

Rārangitake o Te Kāhui Matauraura

Iwi Liaison Committee Agenda

Rāapa 9 Whiringa-ā-nuku 2024, 10 am

Wednesday 9 October 2024, 10 am

Council Chamber, Albion Street, Hāwera



Pūrongo Whaitikanga

Governance Information

Ngā Mema o te Komiti / Committee Members

Mayor Phil Nixon (Chairperson)
Deputy Mayor Robert Northcott (Deputy Chairperson)
Councillor Andy Beccard
Councillor Aarun Langton
Councillor Tuteri Rangihaeata

Te Kāhui o Rauru	Marty Davis Hinewai Katene
Te Kāhui o Taranaki	Peter Moeahu Wharehoka Wano
Te Korowai o Ngāruahine	Ngaraina Brooks Ferinica Hawe-Foreman
Te Rūnanga o Ngāti Ruanui	Ngapari Nui Turangapito Parata Graham Young

Ngā Mahi o ngā Komiti / Role of the Committee

The Iwi Liaison Committee's role is to enhance the relationship between Iwi and Council.

- The Committee comprises the Mayor, the Deputy Mayor, the Chairman of the Environment and Hearings Committee, one other councillor and two representatives from each of the four recognised Iwi of South Taranaki – Ngāti Ruanui, Ngā Rauru Kiiitahi, Ngā Hapū o Ngāruahine and Taranaki. Each Iwi can appoint two members to attend the Iwi Liaison Committee but has one vote on the Committee.
- The Committee is delegated the power to grant funds from the Tangata Whenua Liaison Fund within the purpose of the Local Government Act 2002. A sum of \$50,000 is allocated by the Council to the Committee each financial year.
- Other than the Tangata Whenua Liaison Fund the Committee makes recommendations to the Council for it to consider and make decisions on.

He Karere Haumaru / Health and Safety Message

In the event of an emergency, please follow the instructions of Council staff.
If there is an earthquake – drop, cover and hold where possible. Please remain where you are until further instruction is given.

He Pānga Whakararu / Conflicts of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected member and any private or other external interest they might have.

Huinga Tāngata / Attendance Register

Date	15/03/23	26/04/23	07/06/23	19/07/23	30/08/23	11/10/23	22/11/23	31/01/24	13/03/24	24/04/24	05/06/24	28/08/24
Meeting	O	O	O	O	O	O	O	O	O	O	O	O
Phil Nixon	√	√	A	√	NQ	√	√	√	√	√	√	√
Robert Northcott	√	√	√	√	NQ	√	√	√	√	√	√	√
Andy Beccard	A	√	√	√	NQ	√	√	√	√	√	√	A
Aarun Langton	√	√	√	√	NQ	√	√	√	√	√	√	√
Tuteri Rangihaeata	A	√	√	A	NQ	A	√	X	X	X	A	AO
Marty Davis	√	A	A	X	NQ	A	X	X	A	X	A	X
Hinewai Katene	A	X	A	AO	NQ	AO	A	X	AO	X	AO	AO
Peter Moeahu	-	-	-	-	NQ	√	√	√	√	√	√	√
Wharehoka Wano	-	-	-	-	-	-	-	-	AO	AO	A	AO
Ngaraina Brooks	-	-	-	-	-	-	-	√	√	A	√	√
Ferinica Hawe-Foreman	√	X	√	X	NQ	√	√	A	√	√	√	√
Ngapari Nui	A	A	A	√	NQ	√	√	√	X	A	A	√
Turangapito Parata	√	√	√	√	NQ	√	X	√	X	X	X	A
Graham Young	√	√	√	√	NQ	√	√	A	A	√	A	√

Key

√	Attended
AO	Attended Online
-	Was not required to attend
A	Apology
Y	Attended but didn't have to attend
X	Did not attend - no apology
NQ	No Quorum

Types of Meetings

O	Ordinary Meeting
E	Extraordinary Meeting

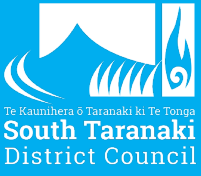


Rārangi Agenda

Rārangi Take o Te Kāhui Matauraura Rāapa 9 Whiringa-ā-nuku 2024 at 10 am Wednesday 9 October 2024 at 10 am

1. **Karakia**
2. **Matakore / Apologies**
3. **Tauākī Whakarika / Declarations of Interest**
4. **Whakatakoto Kaupapa Whānui, Whakaaturanga hoki / Open Forum and Presentations**
5. **Whakaae ngā Menīti / Confirmation of Minutes**
 - 5.1 [Te Kāhui Matauraura held on 28 August 2024](#) Page 9
6. **Pūrongo / Reports**
 - 6.1 [Urupā Maintenance Funding Applications](#) Page 13
7. **Ngā Take Kawea / Items for Action**
 - 7.1 [List printed on 3 October 2024](#) Page 31
8. **Pūrongo-Whakamārama / Information Reports**
 - 8.1 [Community Development Activity Report](#)..... Page 32
 - 8.2 [Environmental Services Activity Report](#)..... Page 37
 - 8.3 [Infrastructure Services Activity Report](#)..... Page 44
 - 8.4 [Pouwhakamahere-ā-Iwi Activity Report](#)..... Page 50
 - 8.5 [Hāwera to Normanby Corridor Strategy](#) Page 53
9. **Take Whānui / General Issues**
10. **Karakia**

Next Meeting Date: Wednesday 13 November 2024 – Council Chamber, Albion Street, Hāwera
Elected Members’ Deadline: Wednesday 30 October 2024



Karakia

1. Karakia



Matakore Apologies

2. Matakore / Apologies

Leave of Absence: *The Board may grant a member leave of absence following an application from that member. Leave of absences will be held in the Public Excluded section of the meeting.*



Ngā Whakaputanga Declarations of Interest

3. Tauākī Whakarika / Declarations of Interest

Notification from elected members of:

- a) Any interests that may create a conflict with their role as an elected member relating to the items of business for this meeting; and
- b) Any interests in items in which they have a direct or indirect pecuniary interest as provided for in the Local Authorities (Members' Interests) Act 1968.

Declarations of Interest: *Notification from elected members of: Any interests that may create a conflict with their role as an elected member relating to the items of business for this meeting; and Any interests in items in which they have a direct or indirect pecuniary interest as provided for in the Local Authorities (Members' Interests) Act 1968*



Whakatakoto Kaupapa Whānui, Whakaaturanga hoki **Open Forum and Presentations**

4

4. Whakatakoto Kaupapa Whānui, Whakaaturanga hoki / Open Forum and Presentations

The Council has set aside time for members of the public to speak in the public forum at the commencement of each Council, Committee and Community Board meeting (up to 10 minutes per person/organisation) when these meetings are open to the public. Permission of the Mayor or Chairperson is required for any person wishing to speak at the public forum.



Ngā Menīti Komiti

Committee Minutes

5

To	Te Kāhui Matauraura
Date	9 October 2024
Subject	Te Kāhui Matauraura – 28 August 2024

(This report shall not be construed as policy until adopted by full Council)

Whakarāpopoto Kāhui Kahika / Executive Summary

1. Te Kāhui Matauraura met on 28 August 2024. Te Kāhui Matauraura is being asked to adopt their minutes from 28 August 2024 as a true and correct record.
2. There were no recommendations within the minutes for the Council to consider.

Taunakitanga / Recommendation

THAT Te Kāhui Matauraura adopt the minutes of their meeting held on 28 August 2024 as a true and correct record.



Menīti Minutes

5

Ngā Take Mēniti o te Kāhui Matauraura Te Kāhui Matauraura

Council Chamber, Albion Street, Hāwera on Wednesday 28 August 2024 at 10.04 am.

Kanohi Kītea / Present: Mayor Phil Nixon, Deputy Mayor Northcott, Councillors Aaron Langton, Tuteri Rangihaeata *online*, Ngapari Nui and Graham Young (Te Rūnanga o Ngāti Ruanui), Hinewai Katene *online* (Te Kāhui o Rauru), Peter Moeahu and Wharehoka Wano *online* (Te Kāhui o Taranaki), Ngaraina Brooks and Ferinica Hawe-Foreman (Te Korowai o Ngāruahine).

Ngā Taenga-Ā-Tinana / In Attendance: Janine Maruera (Te Korowai o Ngāruahine – Communications Team Lead), Fiona Aitken (Chief Executive), Liam Dagg (Group Manager Environmental Services), Herbert Denton (Group Manager Infrastructure Services), Rob Haveswood (Group Manager Community Services), Sam Greenhill (Governance Officer), Reg Korau (Iwi Liaison Manager – Planning Team Leader), Dayna le Fleming (University Student – Planning and Development) and Becky Wolland (Head of Strategy and Governance).

Matakore / Apologies: Councillor Andy Beccard and Sandy Parata (Te Rūnanga o Ngāti Ruanui).

MŌTINI / RESOLUTION

(Ms Brooks/Mr Moeahu)

40/24 TKM **THAT** the apologies from Councillor Andy Beccard and Sandy Parata (Te Rūnanga o Ngāti Ruanui) be received.

TAUTOKO / CARRIED

1. Whakaaetia ngā Menīti / Confirmation of Minutes

2.1 Te Kāhui Matauraura Committee held on 17 July 2024.

MŌTINI / RESOLUTION

(Mr Moeahu/Mr Nui)

41/24 TKM **THAT** the minutes of Te Kāhui Matauraura meeting held on 17 July 2024 be confirmed as a true and correct record.

TAUTOKO / CARRIED

2. Pūrongo-Whakamārama / Information Reports

3.1 Community Development Activity Report

The report provided an update on progress with community development projects and activities across the District and other items of interest.

Roadmaps were being created for each of the town revitalisation plans to collate all the information to date. Technical Advisory Groups (TAG) and Project Control Groups (PCG) were created to provide a Council wide approach to the town revitalisation plans.

It was queried whether these projects could be categorised as nice to have given recent comments made by the Prime Minister. It was noted that it was difficult to quantify what could be classed as a nice to have versus a must have. For example Te Ramanui o Ruapūtahanga had been discussed as early as 2013. Projects needed to be considered in a different light to rationalise Council operations in and for the community. The new library space was a flexible space that was not only a library but would also include a café, an art gallery and the i-SITE while also telling the story of Ruapūtahanga. It was highlighted that the Council had put their infrastructure in good order which was important before proceeding with other projects that could be seen as a nice to have.

There were concerns raised regarding the future progression of Project Tukaū given the statements by the Prime Minister. It was highlighted that something needed to be done with the buildings in Manaia and project Tukaū was an opportunity to provide facilities for the community. It was highlighted that the social fabric in small communities was a must have as people needed to have good physical and mental health. It was felt that the Council should proceed with the Long Term Plan projects based on the current legislation until such time that the Government made any official changes.

Clarification was sought on the roles of the TAG and PCG and their interrelationships with the co-design groups. It was noted that the co-design groups were the representatives of the community who helped influence priorities, designs and budgets. The PCG was made up of the Senior Leadership Team who ensured that the wider revitalisation project was staying on track. It was clarified that the structure over the top was not controlling the expenditure of the budget.

MŌTINI / RESOLUTION

(Mr Young/Deputy Mayor Northcott)

42/24 TKM THAT Te Kāhui Matauraura receives the Community Development Activity Report.

TAUTOKO / CARRIED

3.2 Environmental Services Activity Report

The report provided updates on activities relating to the Environmental Services Group for the month of June 2024.

Building consents and resource consents were slowing down which was indicative of the economy. The number of building consents issued within the statutory timeframe had increased. Barking and roaming dogs had decreased however the number of attacking dogs was still a concern. It was hoped that bringing animal control in house would help to improve these statistics.

In response to a query regarding how Venture Taranaki promoted activity in the District it was noted that they made a significant impact. It was highlighted that the Council would not be able to carry out the same work as Venture Taranaki.

MŌTINI / RESOLUTION (Cr Langton/Ms Hawe-Foreman)

43/24 TKM **THAT** Te Kāhui Matauraura receives the Environmental Services Activity Report.

TAUTOKO / CARRIED

3.3 Corporate Services Activity Report

The report updated the Committee on activities across the District relating to the Corporate activities, since the last report in April 2024.

A report was being prepared for the Council to make a decision on Māori wards at an Extraordinary Council meeting on Wednesday 4 September. The Cemeteries Bylaw was currently open for consultation along with the Livestock Control Bylaw and Underpass Policy. Consultation for the South Taranaki Business Park Road Renaming proposal had closed and based on the numbers, the preferred name from submitters for Little Waihi Road was Houston Road.

Ngāti Ruanui requested to be involved and engaged in the process for the Hāwera to Normanby Corridor Strategy.

In response to a query regarding the Long Term Investment Fund it was noted that since the fund was established \$130 million had been put back into the community through rates relief and payment of interest on key projects.

MŌTINI / RESOLUTION (Deputy Mayor Northcott/Ms Brooks)

44/24 TKM **THAT** Te Kāhui Matauraura receives the Corporate Services Activity Report.

TAUTOKO / CARRIED

**Ko te wā whakamutunga 10.36 am ō te ata.
Meeting closed at 10.36 am.**

(Ko te rangi / dated this) (te rā ō / day of) 2024.

.....
TIAMANA / CHAIRPERSON



Pūrongo Report

To	Te Kāhui Matauraura
From	Kaitātari Ope Whaitikanga / Governance Team Leader, Sara Dymond
Date	9 October 2024
Subject	Urupā Maintenance Funding Applications

6

Whakarāpopoto Kāhui Kahika / Executive Summary

1. This report provides a summary of the applications received to the Urupā Maintenance Fund (the Fund) for the September 2024 round including the current status of the Fund.
2. During the development of He Pou Tikanga Ngā iwi o te Tai Whakaruna – Council Partnership Strategy there were discussions around how the Council could support marae and hapū with the maintenance of urupā. The Urupā Maintenance Fund was established as part of the 2024-2034 Long Term Plan, with the purpose to partially cover the costs incurred by owners/trustees in the on-going care of their urupā.

Taunakitanga / Recommendation

THAT Te Kāhui Matauraura;

- a) Receives the Urupā Maintenance Funding Applications Report.
- b) Receives any applications (if applicable) requesting funding assistance from the Urupā Maintenance Fund and;
 - i. Approves to fund the application(s) for the amount requested; or
 - ii. Approves to fund the application(s) for a different amount; or
 - iii. Defers the application(s) to the next funding round; or
 - iv. Declines funding for the application(s) submitted.

Kupu Whakamārama / Background

3. During the development of He Pou Tikanga Ngā iwi o te Tai Whakaruna – Council Partnership Strategy there were discussions around how the Council could support marae and hapū with the maintenance of urupā. The Urupā Maintenance Fund was established as part of the 2024-2034 Long Term Plan, with the purpose to partially cover the costs incurred by owners/trustees in the on-going care of their urupā.
4. Applications must meet the funding conditions outlined on the application form which are set through the Community Funding Policy.

5. The annual allocation for this fund is \$15,000 in Year 1 (2024-25), increasing by \$5,000 per year until capped at \$40,000. Applications up to \$250 can be submitted at any stage and are assessed and approved by the Iwi Liaison Manager with support from the Governance Team. Applications over \$250 will be considered by Te Kāhui Mataura. Receipts of the use of funds are required to be submitted.
6. Within a triennium, any funding unallocated at the end of a financial year will be carried over and added to the next years' distribution amount. Any funding that is unallocated at the end of a triennium will not be carried over.

Local Government Purpose

7. The purpose of Local Government is: "to promote the social, economic, environmental and cultural well-being of communities in the present and for the future". Funding projects that meet the criteria of the Fund meet the social, economic, cultural and environmental well-beings of the community.

Ngā Kōwhiringa / Options – Identification and analysis

8. There was one application received to the Urupā Maintenance Fund for consideration.

Option(s) available

9. The possible options for each application are:
 - a) Option One: Approve the application for the requested amount; or
 - b) Option Two: Approve the application for a different amount; or
 - c) Option Three: Defer the application to the next funding round; or
 - d) Option Four: Decline the application.

Whaiwhakaaro me ngā aromatawai / Considerations and Assessments

10. Each application should be considered against its alignment to the purpose of Local Government as well as the extent to which the projects meet the overall Fund objectives and criteria.

To be eligible for the grant, an urupā must be:

- a) Within the South Taranaki District; and
- b) Located on:
 - land designated as Māori reservation under section 338 of the Te Ture Whenua Māori Act 1993 for the purposes of an urupā; or
 - Māori freehold land; or
 - general freehold land in Māori ownership.

The grant can go towards activities directly related to the care of the urupā including but not limited to:

- maintain and repair gateways, fences, footpaths, etc
- maintain, clean, repair and restore headstones, install berms, etc
- maintain, repair or replace existing ground maintenance equipment

- maintain, repair or improve pedestrian and vehicular access and parking
- maintain urupā lawns, hedges, trees, etc., and remove green waste

The grant cannot be used for:

- establishing new urupā
- multiple-year projects

Whakarāpopototanga Pūtea Kōwhiri-ā-rohe / Local Discretionary Funding

Urupā Maintenance Funding Applications – September (Round Two)

11. An application has been received from the Parihaka Papakāinga for Te Kāhui Matauraura's consideration.

Parihaka Papakāinga

- Project Description: Te Morehu Urupā - To purchase a storage Shed and a portable Gazebo/Marquee.
- How is the group usually funded: Koha
- Project cost details: Refer table 11.1.

