



Te Kaunihera-ā-Rohe o Ngāmotu

NEW PLYMOUTH DISTRICT COUNCIL

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## MEETING AGENDA

# CLIFTON COMMUNITY BOARD

**Wednesday 1 October 2014  
at 2.00pm**

**Tikorangi Community Centre**

Chairperson:	Mr	Ken	Bedford
Members:	Mr	John	Hill
	Mrs	Judith	Ransom
	Mrs	Elaine	Selby
	Cr	Craig	McFarlane

**CLIFTON COMMUNITY BOARD  
WEDNESDAY 1 OCTOBER 2014**

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***Community Boards***

**Role of community boards (s52 Local Government Act 2002)**

- a) represent, and act as an advocate for, the interests of its community; and
- b) consider and report on matters referred by the council and other matters of interest
- c) maintain an overview of services provided by the council within the community; and
- d) prepare an annual submission to the council for expenditure within the community;
- e) communicate with community organisations and special interest groups within the community; and
- f) undertake any other responsibilities that are delegated to it by the territorial authority.

**Addressing the community board**

Members of the public have an opportunity to address a community board during the public forum section or as a deputation.

*A public forum section* of up to 30 minutes precedes all community board meetings. Each speaker during the public forum section of a meeting may speak for up to 10 minutes. In the case of a group a maximum of 20 minutes will be allowed.

A request to make a *deputation* should be made to the secretariat within two working days before the meeting. The chairperson will decide whether your deputation is accepted. The chairperson may approve a shorter notice period. No more than four members of a deputation may address a meeting. A limit of 10 minutes is placed on a speaker making a presentation. In the case of a group a maximum of 20 minutes will be allowed.

**Purpose of Local Government**

The reports contained in this agenda address the requirements of the Local Government Act 2002 in relation to decision making. Unless otherwise stated, the recommended option outlined in each report meets the purpose of local government and:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses;
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

**APOLOGIES**

None advised.

**PUBLIC FORUM**

None advised.

**DEPUTATIONS**

None advised.

**A ITEMS FOR DECISION BY CLIFTON COMMUNITY BOARD**

**A1 UNCONFIRMED MINUTES OF CLIFTON COMMUNITY BOARD**

*Recommendation:*

That the minutes of the Clifton Community Board meeting held on 20 August 2014 be confirmed as a true and accurate record.

**A2 MEMBERS ACTIVITY REPORT**

This report advises of the community board activities of Ken Bedford in the period to 20 September 2014.

**A3 MEMBERS ACTIVITY REPORT**

This report advises of the community board activities of Judy Ransom in the period to 20 September 2014.

**A4 MEMBERS ACTIVITY REPORT**

This report advises of the community board activities of John Hill in the period to 20 September 2014.

**A5 MEMBERS ACTIVITY REPORT**

This report advises of the community board activities of Elaine Selby in the period to 20 September 2014.



**B ITEMS FOR RECOMMENDATION TO COUNCIL**

**B1 PROPOSAL FOR AN 80KM/H SPEED LIMIT FOR OTARAOA ROAD**

The matter for consideration by the Council is to decide if an 80km/h speed limit should be approved for Otaraoa Road (Upper), and if so, to what extent of Otaraoa Road (Upper) should this reduced speed limit be applied.

**B2 NEW PLYMOUTH DISTRICT PLAN: PLAN CHANGES PLC13/00040 AND PLC14/00043 REGARDING WAAHI TAONGA/SITES OF SIGNIFICANCE TO MĀORI AND ARCHAEOLOGICAL SITES**

The matter for consideration by the Council is the approval of proposed Plan Changes PLC13/00040 and PLC14/00043 to the New Plymouth District Plan (District Plan) for public notification in accordance with the Resource Management Act 1991 (RMA).

**UNCONFIRMED MINUTES OF CLIFTON COMMUNITY BOARD**

- FILE REFERENCE:** DP-14-02 DM 1587609
- MEETING DATE:** Wednesday 20 August 2014 at 2pm.
- VENUE:** Urenui Community Centre
- MEMBERS PRESENT:** Ken Bedford (Chairperson), John Hill, Judith Ransom, Elaine Selby and Cr Craig McFarlane
- APOLOGIES:** Mayor Andrew Judd and Paul Cummings (Ngati Mutunga),
- NON-MEMBERS PRESENT:** Crs Colin Johnston, John McLeod, Grant Coward
- STAFF IN ATTENDANCE:** Aroha Chamberlain, Jan Higley, Suzanne Jones, Ralph Broad, Anna Crawford, Warren Dalglish, Steve Bowden, Mike Janes

**PUBLIC FORUM**

Maria Lampiere – spoke about the creation of a website for the Urenui Community  
[www.UrenuiDistrictOnline.co.nz](http://www.UrenuiDistrictOnline.co.nz); [ureuidistrict@gmail.com](mailto:ureuidistrict@gmail.com)

**DEPUTATION**

1. Rawiri Doorbar, Chair of Otaraua Hapu re Item B1 – Installation of Petroleum Products Pipelines in Road Reserve – Ngatimaru Road
2. Jeremy Brophy, Greymouth Petroleum Limited re Item B1 – Installation of Petroleum Products Pipelines in Road Reserve – Ngatimaru Road
3. Barbara O’Neill re Item B4 – Draft Tongaporutu Management Plan

**PART A****MATTERS FINALLY DETERMINED BY THE CLIFTON COMMUNITY BOARD UNDER DELEGATED AUTHORITY AND REFERRED TO THE COUNCIL FOR INFORMATION AND RECORD**1. **Minutes of Previous Meeting**Resolved:

That the minutes of the Clifton Community Board meeting held on 25 June 2014 be confirmed as a true and accurate record.

2. **Members Activity Report for Judith Ransom**

File Ref: DP-14-03, DM1582361

This report advises of the community board activities of Judith Ransom in the period to 4 August 2014.

Resolved

That having considered all matters raised in the report, the report be noted.

**ITEM A1****ITEM FOR DECISION****3. Members Activity Report for Ken Bedford**

File Ref: DP-14-03, 1583824

This report advises of the community board activities of Ken Bedford in the period to 7 August 2014.

Resolved

That having considered all matters raised in the report, the report be noted.

**4. Members Activity Report for Elaine Selby**

File Ref: DP-14-03, 1583312

This report advises of the community board activities of Elaine Selby in the period to 6 August 2014.

*Democracy Advisor's note:*

Email erroneously missed from report was provided at meeting and is attached to these minutes.

Resolved

That having considered all matters raised in the report, the report be noted.

**5. Members Activity Report for John Hill**

File Ref: DP-14-03, 1584744

This report advises of the community board activities of John Hill in the period to 6 August 2014.

Resolved

That having considered all matters raised in the report, the report be noted.

*Cr McFarlane requested that his vote against this motion be recorded.*

**PART B****ITEMS FOR FINAL DETERMINATION BY THE COUNCIL****6. Installation of Petroleum Products Pipelines in Road Reserve – Ngatimaru Road, Urenui****FILE REFERENCE:** RT 15-06 Greymouth, DM 1578616

The purpose of this report is to seek the Council's approval to allow pipelines to be installed in the road reserve within Ngatimaru Road, Urenui pursuant to Section 338 of the Local Government Act 1974.

Resolved

That having considered all matters raised in the report:

- a) A right pursuant to Section 338 of the Local Government Act 1974 be granted to Greymouth Petroleum Limited to lay pipelines (and associated communication and electrical cables and including conveying water) for the

conveyance of petroleum products within Ngatimaru Road as indicated on the drawing appended to this report (Appendix A).

