

Rārangi take o te Komiti
Kaupapa Here me te Rautaki

Policy and Strategy Committee Agenda

Monday 14 October 2024, 1 pm
Council Chamber, Albion Street, Hāwera



Ngā Mema o te Komiti / Committee Members



Phil Nixon
Mayor



Andy Beccard
Councillor



Mark Bellringer
Councillor



Celine Filbee
Councillor



Te Aroha Hohaia
Councillor



Robert Northcott
Deputy Mayor



Leanne Horo
Councillor



Aarun Langton
Councillor



Steffy Mackay
Councillor



Tuteri Rangihaeata
Councillor



Diana Reid
Councillor



Bryan Roach
Councillor



Brian Rook
Councillor



Racquel Cleaver-Pittams
Councillor



Heather Brokenshire
Community Board Representative



Karen Cave
Community Board Representative



Jacq Dwyer
Community Board Representative



Monica Willson
Community Board Representative

Apatono / Delegations

The primary role of the Policy and Strategy Committee is to allow free and open debate whilst policies are being developed. The membership of the Committee is made up of all Councillors. The Council invites one representative from each Community Board to attend the meetings where they have speaking rights only.

Policy is usually initially developed within the portfolio groups. It is then passed to the Policy and Strategy Committee who will discuss the policies and make recommendations for additions or amendments. Once the Policy and Strategy Committee is happy with the policies the policy is taken to the Full Council meeting for adoption.

Huinga Tāngata / Attendance Register

Date	08/02/23	20/03/23	01/05/23	12/06/23	24/07/23	04/09/23	16/10/23	27/11/23	07/02/24	18/03/24	29/04/24	02/09/24
Meeting	O	O	O	O	O	O	O	O	O	O	O	O
Andy Beccard	√	√	√	√	√	√	√	√	A	√	√	√
Mark Bellringer	√	√	√	√	√	A	√	√	√	A	√	√
Celine Filbee	X	√	√	A	√	√	√	A	√	√	√	√
Te Aroha Hohaia	√	√	√	√	√	√	√	√	√	√	√	√
Leanne Horo	√	√	√	√	√	√	A	√	A	√	√	√
Aarun Langton	√	√	√	√	√	√	√	A	A	√	√	A
Steffy Mackay	√	√	√	√	√	√	√	A	√	√	√	√
Phil Nixon	√	√	√	√	√	√	√	√	√	√	√	√
Robert Northcott	√	√	√	√	√	√	A	√	√	√	√	√
Tuteri Rangihaeata	√	A	√	√	√	√	A	√	A	√	√	X
Diana Reid	√	√	√	A	√	√	√	√	√	√	√	√
Bryan Roach	√	√	√	√	√	√	√	√	√	√	√	√
Brian Rook	√	A	√	A	√	√	√	√	A	√	√	√
Racquel Cleaver-Pittams	-	√	√	√	√	√	√	√	√	√	√	√
Heather Brokenshire	√	√	A	√	A	√	√	√	√	√	√	√
Karen Cave	√	√	A	√	√	√	√	A	√	√	√	√
Jacq Dwyer	√	A	A	√	√	A	√	√	√	√	√	X
Monica Willson	√	A	A	X	√	√	√	√	A	√	X	√

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 given

Types of Meetings

- O Ordinary Council Meeting

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.

He Karere Haumarū / 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.



Rārangi Agenda

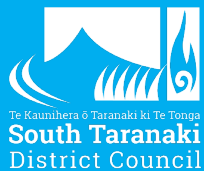
Policy and Strategy Committee

Monday 14 October 2024 at 1 pm

1. **Karakia**
2. **Matakore / Apologies**
3. **Tauākī Whakarika / Declarations of Interest**
4. **Whakatakoto Kaupapa Whānui, Whakaaturanga hoki / Open Forum and Presentations**
 - 4.1 Dr Neil de Wet, Medical Officer of Health for Taranaki - Local Alcohol Policy
5. **Whakaaetia ngā Menīti / Confirmation of Minutes**
 - 5.1 [Policy and Strategy Committee held on 2 September 2024](#) Page 9
6. **Pūrongo / Reports**
 - 6.1 [Fees and Charges Schedule Proposed Changes](#)..... Page 15
 - 6.2 [Local Alcohol Policy development](#)..... Page 23
 - 6.3 [Proposed Road Naming and Numbering Policy](#)..... Page 40
 - 6.4 [Road Renaming at South Taranaki Business Park](#)..... Page 45
7. **Karakia**

Next Meeting Date: Monday 25 November 2024 – Council Chamber

Elected Members’ Deadline: Monday 11 November 2024



Karakia

1. Karakia

Ruruku Timata – Opening Prayer

(Kia ururu mai ā-hauora,
ā-haukaha, ā-hau māia)

Ki runga

Ki raro

Ki roto

Ki waho

Rire rire hau

Paimārire

*(Fill me with vitality)
strength and bravery)*

Above

Below

Inwards

Outwards

The winds blow & bind us

Peace be with us.



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

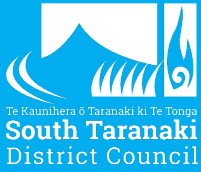
Declarations of Interest

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**

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

4.1 Dr Neil de Wet, Medical Officer of Health for Taranaki - Local Alcohol Policy

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

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To	Policy and Strategy Committee
Date	14 October 2024
Subject	Policy and Strategy Committee – 2 September 2024

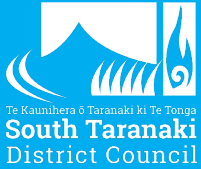
(This report shall not be construed as policy until adopted by full Council)

Whakarāpopoto Kāhui Kahika / Executive Summary

1. The Policy and Strategy Committee met on 2 September 2024. The Committee is being asked to confirm their minutes including the public excluded minutes from 2 September 2024 as a true and correct record.
2. There was one recommendation within the minutes for the Council to consider.
3. The Policy and Strategy Committee moved a recommendation 32/24 PS that the Council adopt the amended Standing Orders allowing elected members to attend meetings via audio visual link to be counted towards the quorum as per Section 13.7.
4. The Council adopted recommendations 32/24 PS at its Ordinary Council meeting on 19 September 2024.

Taunakitanga / Recommendation

THAT the Policy and Strategy Committee adopts the minutes from the meeting held on 2 September 2024 as a true and correct record.



Menīti Minutes

5

Ngā Menīti take o te Komiti Kaupapa Here me te Rautaki Policy and Strategy Committee

Held in the Council Chamber, Albion Street, Hāwera on Monday 2 September 2024 at 1.00 pm.

Kanohi Kitea / Present: Mayor Phil Nixon, Councillors Andy Beccard (apologies for lateness 1.04 pm), Mark Bellringer, Racquel Cleaver-Pittams, Celine Filbee, Te Aroha Hohaia, Leanne Horo, Steffy Mackay, Deputy Mayor Robert Northcott (Chairperson), Diana Reid, Bryan Roach and Brian Rook.

**Ngā Taenga-Ā-Tinana /
In Attendance:**

Heather Brokenshire (Te Hāwera Community Board Representative), Karen Cave (Eltham-Kaponga Community Board Representative), Monica Willson (Taranaki Coastal Community board Representative), Fiona Aitken (Chief Executive), Herbert Denton (Group Manager Infrastructure Services), Rob Haveswood (Group Manager Community Services), Liam Dagg (Group Manager Environmental Services), Sara Dymond (Governance and Support Team Leader), Becky Wolland (Head of Strategy and Governance) and two members of the public.

Matakore / Apologies: Councillor Aarun Langton.

RESOLUTION

(Cr Roach/Cr Horo)

30/24 PS **THAT** the apology from Councillor Aarun Langton be received.

CARRIED

1. Whakatakoto Kaupapa Whanui, Whakaaturanga hoki / Open Forum and Presentations

1.1 Tyson Schmidt and Ben Ingram – Housing Development Strategy

The TOI Foundation has a focus on housing. The TOI Foundation wanted an overview of what was happening with housing in the region which initiated the Taranaki Housing Ecosystem Review. What was identified across the housing spectrum was that there was urgent need for social housing including emergency housing. One of the biggest issues was an over reliance on Kāinga Ora to deliver social housing. There were insufficient community housing providers/local groups that deliver housing in the region and this prevented people moving out of emergency housing into subsidised housing and through the spectrum into private rental or owned houses. The housing register jumped 500% in the Taranaki region and they believed Taranaki needed to be a priority area. There was dialogue happening on this however the change of government had slowed things down. The review identified that the Taranaki Regional Housing Strategy was a good strategy. Councils, Iwi and the community were seen involved in it however, there was no

ownership, awareness and governance over the strategy. It was a good strategy but there was nothing to drive it forward. It was recommended to the TOI Foundation that they should invest in keeping the strategy current, taking it out into the region and then after two years finding a home for the strategy. There also needed to be regional infrastructure supporting this. There needed a regional view of housing demand and it was recommended to TOI Foundation that broader information was required.

Councillor Beccard queried why the strategy had to be regional. Mr Schmidt did not see one without the other. There were a lot of people who travelled around the region for work and it was about how the local and region fitted together.

Deputy Mayor Northcott asked what the best tool was for the Council to use to get an accurate picture of exactly what was required in this area. Mr Schmidt's recommendation would be to absorb and debate the information they provided and then feed it into Council processes. From a theoretical view there was sufficient land available for the long term however if build rates continued as they had for the last five years there would be problems in the medium term.

Councillor Reid asked how the Council factored in the affordability of investing into housing. Mr Schmidt said that developers were being pulled to other areas where there was a better likelihood of a return. The issue might be that developers were not aware of the opportunities and the level of demand.

Councillor Roach asked how to encourage developers to invest in South Taranaki. Mr Schmidt noted that this was part of the conversation and some of it was developers understanding what the demand was. It was about how councils and developers worked together.

Mr Schmidt explained that the three key drivers of demand were an aging population, growth of the Māori population and rural towns making up a higher share of demand. The rural towns all showed signs of growth over the next 30 years. It was projected that the smaller dwelling demand would peak in the next ten years and then the emphasis would shift back to standalone homes of three plus bedrooms. Managing the switch in house type demand would be difficult. Mayor Nixon noted that it was important to have warm, safe one to two bedroom homes to help free up larger family homes. This would help grow the smaller towns.

Councillor Horo noted that current homeowners did not want the maintenance of an old home. Mr Schmidt explained that the last census highlighted an issue with the quality of homes eg dampness and mould. He questioned whether the District was receiving the level of investment from the Energy Efficiency and Conservation Authority (EECA) to insulate and double glaze homes.

Mr Schmidt explained that their Eco-system review showed Taranaki was under-served by retirement villages. Third Bearing, the company engaged by TOI to undertake the housing review, suggested that councils talk to Venture Taranaki about attracting more retirement village investment to the region. Hāwera already had the services which could form part of the conversation with developers.

Councillor Horo commented that Taranaki Iwi were undertaking generational housing in Ōkato. Mr Schmidt noted that part of their report to TOI Foundation was how to leverage whenua Māori to do that. Mr Ingram was talking with Te Puni Kōkiri to help develop more feasibility studies which then would unlock the capital.

Mr Schmidt commented that there was cross district worker flows however there was also within District flow. The amount of people from the rural area coming into town was large.

Mr Ingram noted that South Taranaki and Stratford were two of 15 areas across New Zealand where the housing register numbers were larger than the already occupied houses. The demand was greater than the current Kāinga Ora stock that was available within the District.

The allocation Taranaki had in the Public Housing Plan 2018 – 2025 was plus 126. The issue was around how to increase that allocation because without that it was difficult to increase public housing. He had analysed the numbers to build a case around the public housing allocation in Taranaki.

2. Whakaae i Ngā Mēniti / Confirmation of Minutes

2.1 Policy and Strategy Committee held on 22 July 2024.

RESOLUTION

(Cr Mackay/Cr Hohaia)

31/24 PS **THAT the Policy and Strategy Committee adopts the minutes including public excluded from the meeting held on 22 July 2024 as a true and correct record.**

CARRIED

3. Pūrongo / Reports

3.1 Amendment to Standing Orders 2022-2025

The Electoral Legislation Act changed the definition of “quorum” as defined in the Local Government Act (LGA)2002 for councils that allowed remote participation in their standing orders. This change would come into effect on 1 October 2024 and councils had the option to amend the standing orders to allow for remote participation. The report provided the updated information on the amendments.