Table 11.1: Project cost details

Item	Cost
Toughout Thunderstorm Gazebo (\$349 – on sale) + shipping to New Plymouth	\$429.00 \$109.00
Trade Tested Garden Shed 3.07 x 3.07 x 2.17 (Includes Garden Shed wooden peg down kit and wooden floor kit 3.07 x 3.07) + shipping to New Plymouth	\$1,744.60 \$79.00
Total Project Cost	\$2,361.60

Income Source	Confirmed	Amount
Koha	N/A	Unknown
Total Funds Available		Unknown

Funding Summary	
Total Project Cost	\$2,361.60
Less/Minus Total Funds Available	\$0.00
Difference/shortfall	\$2,361.60
Amount requested from Discretionary Fund	\$2,361.60

Considerations

12. There are no considerations for the Committee to consider.

Consistency with Plans/Policies/Community Outcomes

13. Nothing in this report is inconsistent with any Council policy, plan or strategy.
14. This matter contributes to the following community outcomes as detailed below:

- Mana Mauri - Cultural well-being
- Mana Tangata - Social well-being
- Mana Taiao - Environmental well-being

Whakakapia / Conclusion

15. This report provides a summary of the application received to the Fund for the September 2024 round.



Sara Dymond

**Kaiārahi Whaitikanga /
Governance Team Leader**



[Seen By]

Becky Wolland

**Pouhautū Rautaki me te Whaitikanga /
Head of Strategy and Governance**

Appendix 1*Urupā Maintenance Fund balance for the 2024/25 financial year.*

Urupā Maintenance Fund – 2024/25			Total Budget	\$15,000.00
Date	Applicant	Project	Amount	Balance
September 2024	Parihaka Papakāinga	Te Morehu Urupā - Purchase a storage Shed and a portable Gazebo/Marquee	\$2,361.60	<i>Pending</i>
Closing balance				\$0.00

Nga Urupa ki Parihaka Committee

email: ngaurupakiparihaka@gmail.com

5th August 2024

Tena koutou nga kaimahi o STDC,

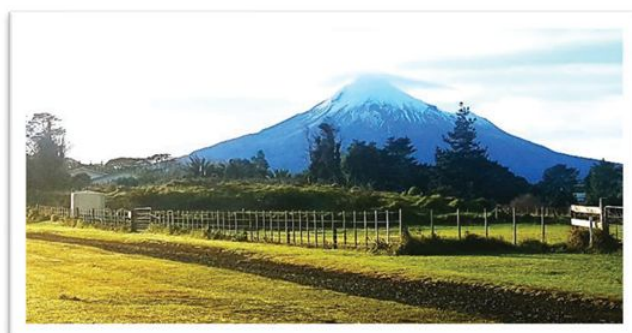
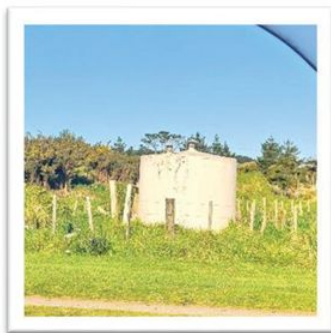
Nga Urupa ki Parihaka Committee is wanting to submit a funding application (Urupa Maintenance Fund Application Form - OVER \$250) to STDC to purchase a new garden shed and a portable marquee. Both are urgently needed to address storage and shelter issues as the current water tank is no longer adequate to complete the wide range of responsibilities and duties necessary to manage and oversee Te Morehu urupa.

BACKGROUND: Parihaka has two historical urupa (Paponga and Te Wiriwiri), and the third urupa that is currently in use, is Te Morehu. Although all three urupa are located on Parihaka Papakainga reservation which is managed by the Parihaka Papakainga Trust (PPT), our Nga Urupa ki Parihaka Committee is in the process of becoming a separate entity. This is necessary as previously there has been no designated group that has full oversight of all 3 urupa, instead full responsibility and management has previously been entrusted to one individual, the kaitiaki. This is not sustainable, nor is it practical if we want to preserve the kawa, tikanga and historical knowledge that our Kaitiaki possess.

Nga Urupa ki Parihaka was formally established in January this year when we held our first hui, and since then we have held monthly hui to identify issues and needs for Te Morehu Urupa. The most urgent necessities are a garden shed and a portable marquee.

SHELTER - (Garden Shed): Parihaka tikanga for grave diggers requires Kaitaki (and grave diggers) to be at the urupa at 7am on the morning of the nehua. All are to remain within the urupa until the burial process is completed and this process can take up to 8 hours. Currently during wet weather, Kaitiaki & diggers usually sit in their vehicles whereas a fit for purpose garden shed with an overhang (preferred) would provide adequate shelter from the rain and wind, an area to huddle and share hot beverages.

STORAGE – (Garden Shed): The minimum grave digging tools of shovels, tarpaulin, timber (frame), ropes etc are currently stored in the old water tank (see photos below). Because the tank is unable to be locked, any additional grave digging equipment is provided by the Kaitaki. This also applies to any maintenance equipment of mowers, weed eaters, trimmers, water blasters, tools etc these are personally owned, supplied and transported on site, by the Kaitiaki. An onsite lockable garden shed will eliminate cartage and provide a secure facility to store future Urupa-owned equipment.



SHELTER – (Portable Marquee): Digging a grave during wet or sweltering hot weather conditions is challenging, complex and potentially unsafe, due to slips and heat exhaustion etc. A 6m x 3m portable

marquee would keep the surrounding whenua dry, provide the diggers with protection, coverage and cool during summer months.

Total Project Cost: \$2,361.60

Our committee currently has \$560.00 from koha, but we intend to use this to begin purchasing and upgrading urgent urupa maintenance equipment, once we have a lockable shed.

Attached are the required application docs:

1. Funding application: Filled and signed by Michael Mason (Chairperson) & Tina Mason (Treasurer) with 3 x Quotes for Garden Shed and 3 x Quotes for Portable Marquee
2. 2024-07-13 Nga Urupa ki Parihaka Approved minutes
3. TSB Bank Statement – with Te Morehu deposits made into Hiona Account
4. TSB Bank Statements – Hiona Account: April, May, June, July 2024
5. Financial Spreadsheets – Hiona Account: April, May, June, July 2024
6. Support letter from the Parihaka Papakainga Trust

The funding application specifically requests 'A bank deposit slip or bank statement with your group's printed bank account details', but our committee does not have a bank account in our committee's name. On 28th of July 2024, our committee approached the Parihaka Papakainga Trust (PPT) seeking support to use the Trust's bank account to deposit the funds, as well as provide the required financial documents. After much deliberation, the PPT declined the request because the project cost was not approved in their 2024 annual budget and although the PPT's bank accounts have a considerable amount of funds, 90% are tagged to specific funding stream projects and the remaining 10% is towards operational costs.

As previously stated, our committee has accumulated \$560.00 in koha since 2022, and these funds were banked in the Mason/Meihana whanau account as an interim solution for safe keeping and recording koha that the Kaitiaki received. The name on the bank account is Hiona, which is the name of the hill where the Mason whanau home (Te Pere) is located at Parihaka. The primary role of the Hiona bank account is to pay for any maintenance and running costs for the whanau home and as you will see from the bank statements, the outgoings consist of payments for power, internet, LPG (Rock gas) for infinity water heater, gas stove and fuel for the lawn mower. Deposits are made by individual Mason whanau as koha, or as a contribution towards the whare (board payment), from our current resident kaumatua Timothy Mason.

The Hiona bank account is NOT a personal account, has one cashflow card and is managed by the treasurer of the Mason Whanau (Rerewha-o-Terangi Timothy Mason Whanau Trust) Tina Mason, who is also a current trustee and signatory for the Parihaka Papakainga Trust. We have confidence with using the Hiona bank account as all transactions and statements are provided on request, and we can easily access the funds for any committee approved purchases.

We hope that our funding application is successful, and our committee appreciates the opportunity provided by the South Taranaki District Council.

Naku na



Michael Mason
Chairperson
NGA URUPA KI PARIHAKA COMMITTEE



Whārangi Tono Pūtea Manaaki Urupā

Urupā Maintenance Fund Application Form

South Taranaki District **Funding applications over \$250**

6

Fund Criteria

The purpose of the Urupā Maintenance Fund is to partially cover the costs incurred by urupā owners/trustees in the on-going care of their urupā.

To be eligible for the grant, an urupā must be:

- Within the South Taranaki District; and
- Located on:
 - Land designated as Māori reservation under section 338 of the Te Ture Whenua Māori Act 1993 for the purposes of an urupā; or
 - Māori freehold land; or
 - General freehold land in Māori ownership.

The grant can go towards activities directly related to the care of the urupā including, but not limited, to:

- Repair and maintenance of gateways, fences, footpaths, etc
- Maintain, clean, repair and restore headstones, install berms, etc
- Maintain, repair or replace existing ground maintenance equipment
- Maintain, repair or improve pedestrian and vehicular access and parking
- Maintain urupā lawns, hedges, trees, etc and remove green waste.

The grant cannot be used for:

- Establishing new urupā
- Multiple-year projects.

Please ensure you use the correct application form, either:

- Funding applications up to \$250, or
- Funding applications over \$250

Attachment Details

You **MUST** attach the following information:

- A full set of accounts/financial statements and a copy of your most recent bank statement
- Quotes for your project costs if applicable
- A bank deposit slip or bank statement with your group's printed bank account details
- Copy of meeting minutes confirming your group's approval to apply to this fund

If you are unable to provide any of the above, please give an explanation below (use a separate sheet if needed).

The Urupa Committee does not currently have a separate bank account as we only receive funds through koha (of no set amount) given by whanau. Currently our koha funds total \$560.00, and this putea was received between 2022-2023 and banked into our Mason/Meihana whanau account that is primarily used to maintain costs for our whanau home Hiona, which is located at Parihaka. We are in the process of becoming our own entity so that we can open our own bank account. Koha received in the past year has been used to replace small items like shovels, rakes, tarpaulins etc

Please ensure that all sections of the application form are filled out and all five pages sent through as part of your application with any supporting documentation attached.

Private Bag 902, Hāwera, 4640

0800 111 323 | (06) 278 0555 | www.southtaranaki.com

Section 1 – Applicant Details

Name of Marae: Parihaka Papkainga

Person applying for grant: Tina Mason (Treasurer)

Email: ngaurupakiparihaka@gmail.com

(Note: all correspondence relating to your application will be sent to this email address in the first instance)

Phone (day): [REDACTED]

Postal Address (incl. Post code) 37 Record Street,

New Plymouth 4312

Project: Te Morehu Urupa:

Purchase a storage shed

Purchase a Portable Gazebo / Marquee

Amount requested: \$. 2,361.60

Is the Urupā within the South Taranaki District? Yes No

Is the Urupā located on:

- Land designated as Māori reservation under Section 338 of the Te Ture Whenua Māori Act 1993 for the purposes of an urupā; or
- Māori freehold land; or
- General freehold land in Māori ownership.

Is the Marae GST registered? Yes, GST Number No

Contact details (please provide two contacts for your group)

Contact One

Name Tina Mason

Position Treasurer: Nga Urupa ki Parihaka Committee

Email ngaurupakiparihaka@gmail.com

Address 37 Record Street
New Plymouth

Phone [REDACTED]

Contact Two

Name Michael Mason

Position Chairperson: Nga Urupa ki Parihaka

Email ngaurupakiparihaka@gmail.com

Address 37 Record street
New Plymouth

Phone [REDACTED]

Section 4 – Financial Details

Project cost details

Applicants who are GST-registered need to provide budget figures that exclude GST. If you are not GST-registered your budget figures need to include GST.

Item	Cost
TOUGHOUT Thunderstorm Gazebo (\$349.00 - on sale)	\$ 429.00
+ shipping to New Plymouth	\$ 109.00
TRADE TESTED Garden shed - 3.07 x 3.07 x 2.17	\$
includes Garden Shed wooden peg down kit	\$
includes Garden Shed wooden floor kit - 3.07 x 3.07	\$ 1,744.60
+ shipping to New Plymouth	\$ 79.00
	\$
	\$
	\$
Total Project Cost:	\$ 2,361.60

Project Income Details

Project income and other sources of income e.g. Other grants (including applications to other Community Boards), donations, discounts on services, own contribution, existing funds, expected fundraising.

Income Source	Confirmed <i>(Yes/No/Awaiting Outcome)</i>	Amount
		\$
		\$
		\$
		\$
		\$
		\$
		\$
		\$
		\$
Total Funds Available		\$

Funding Summary

Total Project Cost:	\$ 2,361.60
Less/Minus Total Funds Available	\$
Difference/shortfall	\$
Amount requested from Urupā Maintenance Fund	\$ 2,361.60

Section 5 – Project Details

Provide a brief project description: **GARDEN SHED:**

Our urupa is in urgent need of an upgrade of a lockable shed & equipment. The old water tank that was gifted, stores the basic items for digging a grave. Having a lockable shed will eliminate the need to transport wet weather clothing, tools, medium/large equipment (mower, weed eaters etc).

PORTABLE GAZEBO: Extreme weather of rain, wind, burning sun etc make the mahi of digging a grave extremely difficult, harsh and tough. A portable marquee anchored over the grave area will protect and keep diggers dry/cool & minimise potential slips/accidents.

Project start date: 1/09/2024

Project end date: 30/09/2024

Who will benefit from the project and how?

Nga kaitiaki: will no longer need to transport various equipment for various needs - tangi, unweilings, maintenance etc. Hold Urupa owned gear

Whanau grave diggers: Lockable storage - we can provide wet weather clothing, marquee cover, any other additional equipment needed for digging

Whanau: Maintenance of Urupa, equipment & tools immediately accessible for: unweilings, exhumations and general upkeep of individual plots.

Section 6 – Privacy Statement

The South Taranaki District Council (the Council) wishes to collect personal information from you, which includes your name and contact details. The Council is collecting your personal information to contact you and follow up with you regarding your application for funding.

Providing contact information is optional. If you choose not to provide your contact details, we are unable to follow up with you (if required), and this application form will be deemed incomplete.

The information will be archived until the fund ceases and following that, will be disposed of securely.

You have the right, under the Privacy Act 2020, to ask for a copy of any personal information we hold about you and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, please contact us at privacyofficer@stdc.govt.nz, or 0800 111 323.

To view the Councils Privacy Policy, please visit the website: www.southtaranaki.com.

For accountability purposes, all receipts will need to be received by the South Taranaki District Council as soon as practical after funding has been received.


Section 7 - Declaration

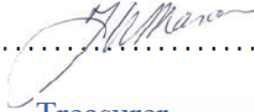
- I/we declare that we are a not-for-profit group (A not-for-profit does not earn profits for its members. All of the money raised or donated is used in pursuing the group's objectives)
- I/we declare that the information supplied in this application is true and correct.
- I/we undertake that that I/we have obtained the consent of all people involved to provide these details.
- I/we understand that my/our organisation name and brief details about the project may be released to the media or appear in publicity material.
- I/we understand that the South Taranaki District Council is bound by the Local Government Official Information and Meetings Act 1987.

If this application is successful, I/we agree to:

- Use funding received through the Urupā Maintenance Fund solely for the project or purposes disclosed in our application.
- Provide a report for each year of funding no later than 30 June. Provide any receipts or invoices which may be requested by the funding administrators.
- Promote or acknowledge the support of the Urupā Maintenance Fund at every opportunity.
- Return funds to the Urupā Maintenance Fund for future allocations, should funding no longer be required, or is surplus or unspent from the agreed funded project.

Please provide two members signatures

Name: Michael Mason
 Signature: 
 Position in group: Chairperson: Nga Urupa ki Parihaka
 Date: 16/07/2024

Tina Mason

Treasurer
26/07/2024

All applications will be considered by the South Taranaki District Council's Te Kāhui Matauraura and the Council's Iwi Liaison Manager with support from the Community Funding Advisor.

2024 Applications Close:	2024 Meeting Dates:
10 January	31 January
21 February	13 March
3 April	24 April
15 May	5 June
26 June	17 July
7 August	28 August
18 September	9 October
23 October	13 November

Meetings are generally held in the South Taranaki District Council Chambers, Albion Street, Hāwera at 10 am.

Post: Community Funding Advisor
South Taranaki District Council
Private Bag 902
Hāwera, 4640

Email: funding@stdc.govt.nz

INCOMPLETE APPLICATIONS WILL BE RETURNED TO APPLICANT FOR COMPLETION
(please be aware this could delay the consideration/outcome of your application)

QUOTES FOR SHED – URUPA

GARDEN SHEDS Link: Requires assembly. <https://kiwigardensheds.co.nz/product/3-x-3m-galvo-standard-shed/>

Features include:

- 15 year warranty*
- 0.25mm anti-rust Alu-Zinc or coloured steel on galvanised base
- Alu-Zinc channels and trims
- Deep ribbed profile for extra strength
- Large sheet size for quick and easy assembly
- Trouble-free lockable, hinged doors
- Internal diagonal door brace for added rigidity
- Double folded doorway safety edges
- Clear NZ written instructions and an instructional DVD

\$1,074

3.0 x 3.0m Galvo Standard Shed

\$1,039.00 – \$1,698.00



6

TRADE TESTED: Link: Requires assembly. <https://www.tradetested.co.nz/p/sheds-carports/garden-sheds/steel-garden-sheds/3-07m-x-3-07m/garden-shed-3-07m-x-3-07m-x-2-17m-ironsand>

FEATURES

- Hinged door with lockable latch
- Hot-dipped, 0.32mm galvanised steel
- 12 Year No-rust Warranty

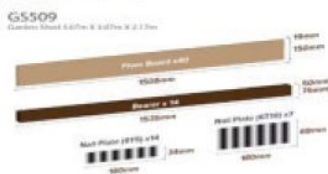
SPECIFICATIONS

Colour: Ironsand
 External dimensions (including roof overhang): 3.27m (W) x 3.07m (D) x 2.17m (H)
 Footprint dimensions: 3.07m (W) x 3.07m (D)
 Internal dimensions: 3.03m (W) x 3.03m (D) x 2.15m (H)
 Back wall: 1.8m (H); Front wall: 1.8m (H)
 Door size: 1.75m (H) x 0.73m (W)
 Carton Dimensions: 1.86m (L) x 0.47m (W) x 0.34m (D)
 Carton weight: 145kg

GARDEN SHED 3.07M X 3.07M X 2.17M IRONSAND
NOW ONLY
\$1,099



- ✓ This item: Garden Shed 3.07m x 3.07m x 2.17m Ironsand **\$1,099**
 - ✓ Garden Shed Wooden Peg Down Kit **\$26.60**
 - ✓ Garden Shed Wooden Floor Kit 3.07m x 3.07m **\$619**
- Price for 3 items: **\$1,744.60**



GARDEN SHED WOODEN FLOOR KIT
3.07M X 3.07M
\$619

SHIPPING OPTIONS TO **TARANAKI** ▾
 Door to door \$79 2-4 days

MITRE 10 - Link: Requires assembly. - <https://www.mitre10.co.nz/shop/storite-rite-on-garden-shed-3-03-x-3-31-karaka-green/p/167339>

The Storite Rite On shed is made from non-rusting, high-tensile Aluzinc steel with a deep rib profile for extra strength. It features a gable roof and braced, hinged double doors that are lockable to keep your valuable gear safe. A huge floor area of 10.02 square metres provides plenty of room for workbenches and shelving, as well as store garden tools and outdoor equipment. Karaka Green finish.