- b) It is noted that the final route within the above description is yet to be confirmed by Greymouth Petroleum Limited and that the final route is subject to the approval of the Manager Roding Assets.
- c) The grant of right is for a twenty year period, with a renewal option for a further twenty year period, subject (but not limited to) the following conditions:
- i) Payment by Greymouth Petroleum Limited of an annual rental calculated on 8% of the land value of trench area (based on the average rateable land value of the adjoining properties) for the first twenty year term; such rental to be paid annually in advance, or as a one-off upfront payment.
  - ii) Payment by Greymouth Petroleum Limited, for the renewal term of 20 years; such rental to be paid annually in advance, or as a one-off upfront payment, based on 8% of the land value of trench area, inclusive of safety margins (based on the average rateable land value of the adjoining properties).
  - iii) Pipelines being laid at an alignment and depth agreed by the Manager Roding Assets.
  - iv) Disturbed road substrate and surface being reinstated at the expense of Greymouth Petroleum Limited to the satisfaction of the Manager Roding Assets.
  - v) Greymouth Petroleum Limited to liaise with all landowners and utility operators along the route well in advance of the work, particularly in respect to disturbance to the landowners' operations.
  - vi) Inconvenience to traffic being minimised during the course of the works, and if requested by the Manager Roding Assets, a traffic management plan, acceptable to the Manager Roding Assets, being implemented by Greymouth Petroleum Limited at its cost as well as the engagement of an independent qualified traffic management and quality assurance assessor throughout the works to ensure that disruption is minimised and road surfaces are reinstated satisfactorily.
  - vii) As-built plans of the pipeline route being provided to the Council as soon as possible after completion of works and that a \$5,000 bond be paid which will be released upon the deposit of as-built plans to the Council.

- viii) All necessary Council regulatory approvals and resource consents being obtained by Greymouth Petroleum Limited including in respect to working in the vicinity of other pipelines and services, on or within the road reserve.
- ix) Written notice being provided to the Manager Roding Assets prior to any work in the road reserve commencing; such notice period to be set by the Manager Roding Assets.
- x) Greymouth Petroleum Limited meeting all costs in relation to this matter, including the costs of preparation of a Deed of Grant outlining the aforementioned conditions.
- xi) That full consultation with Oataraua Hapu will occur.

7. **Relationship Agreement Between New Plymouth Positive Ageing and New Plymouth District Council**

**FILE REFERENCE:** DM 1559905

This report presents the reviewed Relationship Agreement, between the New Plymouth Positive Ageing Trust and New Plymouth District Council, for Council endorsement. The document outlines each agency's role in meeting shared objectives, and how each will work together.

Resolved

That having considered all matters raised in the report, the Council agree to enter into the Relationship Agreement with the New Plymouth Positive Ageing Trust.

8. **2014/15 Stormwater Projects**

**FILE REFERENCE:** WW 07 02 06; DM 1580383

The matter for consideration by the Council is a change to the proposed stormwater projects and budgets for the 2014/15 financial year.

Resolved

That having considered all matters raised in the report:

- a) The revised estimates for the Parklands Avenue Stormwater Upgrade, the ANZCO Stormwater Upgrade and Whakapaki Street Stormwater Improvement be noted.
- b) The Parklands Avenue Stormwater Upgrade project not be undertaken and be deferred noting that this is inconsistent with the Annual Plan 2014/15.
- c) The ANZCO Stormwater Upgrade and the Whakapaki Street Stormwater Improvement be undertaken this year and the shortfall in budget be made up from the budget allocated to the Parklands Avenue Stormwater Upgrade.

*Judith Ransom declared an interest and took no part in the discussion or voting on the preceding matter.*



9. **Draft Tongaporutu Management Plan****FILE REFERENCE:** ID 146; DM 1551920

The purpose of this report is to present to the Council the draft Tongaporutu Reserve Management Plan and seek the Council's approval to publicly notify this draft plan for consultation.

That having considered all matters raised in the report:

- a) It be resolved, pursuant to section 16(2A) of the Reserves Act 1977 that the land described in the Schedule is classified as local purpose (esplanade) reserve under the Reserves Act 1977.

*Taranaki Land District – New Plymouth District*

## Schedule

Area (hectares)	Description
0.6020	Lot 17 D eposited Plan 8215 ( Computer Freehold Register 562779)

- b) The draft management plan contained in Appendix Two be approved for release for public inspection.
- c) The Chief Executive be instructed to give public notice complying with section 119 of the Reserves Act, that the draft management plan is available for inspection under section 41(6) of the Reserves Act 1977 for a minimum period of not less than two months from 1 October 2014, until 1 December 2014.

10. **Establishment of a Māori Ward****FILE REFERENCE:** DM 1570901

The purpose of this report is to outline the process for, and implications of, establishing a Māori ward in the New Plymouth District.

Resolved

That having considered all matters raised in the report:

- a) A Māori ward not be established for the 2016 triennial election.

*Cr McFarlane abstained from voting on the preceeding matter.*

**ITEM A1****ITEM FOR DECISION****11. Governance Structure Review 2014****FILE REFERENCE:** DM 1566586

The matter for consideration by the Council is determination of a governance structure for 2015/16.

Resolved

That having considered all matters raised in the report the Council adopt the following governance structure for the remainder of 2015/2016:

- a) Status Quo

**12. Streetlight LED Conversion****FILE REFERENCE:** RT 12 14 04; DM 1574252

To present a business case for the conversion of all existing NPDC streetlights to LED streetlights.

Resolved

That having considered all matters raised in the report:

- a) The “LED Streetlight Business Case Report” be approved.
- b) Consideration be given to appropriate budget provisions in Draft LTP 2015-2025 for streetlight LED conversions based on a 5 year programme of conversion commencing 2015/16.

**13. Taranaki Road Closures – Taranaki Car Club****FILE REFERENCE:** DOC 1581460

The purpose of this report is to recommend the temporary closure of various roads in the district to enable the Taranaki Car Club to hold three motorsport events.

Resolved

That having considered all matters raised in the report,

The road closures for the following three events be approved:

- De Havilland Drive Street Sprint.
- Wortley Road 400m Sprint.
- Kaipikari Road Hill Climb.

The requested road closures are as follows:

De Havilland Drive Street Sprint.

Roads to be closed:

- Hudson Road.
- Catalina Place.
- De Havilland Drive 100m from the intersection of Devon Road and De Havilland Drive to 100m south of the intersection of Hudson Road and De

Havilland Drive.

- Connett Road East from the intersection of Mustang Drive and Connett Road East to the intersection of Connett Road East and De Havilland Drive.

Period of closure: from 6am to 6pm on Sunday 19 October 2014.

Wortley Road 400m Sprint.

Road to be closed:

- Wortley Road from the intersection of Richmond Road and Wortley Road to rapid number 160 Wortley Road.

Period of closure: from 6am to 6pm on Saturday 22 November 2014.

Kaipikari Road Hill Climb:

Road to be closed:

- Kaipikari Road from 200m north of the intersection of Kaipikari Road and Wilson Road South to 200m north of the intersection of Kaipikari Road and Tutanganui Road.

Period of closure: from 6am to 6pm on Sunday 23 November 2014.

Please Note: In all events these roads could be opened earlier.

