

# YOUR PLACE YOUR SAY

A special  
edition of  
Regional Report  
Issue 23  
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## HELP US PLAN FOR YOUR FUTURE

### Northland's Draft Long Term Plan 2012-2022 **SUMMARY**



You're holding in your hand arguably one of your best chances to influence what we at the Northland Regional Council do for the next 10 years – and how we all pay for it.

This is a summary of our Draft Long Term Plan 2012-2022. It's our contract with you – the Northland community. As well as setting out the work we already do – and which many of you are already familiar with – it also highlights some of the new things and big changes we're planning.

Please take the time to read on and find out what we're proposing and what it could cost you. Let us know what you think ... what we're doing well, what we could do better, and whether you think you're getting value for your rates dollar.

#### YOUR RATES – THE BIG PICTURE

Planning for Northland's future is a tough balancing act. We want to improve the region's economic performance, increase some services and balance our many communities' diverse expectations ... but still keep rates at affordable levels. **See pages 2-3.**

It's a big ask and we've got a huge amount of work to do over the next decade, from delivering on our core 'business-as-usual' work to the major flood protection projects and economic development activity outlined in our draft plan.

Of course, the big question for most people is still, "How much will my rates go up?"

If everything proposed in our draft plan goes ahead, general rates for the coming year would go up by about \$11 per property on average (6.8%) and by similar amounts each year for the next decade. (Bear in mind that rates vary widely, depending on where you live and how much your property is worth.)

In some areas, proposed new flood management works would also increase rates, but better flood protection should save affected communities money in the long run.

#### HOW TO HAVE YOUR SAY



**MAKE AN ONLINE SUBMISSION**  
[www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)



**SEND US AN EMAIL**  
[mailroom@nrc.govt.nz](mailto:mailroom@nrc.govt.nz)



**FILL IN A SUBMISSION FORM**  
**see pages 15-16**

There are plenty of ways to let us know what you think. Find out more on page 15.

Copies of the full Draft Long Term Plan are available on our website: [www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay). Hard copies can be viewed at any regional council office or public library.

**Submissions close 3pm Thursday 19 April 2012.**

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#### Regional transport programme consultation

We're also consulting on our Draft Regional Land Transport Programme. **Check out pages 13-14.**

This is our proposed plan for Northland's land transport priorities and activities, and it's what we use to bid for government funds – so it's important that we get it right.

To read the full programme, visit: [www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)



# What we do

The role of Northland Regional Council is to protect the region’s land, water, coast and air, while allowing for sustainable development.

We’re also responsible for promoting Northland’s economic, social and cultural wellbeing. An increasing focus on economic development is reflected in the council’s planning for the next decade.

How do we do this?

Our activities are summarised to the right. These link to our wider objectives, which we’ve also reviewed as part of this draft plan. Find out more on pages 11-12.

RESOURCE MANAGEMENT		<ul style="list-style-type: none"><li>• Resource management planning</li><li>• Resource consents – processing and advice</li><li>• Monitoring – monitoring, data collection, enforcement</li><li>• Biosecurity – managing plant, animal and marine pests</li><li>• Land and biodiversity – promoting sustainable practices</li></ul>
RIVER MANAGEMENT		<ul style="list-style-type: none"><li>• Flood risk reduction plans</li><li>• River maintenance</li><li>• Implementing new flood works</li><li>• Maintaining existing flood works</li></ul>
ECONOMIC DEVELOPMENT		<ul style="list-style-type: none"><li>• Finding, supporting and managing economic development projects</li><li>• Tracking regional economic performance</li></ul>
HAZARD MANAGEMENT		<ul style="list-style-type: none"><li>• Civil Defence emergency management</li><li>• Natural hazard management</li><li>• Oil pollution response</li></ul>
TRANSPORT		<ul style="list-style-type: none"><li>• Regional transport management</li><li>• Passenger transport administration</li><li>• Harbour safety and navigation</li></ul>
COMMUNITY INVOLVEMENT		<ul style="list-style-type: none"><li>• Engaging the community on regional government issues</li><li>• Representing Northland’s viewpoint at a national level</li></ul>

# How it’s paid for

We aim to manage our finances in a way that benefits Northland’s current and future communities. With our strong balance sheet and no external debt, we’re in a good position to do so.

The funding for our activities comes from a range of sources, including:

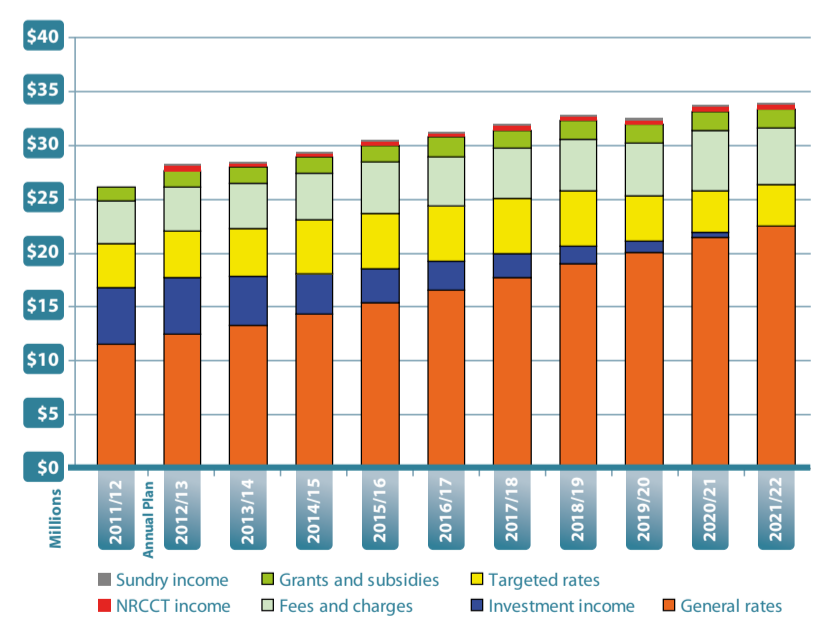
- The public (via rates, user fees and charges)
- Investments
- Central government.

The graphs here show where the money will come from for the next 10 years – and how we’re proposing to spend it.