- 3.03 metres wide by 3.31 metres deep.
- 2.12 metre gable roof.
- Includes all rivets and screws for assembly.
- Includes durable stainless steel hinges.
- 20 year warranty.



Bulky



Self Assembly

CODE	SHED SIZE				CLEARANCES		WIND RATING	CYCLONE KIT UPGRADE
	WIDTH (m/W)	DEPTH (m/D)	WALL HEIGHT (m/H)	HIGHEST POINT (m/HP)	DOOR WIDTH (mm)	DOOR HEIGHT (mm)		
45232HK	4.40	2.26	2.05	2.30	1530	1970	X	CYCHK

Storite Rite On Garden Shed
3.03 x 3.31 Karaka Green

\$1699 24.75

Buy Online

Click & Collect

[Choose a store](#)

QUOTES FOR POP-UP MARQUEE

TRADE TESTED: <https://www.tradetested.co.nz/p/home-outdoor-living/awnings-pergolas/pop-up-gazebos/3m-x-6m/great-white-pop-up-gazebo-3m-x-6m-black>



GREAT WHITE POP UP GAZEBO 3M X 6M BLACK

IN STOCK
 4.5 stars 10 reviews
NOW ONLY \$459 or 4 payments of \$114.75 on **otherpay**

PRICE GUARANTEE See above price? Ask us to beat it!

Great White Marquees now have you covered with a full range of versatile, high quality pop-up gazebos. [Read more](#)

SHIPPING OPTIONS TO TARANAKI
 Door to door \$41 2-4 days
 Pickup Auckland Store **FREE**

Shipping costs are estimated based on 50% of electricity, fuel and other surcharge applies. [View more shipping options](#)

Comes with a 1 Year Trade Tested Warranty.

FEATURES

- Durable, powder coated steel frame
- Heavy duty steel connectors
- Heavy duty, rip stop, flame retardant 600D PVC fabric
- Adjustable leg height
- Ground pegs, guy ropes and carry bag included
- Easy and quick to assemble
- 1 Year Warranty

SPECIFICATIONS

Dimensions: 3m x 6m
 Frame materials: Powder coated steel
 Main tube size: 32mm x 32mm x 0.8mm
 Cross tube: 25mm x 25mm x 0.8mm
 Cover materials: 600D Oxford coated PVC
 Colour: Black
 Gross weight: 44kg
 Net weight: 43kg
 Carton dimensions: L 158cm x W 42cm x H 25cm

EQUIP OUTDOORS: <https://www.equipoutdoors.co.nz/oztrail-hydroflow-deluxe-gazebo-6-x-3-m>



Oztrail Hydroflow Deluxe Gazebo 6 x 3 m [Colour: Red]

- ✓ Antiponding bars prevent water pooling
- ✓ Large ground and canopy coverage
- ✓ High quality, durable materials

SKU: MFD-050-R-D
 REVIEWS: Be the first to leave a review

Ready to Ship

RRP \$699.99
\$599.99

Oztrail Hydroflow Deluxe Gazebo 6 x 3 m Features:

- Hydro Flow Anti Ponding Bars to create tension to prevent water pooling in the canopy corners
- 600 x 300 cm ground and canopy coverage
- Fire retardant 300 Denier UVtex treated polyester canopy with internal silver coating that blocks more than 98% of UV radiation.
- High quality powder coated steel folding frame with ABS componentry for strength
- Triple layer 600 Denier polyester reinforcing points in key wear locations
- Heavy duty 32mm tubular steel leg sections with a two stage system for a space conscious pack size
- Oversized moulded buttons for easy height adjustment
- Externally bound roof line seams to improve tension in the canopy and large roof vents for improved and wind dissipation
- Heavy duty wheeled carry bag for easy transportation and protected storage
- Portable, quick to erect powder coated frame with no assembly required

TOUGH OUT Link: <https://www.dealsdirect.co.nz/christchurch/product/pop-up-gazebo-marquee-tent-heavy-duty-3m-x-6m-with-side-walls-brand-new-arrival/>



TOUGHOUT Thunderstorm Gazebo 3x6M - Blue

Delivery \$109.00

~~\$429.00~~ **\$349.00**

ToughOut is renowned for its high-quality range of Pop-Up Gazebos and Garden Sheds, delivering both durability and satisfaction. Our flagship ToughOut Thunderstorm Gazebos stand out as the most popular and robust in our collection. These gazebos boast an

	THUNDERSTORM
Designed for	Home / Commercial Use
Material	Rust resistant powder-coated steel
Main Frame	40mm x 40mm steel tube 0.6mm thickness
Leg	35mm x 35mm steel tube 0.6mm tube thickness Large steel foot
Frame Features	0.55mm oval-shaped cross bars Extra-thick straight & telescopic legs Quick release button
Canopy Material	Extra-dense 800D Oxford fabric 265gsm PVC coating
Canopy Features	Water-resistant UV-resistant 80gsm extra-thick fabric
Side Wall Material	Extra-dense 210D Oxford fabric

ATTENDANCE & APOLOGY REGISTER – Quo: 5			
Committee members		Pres	Apol
1	Mickey Mason	√	
2	Heperi Mason	√	
3	Ku Phillips	√	
4	Te Whiti Orongomai Mason		A
5	Lena Tauranga (secretary)		A
NUoP whanau members		Pres	Apol
	Tina Mason (interim treasurer)	√	
	Tim Mason	√	
	Willie Mason	√	
	Moana Tuteuruoho		A
	Pricilla Robinson-Tuteuruoho	-	
	Brian Tuuta	-	
	Paro Mason	-	
	Mariana Tai	√	

Nga Urupa ki Parihaka Committee

13/07/2024 MINUTES NUKPC hui

1. **Start time:** 2.45 pm
2. **Karakia:** Heperi
3. **R1 - Apologies** – Lena, Moana, Te Whiti Orongomai Mason
Move to accept the apologies
Mover Heperi **Second** Mickey
4. **Acknowledgements:** Nil
5. **Amendments** to 16/03/2024 minutes: Nil noted
R2 – Move to accept the previous minutes
Mover: Mickey **Second:** Heperi
6. **Matters arising** from previous minutes: *Still need to buy receipt books for kaitiaki.* ACTION: Lena to look into purchasing these
7. **COMPLAINT:** Mariana wanted to bring a concern/complaint to the attention of the Urupa Committee. Several times while in the Urupa, Mariana has picked up plastic that has been blown around, taken home rubbish that has been left at the Urupa gate. Even taken a black sack of rubbish but disposed of it in the picnic rubbish bin as

it was too much for her personal rubbish bin. Families should be taking their rubbish home with them. The committee thanked her for bringing her concerns to the hui and will add her complaint to our agenda for discussion. Mariana then left the hui. Hui continued.

13/07/2024 NUKP Committee Hui

Agenda items:

1. Re-discuss: Issue/Planning & Solution Table

UPDATED – 13/07/2024		
ISSUE / PLANNING	SOLUTION	
A Inform Haukainga of Komiti & get feedback on process doc	1. Chairperson to read letter and provide handouts at nga ra – July. Invite whanau to next hui	
B Taranaki Iwi (TI) & TI Pahake hui – Tuesday 16/07/2024	1. Chairperson to provide update – deadline for feedback 1st Sept 2024 2. Provide print outs @ Taranaki Iwi Pahake Hui	
C Informing PPT & Houses & Taranaki Iwi	1. Email document to all with a deadline for feedback	
D Host a Urupa Wananga –Develop agenda & Power point presentation ACTION: Lena to start this task	1. Hold a Urupa Wananga 2. Where: prefer Pungarehu Hall (more local) 3. When: Decided at September NUKP hui	
	1. Komiti background 2. Purposes – Under PPT or Inc Society 3. Issues & Solutions 4. Planning – succession, growth, communication plan 5. What next	
E How will wananga be funded	\$560 – current balance	
F Where do we share Urupa info & doc	Social media – Use facebook – PPT, Te Maungarongo etc	
G Urupa Signage – wording & funding ACTION: Tina to find funding	Couple of PPT trustees were wanting to put a sign at Urupa, but were told there is a committee and need to consult the kaitiaki - need to find funding for this, wording needs to be simple and clear - WIP	

2. **Kaitiaki Updates:** Mickey & Heperi – (nil updates tabled). Mark (Ku) shared that his medical appointments prevent him from attending ra etc. All agreed to look after his health, we need him at NUKP monthly hui.


3. **Funding:** Tina tabled 2 x funding applications from STDC – 1: Tangata Whenua Liaison Fund (application dates – 31st January – 31st March); 2: Urupa maintenance fund application form for over \$250.00 (closing date: 7th August 2024). After discussion, it was identified that items that are urgently needed are:
- Lockable Garden Shed:** This is urgently required to address two issues, shelter and storage. **SHELTER:** The Parihaka tikanga for grave diggers requires Kaitiaki (and grave diggers) to be at the urupa at 7am on the morning of the nehua. All are to remain in the urupa until the burial process is completed, which can take up to 8 hours. Currently during wet weather, Kaitiaki & diggers usually sit in their vehicles whereas a fit for purpose shed with a overhang (if possible) would provide adequate shelter from the rain and wind, as well as provide a place to make hot beverages. **STORAGE:** Only the minimum grave digging tools of shovels, tarpaulin, timber (frame), ropes etc are currently stored in an old water tank that is unable to be locked, any additional equipment is supplied by the kaitiaki. Maintenance equipment of mowers, weed eaters, trimmer, water blasters etc are transported, supplied and personally owned by the Kaitiaki, whereas having a lockable shed on site would provide a secure place for the Urupa Committee to store urupa owned equipment.
 - Portable Marquee:** Wet weather and Sunny weather elements make the process of digging a grave very difficult and potentially unsafe, due to slips and heat. A 6m x 3m portable marquee would provide the diggers with protection and cover, as well as keeping the area around the grave, dry and cool.
- R3: NUKP Committee approves submitting a funding application to STDC for a shed and portable marquess through the Urupa maintenance fund application form for over \$250.00 by closing date 7th August 2024.**
- Move:** Mickey **Second:** Heperi **All in favour**
- Other urgent needs:** Funding for Signage & Rubbish collection (see below): to be added to next hui agenda
 - NEXT STEPS:**
 - Cover Letter:** Draft a cover letter, attach funding application, quotes and email through to PPT, asking them to progress the application and complete PPT parts of form.
 - Application form:** Complete relevant information specific to Urupa Committee
 - Quotes:** Get quotes for items Garden Shed & portable marquee
ACTION: Tina to complete & submit to PPT
4. **Financial (Tina):** No change Balance: \$560. Incomplete action: Buy 2 x Receipt books for Kaitiaki, this hasn't been an easy task as the only books at Warehouse/stationery are big books or rent payments.
ACTION: Lena to source appropriate receipt books
5. **Process Document:** See handout: 2024-04-27 Revised Draft Urupa Process doc.
R4 – Move to accept the amended Te Morehu Urupa Information & Processes Document
Mover: Mickey **Second:** Heperi **All**
- Next steps with Urupa process doc:
 - Pahake Hui:** Kaitiaki to take print outs of the process doc to 16/07/2024 TI Pakahe hui – ask for feedback, noting deadline 1st September 2024
 - Nga Ra:** Kaitiaki to take print outs of the process doc to nga ra (July) – ask for feedback, noting deadline 1st September 2024
 - Ppt & Houses:** Email doc to Parihaka PPT & houses after doc is presented at nga ra.
6. **Complaint:** Committee members spoke about issues with rubbish at the urupa, noting the 2 types:
- ISSUE 1:** Plastic flowers, windmills, light weight products that are blown around the urupa after a windy day usually get caught in the fence or along the fence line. **SOLUTION:** 1 - Need to communicate to all whanau, that plastic products are not allowed in the urupa and going forward kaitiaki will remove and discard. 2 – Need to add this to Urupa signage. 3 – Already added to Te Morehu process doc.
 - ISSUE 2:** Whanau are leaving rubbish at the gate of: beer bottles, green waste, other etc sometimes in rubbish bags/black sacks or just in a pile: After discussion, it was recognised that whanau are taking the time to leave rubbish/beer bottles in a pile/rubbish bag by the gate, and may not be removing the rubbish themselves because of Urupa tikanga i.e Waikato urupa we were told never to remove anything from the urupa (Tina), so others may have the same tikanga. **SOLUTION:** NUKP Committee look for funding or support from STDC for bins that separate rubbish (similar to public bin in central NP)- Glass/Recyclable/Landfill/Compost
ACTION: Tina to find funding

- 7. **Incorporated Society Application update (Tina):** No updates
- 8. **Historical Te Raukura Tikanga/kawa – (Tim & Mickey) –** did not discuss.

General Business:

- 1. **Issue table:** Table below – no longer needed.

ISSUE	WHO
No entitlement – no whakapapa connection to Parihaka	Te Whiti
Whangai – stops at that person does not include wider whanau	Heperi
Single grave for married couples that don't whakapapa to Parihaka	Heperi
Cremations are welcome – Recommend plaque and ashes on existing grave of whanau	Ku
Exhumations need to be approved by Committee	Completed
Anything to do with nga urupa need to inform the kaitiaki	
Local whanau need to be buried at their own urupa not Parihaka	
Create a pool of grave diggers	
We do not do whanau lines in urupa	

Next hui date	28 th July 2024	Karakia:	Mickey	Hui end time:	4.10 pm
Date minutes were approved	28 th July NukP hui		NEXT CODE	ECF-24/001	
Chairperson signature			Date	29/07/2024	



06 August 2024

Tēnā rā koe

6

On behalf of the Parihaka Papakāinga Trust this letter is to confirm that the Trust is in support of the Nga Urupa Ki Parihaka Committee to apply for funding through the South Taranaki District Council Urupa Maintenance Fund for the purchase of a storage shed and gazebo for the Urupa at Parihaka Papakāinga.

Please contact tari@ppt.maori.nz if you have any questions.

Ngā mihi

A handwritten signature in black ink, appearing to be 'Rachael King', written over a horizontal line.

Rachael King
Trust Manager
Parihaka Papakāinga Trust



Ngā Take Kawea Items for Action

Reference/Source Committee/Meeting Date	Matters Arising	Group Responsible	Department (Team)	Update	Project Deadline
Te Kahui Matauraura 22/11/2023	<p>Ngā Kaitiaki Project The Ngā Kaitiaki group have been working collaboratively on proposed plan changes to the South Taranaki District Plan.</p>	Environmental Services		Ngā Kaitiaki hui was held on 25 June to introduce the DP 4 Change of Urban Growth Development. An update was provided to the group on timing and any queries the Kaitiaki had. An update on the next stage of the DP 3 Change was also provided by staff.	Ongoing
Te Kahui Matauraura 22/11/2023	<p>Naming of Pilot Station Road Pilot Station Road was originally known as Lower Kaharoa Road. Concerns were raised around the historical process that was followed to change the road name.</p>	Corporate Services	Policy and Governance Manager	LINZ have confirmed that they have no objection to returning Pilot Station Road back to its original name, Lower Kaharoa Road. Council staff have produced a list of property owners and a letter is being drafted to notify owners. It is planned to deliver the letters in person, followed by a report to Council confirming the reinstatement of Lower Kaharoa Road.	13/11/2024



Pūrongo-Whakamārama Information Report

To	Te Kāhui Matauraura
From	Kaihautū Whakawhanake Hapori / Community Development Manager, David Pentz
Date	9 October 2024
Subject	Community Development Activity Report

Whakarāpopoto Kāhui Kahika / Executive Summary

1. This report updates Te Kāhui Matauraura on progress with community development projects and activities across the District and other items of interest.

Taunakitanga / Recommendation

THAT Te Kāhui Matauraura receives the Community Development Activity Report.

Ngā Kawenga-ā-rohe / District Activities

RoadSafe Taranaki

2. The South Taranaki District Council apply for funding from Waka Kotahi' National Land Transport Fund (NLTF) to cover the 2024–2027 period. This application, submitted on behalf of New Plymouth District Council, Stratford District Council, and South Taranaki District Council, supports the Regional Road Safety Programme under the RoadSafe Taranaki umbrella.
3. The funding allocation provided by Waka Kotahi for the 2024-2027 period was a 65% reduction from the amount applied for, and what has been received in previous years. In response, the RoadSafe Taranaki Coordinator and Management Group are reviewing the current service levels and future programmes.

State Highway Design – Eltham and Waverley

4. The Eltham State Highway project has been completed. The red-painted sections of Eltham's Main Street effectively alert drivers to the town centre, encouraging reduced speed and greater caution to enhance pedestrian safety. The Council is monitoring for any issues and will liaise with Waka Kotahi as needed.
5. The design work on the concrete of the Eltham Main Street pinch points was redone by the contractor to allow for proper curing of the concrete and better adhesion of the artworks.
6. The Waverley State Highway project has also been completed, with all road works finished, including planting, refuge crossings, and the installation of safety features. Additional

enhancements, such as decking and public rubbish bins, are underway to align with the town revitalisation efforts.

Town Revitalisation – RoadMap to Revitalisation

7. The proposed Town RoadMaps to Revitalisation aim to create a comprehensive and visually engaging document that highlights all the work completed so far. It will clearly outline the community's vision, plans, priorities, project sequencing, and funding allocations for the towns of Waverley, Pātea, Eltham, and Ōpunakē. The roadmap will also provide detailed information on the broader five to ten year development vision, without specifying a budget.

Civil Defence

8. The percentage of staff trained in Emergency Management stands at 56%. Staff changes mean that two vacancies in the EoC roles are currently out for Expressions of Interest, however we have sufficient cover should an event occur. Alternate Controller Liam Dagg has recently completed the residential section of the Readiness and Response Training; by the end of September South Taranaki will have two fully trained Controllers for the first time.
9. Staff have been working on producing heatmaps showing the intersection of risk versus resilience for communities of interest throughout South Taranaki. Risk takes into account factors such as one road access, bridges, and history of events. Resilience considers factor such as deprivation, presence or absence of a school or hall, and decile ratings. Those areas with the highest risk and last resilience will be the focus of further work on Community Response Plans.

Te Takiwā o Pātea / Pātea Ward

Pātea Loop Track

10. The design for the Pātea Loop Track pathway adjacent to the Pātea Area School has been submitted by TGM Creative. Ngāti Ruanui is reviewing the design before it is presented to the school for feedback and prior to installation.

