

AGENDA

RĀRANGI TAKE

**Huihuinga O Te Poari O
Te Oneroa-A-Tōhe**
Te Oneroa-a-Tōhe Board
Friday 16 February 2024 at 10.00am



Rārangi Take O Te Poari (Te Oneroa-a-Tōhe Board Agenda)

Meeting to be held in the Banquet Room, Te Ahu Centre
cnr State Highway 1 & Matthews Ave, Kaitaia
on Friday 16 February 2024, commencing at 10.00am

Recommendations contained in the agenda are NOT decisions of the meeting. Please refer to minutes for resolutions.

NGĀ MANA WHAKAHAERE (MEMBERSHIP OF THE TE ONEROA-A-TŌHE BOARD)

Ngāti Kuri Trust Board Graeme Noho	Te Rūnanga Nui o Te Aupōuri Trust Waitai Petera	NgaiTakoto Wallace Rivers
FNDC Mayor Moko Tepania	Deputy Chair, FNDC Hilda Halkyard-Harawira	NRC Councillor, Joe Carr
NRC Councillor, Peter-Lucas Jones	Te Rūnanga o Te Rarawa Lisa McNab	

KARAKIA/WHAKATAU RĪMITI (Item)

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KARAKIA WHAKAMUTUNGA

TITLE: Confirmation of Minutes - 17 November 2023

From: Meloney Tupou, Maori Governance and Engagement Support Admin and Kim Peita, Māori Relationships Manager

Authorised by Auriole Ruka, Pou Manawhakahaere - GM Governance and Engagement, on
Group Manager/s: 09 February 2024

Ngā mahi tūtohutia / Recommendation

That the minutes of the Te Oneroa-a-Tōhe Board meeting held on 17 November 2023, be confirmed as a true and correct record.

Attachments/Ngā tapirihanga

Attachment 1: Confirmation of Minutes - 17 November 2023 [↓](#) 

Te Oneroa-a-Tōhe Board
17 November 2023

Ngā whakapahā/Apologies (Item 2.0)

Moved (Halkyard-Harawira/Neho)

That the apologies from Waitai Petera, NRC Cr Peter Lucas-Jones and Auriole Ruka for non-attendance be received.

Carried.

Secretarial Note: Apologies from Wallace Rivers who is delayed.

Nga whakapuakanga (Declarations of Conflicts of Interest)

It was advised that members should make declarations item-by-item as the meeting progressed. Nil.

Confirmation of Minutes - 15 September 2023 (Item 4.1)

Report from Meloney Tupou, Maori Governance and Engagement Support Admin

Moved (Tepania/Halkyard-Harawira)

That the minutes of the Te Oneroa-A-Tōhe Board meeting held on 15 September 2023, be confirmed as a true and correct record.

Carried.

Financial Report (Item 5.1)

Report from Meloney Tupou, Maori Governance and Engagement Support Admin

Moved (Halkyard-Harawira/Neho)

That the report 'Financial Report' by Meloney Tupou, Maori Governance and Engagement Support Admin and dated 31 October 2023, be received.

Carried.

Secretarial Note:

1. *Provide a breakdown of the NRC and FNDC Operational Funds to the Board members.*

Meeting Schedule for 2024 (Item 5.2)

Report from Kim Peita, Māori Relationships Manager

Moved (Neho/Halkyard-Harawira)

1. That the report 'Meeting Schedule for 2024' by Kim Peita, Māori Relationships Manager and dated 6 November 2023, be received.
2. Set the March 2024 board meeting to 22 March 2024.
3. That the Board:
 - a. Set the frequency of the 2024 Board meetings, commencing March 2024, to bi-monthly on the third Friday of that month.
 - b. Contingent on recommendation 3a. being approved, the Board set the meeting dates for 2024 to the third Friday of the month in which the Board shall meet.
 - i. 22 March Te Ahu Centre, Kaitaia

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- ii. 24 May Te Ahu Centre, Kaitaia
- iii. 12 July Te Ahu Centre, Kaitaia
- iv. 20 September Te Ahu Centre, Kaitaia
- v. 22 November Te Ahu Centre, Kaitaia

Carried.

Secretarial Note: Board nominated an extra meeting be held in February in order to continue work at the earliest convenience in 2024. Confirming 16 Feb 2024 be added to the Formal Calendar.

Ngā Puāwai o Te Oneroa-a-Tōhe (Item 5.3)

Report from Kim Peita, Māori Relationships Manager This report was introduced by Kim Peita and presented by Tui Qauqau.

Moved (Halkyard-Harawira/Rivers)

That the report 'Ngā Puāwai o Te Oneroa-a-Tōhe' by Kim Peita, Māori Relationships Manager and dated 6 November 2023, be received.

Carried.

Secretarial note – the report was received in its entirety including recommendations.