**That the Taranaki Car Club be required to:**

- i. Give formal notice of the holding of each event to the Police and the New Zealand Fire and Ambulance Services. Failure to do so may result in the cancellation of the event or events. This is a requirement of the 10th schedule of the Local Government Act 1974.
- ii. Ensure that an approved traffic management plan (TMP) shall be strictly adhered to throughout each closure and the barriers shall be removed as soon as possible after each event concludes.
- iii. Provide sufficient marshals to control and direct vehicles and pedestrians at all points where the closed roads intersect with any open road or roads and elsewhere as necessary. All marshals shall wear traffic safety vests or other high visibility clothing whilst on or adjacent to the roadway.
- iv. Provide all spectators parking on private property i.e. not on the road or road reserve in the road closure areas.
- v. Make adequate provisions to permit emergency vehicles, property owners and occupiers within the area and their invitees, customers or

- employees reasonable access to and from properties on the closed roads. For through roads make adequate provisions for reasonable access through the closed section. Details are to be included in the traffic management plan required under condition ii.
- vi. Upon completion of each event and no later than the time specified for the end of the closures, remove all signs and barricades restricting access and clear all litter and debris from the road.
  - vii. Advise the Council of any damage to the road surface, shoulders, drainage channels, verges, signs or other road furniture that may result from each event and pay all costs incurred by the Council in making good any such damage, whether reported or not.
  - viii. Where a late cancellation of the event or events takes place (i.e. after road closure signs, barriers etc have been placed at the venue), the full TMP shall remain in place for the approved road closure time period; and until such time as the site traffic management supervisor can liaise with the police to ensure that there would be no risk to vehicular or pedestrian traffic if the event/events was/were cancelled and the TMP conditions removed.
  - ix. Take out Public Liability Insurance to indemnify the Taranaki Car Club and the Council against any claims or actions that may arise from the staging of the event/events to a minimum of \$1,000,000 in respect of any one claim or accident. A copy of the policy or cover note must be provided to the Council no less than 28 days prior to the meeting.
  - x. Comply with, and ensure that all competitors comply with, all relevant laws and regulations not waived by temporary road closure under Section 342 and the 10<sup>th</sup> Schedule of the Local Government Act 1974.

The meeting closed at 3.28pm

[geselby@farmside.co.nz](mailto:geselby@farmside.co.nz)

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**From:** "William Wetere" <w.r.wetere@gmail.com>  
**Date:** Saturday, 28 June 2014 3:49 p.m.  
**To:** "Greg White" <ngatitama@gmail.com>  
**Cc:** <geselby@farmside.co.nz>  
**Subject:** Re: Authority to represent Ngati Tama

Kia ora Greg and co

I can concur with that position as the Chair of Maniaroa Marae at Mokau and as the Chair of the Mokau Ki Runga Regional Management Committee (MKR RMC) under the Maniapoto Maori Trust Board Act.

We do not recognise the representative rights of the group called Nga Hapu o Poutama. The MKR RMC represents the Maniapoto interests south of Tirua Point.

We strongly object to the non-Maori Russel Gibbes and his non-Maniapoto wife Parani Gibbes claiming or representing our tangata whenua rights.

William Wetere  
 Chair  
 Maniaroa Marae and MKR RMC

On 24 June 2014 21:03, Greg White <ngatitama@gmail.com> wrote:

Thank you for you enquiry.

This email is to confirm that Te Runanga o Ngati Tama is the only mandated Authority that represents the interests of Ngati Tama. The Runanga along with the Maniapoto Maori Trust Board are the two mandated Iwi Authorities who have the mana to represent all tangata whenua and mana whenua interests from Titoki (Waiiti Beach) to north of Kawhia. Neither authority recognise Poutama as having any independent rights to speak or represent either Ngati Tama or Ngati Maniapoto.

We would be obliged if all relevant enquiries be sent to both of the mandated authorities and that the group calling themselves Poutama be either ignored or referred on to the appropriate organisations.

As far as the vegetation tidy up in order to make the road safer, Ngati Tama have no objection to the completion of the work.

Stephen White  
 Chairman

12/08/2014





**MEMBERS ACTIVITY REPORT**

**PREPARED BY:** Ken Bedford  
**WARD/COMMUNITY:** Clifton Community Board  
**DATE:** 20 September 2014  
**FILE REFERENCE:** DP-14-03, 1599236

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**SUMMARY/OBJECTIVE**

This report advises of the community board activities of Ken Bedford in the period to 20 September 2014.

**RECOMMENDATION**

**That having considered all matters raised in the report, the report be noted.**

**ACTIVITIES****Community Board Representation**

During the month I had two meetings with the Mayor and other Community Board Chairs over the position of Chairs and Board members at workshops. Community Board Chairs will only be invited to selected workshops, but may if they wish, ask for dispensation to attend other workshops that they may have an interest in. Chairs can attend Committee meetings but if unable to attend, the appointment of a substitute will be at the discretion of the Committee Chair.

I personally feel that this is a retrograde step by Councillors and will undermine the effectiveness of Committee Boards.

**Mimi School**

I have had several calls from residents from the Pukearuhe area requesting an update on progress on the establishment of the speed restriction outside of the Mimi School. I am following this up with the Roading Department.

**Otaraoa Road Speed Restriction**

Likewise I have received phone calls from residents living on this road regarding the change of the speed limit. Calls would be about 50/50 both in favour and against.

**Onaero Erosion**

Following the high tides at the beginning of August, severe erosion again occurred at the Motukari Place Reserve. Again a large portion of the Post and rail fence recently installed by Council was washed away. The Council has installed yet another safety fence well into the reserve. The Annual General Meeting of the residence was held on the 18 September and I will verbally report on the outcome at the Community Board meeting.

## ITEM A2

ITEM FOR DECISION

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### **Anzac Day Celebrations**

I will be attending a meeting with the Waitara RSA on the 17 September to discuss arrangements for the 2015 Anzac day celebrations. This Board will need to discuss what format they feel the 2015 celebrations should take at Urenui and other outlying areas.

### **Planning**

A workshop was held regarding submissions to the Tongaporutu Reserve Plan plus the Urenui Structure Plan. It was decided to leave any decision on these two plans until after the Community Day at Urenui which is planned for early October. This will coincide with the opening of the Yandle Park Upgrade and the Heritage shelter. The day will be run along similar lines to that which was held at Tongaporutu.



**MEMBERS ACTIVITY REPORT**

**PREPARED BY:** Judy Ransom  
**WARD/COMMUNITY:** Clifton Community Board  
**DATE:** 20 September 2014  
**FILE REFERENCE:** DP-14-03, DM1599278

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**SUMMARY/OBJECTIVE**

This report advises of the community board activities of Judy Ransom in the period to 20 September 2014.

**RECOMMENDATION**

**That having considered all matters raised in the report, the report be noted.**

**ACTIVITIES**

1. Chaired Domain meeting - meeting to be arranged with Parks re concerns
2. Attended workshop at the Bedford residence with other Community Board members
3. Liaison with Neighbourhood Support representative regarding cameras in township and letters of support from Police and Neighbourhood Support.



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**MEMBERS ACTIVITY REPORT**

**PREPARED BY:** John Hill  
**WARD/COMMUNITY:** Clifton Community Board  
**DATE:** 20 September 2014  
**FILE REFERENCE:** DP-14-03, DM i1599284

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**SUMMARY/OBJECTIVE**

This report advises of the community board activities of John Hill in the period to 20 September 2014.

**RECOMMENDATION**

**That having considered all matters raised in the report, the report be noted.**

**ACTIVITIES**

1. Steve Bowden suggested I get in touch with two farmers re roading issues:
  - a. Visited Mangahia Rd where a tree across the river could be causing the road to under-slip. I find it difficult to blame the land-owner for the tree as it is likely it was self sown. However any fix-up by the roading team needs to insist that the tree be removed as part of the contract, and the point on the up-stream side of the tree should be removed too, as it is more likely that this is causing the problem by angling the flood-flow of the river under the road.
  - b. A logging operation on Upper Okoki Rd. that has resulted in limbs and slash being left in the water table. I have contacted the rate-payer involved and will follow this up until it is cleared.
  - c. A ratepayer phoned concerned about earth works on the Western end of Matapo Rd. If a cattle yard and loading race is being built there the owners may push for a widening of this road to accommodate trucks and trailers. As this is a narrow, no exit road, that is one-way for most of its length, the cost to widen it is out of the question. A truck [no trailers] turn around at the end of the road would be an advantage.
  
