

The Strand / Cass Street Hui 5 - Group Minutes

Location: Haratu Kororāreka Marae

Date: 9.30am to 11.30am, 27 February 2026

Attendees

CHAIR

Dr Mike Pratt Sustainable Enterprise Ltd

FNDC

Tammy Wooster FNDC Manager, Integrated Planning

Jane Hindle FNDC Member Bay of Islands Whangaroa Community Board

Janine Worrall FNDC Support Officer, Integrated Planning

Roading Working Group Members (voting rights)

Adam Cooper Business

Bruce Mitchinson Russell Wharf Trust

David McKenzie Russell Protection Society

Debra Rewiri Chairperson of Kororāreka Marae (Tangata Whenua)

Emily Rust Disability

Jacqui Madelin Community

Katarina Lavender Disability

Marsha Davis Tangata Whenua

Shane Maddren Business

Hawthorn Geddes (Whangarei)

Conal Summers Senior Engineer

Apologies

Adam Davey Community

Jaye Michalick FNDC Team Leader, Growth Planning and Placemaking

Item	Topic	Discussion
1.	General	<ul style="list-style-type: none"> Group met at Waharoa for a site visit. Group returned to marae. Limited time remained in the hui. The group focused on clarifying and finalising outstanding items. Request for minimal side conversations and speaking one at a time to support accurate minute-taking.
2.	Shared Understanding from Previous Meeting	<ul style="list-style-type: none"> Cass Street should not function as a long-term parking. Area intended for drop-off, pick-up, and short-term use for businesses. Need for clear, agreed documentation of decisions to avoid future ambiguity.
3.	Confirm Final Draft Plan for Cass Street	<p><u>Footpath Barrier</u></p> <ul style="list-style-type: none"> Confirmed need for a permanent barrier using wooden posts (design to echo existing themes, with good visibility – maybe a reflective strip). Temporary fixes not preferred. Height approx. 1.3–1.5 m to be confirmed by engineering/design. <p><u>Yellow Lines / Parking Restrictions</u></p> <p><i>History clarified:</i></p>

- Entire Strand once painted out for the shared zone.
- Later sections were repainted due to resident concerns near the police station.
- Contractors subsequently repainted incorrectly and had to reverse work.

Group Preferences

- Strong community desire to minimise yellow lines for heritage character.
- Preference for no yellow dotted lines except where necessary (e.g., loading zones, safety).
- Yellow lines to remain only from the police station northwards because of:
 - Residential character
 - Grass verge protection
- South Strand and majority of North Strand: no yellow lines.
- Alternative colour lines possible but requires NZTA consultation and Gazette process. Heritage-consistent colours preferred if alternatives pursued.

Finishes, Colours and Materials

- Heritage guidelines suggest materials should:
 - Blend with natural beach shingle colour
 - Avoid bright or high contrast colours
- Painted surfaces may require high maintenance; group to explore:
 - Coloured surfacing
 - Heritage tone pavers
 - Minimal paint
- Suggestion of a Subcommittee to be formed for colour/design decisions if required.

Loading Zones

South Side (near Russell Fresh)

- Proposal to include a loading zone was not supported.

VOTE 1:

Is the group in favour with the area in front of Russell Fresh as a loading zone?

2 in favour (Emily and Shane), 7 not in favour.

North Side (current fuel tanker area)

- Strong support to:
 - Reconfigure it so two vehicles can use it.
 - Change from “goods vehicle only” to general loading zone.
- Ensure changes do NOT:
 - Obstruct fuel tanker operations.
 - Damage the pōhutukawa (subject to arborist input).
- Rocks may be moved only if safe for the tree and tanker movements.

VOTE 2:

Who is in favour of extending the fuel loading space out to a loading zone, subject to clarifying the requirements of the fuel company and subject to engineering and arborist enquiries?

All in favour.

Entrance to Cass Street – Key Decision

- Group agreed to install a raised, flat, pedestrian-friendly visual threshold at the entrance of Cass Street. This is not currently funded, and is referenced as stage 2.
- Purpose:
 - Signal the start of a pedestrian priority zone
 - Discourage unnecessary vehicle entry
 - Improve safety and clarity

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- To include appropriate signage, likely including “No campervans” and shared space symbols.
 - Use paving/finish in heritage appropriate tones (avoid bright/terracotta; prefer neutral “beach-shingle” tones).

VOTE 3:

Is the group in favour of visual signalling at the start of Cass Street?

All in favour.

VOTE 4:

Is the group in favour of putting in a raised crossing?

All in favour.