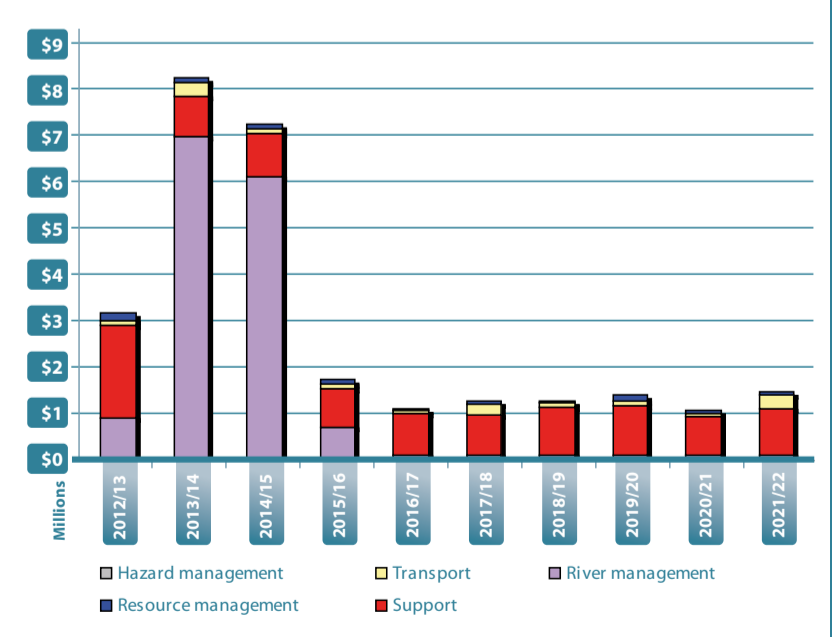
TOTAL OPERATING EXPENDITURE



OUR OPERATIONAL FUNDING SOURCES



TOTAL CAPITAL EXPENDITURE



# How the draft plan affects your rates

Northland Regional Council takes pride in using your money carefully and we aim to keep doing this, especially over the next few years as Northland emerges from the tough economic conditions that have impacted around the world.

The major challenge we’ve faced in developing this plan has been increasing our investment in Northland’s economic development and accommodating extra work required by central government, while keeping your rates as affordable as possible.

We’ve aimed to strike a balance in several ways, including slowing the redirection of our investment income; trimming our spending on monitoring to accommodate the cost of implementing the Government’s National Policy Statement on Freshwater; and using our Forest and Income Equalisation Reserve for distinctive and one-off costs (such as three-yearly election costs and a major software development project).

However, four key areas will put pressure on our spending over the next decade – inflation, the redirection of our investment income, small operational changes and flood protection works.

Between them, these four areas will be the main drivers for proposed increases in rates, as outlined below and in our Draft Long Term Plan 2012-2022.

## Rates for flood protection

We’re planning some major flood protection works under this plan. Some of these we already rate for (Kaeo, Awanui, Kaihū and Whāngārei), while one for Kerikeri-Waipapa is completely new. Some existing rates will also need to change to cover proposed new work.

In the long term, these works should reduce flood-related costs to affected communities. They’re paid for by an extra ‘river management rate’ on properties that affect (or are affected by) the problem. Properties outside these specific zones pay nothing.

New or changing river management rates are shown in the table below. For the Whāngārei rate, keep in mind that there are three different rate levels – see page 6 for more information.

There’s more detail about the proposed flood protection works and its impact on rates on pages 6-8.

### IMPACT OF NEW OR CHANGING RIVER MANAGEMENT RATES

(All figures include GST)

River management area	2012/13 rate	Year of increase	Increased amount	Years of increased rate
Whāngārei Urban River Management Rate – example: residential CBD property	\$94.19 a year (same as current)	2013/14	\$104.55 a year	25 years
Kaeo-Whangaroa River Management Rate – uniform rate	\$74.53 a year (same as current)	2015/16	\$108.12 a year	7 years
Kerikeri-Waipapa River Management Rate – uniform rate	\$48.90 a year (new rate)	2014/15	\$74.10 a year	25 years
Awanui River Management Rate – example: Urban Rate Class UA (low land) property	\$140.92 a year	2014/15	\$283.37 a year	25 years

NOTE: The Auditor General has audited Northland’s Draft Long Term Plan 2012-2022 as required under the Local Government Act 2002 and provided an unmodified audit opinion confirming that we have complied with the requirements of the Act and that the underlying information and assumptions are reasonable.

## General rates increases

Under our proposed plan, general rates will typically increase by 6 to 8% annually over most of the next 10 years. (On average, that’s about \$11 to \$15 a year, including GST.)

We’re already moving our investment income away from rates subsidies and into economic development. Although we’re proposing to slow down this transition (over 10 years instead of five) to make it a little easier on your pocket, the redirection of our investment income will still be the biggest driver for increases in rates.

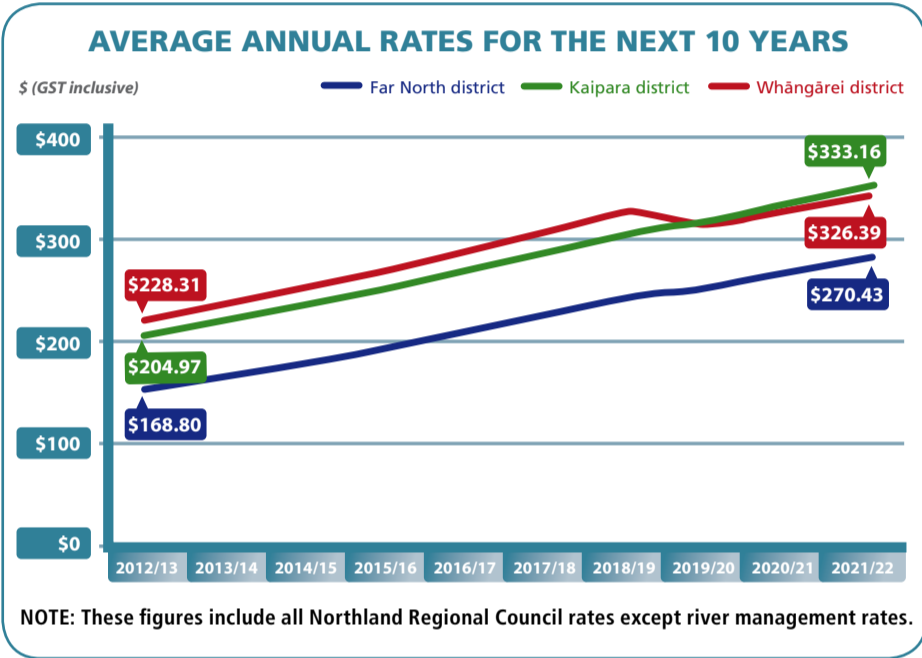
Inflation is another contributor. Unfortunately, the rate of inflation is completely outside our control, but we have budgeted for the way it’ll affect our costs.

There are also some operational changes proposed that need to be added to rates, including an additional \$100,000 for biosecurity (see pages 11-12) and \$110,000 for implementing the National Policy Statement for Freshwater Management (see page 10).

The graph below indicates what these factors could do to rates over the next decade.

Note that increases in rates in Whāngārei slow temporarily in year eight as the Northland Events Centre is paid off. Read more about how rates are set in the full draft plan:

[www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)



## How your rates bill is set

Rates can vary a lot, depending on where you live and how much your property is worth. There are several components to your overall rates bill – these are described below (based on what’s in the draft plan for the coming year). All figures include GST.

These rates are collected on our behalf by the district councils, so you’ll see them included in the rates bill you receive from your district council.

