 2024 to 30 June 2027.

Planning for an aerodrome at Whakatāne was initiated by the Whakatāne County and Borough Council's in 1944, however, it was not officially opened until 1960. A sealed airstrip was completed a few years later in 1962 to provide adequate services for the larger DC3 aircraft.

The Airport is currently operated under a Joint Venture Agreement which was established between the Whakatāne District Council and the New Zealand Government under the Airport Authorities Act (1966). The Joint Venture is deemed to be a company under the Income Tax Act (2004).

Air Chathams is the commercial flight service provider for the Whakatāne Airport, and they provide regular daily return services to and from Auckland. The Airport operations are managed under a service delivery contract with JNP Aviation Services Ltd.

Our passenger demand is recovering from the effects of the Whakaari/White Island eruption and COVID-19 which occurred in 2019 and 2020 respectively. Within this Statement of Intent (SOI) period, we are focused on the implementation of the Whakatāne Airport Master Plan 2024 and relevant workstreams.

Infrastructure and Planning Committee - AGENDA

8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027(Cont.)

2. OBJECTIVES

Whakatāne District Council has completed the Whakatāne Airport Master Plan 2024. This is the culmination of two and a half years of work and replaces the previous Master Plan which was adopted by Council in 2013.

Within the Airport Master Plan 2024, a strategic plan and relevant workstreams are outlined, these form the objectives and general strategic direction for the Whakatāne Airport out until 2033.

3. GOVERNANCE

The Joint Venture parties have different responsibilities for the governance of Whakatāne Airport. Council manages the day-to-day operation of the Airport. The Crown has an ownership interest, a monitoring role, and shares pre-approved commercial and capital costs associated with the Airport.

4. NATURE AND SCOPE OF ACTIVITIES

The Airport provides a range of services, both aeronautical and non-aeronautical. Aeronautical services are those that directly assist in the take-off and landing of aircraft. Non-aeronautical services are all other activities.

4.1 Aeronautical services

Primarily these relate to physical assets and ensuring our services are safe and fit-for-purpose.

Runways, taxiways and aprons

Runways, taxiways and aprons are up to standard and meet the take-off and landing requirements of all commercial and recreational operators.

In June 2024 (FY24) the Abbreviated Precision Approach Path Indicator (A-PAPI) was upgraded to a full PAPI system.

This work was undertaken to enhance safety by improving glide slope integrity for aircraft using the sealed runway.

Grass runway

The existing grass runway is expected to meet the current and future needs of both resident and visiting light fixed wing aircraft (which are also capable of using the sealed runway). The sealed and grass runways do not have the required separation to permit simultaneous operations.

Aircraft parking

The sealed apron space is directly in front of the terminal and is used primarily by scheduled services. The apron can accommodate two aircraft the size of a Saab 340. Informal picketing is also available for light aircraft on the grassed area adjacent and to the west of the apron. Floodlighting is provided on the terminal apron.

Approach services

There is a range of runway infrastructure in place providing approach guidance. This includes runway perimeter lights, windsocks, emergency power supply, Pilot Activated Lighting system (PAL), and Precision Approach Path Indicator (PAPI) lights. Runway perimeter lights, apron and holding point lights were upgraded in 2018.

Fuel services

There are adequate storage facilities for both Avgas (aviation gasoline) and Jet-A1 fuel provided by BP Oil NZ Ltd and Airfuels Ltd.

Infrastructure and Planning Committee - AGENDA

8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027(Cont.)**4.2 Non-aeronautical services**

Non-aeronautical services are services that support activities on the aerodrome.

Terminal facilities

The terminal building has an existing ground floor area of 249 m². There is provision for airline check-in facilities, café and passenger waiting areas. Additional CCTV cameras were installed in 2024 to improve both on-site security and operational efficiencies.

In May 2019 Pouhere Taonga, Heritage NZ added the terminal building to the New Zealand Heritage List Rārangi Kōrero as a category 1 historic place. Longer term there is a requirement for a larger, more modern, efficient, fit-for-purpose terminal building to be provided. This is outlined in the Airport Master Plan 2024.

Lease of Airport land and buildings

Land surplus to requirements is currently leased for grazing. Possible future land use is outlined in the Airport Master Plan 2024 and includes aeronautical and non-aeronautical opportunities.

Car parking services

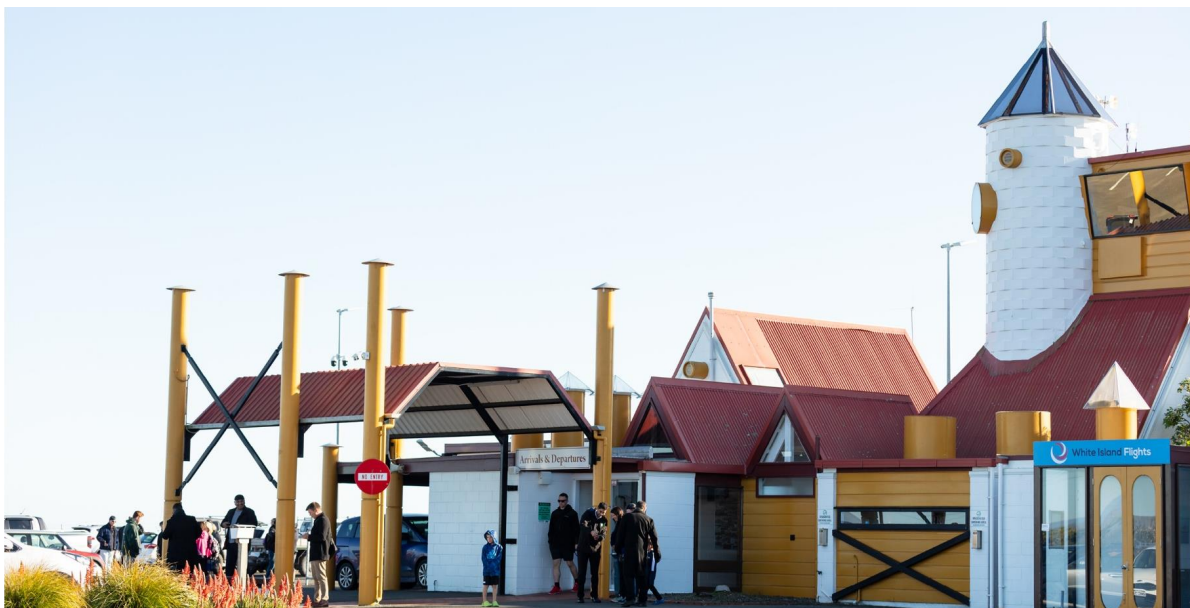
A large car park is available and free of charge for people to use. There are approximately 80 spaces available including two spaces for rental vehicles. Pay for parking in the future is being considered.

5. RATIO OF JOINT VENTURE PARTIES FUNDS TO TOTAL ASSETS

- For the year ended 30 June 2024, consolidated shareholders' funds as a ratio to total assets was 0.90.
- Per the JV's draft Annual Report 2024, consolidated funds were \$4.56 million and total assets were \$5.10 million.
- The consolidated funds include Capital, Reserve Funds and Current Accounts.
- The minimum equity ratio to total assets will not be less than 0.5 therefore ensuring the Airport authority remains financially viable, unless with agreement by the JV partners and Council.

6. ACCOUNTING POLICIES

The Statement of Accounting Policies adopted in the preparation of the financial report is attached in Appendix 1.



Infrastructure and Planning Committee - AGENDA

8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027(Cont.)

7. PERFORMANCE TARGETS

7.1 Financial performance measures and targets

Operate and maintain the Airport's assets within the following operational expenditure and capital expenditure budgets (excluding corporate overheads and depreciation).

Financial performance measures and targets provided are based on the flight services at the time of preparing the Statement of Intent.

OPERATIONAL EXPENDITURE	2023/24	2024/25	2025/26	2026/27
OPEX	SOI	LTP (2024-34)	LTP (2024-34)	LTP (2024-34)
Income (excluding Interest and General Rates)	198,860	228,499	233,069	238,430
Expenditure (excluding corporate overheads and depreciation)	563,761	885,581	777,896	796,710
Depreciation	117,600	121,063	138,798	144,266
Surplus (Deficit)	(482,501)	(778,145)	(683,625)	(702,546)

Operating costs for the Airport have increased in recent years due to Civil Aviation Authority (CAA) requirements to implement a safety management system, resulting in an increase in contract costs for operational management.

The RESA works have also reduced the area of land available for leasing, reducing lease income.

OPERATIONAL EXPENDITURE	2023/24	2024/25	2025/26	2026/27
CAPEX	SOI	LTP (2024-34)	LTP (2024-34)	LTP (2024-34)
Airport Land Redevelopment	1,199,898	350,033	499,881	
Hardstand Upgrade	59,826			
Airport Fencing Renewals	15,167	80,108	81,710	83,589
CCTV Upgrade	74,994	71,296		
Runway Lighting Navigation Upgrade		348,130		
Runway Renewals		92,456	18,675	85,542
Replacement of Windsock		53,405		
Terminal Renewals		6,676	6,809	6,966
Total	1,349,885	1,202,870	607,074	176,097

Infrastructure and Planning Committee - AGENDA

8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027(Cont.)

8. SUSTAINABILITY

The Whakatāne Airport is a key piece of infrastructure for ensuring the well-being and resilience of the Whakatāne District and Eastern Bay of Plenty. As such, Council strives to manage the Airport in alignment with our climate change framework. This includes our Climate Change Principles, as well as our recently adopted Climate Change Pathway.

Our contract with JNP aviation includes a 'Green Lease Schedule', which commits both the Council and JNP aviation to a variety of actions, including regular monitoring, sustainable procurement, and the use of sustainable and environmentally friendly materials.

9. DISTRIBUTIONS TO JOINT VENTURE PARTIES

Assumptions will be made annually to reserves to provide for future renewals and upgrading of facilities.

Annual surpluses or deficits will be transferred to a current account. The current account will have an appropriate minimum amount specified to cover short-term operating deficits. If the current account balance exceeds the amount necessary to cover short to medium term operating deficits, the joint parties will consider whether a distribution of some of the surplus is warranted. Any distribution to the Joint Venture parties would be in proportion to the respective equity holdings.

10. INFORMATION TO BE SUPPLIED

The following reports will be supplied to the Joint Venture parties within two months after the end of the first half of each financial year (28 February) and within three months of the end of each financial year (30 September):

- Statement of Comprehensive Income
- Statement of Financial Position
- Statement of Performance Compared to Targets
- Other statements as may be required by legislation or to comply with Generally Accepted Accounting Practice (GAAP)

11. PROCEDURE FOR ACQUISITION OR SALE OF SHARES AND PROPERTY

Before the Joint Venture subscribes for, purchases or acquires shares in any other company, or acquires any interest in any business or property whatsoever, the Joint Venture shall give at least 21 days' notice to Council and,

in turn, the Crown, of such proposals prior to the Joint Venture deciding whether or not to proceed.

The Joint Venture will not proceed to purchase without an ordinary resolution first being completed by Council and approval from Ministry of Transport (on behalf of the Crown).

12. COMPENSATION

Other than normal business transactions provided to Council, there are no activities for which the Joint Venture will be seeking compensation from any local authority.

13. OTHER MATTERS

- The Joint Venture operates in accordance with the Joint Venture agreement at all times.
- An asset assessment was completed in October 2020 and forms the basis of the current Asset Management Plan for the next 10 years.

8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027(Cont.)

Statement of Accounting Policies

14. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The principal accounting policies adopted in the preparation of the financial report are set out below.

15. REPORTING ENTITY

The financial statements are for Whakatāne Airport, which is a 50:50 joint equity venture between the Council and the Crown.

The primary objective of Whakatāne Airport is to provide goods or services for the community or social benefit rather than making a financial return. Accordingly, the Whakatāne Airport has designated itself as a public benefit entity.

16. BASIS OF PREPARATION

Whakatāne Airport has adopted accounting practices that comply with NZ IFRS, the requirements of the Local Government Act (LGA) and Financial Reporting Act 1993.

As a Public Sector Public Benefit Entity (PS PBE), Whakatāne Airport has elected to report using International Public Sector Accounting Standards for Public Benefit Entities under Tier 3 PBE Standards.

The financial statements have been prepared in accordance with New Zealand generally accepted accounting practice (NZ GAAP) for reporting earnings and financial position.

Whakatāne Airport has taken advantage of certain exemptions available under NZ IFRS.

The financial statements are presented in New Zealand dollars, and all values are rounded to the nearest dollar. Some rounding variances may occur in the Finance Statements due to the use of decimal places in the underlying financial data. The functional currency of Whakatāne Airport is New Zealand dollars.

17. STATUTORY BASE

Whakatāne Airport is a Council Controlled Organisation (CCO) registered under the Local Government Act 2002. This Act requires compliance with New Zealand Generally Accepted Accounting Practice (GAAP). The financial statements have been prepared in accordance with the requirements of the Local Government Act 2002.

18. DIFFERENTIAL REPORTING

The Whakatāne Airport is a qualifying entity within the Framework of Differential Reporting. The Airport is able to apply differential reporting exemptions as it meets the criteria of a differential entity because:

(a) the Airport is not publicly accountable.

(b) the Airport is not large.

All differential reporting exemptions have been taken advantage of.

19. HISTORICAL COST CONVENTION

These financial statements have been prepared under the historical cost convention. The Whakatāne District Council will continue to provide the necessary support to enable the Whakatāne Airport Joint Venture to pay its liabilities as they fall due, including providing funds through the District Fund Account.

8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027(Cont.)

20. CRITICAL ACCOUNTING ESTIMATES

The preparation of financial statements in conformity with NZ IFRS requires the use of certain critical accounting estimates. It also requires management to exercise its judgment in the process of applying Whakatāne Airport's accounting policies.

No material estimates were required this accounting period.

21. REVENUE RECOGNITION

Revenue comprises the fair value for the sale of goods and services, net of rebates and discounts. All revenue is recognised when earned.

22. RENTAL REVENUE

Rental revenue is recognised in the period that it relates to.

23. INTEREST INCOME

Interest income is recognised on a time-proportion basis using the effective interest method.

24. INCOME TAX

The Income Tax expense is calculated using the taxes payable method. As a result, no allowance is made for deferred tax. Tax expense includes the current tax liability and adjustments to prior year tax liabilities.

25. GOODS AND SERVICES TAX (GST)

All items in the financial statements are stated exclusive of GST. Commitments and contingencies are disclosed exclusive of GST.

26. LEASES

Assets leased to third parties under operating leases are included in property, plant and equipment in the Statement of Financial Position. They are depreciated over their expected useful lives on a basis consistent with similar owned property, plant and equipment. Rental income (net of any incentives given to lessees) is recognised on a straight-line basis over the lease term.

27. IMPAIRMENT OF ASSETS

Items of property, plant and equipment, and intangible assets with finite useful lives are reviewed at each balance date to determine whether there is any indication that the asset might be impaired. Where such an indication exists, the asset is tested for impairment by comparing its carrying value to its recoverable amount. Intangible assets with indefinite useful lives, intangible assets not yet available for use, and goodwill are tested for impairment annually. An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable amount.

The recoverable amount is the higher of the asset's fair value less costs to sell and its value in use. Where the future economic benefits of the asset are not primarily dependent on its ability to generate net cash inflows, and where Whakatāne Airport would, if deprived of the asset, replace its remaining future economic benefits, value in use is determined as the depreciated replacement cost of the asset. For the purposes of assessing impairment, assets are grouped at the lowest levels for which there are separately identifiable cash flows (cash generating units).

Infrastructure and Planning Committee - AGENDA

8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027(Cont.)**28. CURRENT ACCOUNT**

Cash and cash equivalents include cash on hand, deposits held at call with financial institutions, other short term, highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value, and bank overdrafts. Bank overdrafts are shown within borrowings in current liabilities on the statement of financial position. Investments held are recorded at cost price. The bank account is held by Whakatāne District Council as part of its General Funds.

29. RECEIVABLES

Receivables are recognised initially at fair value and subsequently measured at amortised cost, less provision for doubtful debts. Collectability of receivables is reviewed on an ongoing basis. Debts which are known to be uncollectable are written off. A provision for doubtful receivables is established when there is objective evidence that Whakatāne Airport will not be able to collect all amounts due according to the original terms of receivables.

The amount of the provision is the difference between the asset's carrying amount and the present value of estimated future cash flows, discounted at the effective interest rate. The amount of the provision is recognised in the Statement of Comprehensive Income.

30. INVESTMENTS AND OTHER FINANCIAL ASSETS***30.1 Loans and receivables***

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market. They arise when Whakatāne Airport provides money, goods, or services directly to a debtor with no intention of selling the receivable. They are included in current assets, except for those with maturities greater than 12 months after the balance date, which are classified as non-current assets.

30.2 Property, plant and equipment

Property, plant and equipment consist of operational assets, which include land, buildings, plant & equipment and furniture & fittings. Items of property, plant and equipment are initially recognised at cost, which includes purchase price plus directly attributable costs of bringing the asset to the location and condition necessary for it to be capable of operating in the manner intended by management. Where a physical asset is acquired for nil or nominal consideration the fair value of the asset received is recognised as revenue.

All property, plant and equipment is shown at cost less depreciation and impairment costs. Cost includes expenditure that is directly attributable to the acquisition of the items. Subsequent costs are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with the item will flow to Whakatāne Airport and the cost of the item can be measured reliably. All other repairs and maintenance are charged to the income statement during the financial period in which they are incurred.

The expected lives, in years, of major classes of fixed assets are as follows:

OPERATIONAL ASSETS	YEARS	METHOD
Airport Runways, Taxiways and Apron	50	Straight Line
Building	40-100	Straight Line
Water Supply	75-100	Straight Line
Plant and Equipment	2-10	Diminishing Value
Furniture & Fittings	5	Diminishing Value
Fence	10-20	Diminishing Value
Terminal Site Development	70	Straight Line
Signage	10-20	Straight Line
Lighting (runway and other)	5-10	Diminishing Value
Paths and Parking	25-50	Straight Line
Automatic Sliding Doors	5-10	Diminishing Value
Electronic Security Systems	5-10	Diminishing Value

Infrastructure and Planning Committee - AGENDA

8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027(Cont.)

The Airport land is vested in the Council under the Reserves Act 1997 for use as an Airport. The Airport holds the land “in substance” and is shown at the value at the date of vesting. Land is not depreciated.

The assets’ residual values and useful lives are reviewed, and adjusted if appropriate, at each balance date.

Assets under construction are not depreciated. The total cost of a project is transferred to the relevant asset class on its completion and then depreciated.

An asset’s carrying amount is written down immediately to its recoverable amount if the asset’s carrying amount is greater than its estimated recoverable amount.

Gains and losses on disposals are determined by comparing proceeds with carrying amount. These are included in the Statement of Comprehensive Income.

31. INTANGIBLE ASSETS

Acquired computer software and software licences are capitalised on the basis of the costs incurred to acquire and bring to use the specific software. These costs are amortised over their estimated useful lives of 3 to 10 years.

32. TRADE AND OTHER PAYABLES

These amounts represent liabilities for goods and services provided to Whakatāne Airport prior to the end of financial year which are unpaid. The amounts are unsecured and are usually paid within 30 days of recognition.



8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027(Cont.)**APPENDIX ONE**

Section 35 Local Government Act 2002

STATEMENTS OF INTENT FOR COUNCIL-CONTROLLED ORGANISATIONS

1 Purpose of statement of intent

The purpose of a statement of intent is to—

- i. state publicly the activities and intentions of a council-controlled organisation for the year and the objectives to which those activities will contribute; and
- ii. provide an opportunity for shareholders to influence the direction of the organisation; and
- iii. provide a basis for the accountability of the directors to their shareholders for the performance of the organisation.

2 Statements of intent for council-controlled organisations

The board of a council-controlled organisation must deliver to its shareholders a draft statement of intent on or before 1 March each year.

Compare: 1974 No 66 s 594S

3 Completion of statements of intent

The board must—

- (a) consider any comments on the draft statement of intent that are made to it within two months of 1 March by the shareholders or by any of them; and
- (b) deliver the completed statement of intent to the shareholders on or before 30 June each year.

Compare: 1974 No 66 s 594U

4 Modifications of statements by intent by board

The board may, by written notice, modify a statement of intent at any time if the board has first—

- (a) given written notice to the shareholders of the proposed modification; and
- (b) considered any comments made on the proposed modification by the shareholders or by any of them within—
 - (i) 1 month after date on which the notice under paragraph (a) was given; or
 - (ii) any shorter period that the shareholders may agree.

Compare: 1974 No 66 s 594V(1)

5 Modifications of statements of intent by resolution of shareholders

- (1) Despite any other provision of the Act or of the constitution of any council-controlled organisation, the shareholders of a council-controlled organisation may, by resolution, require the board to modify the statement of intent by including or omitting any provision or provisions of the kind referred to in clause 9(1)(a) to (i), and any board to whom notice of the resolution is given must comply with the resolution.
- (2) Before giving notice of the resolution to the board, the shareholders must consult the board concerned as to the matters to be referred to in the notice.

Compare: 1974 No 66 s 594V(2)

Infrastructure and Planning Committee - AGENDA

8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027(Cont.)**6 Statement of intent required if exemption granted under section 7 revoked**

If an exemption granted under section 7 is revoked, the council-controlled organisation must—

- (a) if there is more than six months remaining in the financial year, prepare a statement of intent for the following financial year.
- (b) if there is not more than six months remaining in the financial year, prepare a statement of intent for the following financial year.

7 Obligation to make statements of intent available

A completed statement of intent and each modification that is adopted to a statement of intent must be made available to the public by the board within one month after the date on which it is delivered to the shareholders or adopted, as the case may be.

Compare: 1974 No 66 s 594W

8 Savings of certain transactions

A failure by a council-controlled organisation to comply with any provision of this schedule or with any provision in a statement of intent does not affect the validity or enforceability of any deed, agreement, right, or obligation entered into, obtained, or incurred by that organisation.

Compare: 1974 No 66 s 594Y

9 Contents of statements of intent

- (1) Statement of intent must, to the extent that is appropriate given the organisational form of the council-controlled organisation, specify for the group comprising the council-controlled organisation and its subsidiaries (if any), and in respect of the financial year immediately following the financial year in which it is required by clause 3(b) to be delivered and each of the immediately following two financial years, the following information:
 - (a) Objectives of the group; and
 - (b) a statement of the board's approach to the governance of the group; and
 - (c) the nature and scope of the activities to be undertaken by the group; and
 - (d) the ratio of consolidated shareholders' funds to total assets, and the definition of those terms; and
 - (e) the accounting policies of the group; and
 - (f) the performance targets and other measures by which the performance of the group may be judged in relation to its objectives; and
 - (g) an estimate of the amount or proportion of accumulated profits and capital reserves that is intended to be distributed to the shareholders; and
 - (h) the kind of information to be provided to the shareholders by the group during those financial years, including the information to be included in each half-yearly report (and, in particular, what prospective financial information is required and how it is to be presented); and
 - (i) the procedures to be followed before any member or the group subscribers for, purchases, or otherwise acquires shares in any company or other organisation; and
 - (j) any activities for which the board seeks compensation from any local authority (whether or not the local authority has agreed to provide the compensation); and
 - (k) the board's estimate of the commercial value of the shareholders' investment in the group and the way, and the times at which, that value is to be reassessed; and
 - (l) any other matters that are agreed by the shareholders and the board.
- (2) If a council-controlled organisation undertakes to obtain or has obtained compensation from its shareholders in respect of any activity, this undertaking or the amount of compensation must be recorded in—
 - (a) the annual report of the council-controlled organisation; and
 - (b) the annual report of the local authority.
- (3) Any financial information, including (but not limited to) forecast financial information, must be prepared in accordance with generally accepted accounting practice.

Compare: 1974 No 66 s 594T

Infrastructure and Planning Committee - AGENDA

8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027(Cont.)**10 Additional content of statements of intent**

- (1) This clause applies to council-controlled organisations that provide services in relation to the following groups of activities:
 - (a) water supply;
 - (b) sewerage and the treatment and disposal of sewage;
 - (c) stormwater drainage;
 - (d) flood protection and control works;
 - (e) the provision of roads and footpaths.
- (2) The council-controlled statement of intent must, in relation to each group of activities described in subclause (1), include a statement of the intended levels of service provision that complies with clause 4(a) and (c) of Schedule 10 as if —
 - (a) the reference to a long-term plan were a reference to the statement of intent; and
 - (b) the reference to a local authority were a reference to a council-controlled organisation.]

8.1.1 Appendix 1 - Draft Whakatāne Airport Statement of Intent for the period 1 July 2024 to 30 June 2027(Cont.)

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8.2 Three Waters Consent Replacement Programme Update Report – July 2025**8.2 Three Waters Consent Replacement Programme Update Report – July 2025**

To: **Infrastructure and Planning Committee**

Date: **Thursday, 24 July 2025**

Authors: **J Joyce / Project Manager**
J Sinclair / Senior Water Consents Project Planner

Authoriser: **D Bewley / GM Planning, Regulatory and Infrastructure**

Reference: **A2915755**

1. Reason for the report - Te Take mō tēnei rīpoata

The purpose of this report is to update the Infrastructure and Planning Committee on the Three Waters Consent Replacement Programme (“**the Programme**”) including endorsement of the Programme (Project) Plan and Communications and Engagement Strategy.

2. Recommendations - *Tohutohu akiaki*

1. THAT the Infrastructure and Planning Committee **receive** the Three Waters Consent Replacement Programme Update Report - July 2025; and
2. THAT the Infrastructure and Planning Committee **endorse** the Three Waters Consent Replacement Programme - Programme (Project) Plan as attached in appendix A; and
3. THAT the Infrastructure and Planning Committee **endorse** the Three Waters Consent Replacement Programme - Communications and Engagement Strategy as attached in appendix B.

3. Background - *He tirohanga whakamuri*

Whakatāne District Council (the Council) owns, operates, and maintains three waters infrastructure: stormwater, wastewater, and municipal water supply, across the Whakatāne District. This infrastructure comprises six wastewater treatment plants and their reticulation networks, with plans for an additional wastewater scheme underway. The Council's municipal water supply infrastructure includes ten water supply schemes that draw from several water sources before treatment. Furthermore, stormwater networks exist within major urban areas to manage rainfall runoff and mitigate flooding risks.

The impending expiration of resource consents issued under the Resource Management Act 1991 will likely necessitate a number of phased upgrades within the Whakatāne District. For the Council, this includes replacing consents associated with four wastewater treatment plants and seven water supply schemes, as well as irrigation for Rugby Park. These upgrades are anticipated to come with a cost to the community with the scale of investment dependant on the specific requirements of each scheme and applicable regulatory standards.

8.2 Three Waters Consent Replacement Programme Update Report – July 2025(Cont.)**4. Discussion – Kōrerorero****4.1. Three Waters Consent Replacement Programme – Programme (Project) Plan**

This project plan sits at the programme level of the three waters consent replacement programme, including relevant wastewater and water take consent replacements. The Programme Plan is a 'live' document and will be updated as Council works through the programme.

The Programme Plan outlines:

- overall purpose and key objectives sought,
- programme structure, key workstreams, milestones and timeframes,
- collaboration with tangata whenua,
- communications and engagement,
- summary budget, procurement requirements, and
- key risks and reporting.

Specific projects within this programme will develop supporting (succinct) project plans where appropriate.

4.2. Three Waters Consent Replacement Programme – Communications and Engagement Strategy

This Communications and Engagement Strategy ("**C&E Strategy**") sits at the programme level and supports a consistent approach to C&E across the various projects that sit under the Programme. The Strategy is a 'live' document and will be updated as Council works through the programme.

Specific projects within this programme will develop supporting (succinct) C&E plans where appropriate. These will be specific to each project to ensure consistency in approach, whilst recognising the need for C&E to be tailored for each project/community and presented in a way that is easily understood and applied at the project level.

The objectives for the C&E Strategy will be centred around enhancing Council's reputation with mana whenua, key stakeholders and the wider community, through clear communications and genuine engagement opportunities. Furthermore, the C&E activity will support any resource consent applications that need to be applied for with any wastewater and water infrastructure upgrades/replacements.

4.2.1. Iwi / Hapū Engagement

The Programme seeks to ensure that collaboration with mana whenua is undertaken for those projects where more complex wastewater or water consents are required. The approach to collaboration and co-design will be tailored for each project and will also need to recognise the capacity of iwi/hapū to be involved. Underpinning the approach to collaboration and co-design will be the need to recognise and consider what regulations must be met in terms of wastewater treatment/disposal, and the taking of water. Furthermore, the solutions recommended need to be affordable for both Council and ratepayers.

Mana whenua engagement for the Programme will be guided by the Programme's Iwi Engagement Advisor, with support from Council's Toi Kotuia team. Succinct Iwi Engagement Plans will be prepared at the relevant project level, to sit alongside the C&E Plan for the same project. These will all sit under the programme level C&E Strategy.

8.2 Three Waters Consent Replacement Programme Update Report – July 2025(Cont.)

4.3. Three Waters Programme Steering Group

The Three Waters Programme Steering Group (the Steering Group) met on Monday 24 March 2025.

Key discussion areas included:

1. Programme (Project) Plan endorsement.
2. Communications and Engagement Strategy endorsement.
3. Overall Programme progress update.