Authorised Vehicle Definition (for driving along the controlled area of the ‘Southern Strand’)

For controlled/shared zone access (signage to read “No entry except authorised vehicles” and be legally supported), the agreed list includes:

- Residents and guests
- Business owners and staff
- Trades and contractors servicing properties
- Council contractors (e.g., small refuse/bin collection vans)
- Delivery vehicles
- Postal services and meter readers
- Commercial wharf users
- Tour buses
- People with limited mobility / Disability permit holders
- Rubbish trucks
- Fuel tankers
- Cyclists (noting shared zone permissions)

Note: This list balances day to day needs with the intent of restricting general traffic; enforcement retains practical discretion for special or sensitive circumstances (e.g., funerals, storms).

VOTE 5:

All in Favour of the Authorised Vehicles Definition?

All in Favour (9 Votes)

Narrowing / Geometry near Disabled Park

Do not extend the planter/narrowing as drawn.

VOTE 6:

All in favour of keeping existing line, change parking angle markings, and relocate the rubbish bin to the end to improve disabled park manoeuvring.

All in favour.

- Bus Stop: Proposal to relocate bus stop (e.g., towards Four Square) not advanced; Shane noted operational and safety value in current siting as a traffic-calming cue.

Extra Disabled Parking

- Support in principle for an additional disability park (ideally between York Street supermarket and ATM or opposite Hell Hole Cafe - proximity is important - reflecting high elderly population and usage patterns). Addendum recommendation. Advised it was outside the scope of the project but could be raised to Council.

<p>4. Legal and Bylaw Alignment (Parking/Markings/Shared Zone)</p> <ul style="list-style-type: none"> • All on-ground treatments (lines, signs, controls) must align with bylaws and be enforceable. • Check bylaw extents on The Strand for existing no-parking designations vs shared zone. • If yellow lines are removed where a bylaw requires them, ensure bylaw changes are advanced in parallel with design – ideally via a single, combined consultation to minimise repeated engagement. • If considering alternative (non-yellow) colours, confirm NZTA process and gazette if appropriate, with clear heritage rationale.
<p>5. Items discussed but Not Fully Resolved</p> <ul style="list-style-type: none"> • Vehicle egress/ “No exit” and behaviour in the shared zone: <ul style="list-style-type: none"> ○ Desire to discourage through movement along the North Strand and U turns, but recognition of human behaviour and occasional egress needs (e.g., early morning drop offs). ○ Signage strategy to be refined so messages are clear and self consistent (avoid contradictions like “No Exit” followed by an implied need to U turn). ○ Will be monitored and Council has the ability to make changes if any safety issues arise.
<p>6. Approve Hui 4 Minutes Time constraint to approve Hui 4 minutes – will be sent out via email for approval.</p>
<p>7. Schedule Next Workshop/Steps Suggestion to move to email and online meetings (Zoom/Teams) to speed up the process. Next steps to work towards is community consultation, which will factor in “bylaw” consultation processes where relevant. VOTE 7: Is the group comfortable to switch to zoom meetings and voting mechanisms in the future? All in favour (8 Votes) – Deb has left, due to other commitments. *If needed we can do in person meetings.</p>
<p>8. Moving of Waharoa Proposal to relocate the Waharoa (raised in Adam Davey’s email feedback) was rejected unanimously. The Waharoa will remain in place. VOTE 8: Is the group in favour of keeping the Waharoa? All in favour (9 Votes) – Deb voted on this before she left.</p>

Actions and Timeframes

Item	Task	Lead	Due By
1.	Update the Strand/Cass Street Design drawings to reflect all decisions made in this hui.	Conal	10/03
2.	Provide a palette of colour and material options consistent with heritage guidelines.	Conal	In progress
3.	Review: <ul style="list-style-type: none"> • Feasibility of two-vehicle loading zone layout on the north side. • Impacts on fuel tanker movements. • Extent to which yellow lines are mandatory in proximity to crossings or narrowing’s. • Engineering constraints for raised Cass Street threshold. 	Conal	In progress
4.	Check legal requirements regarding: <ul style="list-style-type: none"> • Whether altered road design overrides existing bylaws. • Arrange arborist advice on the stability and root zone of the pōhutukawa near the loading zone area. 	FNDC	

	<ul style="list-style-type: none">Review and advise on wording for entry signage.		
5.	Review updated plan once provided and give final design feedback.	RRWG	
6.	Participate in an email or online (Teams/Zoom) review session as next step. With a focus of moving to the next stage of impelmentation.	RRWG	

Next hui - TBA