RATES THAT EVERYONE PAYS	
General rates	The biggest part of a rates bill. Made up of a council services rate (which differs slightly between districts) and a land management rate (based on the value of your land)
Northland Events Centre	For Whāngārei district the rate is \$28.75 a year; for Far North and Kaipara districts it is \$5.75 a year
Rescue helicopters	\$8.17 a year rate for all ratepayers in the region
Regional infrastructure	Based on land value (e.g. for a \$100,000 land value, the rate is around \$3 a year)
AREA-SPECIFIC RATES	
CityLink bus rate	\$12.12 a year paid by Whāngārei district ratepayers only
River management rates	Paid by ratepayers in and around flood areas in Whāngārei CBD, Kerikeri-Waipapa, Kaeo-Whangaroa, the Awanui River and Kaihū (see pages 6-8)

You can find full information about rates and rating examples in the ‘Financial Overview’ section of the full draft plan: [www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)

# INVESTING IN NORTHLAND

Our investments earn more than \$6.7 million annually and last year we introduced a major change to the way this money will be spent.

Previously we used it to help fund council operations – effectively, it subsidised your rates by about 20%. But after public consultation last year the council decided the money could be better used to try to grow Northland’s economy on everyone’s behalf. That’s why our Investment and Growth Reserve was created.

The decision meant trading off cheaper rates for long term regional benefits like job creation and improved living standards. It was a move the council strongly believes will pay off for all Northlanders in the long run.

Funds are now starting to build up in the Investment and Growth Reserve, so there are some big decisions to make.



## Reducing rates subsidies – is five years too fast?

### THE PROPOSAL

- WHAT:** Slowing the redirection of our investment income from rates subsidies into economic development
- WHO PAYS:** All ratepayers
- RATES IMPACT:** We know our rates will go up under this plan, but want to reduce the size of those annual increases on your rates bill (options below).

A five-year transition towards putting our investment income into Northland’s economic development started in 2011/12. The Investment and Growth Reserve will get an increasing share of that income each year, eventually receiving all of it.

This relatively short five-year transition period means we can start investing in Northland sooner. But the downside is some significant annual rates increases as your subsidy is redirected.

We’re now rethinking whether we can afford to make such a big shift in just five years. Northlanders are still feeling the impacts of the global recession and, on top of that, the extra work proposed in this Draft Long Term Plan also comes at a cost.

To help soften this, we’re now proposing to double the length of time it’ll take us to shift all our investment income to the new reserve. The table below gives you an idea of the impact of different options on your rates.

Find out more in the ‘Issues for consultation’ section of the full draft plan: [www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)

AVERAGE ANNUAL RATES INCREASE FROM REDIRECTION OF INVESTMENT INCOME (All figures include GST)		
5-year transition (current)	7-year transition (alternative option)	10-year transition (our preferred option)
\$17.80	\$11.87	\$8.90



## How should we use our economic development funds?

Regardless of whether it takes five years or 10, our Investment and Growth Reserve will eventually get all of the council's investment income – over \$6.7 million a year.

To ensure all that money is used in a way that best benefits the region's economy and employment opportunities, we need to nail down how the funds will be used.

A summary of the way we're proposing to do this is below – tell us what you think!

**OBJECTIVE:** Increase Northland's job numbers, average weekly household income and gross domestic product (GDP) by investing in economic projects or ventures.

**MAIN USES:** Loan funding or directly invested funds for capital expenditure on new ventures or expanding existing businesses, and operating expenditure (for a finite period and with conditions).

Operational funding for new council-controlled organisation (see right) to identify, progress and monitor projects.

**PRINCIPLES:** Projects will be consistent with social, environmental and cultural wellbeing and will not have significant negative impacts on them, regardless of the positive impacts.

Find out more in the 'Major proposals' section of the full draft plan:

[www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)



## Economic development – do we need a new organisation?

### THE PROPOSAL

**WHAT:** Creating one or more new council-controlled organisation/s

**WHY:** Enabling us to better manage our economic development projects

How can we best deliver on our economic development objectives? We think that setting up organisations with clear, specific focuses is the way to go.

Initial thinking is that two new organisations could be established, each with specialised roles and skills – a council-controlled organisation to find and facilitate economic development projects; and a council-controlled trading organisation (which aims to make a profit) to develop and manage those projects.

The economic development functions of the Enterprise Northland Trust could transfer to the new organisation/s where compatible, and Destination Northland Ltd could become a subsidiary of one of the new council-controlled organisations.

This would leave the Northland Regional Council Community Trust with the sole responsibility of managing the trust fund to maintain its real value, deliver the best possible returns, and progressively invest more in Northland.

We have consulted with the Northland Regional Council Community Trust on this proposal and will continue this discussion while we consult with the residents and ratepayers of Northland.

Find out more in the 'Major proposals' section of the full draft plan:

[www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)



# FLOOD MANAGEMENT

## – reducing the impact of floods



Our Priority Rivers Programme focuses on reducing flood risks in the 27 Northland rivers that have the highest level of flood risk.

We’re keen to hear your views on the major projects in the pipeline for the region over the next decade:

- Whāngārei – \$6.89 million detention dam, scheduled for 2014/15
- Kerikeri-Waipapa – \$2.13 million of capital works, scheduled for 2014/15
- Kaeo – \$700,000 for Stage One capital works, scheduled for 2012/13
- Kaeo – \$606,000 for Stage Two capital works, scheduled for 2015/16
- Awanui – \$3.92 million of capital works, scheduled for 2014/15

Find out more in the ‘Issues for consultation’ section of the full draft plan:  
[www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)



### Should Whāngārei build a flood detention dam?



#### THE PROPOSAL

- WHAT:** \$6.89M detention dam to reduce flood impacts in urban Whāngārei
- WHO PAYS:** Current Whāngārei urban rivers management ratepayers
- RATES IMPACT:** Increase on existing river management rate – see below  
Rate to continue for 25 years

Stage One of Whāngārei’s river flood management scheme is already underway and we’re now looking at Stage Two – a proposed \$6.89 million detention dam to reduce flood impacts in the central business district (CBD).  
Provided a geotechnical engineering assessment gives the all-clear, the dam would be in Raumanga – at the ends of Raumanga Valley Rd and Kotuku St – with the proposed build scheduled for 2013/14. If the site doesn’t get the go-ahead, we’ll consult with you further next year on alternatives.

During heavy rain this dam would hold up to 1,270,000 cubic metres of floodwater (about two-thirds of the Whau Valley Dam’s capacity). The stored water would then be released slowly, reducing river swelling and downstream flooding.  
It’s a big-ticket project, but would reduce the cost of flood damage in the Whāngārei CBD in the long run – payback on land purchase and construction is estimated at five years.  
We’re proposing the work be funded by extending the existing Whāngārei Urban Rivers Management Rate. Our preferred option is to spread this rate over 25 years, but the table below also shows a shorter (15-year) option.