Mayor Nixon noted that it was good to be able to enable members to join through audio visual link however he did have reservations in terms of the reasons for enabling this to occur. He referred to Section 13.11 and 13.12 in the Standing Orders which outlined the conditions when the chairperson might give approval to attendance online . He would not be accepting this generally because good governance was about being in the room. There were some limitations around connectivity that would not allow for this to occur at some locations.

Mrs Cave commented that community board meetings were held at various locations around the District. She supported the idea to allow members to join through audio visual link however there were some limitations around location and members' technical ability to be aware of.

Councillor Beccard agreed with the comments made about members being present and in his opinion it was difficult to participate in discussion when attending through audio visual link. He supported this as a tool that could be used when the conditions in the Standing Orders were met.

Councillor Horo, who worked in the online space daily, welcomed this and was pleased a member would be counted as part of the quorum. She would like the Council to embrace this and hoped there would be no barriers for joining.

Councillor Cleaver-Pittams supported this as it enabled people with busy lives and families to still participate in council.

Mayor Nixon referred to Section 13.13 in the Standing Orders commenting that the chairperson might terminate the link immediately if confidentiality was compromised. He wanted members to be aware that this was important to understand.

RECOMMENDATION

(Mayor Nixon/Cr Filbee)

32/24 PS

THAT the Policy and Strategy Committee recommends the Council adopt the amended Standing Orders allowing elected members to attend meetings via audio visual link to be counted towards the quorum as per Section 13.7.

CARRIED

4. Pūrongo-Whakamārama / Information Report

4.1 Hāwera to Normanby Corridor Strategy

The Hāwera to Normanby Corridor Strategy (the Strategy) was provided in draft format to allow for feedback and input from the elected members. The Strategy was a crucial step to advocate for speed reductions and safety improvements along the Corridor, but also a necessary step for national and regional funding applications. The report sought feedback from the Council on the draft Strategy before being presented to Council in October 2024 for approval of the consultative procedure required under the LGA 2002.

Ms Canute introduced the Strategy which had been in progress for two years. The scope of the corridor was from the Glover/Waihi Road roundabout in Hāwera to the Ketemarae/Waihi Road intersection north of Normanby. The Strategy was a crucial step in advocating for the corridor. The Strategy was initiated primarily because of the South Taranaki Business Park development. The Strategy would make recommendations to Waka Kotahi advocating for changes to the corridor that were supported by the Council and community.

Deputy Mayor Northcott understood it would be a challenge to balance the domestic commuters with regional transport along the corridor. To ensure the corridor fitted the needs of all users there were things to consider such as three speed changes along a short stretch of road and a passing lane. If the passing lane was removed it would provide an opportunity to create spaces for cycleways and walkways.

There was discussion around speed limits along this corridor. There was consensus that the 50 km/h should be extended out to the 100 km/hr sign, the Normanby straight changed to 80 km/hr and removing the passing lane because there was now one on the northern side of Normanby. Mayor Nixon believed the 50 km/hr needed to start left onto Ōhangai Road because this was not a safe intersection. He supported in the long term the best and safest way was at Fitzgerald Lane the state highway intersection needed to be a roundabout. The Kerry Lane intersection could be made safer with slip lanes. There needed to be safety mitigations around both those intersections. The safety of residents along the corridor was a reason for removing the passing lane. Councillor Filbee believed there needed to be a strong push for reductions in speed limits.

Mayor Nixon and Councillor Reid left the meeting at 2.06 pm.

Deputy Mayor Northcott questioned the feasibility of a roundabout considering there was one not far from this area. The Council needed to be pragmatic with the proposal put through to the Government otherwise it might limit what would be approved. It was agreed that work was needed in both areas. Mr Denton commented that a roundabout was originally looked at however the Council would need to acquire a lot of land to do this. A roundabout might not be an acceptable option and the speed limit dictated the design.

Councillor Beccard believed the Council should ask for the best solution. He suggested a speed reduction on Ōhangai Road leading up to Normanby. Ms Canute referred to the intervention hierarchy diagram which said what the Council should consider first and last. Those were the steps the Council needed to work through to demonstrate to Waka Kotahi. Slowing down adjacent roads was one of those steps.

Councillor Horo suggested using the information regarding commuting between and within South Taranaki from the Housing Development Strategy.

RESOLUTION

(Cr Beccard/Cr Mackay)

33/24 PS

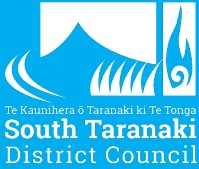
THAT the Policy and Strategy Committee receives the Hāwera to Normanby Corridor Report.

CARRIED

The meeting concluded at 2.15 pm.

Dated this day of 2024

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CHAIRPERSON



Pūrongo Report

6

To	Policy and Strategy Committee
From	Pouhautū Rautaki me te Whaitikanga / Head of Strategy and Governance, Becky Wolland
Date	14 October 2024
Subject	Fees and Charges Schedule Proposed Changes

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

Whakarāpopoto Kāhui Kahika / Executive Summary

1. The Council is required to make publicly available a list of any fees and charges in accordance with s116 and s150 of the Local Government Act 2002. During the 2024-2034 Long Term Plan process the fees and charges were reviewed and consulted on. Some of the Council's fees and charges increased considerably and building and resource consents were particularly affected.
2. Following the adoption of the Long Term Plan the Council received a significant amount of feedback from plumbers and builders regarding the increases to logfire application fees. The fee for a free standing logfire went from \$450 to \$1,228.75 and an inbuilt logfire went from \$645 to \$1,538.75.
3. An assessment of how the logfire application fees were calculated has been undertaken. Based on the outcome of the assessment this report recommends that the fee for a free standing logfire is decreased from \$1,228.75 to \$721.25 and the fee for an inbuilt logfire is decreased from \$1,538.75 to \$931.25.
4. At the end of August 2024 the Minister of Transport and the Minister for Disability Issues announced an increase in parking infringement fees that came into effect from 1 October 2024. This report recommends that the Council's fees and charges schedule is updated to reflect these changes.

Taunakitanga / Recommendation(s)

THAT the Policy and Strategy Committee recommends the Council;

- a) Approves updating the fees and charges schedule to decrease the fee for free standing logfire applications from \$1,228.75 to \$721.25 and decrease the fee for inbuilt logfire applications from \$1,538.75 to \$931.25 in accordance with s116 and s150 of the Local Government Act.

- b) Approves building consent applications processed on or after 1 July 2024 be reimbursed the difference from the current fee to the proposed reduced fee, i.e. \$507.50 for a freestanding logfire and \$607.50 for an inbuilt logfire.
- c) Approves updating the fees and charges schedule to include the parking infringements in the fees and charges schedule as set by the Minister of Transport and the Minister for Disability Issues as outlined below in Table 1:

Table 1. Changes to Infringement Fees.

Infringement	Previous fees	Fees 1 October 2024
Less than 30 minutes	\$12.00	\$20.00
30 - 60 minutes	\$15.00	\$25.00
60 - 120 minutes	\$21.00	\$36.00
120 - 240 minutes	\$30.00	\$51.00
240 - 360 minutes	\$42.00	\$71.00
Over 360 minutes	\$57.00	\$97.00
Taxi Stand – special vehicle lane	\$60.00	\$100.00
Bus Stop	\$40.00	\$70.00
Disabled	\$150.00	\$750.00
Across entrance	\$40.00	\$70.00
Yellow Lines	\$60.00	\$100.00
Double Parked	\$60.00	\$100.00
Inconsiderate	\$60.00	\$100.00
Footpath	\$40.00	\$70.00
Wrong way	\$40.00	\$70.00
Reversed into park	\$40.00	\$70.00
Parking reserved for electrical vehicles	\$40.00	\$100.00

Kupu Whakamārama / Background

Logfire consent application fees and charges

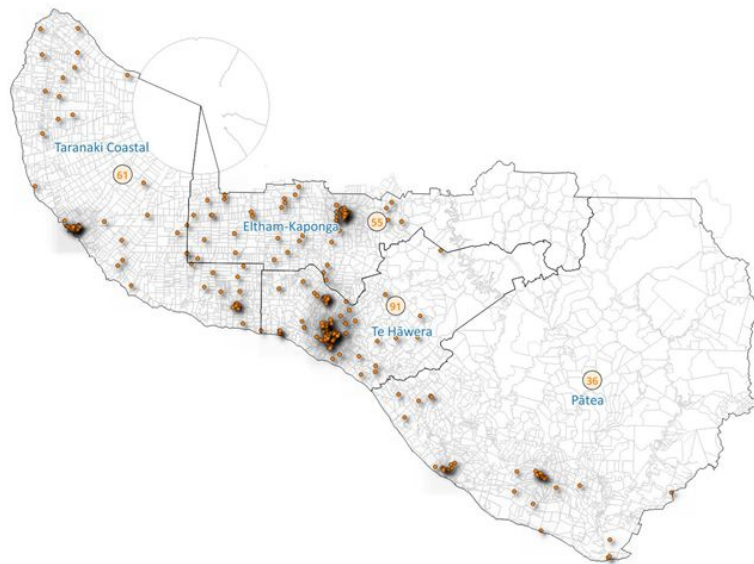
5. During the 2024-2034 Long Term Plan process the fees and charges were reviewed and consulted on. Some of the Council's fees and charges increased considerably for several reasons including a rise in insurance, compliance, fuel, electricity and contractors' costs.
6. The fees and charges for building and resource consents were particularly affected. In addition to the factors mentioned above, another contributing factor to the increase was an awareness that the fees were not accurately reflecting the time required to perform certain functions, eg inspection of logfires. The fee for a free standing logfire went from \$450 to \$1,228.75 and an inbuilt logfire went from \$645 to \$1,538.75. Following the adoption of the Long Term Plan the Council received a significant amount of feedback from plumbers and builders within South Taranaki that this increase was excessive.
7. Table 2 provides a summary of the factors behind the increase in the fixed fees for the two types of fireplace installation (in-built and free standing).

8. Fireplace installations are a fixed fee, which is different to most other building consent fee types, which are based on actual cost. The fixing of the fee is based on a formula. From Table 2, the formula used back in 2022/23 was quite simplistic: 30 minutes of administration time, an hour of processing and an hour for inspections, using the hourly rates set for these work types in the fees and charges schedule. The 2023/24 fee setting had some adjustment applied to it, to take account of the increase in processing and inspection hourly rates at the time (increase from \$170 to \$200). Administration fees were impacted because of this.
9. The setting of fees for Year 1 (2024/25) of the Long Term Plan was driven to a large extent by the recovery of costs for performing the service. From Table 2, in addition to the increase of hourly rates, the fee setting for fireplaces for the 2024/25 year was impacted by the on-charging of the Goget/Simpli service (the cost of running the online portal and the digital processing required). This was the first time this fee type was applied, despite the digital service being in operation for several years prior.

Table 2. Composition of fee-setting for fireplaces

Inspection Type	2022-2023		2023-2024		2024-2025	
	Inbuilt	F/stand	Inbuilt	F/stand	Inbuilt	F/stand
Administration	75.00 (0.5 hr)	75.00 (0.5 hr)	45.00	50.00	175.00	175.00
Processing	170.00	170.00	200.00	200.00	210.00	210.00
Planning (0.5 hr)*					120.00	120.00
GoGet	-	-	-	-	185.00	185.00
Simpli	-	-			73.75	73.75
Inspection	170.00	-	200.00	-	310.00	-
Final Inspection	170.00	170.00	200.00	200.00	465.00	465.00
Total	\$585.00	\$415.00	\$645.00	\$450.00	\$1,538.75	\$1,228.75

10. The rationale for increasing the logfire fixed fees were:
- 23.1% of all building consents are for fire installations (247 of 1069 consents received over the last two financial years).
 - 38.5% of fireplace building consents that needed processing were stopped at some point and a request for further information generated (RFIs).
 - 20.5% of fireplace installations issued with a Code Compliance Certificate (CCC) had failed inspections, meaning a building control officer had to go back to re-inspect (53 of 258).
 - The amount of travel time (which Council does not charge for) is evident in the distribution of fireplace consents (see Diagram 1 below). Over half are for population centres other than Hāwera, meaning an officer must travel at least 30 minutes to an hour to undertake these inspections.

