BEFORE THE INDEPENDENT HEARING PANEL

IN THE MATTER	the Resource Management Act 1991
AND	Proposed Plan Change 85 to the Operative Kaipara District Plan

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STATEMENT OF EVIDENCE OF ANTONY JULIAN BEAUCHAMP (AVIFAUNA) ON BEHALF OF THE DIRECTOR-GENERAL OF CONSERVATION

Submitter No. 81

Dated: 30 January 2026

Counsel for the Director-General of Conservation

Lisa Sutherland
Senior Solicitor
Department of Conservation
P O Box 842
Raumaunga
Whangarei 0140

Phone: 027 275 0826
Email: lsutherland@doc.govt.nz

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Executive Summary of Key Points

a. Mangawhai Harbour supports many threatened or at-risk birds during their breeding season and as overwintering grounds. The sandspit and harbour are the most important breeding habitat for the critically endangered tara iti, which are dispersed in defended foraging territories over the sandflats.

b. The township of Mangawhai is one of the fastest growing urban sites in New Zealand. The community and Kaipara District Council (KDC) have developed community and spatial plans to map out the direction of services and development. However, increased development brings the potential for disturbance to other species that use the harbour.

c. One of the attractions of Mangawhai is the harbour which is used for recreation by residents and their dogs. The Kaipara District Policy on Dogs includes areas of the harbour where dogs are required to be on-leash, but most of the sand flats are not classified, and there, dogs can be off-leash. One study has shown that off-leash dogs disturbed birds 35.4% (n = 145) of the time while on-leash dogs disturbed waders 9.1% (n = 38) of the time.

d. The proposed Private Plan Change 85 (PPC85) abuts the southern arm of Mangawhai Harbour, and the application proposes to allow dogs to be held contained on private properties and on leash at other times. However, dogs will have off-leash access to much of neighbouring Mangawhai Harbour where it is highly likely they will disturb birds including tara iti. This will add to existing disturbance and increase the risk of adverse effects.

e. The application also proposes to put in place walkways around two proposed special natural areas (SNA). One of these areas is proposed for the coastal margin and will direct people and dogs into a lesser used part of the harbour and closer to the sandspit where threatened bird breeding occurs.

f. In my evidence I discuss further why I consider there is a need for the private plan change area to be dog free.

Introduction

1. My name is Dr Antony Julian Beauchamp. I have been asked by the Director-General of Conservation (DG) to provide avian evidence in respect of the applications for the PPC85 to the Operative Kaipara District Plan.

2. I have been asked by the DG to provide avifauna and bird disturbance evidence in relation to the DG's submission on the PPC85.

Qualifications and experience

3. I am employed by the Department of Conservation (DOC) in Northland as a Senior Advisor in the Terrestrial Biodiversity Group. I have worked for DOC since 2001, firstly as a Conservancy Advisory Scientist until 2008, and then as the Technical Support Officer for Ecology and Environment. I am currently a Technical Advisor – Biosecurity. I have provided technical advice and support for the Tara iti Programme since 2006, and I am a member of the Tara Iti Recovery Group and Research Advisory Group.

4. I hold the qualification of PhD in Zoology, and a post graduate diploma in Environmental Health. I have provided expert ecological and avifauna evidence to assist decision-makers in many resource management proceedings over the last decade, including giving evidence on tara iti and wading birds in the Northland region.

5. I have been a member of the Ornithological Society of New Zealand (Birds New Zealand) since 1979, and the Regional Recorder of the birds in the region for the Whangarei branch since 2010.

6. I have published 39 scientific papers on birds. My research has been published in national and international peer-reviewed journals. Of specific relevance to this application are my publications on bird use, including wader use, of reclaimed areas near Port Whangarei, wader use of roosts in Whangarei Harbour and Ruakaka, tara iti feeding at Mangawhai and papers on the occupancy and behaviour of banded rails (see references).

Code of Conduct

7. Although this is a Council hearing, I have read the code of conduct for expert witnesses as contained in the Environment Court's Practice Note 2023 (the Code). I have complied with the Code when preparing my written statement of evidence.

8. The data, information, facts and assumptions I have considered in forming my opinions are set out in my evidence to follow. The reasons for the opinions expressed are also set out in the evidence to follow.

9. Unless I state otherwise, this evidence is within my sphere of expertise, and I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

10. For the avoidance of doubt, in providing this evidence as an expert witness in accordance with the Code, I acknowledge that I have an overriding duty to impartially assist the Panel on matters within my area of expertise. The views expressed are my own expert views, and I do not speak on the DG's behalf.

Scope

11. I have been asked to provide avifauna evidence in relation to PPC85 to the Kaipara District Council (KDC) operative district plan, the DG's submission, and the DG's further submission. The evidence addresses impacts on the most threatened birds within and neighbouring the proposed plan change site. This evidence also provides a brief overview of levels of disturbance by people with dogs. The bird species impacted when dogs have been present, and likely impact on key threatened species, including tara iti, of an increase in the level of dog related disturbance.