8.2 Three Waters Consent Replacement Programme Update Report – July 2025(Cont.)**4.3.1. Key actions and or recommendations from the Steering Group meeting included:**

Report / Key Discussions	Key actions / direction
Programme (Project) Plan endorsement	<p>The Programme team outlined the updated Programme (Project) Plan.</p> <ul style="list-style-type: none"> Minor changes made from the previous version reviewed by the PSG including: <ul style="list-style-type: none"> Extend the wastewater consent timeframes due to uncertainty around the enactment of legislation and standards, which will have a significant impact on the planning and delivery of the wastewater projects. Water consent projects all now underway with a mix of in-house and consultant delivery so the timing for these will remain the same. The programme plan will be reviewed on an ongoing basis to ensure it reflects future legislative changes as well as relevant local and regional strategy and planning, including financial. <p>PSG members confirmed the draft Communications and Engagement Strategy and agreed for this to be reported to the July IPC meeting.</p>
Communications and Engagement Strategy endorsement	<ul style="list-style-type: none"> The C&E Strategy sets out high-level best practice principles, challenges, opportunities, key messages, and an engagement framework. All project-specific C&E and Iwi Engagement Plans will sit under this strategy, focusing only on when, what, and how for each consent project. The strategy and plans are live documents and will be updated as the programme progresses, ensuring flexibility as legislation and context change. Key messaging will emphasise balancing environmental outcomes, affordability, and timing. <p>PSG members confirmed the draft Communications and Engagement Strategy and agreed for this to be reported to the July IPC meeting.</p>
Overall programme progress update	<p>Programme team outlined progress updates for each of the water and wastewater consent replacement projects.</p> <p><i>See table below for outline of these updates.</i></p> <p>PSG members noted project progress.</p>

8.2 Three Waters Consent Replacement Programme Update Report – July 2025(Cont.)**4.3.2. Programme Progress Update**

Component	Approx Timing	Progress Update
Programme Project Plan	June 2025	Programme (Project) Plan on 17 th July IPC meeting agenda for endorsement.
Communications & Engagement Strategy	June 2025	Communications and Engagement Strategy on 17 th July IPC meeting agenda for endorsement.
Whakatāne Waters Strategy	July 2025	<p>Integration options are currently being assessed as part of the development of the Whakatāne Waters Strategy. These options are informing both the water and wastewater consenting programmes, in terms of their timing and potential to integrate with other schemes.</p> <p>Over the next couple of months, the strategy will continue to evolve and will remain in draft until final decisions are made regarding wastewater standards. While these standards were initially scheduled to be finalised by August 2025, a delay is expected due to over 150 submissions and a number of issues raised.</p>

8.2 Three Waters Consent Replacement Programme Update Report – July 2025(Cont.)

Consent Replacement	Approx Timing	Project status	Progress Update
WASTEWATER CONSENTS			
Whakatāne Wastewater Edgecumbe Wastewater	2024 - 2027	Early scoping underway.	Early project scoping underway. LWDW and wastewater standards to be enacted by the Local Government Water Services Bill will inform the scope and consenting requirements for this project along with the Whakatāne Waters Strategy. Further direction is expected later in 2025
Edgecumbe Wastewater	2024 - 2027	Early scoping underway.	Early project scoping underway. LWDW and wastewater standards to be enacted by the Local Government Water Services Bill will inform the scope and consenting requirements for this project along with the Whakatāne Waters Strategy. Further direction is expected later in 2025.
<u>Tāneatua</u> Wastewater	2024 - 2027	Underway	Project being established. Glenn Cooper has been contracted to lead this project with support from a Project Manager from Te Uru <u>Taumatua</u> .
Murupara Wastewater	2024 - 2027	On track	The project is underway and will be reset with Ngāti Manawa in July 2025. The internal project team have met to scope out elements of phase one of the project plan, including project structure, resourcing requirements, and stakeholder mapping.
WATER CONSENTS			
Whakatāne / <u>Ōhope Water</u>	2024 - 2026	Yet to start	A planning assessment is underway in the first instance, via a consultant, to inform the scope and consenting requirements for the project.
<ul style="list-style-type: none"> • <u>Rangitāiki Plains</u> • Matatā • Murupara • <u>Waimana</u> • Rugby Park Irrigation 	<ul style="list-style-type: none"> • 2025-2026 • 2025-2027 • 2025-2026 • 2025-2026 • 2025-2026 	Yet to start	These projects are currently being commenced with a mix of inhouse and consultant delivery.

8.2 Three Waters Consent Replacement Programme Update Report – July 2025(Cont.)

Consent Replacement	Approx Timing	Project status	Progress Update
<u>Tāneatua</u>	2025-2026	On track	Consultant engaged to prepare the consent application. Draft prepared and is currently under review by Council staff. Engagement underway with Te Uru <u>Taumatua</u> and Ngāti Awa to identify any cultural effects that should be acknowledged and (where possible) mitigated as part of the application.
<u>Rūātoki</u> Water	n/a		An alternative water supply is being sought due to resilience issues. It is currently uncertain whether the existing supply will be maintained and, thus, whether replacement consent is required.

4.3.3. Stormwater Consents

The council's stormwater consent replacements are being undertaken by the Policy, Planning and Consents Compliance team. The table below outlines a summary of progress to date on relevant consents.

8.2 Three Waters Consent Replacement Programme Update Report – July 2025(Cont.)

Consent Replacement	Approx Timing	Project status	Progress Update
STORMWATER CONSENTS			
Whakatāne CSC (RM23-0010-AP)	TBC	Consent application on hold Remains lawful under s124 of the Resource Management Act.	<p>On 16 January 2023, the Council lodged an application for a comprehensive stormwater consent (CSC) for the Whakatāne Township. The resource consents sought are:</p> <ul style="list-style-type: none"> • To discharge stormwater to land, wetlands, and water from multiple locations within the urban areas and settlements subject to the application. • To undertake associated land disturbing activities and activities within the Coastal Marine Area (CMA) and/or watercourses. • To undertake maintenance activities on the stormwater network, including ongoing operations and upgrades (replacements, demolition and improvement works). <p>The application was publicly notified, with six submissions received by Bay of Plenty Regional Council by the closing date of 19 June 2024. Processing of the application has been suspended at the Council's request to enable it to respond to the section 42A report and prepare evidence for the upcoming hearing (date to be confirmed). Upon approval of the CSC, existing individual stormwater discharge consents held by the Council for the Whakatāne urban area will be surrendered.</p>

Consent Replacement	Approx Timing	Project status	Progress Update
<u>Ōhope</u> CSC	TBC	Yet to commence	The Council intends to progress a CSC for <u>Ōhope</u> following completion of the Whakatāne CSC.

4.4. Resourcing and Recruitment

Key programme roles in place. Other roles to be further confirmed as relevant project scopes and timings are agreed, include:

1. **Project manager Whakatāne wastewater** - a project manager will be appointed to help scope project and consenting requirements. This will also be subject to emerging national legislation and standards.

8.2 Three Waters Consent Replacement Programme Update Report – July 2025(Cont.)

2. **Project manager Edgecumbe wastewater** - a project manager will be appointed to help scope project and consenting requirements. This will also be subject to emerging national legislation and standards.
3. **Project manager Whakatāne / Ōhope water** – consultant currently undertaking an initial planning assessment to determine consenting requirements. A project manager will be appointed once scope of consent requirements are known.

4.5. Budget Spend to Date

The budget will be regularly assessed to ensure appropriate allocation, including when further detail on the proposed wastewater environmental performance standards is received, and how these will impact relevant consenting processes.

Activity	LTP Budget (2024-2028)	Spend to date up to (30 June 2025)	Remaining (2024-2027)
WATER			
410031 - All Equalised Schemes Replacement of Water Take Consents	\$608,206	\$17,985	\$590,221
410118 - <u>Rangitāiki</u> Plains Replacement of Water Take Consents	\$283,264	\$480	\$282,784
412556 - Murupara Replacement of Water Take Consents	\$88,112	\$2,294	\$85,818
WASTEWATER			
510062 - Whakatāne Equalised across District Wastewater Discharge Resource Consents (Whakatāne, Edgecumbe, <u>Tāneatua</u>)	\$4,439,865	\$392,959	\$4,046,906
512504 - Murupara Wastewater Discharge Resource Consents	\$1,377,757	\$18,569	\$1,359,188
511016 - Murupara Wastewater Discharge monitoring	\$113,069	\$15,475	\$97,594
TOTALS	\$6,910,273	\$447,762	\$6,462,511

Notes to Table

1. The total programme budget within the Long-Term Plan 2024-34 (LTP) is \$7,227,356.
2. The above table outlines the first four years of the LTP (2024-2028) where the majority of the budget is included.
3. Cost code 511016 covers monitoring for the Murupara scheme. Costs associated with wastewater monitoring for Whakatāne, Edgecumbe, and Tāneatua are covered by 510062.

5. Options Analysis - Ngā Kōwhiringa

No options have been identified at this time, relating to the matters of this report.

8.2 Three Waters Consent Replacement Programme Update Report – July 2025(Cont.)**6. Significance and Engagement Assessment - *Aromatawai Pāhekoheko*****6.1. Assessment of Significance**

The decisions and matters of this specific report are assessed to be of low significance in accordance with the Council's Significance and Engagement Policy. However, this report is part of a broader process that is, or may be in future, assessed to be of moderate significance.

The following criteria are of particular relevance in determining the future level of significance.

- **Level of community interest:** The Three Waters Consent Replacement Programme is expected to generate a moderate level of community interest. A communications and engagement plan will be developed for each of the significant projects, which will include engagement with the wider community.
- **Rating / Financial impact:** The financial costs associated with the Three Waters Consent Replacement Programme are included in the Long-Term Plan (LTP) 2024-34. However, this does not include the costs of the subsequent infrastructure upgrades that will be required due to the new consents.
- **Impact on Māori:** The consent replacement programme has a notable impact on Māori, given the strong cultural connections to land, water, and other taonga. The co-design approach with iwi and hapū is intended to ensure that the concerns and aspirations of Māori are integral to the programme's planning and execution.

6.2. Engagement and Community Views

Resourcing is in place to support Council's ongoing communications and engagement on the programme. This includes the programme-level Communications and Engagement Strategy and project-level C&E Plans for those projects that require them.

7. Considerations - *Whai Whakaaro***7.1. Strategic Alignment**

No inconsistencies with any of the Council's policies or plans have been identified in relation to this report.

7.2. Legal

Meeting the Resource Management Act requirements of replacing expiring consents for water and wastewater has been identified as a strategic project for the Council and is a legal requirement.

7.3. Financial / Budget Considerations

Project costs are being funded out of the budget for the Three Waters Consent Replacement Programme and are included in the Long Term Plan (LTP) 2024-34.

There is no budget considerations associated with the recommendations of this report.

7.4. Climate Change Assessment

There are no significant or notable impacts associated with the matters of this report.

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan**7.5. Risks**

Risk	Description and/or Mitigation
The current 2026 timeframe for replacing the majority of the identified consents will be very challenging to meet, especially for consents associated with the four wastewater treatment plants, given the amount of technical work, partnerships, and community engagement required.	<p>The programme team will keep across the new Draft Local Water Services Bill, which currently proposes a two-year extension for extant wastewater consents.</p> <p>Each project will develop a project plan and include adequate planning for any interim approach that may need to be taken if the timeframe(s) cannot be realistically met.</p>
Obtaining the necessary resource consents will be challenging due to the complex nature of the projects, especially wastewater consents.	The most effective way of mitigating this risk is through the partnership and collaborative approach process with iwi and hapū that is being implemented as part of the relevant projects.
Recruiting the right level of skills and experience into the approved roles may prove challenging, given the current demand for three waters expertise and support across local government in New Zealand.	The programme team are using all recruitment methods and staff advice available to help mitigate this risk.

8. Next Steps – E whai ake nei

- Continue to engage with central government on three waters including the proposed wastewater environmental performance standards.
- Continue to manage the Programme Steering Group as per agreed terms of reference.
- Continue recruitment processes for relevant roles where and when appropriate.

Attached to this Report:

- Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan
- Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan

Three Waters Consent Replacement Programme

PROGRAMME PROJECT PLAN

June 2025 (v2)

whakatane.govt.nz

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)

Contents

1.	Background.....	3
2.	Programme Plan	5
3.	Programme Purpose.....	5
4.	Programme Objectives	5
5.	Community Benefits	6
6.	Co-Design Approach	6
7.	Programme and Team Structure	6
8.	Programme Outline	8
9.	Procurement.....	13
10.	Communications and Engagement Programme	13
11.	Budget	14
12.	Risk Management	15
13.	Reporting Requirements	16
14.	Dependencies.....	16
15.	Key (Council) Roles.....	17

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)

1. Background

Whakatāne District Council (the Council) owns, operates, and maintains three waters infrastructure: stormwater, wastewater, and municipal water supply, across urban areas within the Whakatāne District.

This infrastructure includes:

- Six wastewater treatment plants and associated reticulation networks
- Ten municipal water supply schemes, sourcing and treating water from various origins
- A new wastewater scheme currently under development
- Stormwater systems that are designed to manage rainfall runoff and mitigate flood risks in major urban centres

1.1 Expiring Consents and Infrastructure Upgrades

A significant number of the Council's resource consents for water takes and for activities associated with its wastewater treatment plants, many of which were granted as transitional consents under the Resource Management Act 1991 (RMA), are nearing expiry.

These include:

- Air discharge and treated wastewater discharge consents for four wastewater treatment plants
- Eleven water take consents (three of which expire in 2031)

Many of these consents were granted for 35-year terms when the RMA came into effect on 1 October 1991, meaning a large volume will expire on 1 October 2026 (subject to the Local Government (Water Services) Bill). Replacing these consents will require extensive planning, technical assessments, and, in most cases, major infrastructure upgrades to meet today's environmental and regulatory requirements.

These upgrades will come with a significant financial cost to the community, estimated at \$200m to upgrade facilities with increased ongoing operational costs associated with more advanced infrastructure.

1.2 Three Waters Consent Replacement Programme Strategy

To address this challenge, the Council is proactively planning for the upcoming consent replacements. At its meeting on 30 May 2024, the Infrastructure and Planning Committee approved the Three Water Consents Replacement Strategy: which sets out a coordinated programme of work, including resourcing and an associated structure.

1.3 Legislative Context - Resource Management Act

The impending expiration of resource consents issued under the Resource Management Act 1991 (the RMA) following its enactment is a large driver of the required upgrades. The RMA is a significant piece of legislation in New Zealand. Its primary purpose is to promote the sustainable management of natural and physical resources while recognising the importance of environmental, economic, social, and cultural factors. When

¹ Strategy can be found at: [HTTPS://hive.wdc.int/documents/A2632609/details](https://hive.wdc.int/documents/A2632609/details)

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)

the RMA came into force in New Zealand on October 1, 1991, it introduced a new system for managing resource use and environmental protection, replacing several earlier pieces of legislation. Subsequently, consents or permits issued under earlier legislation were transitioned to the RMA, and 35-year consents were granted. Hence, many of the Council's three-waters consents will expire on 1 October 2026, 35 years after the enactment of the RMA, thereby necessitating replacement consents and likely associated upgrades.

1.4 Local Government Future Water Services Delivery

In 2024, the Government set out key details of New Zealand's future water services delivery system under Local Water Done Well (LWDW), including details of new models for financially sustainable water organisations and increased borrowing from the New Zealand Local Government Funding Agency Limited (LGFA) for water services. The third piece of legislation in the Government's three-stage process for implementing Local Water Done Well is the proposed Local Government Water Services Bill which will establish the enduring settings for the new water services system.

1.5 Emerging Reforms – The Local Government (Water Services) Bill

The Local Government (Water Services) Bill (the Bill) proposes to introduce several key changes that will likely influence the Three Waters Consent Replacement Programme. Key areas include:

1.5.1 National Wastewater Environmental Performance Standards

Wastewater environmental performance standards are being developed under the Water Services Act 2021 to establish a single standard for wastewater and stormwater nationwide. Provisions in the Bill will amend the Water Services Act 2021 and the Resource Management Act 1991 to enable the introduction of these national standards. This approach will ensure councils adopt a consistent framework for resource consents. The standards are expected by August 2025 and will influence the required upgrade levels and guide the programme's planning phase.

1.5.2 Infrastructure Design Solutions

A new regulatory tool, Infrastructure Design Solutions (IDS), will be introduced under the Bill. IDS will set standardised design and operating requirements for modular wastewater treatment plants. Initially targeting small community systems (populations under 1,000), the first IDS is anticipated by mid-2026.

1.5.3 Extant Wastewater Consent Extensions

The Bill proposes a two-year extension for existing wastewater consents (that are due to expire within two years of the commencement date) under the RMA. This extension provides additional time to align consent replacement efforts with the evolving legislative framework and forthcoming national standards. The Three Waters Consent Replacement Programme will keep across this emerging legislation to ensure that government direction is integrated and informs future planning and decision making.

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)

2. Programme (Project) Plan

This project plan sits at the programme level of the three waters consent replacement programme, including relevant wastewater and water take consent replacements. The Plan is a 'live' document, and will be updated as Council works through the programme. Projects within this programme will develop supporting project plans where appropriate. For clarity, stormwater consents are not part of this programme and will be managed as business as usual by the Council's Policy, Planning and Consents Compliance team.

Each Plan will include, at the appropriate level:

- key objectives sought,
- programme/ project structure, including co-design approach,
- key workstreams, milestones and timeframes,
- communications and engagement,
- summary budget, procurement requirements, and
- key risks and reporting.

3. Programme Purpose

Healthy People – Healthy Communities

To determine and consent, fit for purpose and affordable water and wastewater solutions, that meet statutory requirements, safeguard public health, improve environmental and cultural outcomes, provide for growth, and build community resilience.

4. Programme Objectives

In undertaking the Programme, Council and supporting project teams will endeavour to:

- a. *Put people, the environment and affordability at the forefront of decision-making.*
- b. *Determine and address adverse effects from the existing and future wastewater and water schemes while meeting statutory requirements and balancing delivery of the four well-beings (cultural, social, environmental, and economic).*
- c. *Work collaboratively with mana whenua on the replacement of relevant wastewater and water consents located within their rohe.*
- d. *Recognise and plan for growth over the long-term (as per Whakatāne's Local Growth Plan).*
- e. *Support delivery of the Local Water Done Well 30-year implementation plan that supports balancing the funding and phasing of upgrades against affordability principles.*
- f. *Identify preferred options, in a manner that appropriately considers agreed project objectives, the four wellbeing's, and relevant legislative frameworks.*
- g. *Develop resource consent applications and any other necessary approvals, to implement the preferred options identified.*

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)

Each relevant project within the Programme will further outline specific project objectives relevant to that consent, through the development of specific project plans.

5. Community Benefits

There are significant benefits to be realised for the Whakatāne district in replacing the identified wastewater and water take consents, including:

- Improved community wellbeing and public health outcomes.
- Improved environmental outcomes, including improved health and wellbeing of water.
- Improved cultural outcomes, including improved wellbeing of water and protection of significant sites.
- Increased opportunities for localised residential, papakainga and business development.
- Ability to tailor designs to meet legislative requirements while balancing cost and affordability principles.

6. Collaboration with tangata whenua

To ensure a robust process for consulting with tangata whenua, the Council recognises the need to embed a suitable engagement process in any consent replacement project. Further to acting in good faith as iwi partners, this process is essential to ensure that by Section 6 of the RMA, matters of national importance, including *“the relationship of Māori and their culture and traditions with their ancestral lands, water sites, waahi tapu (sacred places) and other taonga [treasures]”* is recognised and provided for.

Where consent replacements exceed a 'like-for-like' replacement, the Council seeks to collaborate on these solutions with iwi and hapū for their respective communities. In doing so, this seeks to ensure a cultural lens is applied, recognising the important role of tangata whenua in determining their relationship and the relationship of their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga.

The approach for each project will need to recognise the capacity of iwi and hapū to be involved, acknowledging that our partners limited time drives the need to ensure the process is efficient and makes the most of available time, whilst meeting project deadlines.

While tangata whenua offer direction, advice and recommendations on their preferred options for each relevant project, the final decisions on those options remain with the Council. Whānau, iwi and hapū retain the ability to form and express their own views on the preferred options selected, including through any statutory process.

Standalone water take schemes with existing water supplies that the Council intends to apply for “like for like consents” will go through standard iwi and hapū consultative processes. This includes water supplies for Waimana, Tāneatua, Murupara, Matatā, Rugby Park irrigation, and potentially the Rangitāiki Plains.

Wider iwi and hapū engagement will be guided by the Programme’s iwi engagement advisor and supported by the Council’s Toi Kotua team.

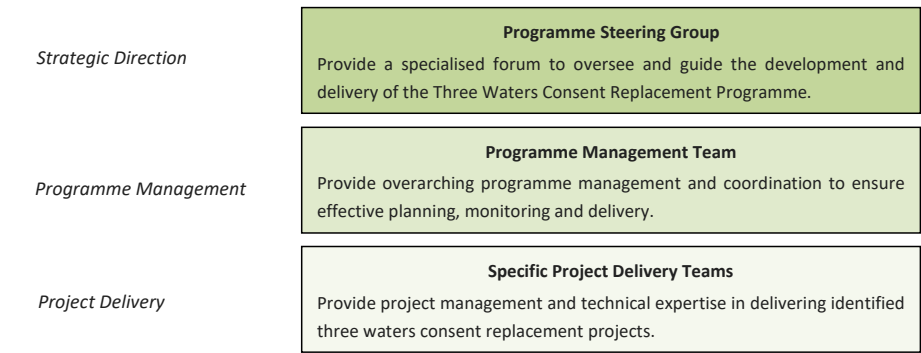
8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)

7. Programme and Team Structure

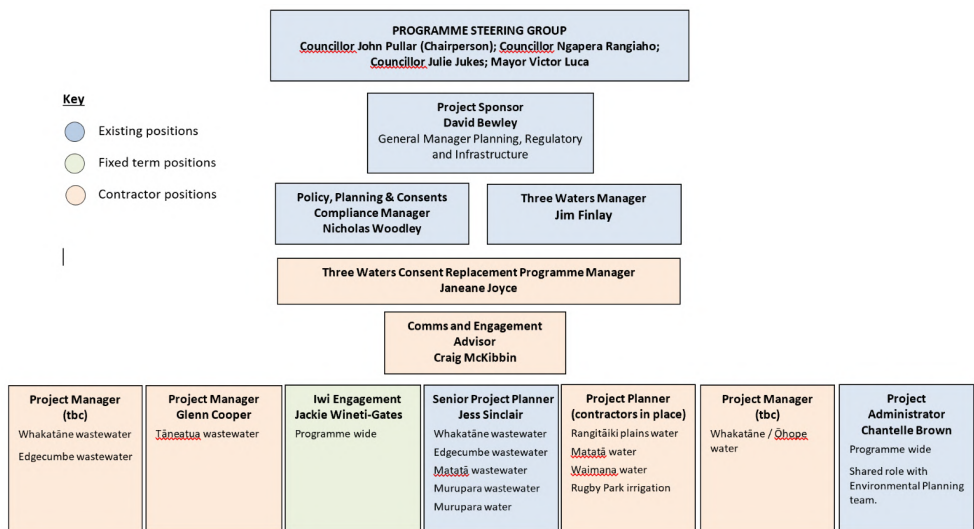
The Three Waters Consent Replacement Programme encompasses an overarching programme of work, supported by multiple project specific teams and work programmes.

The Council’s Long Term Plan 2024-34 includes roles to support delivery of the Programme. These roles are based on the required skills and experience required and include project management, iwi engagement, project planning and consenting. The roles will include a mix of contractor and full-time/fixed-term equivalents to support acquiring relevant experience and capability across the three-year work programme. The following diagram outlines the current programme team structure and supporting roles.

7.1 Programme Structure



7.2 Programme Team Structure (as of June 2025)



Infrastructure and Planning Committee - AGENDA

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)**7.3 Programme Responsibilities**

The following table outlines the key project team responsibilities for relevant programme components. Project level components will be managed primarily through the different project managers, supported by the Programme team.

Programme Component	Lead Role	Support Role
Programme Steering Group administration	Programme Manager	Programme Coordinator
Comms and engagement	Comms and Engagement Advisor	Council communications advisor Programme Manager
Iwi Engagement and support	Iwi Engagement advisor	Council's Toi Kotuia team Comms and Engagement Advisor
Procurement	Procurement Advisor	Programme Manager
Budget administration (invoicing, reporting)	Programme Coordinator	Programme Manager
Programme reporting (incl. Infrastructure and Planning Committee, Executive team)	Programme Manager	Programme Coordinator Senior Project Planner

8. Programme Outline

The summary work programme includes the following projects:

Consent Replacement	Approx Timing	Current Scheme	Key Considerations
WASTEWATER CONSENTS			
Whakatāne Wastewater	2026 - 2028	<ul style="list-style-type: none"> Treatment facility located west of Whakatāne town. Wastewater is treated in oxidation ponds, and the resulting treated effluent is then discharged into the ocean off Coastlands Beach through an outfall pipe that extends 600m into the sea. 	<ul style="list-style-type: none"> Largest population of the district is serviced by this scheme. Ocean discharge is not the preferred method by iwi. A review was undertaken to determine whether a combined option with industry (Fonterra) was feasible, but this was not pursued as it was found not to be cost-effective.
Edgecumbe Wastewater	2026 - 2028	<ul style="list-style-type: none"> Treatment through a two-stage oxidation pond system located on the outskirts of Edgecumbe, adjacent to the Omeheu Canal. 	<ul style="list-style-type: none"> Strong advocacy from tangata whenua for an alternative disposal method away from the Omeheu Canal. Wastewater reticulation network in Edgecumbe has several legacy issues

Infrastructure and Planning Committee - AGENDA

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)

Consent Replacement	Approx Timing	Current Scheme	Key Considerations
		<ul style="list-style-type: none"> Treated effluent is discharged into the Omeheue Canal, a tributary of the Tarawera River. 	<p>stemming from poor system design and network damage from the earthquake in March 1987. Though significant work has been undertaken to minimise this, inflow and infiltration remain high in wet weather. Addressing these issues will be a key aspect of the project.</p> <ul style="list-style-type: none"> Edgecumbe faces potential long-term retreat due to persistent challenges such as subsidence, low-lying terrain, and the associated impacts of climate change. Current discharge to freshwater is deemed culturally inappropriate. Low lying land renders land application unviable. Will explore integration opportunities with different schemes as a starting point.
Tāneatua Wastewater	2025 - 2027	<ul style="list-style-type: none"> Gravity reticulation network and two-stage oxidation ponds located on the outskirts of the township, adjacent to the Whakatāne River. 	<ul style="list-style-type: none"> Smallest township in the district, with a wastewater reticulation scheme at present. Current discharge to freshwater is deemed culturally inappropriate.
Murupara Wastewater	2025 - 2027	<ul style="list-style-type: none"> Gravity reticulation network and two-stage oxidation ponds located at the confluence of the Rangitāiki and Whirinaki River. Discharges to the Rangitāiki River. 	<ul style="list-style-type: none"> Most remote township within the district, approximately 60km northwest of Whakatāne. Faces significant funding challenges in future as the community pays unequalised rates for three waters, meaning the cost of upgrades will be funded solely by Murupara rates rather than being equalised across the district. Current discharge to freshwater is deemed culturally inappropriate and the ponds are located a site that is both at risk of flooding and recognised as a wāhi tapu.
WATER CONSENTS			
Whakatāne / Ōhope Water	2024 - 2026	<ul style="list-style-type: none"> Located at Valley Road. Draws water from the Whakatāne River adjacent to the treatment 	<ul style="list-style-type: none"> Analyses conducted as part of the water strategy indicated that the water at the WTP intake is no longer suitable for long-term water supply due to elevated salinity

Infrastructure and Planning Committee - AGENDA

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)

Consent Replacement	Approx Timing	Current Scheme	Key Considerations
		<p>plant. The raw water undergoes coagulation and sand filtration.</p> <ul style="list-style-type: none"> The treated water is then pumped to 3 reservoirs on a hill near the treatment plant. It is delivered (largely via gravity) to the Whakatāne township. Water is pumped from Whakatāne to the reservoir via gravity to the Ōhope reservoirs and township. 	<p>levels at low flows that occur more frequently than every other year.</p> <ul style="list-style-type: none"> Otumahi groundwater has been identified as a suitable long term water supply to replace the surface water supply, however there is limited allocation within that aquifer.
Rangitāiki Plains Water (Braemar Spring & Johnson Road)	2025 - 2026	<ul style="list-style-type: none"> The principal source is the Braemar spring on the western side of the plains, with a secondary bore source located at Johnson Road. Customers on the scheme consist mainly of rural farming and lifestyle blocks. 	<p>Technical work required to:</p> <ul style="list-style-type: none"> Confirm and enhance monitoring of spring flows, including new measurements and continuous tracking. Assess naturalised spring flows against water demand and verify requirements with local authorities. Investigate groundwater recharge and model potential flows during drought conditions.
Matatā Water (Jennings Spring)	2025 - 2026	<ul style="list-style-type: none"> Jennings Spring is the source for this scheme. Treated water is transferred via gravity and booster pump to two reservoirs on a hill above the township. 	<p>Technical work required to:</p> <ul style="list-style-type: none"> Assess and confirm monitoring of natural spring flows and conduct new flow measurements. Establish continuous monitoring requirements in coordination with local authorities. Investigate groundwater conditions and model spring flow projections for future demands.
Tāneatua Water	2025 - 2026	<ul style="list-style-type: none"> Water source is a shallow bore located off Puketi Road. Treated water is pumped directly to two reservoirs located on hills east of the town. 	<ul style="list-style-type: none"> Like-for-like consent replacement. Catchment is over allocated.
Murupara Water	2025 - 2026	<ul style="list-style-type: none"> Water supply is via two bores (underground stream). Treated water is pumped to reservoirs nearby. 	<ul style="list-style-type: none"> Like-for-like consent replacement.

Infrastructure and Planning Committee - AGENDA

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)

Consent Replacement	Approx Timing	Current Scheme	Key Considerations
Waimana Water	2025 - 2026	<ul style="list-style-type: none"> Water sourced from the Hodges Road bore and pumped to reservoirs above the town. 	<ul style="list-style-type: none"> Like-for-like consent replacement. Catchment is over allocated.
Rugby Park irrigation	2025 - 2026	<ul style="list-style-type: none"> Need to determine the current and expected requirements for this consent replacement with the appropriate team. 	
Rūātōki Water	n/a	<ul style="list-style-type: none"> Water taken from a shallow bore alongside the Whakatāne River. Water is chlorinated, filtered, and UV-treated before being pumped to a reservoir via a high-lift pump set. 	<ul style="list-style-type: none"> The current shallow bore is located adjacent to the river and has resilience issues. Current investigations are underway to identify an alternative source.