Speed Limit Signage (Item 5.4)

Report from Kim Peita, Māori Relationships Manager

Moved (Tepania/Piripi)

1. That the report 'Speed Limit Signage' by Kim Peita, Māori Relationships Manager and dated 8 November 2023, be received.
2. That the board endorse the fully scoped proposal
3. In the event that quotes are provided for consideration that the board approve the quote provided by _____ for the amount of _____.
4. In the event that no quotes or insufficient quotes are provided that the Board appoint a sub-group to approve a quotes/contractors for the installation of signage.
5. That a budget of **\$5000.00** for the development of a communications strategy be approved.
6. That a sub-group of Board members be appointed to approve a communications strategy and communications prior to release. Sub-group members are: **Graeme Neho, Hilda Halkyard-Harawira, Lisa McNab.**

Carried.

Secretarial Note: Sub-group to insure timeframe on signs are to be erected by Christmas season 2023. Richard Murray to work with sub-group.

Te Oneroa-a-Tōhe Board
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Te Rūnanga o Te Rarawa Iwi Representative (Item 5.5)

Report from Kim Peita, Māori Relationships Manager

Ngā mahi tūtohutia / Recommendation

1. That the report 'Te Rūnanga o Te Rarawa Iwi Representative' by Kim Peita, Māori Relationships Manager and dated 14 November 2023, be received.

Secretarial Note: Requested Data Sovereignty be on the next agenda which is scheduled for 16 February 2024.

Appointment of Chair (Item 5.6)

Report from Kim Peita, Māori Relationships Manager

Moved (Piripi/Rivers)

That the item of business being discussed does lie on the table until all iwi representatives are available.

Ngā mahi tūtohutia / Recommendation

1. That the report 'Appointment of Chair' by Kim Peita, Māori Relationships Manager and dated 8 November 2023, be received.
2. That _____ is appointed as Chairperson of Te Oneroa-a-Tōhe Board.

Secretarial Note:

- *Iwi representatives agreed to delay the appointment of Chair until all Iwi Representatives are present.*
- *Hilda Halkyard-Harawira is the deputy Chair for Te Oneroa-a-Tōhe Board. The deputy will be the caretaker in the interim of a Chair being appointed.*
- *NRC to organise online meeting for Iwi representatives and bring appointment to the February meeting.*

Whakamoemiti whakamutunga: The meeting concluded at 12.34pm.

TITLE: **Appointment of Chair**

From: Kim Peita, Māori Relationships Manager

Authorised by Auriole Ruka, Pou Manawhakahaere - GM Governance and Engagement, on
Group Manager/s: 09 February 2024

Whakarāpopototanga / Executive summary

The purpose of this report is to appoint a new chairperson following the resignation of Haami Piripi from Te Rūnanga o Te Rarawa and the subsequent appointment of a new iwi representative.

Ngā mahi tūtohutia / Recommendation

1. That the report 'Appointment of Chair' by Kim Peita, Māori Relationships Manager and dated 9 February 2024, be received.
2. That Lisa McNab is appointed as Chairperson of Te Oneroa-a-Tōhe Board.

Background/Tuhinga

Appendix B - APPOINTMENT OF THE CHAIR AND DEPUTY CHAIR

Iwi members will appoint a member of the Board as Chairperson. This decision will be by simple majority of those iwi members present and voting at the meeting. The Board must, by simple majority of those members present and voting, appoint a member of the Board to be the deputy chairperson of the Board. The chairperson may be reappointed as chairperson, or removed from that office, by simple majority of the iwi members of the Board present and voting. The deputy chairperson may be reappointed as deputy chairperson, or removed from that office, by simple majority of all members of the Board present and voting.

Attachments/Ngā tapirihanga

Nil

TITLE: Financial Report

From: Meloney Tupou, Maori Governance and Engagement Support Admin

Authorised by Auriole Ruka, Pou Manawhakahaere - GM Governance and Engagement, on
Group Manager/s: 09 February 2024

Whakarāpopototanga / Executive summary

The purpose of this report is to provide the financial statement of the Te Oneroa-a-Tōhe Board for the period ending 31 January 2024.

Ngā mahi tūtohutia / Recommendation

That the report 'Financial Report' by Meloney Tupou, Maori Governance and Engagement Support Admin and dated 24 January 2024, be received.


Background/Tuhinga

A detailed Financial Report is provided as Attachment 1.

In summary, to date the Board has expended **\$294,835.43** from the following funds:

- | | | |
|---------------------------|-----------|------------------------------|
| 1. Board Operational Fund | \$150,000 | \$67,144.90 remaining |
| 2. Plan Development Fund | \$250,000 | \$38,019.67 remaining |

Attachments/Ngā tapirihanga

Attachment 1: Financial Report [↓](#) 