Material Considered

12. In preparing my evidence I have read and relied upon the following documents:
    i. The Mangawhai East Planning Report - section 32 report, May 2025;

ii. The Ecological Impact Assessment – Northern Area. Viridis Environmental Consultants. June 2025;

iii. The Ecological Impact Assessment – Southern Area, Rural Design. November 2024;

iv. The section 42A report prepared by Mr Clease, circulated on 1 December 2025, appended amendments to proposed provisions, and relevant evidence from other experts appended to this report, including:

(i) The evidence of Mr Smith in relation to ecology, dated 1 December 2025;

(ii) Evidence of the applicant's witnesses:

(1) Mr Delaney in relation to ecology, dated 16 December 2025; and

(2) Ms O'Connor in relation to planning, dated 18 December 2025.

v. The DG's submission dated 18 August 2025, and further submission dated 7 October 2025.

Background

13. Mangawhai Harbour is an important site for many threatened and at-risk waders and seabirds (Table 1). Many of these birds use the sandspit and harbour at different times of the year for breeding or during their non-breeding period. Many of the species that breed on the sandspit, or roost there, feed a low tide within the harbour. Consequently, the harbour is just as important as the spit for these species. Also, some species like the Northern New Zealand dotterel (*Charadrius obscurus aquilonius*) are more numerous users of the harbour in winter because the species uses the sandspit and harbour as a regional flocking site.

14. Mangawhai township has grown substantially over the past 20 years and the areas between the township and the beach are now either under development or zoned for development. The only area now lacking beach front housing is between the Riverside Holiday Park and the Tern Point subdivision which is where PPC85 is located. The existing legal access at the end of Raymond Bull Road is not signposted and is blocked to vehicles 430 m from the harbour margin and is primarily used by neighbouring landowners. People wanting to visit the Mangawhai Government Purpose Wildlife Refuge Reserve must either

access it by boat, or by walking down from the Insley Street Causeway (3.4 km) or Raymond Bull Paper Road (2.1 km), or along the coast from Pacific Road end (2.1 km). If the PPC85 proposal is approved, then the only part of the coastline lacking intensive housing will be the 1.4 km sections between the Raymond Bull Paper Road access and Tern Point subdivision.

15. The middle Mangawhai area below the Molesworth Drive and Insley Street Causeways and Moir Point-Tern Point harbour access, has in recent years been subject to mangrove removal, while the areas up stream of the Molesworth Drive and Insley Street Causeways and the Black Swamp Road bridge are predominately mangroves.

Table 1 – Total number of birds present when dogs entered monitored sites during 36 surveys between 2016 and 2019 in the middle Mangawhai Harbour

Species	Total Number	Threat status	Breeding species	Insley Causeway*
Threatened				
Fairy tern	6	Nationally critical	breeding	Present
Caspian tern	10	Nationally vulnerable	breeding	Present
New Zealand dotterel	25	Nationally increasing	breeding	Present
At-risk				
Red-billed gull	128	At-risk declining	breeding	Present
godwit	517	At-risk declining		
SI pied oystercatcher	1	At risk declining		Present
White fronted tern	4	At-risk declining	breeding	
Little shag	5	At-risk recovering		Present
Variable oystercatcher	28	At-risk recovering	breeding	Present
Pied shag	9	At-risk recovering	breeding	Present
Naturally uncommon				
Little black shag	1	Naturally uncommon		Present
Not Threatened				
Black backed gull	25	Not threatened	breeding	Present
spur wing plover	49	Not threatened	breeding	Present
Pied stilt	75	Not threatened	breeding	Present
white faced heron	130	Not threatened		Present
mallard	22	Not threatened	breeding	Present

* after mangrove removal

Wader disturbance studies

16. I collected data during November, January and February on the impacts of mangrove removal on Mangawhai Harbour between 2005 and 2019. During 24 hours of wader counts between 12:25 and 17:10 hours, at two sites (Pearson Road and Insley Street Causeway) there were 31 dog accesses to the middle harbour. Sixteen of these accesses were near the Insley Street Causeway or on the margin of PPC85. On one occasion a dog was not accompanied by people. During the time dogs were present 1,035 birds including three threatened, and seven at risk bird species were recorded in the immediate vicinity (Table 1). Eleven of these species were breeding at Mangawhai during the survey period.

17. In most instances upon disturbance the birds left the immediate site and flew to a less disturbed site to forage. In most cases this was across a channel, but when people were opposite it was over 500 m away.

18. However, not all species can be so versatile. Tara iti (*Sternula neries davisae*) defend feeding territories at the site so cannot displace to other locations (Fig. 1).

19. In a more comprehensive study, Jake Ball (2023) investigated human and dog activity on Mangawhai Harbour during the 2021-2022 tara iti breeding season. He found that peak human activity on the harbour occurred during the time that tara iti fledged. Dog walking in the estuary presented a high risk to birds because on most occasions dogs were off-leash (79.23%) and were classified as not-under-control (71.11%). Dogs off-leash disturbed waders 35.4% of the time (n = 145) while dogs on leash disturbed birds only 9.1% of the time (n = 38). He noted two disturbances of tara iti by dogs and Ms Wiles EIC (paragraph 51) identifies others. Mr Ball found that dogs were located over a greater proportion of the estuary than people and that dogs had a bigger impact where people were fewer. This indicated the cumulative effect of people and dog impacts on bird distribution on the harbour and the value of sites that lack people and dogs.