Diagram 1. Geographic Location of Fireplace Installations 2022-2024.

11. The following matters have been considered in the current review of how logfire fees could be reduced from what has been adopted in the latest LTP:
 - The costs for providing the portal and digital service have significantly increased but there is no short-term solution.
 - The planning time could be compressed.
 - The final inspection fee is high, when the small number of elements that are being reviewed for fireplaces are considered compared to other elements that are considered during a final inspection for a full house or commercial building.

12. This report proposes that the fees for a free standing logfire is decreased from \$1,228.75 to \$721.25 and the fee for an inbuilt logfire is decreased from \$1,538.75 to \$931.25. These fee reductions can be achieved by:
 - Halving the administration fee, as the use of the online portal for a reasonably straight forward consent type (compared to a new house or commercial build) should mean the amount of human resource required to process the consent is less.
 - Reducing the planning processing time from a 30 minute to a 15 minute increment.
 - Reducing the building processing time from a 60 minute to 30 minute increment.
 - Applying the same unit price for inspecting that has been used for processing, with the logic being that the same small number of components being inspected are the same as what would have been processed. This logic does not hold for other more complex application types such as new houses and commercial builds.
 - The digital processing fees have not been changed. If Council were to use another digital provider, a broader assessment could be finalised in time for the next review of fees and charges.

Parking infringement fees

13. At the end of August 2024 the Minister of Transport and the Minister for Disability Issues announced an increase in parking infringement fees that came into effect from 1 October 2024. While there is no legal requirement to include legislated infringements into the fees

and charges schedule, we do so to provide transparency for the community on what the Council is able to infringe.

14. This report recommends that the updated parking infringement fees are updated in the Council's fees and charges schedule:

Infringement	Previous fees	Fees 1 October 2024
Less than 30 minutes	\$12.00	\$20.00
30 - 60 minutes	\$15.00	\$25.00
60 - 120 minutes	\$21.00	\$36.00
120 - 240 minutes	\$30.00	\$51.00
240 - 360 minutes	\$42.00	\$71.00
Over 360 minutes	\$57.00	\$97.00
Taxi Stand – special vehicle lane	\$60.00	\$100.00
Bus Stop	\$40.00	\$70.00
Disabled	\$150.00	\$750.00
Across entrance	\$40.00	\$70.00
Yellow Lines	\$60.00	\$100.00
Double Parked	\$60.00	\$100.00
Inconsiderate	\$60.00	\$100.00
Footpath	\$40.00	\$70.00
Wrong way	\$40.00	\$70.00
Reversed into park	\$40.00	\$70.00
Parking reserved for electrical vehicles	\$40.00	\$100.00

Local Government Purpose

15. The purpose of local government is to enable democratic local decision-making and action on behalf of the community and to promote the social, economic, environmental and cultural well-being of the community in the present and for the future.
16. Reviewing the fees and charges for logfire consent applications enables local decision-making and action on behalf of the community and promotes the social and economic well-beings of the community. Including parking infringements in the fees and charges schedule promotes the social well-being of the public by ensuring the community are aware of what the Council are able to infringe.

Ngā Kōwhiringa / Options – Identification and analysis

Logfire consent application fees and charges

17. Option One: Retain the status quo and keep the fees for logfire consent applications at the rates adopted through the Long Term Plan process, i.e. free standing logfire \$1,228.75 and inbuilt logfire \$1,538.75
18. It could be argued that the fees and charges went through a comprehensive process as part of the long term plan consultation phase, and the opportunity to change them has passed.

However, there is sympathy for the view that a 300% increase for this function is not reasonable and could have been considered more deeply by officers when the new fee schedule was being drafted. This is not the preferred option, particularly for a building consent fee (heating) that is a basic living necessity.

19. One of the risks of keeping the fees at the current level means that installing logfires for some residents would become unaffordable.
20. Option Two: The Council decreases the fee for free standing and inbuilt logfire applications back to the 2023/24 fees, i.e. \$850 for free standing and \$650 for inbuilt logfires.
21. The risk with option two is that it would undermine the fee increases that had to be applied across all other services and functions. It would also mean the building activity may not meet the Revenue and Financing Policy’s public versus private benefit ratio for the building activity as set through the Long Term Plan (public low 0% to 20% - private high 80% to 100%).
22. Option Three: The Council decreases the fee for free standing logfire applications from \$1,228.75 to \$721.25 and decreases the fee for inbuilt logfire applications from \$1,538.75 to \$931.25. This is the preferred option.
23. There is a risk that the building activity may not meet the Revenue and Financing Policy’s public versus private benefit ratio for the building activity as set through the Long Term Plan (public low 0% to 20% - private high 80% to 100%).
24. Option Four: The Council could set another amount for logfire application fees and charges.

Parking Infringements

25. The Council approves the inclusion of the updated parking infringement in the fees and charges schedule as set by the Minister of Transport and the Minister for Disability Issues. This is the preferred option.

Whaiwhakaaro me ngā aromatawai / Considerations and Assessments

Assessment of Significance and Engagement

26. South Taranaki District Council’s general approach to determining the level of “significance” will be to consider:

Criteria	Measure	Assessment
Degree	The number of residents and ratepayers affected and the degree to which they are affected by the decision or proposal.	Based off the number of applications received for logfires there would only be a small number of residents and ratepayers affected. However, the cost of consent fees may make installing a logfire unaffordable for some residents.
LOS	The achievement of, or ability to achieve, the Council’s stated levels of	This decision would not impact the Council’s ability to achieve their stated levels of service.

Criteria	Measure	Assessment
	service as set out in the Long Term Plan.	
Decision	Whether this type of decision, proposal or issue has a history of generating wide public interest within South Taranaki.	There was a strong reaction from the plumbing and building community within South Taranaki and there has been some media coverage of the increase in building consent fees.
Financial	The impact of the decision or proposal on the Council’s overall budget or included in an approved Long Term Plan and its ability to carry out its existing or proposed functions and activities now and in the future.	Reducing the fees may mean that the building activity may not meet the private versus public benefit ratio of the Revenue and Financing Policy set through the LTP process.
Reversible	The degree to which the decision or proposal is reversible.	The Council can review and approve new fees and charges at any time. However, it is important to keep changes to a minimum to provide certainty to the community on what they can expect to pay for a Council service.
Environment	The degree of impact the decision will have on the environment.	The degree of impact this decision will have on the environment will be minor. The Government does provide incentives to homeowners to consider environmentally friendly heating options, such as heat pumps and solar panels.

27. In terms of the Council’s Significance and Engagement Policy this matter is of low significance. The plumbing and building community will be informed of the Council’s decision through direct correspondence with these businesses. The community will be informed through the Council’s website and minutes of the meeting.

Legislative Considerations

28. The Council is required to make publicly available a list of any fees and charges collected for activities such as consents, inspections, infringements or any charges over any of its assets in accordance with s116 and s150 of the Local Government Act. The Council must set their parking infringement fees in accordance with the direction provided by the Minister of Transport and the Minister for Disability Issues.

Financial/Budget Considerations

29. The current logfire consent application fees were introduced on 1 July 2024, and this report recommends the fees are reduced. To ensure fairness for those who applied for a logfire consent on or after 1 July 2024, this report recommends reimbursing applicants the difference, i.e. \$507.50 for a freestanding logfire and \$607.50 for an inbuilt logfire. Reducing

the building activity fees may result in the private versus public benefit ratio outlined in the Revenue and Financing Policy not being met.

Consistency with Plans/Policies/Community Outcomes

30. Although the building activity may operate outside of the Revenue and Financing Policy set through the LTP process, the Council can do this provided the reasons are articulated through the annual reporting process.
31. This matter contributes to two community outcomes, Mana Tangata – Social Well-being and Mana Oranga – Economic Well-being.

Consideration for Iwi/Māori

32. The proposed reduction of the fees and charges schedule will have a positive impact on the entire community including Māori and Iwi by providing more affordable charges throughout the 2024/25 financial year.

Affected Parties Consultation

33. All residents were consulted with during the long term plan process where increases to fees and charges was a key consultation topic/issue. Following the adoption of the 2024-2034 LTP the plumbing and building community raised several concerns particularly around residents that may not be able to afford to have a logfire installed and that the fees impacted a vulnerable sector of the community.

Whakakapia / Conclusion

34. This report recommends the Council decreases the fee for a free standing logfire application from \$1,228.75 to \$721.25 and the fee for an inbuilt logfire from \$1,538.75 to \$931.25 and updates the fees and charges to reflect the changes to parking infringements as set by the Minister of Transport and the Minister for Disability Issues.

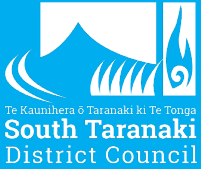
Becky Wolland

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

[Seen by]

Liam Dagg

**Kaiarataki Taiao /
Group Manager Environmental**



Pūrongo Report

To	Policy and Strategy Committee
From	Kaitātari Mātāmua Kaupapa Here Senior Policy Advisor, Anne Sattler
Date	14 October 2024
Subject	Local Alcohol Policy development

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

Whakarāpopoto Kāhui Kahika / Executive Summary

1. This report outlines what a Local Alcohol Policy (LAP) is, what is used for, and the consultation requirements in developing one. If a policy is in place it needs to be reviewed every six years and go through the consultation process again, if the Council decides to retire the LAP that decision also needs to go through consultation.
2. The New Plymouth District Council (NPDC) and Stratford District Council (SDC) have a joint LAP ([see Appendix 1](#)) that is overdue for a review. South Taranaki District Council (STDC) does not have a LAP in place.
3. This report requests feedback from the Committee on whether they would like a LAP to be developed. There is an opportunity to join with NPDC and SDC in developing a LAP, this report requests clarification as to the extent of a combined approach with the other two councils.

Taunakitanga / Recommendation(s)

THAT the Policy and Strategy Committee determines whether to start the development of a Local Alcohol Policy in collaboration with the New Plymouth and Stratford District Councils.

Kupu Whakamārama / Background

Local Alcohol Policy (LAP)

4. The Sale and Supply of Alcohol Act 2012 (the Act) sets out the rules for the development, application, and revocation of a LAP. Councils do not have to have a LAP, however once one is in place it must be considered by the District Licencing Committee (DLC) when deciding upon alcohol licencing applications.
5. The LAP can only be applied to new applications, not existing ones, however the licencing committee may decide to decline a renewal of a licence if it considers that the licence would be inconsistent with the LAP.

6. The LAP must only include rules related to licencing. A LAP can limit the density and location of licences in areas such as near schools or churches (this doesn't apply to special licences). The LAP can impose conditions on groups of licences, such as a 'one-way door' that would prohibit patrons from entering or re-entering a premises after a certain time. The LAP can also extend or restrict the maximum opening hours under the Act.
7. Under section 43 of the Act the default national maximum trading hours for an on-licence (bars, restaurants) are between 8am and 4am the next day, for an off-licence (bottle store, supermarket) it is between 7am and 11pm. Under section 47 and 48 of the Act there are restrictions on the sale of alcohol on ANZAC Day morning, Good Friday, Easter Sunday, and Christmas Day.
8. The Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 made it easier for communities to have a say in alcohol regulation in their area, mainly by removing the ability for people to lodge appeals against provisional LAPs with the Alcohol Regulatory and Licensing Authority (ARLA). It also simplified the LAP development process.
9. If a council decides to have a LAP, it must develop a draft LAP in consultation with the Police, Licensing Inspectors, Medical Officers of Health and consult the community on the draft policy using the special consultative procedure in the Local Government Act 2002 (LGA). Council may discontinue the development of a LAP at any time before it is adopted.
10. If Council decides to change or replace a LAP it must go through the same process as noted in paragraph 9. The LAP must be reviewed every six years, if Council decides to retire the LAP that decision must go through the special consultative procedure under the LGA.