2. I'm concerned at the likely cost of a poll if Council votes to establish a Maori ward. Any poll would have a predictable result and the \$80,000 would be better used removing some blind corners on the Moki, Kaipikari or Rerekapa roads.



**MEMBERS ACTIVITY REPORT**

**PREPARED BY:** Elaine Selby  
**WARD/COMMUNITY:** Clifton Community Board  
**DATE:** 20 September 2014  
**FILE REFERENCE:** DP-14-03, DM1599288

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**SUMMARY/OBJECTIVE**

This report advises of the community board activities of Elaine Selby in the period to 20 September 2014.

**RECOMMENDATION**

**That having considered all matters raised in the report, the report be noted.**

**ACTIVITIES****Tongaporutu Management Plan**

Some feedback from the community:

- Play ground at the boat ramp area of the reserve not supported.
- Mowing and tidy up of the bowling green area of the reserve next to the tennis courts to make it more accessible.
- Speed humps along Clifton Road to slow down traffic.
- Improve parking areas.





**PROPOSAL FOR AN 80KM/H SPEED LIMIT FOR OTARAOA ROAD**

**PREPARED BY:** Stephen Bowden (Roading Programming Engineer)  
**TEAM:** Roading Assets  
**APPROVED BY:** Max Aves (Manager Roading Assets)  
**WARD/COMMUNITY:** Clifton/Tikorangi  
**DATE:** 16 September 2014  
**FILE REFERENCE:** RT 18 06; DM 1594200

**MATTER**

The matter for consideration by the Council is to decide if an 80km/h speed limit should be approved for Otaraoa Road (Upper), and if so, to what extent of Otaraoa Road (Upper) should this reduced speed limit be applied.

**RECOMMENDATIONS FOR CONSIDERATION**

That having considered all matters raised in the report:

- a) The existing 100km/h speed limit for the entire length of Otaraoa Road Upper remains.  
OR
- b) The speed limit for the entire length of Otaraoa Road Upper is reduced to 80km/h, to come into effect on 1 December 2014.  
OR
- c) The speed limit for the section of Otaraoa Road Upper between Inland North Road (RP4.46) and Tarata Road (RP 21.927), is reduced to 80km/h to come into effect on 1 December 2014.  
OR
- d) The speed limit for the section of Otaraoa Road Upper between Inland North Road (RP4.46) and the McKee production station (RP13.33), is reduced to 80km/h to come into effect on 1 December 2014.

<b>COMPLIANCE</b>	
Significance	This matter is of low significance.

**ITEM B1****ITEM FOR RECOMMENDATION**

<b>COMPLIANCE</b>	
Options	<p>This report identifies and assesses the following reasonably practicable options for addressing the matter:</p> <ol style="list-style-type: none"> <li>1. Do nothing, the existing 100km/h speed limit remains.</li> <li>2. Reduce the existing 100km/h speed limit to 80km/h for the entire length of Otaraoa Road Upper (21.9km), from the intersection with State Highway 3 to the intersection with Tarata Road.</li> <li>3. Reduce the existing 100km/h speed limit on Otaraoa Road to 80km/h for a distance of 17.46 km between Inland North and Tarata roads.</li> <li>4. Reduce the existing 100km/h speed limit on Otaraoa Road to 80km/h for a distance of 8.87km between Inland North Road and the McKee production station.</li> </ol>
Affected persons	<p>The persons who are affected by or interested in this matter are AA Taranaki, NZ Police, Road Transport Association, New Zealand Transport Agency and residents/property owners within the section of Otaraoa Road. The views and preferences of these persons are discussed in the report.</p>
Recommendation	<p>This report does not recommend a preferred option.</p>
Long-Term Plan / Annual Plan Implications	<p>No. Costs associated with implementing the recommendations can be met from existing budgets.</p>
Significant Policy and Plan Inconsistencies	<p>Options 2, 3 and 4 are inconsistent with the New Plymouth District Council Speed Limits Bylaw 2005.</p>

**BACKGROUND**

At the Council's Regulatory Committee meeting held on 29 May 2014 a deputation was presented outlining the impact the oil and gas industry is having on the Tikorangi area. Many of the concerns were summarised in an 11 point written submission and answers to these points were included in an officers' report which was presented to the full Council meeting on 12 August 2014. The intent of the report was for information only and no specific recommendations were made.

It was reflected in that report that under the current Rule for the setting of speed limits, there was no justification for the lowering of the speed limit below 100km/h.



However, as a result of debate at the 12 August meeting on the various issues covered, an additional resolution was adopted (Cr McFarlane/Cr Johnston), namely that:

*“Council officers further consult with affected parties with the intention to create a 80km/h speed limit for the whole or part of Otaraoa Road pursuant to the New Plymouth District Council Speed Limit Bylaw 2005 as soon as possible”.*

**a) Setting of Speed Limits**

The *Land Transport Rule: Setting of Speed Limits 2003* (herein referred to as “the rule”) provides the legal framework for establishing speed limits on public roads within New Zealand. This rule incorporates *Speed Limits New Zealand (SLNZ)* as the procedures for calculating speed limits.

The rule requires road controlling authorities to use SLNZ to calculate the speed limit for any public road to ensure consistent application of speed limits policy across the public road network.

SLNZ sets out the method for calculating the speed limit for a section of road from the following information:

- The existing speed limit.
- The character of the surrounding land environment (e.g. rural, fringe of city).
- The function of a road (i.e. arterial, collector or local).
- Detailed roadside development (e.g. no. of houses, schools, shops etc.).
- The number and nature of side roads.
- Carriageway characteristics (e.g. median divided, lane width, road geometry, parking, lighting etc.).
- Vehicle, cycle and pedestrian activity.
- Crash data.
- Speed survey data.

**b) Specific site information**

The 21.9km section of Otaraoa Road Upper is located between State Highway 3 and Tarata Road. At present the speed limit for Otaraoa Road is 100km/h. The section of Otaraoa Road Upper is classified in the District Plan as a collector road. The carriageway seal width varies throughout from 7m to 4m depending on location. Typically the northern end is more “free flowing” in its alignment, whereas the southern section beyond the McKee production station is undulating with several blind corners and a narrower seal width.

**ITEM B1****ITEM FOR RECOMMENDATION****c) Speed Limit Development Rating Survey**

A speed limit development rating survey was undertaken in August 2014. The rating survey was carried out for three distinct sections of Otaraoa Road. These were State Highway 3 to Inland North Road; Inland North Road to McKee production station; McKee production station to Tarata Road. The results of this survey undertaken produced an average rating of 1.24, 1.04 and 0.3 respectively. The Rule therefore indicates that the appropriate speed limit for Otaraoa Road is 100km/h. Appendix G shows figure SLNZ1 and SLNZ2 showing the average rating and the appropriate speed associated with each rating.

**d) Crash History**

In the last ten years there have been nine crashes on Otaraoa Road, of which one resulted in a serious injury, five had minor injuries and the remainder were damage only crashes. In summary, six of the crashes were loss of control, where alcohol is a suspected factor for three of the crashes. The remaining crashes involved hitting an object; one was a parked vehicle; one hit a car crossing Inland North Road and the third hit an obstruction, possibly a small animal.

The crash history for Otaraoa Road is consistent with other rural roads within the District which have similar characteristics in terms of geometric alignment, road widths and traffic volumes.