20. Mr Ball mapped the location of tara iti feeding and resting areas and where he saw people and dogs in the middle and lower parts of Mangawhai Estuary (Fig .2). The core human activity areas all coincided with areas where boats and land-based access could take place (Fig. 2, map c). The core dog activity areas

(Fig. 2, map d) were the lower estuary beaches, the area accessed from Lincoln Road and opposite the two motor camps the (Hideaway Holiday Park) at Moir Road and (Riverside Holiday Park) at Black Swamp Road. Mr Ball found that the sand flats from the Riverside Holiday Park to the Tern Point boat ramp (including the end of Raymond Bull Road) were the least impacted by people and dogs (Fig .2, map d).

21. Both studies only covered a small part of the harbour at any one time, and then only part of the low tide period. Mr Ball only covered activity within an hour of the peak low tides, and I only covered four incoming or outgoing tides a year, so this is just a 'snapshot' and the all-tide degree of disturbance would have been far higher.

22. Neither study looked at use of the harbour outside of spring-summer where resident impacts would be more prominent and where dog impacts may be different. Residents are likely to use local routes for daily walks. The spatial plan for Mangawhai indicates that up to 35% of the houses are predominantly occupied over the summer period, so there are likely to be marked seasonal differences.

Tara iti use of the neighbouring environment

23. Tara iti is New Zealand rarest breeding bird. The core area for breeding is Mangawhai sandspit and harbour. In March 2025, the tara iti population was assessed as comprising 50 birds: 28 adults (12 females (10 breeding females), 16 males), 9 pre breeding birds (4 females, 5 males) and 13 first-year birds (5 captive reared and 8 wild reared). Twenty-two of the adult birds were members of recent breeding pairs. The oldest birds are a 21-year-old breeding male, and 17-year-old paired male. The rest of the population are 13 years or younger.

24. The adult population has been maintained but not increased over the past 20 years. This has led DOC to research and implement new conservation techniques for actively growing the population, including harvesting first clutches for captive rearing and releasing pairs to relay and raise latter clutches. All recovery activities require the breeding habitats of wild pairs to be maintained without substantial disturbance. Mangawhai sandspit and estuary form the most important breeding area holding over 60% of the breeding pairs each season.

25. Tara iti have a breeding season that extends from August to February. They lay one or two egg clutches and can raise a maximum of two young a year. There are up to 9-10 foraging territories within Mangawhai Harbour (Fig. 1). Specific pairs use the same defended foraging territories year-on-year to provide fish for egg development, the feeding or young at natal nest sites and as sites for feeding young immediately after they fledge. They are very dependent on specific sites for foraging and if disturbed regularly there is a risk that pairs will desert foraging sites of reduce productivity and lay one egg clutches.

26. The females are less mobile near laying, as they forage poorly and rest on the water's edge or the water, and are fed by their partner. Young newly fledged birds are also vulnerable as they also use the water's-edge and initially fly very poorly. They fly when approached by a dog, but their flight ability makes them vulnerable to any nearby hawk.

27. One breeding adult represents *c*.5% of the population. Population modelling has shown that a reduction of the annual average survivorship of the adult population by 5% will reduce the probability that the population will persist in 50 years from 59 percent to less than 20 percent (Lee et al, 2024). There are 3-4 pair foraging territories between the Insley Street Causeway and the southern end of the Mangawhai Government Purpose Wildlife Refuge Reserve which covers the Mangawhai Sandspit (Fig. 1). The western pair that is in the immediate vicinity of the proposed plan change area (Insley Street Causeway) R-pGM and WM-RW (female) have been paired since 2019. They have laid 10 clutches in the past five years, and in three of those years six of their eggs have been used in the development of captive rearing. Three chicks fledged into this pair's foraging territory on the margin of the proposed plan change area. This pair and the other pairs that use the area between the Insley Street Causeway and the start of the Mangawhai Government Purpose Wildlife Refuge Reserve have fledged 31% of the wild reared young produced by the tara iti population over the past five years.

Use by Australasian Bittern and Banded Rail of the neighbouring environment and proposed SNA

28. In a patchy environment lacking extensive wetlands, bittern use many sites including around Mangawhai (see The Ecological Impact Assessment – Northern Area. Viridis Environmental Consultants). I have seen bittern in the

mangroves 50 m from the junction of Black Swamp Road and Insley Street Causeway. Banded rails (At-Risk - Declining) were seen at the harbour end of the Raymond Bull Paper Road and coastline towards the Riverside Holiday Park during site visits on 9 and 19 January 2026.

29. In my experience, bittern will allow people to approach them in vehicles but will immediately fly from people on foot. They do not handle the substantial disturbance (including human and dog related noise) well. Any development would need to be visually buffered to retain bittern on site which means that that raised structures including the top of the stop banks could not be used for a shared walkway beside wetlands.

30. I have recorded signs of banded rails in both proposed SNAs. Banded rails are likely to be using the stop bank or wetland margins for nesting sites and night roosting (in pampas), as they do at other places in Northland (Beauchamp 2022). Banded rails stay close to saltmarsh and with pneumatophores or under the canopy of mangroves and are easily disturbed from these areas.

Dog related infrastructure at Mangawhai and Te Ārai

31. PPC85 is located between Mangawhai and Te Ārai. Mangawhai lacks fenced, off-leash areas for dogs and none are proposed. The only designated full day, off-leash areas are the two small beaches north of the first rocks from Mangawhai Surf Club, and the area surrounding the community park. These sites are 9.5 km and 4 km from the proposed plan change area, respectively.