#### IMPACT ON WHĀNGĀREI URBAN RIVER MANAGEMENT RATE

(All figures include GST)

Property type	Current rate	Rate from 2013/14 for 25 years (our preferred option)	Rate from 2013/14 for 15 years (alternative option)
Commercial CBD properties	\$247.83	\$275.11	\$330.54
Residential CBD properties	\$94.19	\$104.55	\$125.62
Residential non-CBD properties	\$33.21	\$36.87	\$44.30



# Should we have a Kerikeri-Waipapa river management rate?

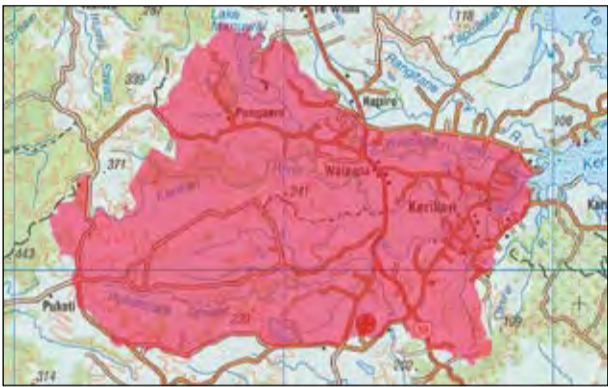
## THE PROPOSAL

- WHAT:** River maintenance and \$2.13M of flood reduction works
- WHO PAYS:** Properties in Kerikeri, Waipapa and Wairoa river catchments
- RATES IMPACT:** New uniform rate – \$48.90 a year, increasing to \$74.10 a year for 25 years from 2014/15

We’re proposing river maintenance and about \$2.13 million of flood reduction work to reduce flood risks in the Kerikeri, Waipapa and Wairoa river catchments.

We’ve been working closely with the Kerikeri-Waipapa River Liaison Committee, which supports a proposed targeted rate for river management.

This work would be paid for by a uniform targeted rate. Initially, this would be \$48.90 annually, and would increase to \$74.10 a year from 2014/15 for 25 years.



Proposed targeted rate area

The new rate would apply to properties in the Kerikeri, Waipapa and Wairoa river catchment areas.

Works would include maintenance to help keep river channels free of debris, plus other possible flood risk reduction options, including:



- Stopbanking and channel capacity improvements in the Whiriwhiritoa Stream and Kerikeri River to reduce flood risk to the Waipapa Industrial Estate;
- Stopbanking and spillways for the Kerikeri River to reduce flood risk to the land to the east of State Highway 10 and upstream of Rainbow Falls; and
- Channel works and spillway improvements to the Puketotara Stream near State Highway 10 to reduce upstream flood risk.

These proposed options would cost about \$2.13 million. Detention dams in the upper catchment (to temporarily reduce peak river flows and flooding) may also be investigated if lower catchment options aren’t effective enough.

The flood risk reduction options will be refined in conjunction with the river liaison committee, fully assessed for feasibility and consulted on before final decisions are made. If approved, proposed works are scheduled to begin in 2014/15.



# Kaeo flood works – green light for Stage Two?

## THE PROPOSAL

- WHAT:** \$606,000 for Stage Two of flood reduction works
- WHO PAYS:** Former Whangaroa Ward ratepayers
- RATES IMPACT:** Amended uniform rate – \$74.53 a year initially, increasing to \$108.12 a year for seven years from 2015/16

The council is proposing Stage Two to help manage floodwaters in the area, at an estimated cost of \$606,000.

Stage One works, at an estimated cost of \$700,000, were approved in our 2011/12 Annual Plan. However, we’re now proposing to alter the staging, following further consultation with locals and receiving some extra funding from the Ministry of Education (\$144,000) and the Department of Internal Affairs (\$243,000).

The revised Stage One will help deflect floodwaters away from the town centre and give extra protection to Whangaroa College.



Stage One works have been rescheduled for 2012/13, as a result of delays with land use negotiations and resource consent processes.

Stage Two works would commence in 2015/16, once the Stage One works have been repaid. The two stages would be funded by a loan and repaid by a uniform targeted rate of \$74.53 a year, increasing to \$108.12 a year for seven years from 2015/16.

Stage Three works – which include stopbanks, dredging and drainage in Tauranga Bay – are proposed to remain on hold for now.

## REVISED STAGING FOR KAEO FLOODWORKS

Project	Original staging	New staging	To be built in
Kaeo township stopbank	Stage One	Stage Two	2015/16
State Highway 10 modification	Stage One	Stage Two	2015/16
Kaeo township deflection bank	Stage One	Stage One	2012/13
River bypass spillway	Stage One	Stage One	2012/13
Main stopbank for schools and eastern approach to Kaeo	Stage Two	Stage One	2012/13



## Kaihū options are exhausted – where to from here?

### THE PROPOSAL

**WHAT:** Current river channel maintenance to continue but no further flood protection investigations and works for Kaihū Valley

**WHY:** No new good solutions found

After extensive modelling of the flood-prone Kaihū Valley, our engineers have been unable to find a good solution to local flooding. We are proposing no further investigation – essentially, the options have been exhausted.

For the past three years, we have worked with the Kaihū River Liaison Committee to try and develop a river system that would spread the flooding more equitably down the valley and speed up floodwater draining. (Some Kaihū Valley properties flood more than others and take longer to drain, affecting land productivity.)

A computer river model was used to assess possible stopbanks, floodgates, spillways and spoil heaps; the role of the railway embankment and ponding areas; and general flood flow dynamics.



Unfortunately, none of the options explored proved workable – reducing the problem for some properties would be outweighed by increasing the problem on other properties.

While we are now suggesting no new work, we're proposing to continue current maintenance of the river channel.

## AWANUI RIVER FLOOD MANAGEMENT – AN UPDATE

We're proposing a \$100,000 upgrade to the Waihoe floodgates to reduce flood impacts around Lake Tangonge. Don't worry, that won't cost any extra ... the proposed upgrade would be covered by the existing flood management rate and current river maintenance work will continue as planned.

We're also scoping options for further reducing flood risks around the Awanui River. A full public consultation is currently planned for 2014 – but here's what's happening in the meantime.

We are currently working with the Awanui River Management Liaison Committee to refine a computer model to better assess flood risks and options for managing them. This will help weigh up the effectiveness, feasibility and design of possible flood works.

Possible options may include modifying the Whangatane spillway, reducing overflow from the Awanui River into the Tarawhataroa Stream catchment and modifying the Awanui channel through urban Kaitiāia.

These upgrades would probably cost about \$3.92 million. It would mean the river rate would roughly double, and the rate would stay in place for 25 years. However, we'll be reviewing rates to look at how the costs could be most fairly distributed among local ratepayers and will be putting that out for consultation in 2014. Watch this space.



# Getting around in Kaitāia and Dargaville

It's not cheap to run a public bus service. To keep Kaitāia and Dargaville's bus services running, local ratepayers would have to chip in.

With enough regular users, bus services can get a 50% subsidy from the NZ Transport Agency (NZTA). However, passenger numbers in both Kaitāia and Dargaville would have to increase to meet the subsidy requirements.

We want to hear from you if you live in these areas. Are you willing to pay the price to keep these bus services running?

Find out more in the 'Issues for consultation' section of the full draft plan: [www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)



## Kaitāia's bus service – what would you pay?

### THE PROPOSAL

**WHAT:** Funding options for Kaitāia's public bus service

**WHO PAYS:** Ratepayers on and around the bus routes

Kaitāia's public bus service, Busabout Kaitāia, has been running since 2009 and is operated by the Community Business and Environment Centre (CBEC).

A number of scheduled daily services run between Kaitāia and Ahipara, Kaitāia and Mangōnui, plus in and around Kaitāia. Fares range from \$2 to \$5.