8.1 Supporting Projects' Workstreams, Milestones and Indicative Timeframes

The following table includes the different projects, key workstreams to be undertaken and indicative timeframes. Further detail on each project will be included in the relevant project plans, which will be developed as resourcing is put in place. Therefore, key milestones and indicative timeframes may be further refined in the future. Note: further detail will be included in the below table as projects are fully established.

Wastewater Consent Replacement

Whakatāne wastewater consent	2026 - 2028	Status
Undertake high level costings for: <ul style="list-style-type: none"> Combined scheme (including Fonterra) Standalone schemes 	Sept – March 2025	Complete
Determine next steps.	Mid 2025	Early planning underway. Informed by new legislation (due late 2025).
Edgecumbe wastewater consent	2026 - 2028	Status
Undertake high level costings for: <ul style="list-style-type: none"> Combined scheme (including Fonterra) Standalone schemes 	Sept – March 2025	Complete
Determine next steps.	Late 2025	Informed by new legislation (due late 2025).
Murupara Wastewater Consent	2025 - 2027	Status
Establish collaborative partnership approach between iwi, hapū, and Council.	2024 – Early 2025	In progress.

Infrastructure and Planning Committee - AGENDA

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)

Develop Project Plan and establish project teams.	Mid-late 2025	In progress.
Draft communications and engagement plan.	Mid-late 2025	In progress.
Approve procurement and implement.	Early – mid 2026	Yet to start
Review of current state and planning assessment.	Mid 2026	Yet to start
Develop cultural narrative	Mid 2026	Yet to start
Analyse Wastewater System and identify the preferred option(s).	Mid 2026	Yet to start
Undertake disposal review and identify preferred option(s).	Mid - Late 2026	Yet to start
Develop and implement/ update an- Environmental Monitoring Framework to support AEE.	Late 2026	Yet to start
Continue communication and community engagement.	Mid-late 2026	Yet to start
Develop and submit Resource Consent Application.	By end 2026	Yet to start
Tāneatua Wastewater Consent	2025 - 2027	Status
Establish collaborative partnership approach between iwi, hapū, and Council.	July – August 2025	In progress
Develop Project Plan and establish project teams.	August – Sept 2025	Yet to start
Draft communications and engagement plan.	August 2025	Yet to start
Approve procurement and implement.	Sept - Oct 2025	Yet to start
Review of current state and planning assessment.	Late 2025	Yet to start
Develop cultural narrative.	Late 2025	Yet to start
Analyse Wastewater System and identify the preferred option(s).	Mid 2026	Yet to start
Undertake disposal review and identify preferred option(s).	Mid 2026	Yet to start
Develop and implement/ update an- Environmental Monitoring Framework to support AEE.	Mid 2026	Yet to start
Continue communication and community engagement.	Ongoing	Yet to start
Develop and submit Resource Consent Application.	Mid-late 2026	Yet to start

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)**Water Consent Replacements**

Whakatāne / Ōhope water consent	2024 - 2026	Status
Undertake planning assessment to ascertain project scope.	By August 2025.	In progress.
Scope project.	Sept – Nov 2025.	Awaiting planning assessment completion.
Appoint Project Manager (once project scope is identified).	Late 2025	Awaiting planning assessment completion.
<i>Key milestones and actions to be determined once project manager is onboard.</i>		
Like for like water consents (Rangitāiki Plains, Matatā, Tāneatua, Murupara, Waimana, Rugby Park)²		
Appoint a Project Planner.		
Undertake high level planning assessment and review of technical information requirements.		
Complete technical work.		
Prepare and lodge resource consent application(s) by mid 2026.		
Application processing/ decision.		

9. Communications and Engagement Programme

It is important that any significant planning and investment approach, that impacts on people and place, is underpinned by up-to date data, insight and knowledge to ensure that real needs, values and expectations are well understood and embedded in decision making. To achieve this, a robust Communications and Engagement Strategy will be prepared and implemented for the whole programme. The Strategy will also include specific communications and engagement actions unique to each of the projects.

The Strategy will identify key stakeholders, mana whenua and communities that the Council will need to engage with, how they will engage and what key messages will be required to support the programme. The Strategy will include different methods for engagement (e.g. hui, drop-in sessions, workshops) and avenues for communicating (e.g. media releases, Facebook, council website).

Agreed communications will be prepared and distributed to ensure that key messages relating to the programme are consistent and shared with relevant audiences. Targeted engagement will be critical to

² These consent applications will likely be handled by one full-time equivalent (FTE), with a staggered work plan to ensure they are lodged by 1 March 2026.

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)

ensuring that mana whenua, stakeholders and communities have the opportunity to be involved in those projects that affect them.

The Strategy will include details on the approach to be taken in working collaboratively with mana whenua for those projects where current wastewater and water infrastructure will need to change substantially from the status quo.

Implementation of the Strategy will also support the RMA consenting processes for each project, demonstrating how Council (as the applicant) has consulted with affected parties in the preparation of those consent applications. The Strategy will be a live document, allowing communications and engagement activity to evolve as the programme and each of its associated projects work their way to completion.

10. Procurement

While each project will have unique aspects, they will share common technical and planning requirements, including, but not limited to:

- Wastewater system options
- Disposal system options
- Environmental monitoring
- Resource consent/ statutory approvals
- Communication and community engagement

These workstreams, while project specific, have many elements that can be managed and undertaken at the programme level to allow more consistent, cost effective and efficient methods to be applied.

There are a number of Council processes and central government directions currently underway that will inform how Council may choose to procure professional and technical services to support delivery of its three water activities. It is important that there is alignment and efficiencies across these multiple processes when we plan for procurement.

For further detail on the Programme Procurement Plan, refer to Appendix A (*still to be determined in 2025*).

11. Budget

The following budget is included in the Long Term Plan 2023-34 for the Programme.

Activity	Total Budget
WATER	
410031 - all Equalised Schemes Replacement of Water Take Consents	\$608,206
410118 - Rangitāiki Plains Replacement of Water Take Consents	\$283,265
412556 - Murupara Replacement of Water Take Consents	\$88,112

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)

WASTEWATER	
510062 - Whakatāne Equalised across District Wastewater Discharge Resource Consents (Whakatane, Edgecumbe, Tāneatua)	\$4,439,865
512504 - Murupara Wastewater Discharge Resource Consents	\$1,377,757
511016 - Murupara Wastewater Discharge monitoring	\$113,069
PROGRAMME TOTAL	\$6,910,273
Notes to Table 1. The total programme budget within the Long Term Plan 2024-34 (LTP) is \$7,227,356. 2. The above table outlines the first four years of the LTP (2024-2028) where the majority of the budget is included. 3. Cost code 511016 covers monitoring for the Murupara scheme. Costs associated with wastewater monitoring for Whakatāne, Edgecumbe, and Tāneatua are covered by 510062.	

12. Risk Management

Risk	Impact (H M L)	Likelihood	Mitigation
Statutory timeframes for consent replacements are unable to be met.	High	Likely	<ul style="list-style-type: none"> Be proactive in determining early impacts on timeframes and where appropriate apply for the necessary interim short-term consents.
Misalignment of partner expectations (Council, tangata whenua and other government agencies).	High	Possible	<ul style="list-style-type: none"> Ensure all partners and key stakeholders understand and agree on specific project principles, deliverables, timeframes and accountabilities. Be proactive in addressing where and when misalignment occurs. Ensure the Council confirms a clear approach and remains consistent in its implementation.
Co-design and project partnership approach is not well understood or implemented.	High	Possible	<ul style="list-style-type: none"> Agree a fit-for-purpose co-design approach at the commencement of the project, including agreement on the terms of reference. Check-in with Co-Design Groups throughout projects to ensure meeting expectations.
Project upgrades are unable to be funded and/or delivered as per agreed consent conditions.	High	Likely	<ul style="list-style-type: none"> Additional funding would need to be negotiated and sought including from possible other government agencies. Implementation plan will need to clearly outline available funding and gaps, and consistently monitor budget allocation and spend. Clear expectations from the outset on the project budget and affordability of any potential solution.

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)

Risk	Impact (H M L)	Likelihood	Mitigation
National legislative change and/or reforms impact on delivery of project plan and timeframes.	High	Likely	<ul style="list-style-type: none"> Continue to monitor and actively engage with central government organisations including keeping across decisions on Local Water Done Well.
Technical resource and expertise not available within required timeframes.	Medium	Possible	<ul style="list-style-type: none"> Early identification of required technical support and expertise and action timely procurement. Identify opportunities to streamline procurement processes.

13. Reporting Requirements

Forum	Timeframes	Purpose
Three Waters Consent Replacement Programme – Programme Steering Group	Bi-Monthly / as needed	Oversee and advise on the achievement of the programme, objectives and recommended options to the Council. Project summary progress updates.
Whakatāne District Council Infrastructure and Planning Committee	Every 7 weeks	Project summary progress updates. Approve preferred options for implementation, including supporting investment within the relevant Long Term Plans.

14. Dependencies**14.1 Local Water Done Well**

Local Water Done Well is the Government’s plan to address New Zealand’s long-standing water infrastructure challenges. New water service delivery models were approved by Cabinet in 2024 to provide improved access to finance for water Council Controlled Organisations (CCOs). The new delivery models will enable increased borrowing from the New Zealand Local Government Funding Agency Limited (LGFA) for water services, with a focus to reduce costs to ratepayers. Council is currently developing their Water Services Delivery Plan that forms part of the government requirements for Local Water Done Well.

Further legislation under the Local Water Done Well programme is expected, and The Three Waters Consent Replacement Programme will keep across this emerging legislation to ensure that government direction is integrated and informing future planning and decision making.

14.2 Matatā Wastewater Project

The Matatā Wastewater Project is nearing completion of the technical workstreams, with intent to move to resource consent, subject to Council approval. As this is a new wastewater scheme, it is not included in the three waters consent replacement programme, however, will form part of the supporting information for relevant wastewater consent replacement projects.

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)

15. Key (Council) Roles

Programme Manager	Janeane Joyce
Programme Coordinator	Chantelle Brown
Senior Project Planner	Jessica Sinclair
Communications and Engagement	Craig McKibbin (advisor), Sam Whittle (support)
Iwi Engagement	Jackie Wineti-Gates
Project Owner	Nicholas Woodley, Manager, Policy, Planning and Consents Compliance
Project Sponsor	David Bewley General Manager Planning, Regulatory and Infrastructure

8.2.1 Appendix A - Three Waters Consent Replacement Programme - Programme Project Plan(Cont.)

APPENDIX A: PROGRAMME LEVEL PROCUREMENT PLAN *(to be determined)*

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy

**8.2.2 Appendix B - Three Waters Consent Replacement Programme -
Communications and Engagement Strategy**

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

Communications and Engagement Strategy

Three Waters Consents Replacement Programme

January 2025 – December 2027

June 2025



8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

Contents

1.0 Overview 4

1.1 Purpose 4

1.2 Background 4

1.3 Local Water Done Well 5

1.4 Proposed National Wastewater Environmental Performance Standards 5

2.0 Consent Replacement Strategy..... 6

2.1 The Programme 6

2.2 Co-design with local iwi/hapū..... 7

2.3 Wastewater consent replacements 8

2.4 Water consent replacements..... 9

3.0 Communications and Engagement Context 11

3.1 Need for communications and engagement 11

3.2 Communications and engagement to date 12

3.3 Challenges and opportunities 12

3.4 Negotiables and non-negotiables 15

3.5 Best practice principles 16

4.0 What does success look like 20

5.0 Engagement approach..... 22

5.1 Programme Level 22

5.2 Project Level..... 24

6.0 Key messages 25

2

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

6.1 Programme wide messages 25

6.2 Local Water Done Well 27

6.3 Project specific messages..... 27

7.0 Communications resources & collateral 28

8.0 Communications and engagement risks and mitigation 29

9.0 Capturing engagement activity and feedback 30

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

1.0 Overview

1.1 Purpose

Whakatāne District Council (the Council) owns, operates, and maintains numerous wastewater treatment plants and municipal water supply schemes. Many of the resource consents that enable these schemes to operate will expire around September/October 2026. The Council has therefore developed a broad programme of works for replacing those consents and undertaking upgrades of this critical infrastructure to the district.

A number of complexities associated with seeking replacement consents exist, hence the Council being proactive in getting the programme underway now. A cornerstone to this programme will be a communications and engagement strategy that supports the re consenting process, enables local iwi and hapū to collaborate with the Council in designing the required infrastructure, and more broadly ensures the Council has the social licence to go forward and obtain these consents. Giving effect to any consents granted in the future sits outside the scope of the programme. At some point in the future the Council will need to consider priorities, funding and timing to undertake the infrastructure upgrades.

Capture Engagement Limited (CEL) has prepared this Communications and Engagement Strategy (the Strategy) to support the consents replacement programme. The Strategy is a 'live' document, and it is anticipated that it will be amended and updated as Council works through the programme.

CEL will also be responsible for implementing the Strategy as part of the wider project team, noting that iwi and hapū engagement (sans the facilitation of co-design work) has not been included in the Strategy as this will be undertaken by Jackie Wineti-Gates as part of the programme team. The approach to iwi and hapū engagement will be tailored based on the differing areas within the district and will be informed by the preferred engagement approach in which each respective iwi and hapū have requested. The Council currently has a process for this moving forward. We will make a sound strategy with the Toi Kotuia team who predominantly deal with all Māori engagement within the Council.

1.2 Background

Council's three waters infrastructure includes six wastewater treatment plants and their reticulation networks, with plans for an additional wastewater scheme underway at Matatā¹. The Council's municipal water supply infrastructure includes ten water supply schemes that draw from several water sources before treatment. Furthermore, stormwater networks exist within major urban areas to manage rainfall runoff and mitigate flooding risks. It is noted that stormwater is not a part of this programme as it is managed solely through Council's infrastructure team.

¹ The Matatā Wastewater Project is well advanced and is not included as part of the three waters consent replacement programme.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

When the Resource Management Act 1991 (the RMA) came into force, it introduced a new system for managing resource use and environmental protection, replacing several earlier pieces of legislation. Subsequently, consents or permits issued under earlier legislation were transitioned to the RMA, and 35-year consents were granted with minimal conditions associated with them. Many of the Council's three-waters consents were captured by this transition and will expire around September/October 2026, thereby necessitating replacement consents and in due course the associated upgrading of that infrastructure.

For four of the wastewater treatment plants (Whakatāne, Edgecumbe, Tāneatua and Murupara), the Council is required to substantially change how the wastewater is treated and disposed of. This will require new approaches to wastewater management at these locations, hence the need for new resource consents to enable these changes to be made. One municipal water scheme, Whakatāne/Ōhope will require a new water take and therefore a new resource consent. Other water schemes are anticipated to only require a like-for-like consent replacement.

The infrastructure upgrades and their future operation will come with a significant financial cost to the Council. At present, funding for maintenance or upgrades primarily comes from local government revenue, user charges, development contributions or other local government financing mechanisms such as loans, or central government grants. The Council's ability to fund these infrastructure upgrades will have a significant bearing on what can be built and when those works will take place.

1.3 Local Water Done Well

Local Water Done Well (LWDW) is the government's plan to address New Zealand's long-standing water infrastructure challenges. It recognises the importance of local decision making and flexibility for communities and councils to determine how their water services will be delivered in the future. The Council is currently in the process of preparing their Water Services Delivery Plan (due September 2025) and will need to decide what water service delivery model they will use going forward. This can range from retaining such services within Council, largely as it is provided for now, or different combinations of water organisation that may include multiple councils and/or Consumer Trusts.

The consent replacement programme is a separate project from LWDW, but as both relate to three waters infrastructure, they are intrinsically linked to one another. Stakeholders and residents of the district are unlikely to make a distinction between the two projects. Communications for both projects must be aligned and where possible, engagement activity combined. To assist in achieving this, both projects will have the same C&E Advisor assigned to them.

1.4 Proposed National Wastewater Environmental Performance Standards

Taumata Arowai, the Water Services Authority, is seeking feedback on New Zealand's first proposed National Wastewater Environmental Performance Standards (the Proposed Standards). Around 60% of resource consents for New Zealand's public wastewater treatment plants expire within the next decade, with approximately 8% expiring on 1 October 2026. Replacement consents are expected to impose stricter discharge quality conditions and subsequently

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

require upgrades. In the Whakatāne District, this applies to wastewater treatment plants in Whakatāne, Edgecumbe, Tāneatua, and Murupara, as well as new schemes such as Matatā.

The proposed standards aim to streamline the consenting process by establishing a consistent national standard for wastewater discharge quality, improving current wastewater performance, and simplifying the consenting process for local councils. The proposed standards will eliminate the current case-by-case assessment used by consenting authorities by setting a uniform standard nationally for broadly defined receiving environments.

The Proposed Standards have been used in considering the approach to reconsenting the above listed wastewater treatment plants located in the Whakatāne district

2.0 Consent Replacement Strategy

2.1 The Programme

Separate projects will be established for each of the wastewater and drinking water consents covered by this programme of works. Each of the significant reconsenting projects will establish its own Project Plan that will cover a number of key matters. Rather than preparing a Communications and Engagement Strategy for each individual project, this single Strategy will cover the entire programme. However, a separate Communications and Engagement Plan will be prepared for each project. Each Plan will be implemented in accordance with the overarching Strategy and therefore sits under the Strategy in terms of document hierarchy. The Plan will provide more details in terms of stakeholder identification, engagement tasks, key messages for that particular project and timing.

The following purpose and objectives underpin the approach Council will be taking for this programme of works.

Programme Purpose

To determine and consent, fit for purpose and affordable water and wastewater solutions, that meet statutory requirements, safeguard public health, improve environmental and cultural outcomes, provide for growth, and build community resilience.

Programme Objectives

In undertaking the Programme, the Council and supporting project teams will endeavour to:

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

- a. Put people, the environment and affordability at the forefront of decision-making.*
- b. Determine and address adverse effects from the existing and future wastewater and water schemes while meeting statutory requirements and balancing delivery of the four well-beings (cultural, social, environmental, and economic).*
- c. Work collaboratively with mana whenua on the replacement of relevant wastewater and water consents located within their rohe.*
- d. Recognise and plan for growth over the long-term (as per Whakatāne's Local Growth Plan).*
- e. Support delivery of the Local Water Done Well 30-year implementation plan that supports balancing the funding and phasing of upgrades against affordability principles.*
- f. Identify preferred options, in a manner that appropriately considers agreed project objectives, the four wellbeing's, and relevant legislative frameworks.*
- g. Develop resource consent applications and any other necessary approvals, to implement the preferred options identified.*

2.2 Collaboration and co-design with local iwi/hapū

The Council recognises the need to embed a collaborative consultation process with iwi/hapū as part of the consent replacement programme. Further to acting in good faith as Ti Tiriti partners, this process is essential to ensure that, matters of national importance (s6 RMA), including “the relationship of Māori and their culture and traditions with their ancestral lands, water sites, waahi tapu (sacred places) and other taonga [treasures]” is recognised and provided for.

In partnership with the relevant iwi/hapū, Council is seeking to work collaboratively, with co-design elements on water (1 project) and wastewater (4 projects) solutions for their respective communities. This will ensure a cultural lens is applied, recognising that only tangata whenua can determine their relationship and the relationship of their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga.

While iwi/hapū partners can offer direction and advice on the preferred options for each relevant project, the final decision on those options remains with the Council. Iwi/hapū retain the ability to form and express their own views on the preferred options selected, including through any statutory process.

Specific co-design approaches to be established as part of this programme include:

- Whakatāne wastewater consent replacement;
- Edgecumbe wastewater consent replacement;
- Murupara wastewater consent replacement;

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

- Tāneatua wastewater consent replacement; and
- Whakatane / Ōhope water consent replacement.

A co-design group has been established with representatives of Te Rūnanga o Ngāti Manawa and the Council for the Murupara wastewater consent replacement project. A Terms of Reference (ToR) has been developed to describe how Te Rūnanga o Ngāti Manawa and the Council will work together on the project. Similar ToR will need to be prepared with other iwi/hapū groups for the Whakatāne, Edgecumbe and Tāneatua wastewater consent replacement projects.

Standalone water take schemes with existing water supplies that the Council intends to apply for “like-for-like consents” will go through standard iwi and hapū engagement processes. This includes water supplies for: Rangitāiki Plains, Waimana, Matatā, Tāneatua, Murupara, and Rugby Park irrigation.

2.3 Wastewater consent replacements

Consents are held by the Council that require replacement for the wastewater systems in Whakatāne, Edgecumbe, Tāneatua, and Murupara. These must be replaced to enable treated wastewater to be discharged in the future. However, these resource consents cannot simply be renewed. The RMA requires any application for a replacement consent for an existing activity to be treated in the same way as an application for a new consent.

Due to their complexity and the technical work required to replace the existing consents, bridging consents are likely to be applied for through this programme. When applied for, the Council must demonstrate the timelines for implementing long-term solutions. Such an approach will ensure on-going activities covered by the current consents can lawfully continue whilst the new consents are being sought and given effect to.

The following table provides a brief summary of the four schemes, their current features and why there is a need to upgrade these schemes for future use.

Wastewater Scheme	Overview
Whakatāne	<p>The Whakatāne Treatment Plant serves the largest urban area in the Whakatāne District, which has a population of approximately 20,000 people. Wastewater generated in the town is collected and conveyed to a treatment facility located to the west. The wastewater is treated in oxidation ponds, and the treated effluent is then discharged into the ocean off Coastlands Beach through an outfall pipe that extends 600m into the sea.</p> <p>The wastewater discharge category for the Whakatāne WWTP is ‘open ocean’, and there are very few discharge quality limits for this category. Monitoring data suggests compliance with the necessary limits, although further data collection is required due to the lack of monitoring data available.</p>

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

Wastewater Scheme	Overview
Edgecumbe	<p>The Edgecumbe community, located approximately 18km southwest of Whakatāne, has about 1700 residents as of the 2018 census. With minimal expected growth, the town faces potential long-term retreat due to persistent challenges such as subsidence, low-lying terrain, and the associated impacts of climate change. Wastewater management in Edgecumbe currently involves the collection of wastewater from the urban area and treatment through a two-stage oxidation pond system. The treated effluent is then discharged into the Omeheu Canal, a tributary of the Tarawera River.</p> <p>The Omeheu Canal is categorised as a ‘low dilution’ environment, and the discharge into the canal fails to comply with any of the proposed standards based on the annual sampling data.</p>
Tāneatua	<p>Tāneatua Township is located about 12 kilometres northwest of Whakatāne, with a population of approximately 870 residents, according to the 2018 census. It is the smallest township in the Whakatāne District, currently served by a wastewater reticulation scheme. Given its small size and location, significant population growth is not expected in the near future. The wastewater generated in Tāneatua is collected and conveyed to a treatment facility on the outskirts of the township. The wastewater is treated in oxidation ponds, and the treated effluent is then discharged into the Whakatāne River.</p> <p>The Whakatāne River is categorised as a ‘high dilution’ environment, and the discharge fails to comply with some of the proposed limits, but complies with others, based on the annual sampling data.</p>
Murupara	<p>Murupara is the most remote township within the Whakatāne District, approximately 60km southwest of Whakatāne. Murupara is home to approx. 1530 residents as per the 2018 census. Like other smaller townships within the district, the population is not expected to grow significantly. Murupara wastewater infrastructure includes a gravity reticulation network and two-stage oxidation ponds before discharging to the Rangitāiki River.</p> <p>The Rangitāiki River is categorised as a ‘high dilution’ environment, and the discharge fails to comply with some of the proposed limits, but complies with others, based on the annual sampling data.</p>

2.4 Water consent replacements

The following table provides a brief summary of each of the water supply schemes. With the exception of the Whakatāne/Ōhope water, like-for-like consent replacements are anticipated and any engagement will be undertaken by those preparing the applications in accordance with the RMA. The Whakatāne/Ōhope water scheme will be subject to a more comprehensive approach to engagement including a collaborative co-design approach with iwi/hapū.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

Water Supply Scheme	Overview
Whakatāne	<p>The Whakatāne scheme draws its water from the Whakatāne River adjacent to the treatment plant at Valley Road. The raw water undergoes coagulation and sand filtration. The treated water is then pumped to three reservoirs from where it is largely delivered by gravity to the Whakatāne township. There is also a pumped linkage to the Ōhope Scheme.</p> <p>Water at the intake is no longer considered suitable for long-term water supply, due to elevated salinity levels at low flows that occur more frequently than every other year.</p>
Ōhope	Water is pumped from Whakatāne to the reservoir via gravity to the Ōhope reservoirs and township. Being a popular holiday destination, Ōhope experiences significant expansion of the resident population during summer and holiday periods.
Otumahi	The Otumahi scheme provides water to Edgecumbe and Te Teko townships. The source water for the scheme is from bores at Paul Road and Tahuna Road. Due to water safety concerns, the small Penetito scheme was decommissioned in 2020, and affected properties were connected to the Otumahi Scheme.
Rangitāiki Plains	The principal source for this scheme is the Braemar spring on the western side of the plains. Customers on the scheme consist mainly of rural farming and lifestyle blocks, with a secondary bore source located at Johnson Road.
Tāneatua	The water source is a shallow bore located off Puketi Road. The treated water is pumped directly to two reservoirs located on hills east of the town.
Murupara	The water supply is via two bores (underground stream), and water is pumped to reservoirs nearby.
Matatā	Water for this scheme is sourced from Jennings Spring from where it is transferred via gravity and booster pump to two reservoirs on a hill above the township.
Waimana	Water is sourced from the Hodges Road bore and pumped to reservoirs above the town.
Rūātoki	Water is taken from a shallow bore alongside the Whakatāne River. It is chlorinated, filtered, and UV-treated before being pumped to a reservoir via a high-lift pump set. Rūātoki is not currently included in the consent replacement programme.
Te Mahoe	Water is taken from a bore in the village and pumped to the reservoir. Te Mahoe is a very small village comprising approximately 30 houses. Te Mahoe is not currently included in the consent replacement programme.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

3.0 Communications and Engagement Context

3.1 Need for communications and engagement

The future management of three waters infrastructure has been a highly politicised topic for both local and central government for a number of years. It is widely accepted that in many places across the motu, three waters infrastructure is coming to the end of its functional life and modern expectations around the taking of water and the treatment and discharging of wastewater/stormwater has changed considerably since that infrastructure was established. For varying reasons, many councils have not maintained their three waters infrastructure to an acceptable level, or have deferred upgrading their infrastructure until now, with the 35-year consents set to expire later in 2026. A substantial investment is now required to bring this infrastructure up to an acceptable standard.

The previous government proposed a series of water services reform that would see three waters infrastructure being taken off the balance sheets of councils and managed and maintained by regional water service entities. The broad rationale behind the approach was that the water service entities would be geared to borrow more money than councils and could service debt over much longer time periods. Support for the reform was mixed and many of its detractors cited co-governance with iwi Māori, and ownership of Council assets being taken by the water service entities as reasons to oppose it.

The current government campaigned on repealing water services reform and replacing it with what they've called Local Water Done Well (refer to 1.3 above). Councils are now in the process of considering how they will best deliver water services in the future to align with the latest legislation. The primary challenge for many councils, including Whakatāne, will be determining which model best serves their needs to upgrade their water infrastructure, with minimal funding being available.

The Proposed National Wastewater Environmental Performance Standards intend to set consistent discharge quality standards and simplify the current consenting process for municipal wastewater discharges. Wastewater treatment plants in Whakatāne, Edgecumbe, Tāneatua, and Murupara will be reconsented in the near future and have been assessed against the Proposed Standards. Those Standards seek to provide a more consistent approach across the motu in terms of assessing discharge water quality. Setting a uniform approach should streamline consenting processes compared with the status quo. However, it is anticipated that the current bar for meeting environmental standards will also be reduced. How our communities react to this, is something we will need to prepare for. In particular, we need to be mindful of the relationship between Council and tangata whenua when navigating the new approach to wastewater management. Misalignment is anticipated between what the Proposed Standards will seek to achieve and what various Iwi/hapū groups are seeking through their own Te Mana o te Wai statements.

With so much change taking place in the water services delivery space, it can be expected that communities are likely to be confused in terms of what is occurring and also anxious about cost, given the cost-of-living crises and rates increases being experienced across the country. Council needs to ensure that residents and stakeholders are kept well informed about what it is doing in the water services space, and undertake engagement where necessary. This Strategy will ensure that relevant and up-to-date messaging is prepared and delivered to residents and stakeholders throughout the life of the programme.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

Furthermore, it will include engagement activities at times where involvement of stakeholders and the wider community is required. More often than not, this will be at the individual project stage.

Resource consents to enable the future provision of water services across the district will be complex and the environmental effects will need to be well understood, including measures to avoid, remedy or mitigate such effects. To achieve this outcome the consenting process will need to be underpinned by a robust engagement process with affected parties, iwi/hapū and the wider community. This Strategy sets out measures to achieve this.

3.2 Communications and engagement to date

Programme engagement to date has been limited to internal discussions with the Programme Steering Group (PSG) and other senior Council staff. At the project level, ToR have been agreed to with Te Rūnanga o Ngāti Manawa for Murupara. Engagement has also occurred with Fonterra in relation to the Whakatāne and Edgecumbe wastewater treatment facilities. No other engagement has occurred specific to the programme, and as such, this Strategy assumes we are starting from scratch in terms of raising this matter with our stakeholders, iwi/hapū and the general public.

The Matatā Wastewater Project has been implementing a co-design approach with iwi/hapū for the last three years. Wider information on three waters consenting, the Local Water Services Bill and Local Water Done Well has also been shared with this Group.