Te Hiku Beach Board Funding									
Actual Income and Expenditure for the As at 31 Jan 2024 (NZ\$ GST exclusive)	TOTAL (A/c 00-6259)			Operations (CC4701)			Plan Development (CC4702)		
	INCOME	EXPENDITURE	FUND BALANCE	INCOME	EXPENDITURE		INCOME	EXPENDITURE	FUND BALANCE
OPENING BALANCE - 1 JULY 2023			\$139,709.36			\$71,587.37			\$68,122.00
2023/2024 Actual Transactions									
Income									
Interest July 23	\$0.00			\$0.00			\$0.00		
Interest Aug 23	\$415.30			\$212.80			\$202.50		
Interest Sep 23	\$412.27			\$209.17			\$203.10		
Interest Oct 23	\$391.77			\$199.24			\$192.53		
Interest Nov 23	\$401.41			\$203.03			\$198.38		
Interest Dec 23	\$521.39			\$264.97			\$256.43		
Interest Jan 24	\$520.78			\$269.79			\$250.99		
			\$2,662.92			\$1,358.99			\$1,303.93
Less Payments									
TOATB Travel		525.04		525.04				-	
Meeting Allowance		360.00		360.00				-	
Meeting Allowance		550.00		550.00				-	
Google Sotware		22.37		-				22.37	
TOATB conference room hire		86.89		-				86.89	
TOATB catering		299.20		-				299.20	
Meeting Allowance		104.50		104.50				-	
Meeting Allowance		360.00		360.00				-	
Meeting Allowance		550.00		550.00				-	
TOATB Website		300.00		300.00				-	
Google Sotware		1.16		-				1.16	
Te Oneroa-a-Tohe Board - Speed Sign Desi Imagenation Ltd		1,600.00		-				1,600.00	
TOATB Travel		567.90		567.90				-	
TOATB Travel		590.79		590.79				-	
Google Sotware		18.00		-				18.00	
TOATB conference room hire		86.96		-				86.96	
TOATB catering		278.24		-				278.24	
Meeting Allowance		360.00		360.00				-	
Meeting Allowance		275.00		275.00				-	
Google Sotware		18.00		-				18.00	
Te Oneroa-a-Tohe Board - Speed Sign Desi Imagenation Ltd		1,618.00		-				1,618.00	
TOATB Travel		508.00		508.00				-	
Calders Design print posters		64.81		64.81				-	
Calders Design print flyers		237.29		237.29				-	
TOATB Travel		448.13		448.13				-	
1x main and supplementary sign at Black RTL Roadsigns		1,497.12		-				1,497.12	
Te Oneroa-a-Tohe Board - Speed Sign Imagenation Ltd		900.00		-				900.00	
Speed Signs materials RTL Roadsigns		1,436.48		-				1,436.48	
Speed Signs materials RTL Roadsigns		144.64		-				144.64	
Te Oneroa-a-Tohe Board - Speed Sign Imagenation Ltd		858.00		-				858.00	
TOATB conference room hire		86.96		-				86.96	
TOATB catering		434.80		-				434.80	
Google Sotware		20.70		-				20.70	
TOATB beach safety signs Signs Of Life		5,880.00		-				5,880.00	
1 Install Client Provided Signs at Ramps Far North Roadi		16,118.74		-				16,118.74	
			-\$37,207.72			-\$5,801.46			-\$31,406.26
ACTUAL CLOSING BALANCE	\$2,662.92	\$37,207.72	\$105,164.57	\$1,358.99	\$5,801.46	\$67,144.90	\$1,303.93	\$31,406.26	\$38,019.67

TITLE: Speed Limit Signage Update

From: Kim Peita, Māori Relationships Manager

Authorised by Auriole Ruka, Pou Manawhakahaere - GM Governance and Engagement, on
Group Manager/s: 09 February 2024

Whakarāpopototanga / Executive summary

At the meeting held 17 November 2023, the Board endorsed the fully scoped signage proposal. Due to time constraints a sub-group of Board members, Graeme Neho, Hilda Halkyard-Harawira and Lisa McNab, were appointed to oversee the installation of the signs and a communications plan.

Sheila Taylor was engaged by the sub-group to provide communications that included media releases, social media campaign, updated website, posters and pamphlets.

All signs were installed, and communications provided prior to Christmas.

Invoices paid in relation to installation and communication up to 31 January 2023 are shown in the current financial report. A full breakdown of the total cost can be provided at the next Board meeting.

Ngā mahi tūtohutia / Recommendation

That the report 'Speed Limit Signage Update' by Kim Peita, Māori Relationships Manager and dated 9 February 2024, be received.

Background/Tuhinga

It has been the Board's wish to design and implement speed limit signage that reflects the aspirations of the Board to educate communities that access the beach. It was important that the signs are visually engaging to the local people and that they include the Te Oneroa-a-Tōhe logo to encourage a more respectful response.

Other considerations included:

- What are the legal requirements under the Setting of Speed Limits Rule 2022
- Consistency with the Te Oneroa-a-Tōhe Management Plan
- Ensuring that signage is bi-lingual
- Ensuring the signage is understandable to all beach users, including overseas tourists who may not have English as a first language

Attachments/Ngā tapirihanga

Nil

TITLE: Response to new Speed Limits

From: Auriole Ruka, Pou Manawhakahaere - GM Governance and Engagement

Authorised by Kim Peita, Māori Relationships Manager and Auriole Ruka, Pou
Group Manager/s: Manawhakahaere - GM Governance and Engagement, on 09 February 2024

Whakarāpopototanga / Executive summary

The Te Oneroa-a-Tōhe Board has recommended setting speed limits on the beach that are appropriate for pedestrian activity and vehicle movements. These speed limit recommendations have been adopted by council and are certified by Waka Kotahi.