Pātea Town Revitalisation

11. Since the last meeting, the Pātea Town Revitalisation co-design group has not convened. The next meeting is scheduled for mid September 2024.
12. Prior to the co-design group meeting the Technical Advisory Group (TAG) for Pātea will meet to review the progress made by the Pātea Town Revitalisation co-design group and provide expert advice. The findings will be presented to the co-design group for further deliberation.

Wairoa-Iti / Waverley Town Revitalisation

13. In late August, the Community Development team held the Waverley Town Revitalisation co-design group's RoadMap workshop. The focus was on ensuring the revitalisation projects are transformational rather than incremental maintenance. There was extensive discussion on how to engage a broader community and effectively incorporate feedback from consultation.

14. An Open Day is being planned to showcase the revitalisation projects to the community, offering an opportunity for additional feedback and engagement.
15. Surveyors were invited to submit quotes for gathering topographic data for the Waverley LibraryPlus precinct and car park. The selected service provider began work in September, with the data being used to guide the next steps in the development process.

Waverley Town Belt

16. The first section of the Waverley Town Belt pathway, from Aotea Park to Dallison Park, has been successfully completed.
17. In addition, the Council's Horticultural and Parks team, together with the Environmental and Sustainability team, has planted over 2,600 square meters of native trees and plants along the pathway.
18. This work was timed to align with the season, ensuring vegetation sustainability through summer.

Te Takiwā o Arakamu ki Kaponga / Eltham-Kaponga Ward

Eltham Town Revitalisation

19. In late August, the Community Development team facilitated an Eltham Technical Advisory Group (TAG) workshop prior to taking it to the co-design group. The co-design group reviewed the draft RoadMap and shared ideas and aspirations to be incorporated.
20. Surveyors were invited to submit quotes for topographic information for Eltham's Stark Park and the rear car park area. The selected service provider began work in September to gather data which will guide the next development steps and aid the architect in creating a detailed design.

Directional Wayfinding Signage

21. Directional finger signage has been crafted according to the style guide for the newly painted elements. Production is underway, with installation expected to be completed by November 2024.

Te Takiwā o Taranaki ki Tai / Taranaki Coastal Ward

Ōpunakē Town Revitalisation

22. In early September, the Community Development team held the Ōpunakē TAG workshop. Their role was to offer advice on technical standards, assess feasibility and ensure alignment with the Council's strategic objectives, which assisted in creating a drafted RoadMap for projects.
23. In late September, the Ōpunakē co-design group gathered to review the draft RoadMap, incorporating ideas and aspirations shared during the meeting.

Ōpunakē Greenspace

24. The Council has designated a section of Napier Street as a pedestrian mall, enabling the development of the Ōpunakē Greenspace. The appeal period to the Environment Court (30 days) for the designation closed without any submissions.
25. Surveyors were invited to submit quotes for topographic information for the greenspace area. The selected service provider began work in September 2024 to gather data which will guide the next development steps and aid the landscape architect in creating a detailed design.
26. The Ōpunakē co-design group will meet in October 2024 to refine the greenspace project, with an open day planned for December 2024, following the completion of the Ōpunakē RoadMap.

Pūtea Tautoko / Funding

Council Funding Round Dates for 2024

Council Fund	Open	Close	Focus Area
Local Discretionary Fund	8 January 12 February 25 March 6 May 17 June 29 July 5 September	12 February 25 March 6 May 17 June 25 July 5 September 14 October	Local community projects meeting the criteria as set by the individual Community Boards as per their application forms. District Wide applications will be received quarterly.
Creative Communities Scheme	8 February and 30 July	7 March and 30 August	Local arts projects meeting the criteria of broad community involvement, diversity, or young people.
Sport NZ Rural Travel Fund	13 February and 2 September	12 March and 1 October	Travel costs for regular, local sports competitions.
Waimate Development Levy	3 April and 18 September	3 May and 18 October	The development or maintenance of public assets that are located on Council owned property or reserves in the Waimate area.
Rural Hall Grant	30 June	29 September	Eligible applicants are notified directly.
Community Surveillance System Fund	30 June	29 September	Eligible applicants are notified directly.
Pātea Centennial Bursary	1 November	30 November	Pātea residents over the age of 15 years enrolling in part, or full-time tertiary study in 2023.



David Pentz

**Kaihautū Whakawhanake Hapori /
Community Development Manager**



[Seen by]

Rob Haveswood

**Kaiarataki Ratonga Hapori /
Group Manager Community Services**



Pūrongo-Whakamārama Information Report

To	Te Kāhui Matauraura
From	Tuarua Kaiarataki Taiao / Group Manager Environmental Services, Liam Dagg
Date	9 October 2024
Subject	Environmental Services Activity Report

(This report shall not be construed as policy until adopted by full Council)

8

Whakarāpopoto Kāhui Kahika / Executive Summary

1. This report updates Te Kāhui Matauraura on activities relating to the Environmental Services Group (the Group) for the month of August 2024.
2. The Group is comprised of four business units:
 - a) Planning and Development
 - b) Quality Assurance
 - c) Regulatory Services, and
 - d) Environment and Sustainability
3. The first part of the report goes through the operational activities for each of the business units. The second part of the report provides an update on key projects and programmes.
4. Key points to note for the month of August:
 - a) Resource consents are increasing, with this increase due to subdivision, particularly in the Te Hawera ward.
 - b) Statutory compliance for building consent saw a drop in August, following two previous months where 100% and 90% compliance for statutory timeframes was achieved.

Taunakitanga / Recommendation

THAT Te Kāhui Matauraura receives the Environmental Services Activity Report.

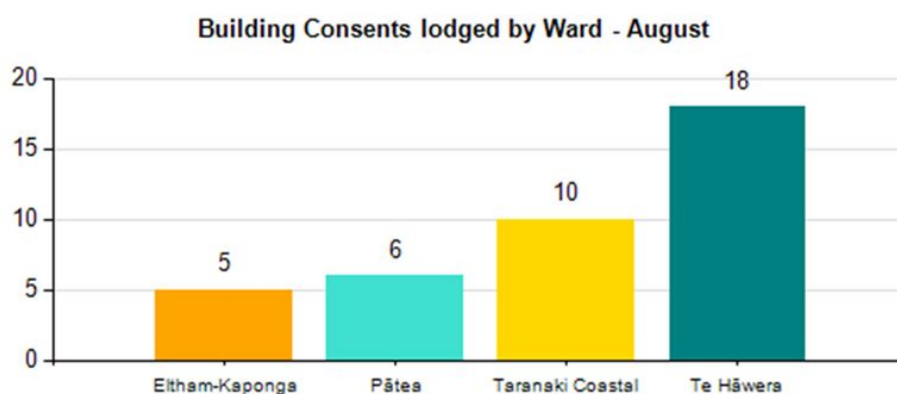
Ratonga Hanga Whare / Building Control Services

5. Building consent activity has seen some improvement since the downturn in June (Table 1). Building consent lodgements are on track with the previous financial year. Statutory compliance was showing significant improvement in June and July however has dropped again during August.

Table 1. Building Consents Statistics Summary

Application Activity Building Consents	August 2024	July 2024	June 2024	YTD From 1 July 2024	YTD From 1 July 2023	August 2023
Lodged	39	52	29	91	123	39
Issued	43	47	37	90	138	54
Issued within statutory timeframe	79.1%	100.0%	91.9%	90.0%	86.2%	88.9%
Inspections	207	250	232	457	750	252
Value	\$6,137,600	\$6,008,200	\$6,614,156	\$12,145,800	\$14,708,416	\$6,497,541

6. Building activity was significantly higher in Te Hāwera ward across the month of August (Figure 1), compared to last quarter where Taranaki Coastal and Te Hāwera were even with nine consents each.

Figure 1 – Building Consents lodged by Ward – August

7. Commercial activity is not high compared to residential work across August (Table 2). New dwellings in Te Hāwera still feature, despite the lower overall numbers.

Table 2. Building Consents lodged by Type August

Category	Activity	Eltham-Kaponga	Pātea	Taranaki Coastal	Te Hāwera	Total
Commercial	Additions/Alterations	3	3	0	2	8
	Amendment	0	0	0	1	1
	Demolition	0	0	0	1	1
	Sub Total	3	3	0	4	10
Residential	Additions/Alterations	0	1	3	2	6
	Amendment	0	1	2	1	4
	Fire	1	0	0	3	4
	New Construction	0	1	4	3	8
	New Dwelling	1	0	0	5	6
	Relocation	0	0	1	0	1
Sub Total	2	3	10	14	29	
Total		5	6	10	18	39

Ratonga Whakamahere Taiao / Planning Services

8. Resource consent lodgements are increasing again, from the sharp decrease seen through May, June and July. Statutory compliance remains high and steady (Table 3).

Table 3. Resource Consent Statistics for August 2024

Application Activity	August 2024	July 2024	June 2024	YTD From 1 July 2024	YTD From 1 July 2023	August 2023
Lodged	22	15	12	37	199	14
Granted	8	15	11	23	173	7
Issued within statutory timeframe	100%	100%	100%	97%	97.7%	86%

9. Only 7 of the 22 resource consents lodged were for land use activities. Given the low numbers there is no clear pattern across the wards (Figure 2). In contrast, and due to subdivisions making up the majority of the application received for August, it is evident from Figure 3 that Te Hāwera saw the highest level of subdivision activity that also translated to a higher lot yield compared to the other wards.

Figure 2 – Land Use Resource Consents lodged - August

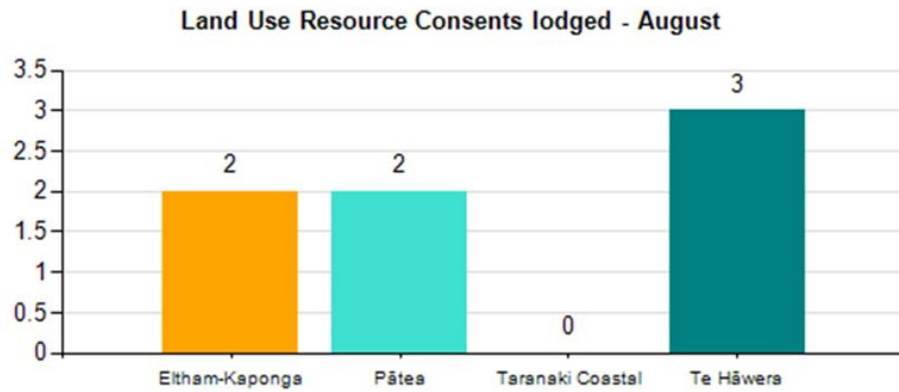
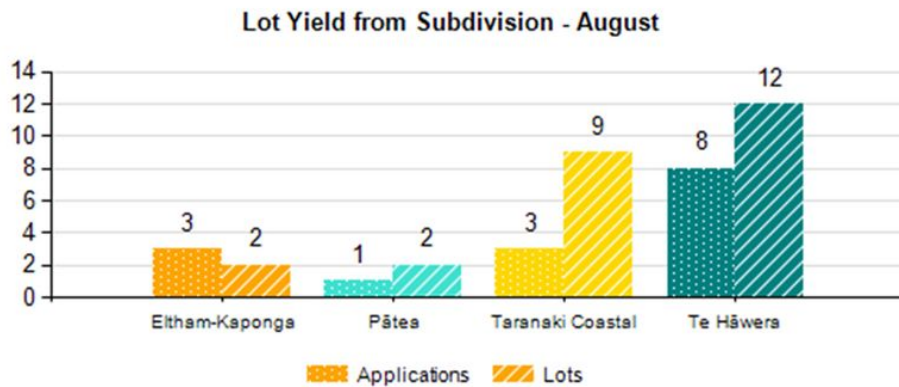


Figure 3 – Lot Yield from Subdivision - August



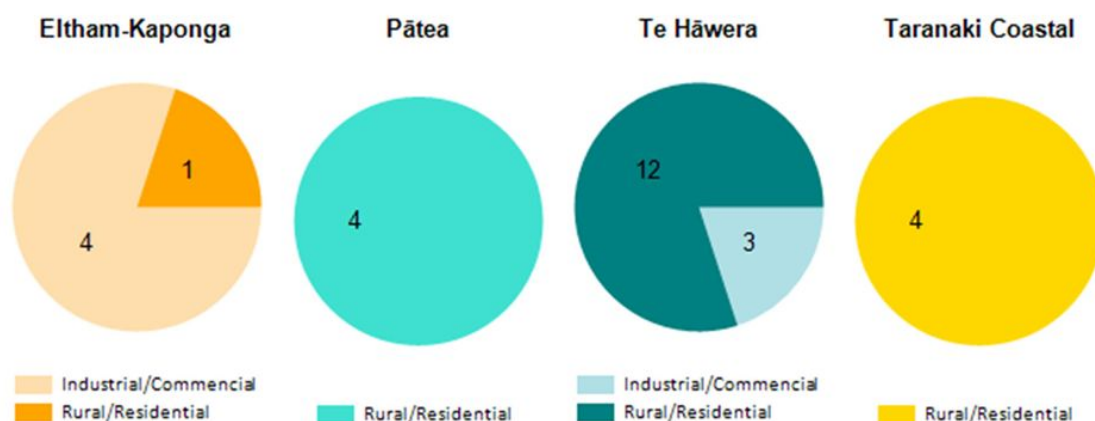
Land Information Memorandum (LIMS)

10. Applications for LIMs remain high (Table 4). Most LIM applications have been in the Te Hāwera Ward (Figure 7), and there are small signs of commercial activity, not seen in previous months.

Table 4 – LIM Applications for August 2024

LIM Applications	August 2024	July 2024	June 2024	YTD From 1 July 2024	YTD From 1 July 2023	August 2023
Lodged	28	17	21	45	46	16

Figure 7 - LIM Applications by Ward August 2024



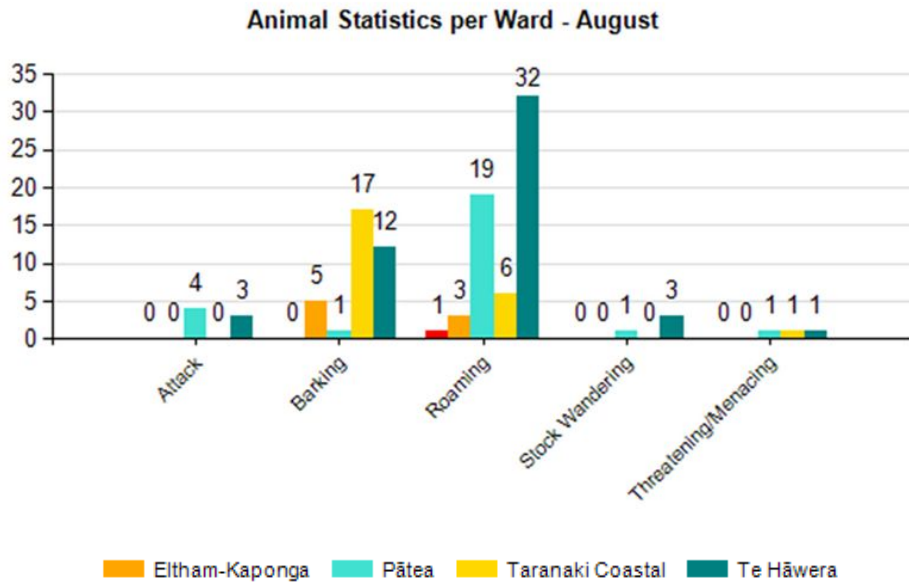
Ratonga Waeture / Regulatory Services

11. It has not been a good start to the new financial year with an increase in dog attacks (Table 5). All other incident types remain steady/little change from previous months. Te Hāwera and Pātea wards are where most of the dog attacks and roaming dogs have been reported. Taranaki Coastal has seen an increase in barking incidents (Figure 4), which is not the norm.

Table 5 – Customer Service Requests: Animal Control

Service Requests Animals	August 2024	July 2024	June 2024	YTD From 1 July 2024	YTD From 1 July 2023	August 2023
Attack	7	6	3	13	10	1
Barking	34	32	23	66	81	37
Roaming	58	52	49	110	161	53
Stock Wandering	4	5	7	9	26	12
Threatening/Menacing	3	3	2	6	12	3

Figure 4 – Animal Statistics per Ward - August

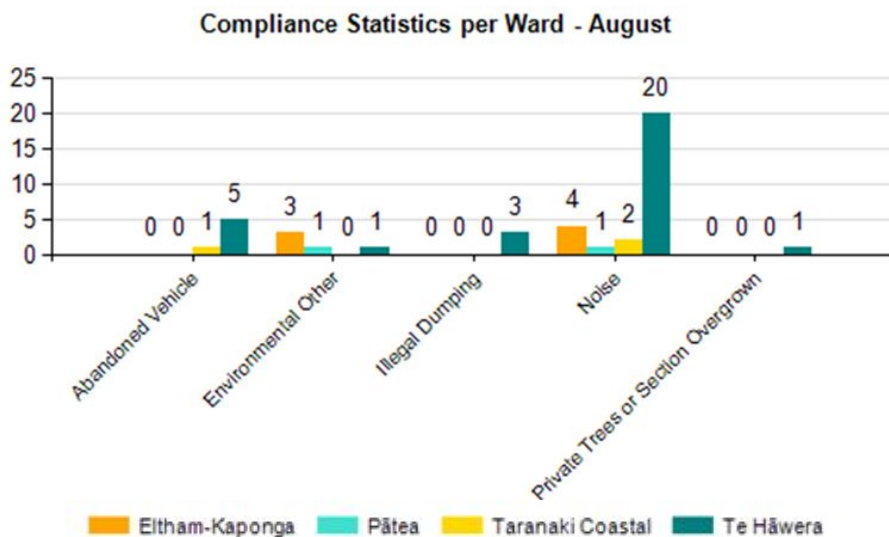


12. Other customer service requests (Table 6) have been received in similar frequencies to the same time last year, with the exception of noise, which has seen a decrease. This is most likely to change as we get into the warmer months and the onset of daylight saving. Most noise complaints and reports of abandoned vehicles were received from Te Hāwera Ward (Figure 5).