**e) Traffic Survey Data**

The most recent traffic survey data recorded between 23 June and 7 July on Otaraoa Road in the vicinity of 826 Otaraoa Road, indicates an average daily traffic count of 369 vehicles per day, with 7.4% heavy commercial vehicles. The 85<sup>th</sup> percentile recorded speed for the entire mix of traffic types is 86.8km/h with a mean speed of 74.5km/h, whereas the 85<sup>th</sup> percentile speed for the heavy commercial vehicle component is 75.6km/h and a mean speed of 64km/h.

**Community Views and Preferences**

All residents/property owners along the section of Otaraoa Road from State Highway 3 to Tarata Road were consulted via delivery of a consultation letter. A summary of the responses received is included in Appendix F.

Out of a total of 76 letters delivered, responses were received from 68 residents. Of the responses received:

- 38 residents were in favour of retaining the 100km/h speed limit.
- 17 favoured the entire length of Otaraoa Road Upper being reduced to 80km/h.
- 13 favoured a section of Otaraoa Road being reduced to 80km/h.

Details of the responses received, along with some general comments that were made are included in Appendix F.

***New Zealand Transport Agency, AA Taranaki, NZ Police, Road Transport Association***

The above parties are deemed key stakeholders and hence were also consulted in relation to the proposed speed limit reduction on Otaraoa Road.

The New Zealand Transport Agency, AA Taranaki and the Road Transport Association do not support the proposal to change Otaraoa Road from 100km/h to 80km/h. Copies of their respective responses are included as Appendices A to C inclusive. The New Plymouth Police are supportive of reducing the speed limit on Otaraoa Road Upper to 80km/h for its entire length. A response from the Police has been included as Appendix D.

### SIGNIFICANCE

In accordance with the Council's Significance Policy, this matter has been assessed as low significance because any changes herein can be funded from existing Rooding budgets.

### OPTIONS

#### Financial and Resourcing Implications

There are no financial or resourcing implications with any of the option outlined above as any changes can be funded from existing Rooding budgets.

#### Statutory Responsibilities

The Council has delegated authority under the New Plymouth District Council Speed Limits Bylaw 2005 to amend speed limits throughout the district. The application of this Bylaw is undertaken in conjunction with The Land Transport Rule: Setting of Speed Limits 2003.

#### Consistency with Policy and Plans

All options are consistent with the Council's plans and policies.

#### Implications for Maori

There are no known tangata whenua considerations.

- Option 1**      The existing 100km/h speed limit for Otaraoa Road Upper remains.
- Option 2**      Reduce the speed limit for the entire length of Otaraoa Road Upper to 80km/h.
- Option 3**      Reduce the speed limit on Otaraoa Road Upper between Inland North Road and Tarata Road to 80km/h.
- Option 4**      Reduce the speed limit on Otaraoa Road Upper between Inland North Road and the McKee production station to 80km/h.

#### Recommended Option

Council officers have no recommended option in terms of this matter. Determination of the most appropriate speed limit for Otaraoa Road is a matter for the Council to determine.

**APPENDICES**

- Appendix A Response from the New Zealand Transport Agency.
- Appendix B Response from AA Taranaki.
- Appendix C Response from the Road Transport Association.
- Appendix D Response from New Zealand Police.
- Appendix E Public consultation letter and survey form.
- Appendix F Summary table of the responses from residents of Otaraoa Road.
- Appendix G Figure SLNZ 1 and SLNZ2.

## APPENDIX A



Level 3, 43 Ashley Street  
PO Box 1947  
Palmerston North 4440  
Phone: (06) 953 6396  
Fax: (06) 953 6203  
[www.nzta.govt.nz](http://www.nzta.govt.nz)

05-09-2014

Stephen Bowden  
New Plymouth District Council  
Private Bag 2025  
New Plymouth 4342

Dear Stephen

**2014 Amendments to the Speed Limit Bylaw: New Plymouth District - Otaraoa Road**

Thank you for your letter dated 01 September 2014, inviting the NZ Transport Agency (Transport Agency) to comment on the proposed speed limit changes to roads in the New Plymouth District. Thank you also for providing the requested survey forms and other information.

The Transport Agency has now reviewed the proposal and accordingly, I can now confirm that the Transport Agency is of the view that there is not adequate justification to support the proposal. I can now make the following brief comments:

**Otaraoa Road**

The Transport Agency does not support the proposed change in speed limit with consideration of the recent report from your consultant (Opus). The proposed speed limits do not reflect the road environment additionally the proposed speed limits do not meet the Land Transport Rule: Setting of Speed Limits 2003.

Thank you for consulting with the Transport Agency on this matter. If you require any additional information or wish to discuss the above, please contact Paul Murphy on (06) 953 6053.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ross l'Anson'.

Ross l'Anson  
Planning & Investment Manager, Palmerston North



## APPENDIX B

**BOWDEN, Stephen**

**From:** John Sutton [sutton.j@clear.net.nz]  
**Sent:** Wednesday, 10 September 2014 9:55 a.m.  
**To:** BOWDEN, Stephen  
**Subject:** FW: Proposal to Reduce the Speed Limit on Otaraoa Road, Tikorangi  
**Attachments:** Otaraoa Rd Survey Results Summary.pdf; Otaraoa Rd Survey Forms.pdf

Hi Steve

Thank you for your invitation to comment on the various options to introduce a speed limit on Otaraoa Road.

The Automobile Association considers that speed limits on public roads need to be nationally consistent and evidence based. They need to reflect the risks of the road, and make sense to people travelling on them. The AA wants our roads to be as safe as possible while also allowing people and goods to travel quickly and effectively. "Speed Limits New Zealand" is the national guidelines document for calculating and setting speed limits. It is the mechanism that has been used for many years to fulfil the objectives described above when setting speed limits on roads. The Automobile Association believes that the speed limits for Otaraoa Road should be set in accordance with this document.

As a footnote we understand that the "Speed Limits New Zealand" national guidelines document will be reviewed in the near future as part of the Government's "National Speed Management Plan". However the outcome of any review is unknown, and until such time as the review is complete it remains the standard to use when calculating speed limits.

Regards,  
 John Sutton  
 Chairman  
 AA Taranaki District Council

**From:** BOWDEN, Stephen [mailto:bowdens@npdc.govt.nz]  
**Sent:** Monday, 1 September 2014 12:12 p.m.  
**To:** WHALEY, Allan; PRENDERGAST, Matthew; Paul Murphy; Tom Cloke; Fiona Croot; Hamish McHaffie  
**Subject:** Proposal to Reduce the Speed Limit on Otaraoa Road, Tikorangi

Good Morning All,

We are writing to you to seek your view and opinion on the proposal to introduce an 80km/h speed limit to Otaraoa Road.

#### Background

At the Council's Regulatory Committee meeting held on 29 May a deputation was presented outlining the impacts the oil and gas industry is having on the Tikorangi Area. Many of the concerns were summarised in an 11 point written submission and answers to these points were included in an officers' report which was presented to the full Council meeting on 12 August. The intent of the report was for information only and no specific recommendations were made.

It was reflected in that report that under the current Rule for the setting of speed limits, there was no justification for the lowering of the speed limit below 100km/h.

However, as a result of debate at the 12 August meeting on the various issues covered, an additional resolution was adopted (Cr McFarlane/Cr Johnston), namely that:

*“Council officers further consult with affected parties with the intention to create a 80km/h speed limit for the whole or part of Otaraoa Road pursuant to the New Plymouth District Council Speed Limit Bylaw 2005 as soon as possible”.*

**Proposal**

The purpose of this letter is to formally invite residents of Otaraoa Road to submit views on whether or not an 80km/h speed limit is created for Otaraoa Road and if so, over which part of Otaraoa Road this lowered speed limit should apply.