Current situation in Taranaki

11. The New Plymouth District Council (NPDC) and Stratford District Council (SDC) have a combined Local Alcohol Policy (LAP) that was approved on 13 December 2016, it is currently outside the 6-year review period.
12. South Taranaki District Council (STDC) decided it would not join with NPDC and SDC in the LAP and do not currently have one. There is now a desire amongst the DLC to create a LAP.

Local Government Purpose

13. The recommendations in this report are regarding the development of a LAP not its introduction or implementation.
14. The development process enables democratic local decision-making as the community and stakeholders are consulted with in the development of a proposed LAP. A LAP has the ability to promote and support social and cultural wellbeing of our communities due to the restrictions placed on alcohol licensing. These benefits will only be recognised once a LAP is implemented and adhered to.

Ngā Kōwhiringa / Options – Identification and analysis

15. Option One: Start development of a LAP

The District Licencing Committee (DLC) have expressed a desire to have a LAP to assist licensing decisions. Under section 82 of the Act a council may discontinue the development of a LAP at any time before it is adopted. This option does not commit Council to a LAP but instead gives staff the authority to start engagement with key stakeholders and start the drafting process.

Development of a LAP will take time and resources; the biggest cost will be staff time. NPDC have estimated that if a regional approach is undertaken, the LAP(s) will be ready for adoption in 2026. Next year will involve research, pre-engagement, development, and the consultation process.

16. Option Two: Status quo

Without a LAP the DLC can use section 105 of the Act to decide whether to issue a licence. The development of a LAP is costly in terms of staff time and requires a certain level of expertise as the LAP creates strong interest among companies that are well equipped and financed to apply for a judicial review. It is not economic for STDC to create a LAP on our own, therefore if STDC do not start development of a LAP now, it is best to wait for another six years when NPDC and SDC review their LAP(s). A combined approach for the councils is the most cost-effective method for developing a LAP as staff time and resources can be shared.

17. Option Three: That a regional approach is undertaken to draft consistent LAPs and then conduct their separate consultations, hearings and decisions. (Preferred option)

This option means there will be similarities amongst the three LAPs, but each is tailored to the district it originates from. This approach means that the councils can share staff resources for research, report writing, and if the consultation timelines align then the advertising budget for consultation can be shared and a regional campaign can be undertaken.

18. Option Four: That a regional approach is undertaken, and a joint committee is set up consisting of councillors to develop a draft regional LAP for consultation, consider submissions, and then either make the final decision or provide a recommendation to each Council for them to consider separately.

This option still provides some flexibility for each council to tailor their LAP to their own district, but this needs to be decided upon when the committee is established so they are aware of the scope of their work. This option may take more time to establish the committee and we need to be aware that local body elections are happening in 2025 so this may disrupt the committee if elected members are part of it.

Risks

19. There are no major risks associated with these decisions as the work on the LAP can be ceased at any time during its development.

20. If the Committee decides that a LAP is not a priority, then it is best to wait until NPDC and SDC review their LAP(s) in 5-6 years' time as it is not cost-effective for STDC to undertake this work by itself.

Whaiwhakaaro me ngā aromatawai / Considerations and Assessments

Assessment of Significance and Engagement

21. STDC's general approach to determining the level of 'significance' will be to consider:

Criteria	Measure	Assessment
Degree	The number of residents and ratepayers affected and the degree to which they are affected by the decision or proposal.	LOW – This proposal is to start development of a policy not approval of it.
LOS	The achievement of, or ability to achieve, the Council's stated levels of service as set out in the Long Term Plan.	LOW – The development of the Policy will not change the stated levels of service.
Decision	Whether this type of decision, proposal or issue has a history of generating wide public interest within South Taranaki.	MEDIUM – The development of the Policy will generate some public interest particularly among alcohol outlets.
Financial	The impact of the decision or proposal on the Council's overall budget or included in an approved Long Term Plan and its ability to carry out its existing or proposed functions and activities now and in the future.	LOW – The development of the Policy will be met with existing budgets.
Reversible	The degree to which the decision or proposal is reversible.	LOW – Development of the Policy can be stopped at any stage before its adoption.
Environment	The degree of impact the decision will have on the environment.	LOW – There is no environmental impact to develop a Policy.

22. In terms of the Council's Significance and Engagement Policy this matter is of low significance.

Legislative Considerations

23. Under section 75 of the Sale and Supply of Alcohol Act 2012 a council may have a LAP, but no council is required to have one. Under section 76 of the Act two or more councils may adopt a single LAP for their districts.
24. Section 82 of the Act states that a council may discontinue the development of a LAP at any time before it is adopted.

Financial/Budget Considerations

25. The development of a LAP will be met within existing budgets.

Consistency with Plans/Policies/Community Outcomes

26. Nothing in this report is inconsistent with any Council policy, plan or strategy.
27. This matter contributes to the following community outcomes as detailed below:
- **Mana Mauri – Cultural well-being**
A LAP provides guidelines for alcohol licences. Iwi and the wider community will have a voice as to what is important to their communities and what restrictions, if any, should be placed on the sale of alcohol.
 - **Mana Tangata – Social well-being**
Reporting is available from the Police on alcohol related harm events. This data along with community input can help shape the availability of alcohol in our communities.

Consideration for Iwi/Māori

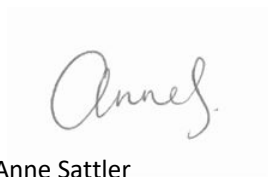
28. Input from Iwi will be greatly encouraged due to the impact alcohol has had on the Māori population. According to the Te Ara Encyclopedia Māori (See Appendix 2) are more than twice as likely to suffer alcohol-related harm and four times as likely to die of a condition caused or made worse by alcohol.
29. The LAP development process will examine the evidence and take a balanced approach to alcohol control to ensure its availability while also protecting those most affected by its abuse.

Affected Parties Consultation

30. It is a requirement of a LAP to engage with Police, Licencing Inspectors, and Medical Officers along with the general public.

Whakakapia / Conclusion

31. This report highlights what a LAP is and the process that is required to develop and maintain one. If the Council commits to the development of a LAP and later decides that it does not want one, the Council may discontinue the development of the LAP at any time before it is adopted.
32. The LAP requires a significant amount of research and consultation during its development before it goes to public consultation. The most cost-effective option for Council is to work with NPDC and SDC in the development of a LAP.



Anne Sattler

**Kaitātari Mātāmua Kaupapa Here /
Senior Policy Advisor**



[Seen by]
Becky Wolland

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

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Appendix 1: [NPDC & SDC - LAP - 2016 12 13.pdf](#)

Appendix 2: [Māori use of alcohol – Te Ara Encyclopedia of New Zealand](#)

Further reading

[Alcohol LAPse \(pun intended\) - Rice Speir](#)

[Costs of alcohol harms in New Zealand: Updating the evidence with recent research | Ministry of Health NZ](#)

[Publications | Te Whatu Ora | Health Promotion \(hpa.org.nz\)](#)

[Annual Update of Key Results 2022/23: New Zealand Health Survey | Ministry of Health NZ](#)

[Regional Results 2017–2020: New Zealand Health Survey | Ministry of Health NZ](#)



Te Kaunihera-ā-Rohe o Ngāmotu
NEW PLYMOUTH DISTRICT COUNCIL
newplymouthnz.com



NEW PLYMOUTH DISTRICT COUNCIL AND STRATFORD DISTRICT COUNCIL LOCAL ALCOHOL POLICY

New Plymouth District Council and Stratford District Council Local Alcohol Policy

The Local Alcohol Policy is made in accordance with the authority set out in section 75 of the Sale and Supply of Alcohol Act 2012.

1. POLICY PURPOSE

The purpose of the Local Alcohol Policy is to provide local direction on alcohol licensing matters within the district to:

- (a) The District Licensing Committee who will make alcohol licensing determinations.
- (b) Alcohol licence applicants so they are certain about what may be permissible in relation to alcohol licensing.
- (c) The community so they are certain about the provisions of the alcohol licensing environment as it relates to their communities.

2. POLICY OBJECTIVES

The objectives of the policy are to provide statements that:

- (a) Reflect the views of local communities about alcohol licensing matters.
- (b) Reflect the Council's stance towards alcohol licensing within the district.
- (c) Provide certainty to applicants about those matters that will be considered as part of alcohol licensing applications.
- (d) Provide effective and unambiguous guidance to the District Licensing Committee and Alcohol and Regulatory Licensing Authority.
- (e) Foster an alcohol licensing environment that minimises alcohol related harm in the community.

3. POLICY SCOPE

The policy includes policy statements in relation to the matters that are permitted under Section 77 of the Sale and Supply of Alcohol Act 2012 (the "Act").

The policy applies to any alcohol licensing application made to the District Licensing Committee within the New Plymouth District and the Stratford District.

4. RELATIONSHIP TO THE ACT

The policy does not include all of the provisions that may apply to particular licence applications, and should therefore be read in conjunction with the Act (and other legislation including, but not limited to, the Resource Management Act 1991).

Alcohol licence determinations shall be made in accordance with the requirements and authority of the Sale and Supply of Alcohol Act 2012, in conjunction with the policy.

5. POLICY DEFINITIONS

Alcohol related harm has the same meaning as in section 5 of the Act

Authorised customer in relation to premises a club licence is held for means a person who is either –

- a member of the club concerned; or
- on the premises at the invitation of, and is accompanied by a member of the club concerned; or
- an authorised visitor.

Authorised visitor in relation to premises for which a club licence is held, means a member of some other club with which the club concerned has an arrangement for reciprocal visiting rights for members.

Bar in relation to a hotel or tavern, means a part of the hotel or tavern used principally or exclusively for the sale or consumption of alcohol.

Bottle store means retail premises where (generally speaking) at least 85% of the annual sale revenue is expected to be earned from the sale of alcohol for consumption somewhere else, excluding cellar doors.

Café has the same meaning as restaurant in terms of the licence.

Cellar door means a retail outlet located on a premises used primarily for the manufacture of alcohol for consumption elsewhere (i.e. winery, brewery, distillery or similar style of premises).

Club means a body that –

- is a body corporate having as its object (or as one of its objects) participating in or promoting a sport or other recreational activity, otherwise than for gain; or
- is a body corporate whose object is not (or none of whose objects is) gain; or
- holds a permanent club charter;

and

- **Class 1 club** means a club that has or applies for a club licence and has at least 1,000 members of purchase age; and in the opinion of the territorial authority, operates any part of the premises in the nature of a tavern at any time; and

- **Class 2 club** means a club that has or applies for a club licence and is not a class 1 or class 3 club; and
- **Class 3 club** means a club that has, or applies for, a club licence and has fewer than 250 members of purchase age; and operates a bar for no more than 40 hours each week.

Club licence means where the licensee (e.g. a club) can sell and supply alcohol for consumption on the club premises by authorised customers (section 21 of the Act).

Environment area means an area having a different character from another area and a particular level of amenity. An environment area may be considered similar to a 'zone' and are those Environment Areas identified on the planning maps in the New Plymouth District Plan, which include residential, rural, industrial, business, and open space environment areas.

Grocery Store has the same meaning as in section 5 of the Act.

Hotel means premises used or intended to be used in the course of business principally for providing to the public:

- lodging; and
- alcohol, meals, and refreshments for consumption on the premises.

Member in relation to a club means a person who

- has expressly agreed in writing to comply with the club's rules; and
- is recognised as a member of the club by those rules.

New Plymouth CBD zone means the area contained by:

- St Aubyn Street from Liardet Street to Queen Street,
- Queen Street,
- the part of Devon Street west between Queen Street and Robe Street,
- Robe Street between Devon Street west and Powderham Street,
- Powderham Street (from Robe Street) and Courtney Street (to Gover Street),
- Gover Street between Courtney Street and Molesworth Street, and
- Molesworth Street from Gover Street to Liardet Street

Off-licence means where the licensee sells alcohol from a premises for consumption somewhere else (section 17 of the Act).

On-licence means where the licensee can sell and supply alcohol for consumption on the premises and can let people consume alcohol there (section 14 of the Act).