Table 6 - Customer Service Requests: Other Types

Service Requests Compliance	August 2024	July 2024	June 2024	YTD From 1 July 2024	YTD From 1 July 2023	August 2023
Abandoned Vehicle	6	5	7	11	14	5
Environmental Other	5	5	2	10	8	6
Illegal Dumping	3	3	0	6	7	4
Noise	27	34	50	61	90	45
Private Trees or Section Overgrown	1	1	3	2	3	2

Figure 5 – Compliance Statistics per Ward - August



13. Below are the details of current prosecutions:

Prosecution Type	Ward	Outcome
Dog Attack on Human	Taranaki Coastal	Completed – Owner pleaded guilty on one charge. Owner fined \$700 and ordered to pay all Court costs, ordered for the destruction of one dog. Other two dogs returned due to exceptional circumstances.
Dog Attack on Domestic Animal	Eltham-Kaponga	Ongoing – Owner was sentenced to \$500 fine and ordered for the destruction of the dog. Owner filed appeal on 22 August. Dog to remain in care of the Council while the appeal is ongoing. No set trial date.
Dog Attack on Domestic Animal	Eltham-Kaponga	Ongoing - Owner filed request for release of the dog while prosecution case is considered. Request has been declined. Objection hearing is set for 24 September 2024.
Dog Attack on Domestic Animal	Pātea	Ongoing – Awaiting first appearance date from Court.

Rautaki Kaupapa me ngā Hōtaka / Strategic Projects and Programmes

Reforestation Project

14. Further plant maintenance was done at the Pātea Saltmarsh in celebration of Conservation week 2 - 8 September. This is part of the ongoing work to protect this ecologically important site. Further developments are still being planned and direction should be clear closer to the end of this year.
15. The Rukumoana block planting has been completed. This 2.3 hectare block was planted with over 5,000 native trees and plant species. This block will extend the Rukumoana reserve and increase the ecological footprint in this area. Pest control mechanisms and future maintenance plans are underway to ensure planting survival is achieved.

Business Waste Minimisation

16. Our first commercial Business Waste audit has been completed with the business excited to implement some of the recommended actions and activities to improve their waste management. A few more businesses have now made enquiries to join this programme and we encourage more to do the same.

District Plan Change Update

17. **Plan Change 2: Todd Energy** – A pre-hearing meeting was held on 11 September with the Submitter (Taranaki Energy Watch) to discuss the outstanding points which appear to now be resolved awaiting one piece of work to come in. The next steps are to prepare a report to be presented to the District Plan Committee for consideration.
18. **Plan Change 3: Papakāinga** – We are still preparing the planners summary report in advance of the hearing for those who requested to be heard. It is hoped that this is finalised along with the summary of submissions during October.
19. **Plan Change 4 and 5: Urban Growth and Financial Contributions** – Plan Change 4 and 5 are in the final stages before we report up to District Plan Committee with a recommendation to notify the plan changes for consultation. We will be heading to community boards in the next round to speak to this consultation package.



Liam Dagg

**Tuarua Kaiarataki Taiao /
Group Manager Environmental Services**



Pūrongo-Whakamārama Information Report

To	Te Kāhui Matauraura
From	Kaiarataki Tuarua Ratonga Pūhanga / Group Manager Infrastructure Services, Herbert Denton
Date	9 October 2024
Subject	Infrastructure Services Activity Report

(This report shall not be construed as policy until adopted by full Council)

8

Whakarāpopoto Kāhui Kahika / Executive Summary

1. This report updates Te Kāhui Matauraura on recent and current activities by the Infrastructure Services Group (the Group) across the District and other items of interest.
2. The Group covers the following services:
 - a) Infrastructural assets, water supply, wastewater collection/treatment/disposal, collection and disposal of solid waste and recyclable materials; and
 - b) Asset Management, Strategic Planning, Policy Initiatives, Service Delivery and Emergency Management, relating to the Council's infrastructural services.
3. The Group is split into three key activity areas and responsibilities, comprised of Projects, Assets Planning, and Operations.

Taunakitanga / Recommendation

THAT Te Kāhui Matauraura receives the Infrastructure Services Activity Report.

Ngā Kawenga-ā-rohe / District Activities

Water Reticulation

4. On 19 June 2024 a break was reported on the 375 mm watermain along Glover Road, that supplies water to Hāwera. This caused water outages to most of Hāwera until the break was isolated. The Network team assisted on site while traffic management was established, and a coordination centre was set up to communicate with customers who were affected by the water outage to keep them informed. Water was fully restored to all properties by 8 pm that evening.



5. Quarterly water mains flushing was completed in Ōpunakē for three consecutive nights which started on 9 July 2024. Free available chlorine and pH levels were tested in many parts of the distribution system in Ōpunakē and all tests were at acceptable levels.

6. The contingency plan for our water supplies has been reviewed. The plan will help the Water Treatment and Network teams better respond to incidents, such as E.coli events and cyanobacteria, in the water supply in an organised manner.
7. Tinus Koen has been employed as reticulation performance team leader in August. The primary objective of the role is to manage and lower inflow and infiltration (in wastewater reticulation networks) and leakage and loss (in water reticulation networks).



Wastewater Reticulation

8. A tomo was discovered on Princes Street outside the police station. On closer investigation it was discovered that a large fibre cable had been drilled through the wastewater main and roading material had been draining into the main. This was repaired on the same day.



9. On 19 June 2024, the wastewater rising main from the Mason Road pumping station had a leak. A contractor was engaged with a vacuum unit to water blast and vacuum the material. An emergency temporary traffic management plan (TMP) was arranged and KiwiRail was advised for them to do a stand-over due it being near the railway line. An emergency b4Udig was put through due to gas lines, power and telecommunications in the area. Once all service plans were received, the main was excavated to find the cracked pipe, but due to the uncommon size of the pipe the job was put on hold until the following day to allow manufacture of the pipe. The following day, an engineering contractor supplied a length of stainless-steel pipe to replace the damaged pipe that was removed. Veolia then reinstated the job site. The condition of the sewer rising main from the Mason Road pump station was investigated earlier in the year and has been programmed to be replaced. The project brief has been written, the initial design has been completed and the work has been tendered.



10. The frame and cover of two manholes in Kaponga have been replaced as they had been in a dangerous state for a few months. One of the buried manholes in the same line has also been found during the recent CCTV inspection, Veolia have exposed and raised it to ground level.



Stormwater Reticulation

11. Smoke testing was completed in Waverley and there were many properties found that had either low gully traps or stormwater entering the wastewater network. These residents have received a letter asking for this to be fixed. Veolia has now rechecked properties in Waverley and found 54 still have inflow issues. The property owners will be notified of this as per the Council's Bylaw. Veolia are currently completing manhole inspection surveys for Waverley to identify any other inflow and infiltration issues.

Trade Waste

- Water Supply Agreements are currently being reviewed and revised for industries. The agreements will provide the control required for the effective and efficient management of the water supplies by setting water supply limits to industries.

Water Treatment

- Pātea bore 4 pump was changed out in late August due to age and fines bleeding from the aquifer. During this time discolouration occurred as standby bore 5 was used to supply the town. Following on, in mid-September, a single E.coli count was identified from a sample taken at the library. Other samples taken around that time indicated the absence of contamination however, drinking water protocols led to the issuing of a Boil Water Notice, being effective over a weekend. Bottled water was made available to consumers and an investigation indicates the sole E.coli is likely to have originated from a less than ideal sampling tap configuration and sampling procedure. Changes are taking place to minimise any repeat in this sensitive “unchlorinated” supply. A drinking water standards and rules compliant water treatment plant is necessary to ensure water safety in future. To this end, pilot trials of a biological treatment process have been conducted and are drawing to a close, results are encouraging. A full-scale treatment plant will take approximately a year to design and construct.

- Inaha’s gravity intake track and raw water main was damaged by a recent cloud burst and heavy rain. Corrugated steel culverts blocked and scoured the area surrounding the pipe and a split in the pipe resulted. Repairs are underway.



Solid Waste

- The Waitōtara Transfer Station land and two other properties have now been purchased by the Council. This means we are now in a position where we can make improvements to the transfer station and the other land can be leased out. The shed has been cleared out and the front section has also been cleared of firewood, ready for remediation which the previous property owner will complete.



- As a result of the change in load out methodology at the Hāwera Transfer Station the road area behind the loading bays is being extended out to accommodate trucks manoeuvring around the site. Part of the ground required further stabilisation due to the sub-grade being too soft for sealing and this has been completed. This work is due to be completed by 1 October 2024 when the new solid waste services contractor, Waste Management New Zealand starts.



- The new bin rollout went exceptionally well with no complaints about bin deliveries and the delivery team from Sulo did a great job. The Council received many phone calls about addresses missed on the initial delivery list and these were placed on the wash-up list which was completed by the end of September.

18. Staff visited the Waste Management New Zealand transfer station in New Plymouth to see a demonstration of loading the Taranaki Civil truck and trailer using their designed system that uses a hydraulically lifted container shield to protect the side of the truck and stop the waste from being dropped on the ground.



Quality and Compliance

19. The National Environmental Performance Measures from the drinking water regulator Taumata Arowai are currently being updated for water and wastewater. This includes the list of resource consents held, asset details and conditions, and data related to the network.
20. Wai Comply is conducting training on the Hygiene and Disinfection Code of Practice for the Council and Veolia staff working with the Water team. The training is a part of reviewing the hygiene practices to prevent water supply contamination currently in place with the Network team and contractors working on the reticulation network.

Road Maintenance, Operations and Renewals

Maintenance

21. The Council's road maintenance contracts expired on 31 July 2024. The contractor Fulton Hogan has declined the contract rollover. The Council has decided to unbundle the existing road maintenance contracts into six separate contracts. The Council are writing these separate contracts for tendering with a probable start date of April 2025. A temporary extension of nine months has been provided to Fulton Hogan while completing the unbundled contracts.
22. The Council has received the indicative funding approval from Waka Kotahi / New Zealand Transport Agency for the continuous programme. The funding is now being split into Local Road Pothole Prevention, Local Road Operations, Local Road Improvements, Walking and Cycling and Community Road Safety Programme.
23. The Local Road Pothole Prevention group consists of sealed pavement maintenance, unsealed pavement maintenance and metalling, drainage maintenance, resurfacing, pavement rehabilitation and drainage renewal. Total local road pothole prevention funding for 2024/25 is \$11,554,224. This is about \$210,000 less than what was requested.
24. The Local Road Operations group consists of structures maintenance and renewal, environmental maintenance and renewal, network service maintenance and renewal, rail level crossing, minor events, network and asset management. The total local road operations funding for 2024/25 is \$5,694,780. This is about \$50,000 less than what was requested.
25. The Local Road Improvements is for bridge and structures renewals. The total amount approved for 2024-2027 is \$4,481,805 which was what was requested.
26. The Walking and Cycling group consists of cycle path maintenance and renewal and footpath maintenance and renewal. Total walking and cycling funding for 2024-27 is \$1,043,000

which equates to \$347,667 per year. This is about \$210,000 (65% less) less than what was requested per year.

27. The total funding indicated for Community Road Safety Programme is \$742,000 for the 2024-27. This equates to \$247,333 per year which is 65% less than the requested amount of \$690,000.

Renewals

28. This work provides for non-routine planned periodic renewal of sealed and unsealed road pavements, drainage and structures.
29. The resurfacing work for the year has been finalised and HEB Construction will be doing the work again as we have extended the contract by two years. We are targeting about 6% of the total reseal area. HEB is currently designing the type of seal to be done, and actual physical work will start in November 2024.
30. All the pavement rehabilitation works for the year have been programmed. The design and documentation are currently with our Projects team. We are targeting to tender out the first couple of projects in September 2024. The following is the pavement rehabilitation for the year.

5214 - Pavement Rehabilitation	Year to Date	Comments
Ōhangai Road RP 2000-3380	\$1,360,000.00	Document and Scheduling
Kohi Road RP 835-1914	\$791,000.00	Ready for tender
Rotokare Road RP180-1734	\$1,249,200.00	Ready for tender
Mountain Road RP 6084-6850	\$728,000.00	Ready for tender
Total	\$4,128,200.00	

31. The current budget is only \$3,146,000 which equates to a shortfall of \$1.0 million (m). We are proposing to evaluate the projects initially included in our funding request against the available budgets and funding options, and to then discuss options and prioritisation with Council.
32. Also due to lower than submitted budget approved by Waka Kotahi, the footpath renewal work programme will be reduced to match the Waka Kotahi approved funding of \$257,000 per year. The balance of footpath renewal identified will be programmed in the next two years.

Low-Cost Low Risk

33. This category of work includes improvement to or upgrading of existing roads within the existing or widened road reserve, bridge upgrades, improve walking and cycling routes and road safety improvements.
34. No funding has been provided by Waka Kotahi for these projects for the next three years. The total budget requested for this category of work was:

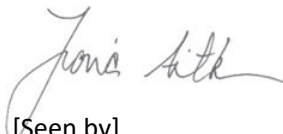
Funding source (phase)	Requested budget this NLTP period by year			Current total costs requested (across 3 years)
	Total cost \$'s 2024/25	Total cost \$'s 2025/26	Total cost \$'s 2026/27	
Walking and cycling improvements	2,050,530	2,038,967	2,031,325	6,120,822
Local road improvements	3,453,616	4,155,000	4,167,000	11,775,616

Transport planning

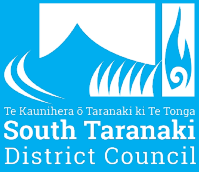
35. We are implementing the Asset Management Data Standards (AMDS) project. It offers a consistent, integrated approach to data structures and asset management, and it enables better asset data acquisition and analytics, better management of land transport asset data, greater opportunities for sharing and collaboration (internal and external users). The standard is being developed to support the complete asset management lifecycle enabling the monitoring of trends, impacts, service performance or asset condition. Targeting the right intervention at the right time. Enabling a better understanding of when and why maintenance renewal and improvement activities are needed, what different roadworks can achieve and cost, and how they should be designed and scoped to address all service defects and outcomes together for least disruption.
36. It is expected that all Road Controlling Authorities will have adopted AMDS by 30 June 2027.



Herbert Denton
**Kaiarataki Tuarua Ratonga
 Pūhanga / Group Manager
 Infrastructure Services**



[Seen by]
 Fiona Aitken
**Tumu Whakahaere /
 Chief Executive**



Pūrongo-Whakamārama

Information Report

To	Te Kāhui Matauraura
From	Pouwhakamahere-ā-Iwi / Iwi Liaison Manager and Planning Team Lead, Reg Korau
Date	9 October 2024
Subject	Pouwhakamahere-ā-Iwi Activity Report

(This report shall not be construed as policy until adopted by full Council)

8

Whakarāpopoto Kāhui Kahika / Executive Summary

1. This report updates Te Kāhui Matauraura (the Committee) on general activities that concern all Iwi groups and the organisation and activities relevant to each Iwi for the period July 2024 to October 2024.

Taunakitanga / Recommendation

THAT Te Kāhui Matauraura receives the Pouwhakamahere-ā-Iwi Activity Report.

Ngā Kawenga Mahi ā-Iwi / Iwi Activities

2. The Council working group are jointly working with the other councils to assist the organising committee with preparation plans for Te Matatini 2025. There have been three hui to look at logistics, communications and services the councils can provide. The Mayor, Chief Executive and Pouwhakamahere-ā-Iwi all attended the launch of Te Matatini 2025 at the Bowl of Brooklands on Friday 20 September.
3. The Pouwhakamahere-ā-Iwi has been working with the Governance and People and Capability teams to incorporate aspects of He Pou Tikanga into the staff training programme. Te Tiriti o Waitangi training will be provided to all Council staff over the next 18 months with several providers being considered to undertake this training.
4. Work with the Iwi Working Party on the cultural design of Te Ramanui o Ruapūtahanga continues. With the building going well it's timely that our four Iwi have clear input into the stories and how they will be told both digitally and artistically. Hui have continued to look at the progress with the art and sculpture which included a hui with Ngāti Ruanui to review the manawa design for the internal part of the whare.
5. A review of the Huinga-ā-Iwi meetings has been initiated by the Pouwhakamahere-ā-Iwi to develop a more practical and beneficial process for Iwi and staff to better develop engagement opportunities. This was carried out by the Pouwhakamahere-ā-Iwi and a modified process will be introduced at the start of the 2025 cycle. This will be an online process and kanohi ki te kanohi where urgent matters may require this.

6. Some elected members completed their first Te Reo Māori classes which was well attended and introduced the councillors to basic introduction, karakia and place names and meanings. We have also introduced the Intermediate course, called Te Pūkākī – the stream leading on from Te Mātāpuna – the spring. Both courses are well attended with numbers between 8 - 12 staff. Members of the Leadership team are completing both Te Pūkākī and Te Mātāpuna.
7. An expression of interest is being developed for the role of Iwi Liaison Advisor with a secondment from one of our Iwi being the first option. This would allow a Post Settlement Governance Entity (PSGE) staff member the opportunity to work for the Council on a fixed term basis to gain a greater understanding of how local government works. If a secondment is not successful a permanent part-time position will be advertised. More information will come out as the position documentation is completed.

Te Kāhui o Rauru

8. The Pouwhakamahere-ā-Iwi is still working with Wai-ō-Turi marae on the road stoppage application around the marae and planned papakāinga development within the marae boundaries. This is a long process, and the Pouwhakamahere-ā-Iwi is very appreciative of the marae and their willingness to work through this. We are awaiting documentation from DOC regarding the lot near the urupā. The Pouwhakamahere-ā-Iwi has been assisting the marae through the necessary documents.
9. Work continues with Ngāti Tai on town signage and art installations in Waverley as part of the Town Centre Revitalisation plan. Designs have been developed and work with Waka Kōtahi on location and requirements continues. An update hui was held recently with Ngā Rauru and Ngāti Tai representatives about the designs for the pou after a new artist was appointed. Work and discussions will continue with all partners moving into 2025.

Te Rūnanga o Ngāti Ruanui

10. The Pouwhakamahere-ā-Iwi has been continually updating and liaising with the Ngāti Ruanui representatives on the cultural designs and art pieces for Te Ramanui o Ruapūtahanga. Arrangements are being made for the blessing of the building and sculpture.
11. Ngāti Tūpaia are still working on developing their remediation and restoration work at Turuturu Mōkai. The Pouwhakamahere-ā-Iwi is still supporting them to develop their Project Governance Group and structure and ensure the committee is supported through the updating of their charter.

Te Korowai o Ngāruahine

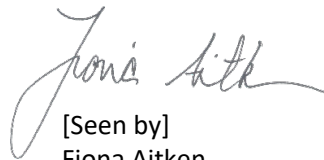
12. Work on Project Tūkau and the Manaia Facility Project continues and has progressed to an accepted process for determining the partnership and ownership model that both parties would use. Pouwhakamahere-ā-Iwi will maintain support for the Group Manager Community Services during this work. This is progressing positively and has had good engagement and guidance by both partners.
13. Assisting Ngāti Tū Hapū and Waiōkura marae on opportunities to provide support as a Community Hub during and emergency response is ongoing.