Current funding is short term, and a long term solution is needed to keep the bus service running. For the service to get an ongoing subsidy from NZTA, more people need to use it and it must secure long term local funding.

We're proposing that, to continue Kaitāia's public bus service, those benefiting the most should pay – that is, urban Kaitāia properties and those on the Ahipara and Mangōnui routes.

Rates are collected on our behalf by Far North District Council. The district council normally charges a fee to collect rates but, to support the local community, it has agreed to waive this fee to collect the bus service rate if it is introduced.

The table below shows the different scenarios for a targeted rate.

With government subsidy	Extra \$7.51 per ratepayer
Without government subsidy	Extra \$15.01 per ratepayer

Are you willing to support the bus service even without a government subsidy?



## Is a bus service in Dargaville viable?

### THE PROPOSAL

**WHAT:** Funding options for a Dargaville public bus service

**WHO PAYS:** Urban Dargaville ratepayers

Ritchies Bus Service is currently testing a public bus service in Dargaville. It operates a twice-daily service within the town, to connect locals with essential services like doctors, shops and banks. There is a flat fare of \$5 per trip.

To properly establish a public bus service in Dargaville, it's going to cost about \$40,000 annually. Below are two potential subsidies that could help to pay for it.

\$17,500 Super Gold Card scheme subsidy (yet to be confirmed)

\$11,250 Potential NZTA subsidy (if funding criteria are met)

Rates are collected on our behalf by Kaipara District Council. The district council normally charges a fee to collect rates, but is currently considering a proposal to waive the fee if a bus service rate was introduced.

Even in the best case scenario, there is a shortfall of \$11,250. We're proposing that, to establish a public bus service, those benefiting the most should pay – that is, urban Dargaville ratepayers. The table below shows the different scenarios for a targeted rate.

With government subsidy; rate collection fees waived	Extra \$22.65 per ratepayer
With government subsidy; rate collection fees not waived	Extra \$25.35 per ratepayer
Without government subsidy; rate collection fees waived	Extra \$71.99 per ratepayer

Are you willing to support the bus service even without a government subsidy?

# MANAGING OUR LAKES, RIVERS, AQUIFERS AND WETLANDS

Freshwater is one of our region's most precious natural resources and much of our work revolves around it. As well as supplying water for many uses, our rivers, lakes, wetlands and aquifers have cultural and historic value, are valuable habitats, provide us with food, and are important recreational areas.

Central government has set a new direction for improving water quality and protecting life in our freshwater bodies, under the National Policy Statement for Freshwater Management (NPS Freshwater). It's our job to make it happen in Northland, so what's the best way to do it?

The primary aims of the NPS Freshwater are to safeguard the life-supporting capacity of water and its associated ecosystems, and to protect the values of our outstanding water bodies and wetlands.



We're required to set goals, water quality limits, minimum flow levels, and limits on how much is available for use – all must be set at a catchment level. We also have to determine how to phase in the limits and how to sort out water bodies that don't meet these limits.

By December, we have to put in place a plan for how we phase in these things across Northland by 2030. It's a big job that will involve wide-reaching consultation. It's also something that ultimately affects everyone in the region – so get involved and tell us what you think.

Learn more about the NPS Freshwater on the Ministry for the Environment's website: [www.mfe.govt.nz](http://www.mfe.govt.nz)



## Should we target high-priority catchments first?

It's up to us how quickly we implement the NPS Freshwater. We could push changes through more quickly – which would mean more rapid improvements but also higher initial costs. We'd also have less time to consult and collect good data. Alternatively, we could spend nothing extra and go slowly, with little improvement likely and a high risk of not fulfilling our obligations.

Our preferred way forward is to take the 'middle road'. By targeting high-priority catchments first, we believe we can take a balanced, cost-effective and low-risk approach that still allows time for adequate community consultation.

Catchments would be prioritised on several factors – including ecological values, how they're used, cultural and spiritual significance, influence on coastal water quality, interaction with other water bodies, current water quality and quantity, and future pressures. Objectives, limits and flows would be set for the most urgent first.

This medium-pace option would have only a moderate increase in cost and resourcing (e.g. two extra staff), which would be mostly offset by savings in other areas of our work.

Setting limits for every catchment in Northland – and meeting them – is a huge task. To prevent things going backwards, especially in vulnerable areas that are not considered high priority, we would also look at setting interim limits for water quality and quantity for some water bodies.

Find out more in the 'Major proposals' section of the full draft plan:

[www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)



## Which are our outstanding freshwater bodies?

Along with water quality and quantity limits for every catchment, the NPS Freshwater requires us to identify and protect the region's outstanding lakes, rivers, streams and wetlands.

Under our Regional Water and Soil Plan, we have identified the following freshwater bodies as 'outstanding':

- Lake Ora
- Mangamuka
- Punaruku
- Waikohatu
- Waipapa
- Waipoua
- Wairau
- Whirinaki

Under the plan's criteria, 'outstanding' freshwater bodies:

- Have catchments which are dominated by indigenous vegetation and which are largely unmodified natural ecosystems or ecological sequences from headwaters to lowlands; or
- Are recognised by any judicial authority or which, subject to agreement by the council in consultation with an iwi authority, are recognised to be a taonga requiring flow preservation in a natural or near-natural state; or
- Are an essential part of an outstanding natural feature or landscape, and changing the water level or flows would adversely affect those values.

These are the outstanding freshwater bodies as we've identified them – tell us if you think we've got it right.

Find out more in the 'Major proposals' section of the full draft plan:

[www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)

# MORE DECISIONS



**Rescue helicopters – should we keep supporting them?**

## THE PROPOSAL

**WHAT:** Funding \$600,000 a year for the next 10 years

**WHO PAYS:** All Northland ratepayers

**RATES IMPACT:** Continuation of existing targeted rate, \$8.17 a year per property

Northland ratepayers have been helping fund the region's rescue helicopter service (NEST) since 2009-2010, after the non-profit charitable trust lost a major sponsor.

Since then the helicopter service has extended its capabilities by adding a third helicopter to ensure availability at all times and respond to an increased demand for its services.

NEST's long term goal is to be debt-free by 2019 and to establish a helicopter replacement fund to support this target. NEST has acknowledged its continued need for council funding in order to remain financially viable.

We propose to keep funding the service for the next ten years, with a contribution of \$600,000 a year. This would be paid for by continuing the current targeted rate at \$8.17 a year per property.

Let us know your thoughts.



**Should we reduce funding support for Destination Northland?**

## THE PROPOSAL

**WHAT:** Reducing funding support to Destination Northland Ltd

**WHY:** With increased industry support, Destination Northland could deliver its current levels of service without all our funding

Destination Northland currently gets about \$250,000 a year from the Northland Regional Council Community Trust. We're working with the trust on a proposal to phase out this funding (over a period yet to be negotiated).

In the current year, Destination Northland's funding was made up of \$250,000 from the trust funding; \$100,000 from regional council funding (from rates); \$195,000 from the three district councils in Northland; \$50,000 from central government; and \$270,000 from industry.