3.3 Challenges and opportunities

With projects of this scale, there will always be a number of challenges that need to be addressed, and it is important that these are identified upfront as they will influence the approach taken for engagement. Equally, there will be a number of opportunities that if recognised early can lead to a positive outcome for the project, stakeholders and community. The following table outlines some of the challenges and opportunities that have been identified and how we can respond to these through our communications and engagement activity.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

Project Challenges/Opportunities	Communications & Engagement Response
Misalignment between PSG and programme team in terms of deliverables, actions and timeframes.	<ul style="list-style-type: none"> • Regular meetings with PSG and key staff to provide updates and a no surprises approach. • Develop a clear concise and realistic set of objectives from the programme in collaboration with the PSG and track progress against those objectives on a regular basis.
Community scepticism of Council and negative views based on past-experience and projects that may have damaged that relationship.	<ul style="list-style-type: none"> • We are the face of the Council, so need to be prepared with key messages from other projects that our engagement audience will be interested in, or alternatively, key project staff, or project sponsors should attend engagement activities to be on-hand to respond. • Be honest, transparent and accountable for the programme and the projects that sit under it and be recognised as a project where the Council has undertaken engagement well. • Genuinely engage and listen to our communities and always provide a response to ideas, suggestions and feedback raised through engagement. This is what we heard, and this is our response.
Project silos within the Council lead to mixed messages and information being provided to stakeholders and the wider community. Rework and/or retrospective consideration of other matters due to a lack of communication between this project and others that the Council are undertaking in parallel (e.g. LWDW, Matatā Wastewater and the EBoP Spatial Plan).	<ul style="list-style-type: none"> • Establish regular meetings between Project Managers of the various projects with the Council that are interrelated. This will ensure a 'no surprises' environment exists, and projects can be better aligned with one another. • Establish regular comms and engagement meetings between the various projects to ensure messaging alignment and where appropriate the combining of engagement activity.
Existing frustration with the Council for rates increases in a cost-of-living crises. Frustration is likely to get worse if this work requires further rates increases as predicted.	<ul style="list-style-type: none"> • All communications around the programme and each project need to include messaging around funding challenges, the need for this work to proceed and balancing the solutions we arrive at with affordability for the council and ratepayers. • If the Council is looking at other revenue streams to supplement rates, or other ways to minimise the financial burden on ratepayers, communicate what these are and how could they be applied.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

Project Challenges/Opportunities	Communications & Engagement Response
<p>The legislation relating to LWDW is still not settled and the Water Service Delivery model that the Council progresses with will not be confirmed until mid-2025. The potential impact of this legislation on the programme may require us to change the approach being taken at relatively short notice. We will need to be prepared for this and keep our engagement audience informed.</p>	<ul style="list-style-type: none"> • Provide clear and consistent messaging that the individual projects that require new wastewater or water infrastructure are required to proceed, regardless of LWDW and Councils' decision around a Water Service Delivery model. • In due course, the delivery model selected may have a bearing on how the individual projects are delivered in terms of timing and cost. • When engaging on the programme and its numerous projects we should also be discussing LWDW. To our audience they just see 'Council' and not the individual projects, so we need to speak with authority on both topics.
<p>The capacity of iwi/hapū to perform their roles in the co-design space with the associated timeframes that need to be met.</p>	<ul style="list-style-type: none"> • Through ToR we need to establish timeframes and expectations with the iwi/hapū groups we are collaborating with. ToR should be established early and understood in terms of the overall project timeframes to avoid any surprises. • Council to provide all reasonable support to our partners, and ensure all hui occur at a time and place that makes it easy for participation. • Look to combine hui for other projects where there is mutual benefit to all, in order to minimise disruption to our partners.
<p>To foster an enduring relationship with tangata whenua and be regarded as an exemplar of the co-design approach.</p>	<ul style="list-style-type: none"> • Collaborate early with tangata whenua on the projects that affect them, so they are clear on what elements are 'co-design', and what effect the Proposed Standards could have on elements of that co-design mahi. • We respect the ToR agreed to with our partners and ensure there is clear understanding around roles, responsibilities, deliverables and outcomes. • Set the standard from Day 1 in terms of the approach to co-design, and where it fits within the project development, and proceed with the mindset of creating an approach that will win us plaudits, rather than just ticking a box.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

Project Challenges/Opportunities	Communications & Engagement Response
Misalignment of the National Proposed Standards, with Te Mana o te Wai statements made by individual iwi/hapū. This could lead to a breakdown in trust between Council and tangata whenua and damage those relationships.	<ul style="list-style-type: none">Keep iwi/hapū groups up to speed with the Proposed Standards and what it means for wastewater management, so there are no surprises.Seek to develop a ‘what’s best for the community and environment’ approach with iwi/hapū groups, in the context of the Proposed Standards. We will need to seek a balance between environmental outcomes, cost and time, as there will need to be compromise from all competing interests for us to move forward in addressing our wastewater infrastructure.
Arrive at a sustainable and fit-for-purpose solution to wastewater and water services for the district and doing so within a challenging timeframe.	<ul style="list-style-type: none">Embed this Strategy into the overall project plan, and champion the positive effect that a genuine approach to communications and engagement can have on the project.Give communications and engagement activity the time required to make a genuine and valued contribution to the programme.

3.4 Negotiables and non-negotiables

To ensure a successful engagement process it is important that we clearly communicate what aspects of the programme iwi/hapū, stakeholders and the community, are able to influence. The table below specifies what aspects are negotiable (what we can consult and collaborate on) versus what is non-negotiable (inform only). The approach to engagement will be to direct iwi/hapū, stakeholders and the wider community towards the negotiable aspects of the programme, whilst clear messaging will be provided to address the non-negotiables.

Non-negotiable (Inform only)	Negotiable (Consult and collaborate as required)
<ul style="list-style-type: none">At the project level, the final decision on which option is progressed to obtaining resource consent will be made by the Council, who is solely responsible for the funding and delivery of these projects.New resource consents must be obtained for those wastewater and water projects where the existing consents will expire and cannot be rolled over in their current form.	<ul style="list-style-type: none">For the Whakatāne, Edgecumbe, Tāneatua and Murupara wastewater projects we will look to collaborate with tangata whenua in each location on options being considered within the context of the Proposed Standards.For the Whakatāne/Ōhope water scheme we will look to collaborate with tangata whenua on the options being considered for the water take source..

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

<ul style="list-style-type: none">• Recommended solutions must meet the wastewater Proposed Standards set by central government and they must be affordable for Council to implement.• Timeframes for implementing the new wastewater and drinking water solutions will be determined by Council, subject to funding availability and prioritisation at that time. It is expected that final solutions will need to be given effect to over an extended time period – in the order of 20 – 30 years.• For those projects where a like-for-like replacement is deemed appropriate and meets the regulatory requirements, there will be no co-design undertaken. However, this does not dissolve the Council’s requirements to engage in accordance with the RMA.• Further legislation relating to LWDW will be enacted in 2025. That legislation is anticipated to include modular options for wastewater treatment and disposal. The Council will need to consider those options and their appropriateness at the individual project level.	
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3.5 Best practice principles

To ensure that communications and engagement is undertaken in a way that best meets the needs of the programme and those we are engaging with, our approach will be underpinned by the following best practice principles. All communications and engagement that is undertaken through the course of the programme must align with these principles. If it does not align with the principles, then we seek to understand why and adjust our approach accordingly.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

Best practice engagement principle	What this means	Next steps/making it real
Different stakeholders have different levels of interest/influence in the programme.	<ul style="list-style-type: none"> Engagement effort should be matched with each stakeholder's level of interest/influence. Establish who will need the most engagement effort and why. There is no 'one sizes fits all' approach to engagement – a range of tools and techniques need to be used. High priority stakeholders will need high touch/high frequency engagement. Be realistic about the time and effort this requires. Good engagement takes time, but be realistic about timeframes and what can be achieved. 	<ul style="list-style-type: none"> Use the stakeholder matrix to identify stakeholder interest and influence. Collaboration is anticipated with a number of internal Council stakeholders and also tangata whenua. Workshops/hui are therefore anticipated as a primary engagement tool. A large grouping of stakeholders will be in the involve/consult space, so we will need easy ways to interact with those stakeholders and get good input from them. Establish timeframes for good engagement and make sure these are a part of the overall plan for each relevant project that sits under the programme.
Be honest about people's ability to influence and be clear about the influence stakeholders and the community have on the process.	<ul style="list-style-type: none"> Before having conversations, assess and agree what influence people can have on the programme – what is negotiable and what isn't. Be clear with messaging about what is within and what is outside the scope of the programme. 	<ul style="list-style-type: none"> As a project team, seek agreement on all negotiable and non-negotiable aspects of the programme (see 3.4 above). Tailor key messaging around those negotiable and non-negotiable elements and continue using them throughout the programme to remind all stakeholders. At the project level, include any negotiable and non-negotiable items in the ToR for guiding co-design. Explain all negotiable and non-negotiable items in any webpage, or public information sites to be used by the programme and include the <i>why</i> behind those decisions. Be prepared to add to the negotiable and non-negotiable items at the project level as there is likely to be some unique scenarios that will need to be considered.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

<p>Treat the community's and stakeholder's time with respect. Avoid engagement duplication, fatigue and/or inconsistent messaging.</p>	<ul style="list-style-type: none"> Engagement must be timely and relevant for the audience. Where possible and appropriate, engagement on the programme should be combined with other Council engagement activities (e.g. any engagement on Local Water Done Well). Where there is a significant engagement task (e.g. co-design) expectations around roles, timing and remuneration need to be agreed to from the outset. Go to your audience and engage kanohi-ki-te kanohi. 	<ul style="list-style-type: none"> Engagement presence/influence embedded in the programme from start to finish – not a box ticking exercise. Use plain English, infographics and maps to make the programme meaningful to people and to open up understanding. Prioritise in-person engagement activity at venues/locations that are easy for the audience to reach. Use formalised approaches such as ToR with Iwi/hapū for the co-design work.
<p>Play the long game – build relationships for the future, especially with iwi/hapū.</p>	<ul style="list-style-type: none"> Demonstrate the connection between other projects/engagement activity with the three waters consent replacement programme, and how it all fits together for the betterment of the district and its residents. Demonstrate the value of having stakeholder involvement in the programme and why their views matter. 	<ul style="list-style-type: none"> Keep a watching brief on stakeholder attitudes and whether they are fatigued by engagement and adapt accordingly. Always loop back on the feedback we have received and demonstrate how it has been applied to the relevant projects, and if any feedback has been set aside the reasons for this.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

Create content that is interesting and relevant and that people want to engage with.	<ul style="list-style-type: none"> Three waters infrastructure is not glamorous, yet it is vital to the health and wellbeing of all communities. In recent times, a spotlight has been shone on such infrastructure and it has become highly politicised. We should use its current elevated prominence as a way to connect with our engagement audiences, ensure we provide them with relevant information, and that they willingly join the conversation. For engagement audiences to participate and provide meaningful feedback, we need to identify 'what' it is about these projects that interests them. 	<ul style="list-style-type: none"> People are generally happy provided that water reliably flows in their taps and wastewater is successfully flushed away. However, they are becoming increasingly wary about how much it costs. On a deeper level, many people are also concerned about the environment, the ability to swim in our rivers and lakes and the health of our oceans and the food we source from it. Three waters infrastructure is both a necessity for communities, and also something that can have a detrimental effect on that community, if not carefully designed and maintained (i.e. poor health and environmental impacts). Improving that infrastructure comes at a cost so we need to get our engagement audiences thinking about how we balance these often-competing factors in a Whakatāne District context.
We will go to the people and not expect them to come to us.	<ul style="list-style-type: none"> The Council needs to be proactive and make it as simple as possible for our engagement audiences to be involved in the projects. That means minimising the effort on their part to be able to have their say by taking engagement to them at a time that suits them best. 	<ul style="list-style-type: none"> Drop-in sessions for projects where the communities most affected can come and discuss the project with the project team. Locations should be selected that are well known to the audience, easily accessible and set out in a way that makes one-on-one conversations easy to hold. Such sessions should also be held over a number of hours that allow people from all different ages and stages of life to participate.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

We're accessible	<ul style="list-style-type: none">Whether it's online, in print, or face to face, we commit to communicating in a way that best suits our audiences' needs.We have the right people at the right events to speak with knowledge about the programme and answer questions.	<ul style="list-style-type: none">Engagement activity is to be tailored to the audience (e.g. stakeholders, schools, rural/urban communities) and we make sure that we have members of the project team in attendance who can speak with knowledge about the project.Co-design partners should also be encouraged to participate and assist when we engage with their wider communities.
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4.0 What does success look like

From a technical and political perspective, it is important to establish what success looks like for the programme and its various projects. Setting this out in the Strategy helps determine the best approach to communications and engagement and helps keep the project team on track to achieving a successful outcome. In this context, success is more than just completing the project. It's about legacy and how the project has a positive influence on the Council and the communities that it represents.

Outcome	Proof	Measures
<ul style="list-style-type: none">Create a repeatable and respected approach to collaboration and co-design which both the Council and tangata whenua agree has led to better project outcomes.	<ul style="list-style-type: none">Council and tangata whenua endorse the approach taken to collaboration and co-design and seek to use it on future projects.	<ul style="list-style-type: none">Undertake a lessons learnt process with partners at the end of each project and apply to the next.Positive feedback from partners and Council staff about the approach taken to collaboration and co-design and champion its future use.An improved relationship between the Council and tangata whenua.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

<ul style="list-style-type: none"> Create robust, defensible recommendations for each project, that are based on evidence, are affordable and take into consideration the four well beings. 	<ul style="list-style-type: none"> Co-design partners agree to the recommendations provided, or if there is disagreement, they understand the rationale for the differing views. 	<ul style="list-style-type: none"> The project team can speak with confidence in regard to any trade-offs that have been made and the evidence to support it. Councillors believe that they are able to make an informed decision on the approach to take with each project. Projects are not affected by analysis paralysis, resulting in decisions not being made in a timely manner.
<ul style="list-style-type: none"> Maintain/enhance the Council's relationships with key stakeholders in the district. More specifically, the staff relationship between the Council and Bay of Plenty Regional Council. 	<ul style="list-style-type: none"> Feedback from both Councils is that the approach taken with the Programme has worked well and wish to see it being applied on other projects. 	<ul style="list-style-type: none"> Establish a strong one-on-one relationship with the relevant staff at Regional Council and bring them into the tent early. Set out and agree to relationship behaviours that are respectful and beneficial to both councils. Use regular check-ins and genuinely involve regional council staff throughout the programme to foster a no surprises approach.
<ul style="list-style-type: none"> Communities that appreciate the level of involvement they have with the projects that affect them most, leading to enhanced relations between the Council and community. 	<ul style="list-style-type: none"> Positive feedback from communities about the approach taken for each project and their ability to be involved. 	<ul style="list-style-type: none"> Councillor feedback is positive in terms of what their communities are telling them about the projects. Positive community feedback directed to the project team. Communities seeking a similar approach with other Council projects.
<ul style="list-style-type: none"> The Council provides robust long-term solutions for water and wastewater infrastructure with a do it right the first-time mindset, within affordability principles. 	<ul style="list-style-type: none"> The Council can demonstrate that it has achieved best bang for buck. Long-term solutions are achieved that include (and people understand) incremental upgrades as finances allow. The Council demonstrates how the solutions provide for future growth in the district. 	<ul style="list-style-type: none"> Broad acceptance by tangata whenua, stakeholders and the community, to the approach being taken by Council to addressing their aging wastewater and water infrastructure.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

<ul style="list-style-type: none">The Council is regarded as the one source of truth and its politicians and staff are trusted by the communities they serve.	<ul style="list-style-type: none">The Council is cast in a more positive light when spoken about by the community.Positive feedback from communities to any engagement or communications activity undertaken for the programme.	<ul style="list-style-type: none">We are honest and always front up whether it is good or bad news we are delivering.Take ownership when mistakes are made by the Council and share success with our communities.
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5.0 Engagement approach

5.1 Programme Level

Engagement activity at the programme level will largely be with internal stakeholders and tangata whenua. Engagement will focus on the establishment of the programme and seeking consensus on the approach being taken. At the programme level we will also reach out to some external stakeholders to inform them of the approach and inviting them to participate at the project level where they will have the greatest opportunity to influence outcomes.

Engagement Activity	Timing	Application
Programme Steering Group (PSG)	Already started	Provide regular updates to the PSG and seek their direction on the programme.
Infrastructure and Planning Committee	February 2025 onwards	Through regular hui and regularly updated FAQ sheets, create a no surprises environment for Elected Members regarding the programme and the opportunity for them to advise of their expectations by liaising directly with the project team. Should it be deemed necessary, workshops with the IPC can be arranged on an as required basis.
Executive Team Workshops/hui with Council's senior management	February 2025 onwards	It will be critical for the success of the programme to keep the Executive Management Team abreast of developments and seek their direct input on matters that are of relevance. For example, Council's financial ability to support any options will be a crucial factor in deciding whether it proceeds to being a recommended option.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

Workshops/hui with other Council teams and projects (e.g. EBoP Spatial Plan, stormwater projects and LWDW).	February 2025 onwards	<p>Understanding what other projects are occurring and how they may influence the programme itself, or any engagement tasks being undertaken, will be crucial to achieving a successful outcome and enhancing the Council's external reputation.</p> <p>Avoid any crossover or duplication of engagement effort with other Council projects where this can be avoided, and equally seek to combine engagement activity where there is mutual benefit.</p>
BoPRC/WDC Consenting Working Group	February 2025 onwards	<p>Establish at the programme level, a working group which sets out how Council and the BoPRC will work together on the various projects that require consent. As a minimum, this should require a dedicated point of contact within the regional council for the programme, and underpinned by a ToR.</p>
Emails/phone calls to stakeholders	February 2025 onwards	<p>Reach out to all identified stakeholders to advise them of the programme, including the various projects that it will cover. Stakeholders will be invited to participate in engagement activity, subject to their level of interest/influence in the programme and specific projects.</p> <p>A database of all stakeholders will be maintained and they will be engaged with as required with each of the projects.</p>
Programme webpage	February 2025 onwards	<p>A one-stop source of information about the programme that includes critical information for those who wish to know more. As each project progresses the webpage will also include information specific to each project, including ways to be involved and/or provide feedback.</p>

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

5.2 Project Level

At relevant project levels a dedicated succinct Communications and Engagement Plan will be prepared, setting out the who, what, when and how pertaining to that particular project. The project Communications and Engagement Plan will sit under and give effect to this overall Communications and Engagement Strategy. Engagement activity best suited to support the project will be determined at that time and may include some of the following options.

Engagement Activity (engage level)	Application
Terms of Reference with iwi/hapū representatives	At the earliest opportunity we should seek to establish Terms of Reference with iwi/hapū that we will be collaborating with. By having these in place early will help to expedite things once the projects get underway. A ToR has already been agreed to with Te Rūnanga o Ngāti Manawa for Murupara and should be used as a template for preparing similar agreements with other iwi/hapū groups.
Collaboration and co-design workshops/hui	Collaboration and co-design workshops with the relevant iwi/hapū will be used to consider and advise on options for the replacement wastewater treatment plants for the Whakatāne, Edgumbe, Tāneatua, and Murupara wastewater treatment plants and the Whakatāne/Ōhope water supply.
Community workshops/drop-in sessions	These provide a good opportunity to present to the relevant community what options we are considering to replace their wastewater treatment plant, the likely costs to them and timing. Community feedback from such engagement can provide insights to better inform the co-design team in making their recommendations to Council.
Mayor’s Three Waters Taskforce Group	Potentially undertake a single workshop with the Group to provide them with the same information and parameters being used by the co-design groups and give them an opportunity to discuss and offer insights and experience.
Stakeholder workshops/meetings	The need for these will be considered on a project-by-project basis, where stakeholder consultation is deemed important to offer insights and inform the co-design process. For efficiency we will also look to combine such sessions with community workshops, rather than running them separately.
Project Webpages	Likely to sit under or with a link to the programme webpage, these will be a one-stop shop for project information that will be relevant to all engagement partners. The webpage would also provide an ideal conduit to the communities, and they will be able to ask questions and have these answered through the webpage when the query is deemed to be of wider public interest. This webpage will be closely linked to the LWDW page.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

6.0 Key messages

The key messages associated with the Programme are likely to change over time, so the messages listed below relate more to the commencement of the programme. They will be amended and updated as the programme progresses over the coming years. Key messages at the programme level will apply across all projects. In addition to these, project specific messaging will be developed and included in the Communications and Engagement Plan for that particular project.

6.1 Programme wide messages

The facts

- Taumata Arowai, the Water Services Authority, has prepared the Proposed National Wastewater Environmental Performance Standards. These aim to streamline the consenting process by establishing a consistent national standard for wastewater quality, improving current wastewater performance, and simplifying the consenting process for local councils.
- Decisions regarding wastewater arrangements, such as the location of plants and discharge points, will remain the responsibility of Council. In accordance with the Proposed Standards, Council will consult with our communities under local government legislation and apply to regional councils for new consents in line with community preferences.
- It is also proposed that regional councils apply the wastewater standards in new consents, without imposing more restrictive conditions. If the infrastructure meets the proposed standards, a 35-year consent must be issued in order to maximise the value of public investment.
- In the context of the Proposed Standards, Council now needs to consider how wastewater is treated and disposed of from its municipal discharges, where the existing consents will soon expire.
- The resource consents which most of our wastewater treatment facilities have relied on for the past 35 years, will expire by October 2026. For a number of these wastewater treatment facilities, the Council must now seek renewed approaches to how they provide these services and obtain new resource consents for this approach.
- The resource consents which most of our water supply facilities have relied on for the past 35 years, will expire by October 2026. For the Whakatāne/Ōhope water supply, Council may seek a new water intake location, and obtain a new resource consent for this. All other water supplies that are due to expire can rely on like-for-like consent replacements.
- Our water and wastewater consents were granted prior to the Resource Management Act 1991 coming into force. As a result, in some areas they don't meet today's legislative requirements relating to the environment. Now we must ensure that our waters infrastructure is fit for purpose and meets modern-day standards for treatment and disposal.
- The programme of works is the largest infrastructure upgrade that the district has ever embarked upon. We need to get this right as the district will be relying on this infrastructure for the next 50 – 70 years.
- Implementing all the necessary upgrades will take 20-30 years, including analysis, consenting, and construction. Change will happen, but not as quickly as some might hope.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

- The challenges we face around upgrading our water infrastructure are not unique to the Whakatāne district. The majority of councils around the country are facing this very challenge, and central government is providing guidance and expectations around how this is delivered.
- The consent replacement programme is a separate project from Local Water Done Well, but as both relate to three waters infrastructure, they are intrinsically linked to one another.
- Overall project timeline and milestones to be included as a graphic once confirmed.

Competing interests

- A useful way to describe the challenges that Council is facing in the provision of water services, is that we have three often-competing factors to consider – the environment, cost and time.
- Prioritisation of any one of these factors is almost always at the detriment of the others. For example, prioritising (lower) costs, usually results in environmental degradation and can also mean taking longer to give effect to the required works. Prioritising environmental outcomes is usually more expensive and can take a lot longer to implement. Prioritising time (do it quicker) usually comes at higher costs, and can result in poorer environmental outcomes.
- As a Council we need to consider all three factors in coming up with solutions for our water services. We anticipate the need for compromises to be made with all three factors, rather than prioritising one over the others.

Affordability

- The infrastructure upgrades and their future operation will come with a significant financial cost to the Council and its ratepayers.
- The Council needs to understand financial impacts from the wider three waters programme, not just from individual projects, to ensure that an affordable, fit-for-purpose and risk-based programme of works is implemented.
- The Council's ability to fund these infrastructure upgrades will have a significant bearing on what else can be built and when those works will take place.
- Council is conscious of keeping affordability front of mind when considering options, whilst also ensuring that any environmental regulations are met. For affordability reasons, it is anticipated that the infrastructure upgrades will need to occur over an extended period of time, and not all completed at once.
- We recognise that financial stress is as much a health issue as is access to clean drinking water and sanitary wastewater disposal.
- To make infrastructure upgrades possible in smaller towns, further growth will be required to help fund that infrastructure.
- As a country we have spent a number of years debating how we manage and upgrade our three waters infrastructure. There are no cheap or easy solutions to doing so, so the Council needs to work with its communities to find the best way forward for our district.

Connecting people to the programme

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

- People expect water to flow from their taps and for their waste to be flushed down the toilet or sink without any issues. The infrastructure behind these essential services is complex and needs to be maintained and upgraded to ensure they can continue being provided. This programme of works seeks to ensure that occurs, whilst also ensuring these services don't have a detrimental effect on the environment, our health and the things that are important to us, like clean rivers and oceans to swim in.
- Our mission is to secure future water supply, ensure community safety with a strong wastewater system, and adopt more sustainable wastewater treatment methods.
- Every community has a fundamental right to healthy living – physically, mentally, environmentally and spiritually.
- With the more challenging infrastructure upgrades, Council will undertake a collaborative approach with co-design elements with tangata whenua to assess fit for purpose and affordable options. The groups will then give advice to the Mayor and Councillors who will then decide which options are progressed.
- Alongside and feeding into the collaborative and co-design approach, we will also be reaching out to the communities that rely on this infrastructure to hear their thoughts on the options being considered and their costs. Such feedback will be critical to helping the Mayor and Councillors make the best informed decision about which solutions they progress.
- The rationale for using a collaborative and co-design approach is to ensure that we are working with our Ti Tiriti partners to arrive at water and wastewater solutions within their rohe that are fit for purpose, affordable, meet statutory requirements, safeguard public health, improve environmental and cultural outcomes, provide for growth, and build community resilience.

6.2 Local Water Done Well

A series of key messages for LWDW have been prepared and can be viewed [here](#).

6.3 Project specific messages

Key messages relating to relevant projects that sit under the programme will be developed at the project planning stage. They will also sit in the context of the programme's key messages. As a minimum, project specific messages will cover the following topics:

- Why that particular infrastructure needs to be replaced.
- The process for engagement including co-design, how stakeholders and affected communities will be engaged with.
- Decision-making processes
- A project specific timeframe and key dates/deliverables.

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

7.0 Communications resources & collateral

The following table provides an overview of the communications that will be applied to the Programme. It is not intended to be a definitive list, and options will be considered as the programme proceeds to determine what resource are best to apply to any given situation.

Audience	Tactic / Action	Channel
General public + staff	Overarching 'Wai - it matters' brand: <ul style="list-style-type: none">- Look + feel / brand- Web banner/s- Various static assets (ie infographics, social media tiles, web banners etc)	All digital + static channels, ie: Digital noticeboards Email banner Community newsletters Maps
General public + staff	Dedicated webpage	.govt.nz
General public + staff	FAQs	Printed + supporting document on webpage
General public + staff	Social media updates	Facebook Instagram Tiktok (?) Community Noticeboards
General public + staff	Media releases	Media release distribution list
General public + staff	Print/radio advertising content	Whakatāne Beacon Radio 1XX QFM Bayrock Sun FM
Internal staff 3Waters team Exec Customer services	Internal comms updates	Wednesday WIP Better Together Tuesday Staff Briefing Email Teams Whoogle
Community Board representatives	Community Board updates	Face to face hui Direct email Community newsletters

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

Elected members / Exec	Updates FAQs	Briefings Face to face hui Workshops
Key stakeholders	Updates FAQs	See stakeholder list EDM email database
Iwi, Hapū, Whānau	Updates FAQs	Face to face hui EDM email database via relationship holder
General public / key stakeholders	Formal consultation	Kōrero Mai email database
Affected residents, landowners, businesses		Letters Hui Flyers
Media (national + local)	Media releases Media interviews	Media distribution list

8.0 Communications and engagement risks and mitigation

The following is a brief overview of the key communications and engagement risks for the Programme. These are listed here as they have informed the approach to the Strategy. All identified risks are included with the Project Plan for on-going management.

Risk	Probability	Mitigation
There are a number of overlapping and/or related projects to this Programme that are at various stages of progress and have strong political interest also (e.g. Eastern Bay Spatial Plan, Local Water Done Well and Matatā WW Project). Without careful management of messaging, engagement and project actions, there is a risk of mixed messages and duplication of process occurring.	High	<ul style="list-style-type: none">Facilitate a monthly check-in that includes: Eastern Bay Spatial Plan, Local Water Done Well and Matatā WW Project Managers and Comms support to ensure alignment across all four with key messaging and broad approach to engagement. Can also be used for technical project discussions too.Ensure that key messages for other projects are shared and kept up-to-date, so that project teams can speak with a degree of confidence about other projects.Where another Council project is likely to be of significant interest to our engagement audience, invite someone from that project to attend

8.2.2 Appendix B - Three Waters Consent Replacement Programme - Communications and Engagement Strategy(Cont.)

		who can address any queries made. However, prioritisation of our engagement must remain. This approach applies both ways.
Expectations around what Council can deliver in terms of wastewater treatment do not align with iwi/hapū expectations and/or those expectations of the wider community. Equally, the cost to deliver the proposed infrastructure improvements exceeds what the community as ratepayers are prepared to pay.	High	<ul style="list-style-type: none"> • Key messages around affordability, the need to meet environmental standards and timing need to be used from the outset and continuously stated through the Programme. The need for trade-offs between cost, environment and time need to underpin the approach to co-design. • Co-design representatives are empowered to provide this messaging at every opportunity when they are engaging with their communities too. Trusted voices for iwi/hapū will be critical in landing this messaging and the strategy for this should be prepared with Toi Kotuia.
Local body elections will take place in 2025, and the on-going management of councils water infrastructure is likely to be a hot topic that candidates will gravitate towards. As a project team we have no control over what is said in this space, yet the wider community could be influenced by candidate views on waters infrastructure and how it is delivered in the future.	High	<ul style="list-style-type: none"> • Provide a package of information to candidates explaining where we are at with the Programme and addressing any matters that are likely to be contentious during the election. • The webpage should be seen as a consistent and trustworthy source of truth that anyone can access. • Be ready to address media queries on the topic during the election period should they wish to seek clarification on any matters.

9.0 Capturing engagement activity and feedback

Through the course of the Programme there will be a substantial amount of engagement activity, meeting/hui minutes, emails, feedback and correspondence that will need to be captured and retained for Council's own records and to inform any RMA processes. This information will be collated and stored in SharePoint. Should Council acquire a CRM system during the course of the Programme it is recommended that current information at that time is transferred and used through to completion.