Te Kāhui o Taranaki

14. The Pouwhakamahere-ā-Iwi is still working with the Parihaka Papakāinga Trustees (PPT) and had an online meeting of the Parihaka inter-agency members recently. This gave us an update on where each agency was in relation to the works within the papakāinga currently and budgets allocated for the support of the infrastructure works. The Chief Executive and Mayor also met with the Pou Hautū of PPT, Felicity Buchanan and a further meeting of the Senior Leadership Team and Felicity will be taking place in October.
15. Hapū and marae have been assisted around the Waiaua River Erosion Report with the Pouwhakamahere-ā-Iwi supporting this process.
16. Progress on road stopping around the Ngāti Moeahu area is underway and is continuing to assist the hapū to ensure appropriate access to their lands and shores around Anglers Avenue are maintained.



Reg Korau
**Pouwhakamahere-ā-Iwi /
Iwi Liaison Manager and
Planning Team Lead**



[Seen by]
Fiona Aitken
**Tumu Whakahaere /
Chief Executive**



Pūrongo-Whakamārama Information Report

To	Te Kāhui Mataururua
From	Kaitātari Whakamahere Rautaki Strategic Planner, Sophie Canute
Date	9 October 2024
Subject	Hāwera to Normanby Corridor Strategy

(This report shall not be construed as policy until adopted by full Council)

8

Whakarāpopoto Kāhui Kahika / Executive Summary

1. The Hāwera to Normanby Corridor Strategy (“the Strategy” or the “Corridor Strategy”) has been created to identify the significance of the section of state highway between the Glover Road/Waihi Road roundabout to the Ketemarae Road/Waihi Road intersection (“the Corridor”). Waihi Road is a designation of the Waka Kotahi, New Zealand Transport Agency (Waka Kotahi) and is owned, managed and maintained by them.
2. This Strategy is an important step to advocating for speed reductions and safety improvements along the Corridor, but also a necessary step for national and regional funding applications. The South Taranaki Business Park development is a key driver for the Strategy and ensuring safe and practical access is available to and from the Business Park.
3. The draft Strategy is being presented to Te Kāhui Matauraura for feedback. The feedback that is provided will assist in the preparation of the report that will be presented to Council in October 2024 for approval of the special consultative procedure required under the Local Government Act 2002 (LGA).

Taunakitanga / Recommendation

THAT Te Kāhui Matauraura receives the Hāwera to Normanby Corridor Report and provides feedback on the Strategy.

Kupu Whakamārama / Background

4. In May 2022, a two-day workshop was held with representatives from the South Taranaki District Council’s elected members and staff, Waka Kotahi and Taranaki Regional Council. This workshop identified priority areas, continued to build a relationship between the Council and Waka Kotahi and also demonstrated a partnership in the development of a strategy to better acknowledge the surrounding land use activities and advocate for safety improvements. The draft Strategy was presented to Council in late 2022; however, the work was put on hold to align with the timeframes for the District Plan Change 4 – Urban Growth.

5. Since 2022, there have been changes in national direction which include the revoking of the 'Road to Zero Campaign' and speed management which was introduced under the Labour Government. The draft Strategy ([Appendix 1](#)) has attempted to stay clear of national direction but instead focus on the local needs; advocating for speed reductions, safety improvements and funding to undertake the work identified.
6. In May 2024, a short presentation was delivered to the Infrastructure Portfolio Group highlighting key matters of the proposed Strategy and seeking direction. The feedback from the Portfolio Group was to keep the scope narrow and focus on the Corridor, provide clear directions and allocate specific timeframes to the actions. This feedback has been incorporated into the development of the Strategy.

Existing Council Policy

7. There are no existing Council policies that relate to this Strategy. However, a desktop assessment was undertaken to ensure strategic alignment against other Council policies and strategies such as the Long-Term Plan 2024-2034 and the Environment and Sustainability Strategy.
8. It is recommended that a District-wide Strategy is developed to think strategically about movement across South Taranaki, integration with the town revitalisation plans and consideration of pathways and cycleways throughout the district.

Current Practice

9. Council is not the requiring authority of the State Highway and therefore no Council policies currently apply.

Legislative Considerations

10. The Council's Roding Bylaw 2014 was created under Section 22AB of the Land Transport Act 1998. The purpose of the Roding Bylaw is stated in Section 5.1, and the purpose of the Bylaw is to:
 - a. *Impose restrictions on certain roads to heavy traffic, where the street or road is not appropriate or safe for heavy traffic;*
 - b. *Set appropriate speed limits within the district;*
 - c. *Set requirements for the construction of vehicle access ways;*
 - d. *Prescribe the conditions required for any works undertaken within the maintained roadway or surface, which may interfere with the safe and efficient flow of traffic;*
 - e. *Protect roads from nuisances and damage;*
 - f. *Enhance the safety of road users; and*
 - g. *Manage the road asset for the wellbeing of the public at large.*
11. The Council do not have control over the Hāwera to Normanby Corridor as it is under the designation of Waka Kotahi, however Council has responsibility for managing all adjacent roads, footpaths and amenities that flow directly or indirectly onto the State Highway network. The purpose of the Strategy is to signal how Council would like to see the Corridor changed to suit the needs of the local community and collaborate with Waka Kotahi to achieve the objectives identified in the Strategy.

Whakawhiti Kōrero/Aromātai / Discussion/Evaluation

Speed Reduction

12. With the change in national direction and the revocation of the 'Road to Zero' campaign, the Council's Speed Management Plans have been put on hold pending amendments to legislation. The speed throughout the Corridor is one of the primary concerns for the area. Kerry and Fitzgerald Lanes will be the primary access routes for the South Taranaki Business Park, and it is important to ensure an appropriate balance is found between speed and the efficiency of the highway network.
13. The speed throughout the Corridor changes several times and the Strategy can be used to advocate for a reduction in speed. One of the consultation questions for the Strategy will seek feedback from the community on the preferred speed limits. This will help Council make the decision on what speed limits to include within the Strategy.

Passing Lane

14. At this stage it is unclear what type of safety improvements should be made along Waihi Road, particularly with the use of the passing lane. It is recommended that this action is not specified in the Strategy, but the passing lane may need to be looked at to ensure for safe and practical access to the properties along this section of the Corridor. There are three vehicle crossings on the left side of the road (with direct access to the passing lane) heading from Hāwera to Normanby and six vehicle crossings heading south from Normanby to Hāwera (opposite side of the road). There are opportunities where cars can use the passing lane to turn into one of the driveways and this is a safety concern.
15. Further development may need to occur once the Strategy has been adopted to determine what the most appropriate course of action is. Through the consultative procedure, feedback from the community will be collated and assessed which may provide clarity on the needs of the local community.

Safety Improvements

16. There are four main intersections where the proposed Strategy seeks safety improvements; the Waihi Road/Fitzgerald Lane, Waihi Road/Kerry Lane, Waihi Road/Ōhangai Road and the Waihi Road/Mawhitiwhiti Road intersections. It is recognised that upgrading intersections can be costly and time consuming but there is a need for proactive infrastructure planning.
17. No decisions or recommendations have been made about what these intersection upgrades or improvements could look like, but further development would be required once Council consults on the Strategy, the Strategy is adopted, and discussions have been had with Waka Kotahi. The consultative procedure will allow the local community and affected stakeholders to comment on the most appropriate course of action that could be taken for safety improvements.

Consultation

18. It is scheduled that the Strategy will open for consultation on Monday 11 November 2024 and will close at 5pm on Friday 13 December 2024. Hearings to hear the submissions and to deliberate on the Strategy are yet to be scheduled but will likely occur in February/March of 2025.

Whakakapia / Conclusion

19. The Corridor Strategy is provided in Draft format to allow for feedback and input from the Te Kāhui Matauraura. This Strategy is a crucial step to advocating for speed reductions and safety improvements along the Corridor, but also a necessary step for national and regional funding applications. Feedback will be included into the Strategy and the goal is to circulate the Strategy and the Statement of Proposal to Ordinary Council in October 2024 for the approval of the consultative procedure, as required under the LGA.



Sophie Canute
**Kaitātari Whakamahere Rautaki /
Strategic Planner**



[seen by]
Becky Wolland
**Pouhautū Rautaki me te Whaitikanga /
Head of Governance and Strategy**

INSERT IMAGE

KAUPAPA HERE MO TE KAUHANGA O TE HĀWERA KI MATARIKI
HĀWERA TO NORMANBY CORRIDOR STRATEGY

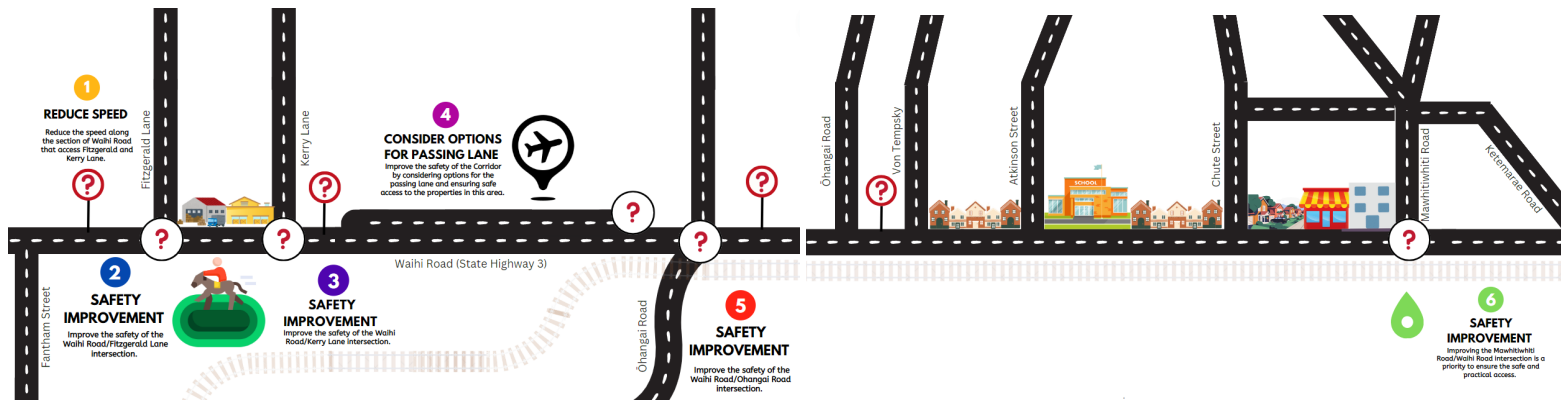
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Contents

1.0 Whakatakinga/Introduction.....	4
2.0 Hōkaitanga/Scope	5
3.0 Moemoeā/The Vision	6
4.1 Speed	7
4.2 Severance.....	8
4.3 Urban Growth and Plan Changes	8
4.4 Costs.....	9
4.5 State Highway	10
4.6 Climate Change	10
4.7 Integration network	11
5.1 Transport System	11
Walking, Cycling and Public Transport	11
South Taranaki Stakeholders	15
The Corridor Stakeholders	15
5.0 Kaupapa Here Tiaroaro/Strategic Alignment	20
Regional Alignment	21
7.0 Whakahaere Kawenga Mahi/Activity Management	26

Mahere Kauhanga Corridor Roadmap

***Example image – to be designed by Comms* 2 page spread?**



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1.0 Whakatakinga/Introduction

The South Taranaki District Council has developed a Hāwera to Normanby Corridor Strategy (the Strategy) to share the vision that Council has for the section of State Highway between Hāwera and Normanby (the Corridor). The Corridor is located on Waihi Road (State Highway 3) which acts as the primary connection route between Hāwera and New Plymouth and areas further South of Hāwera such as Whanganui and Palmerston North.

Hāwera is the main population centre in South Taranaki and the purpose of this Strategy is to advocate for safety improvements along the Corridor, enable free flowing transportation and inclusive transportation modes that align with the Council's strategic aspirations.

Hāwera and Normanby are connected by a 4.5km section of State Highway 3 (SH3). The Corridor is measured from the Glover/Waihi Road in roundabout in Hawera to the Ketemarae/Waihi Road intersection north of Normanby. This section of the State Highway is unique because it is utilised by several different land use activities and many of these activities rely on the Corridor for access and connectivity. These activities range from the Hāwera aerodrome, the Hāwera racecourse, an evolving South Taranaki Business Park as well as rural, commercial and residential activities. The surrounding properties contribute to the complexity of this area with the introduction of schools, different types of businesses (including heavy vehicle activities) and on-going urban development. These activities show the importance of a well-functioning corridor that is safe, resilient and efficient for all transport users.

The Strategy will be used to inform changes to the Council's District Plan, Long Term Plan as well as unlocking National and Regional Transport funding.

2.0 Hōkaitanga/Scope

The scope of the Strategy has been amended several times since it was originally drafted in 2022. Over the development of the Strategy, it has been debated over whether an Area-wide Strategy is more appropriate than a Corridor Strategy. Therefore, the scope of this Strategy is from the Glover Road/Waihi Road roundabout north of Hāwera, to the Ketemarae/Waihi Road intersection north of Normanby - a length of 4.5km.

Due to the reduction in the Strategy scope, it must be noted that the Hāwera to Normanby Corridor serves an important role in the integration of transportation near and around South Taranaki. The community stakeholders that are located adjacent to the Corridor are important to South Taranaki and the role they play across the district. Council aim to adapt to the needs of these stakeholders, be inclusive to all land use activities throughout this area and provide connection beyond the Corridor itself. Although this Strategy is narrowly focused, there is merit in understanding the full picture that this Strategy will contribute to.

The Corridor is the main connection route between New Plymouth to Whanganui, Palmerston North and Wellington. The Corridor is a key connection for people who live in the Hāwera and Normanby area and a key route for Eltham residents and visitors. This Strategy does need to consider the integration for the wider area as any ongoing delays or disruptions in this area could generate negative effects on the local community.

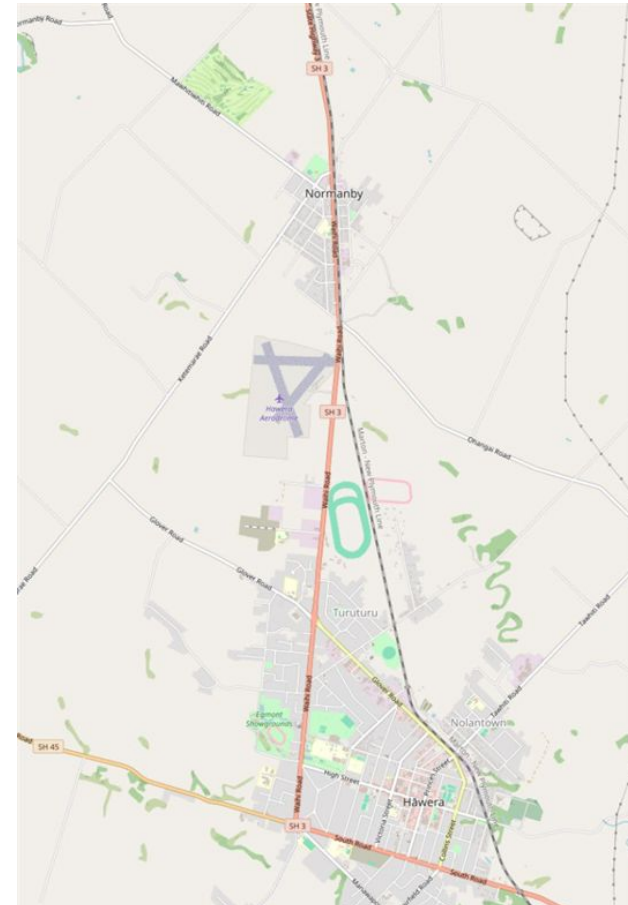


Figure 1 – Scope of the Strategy.

3.0 Moemoeā/The Vision

The vision for this Strategy will be achieved by the following objectives:

INSERT PIC	INSERT PIC	INSERT PIC	INSERT PIC	INSERT PIC
Create a built environment that connects people and place, safely and sustainably.	Support the community vision for how they want to move and grow.	Improve safety, accessibility and connectivity.	Connect places for people while also supporting efficiency of SH3.	Support community and climate change resilience.
Create an inclusive environment for all existing land use activities located within, and adjacent to, the Hāwera to Normanby Corridor. As well as being adaptable to new land use activities and development that may occur within or near this area. Connection between different industries, development and land use activities are critical to a well-built environment.	Engage with the community on how they would like to move about the community and how they want growth areas to be designed and linked into the existing town fabric. Create an integrated land-use and transportation network that increases safety, liveability, reduces environmental impact and ensures cross disciplinary policy alignment.	Residents of all ages and abilities should be able to safely travel to, around and through Normanby and Hāwera. This includes safe connections across SH3 to reduce severance.	Change how people will travel between school, work, and other key destinations. People should be able to access key destinations and amenities easily and safely, without conflict with inter-regional freight movements. This includes identifying areas within the community that are people-focused, and can safely make local trips, while also providing parts of the network focused on efficient freight movements.	Ensure policy and infrastructure encourage the uptake of sustainable travel options such as walking, cycling and public transport to reduce local carbon emissions. This includes measures to address travel demand and shifting travel behaviour and localising what people need to live in Hāwera and Normanby. Climate change mitigation and adaptation should be embedded into all strategic decision-making.

4.0 Ngā Whainga/The Objectives

4.1 Speed

The speed limit throughout the 4.5km of State Highway changes four times. Heading north from Hāwera to Normanby, the speed limit starts at 50km when located through the residential area. The speed limit increases to 70km in the commercial mixed-use zone before quickly changing to 100km. The Corridor contains a passing lane in the 100km zone before reducing the speed back to 70km as the highway passes through Normanby (shown in Figure 2).

A number of properties access the Corridor during the 70km – 100km speed limit areas. There are three main intersections in the 4.5km section where traffic movements may be low at this time, they are likely to increase due to residential development as well as the South Taranaki Business Park being developed throughout this area.

Turning onto the Corridor could cause traffic delays, particularly on the Fitzgerald Lane, Kerry Lane, Ōhangai Road and Māwhitiwhiti Road intersections which would not contribute to the effectiveness of the state highway network. The intersection between Ōhangai Road/Waihi Road is impacted by the Marton to New Plymouth railway line which creates safety concerns for heavy vehicles or long vehicles trying to turn onto Waihi Road.