But with increased industry support, could Destination Northland deliver its current levels of service without the trust contribution? We believe so, and are proposing a phase-out period to allow enough time for a stable transition.

Tourism clearly has a key role to play in the Northland economy, so we're proposing to continue the \$100,000 contribution from rates to Destination Northland.

We think we're on the right track in reducing Destination Northland's funding – what do you think?

They threaten the region's natural values and ecosystems, many of which are unique to New Zealand, and can have serious impacts on our diverse primary industries.

Keeping these pests under control, and preventing new ones from arriving, is a big job. We're proposing to increase our annual spend on biosecurity by \$100,000, bringing this year's biosecurity budget to a little over \$2.4 million.

Our biosecurity department works to reduce the impacts of invasive species on Northland's environment, economy and culture. It collaborates with a range of government agencies and community groups on programmes to eradicate pests that are not well established and to get established pests under control. We strongly promote community involvement in pest management projects to make our funding go further and get better results across the region.

The additional funding would be used to accelerate existing programmes and target more resources at areas not getting the attention they need. The sooner we eradicate or contain pests, the less damage they can cause to our environment and to our aquaculture, forestry and farming industries.

With the extra \$100,000, do you think we're investing enough in Northland's biosecurity?



**Selling our 21-year lease properties – is it a good idea?**

## THE PROPOSAL

**WHAT:** Selling some of our 21-year lease properties, with leaseholders offered first option

**WHY:** Local economic benefits

Our overall investment portfolio includes cash, port shares and forestry holdings and has a current market value of \$115 million.

A key component of this portfolio is 142 land leases in the Whāngārei CBD and port area, last valued at just over \$48 million. The bulk of these leases are leasehold properties worth \$35.8 million which the council inherited from the Northland Harbour Board more than 20 years ago.

The property portfolio was recently independently reviewed to ensure these leasehold properties continued to represent the best use of ratepayer money. That review also considered whether our ownership of these properties could be potentially limiting economic development in Whāngārei, with suggestions banks were reluctant to lend on leased land and leaseholders were reluctant to invest in the properties.

The review found that the properties provided a stable and low-risk return to ratepayers which compared favourably to other investments, but also acknowledged there may be some local economic benefits – albeit delayed – from selling some leases.

The criteria below have been developed for the possible sale of some of the 76 longer term leases (perpetual leases with 21-year rent review periods) on a discretionary, case-by-case basis:

- Any sale would always be at or above market value, with current leaseholders given first option to buy
- A potential sale demonstrates clear economic development benefits, including:
  - The intention to expand the business or upgrade current buildings or infrastructure;
  - Job creation; and
  - Other business development opportunities that would not otherwise be available if the land was leasehold.

The proceeds from any sale would be reinvested as part of the council's balanced mixed investment portfolio. Do you think selling some of our 21-year lease properties is a good idea?

## REVIEW OF NORTHPORT SHARES

As part of the review of our investment portfolio we are also looking at our shares in Northport Corporation (NZ) Ltd.

If the review shows that our investment in the port corporation is no longer the best investment available, we'll develop a proposal to sell our shareholding. Widespread public consultation would occur before any decisions were made. Watch this space.



**Are we investing enough in biosecurity?**

## THE PROPOSAL

**WHAT:** Additional \$100,000 a year on biosecurity programmes

**WHO PAYS:** All Northland ratepayers

**RATES IMPACT:** \$1.30 a year increase (on average) on current general rates

Northland is at constant risk from a range of invasive weeds, animals and marine species.





## Should we make small changes to our monitoring activity?

Small changes to some of our monitoring activity would free up budget to help absorb new costs, like the government's new direction for freshwater (see page 10). We propose to:

- Stop our chemical collection, as it now sees very small quantities of the long-lasting chemicals it was originally set up to deal with and there is a range of alternative disposal sites available.
- Reduce response to Environmental Hotline incidents by 30%, as significant staff resourcing goes into incidents which have very minor environmental impacts. All calls will still be assessed, with follow-up on incidents likely to cause major environmental effects.
- Scaling back coastal bathing water monitoring from 85 to 55 sites, as we believe a reduced number of sites will still provide a good picture of Northland's bathing water quality. The last two years' data showed that most of our coastal bathing sites have high water quality.

Let us know your thoughts on the proposed changes to our monitoring activity:

[www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)



## Our objectives – have we got them right?

Improving the environmental, social, economic and cultural wellbeing of Northland is the council's overall purpose, and our objectives help us set a course to get there.

Our proposed new objectives are designed to sharpen our focus and align better with our functions – but have we got them right?

### PROPOSED NEW COUNCIL OBJECTIVES

- Maintain the quality of the relatively unspoilt parts of Northland's environment, improve degraded areas and promote the setting aside of special and significant environmental areas for the enjoyment of our people.
- Build a business-friendly environment that encourages business and employment opportunities.
- Invest in Northland to increase our economic performance and quality of living.
- Facilitate infrastructural improvements that connect people in Northland and improve our links to the outside world.
- Encourage the sustainable use of our environment in ways that will progress our collective quality of living.
- Promote awareness and appreciation of our heritage, landforms, freshwater and marine environment to encourage our collective pride in Northland.

You can find more background on the proposed new objectives in the full draft plan:

[www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)



## Should we join the Local Government Funding Agency?

The New Zealand Local Government Funding Agency Limited was recently set up to enable councils to borrow at lower interest rates.

Any council can borrow from the funding agency, but different benefits apply depending on the level of participation.

The funding agency has conservative borrowing and investment policies and is managed by the Debt Management Office of the New Zealand Treasury.

We're proposing to join the funding agency as a Principal Shareholding Local Authority. At this level of participation, we would invest \$100,000 (the minimum requirement) into the funding agency, on which we would be paid a return.

This would give us access to more than \$20 million of borrowed funds. While we aren't planning to borrow that much, the low interest rates may make borrowing from the agency cheaper than borrowing internally from our own investment funds (i.e. we should be able to earn more from our investments than the borrowing costs).

Our participation also means we'd become a guarantor (one of many) in support of the funding agency and participating councils. We believe the associated risks are low as no council has ever defaulted in this country – and if one did, there are other options the funding agency would look at before calling in a guarantee.

Find out more in the 'Major proposals' section of the full draft plan: [www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)



## Should we update our Māori capacity policy?



Developing better capability for Māori to be involved in our decision-making processes is vital, and it's why we have a Māori capacity policy.

To build stronger governance relationships with iwi authority representatives, we acknowledge the need for elected representatives and staff to build their own capacity to engage.

We're proposing to amend our policy to include more training (on Māori culture, tikanga and the Treaty of Waitangi), and a commitment to better understand the issues and opportunities for Māori.

You can read the full revised policy on the development of Māori capacity in the full draft plan:

[www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)



## What should we consider 'significant'?

What is a 'significant' decision, and how much information or consultation is required before the council can make one? This is directed by our Significance Policy.

The Significance Policy also lists our strategic assets – the assets needed by the council to keep delivering on outcomes for current and future communities.

We want to hear your views on two changes that are proposed for the policy:

- Introducing more guidance on how 'significance' is defined to support more robust decision-making; and
- Adding the Awanui River Flood Management Scheme as a strategic asset.