Upon physical implementation of the regulatory signage required to make the new speed limits legally enforceable, it became apparent that the 2022 Setting of Speed Limits Rule did not address the difficulties surrounding signage of different speed zones on beaches.

This report outlines several options for consideration and further discussion by the Te Oneroa-a-Tōhe Board.

Ngā mahi tūtohutia / Recommendation

That the report 'Speed Limit Update and Options' by Elizabeth Stacey, Road Safety and Traffic Engineer, and dated 9 February 2024, be received.

Background/Tuhinga

The Te Oneroa-a-Tōhe Board have developed a Beach Management Plan that informed council of the Board's direction for setting speeds on beaches. In consultation with the Board, council adopted new speed limits for Te Oneroa-a-Tōhe and those speeds were subsequently certified by Waka Kotahi.

Throughout the process of developing appropriate signage to inform the public of the new speed limits, the focus of the Board has been on the educational aspect of new speed limits and ensuring that all beach goers, both those on foot as well as in motorised vehicles, have a positive experience. In previous discussions with the Board we have recognised that:

- Te Oneroa-a-Tōhe Beach Board requested a 30kph speed limit where there are pedestrians and 60kph on other parts of the beach - through the Management Plan.
- Te Oneroa-a-Tōhe is defined as a road
- Te Oneroa-a-Tōhe is unique in that it is a lengthy beach that requires two speed limits
- The Board wishes to focus on education rather than enforcement

As part of the implementation of the Board's Management Plan staff have discussed the options with Waka Kotahi for a fully enforceable, legal speed limit. The parameters that must be followed for the speed limit to be enforceable are:

- A speed limit is set using national legislation, which must be complied with.

To be a legal speed limit, signage must be in place and meet the requirements under the Traffic Control Devices Rule

- Signage must be easily visible from the vehicle and be clear about the applicable speed
-

The difficulty of signing two different speed limits on beaches is the transition point where vehicles leave or enter the 30kph zone from the rest of the beach. Without that transitional signage indicating a new speed limit, the speeds are not legally enforceable. We recognise that the installation of permanent signage on Te Oneroa-a-Tōhe may not be either desirable or practical as the first large storm would likely destroy the permanent signs.

Staff have highlighted this issue with Waka Kotahi and it appears that speeds on beaches were not fully considered in the development of the 2022 Setting of Speed Limits Rule (Rule). The new government has indicated that they intend to amend or replace the Rule so there is an opportunity to correct this oversight. We have asked Waka Kotahi about possible short-term options including:

- 1) Can the speeds for the beach be entered into the National Speed Limit Register without the required signage since they are approved by both council and Waka Kotahi? This would allow the speeds to show up on vehicle GPS/Navigation systems.
- 2) Rather than permanent signage can the signage be installed daily at the transition points in order to inform drivers of the legal speed, similar to work zone signage?

At the writing of this report, we are still waiting on direction from Waka Kotahi on those two questions. Staff will update the Board as soon as the answer is received.

The Board may also wish to consider having an advisory speed limit until changes to the Rule can be made. This option does not involve a fully enforceable speed limit but is reliant on education. The signage which has been proposed by the Board would fit this purpose.

Staff currently recommend the following:

- That signage is installed in accordance with the Boards Design but is amended to include the map on the side of the sign to aid in the education of motorists in addition to the QR code. This option will result in an advisory speed limit
- Any **existing** 30kph stand-alone roundel signage is retained at the entry points to reinforce lower speeds at the areas with high interaction between people and vehicles.

We welcome input from the Board on other possible options and will take all suggestions to Waka Kotahi in an effort to give effect to the Board's direction under the Management Plan.

Attachments/Ngā tapirihanga

Nil

TITLE: Workplan - 2024

ID:

From: Kim Peita, Māori Relationships Manager

Authorised by Auriole Ruka, Pou Manawhakahaere - GM Governance and Engagement, on
Group Manager: 09 February 2024

Whakarāpopototanga | Executive Summary

This paper seeks to provide advice to Te Oneroa-a-Tōhe Board in relation to the prioritisation of action items from Te Rautaki o Te Oneroa-a-Tōhe and the delivery of the 2024 workplan.