32. Dog access at the nearby Te Ārai Regional Park (4.0 km) is restricted. Dogs are banned from Te Ārai Beach (North and South/Forestry Beach) and surrounding areas due to bird nesting by the same threatened and At-Risk shorebirds (including the New Zealand dotterel (tūturiwhatu), variable oystercatcher (tōrea pango), Caspian tern (tara nui) and tara iti that use Mangawhai Estuary. There is an inland zone within the park for dogs on-leash, and the old quarry at Eyres Point is off-leash access (6.6 km).

33. The current dog policy for Kaipara (see references) treats the middle sand flats of Kaipara Harbour as mix of a dog on-leash and by default (Page 7, Map 7 as Fig. 3) a dog off-leash area. So, the nearest off-leash area for dogs in the proposed plan change area, would be few hundred meters away on the

immediate harbour margin of the Insley Arm of Mangawhai Harbour. As indicated in paragraph 20, there are considerable bird disturbance results from off-leash as well as on-leash interactions with dogs on Mangawhai Harbour.

34. In 2022-23 there were 1,059 registered dogs in Mangawhai, which was 19.8% of the total number of registered dogs in the Kaipara District. During that time 34.6% of the service requests for the Animal management team were for wandering dogs (see references). If dogs were allowed in the area covered by PPC85, then I estimate from the Mangawhai 2023 household census and the 2022-23 dog figures, that there could be an additional 0.4 dogs per occupied household in the plan change area.

35. DOC requested that the PPC85 area have a no-dogs condition (submission 81) in the attempt to reduce the potential impact of more dogs on wildlife.

36. Ms O'Connor[1] recommended that KDC impose covenants and/or restrictive consent notices, at the time of subdivision on all land within the proposed plan change area requiring dogs to be contained on properties and to be on a leash in public places.

37. In my opinion, dog confinement and dogs on-leash is not a practicable solution to the likely disturbance issues with dogs to wildlife on walkways and in the surrounding the proposed plan change area. As indicated in paragraph 20 above, dogs off-leash and even on-leash cause disturbance.

38. The KDC ecologist Mr Smith,[2] considered one of the issues with a no-dog policy would be, who would be responsible for policing it. Mr Clease[3] in considering Mr Smith's concerns about policing no cat and dogs in the section 42 report, pointed out that such provisions have already been applied to PPC83 and PPC84 in Mangawhai to cats and dogs and that these provisions are common in Northland where there are wildlife of concern including tara iti. Mr Clease suggested that property owner pressure (soft pressure) would be applied by other subdivision property owners, who would know the rules about pets. Mr Clease recommended that the use of covenants be extended to include "no dogs" as well in PPC85. I support that assessment.

[1] Policy DEV X-P4 Biodiversity and ecological values clause e.
[2] Smith Clause 9.3 submitter 63 and others.
[3] Clease paragraph 177.

Insley Street Esplanade shared walkway

39. The Mangawhai Spatial Plan 2020 indicates that the community want walkway access around parts of the harbour including the Insley Street Causeway. The Insley Street Causeway is located between Mangawhai township, and the proposed plan change area, and the causeway lacks separated pedestrian and cycle access. Currently dogs and pedestrians walk along the 50-200 mm wide eastern mid-harbour-margin of the causeway and bridge between the PPC85 area and Mangawhai township (Fig. 4).

40. During my study on mangrove removal impacts on birds, I used a site at the school end of Insley Street Causeway. This work showed that there were a high proportion of the species using sites near the causeway (Table 1), but that only 28% (*n*=36) of the 20-minute observation periods had people nearby. I only recorded two people walking the causeway.

41. In 30 minutes (8.30-9.00 am) during my site visit on 9 January 2026, I saw three people and a dog on a leash walking on the Insley Street Causeway. The route is part of the Te Araroa trail (see Mangawhai Spatial Plan) which had c.350 walkers in 2015/16, but now has 2,000-4,000 registered trail walkers per annum, and I would expect additional use of the causeway by PPC85 residents too if the plan change was adopted.

42. It is my experience that waders desert sites more readily when exposed to people and dogs walking, than vehicles. Waders do not regard vehicles passing on a nearby road as a threat. Increased pedestrian use will reduce the time waders use the estuary margin near the causeway and could cause them to desert the site completely. Also, in the absence of a safer route, people with dogs are likely to access the estuary between Black Swamp Road and Mangawhai Primary School.

43. In her EIC, Ms O'Connor proposes that a separated pedestrian/cycleway be added to the causeway when "before more than 50 dwellings are occupied or have Code of Compliance Certificates issued ready for occupation in the Development Area".[4] In my view, this could leave a considerable lag between

[4] O'Connor DEV-X-P1 Urban Quality Environment 1.

substantial development and the proposed triggering and construction of a pedestrian/cycleway on the Insley Street Causeway and lead to waders deserting the nearby estuary before it is built.

44. In my opinion the trigger for development of this access should be well before 50 residences are occupied. And any walkway constructed needs to reduce the visual impact of people and dogs on the waders in the neighbouring estuary and in addition, the walkway must not be designed to encourage people and dog access to the estuary.