One way door restriction means no person (other than an exempt person) shall be admitted or re-admitted to a licensed premises after a specified time.

Restaurant means premises that –

- are not a conveyance; and
- are used or intended to be used in the course of business principally for supplying meals to the public for eating on the premises (refer section 5(1) of the Act);

and

- **BYO restaurant** means a restaurant for which an on-licence permits BYO only. (Section 37 of the Act.)
- **Class 1 restaurant** means a restaurant that has, or applies for, an on-licence and has, in the opinion of the territorial authority, a significant separate bar area; and in the opinion of the territorial authority, operates that bar area, at least one night a week, in the manner of a tavern.
- **Class 2 restaurant** means a restaurant that has, or applies for, an on-licence and has, in the opinion of the territorial authority, a separate bar; and in the opinion of the territorial authority, does not operate that bar area in the manner of a tavern at any time.
- **Class 3 restaurant** means a restaurant that has or applies for an on-licence and that, in the opinion of the territorial authority, only serves alcohol to the table and does not have a separate bar area.

Sensitive site means:

- An early childhood centre, a child care facility, a primary school and a secondary school (but excluding residential dwellings which are used for the provision of in-home early childcare services);
- A recreational facility or open space where facilities have been designed to attract the public, and in particular young people under the legal purchase age (e.g. play grounds, parks, skateboard parks and so on) (but excluding recreational facilities which are administered, managed or funded by privately owned entities for commercial gain);
- A community centre or hall where members of a community tend to gather for group activities, social support and related activities, public information, and other meetings and gatherings;
- A hospital, addiction treatment facility, or Well Child / Tamariki Ora programme provider's centre

Stratford Central Business/ Retail Area is the area defined by the map in Appendix 1 for the purpose of interpreting and implementing clauses 6.3.3 and 6.6 of this policy

Special licence means the licensee can sell or supply alcohol, for consumption to people attending an event (on-site special), or the licensee can sell the licensee's alcohol for consumption somewhere else (off-site special) (section 22 of the Act).

Supermarket has the same meaning as defined in the Sale and Supply of Alcohol Act 2012

Tavern means premises used or intended to be used in the course of business principally for providing alcohol and other refreshments to the public.

Zone means a zone or environment area as defined in the operative New Plymouth District Plan and / or Stratford District Plan.

Distances are measured from the boundary of the licensed premises to

- in the case of a zone or area: the boundary of the zone or area
- in the case of a sensitive site: to the boundary of the sensitive site

In all cases, distances are measured along the shortest possible publicly accessible route.

6. POLICY STATEMENTS

6.1 Location of Licensed Premises

Classes of alcohol licences may be located within:

- Existing premises locations (renewals).
- Specific (District Plan defined) environment areas (defined below) (new applications).

Any application for a licence renewal shall be exempt from the provisions relating to restrictions on the location of licensed premises, so long as the premises remains continuously licensed. For the purposes of this provision, continuously licensed will include a premises for which an existing licence has expired, provided an application to renew the licence has been made before the expiry date of the existing licence. If the application to renew the licence is refused, the premises will cease being continuously licensed from the date of the expiry of the existing licence.

Any application for a new licence received before this policy comes into effect, or any application for a new licence received from a premises issued with a temporary authority under section 136 of the Sale and Supply of Alcohol Act 2012 when this policy comes into effect, shall be exempt from the provisions relating to restriction on the location of licensed premises.

6.2 New on-licence applications - permitted areas

The following classes of alcohol premises are permitted in the following locations:

- 6.2.1 Class 1, 2 and 3 restaurants and BYO restaurants shall be allowed in all zones.
- 6.2.2 Nightclubs, taverns or adult premises and class 1 clubs shall be allowed in:
- New Plymouth Business Environment Areas A, B, C and D (but not within 50 metres of a residential zone or rural zone).
 - Stratford Business Zone or Rural Zone.
- 6.2.3 Hotels shall be allowed in:
- New Plymouth Business Environment Areas A, B, C, and D (but not within 50 metres of a residential zone or rural zone).
 - Stratford Business Zone or Rural Zone
- 6.2.4 Class 2 and 3 clubs shall be allowed in:
- New Plymouth Business Environment Areas A, B, C and D, and Open Space Environment Areas.
 - Stratford Business Zone and Protected Area Zone
- 6.2.5 Theatres and cinemas shall be allowed in:
- New Plymouth Business Environment Areas A, B, C and D, Industrial and Residential Environment Areas.
 - Stratford Business Zone.

6.2.6 Other on-licences shall be allowed in:

- New Plymouth Business Environment Areas A, B, C and D (but not within 50 metres of a residential zone or rural zone).
- Stratford Business Zone or Rural Zone.

Note, this provision is subject to clause 6.1.

6.3 New off licence applications - permitted areas

6.3.1 Remote sale premises and cellar doors shall be allowed in all zones.

6.3.2 Supermarkets and grocery stores shall be allowed in all zones.

6.3.3 Bottle stores shall be allowed in:

- New Plymouth Business Environment Areas A, B, C, D and Industrial Environment Areas (but not within 50 metres of a residential zone or rural zone).
- Stratford Central Business/ Retail Area (as defined in Appendix 1)

Note, this provision is subject to clause 6.1.

6.4 Special licences

Special licences may be considered for any zoned area.

6.5 Proximity to sensitive sites

No new on-licence or off-licence premises (excluding supermarket and grocery store) outside the New Plymouth CBD Zone and the Stratford Central Business/ Retail Area shall be allowed within 100 metres of a sensitive site.

Note, this provision is subject to clause 6.1.

6.6 Licence restrictions

6.6.1 *Off Licence (stand alone bottle stores)*

The maximum number of off-licence bottle stores permitted for each district shall be the number of off-licensed bottle stores at the time this policy is adopted.

The District Licensing Committee has discretion as to compliance with this policy for premises that will take active steps to minimise alcohol-related harm that are within permitted areas (alcohol-related harm as defined by section 5(1) of the Sale and Supply of Alcohol Act 2012).

In determining whether premises will take active steps to minimise alcohol-related harm for the purpose of this provision, the District Licensing Committee shall, based on information supplied by the applicant, take into account:

- If the operator operates other licensed premises in New Zealand, whether those premises operate in a manner that minimises alcohol-related harm (including whether any enforcement action has been taken against those premises)

- The proposed style and types of sale (such as the price or type of alcohol being sold)
- Any conditions that the applicant proposes the District Licensing Committee applies to the premises (including opening times)
- Any other matter that the District Licensing Committee considers relevant.

For the avoidance of doubt, the burden of proof that the proposed off licence bottle store will take active steps to minimise alcohol-related harm is on the applicant.

6.7 Maximum Trading Hours

6.7.1 *On-Licences*

The following maximum trading hours shall apply to the following types of on licences.

Classification of on licence	Maximum trading hours
Club (all classes), nightclub, tavern, restaurants (all classes), bars and hotels	Monday to Sunday, 8am to 2am the following day in the New Plymouth District, excluding the New Plymouth CBD zone where the maximum trading hours are Monday to Sunday, 8am to 3am. Monday to Sunday, 8am to 2am the following day in the Stratford District.
Airport	Monday to Sunday, 7am to 1am the following day.

Note that when daylight saving changes, closing time is set according to New Zealand Daylight Time not New Zealand Standard Time (as defined in the Time Act 1974).

6.7.2 *Off Licences*

The following maximum trading hours shall apply to the following types of off-licences.

Classification of off licence	Maximum trading hours	
	New Plymouth District	Stratford District
Supermarket	Monday to Sunday, 7am to 9.30pm	Monday to Sunday, 7am to 10pm
Grocery stores, bottle stores, cellar doors and over the counter sales	Monday to Sunday, 7am to 9.30pm	Monday to Sunday, 7am to 10pm
Hotel in bedroom mini bar sales	Monday to Sunday, 24 hours per day	Monday to Sunday, 24 hours per day

Note – The maximum trading hours does not preclude a licence being subject to more restrictive trading hours.

6.7.3 *Special Licences*

Permitted hours do not apply to special licences which shall be considered on a case by case basis.

6.8 Discretionary conditions

6.8.1 *On-Licences*

The District Licensing Committee may issue an on-licence subject to any reasonable conditions, not inconsistent with the Act, including but not limited to conditions in respect of the following:

- Alcohol Accord membership.
- Provision of additional security staff after a specified time.
- Installation of CCTV cameras, inside and/or outside the venue and of viewable and recordable quality.
- Provision of exterior lighting.
- The provision of door staff wearing high visibility clothing.
- Restrictions on the size (e.g. doubles) and quantity (e.g. maximum number of drinks permitted per individual sale) of sales.
- Restriction on time the premises can remain open after the permitted trading hours have ended.
- Restrictions on the use of outdoor areas after a specified time.
- Cessation of entertainment (e.g. bands) at a specified time.
- Host responsibility policy containing information which actively informs about the following:
 - Availability of low alcohol and no alcohol drinks;
 - Making water freely available;
 - The range of food that is available;
 - Steps to prevent alcohol sales to underage persons, intoxicated and other prohibited persons;
 - Transport options for patrons;
 - Signage and staff service and host practices;
 - Any other matter that can encourage responsible alcohol sales, supply and consumption.

6.8.2 *BYO restaurants may also require:*

- A certified manager to be on duty during specified periods or times.

6.8.3 *Clubs may also require:*

- A certified manager to be on duty during specified periods or when the number of patrons is likely to exceed a specified number (risk based).

6.8.4 *Off-Licences*

The District Licensing Committee may issue an off-licence subject to any reasonable conditions, not inconsistent with the Act, including but not limited to conditions in respect of the following:

- Alcohol Accord membership.
- Installation of CCTV cameras, inside and/or outside the venue and of viewable and recordable quality.

- Provision of exterior lighting.
- Host responsibility/Single Alcohol Area policies containing information which actively informs about the following:
 - Signage containing information which actively informs about the following:
 - : The availability of non-alcoholic and low alcohol drinks and recipes (except for supermarkets and grocery stores);
 - : Display of safe drinking messages and material
 - Steps to prevent alcohol sales to underage persons, intoxicated persons and other prohibited persons

6.8.5 *Special Licences*

The District Licensing Committee may issue a special licence subject to any reasonable conditions, not inconsistent with the Act, including but not limited to:

- Any condition already specified in 6.9.1.
- Requiring multi agency (Police, Licensing Inspector, Fire and Health) engagement for the planning of the event.
- Any special licence for a series of events should not be for a period greater than 1 year, and may only relate to the same type of event or series of events and assessed as low risk.
- A maximum number of special events may be imposed based on an assessment of the risks associated with the event(s).
- Compliance with any operational Traffic Management Plan and/or Event Management Plan and/or Alcohol Management Plan or Noise Management Plan as required for a medium or large scale event.

Funerals will be exempted from the requirement to hold a special licence, subject to the referral of the proposal to the Licensing Inspector and the Police, and approval of the Commissioner.

6.9 One way door restrictions

One way door restrictions are not a mandatory requirement for on-licences, but may be imposed on a licence, as the District Licensing Committee require.

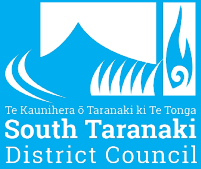
POLICY REVIEW

This policy shall be reviewed initially within three years from the date the policy is adopted and subsequently every six years from the date of the previous review.

APPENDIX

Map defining Stratford Central Business/ Retail Area for the purpose of interpreting and implementing clauses 6.3.3 and 6.6 of this policy





Pūrongo Report

6

To	Policy and Strategy Committee
From	Kaitātari Mātāmua Kaupapa Here / Senior Policy Advisor, Anne Sattler
Date	14 October 2024
Subject	Proposed Road Naming and Numbering Policy

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

Whakarāpopoto Kāhui Kahika / Executive Summary

1. Council officers have identified several roads across the District that need renumbering. This report seeks the Council's approval to amend the Road Naming Policy (the Policy) to include numbering. The revised Policy will provide guidelines of the process to Council officers and the public.
2. This report also discusses compensation and seeks guidance from the Policy and Strategy Committee (the Committee) on the suitability of granting compensation to property owners and/or businesses that undergo address changes.