You can read the proposed new Significance Policy in the full draft plan: [www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)



## User fees and charges – should we update?

We're proposing to adjust our user fees and charges each year to keep up with inflation.

This year, a 2.5% increase would apply to all our user fees and charges except for Navigation, Water Transport and Maritime Safety Bylaw fees (which remain the same except for large boat ramps – see below) and farm dairy effluent discharge fees.

For farm dairy effluent discharge fees, a new scale of charges is being introduced for cases of significant non-compliance with consents. The new charges reflect the extra resourcing we have to put into these cases.

You can read more about our proposed user fees and charges in the full draft plan:

[www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)

### NAVIGATION, WATER TRANSPORT AND MARITIME SAFETY BYLAW CHARGES 2012

We're proposing to change our fees for owners of large boat ramps under this bylaw.

Boat ramp owners are charged annual fees to help pay for navigational safety aids in Northland's harbours.

Larger boat ramps tend to be busier, so to make our fee charges fairer we're changing fees for ramps over 15 x 4.5 metres to \$120 plus GST annually. (The charge for smaller boat ramps would remain at \$60 plus GST annually.)

Overall, owners of large boat ramps wouldn't pay any more (because we're reducing our RMA administration fees for large boat ramps at the same time) – but it's a proposed bylaw change so we're legally required to tell you about it.

# DRAFT LAND TRANSPORT PROGRAMME – A SUMMARY

Northland's Regional Transport Committee offers you the opportunity to give feedback on the Draft Regional Land Transport Programme 2012-2015. It's our plan for land transport activities in Northland and we use it to bid for government funding.

This is your chance to make a submission on our transport priorities and proposed activities for Northland. Find out how to have your say on page 15 – submissions close at 3pm on Thursday 19 April 2012.

## Northland transport – what we are doing

Getting the funds to maintain and improve Northland's roads relies on the activities outlined in the Northland Regional Land Transport Programme, so it's important we get it right.

This programme of work sets out what Northland's transport needs are for the next three years and how much they will cost – with financial projections for 10 years.

It includes road maintenance; building new roads; public transport opportunities; improving road user safety; and the planning that goes on behind the scenes to achieve these.

The projects included in this plan are proposed by the NZ Transport Agency, Northland Regional Council and the region's three district councils – Whāngārei, Kaipara and Far North – alongside the police and other organisations.

The Regional Transport Committee prioritises these activities and prepares the transport programme.

Funding for transport work comes from the National Land Transport Fund and will only be given to activities that are listed in the transport programme (though there's no guarantee that we'll get funding for all of them).

This is your opportunity to provide feedback on our proposed priorities and the activities we're putting forward for funding assistance.

There's a basic summary of what's in the transport programme and the costs involved here – for more information go to the full document at:

[www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)



## NORTHLAND'S TRANSPORT PRIORITIES



A number of things have influenced what activities have been included in the Draft Regional Land Transport Programme – and the order in which they're done. These include the 30 Year Transport Strategy for Northland, the national direction – as set by the government – and the key issues impacting transport in Northland.

The 30 Year Transport Strategy for Northland sets out the vision for our region's transport network. Our transport programme has to fit with the goals of this strategy.

### The objectives of the strategy are:

1. A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.
2. All road users are safe on Northland's roads.
3. Northland is well connected to Auckland and to the rest of New Zealand.
4. Northland's road network is developed and maintained so that it's fit for purpose.

5. Efficient and integrated multi-modal movement (truck, train, ship) of freight with less impact on the road network and the environment.
6. Our people have transport choices to access jobs, recreation and community facilities.
7. The transport system enhances the environmental and cultural values of Northland.
8. Effective ports servicing Northland and New Zealand.

The government sets priorities through the Government Policy Statement and funding for these is allocated through the National Land Transport Fund. The government also determines which areas the available funding should be directed to – that is, road policing, road safety promotion, state highways, local roads and public transport.

### The focus areas for the government that influence the priorities for funding are:

- Economic growth and productivity
- Value for money
- Road safety

### Five key issues were also considered when setting the priorities in the transport programme:

- The spread of Northland's population – we rely on private vehicles to travel around the region;
- There are some economically deprived rural communities – particularly in the Far North;
- Northland's strong rural-based and manufacturing economy – pastoral farming, forestry, fishing and tourism;
- Our diverse population growth – high growth in the south (mostly due to Auckland's growth) compared to the north, which is relatively remote with sparse settlement; high recreation and coastal subdivision on the east coast and slower (and some negative) growth on the west coast; and
- Northland is a holiday destination, so we have strong coastal development and traffic congestion during holidays and weekends.

MAJOR PROJECTS FOR 2012-2015

These are the proposed activities that the region is putting forward for funding assistance. However, there’s no guarantee that we will get funding for all of these.

New and improved infrastructure projects for state highways (NZTA):

- Brynderwyn North Median Barrier (investigation, design and construction)
- Brynderwyn North SH1 Waipū Gorge Road – Artillery Road curves (design, construction and property)
- SH1 Wilsonville to Portland (design and construction)
- SH1 Springfield to Mata median barrier (investigation, design and construction)
- Seismic retrofit – Northland (construction)
- SH1 Waipū to Brynderwyn (combined) median barrier (investigation and design)
- Improved driver information Northland (construction)
- Flood mitigation group (construction)
- SH1 Whāngārei stock effluent disposal facility (construction)
- Safety retrofit (construction)
- SH14 intersection improvement (construction)
- SH1 Kensington to Manse St, SE (design and construction)
- Tarewa intersection improvements and Tarewa to SH14 four-laning (design)
- Selwyn Avenue to Fourth Avenue four-laning (construction of Stage 2)
- SH10 Mate Ulrich Road realignment and widening (investigation, design and construction)
- Property acquisition block and fees – Northland
- SH12 seal widening Whakahara Road to Tokatoka Road (investigation, design and construction)
- SH1 Plantation North realignment (construction)
- SH1 Plantation North to Topuni Bridge (construction)
- SH14 Tatton Road to Snooks Road (design)
- SH15A McCathie Road One Tree Point Road intersection upgrade (investigation).

Proposed activities

The lists of activities in the Draft Regional Land Transport Programme were proposed by the NZ Transport Agency; Northland Regional Council; Whāngārei, Far North and Kaipara district councils; and the police. The activities are split into two categories:

- Major projects. State highway development projects and large local council projects are individually identified and prioritised within the transport programme. Also prioritised are state highway maintenance and renewals, walking and cycling, road safety and planning. These priorities are used to influence what activities can be carried out with the funding available, and when.
- Routine maintenance and minor capital improvement activities of local councils – and other agencies – and continuing passenger transport services. These are automatically included in the transport programme (see table below).