Esplanade walkway and wildlife protection

45. PPC85 includes areas of esplanade reserve as proposed public walkways (Fig. 5) as a required element of the proposed plan change. There are other proposed linked walkways sections on esplanade reserve and private land owned by the applicant.

46. The application proposes two walkways near areas that the consultants have considered to be of sufficient value to be regarded as SNAs using National Policy Statement for Indigenous Biodiversity (NPS-IB) criteria (SNAs). Both SNA salt marshes and mangrove habitats potentially support the ‘Nationally critical’ Australasian bittern and support the ‘At-Risk / Declining’ banded rail and the ‘At-Risk / Declining’ fernbird. There are no statements in the applicant’s evidence about the avian values that are considered significant, or how protection of those values will be accomplished if the walkways are established.

Southern SNA

47. The proposed Southern SNA is a mangrove arm with a narrow margin of saltmarsh and upper area of scrubby vegetation that is proposed to be surrounded by a walkway. At the lower end the arm is a 140 m causeway and bridge (Black Swamp Road) but for the most part the 400 m long arm is less than 50 m wide. Outside of this walkway is a proposed new road, and Black Swamp Road and the areas between the walkway and the road are proposed to be mixed use and medium density zones.

48. The applicant’s planner, Ms O’Connor considers that esplanade reserves proposed adjacent to the SNA, and the required yard setbacks from adjacent

housing, will provide an environment that will protect the SNA values.[5] However, there is also no assessment of how realistic such an environment will be for the retention of threatened banded rails and fernbirds when it has a shared pathway on either side of it. If dogs are permitted as part of the proposed plan change, then these walkways will inevitably be used by people and dogs daily for recreation.

49. In my view it is unlikely that the secretive banded rails or fernbirds will be retained if the pathway is instigated, even if dogs are not allowed in the plan change area, as the disturbance levels will be too high.

Northern SNA

50. The northern esplanade walkway is proposed to be placed on KDC esplanade reserve. It is not referred to in the Community Plan 2017 or in the Mangawhai Spatial Plan 2020 for transport or walkway opportunities. There is no reason presented for the need for a public walkway on esplanade reserve along the southern harbour.

51. The outer esplanade margin comprises a stop bank (>2 m high) covered by the Riverside Holiday Park and a 400 m section covered in pampas (*Cortaderia selloana*) and planted pohutukawa (*Metrosideros* spp.). Most of the esplanade reserve area on the coastal side of the stop bank is marine shoreline and mangroves; and on the inner side of the stop bank is protected wetland (under a Reserves Act 1977 covenant), drainage ditches and mangroves (SNA). The top of the stop bank is about 1.5 m wide and is in parts very eroded. At the Raymond Bull Road end of the stop bank there is a breach that allows seawater egress that maintains the saltmarsh. Walkers on the top of the stop bank would disturb wetland birds so any use of the esplanade reserve for a pathway would require boardwalks. Mr Townsend (EIC paragraph 50) has indicated that a walkway on the southern margin of the SNA would have less impact on saltmarsh vegetation than one in the esplanade reserve on the coastal side. This would also apply to wetland birds.

52. The pathway is intended to be used by people and dogs. The applicant's ecologist Mr Delaney,[6] considered that the walkway's operational impacts on

[5] O'Connor EIC clause 44.
[6] Delaney EIC clause 79.

fauna from dogs (on the wider environment) is already established by the presence of people and dogs at Riverside Holiday Park. He considered that signage requiring dogs to be on a leash on the walkway would reduce disturbance impacts along the walkway to 'low'.

53. I do not consider visiting dogs (from the Holiday Park) to have similar year-round impact on wildlife as resident dogs. Visiting dogs are present for a very short time while resident dogs could use a walkway daily. Mr Delaney presents no evidence that shows that signage reduces dog impacts. Signage is present at most of the public access areas to Mangawhai Harbour (Fig. 6), yet Mr Ball found considerable dog associated disturbance by dogs on leashes (paragraph 20).

54. To further reduce disturbance impacts, the applicant's planner Ms O'Connor, suggested that KDC could provide approved signage at the northern end of the western esplanade reserve advising of the tidal limitations of access further around the coast to the sandspit.

55. In my view the esplanade pathway or one nearby will lead to more people accessing Mangawhai Harbour at Raymond Bull Road, which is currently a poorly used access point. This will increase disturbance of a currently less traversed part of the harbour (Fig. 2C), to similar levels at other road ends. The proposed signage that indicates tidal limitations would not restrict people accessing the harbour to the immediate site and may lead to more access down towards the sandspit on the southern side of the harbour or people choosing to return to the campground via the sandflats. This could increase disturbance of tara iti in the territories 2, 5 and 7 or 1 and 2 in Fig. 1, respectively.

Conclusion

56. The applicant's ecologist, Mr Delaney[7] states that "the phase (PPC85) is to identify whether ecological values are understood at an appropriate level of detail and whether any reasonably foreseeable risks can be mitigated through subsequent consenting processes". In my opinion, it is reasonably foreseeable that if there are more dogs in the housing surrounding Mangawhai Harbour that these dogs will end up accessing the harbour and disturbing birds. This will be

[7] Delaney EIC clause 48.

an increase to the extant risk. This increase in risk could lead to reduced use by many species of waders of the upper Insley Arm of Mangawhai Harbour and lower productivity of the tara iti pairs there which would increase the probability of failure of the tara iti population.