Tūtohutanga | Recommendations

1. That the report 'Workplan - 2024' by Kim Peita, Māori Relationships Manager and dated 9 February 2024, be received.
 2. That the board approve the priority action items for inclusion in the TOATB 2024 workplan.
 3. That the board approve the TOATB 2024 workplan.
 4. That the Board agree to monthly meetings of the Technical Steering Group.
 5. That the Iwi representatives of Te Oneroa-a-Tōhe Beach Board confirm/reconfirm the following Technical Steering Group members:
 - a. Te Aupōuri: _____
 - b. Ngati Kuri: _____
 - c. Te Rarawa: _____
 - d. NgaiTakoto: _____
 6. Where vacancies exist on the Technical Steering Group, the Board delegate to the respective Iwi representative, authority to appoint a member to the Technical Steering Group for their Iwi.
 7. That the Board delegate to the Chair, authority to approve of the Technical Steering Group meeting schedule for 2024.
-

Summary of workplan

The beach plan identifies 54 key action items that will assist in achieving the Boards vision, values outcomes and objectives for Te Oneroa-a-Tōhe beach management area. Of these 54 action items, 18 are a priority to be completed in the short term (39% of the action items contained in the plan).

A further eight action items have been identified as a priority due to their association with a proposed regional policy statement, regional plan change, or district plan change process update. Although these seven action items are not classified with a short-term delivery time frame, it may be more practicable for councils to fulfil their obligations in relation to these action items by completing them alongside other action items with short term delivery timeframes.

It is proposed that these 26 (18+8) action items, form the basis for the 2024 workplan which is detailed in appendix one – TOATB 2024 workplan (previously the TOATB 2024 work plan).

Priority action items

Below is a summary of the number and percentage of priority action items for each value identified in the beach plan. From this analysis, it is evident that the primary focus of the Boards 2024 workplan will be on enhancing the values of Ngā Ture Wairua | Spiritual Value and Ngā Kaiārahi | Leadership (65% of priority action items).

Analysis of priority action items by value			
Value	Total number of action items	Number of priority action items	Priority %
Ngā Ture Wairua Spiritual Value	13	10	77%
Ngā Kaiārahi Leadership	14	7	50%
Ecology and Biodiversity	7	2	29%
Mahi Oranga Economic Wellbeing	3	1	33%
Kaupapa Whakahirahira Recreation	8	2	25%
Whakakotahitanga Collaboration	7	3	43%
Maātauranga Education	2	1	50%
Total action items	54	26	48%

Monthly meetings of Technical Steering Group

It is proposed that as a part of the TOATB 2024 workplan, the Technical Steering Group meet monthly to provide input and advice into the delivery of priority actions and refinement of the 2024 workplan.

Next steps:

Once the board has approved the TOATB 2024 workplan, staff will:

- a. Work to provide detailed information for each priority action item. This will include, estimated commencement and completion dates as well as expected costs that will need to be considered by the Board at the March board meeting for inclusion in LTP submissions; and
- b. Develop submissions to both the NRC and FNDC LTP process to secure funding for the action items assigned to these councils.

Options

No.	Option	Advantages	Disadvantages
1	Endorse the workplan	<ul style="list-style-type: none"> • Implementation will align to the priority actions as outlined in the beach plan • Staff are clear on where effort needs to be exerted 	<ul style="list-style-type: none"> • Limited resources and existing work programmes (Both iwi and council) • Nearly 50% of the action items are deliverable in the short term, putting pressure on limited resources.
2	Do not endorse the workplan	<ul style="list-style-type: none"> • Less pressure on the limited resources of iwi and council entities 	<ul style="list-style-type: none"> • Delay in implementing action items outlined in the beach plan

The staff's recommended option is option one - endorse the work plan.

Considerations

1. Environmental Impact

This decision will increase the ability of the board to protectively respond to the impacts of climate change now or in the future.

The implementation of the workplan has the potential for positive effects for all local people including Māori. The development of the beach plan included significant Māori and community engagement and is subsequently representative of their aspirations. The ability of the Board to now deliver on feedback received during the various engagement events and included in the plans, will assist in building the relationship of the community and Māori with the Board.

2. Financial implications

The financial implications of the decision to commence the workplan has no financial implication in itself. However, the cost of implementing each action item still needs to be costed and will need to be considered by the Board as the financial implication of delivering each action becomes clearer.

3. Significance and engagement

In relation to section 79 of the Local Government Act 2002, this decision is considered to be of low significance when assessed against council's significance and engagement policy because it has previously been consulted on. This does not mean that this matter is not of significance to tangata whenua and/or individual communities, but that the board is able to make decisions relating to this matter without undertaking further consultation or engagement.

Attachments/Ngā tapirihanga

Attachment 1: TOATB 2024 Workplan [↓](#) 

Attachment 2: TOATB 2024 Workplan priority action items [↓](#) 