Taunakitanga / Recommendation(s)

THAT the Policy and Strategy Committee recommends to Council to;

- a) Approves the amendment of the Road Naming Policy to include numbering.
- b) Agrees to include compensation to property owners and/or businesses that undergo road renaming or renumbering.
- c) Notes the value of the compensation will be included in the draft Policy that will be presented at a later date.

Kupu Whakamārama / Background

3. The Policy was adopted on 8 August 2022, 14 road naming applications and one road renaming application have been received since it was adopted. The 14 road naming applications include the naming of right of ways, such as Taikaka Lane and Gillies Lane, that accommodate six or more dwelling units.
4. The Council is responsible for allocating road numbers and ensuring the property files are correct. Council officers have identified 23 roads that need to be renumbered due to

property numbers being out of sync and/or not having enough numbers for new subdivisions that are being undertaken.

5. There could be several factors that caused the current issues with roads that need to be renumbered.
 - Subdivisions may have happened in the past and roads were not renumbered at that time.
 - In areas that were not well populated people may have chosen their own street number.
 - The numbering of a lot of roads happened before the Rural and Urban Addressing Standard (the Standard) was introduced in 2003. The RAPID numbering system was introduced in New Zealand in 1999.

Local Government Purpose

6. Addresses are an important aspect of a community as they provide, a sense of belonging, assist in identification of people, location (address for utilities and services), and safety (enables emergency services to locate a property during an emergency).
7. A Road Naming and Numbering Policy ensures that Council staff and residents are aware of the guidelines and requirements that need to be met to rename or renumber a road. This contributes to the social wellbeing of the community when the Council is transparent in its undertakings.

Ngā Kōwhiringa / Options – Identification and analysis

Road renumbering

8. Although the Standard is used for road numbering ideally there should be a policy and a process around it. The updated Policy will ensure a consistent, and ensure expectations are clearly set out for Council officers and the public.
9. The Policy can be reworked to include road numbering, other councils have done this and since the Standard covers both naming and numbering it makes sense for a policy to also do this.
10. The Policy did not go through public consultation so it can be expected that the revision of it does not need to be consulted upon. However, Iwi will be contacted to see how the Policy is working for them and any improvements they may recommend. The road naming applications we have received have been in the Ngāti Ruanui rohe, apart from one at Ōpunakē.

Compensation

11. Compensation is not mentioned in the current Policy, but it is timely to discuss it due to the roads that are being renamed, and the properties that require renumbering.
12. The Council officers responsible for maintaining the property files have identified 23 roads that require renumbering, more roads may be identified in the future. There are two roads, with 136 properties, that require renumbering due to development that is happening.

13. When a property address is changed either via a road name or a road number the owner will have associated costs. Potential costs include redirecting mail, updating property numbers, and for businesses it may require updating promotional material and advising customers and suppliers of the updated address. The question is whether the Council should compensate property owners and/or business owners towards the costs associated with address changes.
14. If Council was to compensate to property owners, it would be funded by all ratepayers. The most cost-effective option, in terms of staff time, to administer and manage compensation is to create a credit on the property owner's rates account.
15. Tenancy services were contacted to ascertain if landlords are legally required to compensate tenants who have costs associated with an address change. Under the Residential Tenancy Act 1986 there is no requirement for a landlord to compensate or to pass compensation onto a tenant that has an address change. If a tenant decides that they require compensation they would need to apply to the Tenancy Tribunal, the Tribunal will rely on case law to make their judgement. Tenancy Services suggested that tenants are advised as early as possible of upcoming address changes so they can make the required preparations.
16. The issue of compensation may not be as important as it was 10 years ago. Mail redirections do cost money, but more companies are moving towards using email delivery for their invoices and the larger companies have applications available that people can log into to check their account balances and view invoices, such as Genesis Energy and Spark.

Risks

17. Some of the risks to consider are:
 - Adverse effect on community
Property owners may be upset at the cost and time to update their addresses due to the road name change or property renumbering. People may feel they are owed compensation for address changes.
 - Publicity/public perception
People in lower socio-economic areas may dispute contributing to the cost of compensation for property owners living in more affluent areas.
18. There are no major risks associated with the decisions made today as the recommendations are to approve the amendment of the Policy only. The amended Policy will be presented to the Council at a later date for approval.

Option(s) available

19. Option One: Approve the recommendations.
20. Option Two: Amend and approve the recommendations.
21. Option Three: To reject one or both recommendation and advise Council Officers of alternative action.

Whaiwhakaaro me ngā aromatawai / Considerations and Assessments

Assessment of Significance and Engagement

22. South Taranaki District Council's general approach to determining the level of "significance" will be to consider:

Criteria	Measure	Assessment
Degree	The number of residents and ratepayers affected and the degree to which they are affected by the decision or proposal.	LOW – This report requests approval to amend an existing Policy and to provide guidance on whether the Policy should include a clause on compensation. No Policy decision is being made today.
LOS	The achievement of, or ability to achieve, the Council's stated levels of service as set out in the Long Term Plan.	LOW – The amendment of the Policy will not change the stated levels of service.
Decision	Whether this type of decision, proposal or issue has a history of generating wide public interest within South Taranaki.	MEDIUM – The amendment of the Policy will generate some public interest particularly for those parties affected by address changes.
Financial	The impact of the decision or proposal on the Council's overall budget or included in an approved Long Term Plan and its ability to carry out its existing or proposed functions and activities now and in the future.	LOW – The amendment of the Policy will be met with existing budgets.
Reversible	The degree to which the decision or proposal is reversible.	LOW – At this stage the request is to amend the Policy not accept the revised Policy.
Environment	The degree of impact the decision will have on the environment.	LOW – There is no environmental impact to amend a Policy.

23. In terms of the Council's Significance and Engagement Policy this matter is of low significance. Members will be informed of the Council's decision through minutes of the meeting.

Legislative Considerations

24. Under the Local Government Act 1974, section 319B the Council has the power to allocate a number to any area of land or building or part of a building within its district and may change the number allocated to any such area of land or building.

25. Under the Land Transport Act 1998, section 22AB(1)(x) a road controlling authority can create a bylaw that requires property owners or occupiers to show the property number allocated by Council. The Public Places Bylaw covers the numbering of buildings in section 24.2. *'It is an offence against this Bylaw if the owner or occupier of any building neglects, for one month after notice from the Council, to mark such building with a number as the Council may direct or approve.'* If people do not update their address number, it is unlikely the Council would prosecute and under the Bylaw and there is no provision for fines.

Financial/Budget Considerations

26. The revision of the Policy will be covered within existing budgets.

Environmental Sustainability

27. The revision of the Policy will have no significant impact on the environment.

Consistency with Plans/Policies/Community Outcomes

28. Nothing in this report is inconsistent with any Council policy, plan or strategy.
29. This matter contributes to the following community outcomes as detailed below:
Mana Tangata / Social well-being

Consideration for Iwi/Māori

30. Ngātai Ruanui have been the most involved in road naming applications because of the development that has happened in their rohe. All Iwi will be asked for feedback on the proposed changes and asked what is working well with the Policy and what could be improved.

Whakakapia / Conclusion

31. This report requests that the Council agrees to amend of the Policy to include road numbering due to the work that needs to be undertaken. The revised Policy will provide guidelines for Council officers and the public.
32. This report also raises the payment and of compensation for property owners and/or businesses that undergo address changes. If the Policy is revised to include numbering it is an opportune time to discuss compensation and whether to pay it.



Anne Sattler

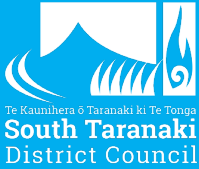
**Kaitātari Mātāmua Kaupapa Here /
Senior Policy Advisor**



[Seen by]

Becky Wolland

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



Pūrongo Report

To	Policy and Strategy Committee
From	Kaitātari Mātāmua Kaupapa Here / Senior Policy Advisor, Anne Sattler
Date	14 October 2024
Subject	Road Renaming at South Taranaki Business Park

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

Whakarāpopoto Kāhui Kahika / Executive Summary

1. The South Taranaki Business Park (Business Park) is under development and three roads that form part of the area require renaming. As per the Road Naming Policy (the Policy), Ngāti Ruanui were consulted with, and new road names were proposed for public consultation.
2. Public consultation was undertaken from Monday 8 July to Sunday 4 August, this report details the results of the consultation, discussion that happened at the hearing, and the subsequent recommendations.

Taunakitanga / Recommendation(s)

THAT the Policy and Strategy Committee recommends the Council;

- a) Approves renaming Fitzgerald Lane to Fitzgerald Road.
- b) Approves renaming Kerry Lane to Kerry Road.
- c) Approves renaming Little Waihi Lane to Houston Road.

Kupu Whakamārama / Background

History of the roads

3. The area that contains Fitzgerald Lane, Kerry Lane and Little Waihi Road was first surveyed in 1900 as part of a subdivision for the landowner John Winks. On the early plan the roads were formed as a crescent but over time only two no exit streets were formed, one was known as Little Waihi Road, now Kerry Lane, and the other was known as Lower Little Waihi Road, now Fitzgerald Lane.
4. Lower Little Waihi Road was renamed as Fitzgerald Lane in recognition of Dr Thomas Fitzgerald (1900-1981). Dr Fitzgerald was a well-respected medical practitioner in Hāwera for 45 years, he was an honorary doctor of the Egmont Racing Club, the Hāwera Trotting Club, and the Ōpunakē Racing Club. He was concerned about the welfare of young jockeys

and in 1952 he was instrumental in the establishment of the South Taranaki School of Riding which resulted in improvements to the conditions and training of junior riders. He also served in administrative roles for various clubs and societies. In 1980 he was awarded a Queen's Service medal in recognition of his contribution to the community. Due to the proximity of the Road to the racecourse and his close affiliation with racing it was felt appropriate at the time to rename the Road after him.

5. Little Waihi Road was renamed Kerry Lane in recognition of Mr Edmond (Ned) Mahony (1915-1983) who was an Irish Stock dealer who lived at the end of the lane, it was decided to acknowledge his birthplace of County Kerry in Ireland. A second story circulating is that the road was named after Kerry Lane the racehorse. The racehorse was bred by Ned Mahony and was born on 4 November 1979. The horse won the Auckland Cup in 1986, at that time it was owned by Barry and Dierdre Neville-White and trained by Don Couchman. Appendix A contains information regarding Kerry Lane the racehorse.
6. It is unclear the exact date that that Fitzgerald Lane and Kerry Lane were renamed, Council minutes from 1977-1981 were examined and no reference was made to the renaming. The Council minutes in that era were very brief and often stated that the recommendations in a report were approved but the report was not provided with the minutes. Works Committee minutes from Monday 13 July 1981 refer to Kerry Lane, so the renaming happened prior to this date. The National Library was searched and a map from 1977 shows the old road names, and a map from 1981 shows the updated names, see Appendix B. Based on the available information it is unlikely that the road was named after Kerry Lane the racehorse, racehorses typically begin racing at 2 or 3 years old which means Kerry Lane would begin racing in late 1981 or 1982.
7. The remaining portion of the crescent that survives with its original name is Little Waihi Road. In September 1866 Lt. Col. Thomas McDonnell's 'Pātea Field Force' (a mixture of Pākehā and Māori troops) constructed the Waihi Redoubt and stockade on what became known as Pikituroa Road, Normanby. It was the northernmost military post established in South Taranaki at that time, and the surrounding area was known as Waihi.

Updating the road names

8. The AS/NZS 4819:2011 Standard (the Standard) defines lane as a narrow way between walls, buildings, or a narrow country or city roadway. The Policy is based on and refers to the Standard. Once the Business Park is developed Fitzgerald Lane and Kerry Lane will no longer meet the definition of lane.
9. The name Little Waihi Road is culturally inappropriate, putting the word 'little' in front of the name Waihi reduces its mana/importance. Also, the District already has a Waihi Road.
10. The Policy was approved by Council on 8 August 2022, the Policy sets out the process for renaming a road. Ngāti Ruanui were consulted with, and new road names were proposed.