57. If the PPC85 application is successful, then requiring a “no-dogs” condition in the PPC85 provisions would set a good precedent for all future applications for rezoning of land next to the harbour.

58. This condition is required because of the lack of protections offered in the KDC dog policy to birds on the sand flats of Mangawhai, the lack of consideration of any off-leash on-site recreation area for dogs in the proposed plan change area, and because the proposed on-leash and use of signage to reduce dog impacts on the estuary, is unlikely to reduce the risk to threatened and at-risk shorebirds from dog disturbance.

Antony Julian Beauchamp

DATED 30 January 2026

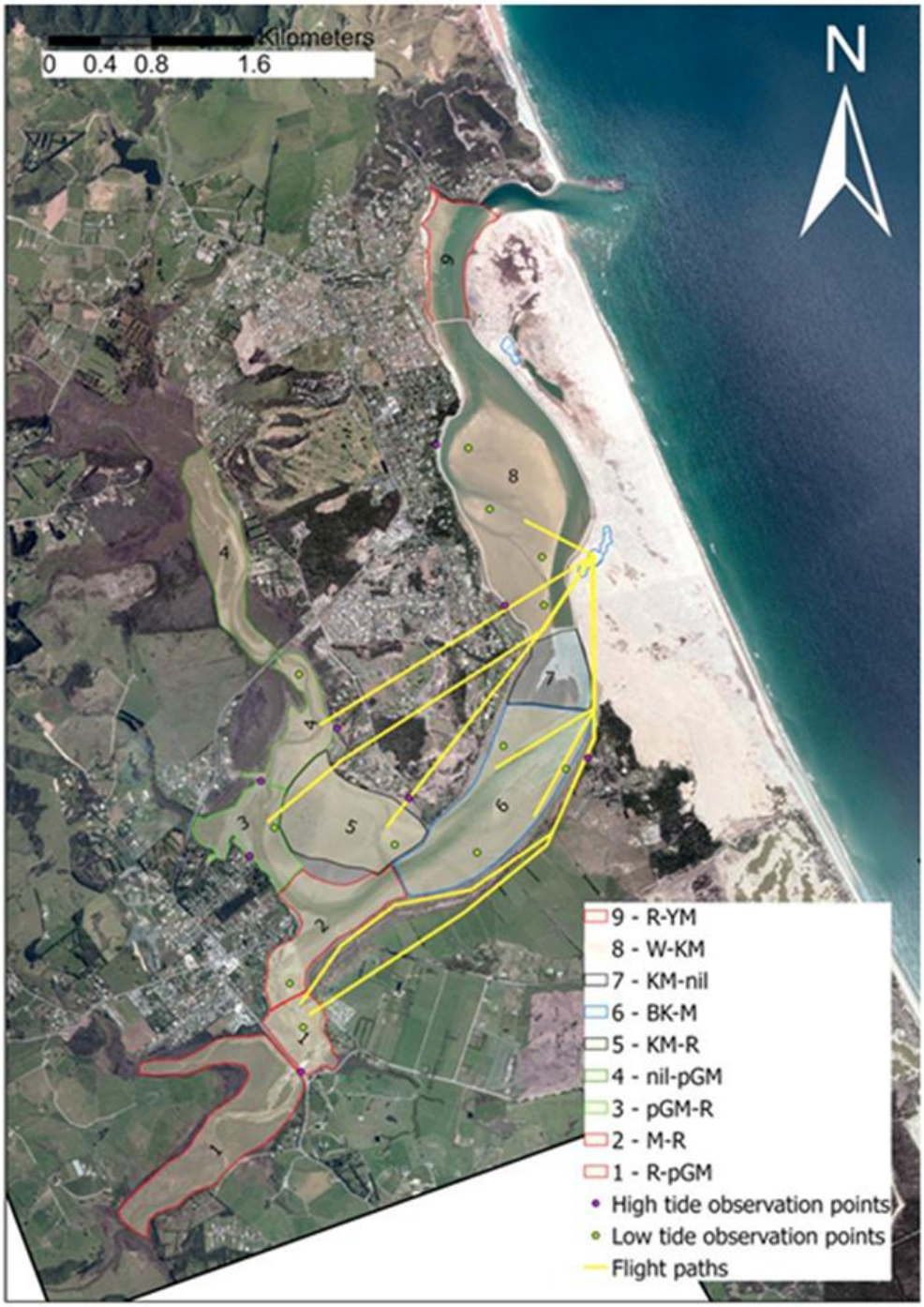

Figure 3.8; Map showing territories of NZFT males over the 2021/22 breeding season within Mangawhai estuary, Northland New Zealand. Known flight paths of individuals are shown. Observation points for data collection over the study period are shown for both high and low tide.

Figure 1 – The location of foraging territories during Jake Balls data collection period (from Ball 2023).