Value	Action item	Reason for priority	Action to be undertaken by					2021 workplan information													
			The Board	Iwi	NRC	FNDC	Other	Start	Finish	Cost	Resource management mechanism										
											IHEMP	RPS	RP	DP	Bylaw	Strategy	Policy	Process	Other		
Ngā Ture Wairua Spiritual Value	A1	Bylaw change short term priority				X									X						
Ngā Ture Wairua Spiritual Value	A2	DP update?	Any agency requiring signage on or relating to the beach													?					
Ngā Ture Wairua Spiritual Value	A4	RPS/RP change required																	?	?	X
Ngā Ture Wairua Spiritual Value	A6	short term priority Predecessor to A7			X	X									?	?					
Ngā Ture Wairua Spiritual Value	A7	RPS/RP change required Predecessor A6			X	X								?	X	X					
Ngā Ture Wairua Spiritual Value	A8	short term priority Predecessor to A9		X																	
Ngā Ture Wairua Spiritual Value	A9	DP update Predecessor A8	X		X	X								X	X	X					
Ngā Ture Wairua Spiritual Value	A11	short term priority	X																	Website	
Ngā Ture Wairua Spiritual Value	A12	RPS/RP change required	X		X										X	X					
Ngā Ture Wairua Spiritual Value	A13	short term priority	X	X																	
Ngā Kaiārahi Leadership	A16	short term priority process update	X		X	X														X	
Ngā Kaiārahi Leadership	A17	short term priority process update	X		X	X									?	?				X	
Ngā Kaiārahi Leadership	A18	short term priority process update	X		X	X									?	?				X	
Ngā Kaiārahi Leadership	A20	DP update process update			X	X	Applicants for resource consent								?	?				X	
Ngā Kaiārahi Leadership	A21	DP update process update			X	X									X	?				X	
Ngā Kaiārahi Leadership	A22	Process update short term priority	X												?	?				X	
Ngā Kaiārahi Leadership	A26	short term priority	X to inform what the customary	X Iwi endorsed kaitiaki			Ministry of Fisheries Ministry for														
Ecology and Biodiversity	A32	short term priority	The Board set-up and maintenance of	X																Website	

PRIORITY ACTION ITEMS	
Action	Description
A1	Through an update to the FNDC Control of the Use of Public Places Bylaw, require approval from the Board for all signage that would otherwise require council approval relating to Te Oneroa-a-Tōhe.
A2	Require agencies, who may establish signage relating to Te Oneroa-a-Tōhe, to consult with the Board first.
A4	Require any signage relating to Te Oneroa-a-Tōhe to be bilingual (e.g. in Te Reo and English).
A6	Provide GIS mapping expertise and templates to support Iwi, Hapū and whānau to identify wāhi tapu and sites of significance in the Te Oneroa-a-Tōhe Management Area, for the purposes of including these for protection in the district and/or regional plans.
A7	Include sites identified in A6 in the regional and district plans for protection as relevant.
A8	Prepare the information necessary for explaining the values and significance of Te Oneroa-a-Tōhe and Te Ara Wairua as a culturally significant landscape, and the activities that may have adverse effects on them, for the purposes of this information going into the regional and district plans as outlined in A9.
A9	Identify Te Oneroa-a-Tōhe and Te Ara Wairua as a culturally significant landscape in the regional and district plans and specify provisions requiring protection from inappropriate activities.
A11	Provide information to the public explaining that the scattering of human ashes in the sea, on the beach, on sand dunes and in waterways is inappropriate. Share information via: 1. the Board's website; and 2. local funeral providers.
A12	Reflecting Tikanga Māori, include rules in the regional plan prohibiting the scattering of human ashes in the sea, on the beach, on sand dunes and in waterways.
A13	The Board will work with Iwi to develop a paper on mauri, to inform proposed changes to regional and district plans, bylaws and other relevant documents that relate to the beach management area.
A16	Formalise the process by which the Board is notified and receives all applications for resource consents relating to Te Oneroa-a-Tōhe Management Area for consideration.
A17	Investigate and implement a process for delegating authority to the Board to appoint a commissioner (along with the council consents manager) to decide on non-notified resource consent applications (or applications that do not require a hearing) for resource consents relating to Te Oneroa-a-Tōhe Management Area.
A18	Formalise a list of approved commissioners to consider resource consents relating to Te Oneroa-a-Tōhe Management Area.
A20	Change the regional and district plans so that activities that require resource consent in the Te Oneroa-a-Tōhe Management Area, or adjacent to the Te Oneroa-a-Tōhe Management Area that may have an impact on Te Oneroa-a-Tōhe, must include in their assessment of environmental effects an analysis of the effects on Te Oneroa-a-Tōhe.
A21	Change the regional and district plans to recognise that the Board must be considered an affected person/body regarding notification of a resource consent application where the adverse effects on Te Oneroa-a-Tōhe are minor or more than minor.
A22	Establish a process for the Board to receive and review resource consent applications relating to Te Oneroa-a-Tōhe.
A26	Provide signage explaining fisheries limits and customary practices on each formal entrance to Te Oneroa-a-Tōhe (link to signage strategy).
A32	Create an inventory on the Te Oneroa-a-Tōhe website of all current, ongoing and proposed projects in and around the Beach Management Plan relating to the betterment of Te Oneroa-a-Tōhe.
A34	By 30 June 2021, the Board will determine the specific adverse effects of concern from mechanical mussel spat harvesting on Te Oneroa-a-Tōhe requiring management, and the appropriate method for management. If the identified method is for mechanical mussel spat harvesting to obtain resource consent, then the NRC will initiate a plan change to include such rules in the regional plan. Note: In the interim, the Board accepts the Code of Practice in its current state as the appropriate means for managing the impacts of mechanical mussel spat harvesting.
A35	Amend regional and district plans to require resource consent for new commercial activities related to Te Oneroa-a-Tōhe, including requirements: 1. For the assessment of consistency with the vision, objectives and desired outcomes outlined in this Beach Management Plan. 2. That specify that the Board is an affected person regarding notification of an application, where the adverse effects on Te Oneroa-a-Tōhe are considered minor or more than minor.