8.3 Amendments to the Register of Parking Restrictions, Prohibitions and Limitations Report July 2025**8.3 Amendments to the Register of Parking Restrictions, Prohibitions and Limitations Report July 2025**

To: **Infrastructure and Planning Committee**

Date: **Thursday, 24 July 2025**

Author: **W Bryenton / Technical Administration Officer Transport**

Authoriser: **D Bewley / GM Planning, Regulatory and Infrastructure**

Reference: **A2903298**

1. Reason for the report - *Te Take mō tēnei rīpoata*

This report is presented to the Infrastructure and Planning Committee for consideration and approval of amendments to the Register of Parking Restrictions, Prohibitions and Limitations.

Since the last review in February 2025, there have been two amendments recently actioned. One was due to the completion of the Peace Street Project whilst the second was due to safety and visibility concerns exiting Patuwai Road. In addition to the amendments, we have one proposed amendment for review and approval being broken yellow lines along Soutars Avenue to improve navigation and safety. Our consultation summary is included in the report – Appendix D.

These amendments aim to address the current parking needs more effectively and require endorsement by the committee before they can be publicly notified and enforced. This approval process ensures that all modifications are thoroughly reviewed and aligned with the community's best interests.

2. Recommendations - *Tohutohu akiaki*

1. THAT the Infrastructure and Planning Committee **receive** the Amendments to the Parking Restrictions, Prohibitions and Limitations Report July 2025; and
2. THAT the Infrastructure and Planning Committee **approve** the existing parking amendments, and the proposed parking amendment, including the need for the amendments to be publicly notified, as set out in Appendix A 'Register of Parking Restrictions, Prohibitions and Limitations Schedule of Amendments – July 2025'; and
3. THAT the Infrastructure and Planning Committee **notes** that once the parking amendments are in place, the Parking Restrictions, Prohibitions and Limitations Register will be updated following public notification.

3. Background - *He tirohanga whakamuri*

The Whakatāne District Council maintains a register of all parking restrictions, prohibitions, and limitations. This register operates as a separate schedule from the Traffic and Speed Limits Bylaw 2018. Amendments can be made through a publicly notified resolution without undergoing a bylaw review process.

8.3 Amendments to the Register of Parking Restrictions, Prohibitions and Limitations Report July 2025(Cont.)

Following the last review in February 2025, further reviews have identified two existing parking amendments and one proposed new parking improvement. The existing amendments are detailed in Appendix A - Schedule of Amendments – July 2025, and Appendix B – Map of the Amendments. The Proposed parking amendment is detailed in Appendix C – Map of Proposed New Amendment, and Appendix D – Consultation Summary Report.

4. Discussion – Kōrerorero**The following is a summary of the existing parking amendments:****4.1. Update Register for the removal of the broken yellow lines along McGarvey Road as part of the Peace Street Project.**

As per an Agreement between the Whakatāne District Council and the owner of Peace Street Dairy at the time of the Peace Street Project to remove the broken yellow lines on McGarvey road adjacent to the dairy on the North and South side of McGarvey Road.

Reference Appendix A – Schedule Item 1.1 Removal of broken yellow lines along McGarvey Road.

Reference Appendix B – Item 2.1 Removal broken yellow lines along McGarvey Road.

4.2. Update Register for the addition of broken yellow lines along Mill Road and Patuwai Road intersection.

Several (Request for Service) RFS's and community concerns have been received regarding the safety and visibility exiting Patuwai Road onto Mill Road. The request to install broken yellow lines to stop cars continuously parking along the shoulder up to the intersection causing motorists to pull into the live lane before exiting.

Reference Appendix A – Schedule Item 1.2 Addition of broken yellow lines along Mill Road.

Reference Appendix A – Schedule Item 1.3 Addition of broken yellow lines along Patuwai Road.

Reference Appendix B – Item 2.2 Addition of broken yellow lines along Mill Road and Patuwai Road.

The following is a summary of the proposed new amendment:**4.3. Proposal to add broken yellow lines on the eastern side of Soutars Ave.**

Soutars Avenue is narrow and heavily used, making navigation difficult when vehicles are parked on both sides. Council received several concerns from the public and consulted with residents, the outcome from consultation is a recommendation to install broken yellow lines on the eastern side of Soutars Avenue

The proposed amendment better meets the safety and needs of residents and if approved is proposed for installation August 2025.

Refer Appendix C – Item 3.1 Proposed Broken Yellow Lines on the eastern side of Soutars Avenue.

Refer Appendix D – Item 4.1 Soutars Avenue Broken Yellow Line Consultation Summary June 2025.

8.3 Amendments to the Register of Parking Restrictions, Prohibitions and Limitations Report July 2025(Cont.)**5. Options Analysis - *Ngā Kōwhiringa*****5.1. Option 1 Approve Existing Parking Amendments and Proposed Parking Amendments – Recommended option.**

This option will ensure that the existing and proposed amendments can be formally approved, and following implementation are publicly notified, and enforceable. These amendments are a result of requests from the public and aim to enhance road safety and optimise parking for the majority of road users.

Advantages	Disadvantages
<ul style="list-style-type: none"> Ensures all implemented parking changes are enforceable. Improve safety and parking efficiency for road users. 	<ul style="list-style-type: none"> None.

5.2. Option 2 Does not approve or approve some of the Existing and Proposed Parking Amendments.

This option would see only some or none of the existing and proposed amendments approved.

Advantages	Disadvantages
<ul style="list-style-type: none"> No advantage. 	<ul style="list-style-type: none"> Existing amendments are not enforceable and would require removal. Non approval will negate the improvements to road safety being made through the proposed changes.

6. Significance and Engagement Assessment - Aromatawai Pāhekoheko**6.1. Assessment of Significance**

The decisions and matters of this report are assessed to be of low significance, in accordance with the Council's Significance and Engagement Policy.

6.2. Engagement and Community Views

Engagement on proposed amendments has occurred with affected parties.

The Parking Restriction Register is appended to the Whakatāne District Council Traffic and Speed Limits Bylaw 2018, clause 5.1 and 5.4 and is published on the Council's website.

8.3.1 Appendix A- Schedule of Amendments July 2025**7. Considerations - *Whai Whakaaro*****7.1. Strategic Alignment**

All proposed changes align with the Council's strategic direction in the LTP outcomes and priorities and are within the Council and Waka Kotahi's approved standards and rules.

7.2. Legal

The proposed changes are made to the Parking Restriction Prohibitions and Limitations Register; a schedule appended to the Bylaw. The Infrastructure and Planning Committee has the delegation to approve the proposed changes.

7.3. Financial/Budget Considerations

The costs associated with the proposed changes in parking restrictions and the implementation are low and can be completed within existing traffic signs and line marking budgets.

7.4. Climate Change Assessment

There are no significant or notable impacts associated with the matters of this report.

7.5. Risks

There are no significant or notable risks associated with the matters of this report.

8. Next Steps – E whai ake nei

Following the approval of the proposed changes to the Parking Register, the proposed amendments will be implemented, and the public will be notified before any enforcement, as required by Clause 5(1) of the Traffic and Speed Limits Bylaw.

Attached to this Report:

- Appendix A - Schedule of Amendments July 2025
- Appendix B - Map of Amendments July 2025
- Appendix C - Map of Proposed New Amendments July 2025
- Appendix D – Consultation Summary – Souters Avenue Broken Yellow Lines.

8.3.1 Appendix A- Schedule of Amendments July 2025

8.3.1 Appendix A- Schedule of Amendments July 2025(Cont.)**Appendix A – Schedule of Amendments**

Whakatāne District Council
 Register of Parking Restrictions, Prohibitions and Limitations
 Schedule of Amendments: July 2025

1. Amendments**1.1 McGarvey Rd****Amend the following:**

Parking Prohibitions	east side, from a point 15 metres south of the southern kerb alignment of Peace Street extending south for a distance of 9 metres.
Parking Prohibitions	west side, from a point 13 metres south of the southern kerb alignment of Peace Street extending south for a distance of 16.8 metres.

1.2 Mill Rd**Add the following:**

Parking Prohibitions	east side, from the intersection centreline of Patuwai Road extending east for a distance of 22 metres.
Parking Prohibitions	west side, from the intersection centreline of Patuwai Road extending west for a distance of 22 metres.

1.3 Patuwai Rd**Add the following:**

Parking Prohibitions	east side, from the intersection limit line of Mill Road extending south for a distance of 13 metres.
Parking Prohibitions	west side, from the intersection limit line of Mill Road extending south for a distance of 13 metres.

8.3.2 Appendix B - Map of Amendments July 2025

8.3.2 Appendix B - Map of Amendments July 2025

8.3.2 Appendix B - Map of Amendments July 2025(Cont.)

Appendix B: Map of Amendments July 2025

Whakatāne District Council
Register of Parking Restrictions, Prohibitions and Limitations
Maps of Amendments - July 2025

2. Map of new amendments:

2.1 Removal of broken yellow lines along McGarvey Road outside Peace Street Dairy as part of the Peace Street Project Completion.



McGarvey Road, South Bound, opposite Peace Street Dairy.

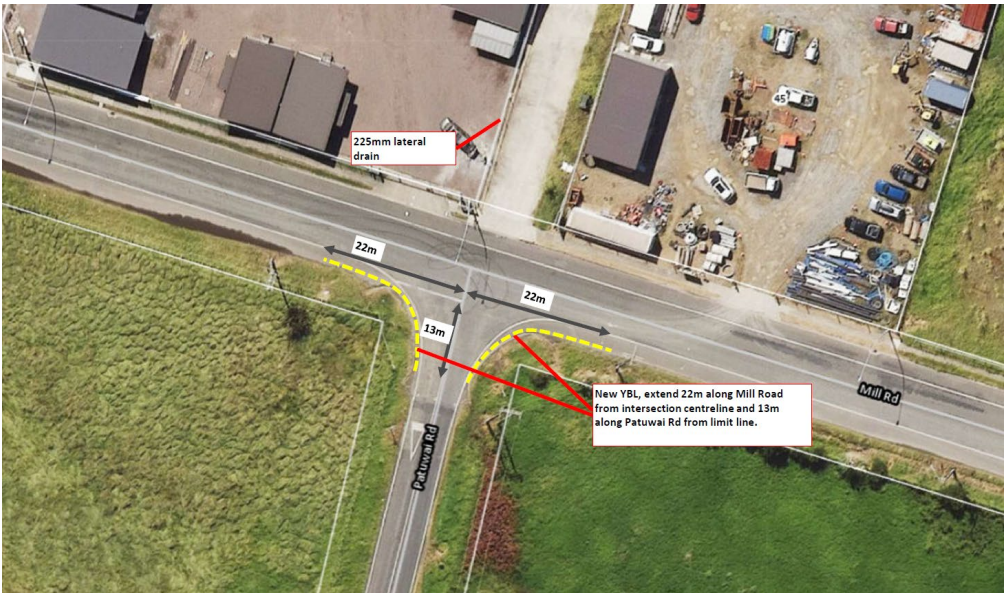
8.3.2 Appendix B - Map of Amendments July 2025(Cont.)



McGarvey Road, North Bound, Peace Street Dairy side.

8.3.2 Appendix B - Map of Amendments July 2025(Cont.)

2.2 Addition of broken yellow lines along Mill Road and Patuwai Road.



8.3.3 Appendix C - Map of Proposed New Amendment July 2025

8.3.3 Appendix C - Map of Proposed New Amendment July 2025

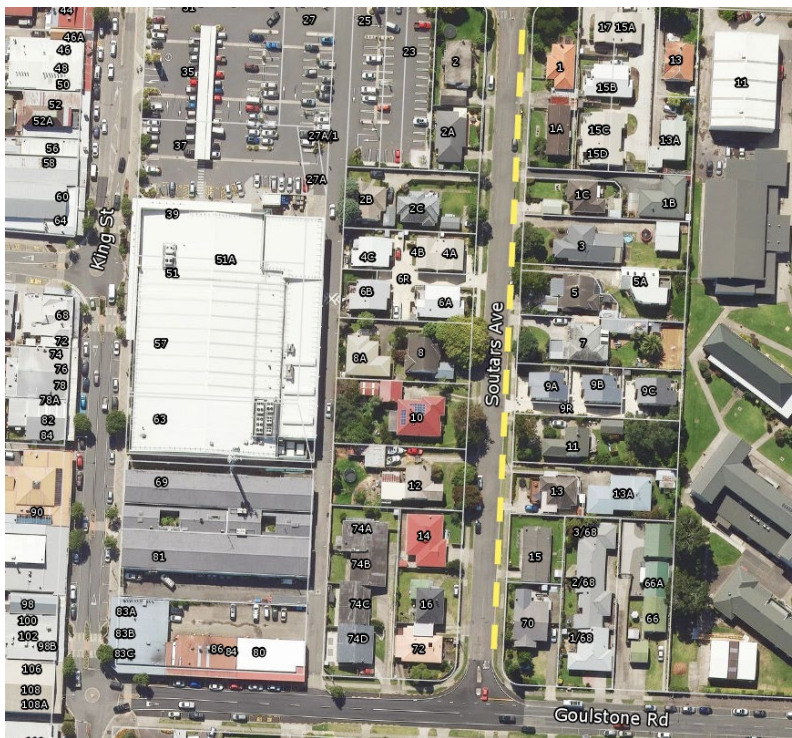
8.3.3 Appendix C - Map of Proposed New Amendment July 2025(Cont.)

Appendix C: Map of proposed new amendment

Whakatāne District Council
Register of Parking Restrictions, Prohibitions and Limitations
Map of Amendments - Proposed New Changes: July 2025

3. Map of proposed new amendment:

3.1 Proposed Broken Yellow Lines on the eastern side of Soutars Avenue.



8.3.4 Appendix D - Consultation Summary - Soutars Avenue Broken Yellow Lines

8.3.4 Appendix D - Consultation Summary - Soutars Avenue Broken Yellow Lines

8.3.4 Appendix D - Consultation Summary - Soutars Avenue Broken Yellow Lines(Cont.)

Appendix D: Consultation Summary – Souters Avenue Broken Yellow Lines

Whakatāne District Council

Register of Parking Restrictions, Prohibitions and Limitations

Consultation Summary – Souters Avenue - Broken Yellow Lines

4. Consultation Summary – Souters Avenue Broken Yellow Lines:

4.1 Consultation Summary Souters Avenue Broken Yellow Lines

Soutars Avenue

Broken Yellow Line

Consultation Summary

June 2025

8.3.4 Appendix D - Consultation Summary - Soutars Avenue Broken Yellow Lines(Cont.)

Background

Soutars Avenue is narrow and heavily used, making navigation difficult when vehicles are parked on both sides. After concerns were voiced from the public, staff reviewed the parking options and asked residents for their opinion.



Figure 1: Photo looking along Soutars Avenue near Goulstone Road

Consultation

On the 17 of March 2025 a total of 60 letters were delivered to all Soutars Avenue residents as well as some residents on adjoining streets - Lovelock Street and Goulstone Road. This letter detailed reasoning for the proposal, four options for the recipients to choose from as well as an option to provide an alternate proposal.

In the letter Council provided four different ways for residents to provide their feedback:

- QR code leading to an online form
- Link leading to an online form
- Email address
- Postal address

Infrastructure and Planning Committee - AGENDA

8.3.4 Appendix D - Consultation Summary - Soutars Avenue Broken Yellow Lines(Cont.)

Of the above options provided, 15 residents chose to use the online form to provide their feedback, either through the QR code or the link provided to them. Six were received through post or hand delivered to the Council. No responses were received via email.

Options Provided in the letter to residents:

Option 1 – Broken yellow lines on one side of Soutars Avenue. I have no preference as to which side.

Option 2 – Addition of broken yellow lines on the eastern side of Soutars Avenue.

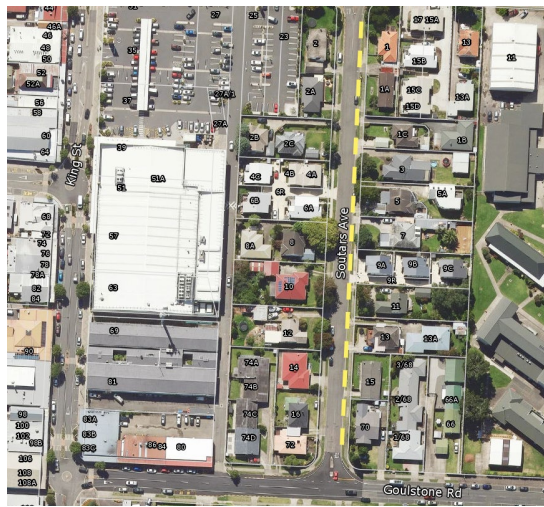


Figure 2: Map provided in letter showing proposed eastern broken yellow line location

8.3.4 Appendix D - Consultation Summary - Soutars Avenue Broken Yellow Lines(Cont.)

Option 3 – Addition of broken yellow lines on the western side of Soutars Avenue

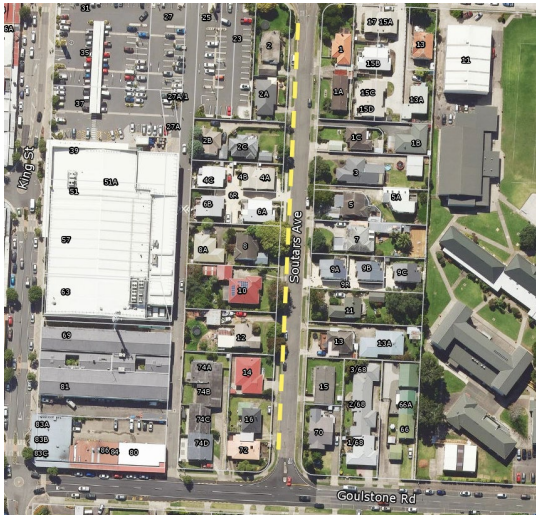


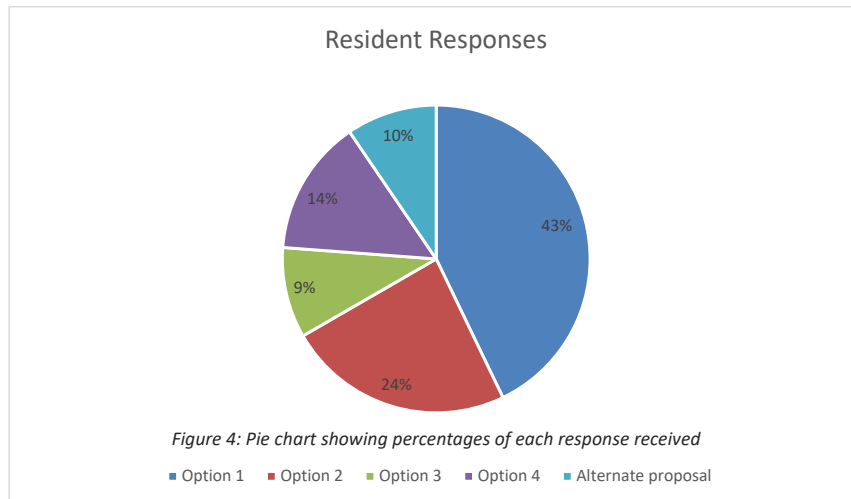
Figure 3: Map provided in letter showing proposed western broken yellow line location

Option 4 – No additional yellow lines on Soutars Avenue (current state)

Infrastructure and Planning Committee - AGENDA

8.3.4 Appendix D - Consultation Summary - Soutars Avenue Broken Yellow Lines(Cont.)

Of the 60 letters delivered, 21 responses were received (35%) of which 86% were in favour of broken yellow lines being added to Soutars Avenue. Figure 4 below shows breakdown of responses received.



- Option 1 – Broken yellow lines on either side – 9
- Option 2 – Addition of broken yellow lines on eastern side – 5
- Option 3 – Addition of broken yellow lines on western side – 2
- Option 4 – No broken yellow lines – 3
- Alternate Proposal – 2

Alternate Proposals:

Both alternate proposals provided support the addition of broken yellow lines but with additional suggestions including time/vehicle restrictions and differing placement of the broken yellow lines.

- "Both Sides - I would rather see the yellow lines on both sides as per Springfield Road, Rotorua. Which has a bit larger road but high traffic. I feel we are getting penalised when a lot of the traffic is coming from people parking and going to Whakatane High School. They should park on Goulstone Road. Also have a sign that says no buses or trucks aloud. Please don't penalise us for everyone else's parking."
- "No parking on eastern side between 7am and 5pm. Also add 2x speed bumps as traffic is too fast now and opening the road up with no parking down 1 side will speed up the traffic"

8.3.4 Appendix D - Consultation Summary - Soutars Avenue Broken Yellow Lines(Cont.)

Other Matters Raised

Speed Concerns:

A common theme among the comments received was that of speed concerns. Comments relating to speed included:

- "It would be a lot safer if speed was addressed as well, as nearly every car speeds down our street. It's only a matter of time before a crash happens."
- "Addition of speed bumps to make traffic safer next to schools and children pedestrians"
- "I think a lot of the cars parked in the road belong to residents, ours often are included in this. I think the narrow road also solves the common issue of cars speeding down the street. The street serves the local high school well for parking at certain times during the school term and we're happy to oblige."
- "No parking on eastern side between 7am and 5pm. Also add 2x speed bumps as traffic is too fast now and opening the road up with no parking down 1 side will speed up the traffic"

Other Comments/Suggestions:

- "All heavy traffic i.e.. supermarket supply trucks and school buses enter Soutars Ave from the Lovelock St end and exit at Goulstone Rd. It therefore makes sense to have no parking on the Eastern side to allow unimpeded progress."
- "Packnsave should have a staff parking area in their car park. There should be a parking area for staff and pupils on school grounds not in Soutars Avenue."
- "Broken lines at beginning of both ends of street. Could do halfway change or just the first 20 metres both ends. Broken lines west side of street from Goulstone Road and same on the East side coming from Russell St end."
- "It will cut down on parking when there are activities at the High School."
- "With the amount of residential homes on Soutars Ave it is necessary to keep both sides available for street parking. While it is a narrow road the addition of yellow lines on either side would lead to people needing to park on other roads which would only shift the problem to those areas. This proposal of adding yellow lines is not a good idea."
- "Yes this is a concern trying to manoeuvre down Soutars at any time of day. Big trucks use Soutars for back entrance to Pak n Save, also School Buses. Possibly a few students park their cars in Soutars, as it has grown worse over previous few months. Definitely think something needs to be done. Thank you."
- "Have had difficulty backing out my driveway over recent year. I have lived on Soutars Ave since 1975"

Goulstone Road Suggestions:

Infrastructure and Planning Committee - AGENDA

8.3.4 Appendix D - Consultation Summary - Soutars Avenue Broken Yellow Lines(Cont.)

Additionally, some residents on Goulstone Road that received the letter voiced their concerns on multiple issues along their road.

- "I think that the council should look at Goulstone Rd as well. IT'S a busy road and with the school parking and heavy vehicles, through traffic, making existing properties dangerous during school hrs. I also think that a camera should be installed as the road is used as a speed track all hours."
- "Yellow lines required @ 67 Goulstone Rd. I car park outside Alice Stone reserve but people try to park 3 and block 67 driveway. Future suggestion for grass down street removed and roads and footpath made wider. Especially around school areas parking is a problem."
- "Bus stop on Goulstone road outside 74 Goulstone bus is always blocking driveway"

Outcome

Following consultation with residents and review of the comments provided, staff have identified that a preferred option for broken yellow lines to be installed on the eastern side of Soutars Avenue coinciding with the majority of residents responses. This will solve the current parking issue making it easier for road users to navigate safely and smoothly through Soutars Avenue.

Addition of the parking lines can be accommodated in business as usual (BAU) resourcing and budgets.

Next Steps

- Infrastructure and Planning Committee meeting to approve recommendation of Broken yellow lines to be installed on the eastern side of Soutars Avenue - 24 July 2025
- Notification to contractor to complete works - August 2025

8.4 Approval for Sale of Lot and Irrigation Bore Asset at Paul Road**8.4 Approval for Sale of Lot and Irrigation Bore Asset at Paul Road**To: **Infrastructure and Planning Committee**Date: **Thursday, 24 July 2025**Author: **J Finlay / Manager Three Waters**Authoriser: **D Bewley / GM Planning, Regulatory and Infrastructure**Reference: **A2729623****1. Reason for the report - *Te Take mō tēnei rīpoata***

To seek the Committee's recommendation to Council for approval of the sale of irrigation bore assets and underlying land at 122A Paul Road to Paul Road Water Limited for \$1, subject to a subdivision occurring to create the new lot to be sold.

2. Recommendations - *Tohutohu akiaki*

1. THAT the 'Approval for Sale of Irrigation Bore Asset and Lot at Paul Road' report be **received**; and
2. THAT the Infrastructure and Planning Committee **recommend** the Council **approve** the sale of Lot 1 (containing the irrigation bore), being a subdivision of Lot 1 DP 464274 at 122A Paul Road, Awakeri, as shown on Plan 1575-SC01 from 360 surveying to Paul Road Water Limited for the sum of \$1; and
3. THAT the Infrastructure and Planning Committee **recommend** the Council **authorises** the Chief Executive to sign all documents necessary to complete the sale of Lot 1; and
4. THAT the Infrastructure and Planning Committee **notes** the sale is subject to a resource consent application being granted to create Lot 1 (with easements) decided by an Independent Commissioner.

3. Background - *He tirohanga whakamuri*

On 31 March 2010, Council approved the purchase of the property at 122A Paul Road for the purpose of developing a water production bore(s) for municipal supply.

A new water supply has been established on the property to supplement the supply of water to the Te Teko and Edgumbe areas.

The purchased property included a water bore which had been part of a private water supply, primarily for horticultural irrigation ("the Irrigation Bore"). The Water Take Consent relating to this Irrigation Bore, dated 5 April 1984, was issued to Stewart Morrison on behalf of the Paul Road Irrigation Scheme ("the Water Take Consent").

8.4 Approval for Sale of Lot and Irrigation Bore Asset at Paul Road(Cont.)

This Irrigation Bore was not required by Council and following Council's purchase of the property, Council staff worked with the users of this private supply to ensure new domestic connections were provided to the new municipal supply. There are no remaining domestic connections to the Irrigation Bore.

The users of the Irrigation Bore who wished to maintain its use for agriculture, stock, horticulture, and irrigation purposes incorporated a company, Paul Road Water Limited ("the Company"), to manage this supply and entered into a lease agreement with Council to use the bore and associated infrastructure. This lease agreement noted that the Water Take Consent will terminate on 1 October 2026 and stated that Council would not extend the term of this Water Take Consent. The Lease provided that if the Company wished to seek a new Water Take Consent, and was successful in obtaining this, then Council would look to divest the Bore Infrastructure to the Company for a nominal fee.

Mr Morrison left the scheme on 1 March 2022, transferring the consent to Council.

The purchase of the Irrigation Bore was an inadvertent outcome at the time Council purchased the property at Paul Road. Council staff do not require the bore currently and do not foresee any future requirement for this in the future.

The consent holder for the Water Take Consent Council is responsible for compliance with the conditions of the consent. While a transfer of the Water Take Consent to the Company can be proposed to the BOPRC, the Council will remain responsible for the water use and quality of the supply. There is a risk that the Council could be held responsible if there were adverse health outcomes from use of the supply.

The Company intends to apply for a new consent on expiry of the Water Take Consent and would be willing to take ownership of the land containing the Irrigation Bore and associated infrastructure.

It is recommended that the Council subdivides and sell the land containing the Irrigation Bore and associated infrastructure to the Company. This is consistent with the lease agreement which anticipated the sale of assets to the Company for a nominal fee on expiry of the Water Take Consent.

Below is a map with the location of the proposed subdivision of the irrigation bore site. The proposed subdivision survey plan is attached at Appendix B.

8.4 Approval for Sale of Lot and Irrigation Bore Asset at Paul Road(Cont.)**4. Options analysis - Ngā Kōwhiringa****4.1. Option 1 - Sell the Irrigation Bore site and associated Bore Infrastructure to the Company – preferred option.**

Under this option Council would undertake a subdivision to create a separate title for the land containing the Irrigation Bore and associated infrastructure. This would include new easements to ensure the existing users can continue to access the Irrigation Bore. Legal advice has been obtained to confirm these easements can be granted. Council would meet the costs of this subdivision, as agreed as part of the negotiations with landowners to join the wider Plains scheme. The Water Take Consent would be transferred to the Company and the new parcel of land containing the Irrigation Bore would be sold for a nominal sum of \$1 to the Company. This will remove Council's liability for the Irrigation Bore and compliance with the Water Take Consent.

4.1.1. Advantages

- Once a transfer has occurred, the Council will no longer be liable for compliance with the Water Take Consent.
- Council will no longer be liable for the Irrigation Bore, including any adverse health outcomes arising from its use.
- It is consistent with the Lease Agreement.

4.1.2. Disadvantages

- Council will need to meet the costs of subdivision, as previously agreed.

8.4 Approval for Sale of Lot and Irrigation Bore Asset at Paul Road(Cont.)**4.2. Option 2 – Irrigation Bore is retained by Council.**

- Council could retain ownership of the land containing the Irrigation Bore for the remainder of the Water Take Consent and elect at the expiry of the Consent to reapply or terminate and cap the bore.

4.2.1. Advantages

- Council will not have to meet the costs of subdivision.

4.2.2. Disadvantages

- The Paul Road Water Ltd company owners would lose the ability to use the water for irrigation purposes, increasing costs to either provide an alternative supply or to lose production.
- Council will be liable for compliance with the Water Take Consent until its expiry date.
- Council will be liable for the Irrigation Bore and adverse health outcomes arising from its use.
- It is inconsistent with the Lease Agreement.
- Council would be liable for the termination and capping costs of the bore at approx. \$16,000.

5. Significance and Engagement Assessment - *Aromatawai Pāhekoheko***5.1. Assessment of Significance**

The decisions and matters of this report are assessed to be of low significance, in accordance with the Council's Significance and Engagement Policy.

5.2. Engagement and community views

Engagement on this matter is not being undertaken in accordance with section 4.2 of the Council's Significance and Engagement Policy. This states that the Council will not consult when there is already a sound understanding of the views and preferences of the persons likely to be affected or interested in the matter.