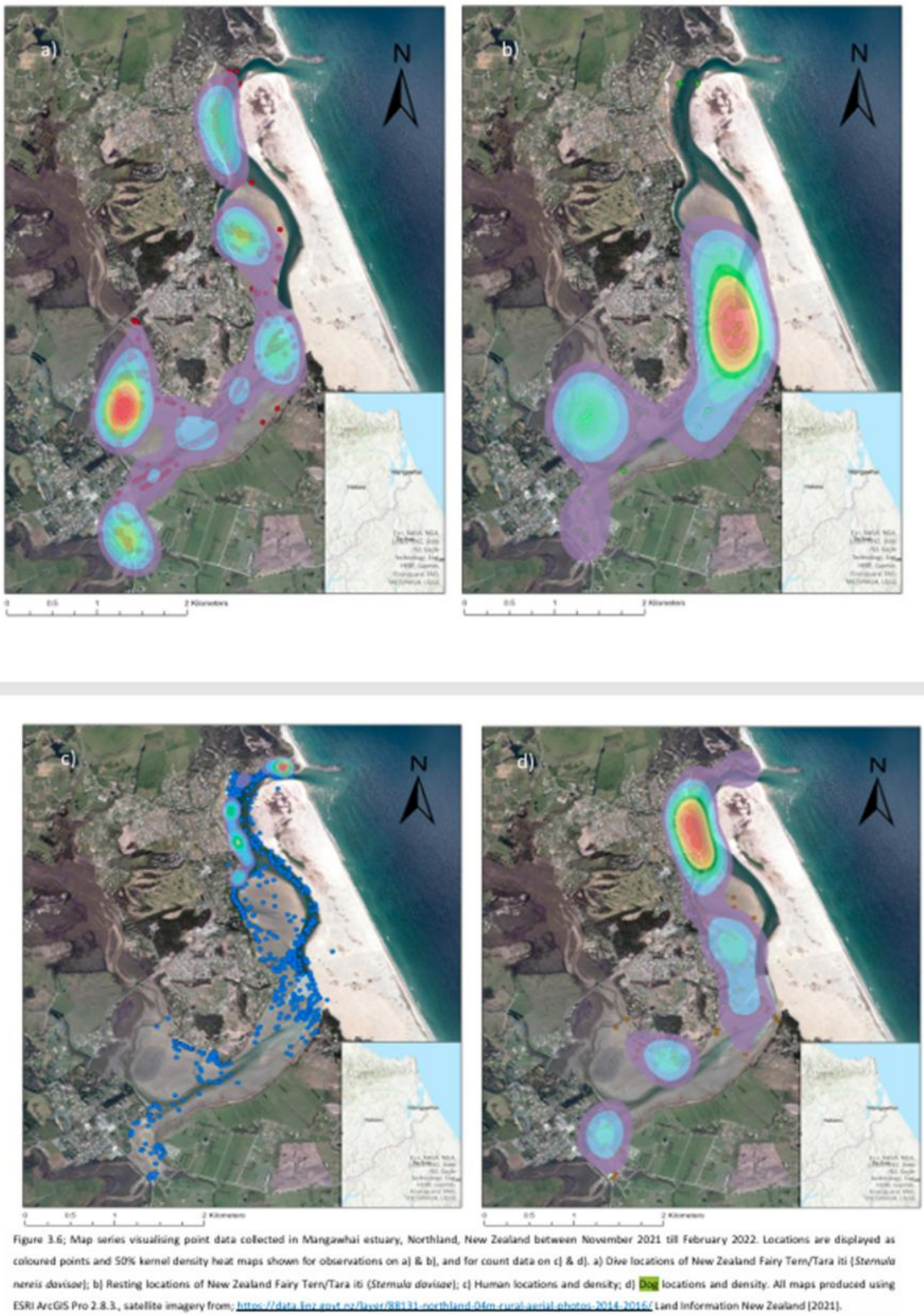

Figure 3.6; Map series visualising point data collected in Mangawhai estuary, Northland, New Zealand between November 2021 till February 2022. Locations are displayed as coloured points and 50% kernel density heat maps shown for observations on a) & b), and for count data on c) & d). a) Dive locations of New Zealand Fairy Tern/Tara iti (*Sternula nereis davisae*); b) Resting locations of New Zealand Fairy Tern/Tara iti (*Sternula davisae*); c) Human locations and density; d) Dog locations and density. All maps produced using ESRI ArcGIS Pro 2.8.3., satellite imagery from; https://data.linz.govt.nz/layer/88131-northland-04m-rural-aerial-photos-2014-2016/ Land Information New Zealand (2021).

Figure 2 - The 2021-2022 breeding season and distribution of tara iti foraging and rest sites, people, and dogs (from Ball 2023).