Consultation

11. A report was presented to the Council and public consultation was undertaken. It was proposed that Fitzgerald Lane was renamed Fitzgerald Road, Kerry Lane was renamed Kerry Road, and Little Waihi Road was renamed Houston Road, or Wall Road, or Willing Road.

12. Consultation was held from Monday 8 July to Sunday 4 August. The consultation was advertised in Antenna, Council website, Facebook, Hāwera LibraryPlus, i-SITE, Hāwera administration building, and a mail drop was undertaken along the roads to be renamed.

Local Government Purpose

13. Addresses are an important aspect of a community as they provide a sense of belonging, assist in identification of people, location (address for utilities and services), and safety (enables emergency services to locate a property during an emergency).
14. Deciding on a road name that is appropriate for the location ensures that the Council is contributing to the social, and cultural well-being of the community. The road names that were proposed in the consultation recognised past residents who have made a significant contribution to the area and all parties worked together with Iwi to develop the road renaming proposal that went to consultation.
15. Road names are given with the intent that they continue for perpetuity, so due consideration during the naming stage is required to ensure that the best and most appropriate name is chosen.

Ngā Kōwhiringa / Options – Identification and analysis

Consultation

16. There was a total of 48 submissions received, one submission was blank. There were submissions made by one person on behalf of different companies, the number of submissions has been counted not the individual submitters. Please see Appendix C for a copy of the consultation document, and Appendix D for a summary of the submissions.

Fitzgerald Lane

17. Of the 48 submissions received, 43 agreed with renaming Fitzgerald Lane to Fitzgerald Road, 2 disagreed, and 3 submitters did not answer the question.
18. The two submitters that disagreed with the renaming stated in the comments that Fitzgerald Lane is familiar to the locals and residents and should not be changed because of the development. The other submitter stated that the renaming would incur substantial costs to businesses that undergo renaming.

Kerry Lane

19. Of the 48 submissions received, 44 agreed with renaming Kerry Lane to Kerry Road, 2 disagreed, and 2 submitters did not answer the question.
20. The two submitters that disagreed with the renaming stated in the comments that Kerry Lane is familiar to the locals and residents. The other submitter stated that Hāwera ignores a lot of its past, and mentioned Kerry Lane the racehorse and surely an exception to the rules can take place.
21. A suggestion was made to name the road Kerry Lane Road, this would be an exception to the Policy. Section 1.2(b) of the Policy states that road names are to have only one name

(excluding the road type: road or street). Consultation has been undertaken on the name Kerry Road, and the majority of respondents supported this name change. See Appendix E for a copy of the Road Naming Policy.

Little Waihi Lane

22. Of the 48 submissions received 28 chose Houston Road, 14 chose Wall Road, 4 chose Willing Road, and 2 submitters did not answer the question.
23. The submitters made 12 comments regarding the reason for their votes, and provided other road name suggestions of Werahiko Road, Bergerson Road, and Longford Road. These name suggestions will be put forward to Ngāti Ruanui when discussing the road names for the new roads currently under development in the Business Park.
24. Based on the results of the consultation the recommendations are to rename Fitzgerald Lane to Fitzgerald Road, Kerry Lane to Kerry Road, and Little Waihi Road to Houston Road.

Risks

25. This is the first road renaming that the Council has undertaken with the Policy in place.
26. A significant risk is how the road name change will affect stakeholders that live and work along these roads and the lack of compensation. The Policy makes no reference to compensation and yet there is a cost for people in both time and money to redirect their mail and advise their utility providers. Businesses also have the added cost of updating their website, social media, printed material, and advising suppliers and customers. Some of the costs incurred by businesses may be minor and the larger businesses may be better established to absorb these costs, but it is a cost that would not otherwise be incurred.
27. Another report is being presented to the Committee to revisit the Policy to include road numbering, and compensation to property owners and/or businesses that undergo address changes because of road name or road numbering changes.

Option(s) available

28. Option One: To approve all recommendations.
29. Option Two: To amend and approve all recommendations.
30. Option Three: To reject one or all recommendations and advise Council Officers of alternative action.

Legislative Considerations

31. Section 3.1 of the Policy states that altering the name of an existing road name will only be considered if the Council agrees that the change will result in a clear benefit to the community. Section 3.2 states that the benefits of changing road names may include the alignment with the Standard, and the correcting of offensive, culturally insensitive, or misspelt names, or correcting macrons.
32. Under section 1.3.3 of the Standard, it states that the application of the Standard is not intended to be retrospective. The extent to which the Standard is applied to existing

addressing anomalies is not a matter included in this Standard. This remains the prerogative of the addressing authority i.e., local government. This could be interpreted that there is no requirement to change the road names from lanes to roads. Guidance was sought from Land Information New Zealand (LINZ), they suggested it would make sense to change the road type from lane to something more appropriate ie. road. Another option they suggested was to leave the lanes as they are and give the extensions new road names. Following a discussion between staff and LINZ it seemed that the best option was to rename the lanes to roads.

Financial/Budget Considerations

33. There are currently no financial or budget considerations in relation to this decision, however it is proposed in another report being presented to this Committee that compensation is considered for those homes and/or businesses affected by address changes.

Environmental Sustainability

34. The renaming of roads has minimal environmental impact.

Consistency with Plans/Policies/Community Outcomes

35. Nothing in this proposal is inconsistent with council policies.
36. This matter contributes to the following community outcomes as detailed below:
- Mana Mauri – Cultural well-being. The developer, Council officers, and Iwi have worked together to find suitable names to put forward for the road renaming proposal.
 - Mana Tangata – Social well-being. The road names that were proposed recognised our history and honoured past residents who have made a significant contribution to the South Taranaki District.

Consideration for Iwi/Māori

37. Māori have a special connection to the land, since the Business Park is within the rohe of Ngāti Ruanui they were consulted on the road naming. Iwi have played an active part in discussions and provided the Council with the road names to consider.

Affected Parties Consultation

38. Stakeholders that live or work on Fitzgerald Lane, Kerry Lane and Little Waihi Road have been consulted with. People were informed of the need to change the road name from Fitzgerald Lane and Kerry Lane to Fitzgerald Road and Kerry Road and consultation documents were delivered and people were encouraged to make a submission.

Whakakapia / Conclusion

39. Due to the development that is underway at the Business Park, it is recommended that Fitzgerald Lane, Kerry Lane and Little Waihi Road are renamed.

40. Public consultation has been undertaken and there is a clear indication from the respondents on their preferences which form the recommendations within this report.



Anne Sattler

**Kaitātari Mātāmua Kaupapa Here /
Senior Policy Advisor**



[Seen by]

Becky Wolland

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

Appendix A – Kerry Lane the racehorse

[Kerry Lane \(NZ\) 1979 / Breeding / LOVERACING.NZ](#)

Appendix B – Hāwera town maps

Hāwera map 1977

[Map of Hawera, Stratford, Eltham & Patea \(natlib.govt.nz\)](#)

Hāwera map 1981

[Map of Hawera, Manaia, Opunake, Stratford, Eltham, Patea, Waverley \(natlib.govt.nz\)](#)

Appendix C – Consultation document

[Consultation doc - Road Renaming Proposal - 2024 07 04.pdf](#)

Appendix D – Submission summary report

Appendix E – Road Naming Policy

[Road Naming Policy - current - 2022 08 08.pdf](#)

Appendix A



Sign In

Register

LOVERACING.NZ

LOVERACING **FORM**

Search the site

- RaceInfo
- Profiles
- News
- Events
- Ownership
- Stud Book
- Welfare
- NZTR
- RPG
- Trackside Live (🔴)

Stud Book / Kerry Lane (NZ) 1979

STUD BOOK

[Premierships >](#) [Stud Book >](#) [Information Centre >](#) [Stallions Standing >](#)

Browsing history: [Kerry Lane \(NZ\) 1979](#)

Kerry Lane (NZ) 1979

[Horse Performance Profile >](#)

Born: 04/11/1979 | Age: 45 | Grey Mare | Sire: [SUPER GRAY \(USA\) 1972](#) | Dam: [TIPPERARY GOLD \(NZ\) 1964](#)

- OVERVIEW
- PEDIGREE**
- DAM LINE
- SIRE LINE
- BREEDING RECORD

Exported: 20/10/1997 to Australia

Foaling date: 04/11/1979	Death: -	Family: 22	DNA Typed: N
PV: N	BT: Y	Microchip: None	Life no: None
Left shoulder: Unknown	Right shoulder: Unknown	Breeder: E Mahony	

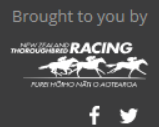


- Join In
- Race Meeting Calendar
- Beginner's Guide
- Types of Racing
- Racing Glossary

- Latest News & Events
- Latest News
- Latest Video
- Race Meeting News
- NZTR News
- NZTR Publications

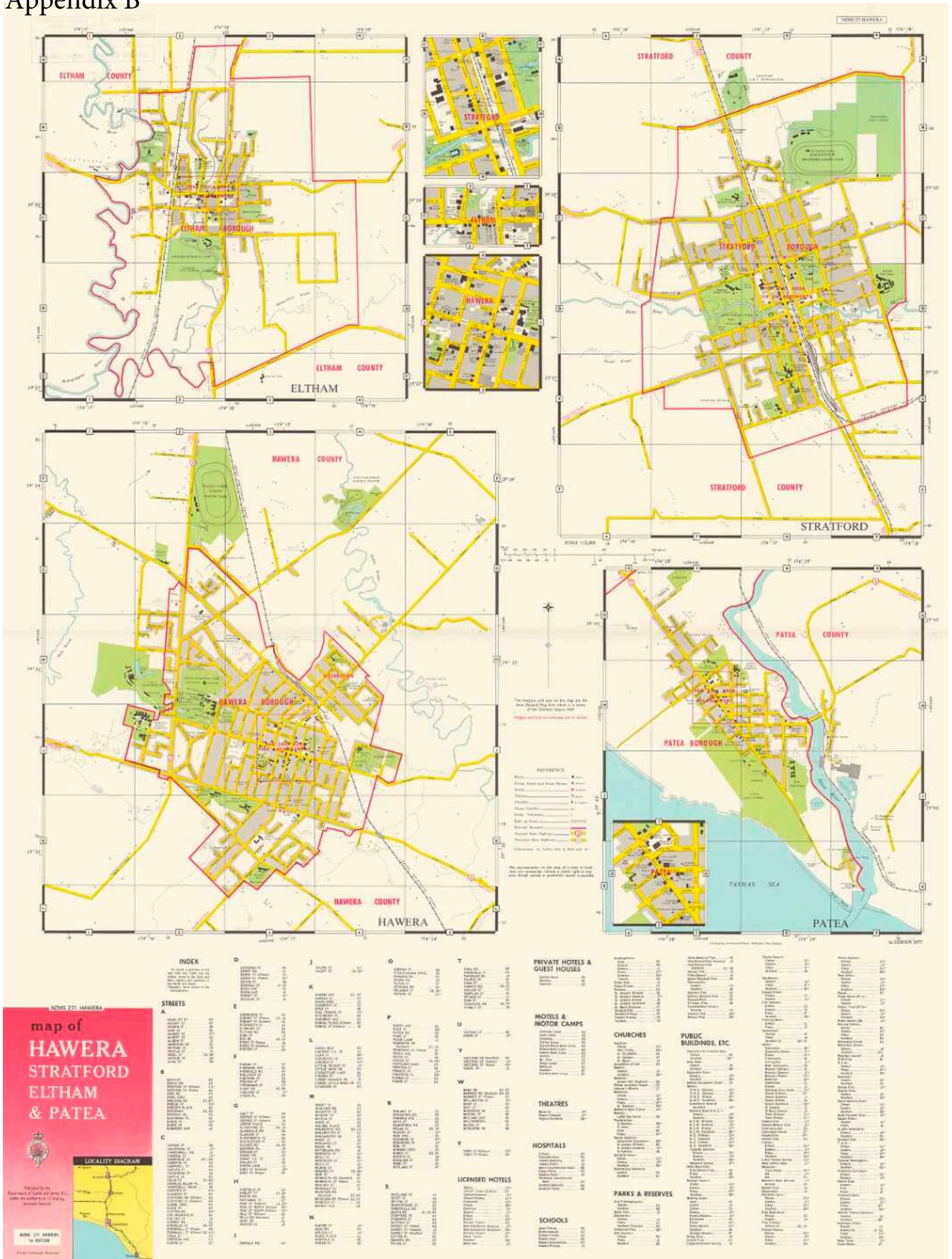
- Useful Links
- Responsible Wagering
- Thoroughbred Welfare
- Health & Safety
- General Trust Fund

- About Us
- Contact
- Overview & Structure
- Terms & Conditions
- Privacy Policy



6

Appendix B



Title Map of Hawera, Stratford, Eltham & Patea
 System Reference Alma : 9917956523502836

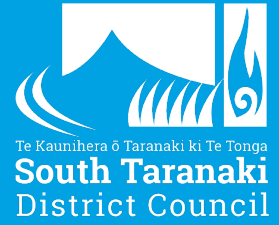
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Title Map of Hawera, Manaia, Opunake, Stratford, Eltham, Patea, Waverley
 System Reference Alma : 9917957473502836

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Appendix C



Te Tirohanga Whakaingoa
anō o te Pāka Pakihi o
Taranaki ki te Tonga

South Taranaki Business Park road naming proposal



Why change the road names?