We would be grateful if you could indicate your preference to the options stated below. The consultation period for this proposal closes at **5pm on Thursday 11 September**.

**Options**

The options for consideration are listed below:

- Option 1. The existing 100km/h speed limit for Otaraoa Road remains.
- Option 2. Create an 80km/h speed limit for **all** of Otaraoa Road.
- Option 3. Create an 80km/h speed limit for **part** of Otaraoa Road.

If you consider option three above is appropriate, can you please state which section of Otaraoa Road the 80km/h speed limit should apply.

For your information I have attached the rating forms and a summary sheet.

I would be grateful if you could e-mail me your preference by 11 September 2014.

I will be compiling a report to go before the 23 October Regulatory Committee meeting, outlining the responses received.

Regards,

**Steve Bowden**

Roading Programming Engineer

New Plymouth District Council | Llardet St | Private Bag 2025 | New Plymouth 4342 | Ph 06-759 6060  
Direct dial 06-759 5686 | Mobile 027 654 0484 | [www.newplymouthnz.com](http://www.newplymouthnz.com) | [Facebook](#) | [Twitter](#)



## APPENDIX C

**BOWDEN, Stephen**

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**From:** Tom Cloke [TCloke@rtanz.co.nz]  
**Sent:** Thursday, 11 September 2014 4:03 p.m.  
**To:** BOWDEN, Stephen  
**Subject:** RE: Proposal to Reduce the Speed Limit on Otaraoa Road, Tikorangi

Hi Steve

Apology for the delay in my reply to the below. I have canvassed members of our industry, the comments received back were varied but consistence in theme, unless there can be a better reason that to change the speed on this road our any other rural road than just from the whim of a few, the speed should remain at 100km, as with all roads motorist speeds are controlled by the roads activity and or design.

Steve therefore in this case the Road Transport Association does not support lowering the speed limit on Otaraoa Road, the heavy vehicle servicing the area is not seeing this road any more of a danger than any other road the industry conveys including State Highways, It would only give a false security to users to have lowered posted speeds

Should you require further consultation please contact me

Regards Tom C

Tom Cloke  
Area Executive  
Councillor/ Taranaki Regional Council  
PO Box 66  
(686 Devon Street)  
New Plymouth 4340  
06 7575040  
0274 464892  
Fax 06 759 2058



## APPENDIX D

**BOWDEN, Stephen**

**From:** PRENDERGAST, Matthew [Matthew.Prendergast@police.govt.nz]  
**Sent:** Wednesday, 17 September 2014 10:00 a.m.  
**To:** BOWDEN, Stephen; WHALEY, Allan  
**Cc:** QUINN, Phillip  
**Subject:** RE: Proposed 80km/h Speed Limit for Otaraoa Road

Hi Steve,

I've just had a drive up Otaraoa Road;

1. Main Road to Inland North - narrow in places and the corners have no camber on them. If there is a vehicle approaching the other way, can involve driving slightly on the verge to pass. 80 kpmh is ok, but 100 kpmh seems too fast.
2. Inland North to Tikorangi East - this section is good but there are large humps in the road and you can't see over them. Not sure how many people live along this stretch but cars can get a lot of speed up and if travelling south you are approaching the Tikorangi Road intersection - sure the Stop sign is on Tikorangi Road but reduces the margin of error if some one fails to give way on the Tikorangi Road (people make mistakes scenario). Travelling north on this stretch of road there is a Stop sign on Inland North where Otaraoa traffic has to stop. 100 kmph is ok but wonder if this is just encouraging drivers to drive faster for the sake of it.
3. Tikorangi Road intersection through to tunnel. Parts of this road are very good and drivers could drive at 100kmph. However there are a number of corners and other parts of the road - 100kmph is too fast. 100 kmph is ok in places but you would have to go down to 80 kmph in other places.

Summary - there are parts of Otaraoa Road where some one could drive at 100 kmph with little difficulty however in most places along this road, 80 kmph is more suitable and in a number of places less than 80 kmph is desirable. Having various speed limits in different parts would just make things confusing of exactly what the speed limit should be. The last point I would make is from the tunnel through to the Main Road is approximately 16 kmph long. The difference in time and distance to complete this travelling at an average of 80 kmph and travelling at 100 kmph an hour is small. My view is that 80 kmph is a better reflection that this is a rural winding road where there are a number of other users including large trucks, but 100 kmph would give drivers the impression this road is designed for a faster speed than what it is actually capable of.

I've got to go to a meeting shortly but let me know if there is anything else I can add.

Regards,

**Matthew (Matt) Prendergast**  
**SENIOR SERGEANT MP7569**  
**Officer in Charge - Waitara Police Station**  
**Taranaki Search and Rescue Co-ordinator**  
 ☒ New Zealand Police | 23 Domett Street, Waitara | PO Box 31 | Waitara 4346 | New Zealand  
 ☎ CELL 021 1907 713 | DDI: 06 754 9207 | 06 215 4241 | Internal Ext: 62107 | ☎ Fax: 06 7549201  
 ✉ Email: [Matthew.Prendergast@police.govt.nz](mailto:Matthew.Prendergast@police.govt.nz)

**ITEM B1****ITEM FOR RECOMMENDATION****APPENDIX E**

If calling please quote: DM 1591694  
File Ref: RT 18 06

1 September 2014

Dear Resident

**PUBLIC CONSULTATION FOR A PROPOSED 80KM/H SPEED LIMIT FOR OTARAOA ROAD**

We are writing to you to seek your view and opinion on the proposal to introduce an 80km/h speed limit to Otaraoa Road. We have included a short survey form with this letter and would be grateful if you could respond to the survey by 11 September 2014.

**Background**

At the Council's Regulatory Committee meeting held on 29 May a deputation was presented outlining the impacts the oil and gas industry is having on the Tikorangi Area. Many of the concerns were summarised in an 11 point written submission and answers to these points were included in an officers' report which was presented to the full Council meeting on 12 August. The intent of the report was for information only and no specific recommendations were made.

It was reflected in that report that under the current Rule for the setting of speed limits, there was no justification for the lowering of the speed limit below 100km/h.

However, as a result of debate at the 12 August meeting on the various issues covered, an additional resolution was adopted (Cr McFarlane/Cr Johnston), namely that:

*"Council officers further consult with affected parties with the intention to create a 80km/h speed limit for the whole or part of Otaraoa Road pursuant to the New Plymouth District Council Speed Limit Bylaw 2005 as soon as possible".*

**Proposal**

The purpose of this letter is to formally invite residents of Otaraoa Road to submit views on whether or not an 80km/h speed limit is created for Otaraoa Road and if so, over which part of Otaraoa Road this lowered speed limit should apply.

We would be grateful if you could indicate your preference to the options stated below. The consultation period for this proposal closes at **5pm on Thursday 11 September**.

**Options**

The options for consideration are listed below:

- Option 1. The existing 100km/h speed limit for Otaraoa Road remains.
- Option 2. Create an 80km/h speed limit for **all** of Otaraoa Road.
- Option 3. Create an 80km/h speed limit for **part** of Otaraoa Road.

Yours faithfully  
Stephen Bowden  
ROADING PROGRAMME ENGINEER

## SURVEY

Please choose your preferred option by ticking one of the boxes below:

Option 1

Option 2

Option 3  .....

If you have chosen option 3 above please clearly state the part of Otaraoa Road to which the 80km/h speed limit should apply.

Please complete this survey and return to NPDC by **11 September 2014** by either:

- |                     |   |  |
|---------------------|---|--|
| Mailing the form    | ⇒ | Using the enclosed reply-paid envelope                         |
| Faxing the form     | ⇒ | Fax to 06-759 6072   |
| Delivering the form | ⇒ | Civic Centre, Liardet Street, New Plymouth                     |
| Scan and email      | ⇒ | <a href="mailto:bowdens@npdc.govt.nz">bowdens@npdc.govt.nz</a> |

*Thank you for your feedback*

Your Name: .....