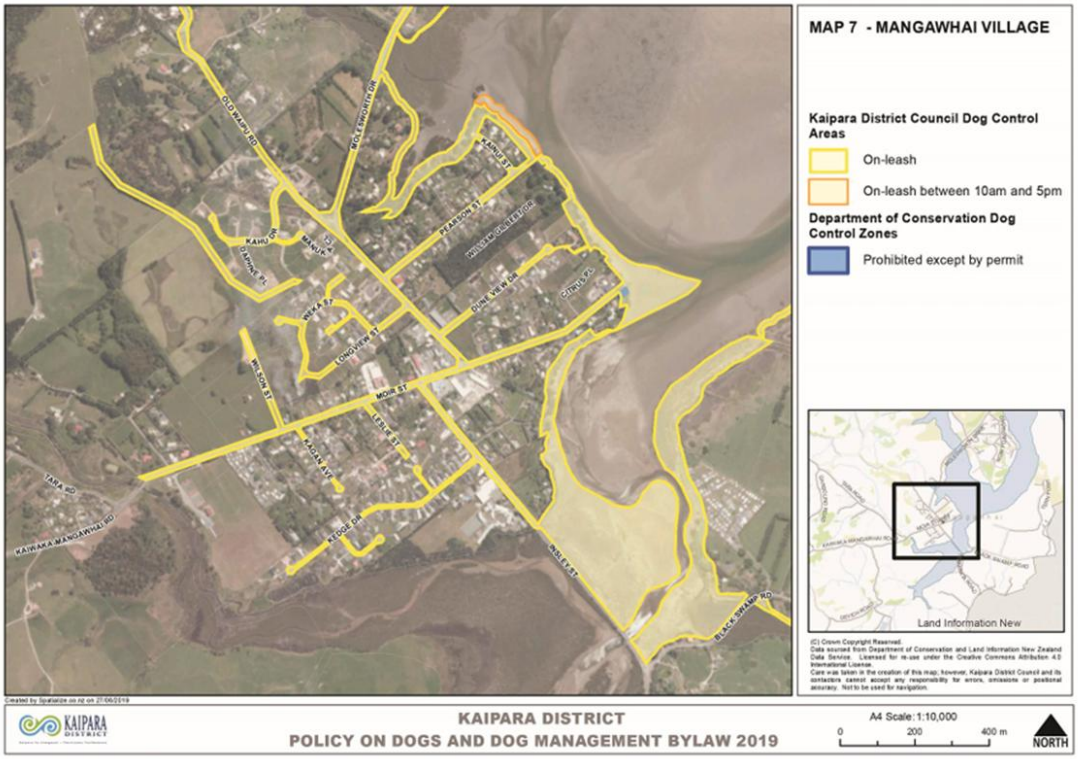

Figure 3 – The extent of on-leash designated area at the Insley Street Causeway.

Figure 4 – People and dogs walking along Insley Causeway, 9 January 2026.

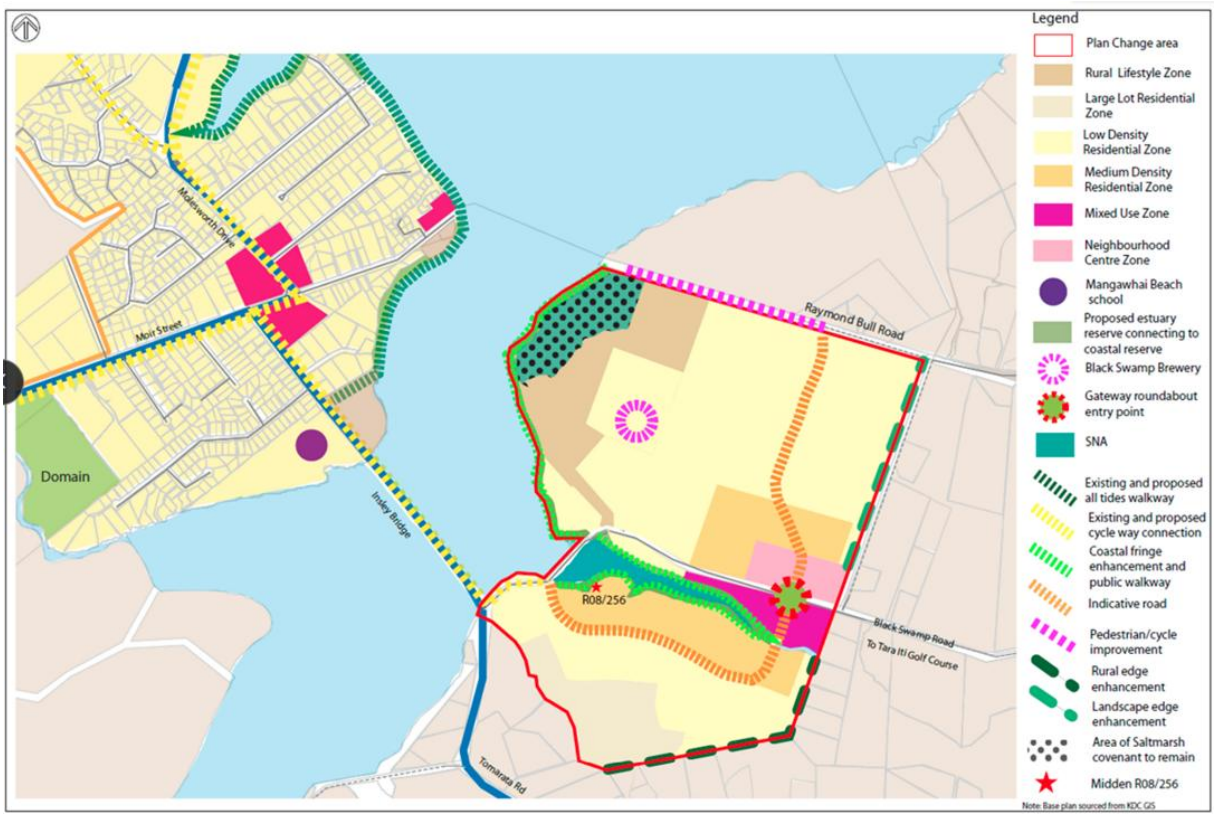

Figure 5 – PPC85 spatial plan key attributes.

Figure 6 – Bird and dog signage at Lincoln Road.

References

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