The people likely to be affected or interested in this matter are the Irrigation Bore users – the Company and, those owners of land through which easements are required. There are parcel lots affected and the owners have provided written approval for their consent to the registration of these easements.

6. Considerations - *Whai Whakaaro***6.1. Legal**

Council has obtained external legal advice on the documents and transaction. This advice is attached as Appendix A. If approved, the Agreement will be drafted to ensure the recommendations of this advice are incorporated.

6.2. Financial/budget considerations

The subdivision and legal costs are estimated to be \$12,000 and will be met from an existing Three Waters budget.

8.4.1 Appendix A - Supporting letter from Apogee Legal - dated 7 May 2025

6.3. Strategic alignment

No inconsistencies with any of the Council's policies or plans have been identified in relation to this report.

6.4. Climate change assessment

Based on this climate change assessment, the decisions and matters of this report are assessed to have low climate change implications and considerations, in accordance with the Council's Climate Change Principles.

6.5. Risks

There are no known risks associated with the matters of this report.

7. Appendices

- Appendix A - Supporting letter from Apogee Legal - dated 7 May 2025.
- Appendix B - Proposed utility subdivision survey plan.

8.4.1 Appendix A - Supporting letter from Apogee Legal - dated 7 May 2025

8.4.1 Appendix A - Supporting letter from Apogee Legal - dated 7 May 2025(Cont.)

Appendix A



7 May 2025

Whakatane District Council
Private Bag 1002
Whakatane 3158

Attention: Kevin Sullivan

WDC Utility Subdivision of Irrigation Bore 122A Paul Road

We confirm we have reviewed the draft Council Committee agenda report, Deed of Lease between WDC and Paul Road Water Limited and the subdivision plan of 122A Paul Road.

Easements

We confirm that the proposed easements as set out on the subdivision plan will, if registered, grant the utility lot with the right of way, right to convey water, electricity and telecommunications over that land marked A - F. The owners of the burdened land must consent to the registration of these easements. This includes Maurice & Lee-Anne Butler as owner of Lot 1 DP 377499, and Gregory and Wendy Walker as owner of Lot 4 DPS 33268.

Upon completion of the subdivision, the existing easements on Lot 1 DP 464274 (including the utility lot) will continue to apply. This means that the owner of Lot 3 DP 464274 (currently WDC) will have the right to take and convey water from the utility lot, but without a further easement over Lot 1 DP 464274 in favour of Lot 3, cannot do so.

The Lease

Option 2 of the Options Analysis provides that at the expiry of the current consent, WDC could reapply or terminate and cap the bore. The Lease does not allow this.

The Lease outlines two options when the current consent expires on 1 October 2026:

1. PRW may apply for and obtain a new consent, allowing it to continue operating the bore. In this scenario, WDC agreed that it would look to transfer ownership of the bore infrastructure to PRW for a nominal fee.
2. If PRW chooses not to continue operating the bore, WDC would terminate and cap the bore.

We also note that it is mentioned that an advantage of Option 1 is that it is consistent with the lease agreement, while Option 2 is inconsistent with the lease agreement. While Option 1 is not inconsistent with the Lease, it is worth noting that the Lease does expressly

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Bridgers' Building, 88 The Strand, Whakatāne
07 307 0630 | lawyers@apogeelegal.nz | www.apogeelegal.nz

8.4.1 Appendix A - Supporting letter from Apogee Legal - dated 7 May 2025(Cont.)

contemplate or address the scenario where the Council would sell the bore land to PRW. It only refers to the infrastructure being transferred.

In order to sell the irrigation bore infrastructure and the newly subdivided utility lot to PRW, the Lease would need to be surrendered and an agreement for sale and purchase entered into. This agreement would need to include provisions that limit WDC's liability for any ongoing or future issues with the bore (an "as is, where is" clause), and provisions around ongoing maintenance, compliance and operational standards to avoid any responsibility on WDC's part.

Nominal Sum

As mentioned above, the lease contemplates the situation where WDC would transfer ownership of the bore infrastructure for a nominal fee, not the land itself. While valuation advice falls outside my scope and expertise, given the size of the utility lot and its practical limitations – namely, that it would serve no purpose other than as a bore site – it appears the land holds minimal value. In my view, provided this aligns with WDC policies, a formal valuation may not be necessary in this instance.

Yours faithfully
Apogee Legal Limited

Carolyn Cooper
Director
E. Carolyn@ApogeeLegal.nz

8.4.2 Appendix B - Proposed utility subdivision survey plan

8.4.2 Appendix B - Proposed utility subdivision survey plan

8.4.2 Appendix B - Proposed utility subdivision survey plan(Cont.)

Appendix B



8.5 Approval of Discretionary Speed Limit Changes(Cont.)**8.5 Approval of Discretionary Speed Limit Changes**

To: **Infrastructure and Planning Committee**

Date: **Thursday, 24 July 2025**

Author: **J Metcalfe / Team Leader Transport Strategy and Assets**

Authoriser: **D Bewley / GM Planning, Regulatory and Infrastructure**

Reference: **A2920618**

1. Reason for the report - *Te Take mō tēnei rīpoata*

This report seeks recommendations from the Infrastructure and Planning Committee on a range of proposed discretionary speed limit changes.

This paper also provides an overview of the public consultation results related to these proposed speed limit changes, rationale to support the recommended speed changes, and indicative costs associated with infrastructure improvements that can support and/or provide an alternative approach to speed limit reductions.

2. Recommendations - *Tohutohu akiaki*

1. THAT the Infrastructure and Planning Committee **receives** the report “Approval of Discretionary Speed Limit Changes”.
2. THAT the Infrastructure and Planning Committee **notes** that installation of new variable school speed limits will be installed by 1 July 2026, as required by legislation, and funded from within existing budgets.
3. THAT the Infrastructure and Planning Committee **notes** that speed limits are to be reviewed on a three yearly basis to remain relevant.
4. THAT the Infrastructure and Planning Committee **recommends** that the Council adopts the proposed speed limit reductions outlined below:

Infrastructure and Planning Committee - AGENDA

8.5 Approval of Discretionary Speed Limit Changes(Cont.)

Site #	Site Name	Location	Length	Speed limit (kph)	
				Current	Proposed
1	Withy Road	Full extent of the road	3056m	100	70
2	Te Teko Road – Urban Area	from Okaahu Road intersection south to existing 50kph area.	325m	100	50
3	Thornton Road - East Bank and West Bank Intersections	Thornton Road, 250m west of West Bank Road to 250m east of East Bank Road	750m	100	70
4	Wainui Road - Tio Oyster	From Tauwhare Pa Scenic Reserve southern carpark exit heading south for 830m	830m	100 (temp 60)	60
5	Thornton Road - SH30 to past Blueberry Corner	From SH30 to the western boundary of 462 Thornton Road	4650m	100	80
6	Shaw Road Subdivision	For the full extent of Shaw Road and adjoining roads, urban area	1000m	100	50
7	Thornton Beach Road (carpark and boat ramp)	From existing speed hump north to the end of the carpark area	570m	50	30
8	West End Road	From Vills Glade to West End Car Park	970m	50	30
9	Galatea Road - Waiohau	Current 80/100 speed boundaries	1970m	80	60
10	Pukehou Road – Waiōhau	Full extent of road	2900m	80	60
11	Papanui Road – Waiōhau	Full extent of road	1500m	80	60
12	Tawhia Road – Weihua	Full extent of road	1400m	80	60
13	Galatea Road - Matahina Dam	Top of Matahina Dam	2450m	100	80
14	Rototaha Road - Matahina Dam	Full extent of road	700m	100	80
15	Reid Road	From Awahou Road to 500m south of Awahou Road	500m	70	100
16	Airport - Tassel Drive	445 m east of end of road	445m	60	30
17	Valley Road	Commerce Street to Taneatua Road (full extent)	2500m	70	50
18	Ōhope Road	From Ōtarawairere Road to Pohutukawa Ave	1300m	100 (temp 60)	80
19	Te Teko Road - Te Teko to Edgumbe	From Okaahu Road to Main Road	5800m	100	80

3. Background - He tirohanga whakamuri

At the 10 April 2025 Infrastructure and Planning Committee, staff presented a proposal for changes to speed limits for roads that had been assessed as being out of context with the adjoining land use, having a high crash risk, and/or where members of the public had requested lower speeds.

The Committee agreed that consultation should proceed but further discussion was required to determine which particular proposed speed changes would be consulted on. To this end a sub-committee was formed with the delegation to determine the speed limits that would proceed to consultation. The sub-committee met 28 April 2025 and reached agreement on the speed limit consultation content.

8.5 Approval of Discretionary Speed Limit Changes(Cont.)

Consultation has been carried out in line with the Setting of Speed Limits Rule: 2024 (the Rule). Detailed information relating to the consultation process and results, is included in Appendix A.

4. Discussion – Kōrerorero**4.1. Proposed Discretionary Speed Limit Changes**

Table 1 provides a list of the proposed changes, and the level of public support received through consultation. Appendix B contains further information relating to each of the sites, including the information that is required under the Rule; current and proposed speed, reasoning for the proposed change, estimated change in travel time/speed, crashes per year for the last five years, expected crash reduction and proposed cost.

Table 1: Proposed Speed Limit Changes									
Site #	Site Name	Location	Rationale	Length	Speed limit (kph)		Level of public support^		
					Current	Proposed	Support	Neutral	Oppose
1	Withy Road	Full extent of the road	Requested by residents. Windy Road with limited visibility and part is unsealed.	3056m	100	70	22%	3%	75%
2	Te Teko Road – Urban Area	from Okaahu Road intersection south to existing 50kph area.	Current speed is out of context with adjacent land use.	325m	100	50	35%	4%	62%
3	Thornton Road - East Bank and West Bank Intersections	Thornton Road, 250m west of West Bank Road to 250m east of East Bank Road	Requested by residents and Thornton School. Complex intersections with poor visibility and high usage that could result in significant crashes.	750m	100	70	41%	5%	54%
4	Wainui Road - Tio Oyster	From Tauwhare Pa Scenic Reserve southern carpark exit heading south for 830m	Current speed is out of context with adjacent land use.	830m	100 (temp 60)	60	43%	2%	55%
5	Thornton Road - SH30 to past Blueberry Corner	From SH30 to the western boundary of 462 Thornton Road	High Risk Road with significant crash history. Business case indicated alternative infrastructure solution would cost in the order of \$7M	4650m	100	80	39%	n/a*	61%
6	Shaw Road Subdivision	For the full extent of Shaw Road and adjoining roads, urban area	Current speed is out of context with adjacent land use.	1000m	100	50	58%	3%	39%
7	Thornton Beach Road (carpark and boat ramp)	From existing speed hump north to the end of the carpark area	Current speed is out of context with primary use as car park, boat ramp and access to beach.	570m	50	30	49%	5%	47%
8	West End Road	From Vills Glade to West End Car Park	Current speed is out of context with usage as access and parking for the beach and reserve areas.	970m	50	30	40%	0%	60%
9	Galatea Road - Waiohau	Current 80/100 speed boundaries	Provide consistency with other rural village speed limits	1970m	80	60	25%	10%	65%

Table 1: Proposed Speed Limit Changes									
Site #	Site Name	Location	Rationale	Length	Speed limit (kph)		Level of public support^		
					Current	Proposed	Support	Neutral	Oppose
10	Pukehou Road – Waiōhau	Full extent of road	Included as part of Waiōhau, requires less signs, and provides consistency	2900m	80	60	25%	13%	63%
11	Papanui Road – Waiōhau	Full extent of road	Included as part of Waiōhau, requires less signs, and provides consistency	1500m	80	60	28%	13%	59%
12	Tawhia Road – Waiōhau	Full extent of road	Included as part of Waiōhau, requires less signs, and provides consistency	1400m	80	60	25%	13%	63%
13	Galatea Road - Matahina Dam	Top of Matahina Dam	Requested by Manawa Energy to provide safety for workers and users while also helping to protect assets from high-speed collisions.	2450m	100	80	21%	0%	79%
14	Rototaha Road - Matahina Dam	Full extent of road	Car park and boat ramp are the predominate users on this road. Short length where speeds unlikely to exceed 60kph, speed control infrastructure not appropriate on gravel road.	700m	100	80	35%	16%	49%
15	Reid Road	From Awahou Road to 500m south of Awahou Road	Legalising prior movement of speed limit signs.	500m	70	100	50%	18%	32%
16	Airport - Tassel Drive	445 m east of end of road	Requested by Airport Management. Existing speed limit is out of context with primary usage as parking and drop-off/pick-up area for the airport.	445m	60	30	22%	11%	67%
17	Valley Road	Commerce Street to Taneatua Road (full extent)	To provide consistency with other urban arterial roads in Whakatane and due to the high number of turning vehicles and adjacent land use.	2500m	70	50	29%	4%	67%

Table 1: Proposed Speed Limit Changes									
Site #	Site Name	Location	Rationale	Length	Speed limit (kph)		Level of public support^		
					Current	Proposed	Support	Neutral	Oppose
18	Ōhope Road	From Ōtarawairere Road to Pohutukawa Ave	Steep gradient and sharp corners <u>has</u> resulted in a high crash rate while high traffic volumes raise risk of head on collision and fatal/serious injuries. Improved safety infrastructure possible however no NLTF funding available for implementation	1300m	100 (temp 60)	80	36%	n/a*	64%
19	Te Teko Road - Te Teko to Edgecumbe	From Okaahu Road to Main Road	High number of serious injuries and fatalities, relatively narrow winding road with <u>a number of dwellings</u> and Marae located close to the road. Crashes occur over long stretch of roadway making effective safety infrastructure unaffordable within a road corridor constrained by stop banks and property boundaries.	5800m	100	80	33%	2%	66%
* Ōhope Road and Thornton Road did not include a neutral option ^ due to rounding some values do not sum exactly to 100%									

4.2. Cost of Implementation

Changes to speed limits, if approved, will be delivered within existing council budgets, and phased over time, ideally by 30 June 2027 as budgets allow. It should be noted that the proposed speed limit changes will not receive co-funding from NZTA, but where appropriate, sign replacements can be carried out through the subsidised signs renewals activity.

The following table indicates the estimated costs for the speed limit changes:

Change	Estimated Cost
Discretionary Speed Limit Changes	\$165,000 (if fully implemented*)
*\$45,000 of this is allocated to the West Bank and East Bank intersection speed zones where electronic signage is the recommended solution.	

4.3. Consultation Results

Submissions received in general showed opposition to the implementation of new speed limits. There were a few exceptions to this where there was a majority in favour or close to being in favour which included:

- Shaw Road subdivision received a majority in support (58%).
- Reid Road received more support than opposition to the proposed speed limit (50% vs 32% against).
- Thornton Beach Road received more support than opposition to the proposed speed limit (49% vs 47% against).
- Rototaha Road received less than 50% opposition (49% against).

Table 1 summarises the consultation results (support, neutral, oppose) for each proposed speed limit. Full results of the consultation have been included in Appendix A.

4.4. Rationale for Retaining Proposed Changes

When setting speed limits there are different factors that are assessed to determine what a safe and appropriate speed is, including:

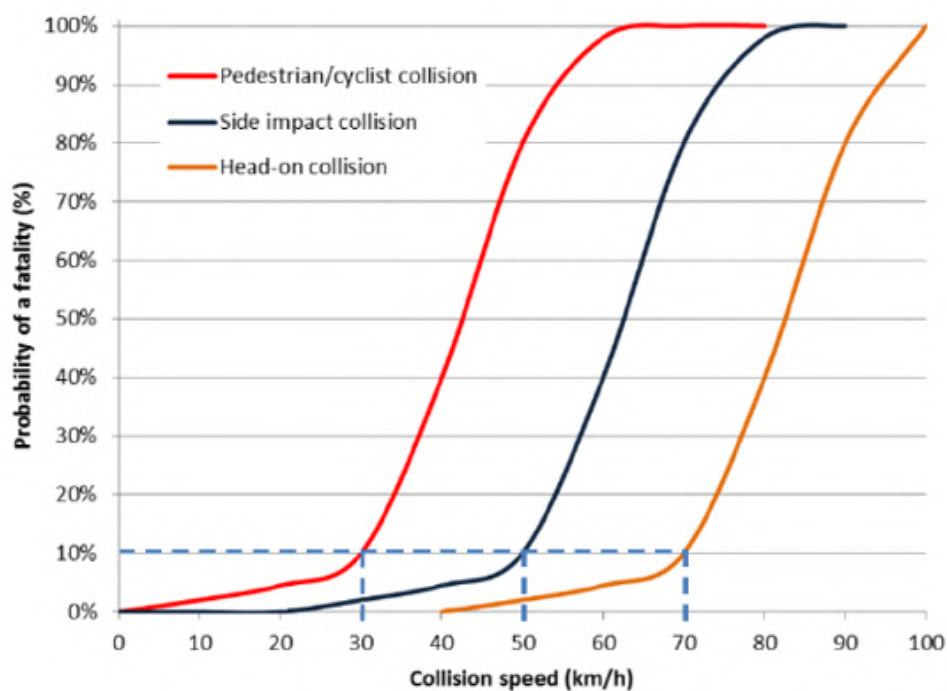
- Adjacent Land use – Is the road rural or urban? How many turning vehicles can be expected due to crossroads, accessways, driveways, or parking?
- Road purpose – Is this a main arterial or largely used for private access? Is the route used by heavy vehicles and how would it affect the productivity of the economy? Are there alternative routes where traffic should be discouraged or encouraged to use?
- Road user types and volumes – Is the road used by a significant number of pedestrians, cyclists or other vulnerable road users? Do they need to cross the road to access their destination? Are the users at higher risk due to being older/younger or having other special needs? Is the road a throughfare for commuters and workers or is it primarily for local access?
- Crash History – Does the road have a significant known crash risk? Is the crash risk higher than expected given the type of road and the traffic volume?

- Traffic Volumes – As traffic volumes increase, the probability of a loss of control crash resulting in a head-on collision, increases exponentially, as gaps in traffic reduce. A minor crash on a low-volume road can easily become a fatal crash on a high-volume road.
- National Guidance through the Setting of Speed Limits Rule 2024 and further advice from Waka Kotahi.
- Is a speed reduction likely to have a significant impact on injury rates or improve the amenity of the area for residents and users?
- Public views and consultation results need to also inform decision making.

Ultimately the trade-off comes down to a measure of public convenience, public acceptability and providing a safe roading environment for all users.

4.4.1. *Speed impacts on Crash Consequence*

As vehicle speeds increase there is an exponential increase in kinetic energy and a corresponding increase in the risk of serious and fatal injuries occurring. The figure below shows how the chance of a crash resulting in fatalities increases in line with speed for three different crash scenarios.



Source: Jurewicz, Sobhani et al. (2015) and based on Wramborg (2005)

Figure 1 - Impact of speed on fatalities for three separate crash types.

4.4.2. *The cost of crashes*

In 2023 the Ministry of Transport assessed the cost of road crashes on the New Zealand economy and estimated the cost of a serious injury at \$769,400 and the cost of a road fatality as \$14,265,600.

[A comprehensive economic assessment](#) prepared by engineering consulting firm WSP for Waka Kotahi The New Zealand Transport Agency (Waka Kotahi) in March 2024 analysed the impact of previous speed limit changes implemented between 2020 and 2023. It found the reductions delivered

substantial economic benefits to New Zealand. For road corridors with reduced speed limits, nearly 27 fewer deaths and serious injuries per year were recorded and the crash reduction benefits outweighed travel time disbenefits by a factor of between 2 and 10 times.^{f2}

The table below shows the economic cost of road crashes for the Whakatāne district for the previous five financial years.

Annual Cost of Fatal and Serious Injuries in the Whakatāne district		
2020/21	\$	27,698,400
2021/22	\$	29,237,200
2022/23	\$	30,776,000
2023/24	\$	21,543,200
2024/25	\$	41,547,600

4.4.3. Current Crash Rates in the Whakatāne District

The figure below shows the annual deaths and serious injuries (DSIs) on Whakatāne District Council Local Roads over the last five financial years. The Whakatāne District 2024 Long Term Plan performance measure for road safety is for the district to have fewer serious and fatal injuries on the local road network than the year prior. In 2024/25 there has been a 44% increase in DSIs. Over the last four of the last five years, this performance measure has not been met.

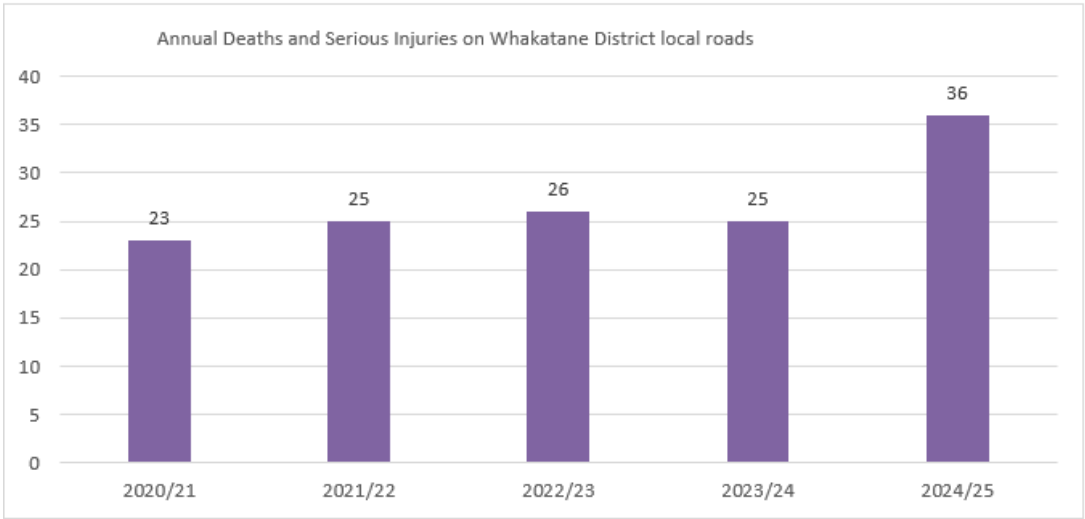


Figure 2 - Graph showing the annual deaths and serious injuries on the Whakatane Districts local road network

4.4.4. Specific Consultation Questions

4.4.4.1. Thornton Road

As part of the sub-committee’s agreement on the consultation content, it was decided to include additional specific questions related to the proposed Thornton Road speed limit reductions:

Infrastructure and Planning Committee - AGENDA

- Should the change be seasonal or all year round.
- Should the change location be:
 - SH30 to past Blueberry Curves, or
 - RnBs to Blueberry Curves, or
 - RnB's only,
- Or should there be no speed changes on Thornton Road.

With regards to timing of a speed reduction: 54% of respondents' preference was for no speed reduction, 29% preferred all year round, and 17% preferred seasonal.

With regards to location of a speed reduction: 61% no speed reduction, 20% for the speed to be reduced between SH30 and Blueberry Corners, 17% between RnB's and Blueberry Corners, 2% outside RnB's only.

Although majority of respondents indicated a preference for no speed reduction, for those that supported a reduced speed, the preference was for all year round and the location being SH30 to past blueberry curves. This aligns with a previous recommendation from the Infrastructure and Planning Committee, to support a permanently reduced speed limit at this location. This recommendation was made in lieu of the major safety improvement project that was previously planned, due to the significant cost increase in the safety project, and the speed reduction providing a far greater cost-effective safety benefit than the project.

4.4.4.2. Ōhope Road

Similarly, the sub-committee requested a specific question for Ōhope Road so people could indicate their support to:

- Make the section of road permanent 60kph, or
- Remove the current temporary speed limit and revert back to 80kph speed limit.

64% of respondents indicated their support for 80kph speed limit. 36% indicated their support for 60kph speed limit.

Given the very current and continued crash risk that is occurring in this location, staff strongly recommend not to increase the speed limit in this area. Staff are currently working on additional interventions to improve the crash risk here, as the reduced speed limit alone is still resulting in a high number of crash occurrences. The current crashes are generally of a no injury/minor injury nature. Increasing the speed limit will further increase the crash risk in terms of both likelihood and severity of crashes at this location.

4.5. Future Speed Limit Setting Changes

Staff have been working on the proposed speed limit changes, either through the development of a draft speed management plan or the recent 2025 Speed Limit Review, since 2022. There have been multiple changes in legislation and government direction through this time and the process has taken a significant amount of staff time.

Future speed limit reviews are also expected to take considerable staff time, to undertake the speed limit assessments, seek appropriate approvals and conduct public consultation. As such, it is proposed to introduce a three-year planned cycle for reviewing and implementing speed limit changes rather than undertaking ad hoc reviews. This will streamline the resource required while also setting clear expectations for the public regarding speed limit review time frames.

There may be exceptions to this that arise from new sub-division developments or where significant, and unforeseen safety risks arise but it is expected that out of cycle reviews would be rare exceptions.

4.6. Infrastructure investment alternatives

At the 10 April 2025 Committee meeting, staff were asked to provide an estimate of costs for potential infrastructure improvements, to support and/or provide an alternative to lowering speed limits. The request was particularly for West End Road, following the presentation of a petition for a lower speed limit and speed environment, but is also applicable to multiple other urban areas in our rohe.

In urban areas speed reductions below 50kph are largely targeted at protecting vulnerable road users, such as pedestrians, cyclists, and anyone else not enclosed in a vehicle. Vehicle crashes at speeds of 50kph typically do not result in vehicle occupant injuries but will result in pedestrian deaths 90% of the time.

Typical cost for the installation of an asphalt speed hump is in the order of \$30k, although when installed on main arterials, costs may be slightly higher due to more significant traffic management requirements. Installing a larger quantity of speed humps can result in efficiencies of scale and price. Effective use of speed humps across a road or area would be between \$150k and \$300k per site, dependant on local features and whether speed treatments are used only at key locations or across the whole area.

Providing safe crossing facilities in areas where there are high numbers of pedestrians can be an effective alternative to reducing speed limits or speed environments, particularly for main arterial roads where lower speeds may not be desirable.

Typical costs for the installation of an asphalt raised platform crossing is in the order of \$50k-\$80k and includes the cost of concrete kerb buildouts required to improve pedestrian visibility. Full scale pedestrian crossings (zebra crossings) are in the order of \$100k-\$150K each due to the stringent design standards for zebra crossings.

5. Options Analysis - *Ngā Kōwhiringa*

5.1. Option 1 – Approve all speed limits as consulted on (preferred option)

While there is limited public support for the proposed speed limit changes, the proposals are in line with Council's LTP performance target for reducing road harm in a cost-effective manner and are consistent with national guidance for the Setting of Speed Limits.

The ongoing cost of deaths and serious injuries in the Whakatāne District is valued at \$47M in the 2024/25 financial year, an increase of 44% over the previous year. Speed reductions across New Zealand are proven to be effective across a wide range of settings and to provide a significant economic benefit through the reduction in harm far outweighing economic disbenefits associated with slightly longer travel durations.

Options to improve road safety using road infrastructure are expensive and take time to implement. Central Government has directed NZTA to provide limited funding to local councils for safety and other improvements through the Government Policy Statement for Transport, making large scale safety improvement works even more expensive for Council, and well outside Council's current LTP budget provisions. There are few levers other than speed limits, that can be used to support Council performance target to reduce road harm.

While public opinion is an important part of Council decision making process, it is not the only element that must be considered. It is worth noting that the number of submissions received is far lower than the number of community members that are impacted by this decision. It is important for Council to consider all relevant factors, when making this decision. Achieving desired community outcomes, may not always align with individual's views.

Based on the evidence available, staff are recommending that all speed limits are implemented as consulted.

Advantages	Disadvantages
<ul style="list-style-type: none"> Each road identified for a reduced speed limit represents an opportunity to reduce harm on the road network, which has economic benefits for the community. Decision is in line with achieving LTP performance target for reduced harm on our roads. Meets public requests for reduced speed limits on some roads. These specific speed limit reductions provide a cost-effective means of addressing road safety and land-use issues that exist in these locations. 	<ul style="list-style-type: none"> Does not align with the majority of views provided through consultation and could negatively impact public view of Council. Changes will need to be implemented over time as budgets allow.

5.2. Option 2 – Approve some speed limits as consulted

Advantages	Disadvantages
<ul style="list-style-type: none"> Dependant on speed limits selected for implementation, this option will address some community views identified through consultation and meet public request for reduced speed limits on some roads. Dependant on speed limits selected for implementation, decision contributes to achieving LTP performance target for reduced harm on our roads. 	<ul style="list-style-type: none"> Dependant on speed limits selected for implementation, this option may not resolve significant safety risks on the road network. Changes will need to be implemented over time as budgets allow.

5.3. Option 3 – Approve no speed limit changes

Advantages	Disadvantages
<ul style="list-style-type: none"> Aligns with the general tone of most submissions received. 	<ul style="list-style-type: none"> Will not contribute to resolving identified safety risks on the road network. Will negatively impact public view of Council for those that support the proposed speed changes or who have requested changes. Decision is not in line with achieving LTP performance target for reduced harm on our roads.

6. Significance and Engagement Assessment - Aromatawai Pāhekoheko

6.1. Assessment of Significance

The decisions and matters of this report are assessed to be of moderate significance, in accordance with the Council's Significance and Engagement Policy.

Significance Criteria	Impact Assessment
Level of community interest: Expected level of community interest, opposition or controversy involved.	<i>Moderate</i>
Level of impact on current and future wellbeing: Expected level of adverse impact on the current and future wellbeing of our communities or District.	<i>Moderate</i>
Rating impact: Expected costs to the community, or sectors of the community, in terms of rates.	Low
Financial impact: Expected financial impact on the Council, including on budgets, reserves, debt levels, overall rates, and limits in the Financial Strategy.	Low
Consistency: Extent to which a proposal or decision is consistent with the Council's strategic direction, policies and significant decisions already made.	Low – is consistent
Reversibility: Expected level of difficulty to reverse the proposal or decision, once committed to.	moderate
Impact on Māori:	low

Significance Criteria	Impact Assessment
Expected level of impact on Māori, considering the relationship of Māori and their culture and traditions with their ancestral land, water, sites, wāhi tapu, valued flora and fauna, and other taonga.	
Impact on levels of service: Expected degree to which the Council's levels of service will be impacted.	low
Impact on strategic assets: Expected impact on the performance or intended performance of the Council's Strategic Assets, for the purpose for which they are held.	low

6.2. Engagement and Community Views

Engagement has been undertaken, as covered in this report and detailed in Appendix A. Community views are well understood from this engagement.