Postal Address: .....

Email Address: .....@.....

For further information, please contact:

Mr Stephen Bowden  
 Roading Programme Engineer  
 New Plymouth District Council  
 Ph: 06-759 6060; or  
 Email: [bowdens@npdc.govt.nz](mailto:bowdens@npdc.govt.nz)

For office use only:

Doc No:

File No: RT-18-06

**APPENDIX F****PROPOSAL TO CREATE A 80KM/H SPEED LIMIT FOR OTARAOA ROAD  
RESULTS OF PUBLIC CONSULTATION**

In the table below are the results of the public consultation which NPDC has undertaken with the residents of Otaraoa Road. A letter and a survey form was delivered to all residents on 1 September requesting their preference. The consultation period closed on 11 September.

<b>Option</b>	<b>Number of Responses Received (as at 12/09/14)</b>
1. The existing 100km/h speed limit remain	38
2. Create an 80km/h speed limit for the entire length of Otaraoa Road	17
3. Create an 80km/h speed limit for part of Otaraoa Road	13

The suggestions put forward for Option 3 are as follows:

1. Inland North Road intersection onwards towards Tarata Road = 5 responses received.
2. Inland North Road intersection to McKee production station = 5 responses received.
3. Inland North Road intersection to Tikorangi Road East intersection = 2 responses.
4. From McKee production station to Tikorangi School = 1 response.

General Comments received from the residents:

- In our opinion, 80km/h remains too high. 70km/h would be safer.
- We don't have a problem with the speed of traffic and recent realignment outside our place is a big improvement on our visibility entering and exiting our driveway.  
Suggestion: The road outside Jury's Garden needs to be widened at their entrance, the times their garden is open has shown that some people don't know how to enter and exit there in a timely manner. Foliage at Otaraoa/Tikorangi intersection needs to be lowered on the Jury properties for better visibility.
- We believe having differing speed limited sections on roads is confusing. Better to educate users to drive to the road state and conditions and to exercise to a greater degree common sense!
- We use this road several times a week. From McKee up it is a narrow road (third world country). In the name of safety, fix it.
- I am one of many horse owners on this road who would like to be able to ride on the road. Current speed is too fast.
- Try driving this road in a small vehicle with three kids in the car, it is dangerous at higher speeds. I fully endorse 80km/h.
- I would prefer the speed limit to stay at 100km/h and the industry (oil or gas) have restrictions on their truck speeds to 80km/h because it is that industry that has caused the problem in the community. I think it is unfair that local residents will get speeding tickets if it's lowered because of the safety issues caused by the industry. I am no longer able to ride a horse on the road due to it being unsafe, so for safety reasons I choose option three.

APPENDIX G

Setting of Speed Limits

65

Figure SLNZ1 Rural/In-between/Urban

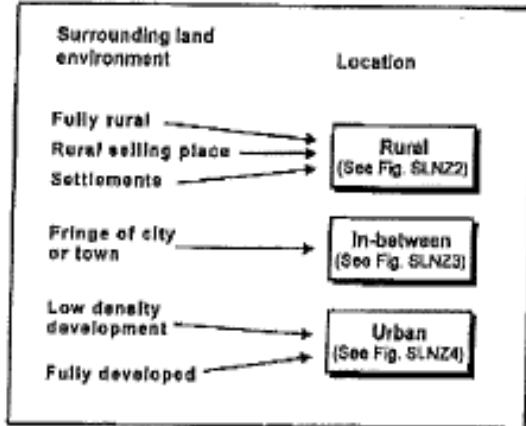
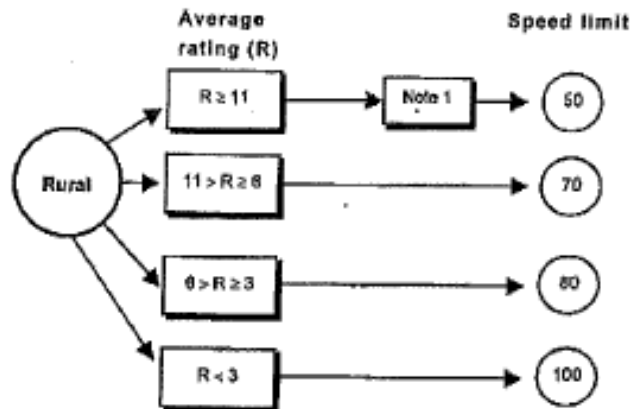


Figure SLNZ2 Speed Limit Flow Chart – Rural



Note 1. The level of development is not consistent with the location of this road. Please check you have used the correct flow chart for the location (see Fig. SLNZ1).



## NEW PLYMOUTH DISTRICT PLAN: PLAN CHANGES PLC13/00040 AND PLC14/00043 REGARDING WAAHI TAONGA/SITES OF SIGNIFICANCE TO MĀORI AND ARCHAEOLOGICAL SITES

PREPARED BY: Lauren O'Byrne (Senior Policy Adviser)  
Sean Zieltjes (Consultant Planner)

TEAM: Environmental Strategy & Policy Team

APPROVED BY: Liam Hodgetts (Group Manager Strategy)

WARD/COMMUNITY: District Wide

DATE: 19 September 2014

FILE REFERENCE: PP-11-02-04.PLC13/00040&43, DM 1493601

### MATTER

The matter for consideration by the Council is the approval of proposed Plan Changes PLC13/00040 and PLC14/00043 to the New Plymouth District Plan (District Plan) for public notification in accordance with the Resource Management Act 1991 (RMA).

### RECOMMENDATION FOR CONSIDERATION

That having considered all matters raised in the report, that pursuant to Schedule 1 of the Resource Management Act 1991 proposed Plan Change PLC13/00040 (Updating Provisions applying to Waahi Taonga/Sites of Significance to Māori and Archaeological Sites) and proposed Plan Change PLC14/00043 (Confirming the location and extent of Waahi Taonga/Sites of Significance to Māori and Archaeological Sites in the Ngāti Rahiri Rohe) and their accompanying Section 32 reports to the New Plymouth District Plan are approved for public notification.

COMPLIANCE	
Significance	This matter is of medium significance.
Options	<p>This report identifies and assesses the following reasonably practicable options for addressing the matter:</p> <ol style="list-style-type: none"> <li>1. Do not include the results of the review in the District Plan, i.e. do nothing.</li> <li>2. Delay including the results of the review until the wider District Plan review is undertaken.</li> <li>3. Publicly notify the proposed plan changes.</li> </ol>
Affected persons	The persons who are affected by or interested in this matter are iwi, hapū, landowners with waahi taonga/sites of significance to Māori and archaeological sites on their properties and external agencies such as Heritage New Zealand Pouhere Taonga and Heritage Taranaki.
Recommendation	This report recommends option 3 for addressing the matter.

**ITEM B2****ITEM FOR RECOMMENDATION**

<b>COMPLIANCE</b>	
Long-Term Plan / Annual Plan Implications	There are no Long-Term Plan/Annual Plan implications.
Significant Policy and Plan Inconsistencies	The outcomes of the plan changes will be consistent with the Long-Term Plan, the District Plan and the Mana Whenua Moana Paper (prepared for the New Plymouth Coastal Strategy).