Council will continue to advocate for safe access to and from adjoining roads as well as better management of speed along the Corridor.

Key
Orange – 50km speed limit
Purple – 70km speed limit
Red – 100km speed limit



Figure 2 – Speed Limit across the Corridor.

4.2 Severance

The purpose of the state highway network is primarily about keeping through traffic moving safely and efficiently with appropriate efficient access, especially in urban areas of economic activity. One of the challenges is that this Corridor is designed for intercity connection which bypasses Hāwera in order to connect to New Plymouth with Whanganui, Palmerston North or Wellington. This Corridor focuses on the movement of motor and heavy vehicles as ‘through traffic’ but does not consider how the local communities want to move and connect with surrounding networks and areas.

Community severance is defined as ‘separation of people from facilities, services and social networks they wish to use within their community; changes in comfort and attractiveness of areas; and/or people changing travel patterns due to the physical, traffic flow and/or psychological barriers created by transport corridors and their use’.¹

The Corridor creates severance between Hāwera and Normanby, but it also separates Hāwera and Normanby into western and eastern sides of the highway. There are no pedestrian considerations (pedestrian crossings or walkways), no cycleway considerations, no slip lanes or safety improvements to enable connection or social cohesion. It is apparent that the Corridor prioritises through traffic vehicle movements and is designed to move traffic at a regional or national level, lacking local level considerations.

4.3 Urban Growth and Plan Changes

Council are in the process of undertaking a District Plan Change under the Resource Management Act 1991 to support urban growth in the Hāwera Western and Northern Structure Plan areas. One of the challenges associated with the Urban Growth is to determine any effects that may derive on local infrastructure as well as the State Highway network. The Hāwera Western and Northern Structure Plan areas are identified in the Operative District Plan as areas where Council are supportive and encouraging growth in these areas. These areas have seen ad hoc development and in 2021, Council made a decision to provide the infrastructure in the Northern Structure Plan area to enable the

¹ Quigley, Thornley, Quigley and Watts Ltd. Literature review on community cohesion and community severance: definitions and indicators for transport planning and monitoring, (2011).

development of the South Taranaki Business Park. When fully developed, the South Taranaki Business Park could attract more than 80 businesses into the area, resulting in hundreds of new jobs.

The Hāwera Western Structure Plan is being reviewed to ensure that the zoning, connection networks and infrastructure are designed appropriately to enable successful development in this area and a well-functioning environment. The Urban Growth Plan Change is working towards notification in 2024 and will follow the standard Plan Change process under the Resource Management Act 1991.

Safe connections, intersections and access points to and from Waihi Road (State Highway 3) are critical to the success of the Structure Plan areas. Adapting to how people want to move and grow in Hāwera as well as ensuring that any effects are managed appropriately are key responsibilities of Council.

4.4 Costs

All infrastructure projects cost money and both Council and NZTA have priority schedules that are allocated through the Long Term Plan (LTP) and the Government Policy Statement on Land Transport (GPS). Both of these Plans set out the strategic direction for the next 10 years, how much the projects will cost and how they will be paid for. There are no projects within Taranaki included in the draft GPS 2024 and Council will be required to apply for funding for projects.

Partnership between NZTA and STDC is crucial in the successful achievement of shared corridor strategy objectives, which will require substantial funding in the coming years. NZTA currently contribute 65% of every dollar Council spends on roading projects across South Taranaki. As the Corridor area is identified as a priority area for Council, it's crucial for the Council and NZTA to consider how to integrate land use planning, low cost alternatives and strategic planning for this area.

This Corridor Strategy helps NZTA make investment decisions from the National Land Transport Fund (NLTF). It will also provide strategic direction for funding decisions in the next Long-Term Plan process for South Taranaki in 2027.

Concept designs for SH3 improvements between Fitzgerald Lane and Kerry Lane have been developed collaboratively between STDC and NZTA roading engineers. Any plans for this area will be finalised through relevant design, consultation and governance processes to ensure that this Corridor is being designed in accordance with the objectives of this Strategy.

4.5 State Highway

Due to the Corridor being a designation of the NZTA, this section of road is not owned, managed or paid for by the Council. Prioritising projects that are significant for the Council at a local level might not align with the projects occurring at a national scale for NZTA. It is noted that Council and NZTA align with similar goals and visions for the roading network, but due to Taranaki being a smaller region, resources can be allocated into larger cities with regional or national importance. There are challenges in finding the balance between what is a priority for Council at a local level and what the priorities are for NZTA at a national level. Council and NZTA continue to work together to strike this balance, which will further strengthen their relationship and advocacy efforts.

4.6 Climate Change

Embedding climate change into strategic decision-making is an ongoing challenge that the Council face. Council made a commitment to mitigate and adapt to climate change effects as part of the Environment & Sustainability Strategy which was adopted in 2021. Extreme weather events are becoming more frequent, and these events can create damage to the Council's roading infrastructure. When making strategic decisions, Council need to consider any climate change related effects to ensure that any designs are resilient, fit for purpose and enable reliable connections if a climate change related event was to occur. Not preparing for climate change events could mean Council spend more money in the future repairing roading upgrades or intersections that have been damaged due to weather events.

Climate change mitigation is related to the reduction of carbon emissions. Reducing carbon emissions is one of the goals Council have set through the Environment & Sustainability Strategy and Council aspire to be a carbon neutral district by 2050. Rethinking how people travel in South Taranaki is one of the steps to work towards carbon neutrality by 2050. This is a shift that needs to happen district wide but is particularly relevant to the Hāwera to Normanby Corridor. The distance between Hāwera and Normanby is appropriate for different transportation modes and does not need to prioritise vehicle access only. An objective would be to have shared access to and from the adjacent roading networks so that people can move around Hāwera and Normanby using alternative means of transportation and rely less on personal vehicles.

4.7 Integration network

The scope of this Strategy is narrow and focuses on the key priority areas for Council. Although the Corridor is 4.5km in length, this route is critical to the connection between other cities across the lower north island. There is an alternative route around the Taranaki coast (State Highway 45) but this route is slightly longer, has fewer passing lanes and less rest stops and gas stations for heavy vehicles. State Highway 3 is a priority route and most of the primary and secondary collector roads find a connection to this highway.

One of the key outcomes of this Strategy is to provide integration between the Corridor and the wider region. Creating a well-functioning environment is more than just moving inter-regional vehicles quickly, but allowing for a wider local connection, different modes of transportation, social cohesion and free flowing vehicles from all intersections that feed directly into the Corridor.

5.0 Āhuatanga Ināianeī/Current situation

5.1 Transport System

Walking, Cycling and Public Transport

The Council's walking network consists mainly of footpaths in and around Hāwera and Normanby. There are no dedicated cycle lanes between Hāwera and Normanby. Cyclists must either share the State Highway network (SH3) with cars, motorbikes and heavy vehicles or use the Ketemarae Road pathway, sharing the footpath with pedestrians. Figures 3 and 4 show the walking options around Hāwera and Normanby as a 15 minute walk radius from the centre of the Hāwera township and Normanby.

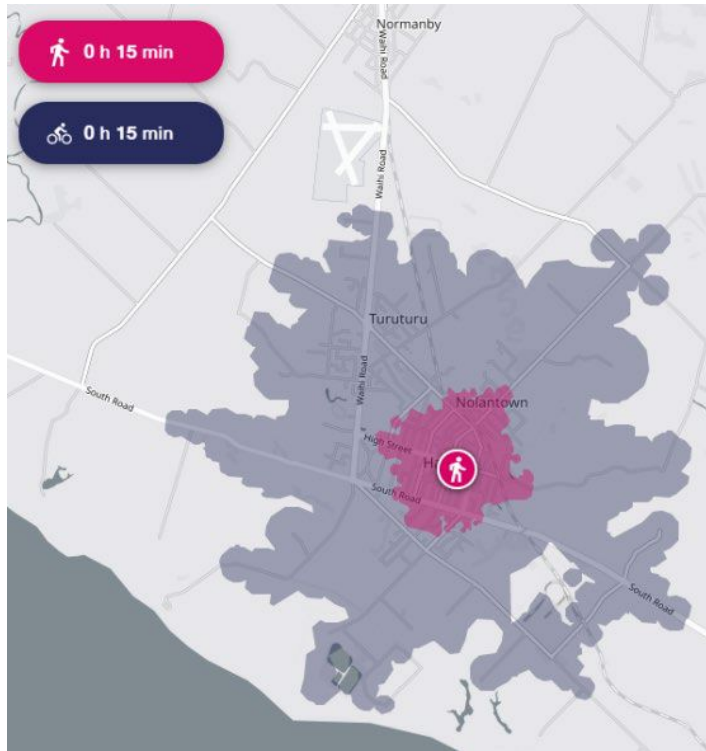


Figure 3 15-minute walking and cycling catchments from Hāwera

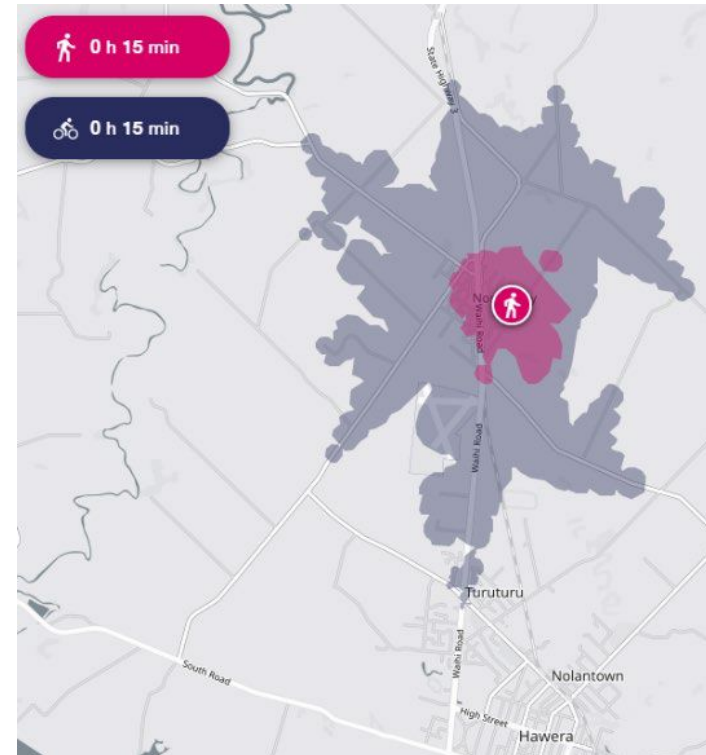


Figure 4 15-minute walking and cycling catchments from Normanby

Alternative Routes

Between Hāwera and Normanby there are two alternative routes – the Glover/Ketemarae Road options and the Turuturu/Ōhangai Road route. These alternative routes are good options if there is an accident on the

Corridor, delays from road works or another reason there may be a temporary road closure. Both roads are considered suitable for heavy vehicles but towards the northern intersections for both routes, there are effectiveness constraints. The Ketemarae/Waihi Road intersection bypasses through a residential and mixed use area. There may be noise effects that occur on surrounding property owners and constant heavy traffic could damage the roading network. The Ōhangai/Waihi Road intersection includes an active railway line, and heavy or long vehicles cannot park over the railway line while giving way. Both of these routes are sufficient for short term detours but would not be suitable for full time use.

These alternative routes are suitable for standard vehicle types but are slightly longer in travel time and distance. Pulling onto Waihi Road can be difficult due to traffic, and it is recommended to avoid travelling these routes during peak times where possible.

For walking and cycling alternative routes, the travel time is longer and is not the most efficient route to travel between Hāwera and Normanby. The purpose of the State Highway network is to create efficiencies in travel time and ensuring that these connections are safe and practical for all road users is an improvement that can be made here.

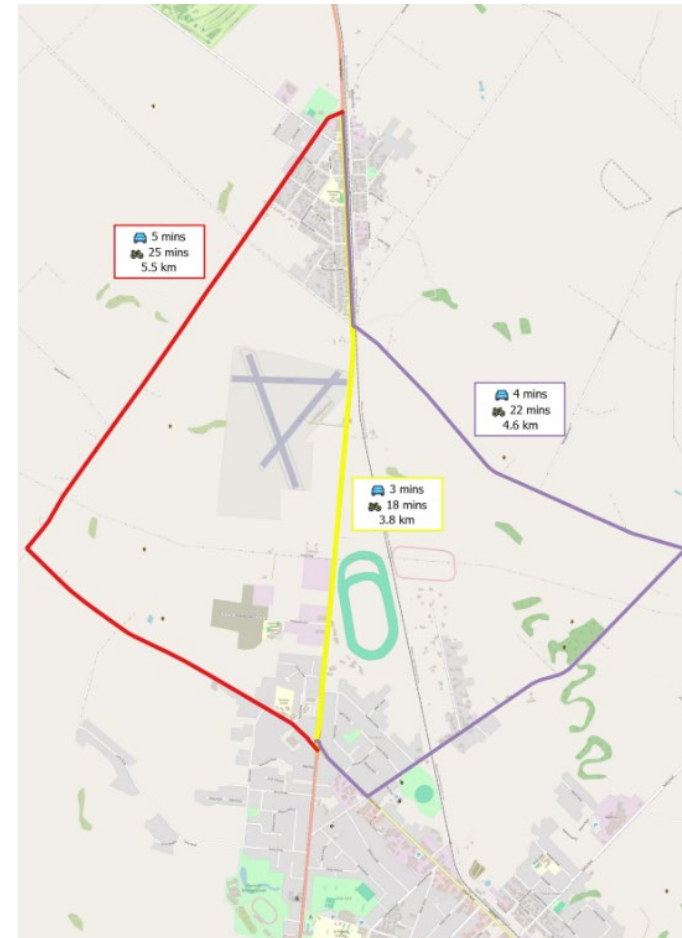


Figure 5 – Alternative travel routes and times.

Cross District Commuters

Taranaki is a region where cross district commuting is common, which means people work and live in different districts. Figure 6 shows that the South Taranaki District benefits from people commuting from Stratford and New Plymouth. The primary route for commuters into South Taranaki is through the Hāwera to Normanby Corridor. Statistics New Zealand (Stats NZ) identifies that over 9,000 commuters move from rural and urban areas across South Taranaki every day and shows how employment can have impacts on how people move across the region. It is anticipated that the South Taranaki Business Park will increase these commuter statistics and increase vehicle movements through the Corridor.

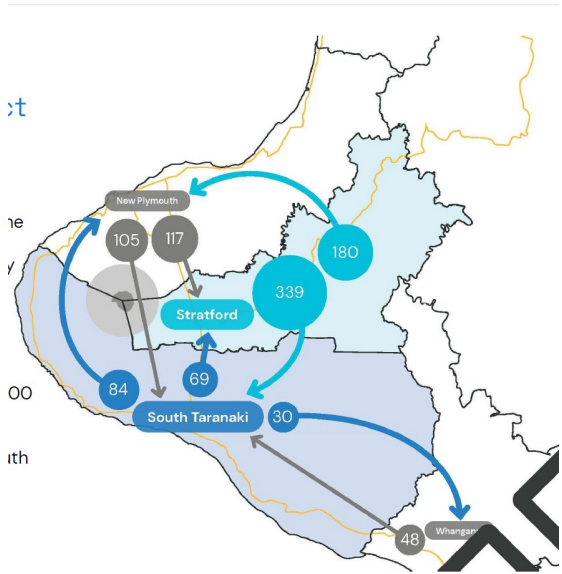


Figure 6: Cross District Commuter Figures.

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South Taranaki Stakeholders

The key industries across South Taranaki are primary industries (farming, food and forestry) but also energy (oil and gas and renewable energy). There are major industries located on the outskirts of Hāwera but also throughout the wider district. This Corridor is well utilised for these industries, and it is the primary route north to New Plymouth, Hamilton and Auckland but also the eastern cities and towns such as Tauranga and Whakatāne. A well-functioning corridor will need to benefit the existing industries across South Taranaki that use the Corridor but also those that have to access the Corridor from one of the intersections.

The Corridor Stakeholders

Business Park

STDC is in the process of establishing the South Taranaki Business Park on the western side of Waihi Road, between Hāwera and Normanby. The South Taranaki Business Park will provide jobs, opportunities and bring businesses into the district, which will boost its economic development and attract more people to the area. It has been identified in the feasibility assessment that the Business Park will create 80 plus business opportunities for Hāwera.

The purpose of the South Taranaki Industrial Park Initial Business Case and Feasibility Report² in 2019 was to assess the demand for commercial and industrial zoned land. The report concluded that there was significant demand for commercial and industrial zoned land, and it also identified the western side of State Highway 3 (Waihi Road) was the most suitable location for this type of development. Council is in the process of implementing the Business Park development which is occurring in a three-stage approach over the period of 2021 – 2027 where stages 1 and 2 will simultaneously. \$15 million has been assigned to the development of the Business Park in the 2021-31 Long-Term Plan to install infrastructure which was increased to \$22million as part of the 2024-2034 Long-Term Plan.

²

Residential Properties

Residential development across the Hāwera and Normanby areas has been occurring rapidly and the South Taranaki District Council is expecting approximately 1400 new residential allotments and 80 plus business opportunities through residential development and subdivisions. A recent subdivision granted at the end of 2021 was the Longview Subdivision on Turuturu Road, Hāwera. It will create 266 residential sections with roading connections and a reserve. Larger scale residential subdivisions are becoming increasingly popular in the Hāwera area because of the housing demand and urban growth. STDC has created the Hāwera West Structure Plan to enable residential development and a section of the Hāwera North Structure Plan will also have a residential component.

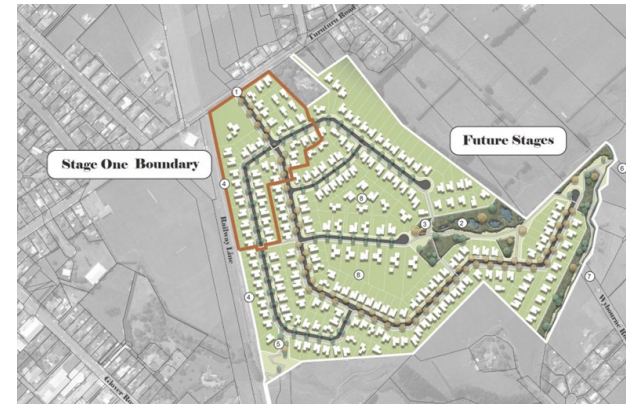


Figure 7 – Longview subdivision scheme plan.