7. Considerations - *Whai Whakaaro*

7.1. Strategic Alignment

The decision relating to this report is consistent with Long Term Plan strategic priority to "Enhance the safety, wellbeing and vibrancy of the community".

7.2. Legal

Speed Limit changes are facilitated by the Setting of Speed Limits Rule 2024 as outlined in the report. The decisions in this report are consistent with meeting the requirements of this legislation.

7.3. Financial/Budget Considerations

All decisions relating to this report will be managed within existing budgets.

7.4. Climate Change Assessment

Proposed reductions in speed are consistent with a reduction in climate change emissions for vehicles; however, the extent being covered are small and unlikely to have a material impact on district wide emissions.

There are no significant or notable impacts associated with the matters of this report.

8.5.1 Appendix A - Consultation Summary**7.5. Risks**

Risk	Description and/or Mitigation
Public opposition	Public opposition to decisions within the report for either changing speed limits or leaving them as they are. Given the somewhat limited extent of the changes the extent of opposition is expected to be manageable.
Budget overrun	Unforeseen costs associated with this proposal may result in higher-than-expected costs and budget overrun. The majority of signage required for the speed limit changes is standard and not subject to major cost fluctuations whilst the installer market is currently competitive, so risk is deemed to be low. Implementation will be phased to ensure it is carried out within existing budgets.

8. Next Steps – E whai ake nei

- Discretionary speed limit changes that are approved by the Infrastructure and Planning Committee are then recommended to Council for formal adoption.
- Speed limit changes adopted by Council are then put to NZTA for formal approval (requirement of the Rule).
- Adopted and approved discretionary speed limit changes to be implemented over time as budget allows, commencing, early 2026.

Attached to this Report:

- Appendix A – Consultation Summary
- Appendix B – Speed Limit Consultation Document
- Appendix C – Consultation Submission Form

8.5.1 Appendix A - Consultation Summary



2025 Speed Limit Review

Consultation Summary Report

July 2025

whakatane.govt.nz



Table of Contents

1. Project Overview 2

2. Summary of Consultation Activities..... 2

2.1. Key stakeholders 2

3. Response to Consultation 3

4. Summary of Responses..... 3

4.1. Summary of all Responses..... 4

4.2. Responses from residents and people who work or go to school on streets with
proposed changes 5

List of Appendices

Appendix One. Consultation Questions

Appendix Two. Media Coverage and advertising

Appendix Three.Minutes from Deputations to Council

Appendix Four.....Written Submissions



2025 Speed Limit Review Consultation Summary

1. Project Overview

Council has undertaken a review of speed limits throughout the District and as a result, a number of changes to speed limits are proposed. The initial draft changes primarily targeted at roads that have been assessed as being out of context with the adjoining land use, having a high crash risk, or where members of the public have petitioned for lower speeds.

The speed limit changes proposed have been developed in accordance with guidance from Waka Kotahi and legislation established through the Land Transport Rule: Setting of Speed Limits:2024. Consultation has been completed in line with the requirements of this Rule.

An initial longlist of speed limit changes was considered by the Infrastructure and Planning Committee on 10 April 2025 and an adjusted list of proposed speed changes confirmed for consultation by an appointed sub-committee on 28 April 2025.

2. Summary of Consultation Activities

Consultation was undertaken May-June 2025.

Submissions were gathered primarily online with some additional hardcopy questionnaires available at Council offices and when requested by email or post. No specific in-person events were held on this topic as the geographical spread was very wide and we sought feedback from both people within and passing through the roads under discussion.

Consultation on the Plan was advertised through the following channels:

- Media Release
- Kōrero Mai online submission platform
- Printed advertising in Whakatāne Beacon twice
- Web information at www.whakatane.govt.nz
- Video promotion "Rich and Joe on the Go" short form video through Eastern Bay Road Safety.
- Facebook post (targeted at Regional Level)
- Instagram post (targeted at Regional Level)
- Facebook cover photo
- Shared social media and other communications with other neighbouring councils (to their communities)
- Consultation information at local libraries

2.1. Key stakeholders

We provided each of the iwi authorities with an opportunity for district-wide comment on these proposed speed limit changes but have not received any responses. However, it is important to note that many of these changes are very locally specific with local implications and impacts. Some of the sites have been identified through previous engagement with hapu and marae.

8.5.1 Appendix A - Consultation Summary(Cont.)

2025 Speed Limit Review Consultation Summary

Each of the three adjoining Road Controlling Authorities were consulted on the proposed changes and raised no issues.

Waka Kotahi was also consulted through discussions at the Road Safety Committee and raised no issue with the proposed changes.

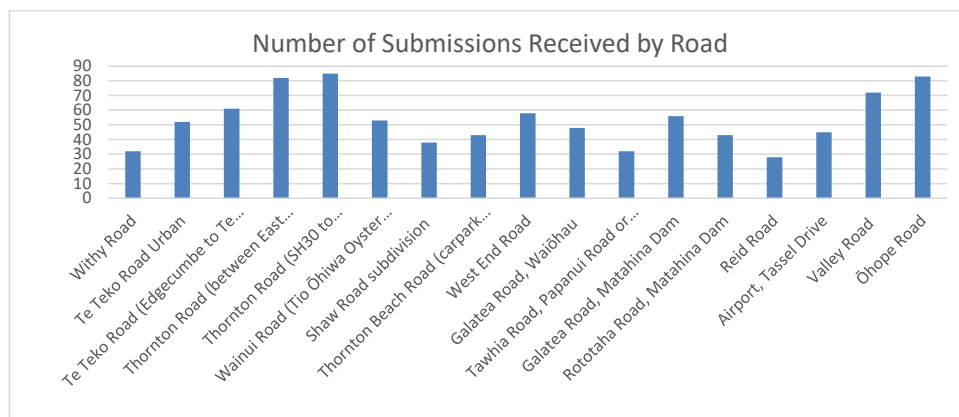
3. Response to Consultation

The following is a summary of formal responses received. There was also significant debate through letters to the editor and social media channels that were not always able to be captured as part of the consultation feedback:

- 122 submissions to Korero Mai
- 4 by paper feedback form.
- Additional written submissions from Manawa Energy and the Eastern Bay of Plenty Road Safety Committee (these are included in Appendix Four).
- Plenty of commentary on social media and letters to the editor.
- Two deputations were received by Council prior to consultation for Withy Road and West End Road from residents requesting speed limit changes (The relevant minutes from these meetings are included as Appendix 3 of this document).

4. Summary of Responses

A total of 126 submissions were received and analysed. The graph below provides the number of submissions made on each of the speed limits included within the consultation. Reid Road received the fewest submission (28) while the Blueberry Corners section of Thornton Road received the most (85).



8.5.1 Appendix A - Consultation Summary(Cont.)

2025 Speed Limit Review Consultation Summary

4.1. Summary of all Responses

The graph below indicates the level of support for each of the proposed changes through the submission process.

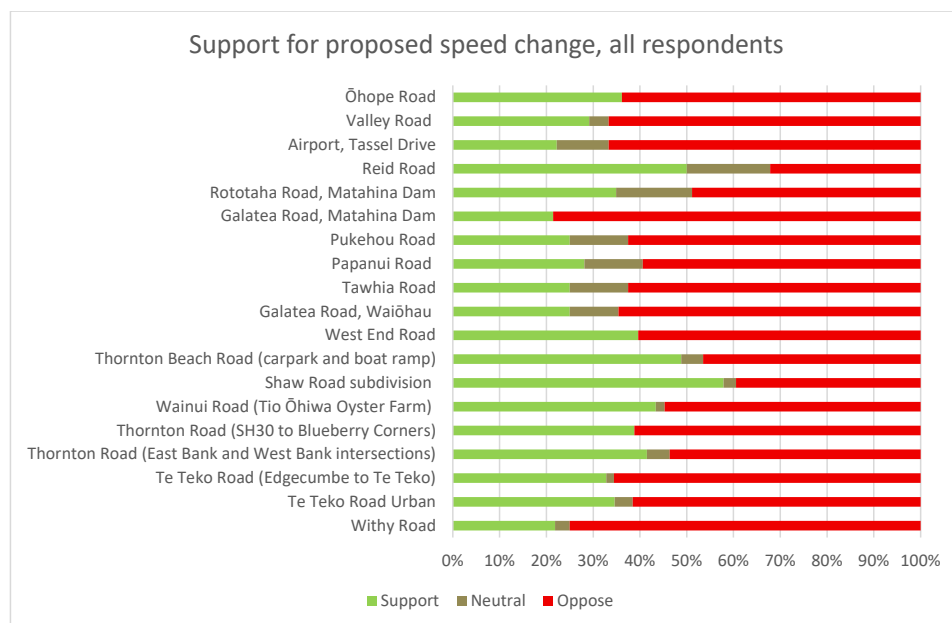


Table 1, below, shows the percentage of submissions in favour, neutral or opposed to each of the proposed speed limit changes. From the results we can see that:

- Shaw Road subdivision received a majority in support (58%)
- Reid Road and Thornton Beach Road both had more support than opposition to the proposed speed limits
- Speed limit changes receiving less than 30% in favour of the change included:
 - Withy Road
 - Galatea Road, Waihau
 - Tawhia Road
 - Pukehou Road
 - Papanui Road
 - Galatea Road, Matahina Dam
 - Airport Tassel Drive
 - Valley Road

8.5.1 Appendix A - Consultation Summary(Cont.)**2025 Speed Limit Review Consultation Summary***Table 1 - Percentage of submissions in support, neutral, and opposed to proposed speed limit changes*

Speed Limit Road	Support	Neutral	Oppose
Withy Road	22%	3%	75%
Te Teko Road Urban	35%	4%	62%
Te Teko Road (Edgumbe to Te Teko)	33%	2%	66%
Thornton Road (East Bank and West Bank intersections)	41%	5%	54%
Thornton Road (SH30 to Blueberry Corners)	39%	n/a	61%
Wainui Road (Tio Ōhiwa Oyster Farm)	43%	2%	55%
Shaw Road subdivision	58%	3%	39%
Thornton Beach Road (carpark and boat ramp)	49%	5%	47%
West End Road	40%	0%	60%
Galatea Road, Waiōhau	25%	10%	65%
Tawhia Road	25%	13%	63%
Papanui Road	28%	13%	59%
Pukehou Road	25%	13%	63%
Galatea Road, Matahina Dam	21%	0%	79%
Rototaha Road, Matahina Dam	35%	16%	49%
Reid Road	50%	18%	32%
Airport, Tassel Drive	22%	11%	67%
Valley Road	29%	4%	67%
Ōhope Road	36%	n/a	64%

4.2. Responses from residents and people who work or go to school on streets with proposed changes

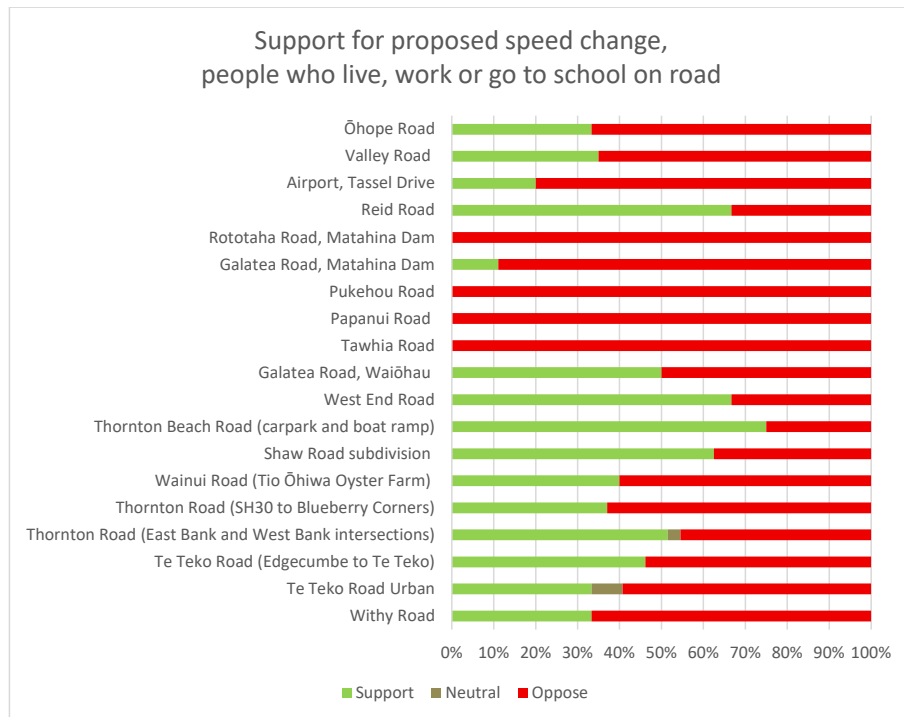
We have separated out responses based on the type of road user, to determine if there was a different level of sentiment between general road users and those who live work or go to school on the streets with proposed changes to speed limits. And these are shown in the graph below.

Overall, there does not appear to be any significant change in sentiment based on the user type with a few exceptions:

- Residents of West End Road are far more in favour of the proposed speed limit with 67% supporting compared with 40% when all submission are considered
- Thornton Road (east/west Bank intersections) had 52% in support compared with 41% when all submissions are considered
- Reid Road had 67% support from local users compared to 50% when all submissions are considered.

8.5.1 Appendix A - Consultation Summary(Cont.)

2025 Speed Limit Review Consultation Summary



4.3. Responses to Specific Questions: Ōhope Road and Thornton Road

The consultation included specific questions related to Ōhope Road and Thornton Road, to provide further information to help inform Council's decision making.

Ōhope Road

The consultation requested respondents to indicate their support to:

- Make the section of road permanent 60kph, or
- Remove the current temporary speed limit and revert back to 80kph speed limit.

64% of respondents indicated their support for 80kph speed limit.

36% indicated their support for 60kph speed limit.

Thornton Road

The consultation asked respondents to indicate there prefer for any speed limit reductions to be:

8.5.1 Appendix A - Consultation Summary(Cont.)



2025 Speed Limit Review Consultation Summary

- Seasonal (during the busy berry season) or
- Permanently in place, all year round.

54% of respondents' preference was for no speed reduction, 29% preferred all year round, and 17% preferred seasonal.

The consultation also asked respondents to indicate their preference for the location of any speed reduction:

- SH30 to past Blueberry Curves, or
- RnBs to Blueberry Curves, or
- RnB's only,
- Or should there be no speed changes on Thornton Road

The responses were: 61% no speed reduction, 20% for the speed to be reduced between SH30 and Blueberry Corners, 17% between RnB's and Blueberry Corners, 2% outside RnB's only.

8.5.1 Appendix A - Consultation Summary(Cont.)

2025 Speed Limit Review Consultation Summary

Appendix One. Consultation Questions

- 8) Which of the following roads would you like to comment on? (Question type: CheckBox)
- 9) How often do you use Withy Road? (Question type: RadioButton)
- 10) Do you work, go to school, or live on Withy Road? (Question type: RadioButton)
- 11) Reasons for or against the Withy Road changes: (Question type: CheckBox)
- 12) Are you in support of this change for Withy Road? (Question type: RadioButton)
- 13) How often do you use Te Teko Road? (Question type: RadioButton)
- 14) Do you work, go to school, commute or live on this Te Teko Road? (Question type: RadioButton)
- 15) Reasons for or against the Te Teko Road changes: (Question type: CheckBox)
- 16) Are you in support of this change for Te Teko Road? (Question type: RadioButton)
- 17) How often do you use Te Teko Road? (Question type: RadioButton)
- 18) Do you work, go to school, or live on Te Teko Road? (Question type: RadioButton)
- 19) Reasons for or against the Te Teko Road changes: (Question type: CheckBox)
- 20) Are you in support of this change for Te Teko Road? (Question type: RadioButton)
- 21) How often do you use Thornton Road (between East Bank and West Bank intersections)? (Question type: RadioButton)
- 22) Do you work, go to school, or live near these intersections? (Question type: RadioButton)
- 23) Reasons for or against these intersection speed limit changes: (Question type: CheckBox)
- 24) Are you in support of this change for Thornton Road? (Question type: RadioButton)
- 25) How often do you use Shaw Road subdivision? (Question type: RadioButton)
- 26) Do you work, go to school, or live in the Shaw Road subdivision? (Question type: RadioButton)
- 27) Reasons for or against the Shaw Road subdivision changes: (Question type: CheckBox)
- 28) Are you in support of this change for Shaw Road subdivision? (Question type: RadioButton)
- 29) How often do you use Wainui Road (Tauwhare Pā to Tio Ōhiwa Oyster Farm)? (Question type: RadioButton)
- 30) Do you work, go to school, or live on Wainui Road? (Question type: RadioButton)
- 31) Reasons for or against the Wainui Road changes: (Question type: CheckBox)
- 32) Are you in support of this change for Wainui Road? (Question type: RadioButton)
- 33) Do you work, go to school, or live on Thornton Road (SH30 to Blueberry Corners)? (Question type: RadioButton)
- 34) How often do you use Thornton Road (SH30 to Blueberry Corners)? (Question type: RadioButton)
- 35) Please indicate below your speed preference for this road: (Question type: RadioButton)
- 36) Would you like this change to be seasonal to align with the increased summer traffic, or reduced all year round? (Question type: RadioButton)
- 37) Reasons for or against the Thornton Road (SH30 to Blueberry Corners) changes: (Question type: CheckBox)
- 38) Reasons for or against the Thornton Beach Road (carpark and boat ramp) changes: (Question type: CheckBox)
- 39) How often do you use Thornton Beach Road (carpark and boat ramp)? (Question type: RadioButton)
- 40) Do you work, go to school, or live on Thornton Beach Road (carpark and boat ramp)? (Question type: RadioButton)
- 41) Are you in support of this change for Thornton Beach Road (carpark and boat ramp)? (Question type: RadioButton)
- 42) How often do you use West End Road? (Question type: RadioButton)

Infrastructure and Planning Committee - AGENDA

8.5.1 Appendix A - Consultation Summary(Cont.)



2025 Speed Limit Review Consultation Summary

- 43) Do you work, go to school, or live on West End Road? (Question type: RadioButton)
- 44) Reasons for or against the West End Road changes: (Question type: CheckBox)
- 45) Are you in support of this change for West End Road? (Question type: RadioButton)
- 46) How often do you use Galatea Road, Waiōhau? (Question type: RadioButton)
- 47) Do you work, go to school, or live on Galatea Road – Waiōhau? (Question type: RadioButton)
- 48) Reasons for or against the Galatea Road, Waiōhau changes: (Question type: CheckBox)
- 49) Are you in support of this change for Galatea Road, Waiōhau? (Question type: RadioButton)
- 50) How often do you use Pukehou Road, Waiōhau? (Question type: RadioButton)
- 51) Do you work, go to school, or live on Pukehou Road? (Question type: RadioButton)
- 52) Reasons for or against the Pukehou Road changes: (Question type: CheckBox)
- 53) Are you in support of this change for Pukehou Road? (Question type: RadioButton)
- 54) How often do you use Papanui Road, Waiōhau? (Question type: RadioButton)
- 55) Do you work, go to school, or live on Papanui Road? (Question type: RadioButton)
- 56) Reasons for or against the Papanui Road changes: (Question type: CheckBox)
- 57) Are you in support of this change for Papanui Road? (Question type: RadioButton)
- 58) How often do you use Tawhia Road, Waiōhau? (Question type: RadioButton)
- 59) Do you work, go to school, or live on Tawhia Road? (Question type: RadioButton)
- 60) Reasons for or against the Tawhia Road changes: (Question type: CheckBox)
- 61) Are you in support of this change for Tawhia Road? (Question type: RadioButton)
- 62) How often do you use Galatea Road, Matahina Dam? (Question type: RadioButton)
- 63) Do you work, go to school, or live on Galatea Road - Matahina? (Question type: RadioButton)
- 64) Reasons for or against the Galatea Road, Matahina Dam changes: (Question type: CheckBox)
- 65) Are you in support of this change for Galatea Road, Matahina Dam? (Question type: RadioButton)
- 66) How often do you use Rototaha Road, Matahina Dam? (Question type: RadioButton)
- 67) Are you in support of this change for Rototaha Road? (Question type: RadioButton)
- 68) Do you work, go to school, or live on Rototaha Road? (Question type: RadioButton)
- 69) Reasons for or against the Rototaha Road, Matahina Dam changes: (Question type: CheckBox)
- 70) How often do you use Reid Road? (Question type: RadioButton)
- 71) Do you work, go to school, or live on this Reid Road? (Question type: RadioButton)
- 72) Reasons for or against the Reid Road changes: (Question type: CheckBox)
- 73) Are you in support of this change for Reid Road? (Question type: RadioButton)
- 74) How often do you use Airport, Tassel Drive? (Question type: RadioButton)
- 75) Do you work, go to school, or live on Tassel Drive? (Question type: RadioButton)
- 76) Reasons for or against the Airport, Tassel Drive changes: (Question type: CheckBox)
- 77) Are you in support of this change for Airport, Tassel Drive? (Question type: RadioButton)
- 78) How often do you use Valley Road? (Question type: RadioButton)
- 79) Do you work, go to school, or live on Valley Road? (Question type: RadioButton)
- 80) Reasons for or against the Valley Road changes: (Question type: CheckBox)
- 81) Are you in support of this change for Valley Road? (Question type: RadioButton)
- 82) How often do you use Ōhope Road? (Question type: RadioButton)
- 83) Do you work, go to school, or live on Ōhope Road? (Question type: RadioButton)
- 84) What speed limit would you prefer for this section of road 60km/hr or 80km/hr? (Question type: RadioButton)
- 85) Reasons for or against the Ōhope Road changes: (Question type: CheckBox)

The End



2025 Speed Limit Review Consultation Summary

Appendix Two. Media Coverage and advertising

Recent crashes on roads under review

Brianna Stewart
Staff reporter

TWO crashes on Friday morning occurred on roads under speed limit review by Whakatāne District Council.

A child was airlifted to hospital after being hit by a vehicle at the Te Teko end of Te Teko Road at about 8.30am. Aerocool Rescue Helicopter reported the patient was seriously injured and treated on scene before being airlifted to Waikato Hospital for further urgent treatment.

About an hour later, a vehicle crashed on Ōhope Road near the passing lanes. Hato Hone St John did not

have a record of attending the crash and no information is available about injuries.

Both roads are included in a speed limit review, which is open now for public consultation.

The council has proposed extending the existing 50kmh zone of Te Teko Road near Te Teko by 325 metres, to the intersection with Ōkaahu Road. It is currently 100kmh.

The consultation document states the reason for the proposed change as being because the risks associated with the current speed limit cannot be appropriately mitigated with infrastructure solutions.

On Ōhope Road, it is proposed

the temporary speed limit of 60kmh become permanent.

"Ōhope Road has a steep gradient and sharp corners, contributing to a high crash rate. High traffic volumes increase the risk of head-on collisions and serious injuries," the document states.

"Improved safety infrastructure is very costly, and no funding is currently available."

The proposed change is to 1.3km of road from Otaraire Road to Pohutukawa Avenue.

Council transportation manager Ann-Elise Reynolds said road safety was a shared responsibility, with speed management one way to help improve

outcomes for everyone.

"Whakatāne District Council is currently proposing speed limit changes on 19 local roads and these changes aim to reflect local conditions and support safer travel for all road users, whether you walk, bike, drive, or take a school bus.

"While no single measure can prevent every incident, lower speeds can reduce the severity of crashes and improve overall safety, especially where physical upgrades aren't practical."

Submissions on the speed limit changes close at 5pm on June 29. Further information is available at koreromai.whakatane.govt.nz/safer-speeds

Have your say on proposed speed changes

WHAKATĀNE District Council is inviting the community to share its views on proposed speed limit changes across several roads across the district.

The proposed changes aim to make roads safer and more suitable for how they're used – particularly around schools, marae, residential areas, and popular recreational spots.

Many of the proposed changes have been shaped by community input, safety assessments and requests from residents, schools, and local organisations.

"We're committed to helping our communities and visitors to the area to move around safely," said transportation manager Ann-Elise Reynolds.

"This review is about making sure speed limits match the environment they're in, and how people use these roads."

Changes to speed limits are proposed on the following roads:

Withy Road, Te Teko Road, Thornton Road, Wainui Road, Shaw Road subdivision, Thornton Beach Road, West End Road, Galatea Road, Waiōhau, Pukehou Road, Waiōhau, Papanui Road, Waiōhau, Tawhia Road, Waiōhau, Galatea Road, Matahina Dam, Rototaha Road, Matahina Dam, Reid Road, Whakatāne Airport, Tassel Drive, Valley Road and Ōhope Road.

A full list of the proposed changes, along with the reasons behind each one, is available on the consultation webpage koreromai.whakatane.govt.nz/safer-speeds. Maps and detailed descriptions are also provided to help residents understand the context and purpose of each proposed change.

Consultation is open until June 29.

8.5.1 Appendix A - Consultation Summary(Cont.)





2025 Speed Limit Review Consultation Summary

Appendix Three. Minutes from Deputations to Council

Minutes from September 2024 IPC meeting

5.1 K Emms – Thornton Bridge Intersection

Refer to pages 5.1a-ad of the tabled items.

Mrs Emms reported that 100% of the 85 respondents agreed it was unsafe to enter Eastbank Road from Matatā, due to the lack of a designated pull-off bay. She said that this was a busy, high-speed intersection, and this issue had caused panic and frustration among drivers. She explained that the 'hump and rise' of the bridge made it difficult to see oncoming traffic, and the speed of vehicles in the area exacerbated the issue. Mrs Emms added that there was insufficient pull-off area to enable a safe exit from the sharp corner. She suggested a proposed solution could be to relocate the entry/exit of the intersection. Council noted this could be costly and suggested they would look to consider a cost-effective option. Staff acknowledged the feedback and would work on providing options for a resolution for the Committee.

Attendance:

Councillor Tanczos entered the meeting at 9:22 am and Mrs Emms left the meeting at 9:26 am.

Minutes from April 2024 IPC meeting

4 PUBLIC FORUM

4.1 C Murphy - Withy Road

Withy Road has been observed to be inaccurately signposted for a 100km speed limit. It should be noted that the road surface is not sealed. It is crucial for the committee to recognise the significant safety concerns associated with this road which include unsafe driving practices, stock movement, pedestrian traffic and an unsealed S bend. It was requested that the committee consider reducing the speed limit to 70km and implementing additional signage. Additionally, sealing the S bend would increase the safety of the road. These requests were made on behalf of enhancing safety for road users, particularly for those accessing Iramoko Marae.



2025 Speed Limit Review Consultation Summary

Appendix Four. Written Submissions



17 June 2025

Whakatāne District Local Roads Speed Limits Consultation

The Eastern Bay of Plenty Road Safety Operations Group (the Group) supports in principle all of the speed limit changes proposed by Whakatāne District Council as part of this review.

The proposed changes aim to make roads safer and more suitable for all users, particularly around schools, marae, residential areas, and popular recreational spots. Many of the proposed changes have been shaped by community input, safety assessments and requests from residents, schools, and local organisations.

These changes align with the purpose of the Road Safety Operations Group which is:

"To provide strategic direction, oversight and leadership to ensure Eastern Bay roads are increasingly free of death and serious injury..."

The Eastern Bay of Plenty Road Safety Operations Group brings together representatives, including NZ Police and the sub-region's four Councils. The Group supports Council's well-considered use of speed limits to reduce harm and trauma on and around our roads.

Speed (driving too fast for the conditions or environment) is listed as one of the most common factors for all deaths and serious crashes in the Eastern Bay of Plenty. The high proportion of speed-related crashes illustrates the importance of drivers needing speed management guidance on how to drive to the conditions and the environment on urban, open and rural roads.

We understand that there are multiple factors that ultimately lead to crashes. However, the fact remains that speed management, when coupled with appropriate enforcement, is one of most effective tools available to reduce the trauma that our communities experience on and around our roads.

In particular, the group supports and recommends the use of speed management on high-risk roads, in and around schools, marae, town centres and other areas where there are high numbers of pedestrian and other active transport users, such as around parks and reserves.

Thank you for the opportunity to provide feedback to this process.

Gavin Dennis
Chairperson

Eastern Bay of Plenty Road Safety Operations Group

8.5.1 Appendix A - Consultation Summary(Cont.)

2025 Speed Limit Review Consultation Summary

From Manawa Energy

Requested speeds



Primary reason why change is necessary

There are two bridges on the Matahina Dam, which have removable bridge decks (steel plates) to enable maintenance of critical electricity generation infrastructure.

There have been incidents of trucks “popping” these steel plates loose, which *leaves a large hole in the bridge* (up to an 8m drop), which requires Manawa Energy to call the police to close the road and use the dam crane to put the removable bridge deck back in place.

This issue has appeared due to

1. Deteriorating concrete condition leading up to the removable bridge decks, so there is a drop and larger impact onto the removable steel plates
2. Increasingly heavy axle weights and total weights are now permitted on the road (when compared to the 1960s when the station was commissioned)

A reduced speed will keep drivers safe.

The proposed speed limit is supported by Stantec (an independent professional engineering consultancy) – see report accompanying this submission.