**EXECUTIVE SUMMARY**

This report recommends that the Council approves the public notification of proposed Plan Changes PLC13/00040 and PLC14/00043 to the District Plan in accordance with the RMA. The plan changes are the culmination of a review that began in 2007 to accurately identify the location of waahi tapu and archaeological sites in the New Plymouth district and to map their extents. The provisions that apply to sites have also been considered. The plan changes will provide certainty amongst District Plan administrators, wider Council officers and members of the public because the information obtained can be confidently used as part of the development process. In addition, there will be less cause for concern, particularly amongst hapū, that sites are being interfered with or destroyed because they will be located correctly on the planning maps and will therefore trigger the RMA consenting process.

**BACKGROUND****District Plan Overview**

A waahi tapu site has been identified by hapu as a place that is spiritually and culturally important. An archaeological site contains physical evidence of pre-1900 human activity. Waahi tapu and archaeological sites are listed in the current appendix 26 and their locations are shown on the planning maps as symbols. The symbols show the location of a site but not its extent. The symbols trigger rules in the District Plan. Land use or subdivision resource consent may be required from the Council before carrying out certain activities on, or in close proximity to, sites listed in the District Plan.

A review of sites was initiated in 2007 to confirm the location of symbols on the planning maps and to map extents of sites where possible. Sites not currently identified will also be considered for inclusion in the District Plan. The provisions that apply to sites have also been examined and amendments are proposed as follows:

**Plan Change PLC13/00040 – Proposed Amendments (refer to Appendix 1)**

- Introduce a definition of waahi taonga/site of significance to Māori in both Te Reo and English to be used as a basis for listing sites. The new definition has been developed with hapu representatives and intends to acknowledge the particular value of sites to Tangata Whenua within the parameters set by case law. Include a glossary of terms in Appendix 26 to assist with understanding the status/significance of a site.



- Remove references to Schedule A (sites wholly or partially physically evident) and B (sites physically destroyed prior to the District Plan) in Appendix 26 and the overlay rules as it is not appropriate to classify sites on this basis in accordance with Tikanga Māori.
- Remove the requirement for resource consent within 50m, or for maximum height within 100m, of a site located within the Business or Residential Environment Area to acknowledge that the extents of sites have been identified and that these areas are generally more built up than other environment areas.
- Introduce additional assessment criterion to enable wider consideration of effects of activities on sites associated with the erection of structures and earthworks and subdivision to ensure important issues can be addressed.

### Plan Change PLC14/00043 – Proposed Amendments: (Refer to Appendix 3)

- 91 sites have been assessed in the Ngāti Rahiri rohe – 60 are currently in the District Plan and 31 will be added through the Plan Change. Of those 60 sites in the current District Plan, symbols will be moved for 30 sites. Extents will be added to the planning maps for all 60 sites. Of those 31 not in the District Plan, symbols and extents will be added to the planning maps for all of them. All 91 sites will be listed in Table 26.2 for the Ngāti Rahiri rohe. Sites in Schedule 26.1 will be removed as they are superseded by the listings in the new table.
- The Ngāti Rahiri rohe boundaries begin at Te Rau o te Huia on the west side of Onaero, moving south to Whiorua, eastward to the Mangaone Stream, then north to Titirangi then back along the coast to the east to meet back at Te Rau o te Huia. A map is appended to the Section 32 Report.

It is anticipated that further plan changes will be proposed in the future on a hapu basis to confirm sites in the remaining areas of the New Plymouth district.

### SIGNIFICANCE

In accordance with the Council's Significance Policy, this matter has been assessed as of medium significance due to the fact that it will address an issue of great importance to Māori. Plan Change PLC14/00043 will also provide greater certainty to landowners as there will be information regarding the location and extents of sites.

### OPTIONS

#### Option 1 Do not include the results of the review in the District Plan, i.e. do nothing

##### *Benefits*

- Those sites represented by a symbol on the planning maps that have been confirmed as correct will continue to be subject to provisions in the District Plan.
- The results of the review will be recorded on Land Information Memoranda, but will be for information purposes only.

##### *Costs*

- Those sites that have been repositioned and that are not identified in the correct position on the planning maps will not be protected. “New” sites will not be afforded protection.

**ITEM B2****ITEM FOR RECOMMENDATION**

- Resource consent will still be required for the “old” position of the site and will not be required for the “new” position. This will place an inappropriate burden on landowners who will be required to apply for a resource consent unnecessarily.

**Option 2      Delay including the results of the review until the wider District Plan review is undertaken**

The benefits and costs will be the same as identified in Option 1 with the exception that it will only be until the public notification of the new District Plan in 2016.

**Option 3      Publicly notify the proposed plan changes**

*Benefits*

- It will ensure that the Council is acting on the most accurate information available and will improve certainty for District Plan users.
- Resource consent will be required for the “new” position of the site. These sites will now be protected by the rules in the District Plan.
- Resource consent will not be required for the “old” position. This will remove the unnecessary burden that some landowners currently face when undertaking development and requiring resource consent for a site that is actually located in another location.

*Costs*

- It may take landowners time to understand and accept the concept of identifying and protecting sites because many sites are not evident in the landscape. However, many landowners were present when sites were surveyed, they have been given the results on a map and they have had opportunities to raise issues informally with Council officers.

It is considered that progressing the Plan Changes at this time is the most appropriate action (Option 3). The following considerations have been made.

Financial and Resourcing Implications

Inaccurate information in the District Plan leads to uncertainty for Council, hapu and landowners and potentially increased costs. There are increased costs of progressing a Plan Change separately to the District Plan review, particularly in respect to public notification. However once notified it can start having legal effect in the resource consent process leading to increased efficiencies in processes.

Risk Analysis

There is a high level of risk if the Council does not act upon the results of the review by amending the District Plan. Sites may be interfered with or destroyed unnecessarily; relationships with hapu, landowners and developers may become stressed due to the Council’s inaction; and the District Plan will be inconsistent with the information included in Land Information Memoranda.

Community Outcomes

Promoting Plan Changes now will achieve the following community outcomes:

- Resources are used sustainably, developed and protected;
- The district's heritage is identified, recognised and protected;
- The place of Māori is recognised and respected; and
- The Treaty of Waitangi is recognised and respected.

Statutory Responsibilities

There are inaccuracies in the District Plan impacting the Council's ability to fully meet its statutory responsibilities under sections 6 (e)(f), 7(a)(b) and 8 of the RMA. Including extents will provide greater certainty about sites in respect to potential development. The proposed plan changes are the most appropriate means of achieving the purpose of the RMA.

Consistency with Policy and Plans

Options 1 and 2 are inconsistent with the Long-Term Plan and the District Plan because sites will continue to be inaccurately identified. Progressing the Plan Changes is consistent with the Long-Term Plan, the District Plan and the Mana Whenua Moana Paper (prepared for the New Plymouth Coastal Strategy).

Implications for Māori

If the Plan Changes are progressed there will be a positive impact on Māori as sites will be correctly identified and trigger the resource consent process. Tangata whenua will be publicly notified in accordance with the RMA and given the opportunity to make formal submissions for or against the proposed plan changes.

Community Views and Preferences

The Waahi Tapu Reference Group have provided input into the review over the years and also into the specific issues identified in the proposed changes. Heritage New Zealand Pouhere Taonga and Heritage Taranaki have also provided feedback.

Ngāti Rahiri hapu have indicated support for the plan change. Over the review process landowners in the hapū rohe have been informed about sites on their property and been provided with the opportunity to discuss issues. Those directly affected by the Plan Change will be publicly notified in accordance with the RMA and given the opportunity to make formal submissions for or against the proposed plan changes.

**Recommended Option**

This report recommends option 3 (publicly notify the proposed plan changes).

**APPENDICES**

Appendix 1:	PLC13/00040 Plan Change Report
Appendix 2:	PLC13/00040 Section 32 Report
Appendix 3:	PLC14/00043 Plan Change Report
Appendix 4:	PLC14/00043 Section 32 Report