Hāwera is the only town in the South Taranaki District to have a residential intensification zone which allows for more compact residential development. The Intensification Zone is shown in the highlighted yellow colour on Figure 8 which surrounds the heart of the Hāwera township. The Intensification Zone shows the higher population areas in Hāwera which have access to stores, medical centres, and other facilities. Residential Intensification is an aspiration of central government due to residential capacity requirements and the speed urban growth is occurring across the entirety of New Zealand.

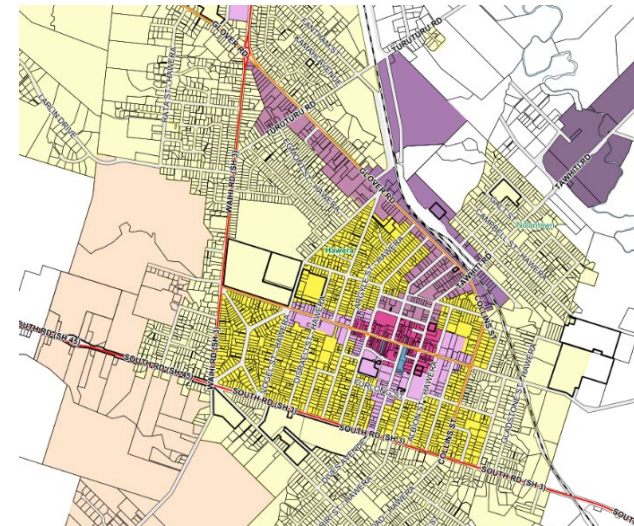


Figure 8 – Hāwera zoning overlays.

Schools

Figure 8 shows the location of the schools in Hāwera and Normanby. There are three schools within the scope of the Corridor Strategy. Tukururu School, OneSchool Global Hāwera Campus and Normanby Primary School. Safe and practical access to all schools is required to ensure safety for the youth across Hāwera and Normanby. A number of these schools are located on or near State Highway 3 or primary collector roads, which means that alternative transportation may already be available along these routes.

Many of the schools in Hāwera are accessible by walking and cycling for those who live in the urban area; however, safety improvements may be required to improve the real and perceived safety of younger generations using these modes. School travel plans including education, incentives, activities, and information provision would further encourage uptake of active modes for kids travelling to school. There should be safe routes to all local schools to try and limit the need for driving students across Hāwera to attend education. This will allow for sustainable outcomes as well as health, safety, and wellbeing.

There is a OneSchool Global Hāwera Campus located on Fitzgerald Lane, which is within the South Taranaki Business Park. The Hāwera campus is one of 120 campuses across 20 countries and students from all over Taranaki travel to attend the school. It is not a designated site or owned by the Ministry of Education as it is privately owned and operated. The development of the South Taranaki Business Park means extra care will need to be taken when implementing land use planning, spatial planning, and transport planning, to ensure the school can continue to operate in the commercial/industrial area and people can travel to and from work safely.

Aerodrome

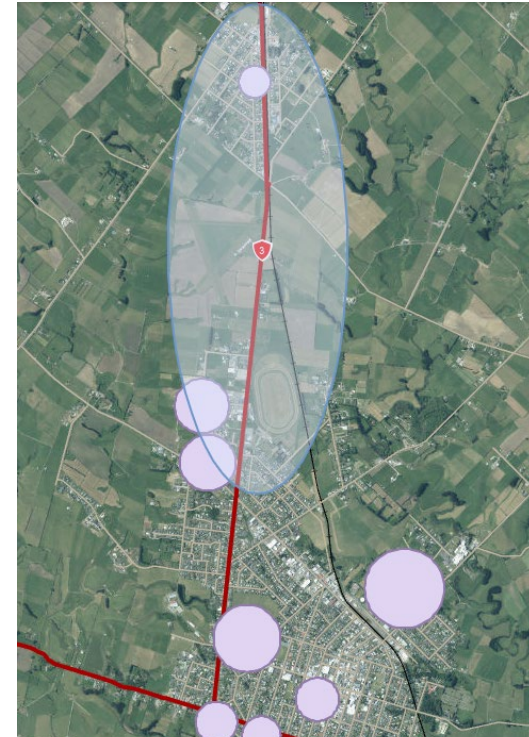


Figure 9 – Location of schools in Hāwera and Normanby.

The Hāwera Aerodrome is an established privately owned airfield and is the only aerodrome in South Taranaki. It is located on Waihi Road (State Highway 3) and can be accessed on Waihi Road. The entrance to the Hāwera Aerodrome is located on Waihi Road in the 100km speed limit where the north-bound passing lane runs between Hāwera and Normanby. Currently, there is no shoulder or slip lane that people can use to slow down in order to access the aerodrome. Maintaining safe access to and from the aerodrome is important to STDC and NZTA and want to ensure that safe access is available to and from the site.



Figure 10 – Entrance to Hāwera Aerodrome.

Racecourse

The Hāwera Racecourse is home to the Ōpunakē and Egmont Racing Clubs. It is a popular location for the residents in South Taranaki and has a lot of support from the community. The racecourse is located on State Highway 3 and attracts people from outside of the South Taranaki District. Travel planning for events including bus shuttles to the venue, information provision for attendees who wish to travel by


bike, and other interventions should be considered to reduce congestion and safety impacts due to increased vehicle travel during these events. The concept designs for State Highway 3 improvements include closing the main entrance to the Racecourse (opposite Fitzgerald Lane) and utilising existing entrances to the north and south.

Businesses

Hāwera is experiencing steady numbers of urban growth, which can trigger new employment opportunities and stronger economic communities. There are businesses throughout Hāwera and there is a range of retail, hospitality, commercial and industrial companies across the town. A well-functioning economy contributes to the Council’s vision “Ka puta, ka ora! Great people, connected communities, where we belong!” and provides benefits for the residents within Hāwera. STDC and NZTA should work together to ensure that access to the local businesses is safe, user friendly and accessible by different means of transportation to align with the sustainability goals of this Strategy.

The businesses located between Hāwera and Normanby may be affected by the development of the South Taranaki Business Park. Many effects are positive as they will be in a commercial and industrial hub that people can access, and economic development and employment rates will increase. For the new businesses, factors such as access, transport, landscaping, and any other effects can be mitigated through the imposition of conditions (where resource consent has been triggered) which allows Council to assess environmental effects and mitigate, remedy, or avoid as appropriate.

5.0 Kaupapa Here Tiaroaro/Strategic Alignment

<u>Central Government</u>	<u>Regional Council</u>	<u>Local Council</u>
<div data-bbox="318 408 815 485">  <p>Ministry of Transport TE MANATŪ WAKA</p> </div> <ul data-bbox="340 501 806 813" style="list-style-type: none"> • National transport policy and legislation. • Helps manage the interface with other government entities. • Provides policy advice to the government on legislation, policy, funding levels, priorities agency governance, performance and accountability. <div data-bbox="367 874 761 970">  <p>NZ TRANSPORT AGENCY WAKA KOTAHI</p> </div> <ul data-bbox="340 1002 824 1177" style="list-style-type: none"> • Manages the State Highway network. • Driver and vehicle licensing. • Contribute funding towards roading related infrastructure. 	<div data-bbox="887 399 1352 491">  <p>Taranaki Regional Council</p> </div> <p data-bbox="851 564 1236 596">Regional Public Transportation</p> <p data-bbox="851 638 1097 667">Strategic Planning</p> <ul data-bbox="896 676 1317 813" style="list-style-type: none"> • Regional Policy Statements • Regional Plans • Regional Land Transport Plans • Long Term Plans <p data-bbox="851 858 1339 922">Manage and distribute public transport funding.</p>	<div data-bbox="1585 383 1756 523">  <p>Te Kaunihera o Taranaki ki Te Tonga South Taranaki District Council</p> </div> <p data-bbox="1411 536 1594 568">Operational</p> <ul data-bbox="1456 577 1908 788" style="list-style-type: none"> • Local Roads • Footpaths and Cycleways • Street lighting, pedestrian crossings, speed bumps, signage • Parking • Road safety works <p data-bbox="1411 829 1653 861">Strategic Planning</p> <ul data-bbox="1456 871 1832 1193" style="list-style-type: none"> • Transport planning • Spatial planning • Growth Strategies • Transport Strategies • Long Term Plans • Infrastructure Strategy • Resource Consents • District Plans • Activity Management Plans

South Taranaki District Long Term Plan

The South Taranaki District Council (STDC) vision is:

“Taranaki ki te Tonga – ka puta, ka ora! South Taranaki – great people, connected communities, where we belong.”

The four well-beings associated with the vision are:

INSERT IMAGE

Mana Mauri/Cultural well-being

Creative, diverse communities that enhance the mauri of our people.

INSERT IMAGE

Mana Tangata/Social well-being

Safe, connected communities where people feel happy and proud of where we live.

INSERT IMAGE

Mana Oranga/Economic well-being

Flourishing communities with a diverse economy, innovative people and resilient infrastructure.

INSERT IMAGE

Mana Taiao/Environment well-being

Sustainable communities that manage resources in a way that improves our environment for future generations.

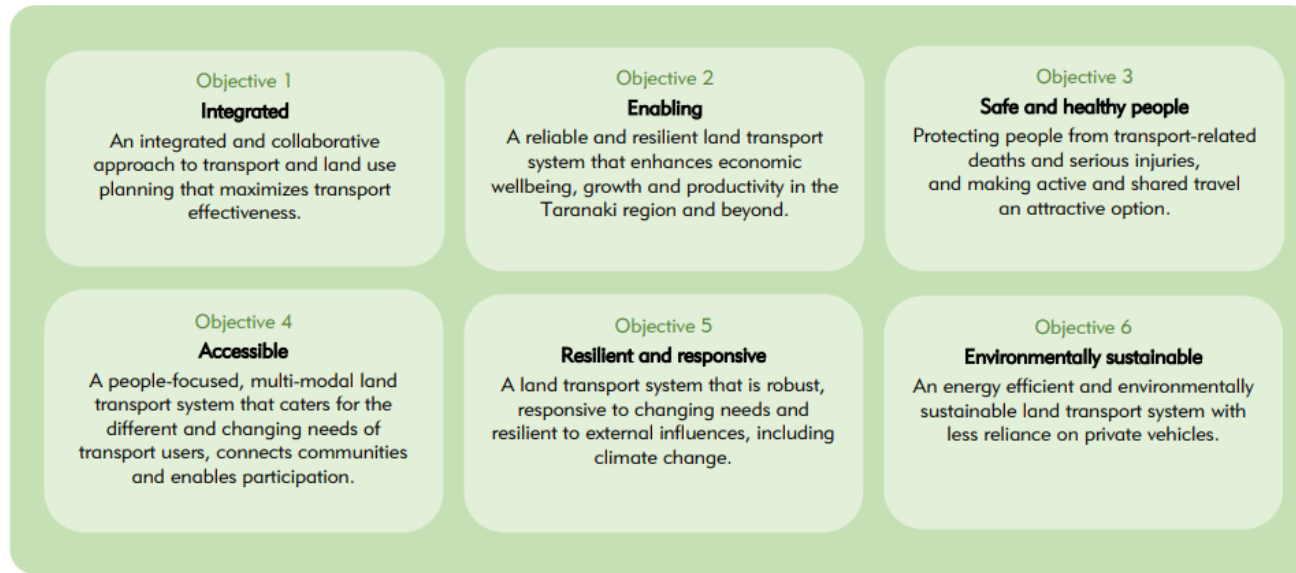
Regional Alignment

Vision

The vision for the Regional Land Transport Plan (RLTP) is:

“A vibrant, resilient and connected region, with a safe, sustainable transport system enhancing liveable places.”

The Objectives for the Plan are:



Regional Land Transport Plan for Taranaki (2024).

The Taranaki Regional Council (TRC) are responsible for creating and implementing the Regional Land Transport Plan (RLTP). The latest Land Transport Plan was adopted on 21 June 2024 and the Corridor is referred to in the RLTP as the SH3 Central Corridor. The strategic role of this Corridor is identified as the primary intra-regional corridor within and through Taranaki.

The intersection improvements related to the South Taranaki Business Park have been identified as regionally significant and the safety improvements along Kerry and Fitzgerald Lanes have been given a priority rating of 4 to be completed over the 2024 – 2027 period.

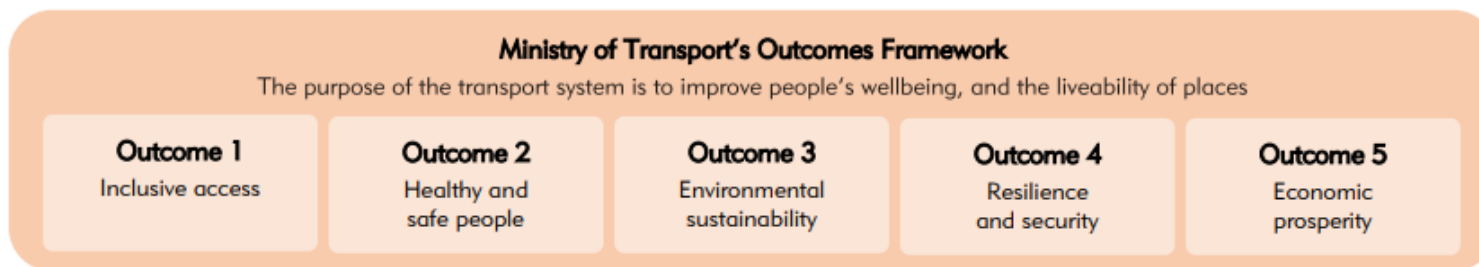
A review of the public transport system across Taranaki has been given a priority rating of 2 for the 2024 – 2027 period and Council will collaborate with TRC to determine what public transport options can be incorporated into the development of the Business Park and what role public transport may have in the upgrades of the Corridor.

The vision and objectives of the Plan align with the purpose of the Hāwera to Normanby Corridor Strategy and the improvements that Council are wanting to advocate for in this area.

National Alignment

Ministry of Transport

The Ministry of Transport’s Outcomes Framework 2018 provides the national direction for transportation. The purpose and the desired outcomes of this Framework are identified below.



Ministry of Transport Outcomes Framework (2018).

Government Policy Statement on Land Transport

The Strategic Priorities for the Government Policy Statement on Land Transport (GPS) have been set and these are listed below:

- Economic Growth and Productivity;
- Increase maintenance and resilience;
- Safety, and;
- Value for money.

These are the goals Council are trying to achieve for the Corridor and although they don't directly align with the GPS because of the localised scale, the Corridor is the most significant connection route in South Taranaki and has been identified as regionally important in the RLTP. Council will continue to advocate for safety improvements throughout the Corridor, create resilient infrastructure, consider cost effective options and consider economic growth and productivity in all future designs and plans.

NZTA Safety Improvements

NZTA have begun work on the New Plymouth to Hāwera safety improvement project which was initiated in 2023/2024. Figure 11 shows the locations the safety improvement project includes and what the safety improvement mechanism is. In the South Taranaki district there are two key improvement projects, one of these projects is north of Normanby and the other is located within the Hāwera to Normanby Corridor. Figure 11 shows that a 2.65km flexible median barrier will be installed between the north and south facing traffic between Hāwera and Normanby but there has been confirmation that this safety improvement is no longer scheduled to occur. There have been no other safety improvements released for this area.

Intervention Hierarchy



Figure 11 – New Plymouth to Hāwera Safety Improvements

NZTA have an intervention hierarchy diagram which serves to optimise existing and new investments in the land transport system. The aim is to help drive value for money by promoting low cost investment ahead of more costly physical infrastructure and technological investment. Council will continue to advocate for safety improvements throughout the Corridor using the intervention hierarchy and this will be implemented into any designs or plans created for the Corridor.

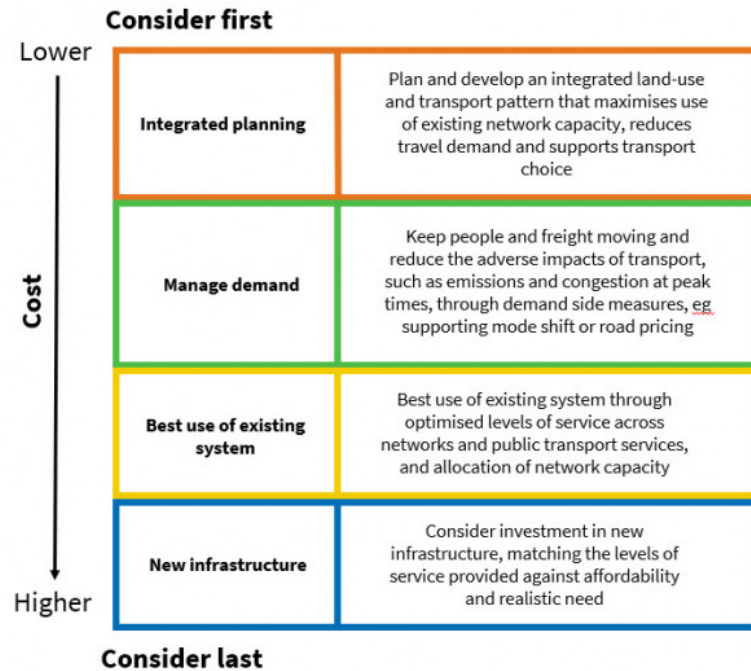
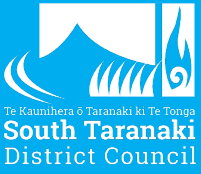


Figure 12 – Intervention Hierarchy Diagram, NZTA.

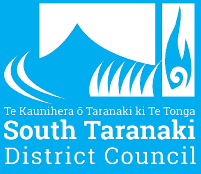
7.0 Whakahaere Kawenga Mahi/Activity Management

Activity	Target date	Priority rating
Reduce Speed – Phase 1 South Taranaki Business Park Area (Gull Service Station to north of Kerry Lane)	February 2025	1
Reduce Speed – Phase 2 Normanby	July 2025	2
Fitzgerald Lane Intersection Improvements	December 2026	3
Kerry Lane Intersection Improvement	December 2026	4
Passing Lane Removal	December 2026	5
Ōhangai Road Intersection Improvement	December 2028	6
Mawhitiwhiti Road Intersection	December 2028	7



Take Whānui General Issues

9. Take Whānui / General Issues



Karakia

10. Karakia