PRIORITY ACTION ITEMS	
Action	Description
A38	Undertake changes to the FNDC Bylaw(s) specifying safe speed limits and other measures along Te Oneroa-a-Tōhe including: 1. 30km/per hour speed limit within 200m of any beach accessway or any activity (e.g. boat launching, people fishing etc) on the beach; 2. 60km/per hour speed limit for the remainder of the beach; 3. No driving vehicles along the beach in the sea except when launching boats. 4. Prohibiting vehicles on sand dunes.
A40	Provide signage to identify speed restrictions on the beach.
A46	Deliver presentations to explain the Beach Management Plan (once finalised), regarding its interpretation and implementation, to: 1. Key council personnel (e.g. full council presentation, consent planners, policy planners etc); 2. Iwi and Hapū; and 3. Other agencies.
A48	Actively communicate the presence and purpose of the Iwi endorsed kaitiaki through: 1. profiles on websites 2. media releases 3. updates on social media.
A51	Seek commitment and timeframes from Iwi and Hapū, FNDC, NRC and other relevant agencies as to when the Beach Management Plan will be implemented in regional and district strategies and plans, local government planning, Iwi and Hapū management plans and the Northland Conservation Management Strategy.
A54	Work with other agencies to develop a regularly updated events programme that celebrates Te Oneroa-a-Tōhe by connecting, engaging and educating people.

TITLE: Vehicles on Beaches Restricted Areas

From: Michael Payne, Policy Specialist

Authorised by Auriole Ruka, Pou Manawhakahaere - GM Governance and Engagement, on
Group Manager/s: 09 February 2024

Whakarāpopototanga / Executive summary

New rules restricting vehicles on beaches are now in place for a number of areas around Te Taitokerau. This means you can no longer drive over certain places on the beach or in the mapped areas shown below.

The new rules have been introduced to protect significant ecological areas and habitats of threatened species. They apply below mean high water springs (effectively, below high tide) and cover:

- Places to avoid on any beach. Under the rules, vehicles must avoid pipi and cockle beds, salt marsh and sea grass meadows, other indigenous vegetation, and nesting or roosting sites of indigenous birds.
- Mapped vehicle exclusion zones. In mapped areas, vehicle use is restricted to manage the risk to significant ecological areas and threatened species. In these areas vehicle use associated with specified activities can continue – for example, access to private property, boat launching, and surf lifesaving operations.

The rules don't apply above mean high water springs or to dunes (though there are district council and/or Department of Conservation rules that apply in places).

This paper seeks to provide Te Oneroa-a-Tōhe Beach Board with further information as to how these restrictions came about.

Ngā mahi tūtohutia / Recommendation

That the report 'Vehicles on Beaches Restricted Areas' by Michael Payne, Policy Specialist and dated 9 February 2024, be received.

Background/Tuhinga

In 2017, Northland Regional Council release the Proposed Regional Plan. As a part of the plan change process, a number of appeals were made to the Environment Court seeking stronger restrictions for vehicles on beaches in Te Taitokerau, including vehicle exclusion zones in mapped areas. The appeals sought tighter controls on vehicle use on beaches throughout the region.

In October 2020 staff advised the court that council expected a hearing was likely to be required for this topic (meaning the court would make a ruling on the topic based on its hearing of evidence). The hearing process was placed on hold pending a High Court appeal that had implication on the matter before the Environment Court. With this additional time, staff worked with the appellants to develop a new rule (C.1.5.1A) which strengthened controls intended to reduce the impacts of vehicle use on sensitive habitats.

As this was an appeal process, there are limited opportunities to go back to the community to consult. In December 2022 council held a workshop to consider the mapping of exclusion zones as a potential way to resolve the appeal. This approach was subsequently endorsed.

Consultation and engagement with iwi and hapū

In 2023, staff sought leave from the Court to allow for the matter to be brought to iwi and hapū. In early 2023 consultation and engagement commenced. This involved phoning, emailing and writing to iwi and hapū seeking input around the approaches being developed to protect sensitive areas.

The scope for engaging with iwi and hapū was very limited because the decision on the appeal rested with the Court as opposed to council. Council's ability to resolve the appeal outside of a hearing process was dependant on achieving an agreeable outcome with the appellants. The timeframes for this were set by the Court and if we failed to meet these timeframes the matter would have gone to a hearing.

Staff contacted iwi throughout Northland regarding the proposed vehicles on beaches provisions. Where we did not receive a response, staff followed up with emails and phone calls. Where information was received, staff presented this to the appeal parties. This information was generally well received and informed the final decision of the court.

Key contact list and comments

NgaiTakoto - Craig Wells and admin@ngaitakoto.iwi.co.nz. No response was received.