8.5.2 Appendix B - Consultation Document

8.5.2 Appendix B - Consultation Document

1

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Withy Road

Road length

3,056m

Current speed limit per hour

100km

Proposed speed limit per hour

70km



Withy Road

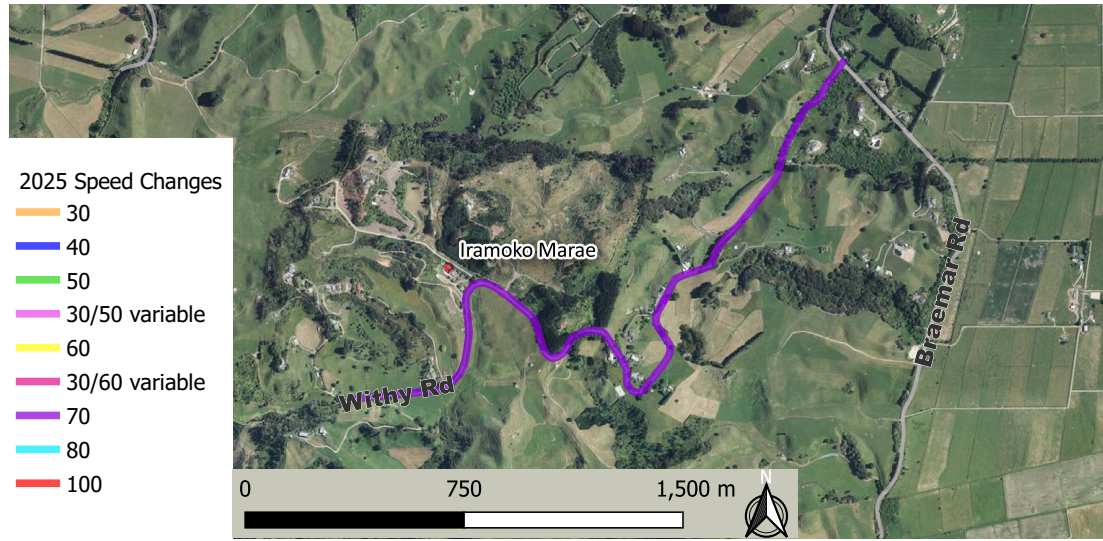
Withy Road is a windy road with ongoing residential development and is the location of Iramoko Marae. There are limited options available to mitigate the identified safety risks without significant road widening, associated retaining structures, and earthworks, making infrastructure solutions uneconomical.

Location: Full extent of road.

Role and function: Provides access to marae and a growing number of dwellings with several recent sub-divisions and more currently in planning.

One network framework classification: Rural road and stopping place, alignment is hilly, tortuous.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-12	43	43	551	0	0.2	0	0	0	0.3	0	0	\$5,000



2

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Te Teko Road

Te Teko Urban Boundary

Road length

325m

Current speed limit per hour

100km

Proposed speed limit per hour

50

Te Teko Road – Te Teko Urban Boundary

We propose extending the existing urban speed limit to include Tū Teao Marae, as the risks associated with the current speed limit cannot be appropriately mitigated with infrastructure solutions.

Location:

From Okaahu Road intersection south to existing 50kph area.

Role and function:

Provides access to marae, school and homes. Provides for through traffic between Edgumbe and SH30.

One network framework classification:

Local street.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-12.5	3	3	576	0	0	0	0	0	0	0	0	\$ 15,000

LEGEND

Proposed speed (kph)

30

40

50

30/50 variable

60

30/60 variable

70

80

100

LOCAL ROAD SPEED LIMITS whakatane.govt.nz/speed-review | 4

150

3

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Te Teko Road

Te Teko to Edgecumbe

Road length

5,800m

Current speed limit per hour

100km

Proposed speed limit per hour

80km



Te Teko Road – Te Teko to Edgecumbe

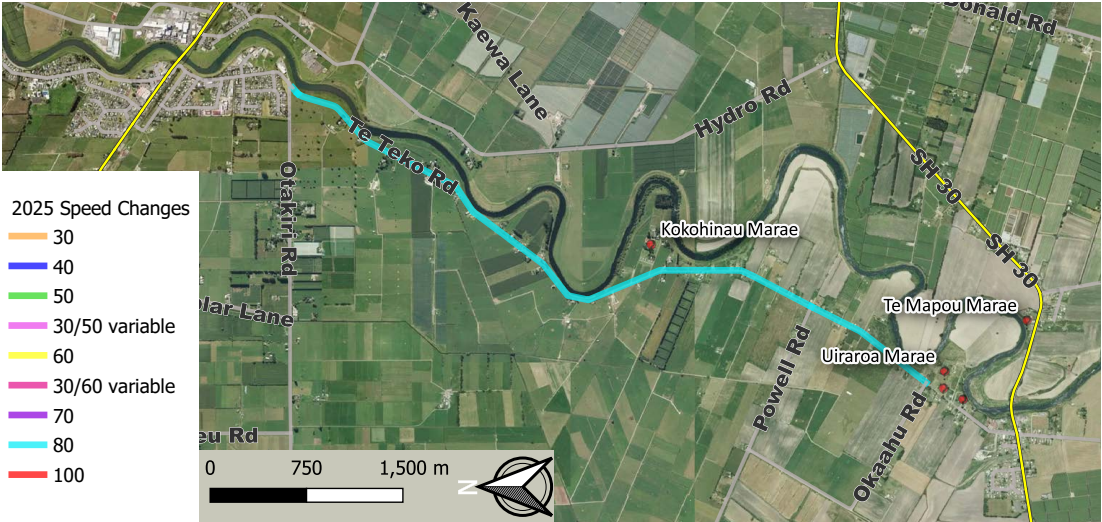
This road has seen a high number of serious injuries and fatalities. It is a relatively narrow, winding road with several dwellings and marae located adjacent to it. Crashes have occurred over a long stretch, making effective safety infrastructure unaffordable within a corridor constrained by stop banks and property boundaries.

Location: From Otaahu Road to main road.

Role and function:
Rural road with many homes linking Edgecumbe to Te Teko and beyond.

One network framework classification:
Rural road.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-7.8	23	17	30,246	0.4	0.4	0.4	2.2	0.2	0.3	0.5	2.6	\$ 5,000



4

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Thornton Road

East Bank and West Bank intersections

Road length
750m

Current speed limit per hour
100km

Proposed speed limit per hour
70km



Thornton Road – East Bank and West Bank Intersections

Residents and Thornton School community have requested speed reduction due to safety concerns for turning traffic with poor visibility over the Rangitāiki River Bridge. Infrastructure investment is not viable, as it would require widening the bridge or constructing a significant section of new road- both are uneconomical options.

Location: Thornton Road, 250m west of West Bank Road to 250m east of East Bank Road.

Role and function: Key arterial road with two key intersections within the treatment area.

One network framework classification:
Rural connector, rural intersection speed zone.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-11.8	4	3	2769	0	0	0.4	0.8	0	0	0	1.4	\$ 45,000



5

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Thornton Road

SH30 to Blueberry Corners

Road length

4,650m

Current speed limit per hour

100km

Proposed speed limit per hour

80km



Thornton Road – SH30 to Blueberry Corners

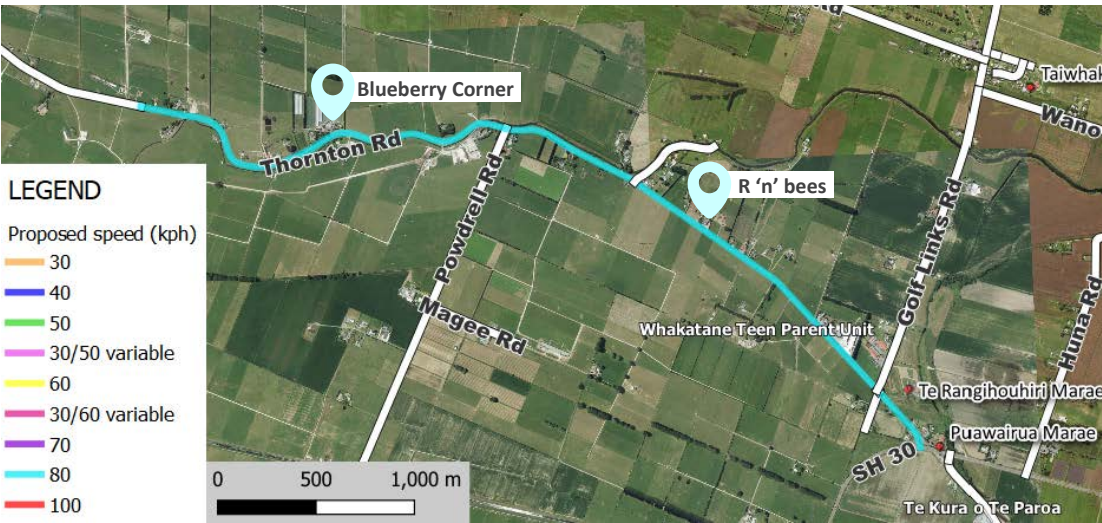
This proposed speed reduction addresses a high historical crash rate, likely to worsen with increasing traffic volumes. The area has high volumes of turning traffic and limited space for turning bays, increasing the risk of T-bone and rear-end accidents. Tight bends at Blueberry Corners have caused several loss-of-control crashes. Alternative safety treatments were ruled out due to costs exceeding \$6M. We are considering implementing the 80 km/h limit either between Blueberry Corners and SH30 or a shorter section between Blueberry Corners and R n Bees farm.

Location: From SH30 to 462 Thornton Road Western Boundary.

Role and function: Key arterial road between Whakatāne, Matatā and linking with SH2 to Tauranga and the West.

One network framework classification: Rural connector.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-7.8	19	13	12,028	0	0.4	1.8	3.4	0	0.3	2.1	4.1	\$ 20,000



6

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Wainui Road

Tauwhare Pā to Tio Ōhiwa Oyster Farm

Road length
830m

Current speed limit per hour
100 (temp 60)

Proposed speed limit per hour
60km



Wainui Road – Tio Ōhiwa Oyster Farm

Increased traffic and visitors to the oyster farm have raised road safety risks, particularly for pedestrians. A lower speed limit would help reduce accident risk. While additional signage has been added, significant risk remains. Road widening could help but is cost-prohibitive due to topography and proximity to Ōhiwa Harbour.

Location: From Tauwhare Pā Scenic Reserve southern carpark exit, heading south for 830m.

Role and function: Key arterial road with busy stopping area at Tio Ōhiwa Oyster farm.

One network framework classification:
Rural connector, stopping place.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-16	11	11	5,183	0	0	0.4	0.8	0	0	0.7	0	\$ 1,000



7

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Shaw Road

Incorporating Kākāriki Drive, Shaw Road, Takahē Close, Kārearea Drive, Kōtare Drive and Korimako Place

Road length


1,000m

Current speed limit per hour

100km

Proposed speed limit per hour

50km



Shaw Road Subdivision
Includes Kākāriki Drive, Shaw Road, Takahē Close, Kārearea Drive, Kōtare Drive, and Korimako Place.
With the development of the housing subdivision, the current speed limit is now inappropriate for the adjacent land use.

Location: For the full extent of Shaw Road and associated urban area.
Role and function: Urban Sub-Division area.
One network framework classification: Local streets.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-12.5	86	86	5,028	0	0	0.2	0	0	0	0.03	0	\$ 2,000



8

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Thornton Beach Road

Carpark and boat ramp

Road length
5,70m

Current speed limit per hour
50km

Proposed speed limit per hour
30km



Thornton Beach Road (carpark and boat ramp)

This is a low-volume beach access road with significant pedestrian activity and slow-moving vehicles.

Location: From existing speed hump north to the end of the carpark area.

Role and function: Beach and boat ramp access.

One network framework classification:
Stopping place.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-6	9	9	349	0	0	0	0	0	0	0	0	\$ 2,000



9

Proposed speed limit changes

Ngā pae tere kua tūtohungia

West End Road – Ōhope

Road length

9,70m

Current speed limit per hour

50km

Proposed speed limit per hour

30km



West End Road, Ōhope
A busy residential and beach access road frequently used by children, pedestrians, and cyclists. Drivers, particularly visitors, may be distracted by the scenery, increasing crash risk. Alternative speed control infrastructure is currently outside available budgets.

Location: From Vills Glade to West End Car Park.
Role and function: Beach, residential and recreation area access.
One network framework classification: Activity street.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-5	10	10	2,022	0	0	0.2	0	0	0	0.1	0	\$ 2,000



10

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Galatea Road – Waiōhau

Road length

1,970m

Current speed limit per hour

80km

Proposed speed limit per hour

60km



Galatea Road – Waiōhau

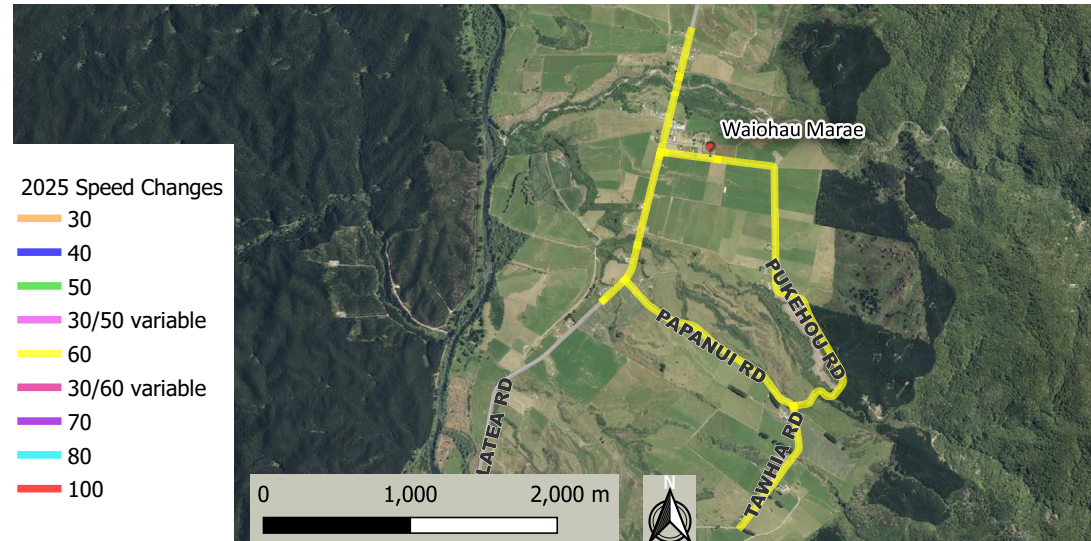
This proposed change aims to align with other rural villages where 60 km/h is typical. The area includes kura access, marae, and residential housing. Alternative speed control infrastructure is outside available budgets.

Location: Covering existing 80kph limit through Waiōhau village.

Role and function: Rural village main street and marae and kura access.

One network framework classification: Peri-urban/stopping place.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-8	8	8	578	0	0	0	0.2	0	0	0	0	\$ 10,000



11

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Pukehou Road – Waiōhau

Road length

2,900m

Current speed limit per hour

100km

Proposed speed limit per hour

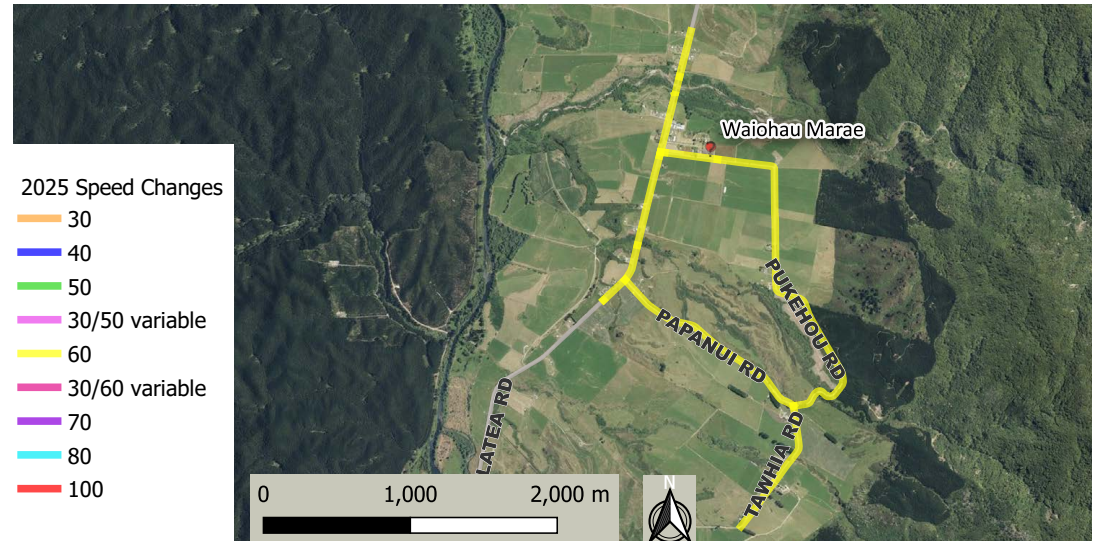
60km



Pukehou Road – Waiōhau
This road adjoins the section of Galatea Road proposed for a 60 km/h limit. This change provides consistency with other rural villages. All are ‘no exit’ local roads serving the local community.

Location: Full extent of road.
Role and function: Residential and farm access.
One network framework classification: Peri-urban.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-16	26	23	125	0	0	0	0	0	0	0	0	\$ 2,000



12

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Papanui Road, Waiōhau

Road length

1,500m

Current speed limit per hour

100km

Proposed speed limit per hour

60km



Papanui Road – Waiōhau

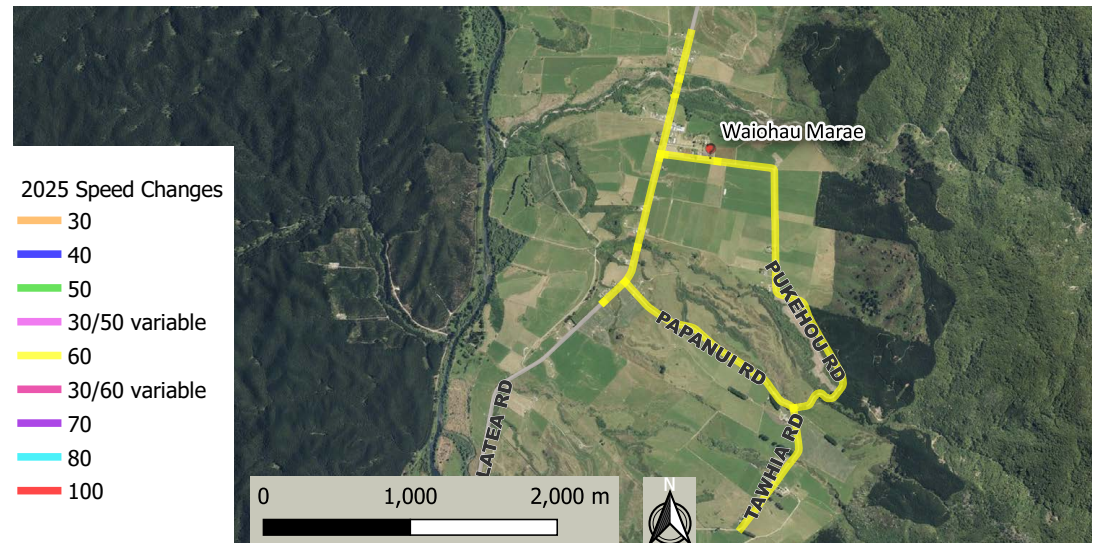
These roads adjoin the section of Galatea Road proposed for a 60 km/h limit. This change provides consistency with other rural villages. All are ‘no exit’ local roads serving the local community.

Location: Full extent of road.

Role and function: Residential and farm access.

One network framework classification: Peri-Urban.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-16	13	12	65	0	0	0	0	0	0	0	0	\$ 2,000



13

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Tawhia Road – Waiōhau

Road length


1,400m

Current speed limit per hour

100km

Proposed speed limit per hour

60km



Tawhia Road – Waiōhau

These roads adjoin the section of Galatea Road proposed for a 60 km/h limit. This change provides consistency with other rural villages. All are ‘no exit’ local roads serving the local community.

Location:

Full extent of road.

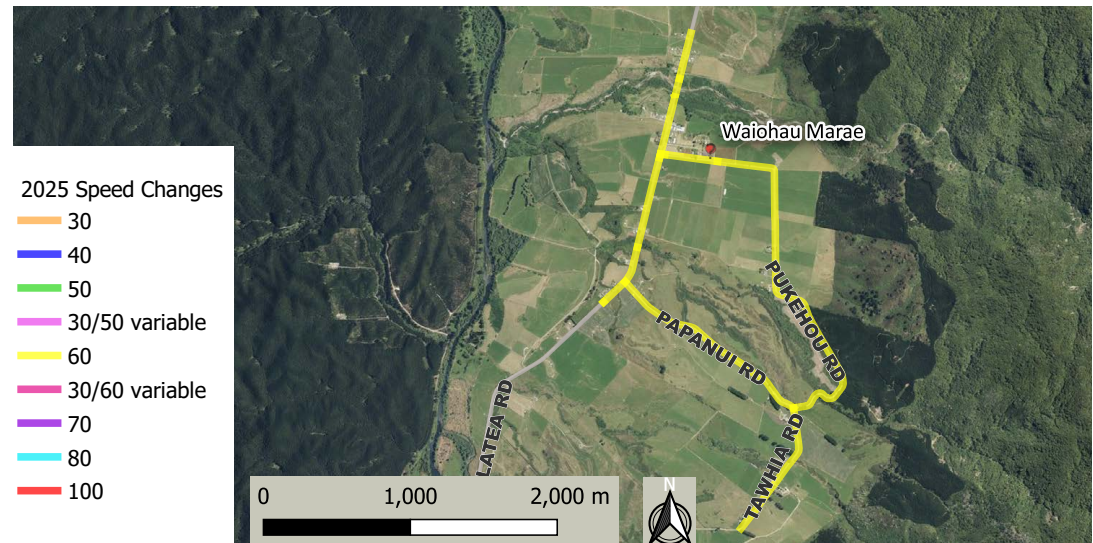
Role and function:

Residential and farm access.

One network framework classification:

Peri-Urban.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-16	13	11	61	0	0	0	0	0	0	0	0	\$ 2,000



14

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Galatea Road – Matahina Dam

Road length

2,450m

Current speed limit per hour

100km

Proposed speed limit per hour

80km



Galatea Road – Matahina Dam
A slower speed limit is proposed across the dam to protect workers, dam infrastructure, and road users. No speed control infrastructure can be installed due to dam facilities.

Location: Between 1,100m West of Matahina Dam and 800m east of Matahina Dam.
Role and function: Road over dam.
Rural connection between Galatea, Murupara and rest of Whakatāne District with significant volumes of freight and commuter traffic.
One network framework classification: Stopping place.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-7.8	10	7	597	0	0	0.2	0.4	0	0	0.2	0.5	\$ 10,000



15

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Rototaha Road – Matahina Dam

Road length


700m

Current speed limit per hour

100km

Proposed speed limit per hour

80km



Rototaha Road – Matahina Dam

Adjoins the section of Galatea Road proposed for a 60 km/h limit. This short gravel road is primarily used for car park and boat ramp access, where speeds are unlikely to exceed 60 km/h. No speed control infrastructure is appropriate.

Location: Full extent of road.

Role and function: Car park and boat ramp access. Quarry and forestry access.

One network framework classification: Stopping place.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-7.8	3	2	18	0	0	0.4	0.2	0	0	0.5	0.2	\$ -



16

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Reid Road

Road length


500m

Current speed limit per hour

70km

Proposed speed limit per hour

100km



Reid Road

This change aligns legal speed limits with current speed limit signs that have been in place for several years. There will be no change to the current location of the speed signs.

Location:

From Awahou Road to 500m south of Awahou Road.

Role and function:

Approach to Rūatoki township.

One network framework classification:

Rural road.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
14.5	-4	0	534	0	0.2	0.2	0	0	-0.4	-0.5	0	\$ -

LEGEND

Proposed speed (kph)

30

40

50

30/50 variable


60

30/60 variable

70

80

100



LOCAL ROAD SPEED LIMITS whakatane.govt.nz/speed-review | 18

164

17

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Airport – Tassel Drive

Road length


475m

Current speed limit per hour

60km

Proposed speed limit per hour

30km



Airport – Tassel Drive

This change aims to provide a safer environment for airport users, particularly workers and pedestrians accessing the carpark and other airport facilities.

Location: 475m east of end of road.

Role and function: Airport car park access.

One network framework classification: Mix of private road, stopping place and Rural Connector. Presence of Airport considered unconventional for roads of these classification and justifies lower speed environment.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-10.2	9	9	302	0	0	0	0	0	0	0	0	\$ 2,000



18

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Valley Road

Road length

2,500m

Current speed limit per hour

70km

Proposed speed limit per hour

50km



Valley Road

This change provides consistency with other urban arterial roads in Whakatāne. The road has a high number of turning vehicles and adjacent land use is both residential and industrial.

Location: Commerce Street to Tāneatua Road (full extent).

Role and function: Urban arterial, residential housing, commercial and industrial areas, access to church.

One network framework classification:
Urban connector.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-5	10	10	4,417	0	0.2	0.6	1.6	0	0	0.5	0.2	\$ 20,000



19

Proposed speed limit changes

Ngā pae tere kua tūtohungia

Ōhope Road

Road length


1,300m

Current speed limit per hour

80 (temp 60)

Proposed speed limit per hour

60km



Ōhope Road

Ōhope Road has a steep gradient and sharp corners, contributing to a high crash rate. High traffic volumes increase the risk of head-on collisions and serious injuries. Improved safety infrastructure is very costly, and no funding is currently available.

Location:

From Ōtarawairere Road to Pōhutukawa Ave.

Role and function:

Key link between Whakatāne, Ōhope and beyond for light vehicles.

One network framework classification:

Rural connector.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-5	6	6	3,081	0	0.8	1	3.4	0	0.5	0.6	2.7	\$ 20,000

LOCAL ROAD SPEED LIMITS

whakatane.govt.nz/speed-review

21

167

8.5.2 Appendix B - Consultation Document(Cont.)

WHAKATĀNE DISTRICT COUNCIL

Commerce Street, Private Bag 1002,
Whakatāne 3158, New Zealand
P 07 306 0500

MURUPARA SERVICE CENTRE

Civic Square, Pine Drive,
Murupara, New Zealand
P 07 366 5896

info@whakatane.govt.nz
whakatane.govt.nz

f whakatedistrictcouncil
in whakatane-district-council
@ whkdc



8.5.3 Appendix C - Consultation Submission Form

8.5.3 Appendix C - Consultation Submission Form

8.5.3 Appendix C - Consultation Submission Form(Cont.)

LOCAL ROAD SPEED LIMITS NGĀ PAE TERE

Have your say on
safer speeds across
the Whakatāne District

SUBMISSION FORM

Your details

Name: _____
Address: _____
Phone: _____
Email: _____



Would you like to receive email updates on this proposal including the consultation outcome and any future speed limit proposals in your area?

SUBMISSIONS CLOSE:
5PM SUNDAY, 29 JUNE 2025

POST OR
DELIVER TO: Whakatāne District Council
Commerce Street
Private Bag 1002
Whakatāne

Murupara
Service Centre
Pine Drive
Murupara

EMAIL SUBMISSIONS: submissions@whakatane.govt.nz

SUBMIT ONLINE: koreromai.whakatane.govt.nz

EMAIL ENQUIRIES: info@whakatane.govt.nz

PHONE ENQUIRIES: (07) 306 0500

WEBSITE: whakatane.govt.nz

Are you submitting as an authorised representative on behalf of iwi/hapū/other Māori organisation? (please state)

Are you submitting as an authorised representative on behalf of any other organisation or group? (please state)

Please fill out the below road specific questions in addition to the questions on page 2.

5 Thornton Road (SH30 to Blueberry Corners)

Please indicate below your speed preference for this road:

- ☐ Leave speed limit at 100km/hr
- ☐ Lower speed limit to 80km/hr between SH30 and Blueberry corners
- ☐ Lower speed limit to 80km/hr between R'n'Bees and Blueberry corners
- ☐ Lower speed limit to 80km/hr outside R'n'Bees only

Would you like this change to be seasonal to align with the increased summer traffic, or reduced all year round?

- ☐ Seasonal
- ☐ All year round
- ☐ No speed reduction

19 Ōhope Road

What speed limit would you prefer for this section of road 60km/hr or 80km/hr?

- ☐ Permanent 60km/hr
- ☐ Permanent 80km/hr

Would you like this change to be seasonal to align with the increased summer traffic, or reduced all year round?

- ☐ Seasonal
- ☐ All year round
- ☐ No speed reduction

Page 1.

View the maps and proposed changes on Kōrero Mai.
Visit <https://koreromai.whakatane.govt.nz/safer-speeds>

scan me



WHAKATĀNE
District Council
Kia Whakatāne au i ahau

8.5.3 Appendix C - Consultation Submission Form(Cont.)

ROAD	Do you work or go to school on this road? <i>Please tick if yes</i>	Do you live on this road? <i>Please tick if yes</i>	How often do you travel this road? <i>Please state if daily / weekly / occasionally</i>	Do you support this proposed change? <i>Please tick</i>			Reasons - Please tick all that apply									
				Support	Neutral	Oppose	I will feel safer.	I will get where I'm going faster.	My community will be better protected.	The slower speed limit stops me travelling to places I enjoy.	Slower speeds are better for the environment.	No one will travel at the lower speed so it's pointless anyway.	Slower speed limits will affect the cost of running my business.	The road is used by vulnerable road users (horse riders, walkers, cyclist, children) and a lower speed will be safer and more enjoyable for them.	I live nearby and slower speed limits will reduce the noise and make my neighbourhood a more enjoyable place to be.	
1. Withy Road																
2. Te Teko Road (Te Teko to Okaahu Road)																
3. Te Teko Road (Okaahu Road to Edgecumbe)																
4. Thornton Road (East Bank/West Bank intersection)																
5. Thornton Road (Sh30 to Blueberry Corners)																
6. Wainui Road																
7. Shaw Road subdivision																
8. Thornton Beach Road																
9. West End Road																
10. Galatea Road, Waiōhau																
11. Pukehou Road, Waiōhau																
12. Papanui Road, Waiōhau																
13. Tawhia Road, Waiōhau																
14. Galatea Road, Matahina Dam																
15. Rototaha Road, Matahina Dam																
16. Reid Road																
17. Airport, Tassel Drive																
18. Valley Road																
19. Ōhope Road																