New and improved infrastructure for local roads

Whāngārei District Council:

- Rust Avenue Bridge replacement
- Stock effluent disposal site – Kauri Stockyards
- Forsythe Road Bridge 559 upgrade
- Thomson Road Bridge 129 strengthening
- Waitangi Road Bridge A400 replacement
- Old Tokatoka Road Bridge 150 upgrade
- Doctors Hill Road Bridge 557 upgrade
- Doctors Hill Road Bridge 558 upgrade
- Bank Street reconstruction
- Kamo Road reconstruction
- Onerahi Road intersection upgrade
- Riverside Drive reconstruction
- Mill Road / Nixon Road upgrades
- Rust Avenue reconstruction
- Tarewa Road reconstruction.

Far North District Council:

- West Coast Bridge replacement
- Klinac Lane extension
- Butler Road to Kerikeri Heritage Bypass Link Road.

Kaipara District Council:

- Swamp Road Bridge replacement
- Waihue Road Bridge 313 strengthening
- Ōtamatea Ward Road reconstruction.

Other prioritised projects

Whāngārei District Council has also identified cycleway construction and road safety promotion. Also included is activity management planning – one of the planning tools used by councils to allocate funding – and two studies (crash reduction and a Rural Arterial Route Study).

Far North District Council has included road safety promotion and asset management planning – another planning tool – while Kaipara District Council has also included road safety promotion and activity management planning.

Northland Regional Council has included speed, and fatigue and safe road use. These will be promoted using several initiatives including Coastal Community Safety, Coffee Brake, Heavy Vehicles and Share the Road. Regional transport planning and activity management are also included.

Finally, the NZ Transport Agency has identified activity management planning and several studies including a Whāngārei to Kaitāia State Highway Corridor Study, a Sub-Regional Corridor Study, the SH1 Wellsford to Whāngārei State Highway Corridor Study and the Upper North Island Network Study.

For more information go to the full document at: [www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)

What’s it going to cost?

We’ve forecast how much it’s going to cost for each of the areas in the transport programme over the next 10 years. This is broken into three-year intervals.

SUMMARY OF ANTICIPATED EXPENDITURE 2012/13 – 2021/22

ACTIVITY CLASS	FORECAST EXPENDITURE 2012/2015	FORECAST EXPENDITURE 2015/2018	FORECAST EXPENDITURE 2018/2021	FORECAST EXPENDITURE TOTAL 10 YEAR
Maintenance and operation of state highways	\$44,004,228	\$43,882,041	\$58,509,388	\$146,395,657
Renewal of state highways	\$51,960,576	\$51,094,500	\$68,126,000	\$171,181,076
New and improved infrastructure for local roads	\$32,123,120	\$21,142,514	\$21,448,260	\$74,713,894
New and improved infrastructure for highways	\$74,061,767	\$81,500,000	\$85,800,000	\$241,361,767
Walking and cycling facilities	\$483,750	\$0	\$0	\$483,750
Demand management and community programmes	\$4,721,686	\$1,209,144	\$1,798,112	\$7,728,942
Transport planning	\$2,623,456	\$1,877,675	\$1,952,425	\$6,453,556
Maintenance and operation of local roads	\$82,528,963	\$91,407,790	\$136,896,413	\$310,833,166
Renewal of local roads	\$95,928,265	\$99,280,424	\$151,002,261	\$346,210,950
Public transport infrastructure	\$0	\$0	\$0	\$0
Public transport services and operations	\$4,300,490	\$4,050,000	\$5,650,000	\$14,000,490
Rail and sea freight	\$0	\$0	\$0	\$0
Domestic sea freight development	\$0	\$0	\$0	\$0
Total of Activities	\$392,736,301	\$395,444,088	\$531,182,859	\$1,319,363,248

# YOUR PLACE, YOUR SAY!

If you have something to say about our Draft Long Term Plan 2012-2022 or our Draft Regional Land Transport Programme – tell us! This is your chance to have your say on our plans for the region’s future. Submissions close at 3pm on Thursday 19 April 2012.

## MAKE A SUBMISSION

There are several ways to make a submission:

- Fill in the form (right) and post or email it to us
- Do it online:  
[www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)
- Visit us at one of our regional offices and we'll record your submission.

You can also come along to a hearing to support your submission. We'll hold the hearings at the beginning of May – details will be advised.

## SUBMISSION TIPS

To get your views across as effectively as possible:

- Use different headings for different topics.
- Make it clear what you're supporting or opposing and why.
- If you want new projects, also tell us how you think we could fund them.
- Consider speaking at a hearing. It's a great way to highlight your key points and provide any clarification on your written submission to your councillors.

## FIND OUT MORE

Do you want to know more? Are you keen to talk to us?

- **Read the full proposals.**  
Download the full drafts from our website or view a hard copy at a regional council office or public library.
- **Come to a public meeting.**  
Check our website for dates and locations.
- **Use our online discussion forum (Draft Long Term Plan only).**  
Share your own views, see what's on other people's minds or ask us questions about our proposed plans for the region.

Visit our website:  
[www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)

## THANK YOU

Making a submission ensures your views are considered in the council's final decisions.

# SUBMISSION FORM

You can use this submission form to have your say on Northland's Draft Long Term Plan and/or the Draft Regional Land Transport Programme.



Submitter details (please print clearly)

First name:	Surname:	Mr	Mrs	Ms
Organisation (if applicable):				
Postal address:				
				Post code:
Email:				
Daytime phone: ( 0 )		After hours phone: ( 0 )		

Write your comments in the space provided and forward your submission to:

Have your say Northland Regional Council Freepost 139690 Private Bag 9021, Whāngārei Mail Centre, Whāngārei 0148	Online: <a href="http://www.nrc.govt.nz/haveyoursay">www.nrc.govt.nz/haveyoursay</a> Fax: 09 438 0012 E-mail: <a href="mailto:mailroom@nrc.govt.nz">mailroom@nrc.govt.nz</a>
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**Submissions should reach the council by 3pm Thursday 19 April 2012**  
Submissions received after 3pm are considered 'late submissions' and are considered at the council's discretion.

I WANT TO HAVE MY SAY ON: (please tick applicable option/s)					
Northland's Draft Long Term Plan only	<input type="checkbox"/>	The Draft Regional Land Transport Programme only	<input type="checkbox"/>	Both	<input type="checkbox"/>
YOUR SUBMISSION:					
I support/oppose:					
Because:					
<div></div>					

# CONTACT DETAILS

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Facebook [www.facebook.com/NorthlandRegionalCouncil](http://www.facebook.com/NorthlandRegionalCouncil)  
Twitter [www.twitter.com/NRCExpress](http://www.twitter.com/NRCExpress)

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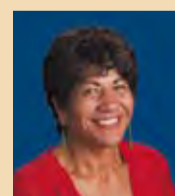
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## YOUR SUBMISSION (continued)

I support/oppose:

Because:

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I support/oppose:

Because:

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## HEARINGS

Hearings will be held in early May 2012 so submitters can tell councillors more about their views in person. If you wish to be heard, we'll notify you of the locations, dates and times. Please tick the appropriate box.

☐ I DO NOT wish to appear in support of my submission

☐ I DO wish to appear in support of my submission

How did you find out about this consultation? (Please circle applicable option/s)

Word of mouth	Our newsletter	Newspaper	Email alert from us	Twitter/Facebook	Community/ interest group
Our website	Radio advertising	Northland Field Days	Letter from us	Other (specify):	