Te Aupōuri - Chloe Cooper (who forwarded info to their Taiao advisor) and ceo@teaupouri.iwi.nz. No response was received.

Ngāti Kuri - Sheridan Waitai and CEO. Very engaged and responses were received.

Ngāti Kahu - Bardia Matiu then hapu directly

Te Rarawa - Advised that Ngāti Takoto would take the lead in respect to this topic at Rangaunu Harbour.

Mussel spat specifically

In terms of the mussel spat issue, staff discussed this with the technical steering group for the Te Oneroa-a-Tōhe Board in October 2022. It was also discussed with the Board on 17 March 2023.

Two key action points arose from that meeting:

- Advice was given that the Te Oneroa a Tohe Beach Board are managing the risk of Mussel Spat harvesting on shellfish via the Beach Management Plan and a code of conduct. In response NRC sought amendments to the rules subject to appeal to ensure the Regional Plan and Beach Management Plan did not conflict in this regard.
- NRC was advised to discuss proposed vehicle restrictions with Ahipara Takiwa. Staff engaged with the Takiwa and were advised that a proposed vehicle exclusion zone near Kaka Street Ramp should be removed. NRC successfully advocated for this via the court process.

Court decision

In June 2023 the Environment Court released its final decision on new vehicle restricted areas on beaches around Te Taitokerau.


The court decision directs Northland Regional Council to implement the new rules via our Regional Plan, as the impact of vehicles in these beach areas are a risk to significant ecological areas and threatened species.

Future engagement

Council are planning a similar approach to these provisions as undertaken for the marine protected areas (brought about by a court decision on appeal. As with the marine protected area rules, bringing about behaviour change will take time and will require working with iwi/hapū, the wider community and other stakeholders such as DOC and NZ Police.

This will take time and we will be focused on education and engagement. The approach around supporting compliance will be developed further next year and will be a topic brought through the Natural Resources Working Party.

Attachments/Ngā tapirihanga

Attachment 1: Vehicle restricted areas on beaches – Frequently Asked Questions [↓](#) 

Vehicle restricted areas on beaches – Frequently Asked Questions

What’s changed from the previous rules?

The key change to our rules is the vehicle exclusion zones, which will provide greater protection in the mapped areas to sensitive ecosystems and habitats.

Why those places?

The areas in the mapped vehicle exclusion zones were already identified as significant ecological areas or nesting and roosting sites for threatened shore birds.

Why only below mean high water springs?

Northland Regional Council’s RMA functions don’t allow it to make rules for vehicles on beaches above mean high water springs. However, other agencies do operate in this space – for example, there are district council bylaws that apply to beaches in some places.

We work closely together with other agencies involved in beach driving to make sure we have a well-coordinated approach.

Why was there no public consultation on the mapped vehicle exclusion zones?

While some restrictions on vehicles on beaches were included in council’s Proposed Regional Plan (which was released for consultation in 2017), the mapped vehicle exclusion zones were not in there (so they weren’t consulted on). A desire for stronger restrictions on vehicles on beaches prompted appeals from a number of parties to the Environment Court. The court process did not allow for community consultation while the issue was before the court.

Council supported the court’s decision on the basis that the evidence showed restrictions were necessary to better protect vulnerable species and habitats within significant ecological areas or roosting and nesting sites of indigenous shore birds.

Who will oversee the new rules?

Northland Regional Council will oversee the new rules, working together with other agencies, iwi and hapū, and stakeholder groups around public education and advocacy.

Are there other vehicle restrictions on beaches?

Yes – there are also some existing places where district council bylaws or Department of Conservation rules apply to driving on beaches or dunes.

Are there exceptions to the rules?

Yes. Exceptions in the vehicle exclusion zones allow for access to private property, boat launching, the use, maintenance, repair or removal of structures, Council and Department of Conservation activities, environmental monitoring, kaitiaki monitoring, access to customary marine title, rescue of stranded marine mammals, burial of dead animals, removal or recovery of wrecked vessels, coastal restoration, access for people with mobility disabilities, surf lifesaving operations and clearance of tidal stream mouths, artificial water courses or pipe outlets.

Where can I see the full rules?

C.1.5.1 of the Proposed Regional Plan for Northland sets rules for the use of vehicles on beaches (below mean high water springs). www.nrc.govt.nz/newregionalplan

How will the rules be policed?

The initial focus will be on public education, likely beginning with a few key areas.

What if I see a vehicle in a restricted area?

You can contact our Incident Hotline on 0800 504 639. To take action, we need a date, time and location; make, model and registration of the vehicle; and a photograph showing the vehicle and distinctive landmarks if possible.

Because our initial focus is education, our first action will likely be getting in touch with the vehicle owner and explaining what the new rules are and where they apply.

What are the penalties?

While the main focus is on education and advocacy around the reasons why the rules for vehicle restricted areas are in place, compliance measures available under the RMA include abatement notices and infringement fines of up to \$500.

We will take an education-based approach to compliance, monitoring and enforcement initially.