The South Taranaki Business Park is currently in development, and Fitzgerald and Kerry Lane will no longer meet the definition of a “lane” once work is completed so we want to rename them. Little Waihi Road was named after the area which was known as Waihi. As we already have a Waihi Road it is proposed that we rename this road, below are some replacement names for you to choose from.



www.southtaranaki.com/consultation

Te Tūtohu Proposal

How do I have my say?

- You can complete the submission form and drop it in to any LibraryPlus or the Administration Building on Albion Street in Hāwera, or post it to: South Taranaki District Council
Private Bag 902
Hāwera 4610
- Make an online submission, go to www.southtaranaki.com/consultations or scan the QR code.



Please note that submissions, as part of the public consultation process, are a public record and will be included in a publicly available Council agenda and

will remain on the Council's minute records.

Consultation Timeline

MONDAY 8 JULY

Consultation opens

SUNDAY 4 AUGUST

Consultation closes

WEDNESDAY 4 SEPTEMBER

Council meeting to hear submissions

MONDAY 14 OCTOBER

Council Meeting to deliberate on submissions

WEDNESDAY 30 OCTOBER

Council meeting to make a final decision

We are proposing the following road names:

- Fitzgerald Lane is renamed Fitzgerald Road.
- Kerry Lane is renamed Kerry Road.
- Little Waihi Road is renamed
 - Houston Road, or
 - Wall Road, or
 - Willing Road.
- Houston Road***
Houston Road, in honour of John Houston (1891-20/06/1962) who was a lawyer based in Hāwera. He was a historian and writer that specialised in the history of Taranaki Māori and the Taranaki land wars. He wrote numerous newspaper articles on Māori topics and local history in the Hāwera Star during the 1930s and produced a couple of booklets (one on Turi and another on Turuturu mōkai). His book Māori life on old Taranaki was published after his death. He served in the Medical Corps during World War I and as part of the New Zealand Temporary Service in World War II. He was appointed an Officer of the British Empire in 1961 for services to the community in Taranaki.
- Wall Road***
Wall Road in honour of Father (Fr) Francis (Frank) Patrick Joseph Wall. Fr Wall, known as Werahiko by local Māori, was a Catholic priest who established a Māori mission in South Taranaki. He was based at Hōani Pāpita near Normanby, and Hōani Pāpita continues to be a Catholic base for Māori today. Fr Wall received a CBE in 1974 and the Queen's Medal in 1977 for his efforts for the Church and New Zealand society.
- Willing Road***
Willing Road in honour of Rev Leonard Victor Willing (1918-22/09/2007). Rev Willing was a Methodist minister in the 1970s and 1980s. He conducted services with and for Māori, including weddings and tangi. He left a legacy of celebrating and acknowledging the positives of diversity and cultural differences and had a strong following throughout Ngāti Ruanui rohe and beyond.



Puka Tāpaetanga Submission Form

Road Renaming Proposal

Your details

First name/Initials

.....

Last name

.....

Organisation (if applicable)

.....

Address

.....

.....

.....

Contact Phone

.....

Email

.....

Do you wish to speak in support of your submission?

(If no boxes are ticked, it will be considered that you do not wish to speak)

Yes

No

If yes, do you wish to speak:

In Person

Online

Do you agree with renaming Fitzgerald Lane to Fitzgerald Road?

Yes

No

Your Comments

.....

.....

.....

.....

.....

.....

.....

Do you agree with renaming Kerry Lane to Kerry Road?

Yes

No

Your Comments

.....

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.....

.....

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Summary of submissions

Statistics Report

07/10/2024

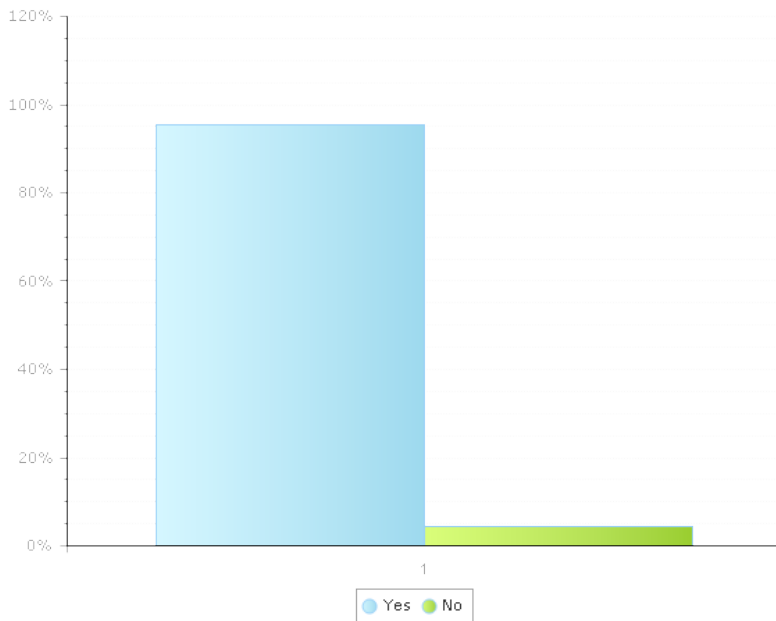
6

Report: Road Renaming Statistics report

Category Name: 1-Questionnaire > 1.1-Fitzgerald Lane
Overview of Category:
Total number of submitters: 45
Total number of points: 45

Response field Number and Name: 1.1-Fitzgerald Lane		
Question: Do you agree with renaming Fitzgerald Lane to Fitzgerald Road?		
Total number of responses:45		
Decision Sought	Number of submitters who selected this option	%
Yes	43	95.56%
No	2	4.44%

Fitzgerald Lane



Submitters for this question
Submitters for this question

Category Name: 1-Questionnaire > 1.2-Fitzgerald Lane Comment
Overview of Category:
Total number of submitters: 5
Total number of points: 5

Response field Number and Name: 1.2-Fitzgerald Lane Comments
Question:

Your Comments

Total number of responses:5

Submitters for this question

Submitters for this question

4 - Pen Van der lee: Question Comments: No preference.

12 - Patrina McLean: Question Comments: This is familiar to locals/resident and this shouldnt be changed because of the development of the business hub

21 - KAREN CAVE: Question Comments: We understand the reasoning behind that change, and it makes sense

22 - Peter THOMAS: Question Comments: This would incur substantial costs to all businesses on this lane, cost to reprint all brand assets, adjust all addresses with suppliers and clients, all government and regulatory agencies.

48 - Carol Curtis: Question Comments:

I agree with name change to Fitzgerald Road

Who was "Fitzgerald" and what was his claim to fame?

6

Category Name: 1-Questionnaire > 1.3-Kerry Lane

Overview of Category:

Total number of submitters: 46

Total number of points: 46

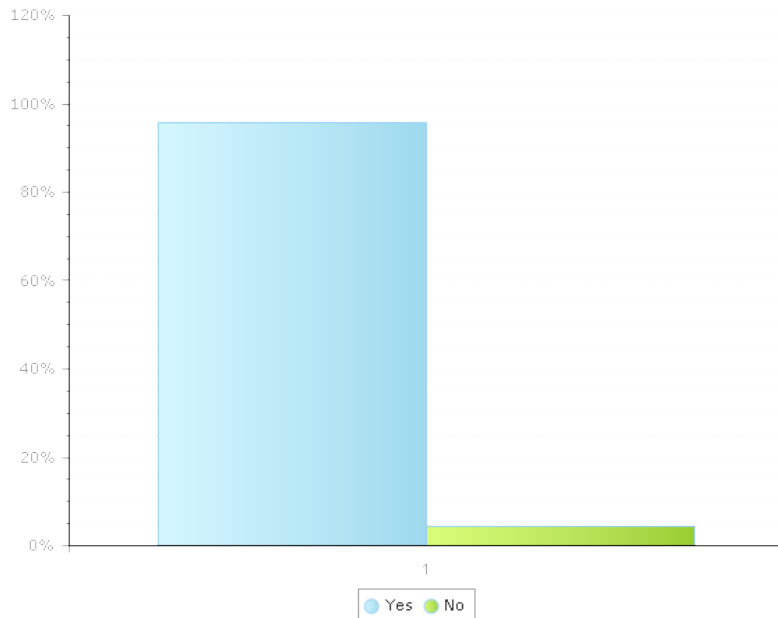
Response field Number and Name:
1.3-Kerry Lane

Question:
Do you agree with renaming Kerry Lane to Kerry Road?

Total number of responses:46

Decision Sought	Number of submitters who selected this option	%
Yes	44	95.65%
No	2	4.35%

Kerry Lane



Submitters for this question
Submitters for this question

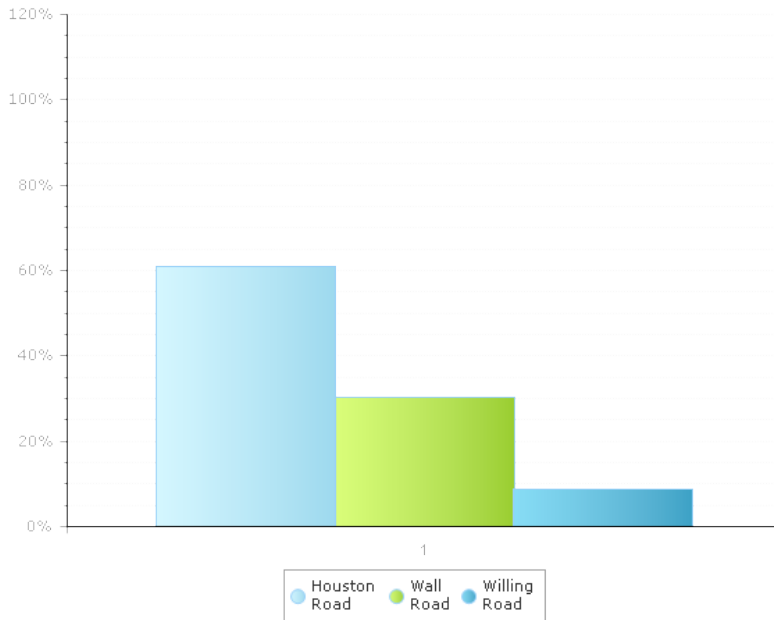
Category Name: 1-Questionnaire > 1.4-Kerry Lane Comments
Overview of Category:
Total number of submitters: 6
Total number of points: 6

Response field Number and Name: 1.4-Kerry Lane Comments
Question: Your Comments
Total number of responses:6
Submitters for this question
Submitters for this question
4 - Pen Van der lee: Question Comments: No preference
12 - Patrina McLean: Question Comments: This is familiar to locals/resident
21 - KAREN CAVE: Question Comments: We understand the reasoning behind that change, and it makes sense
22 - Peter THOMAS: Question Comments: Need to consult with individual businesses on Kerry Lane how they will be affected.
24 - Lynette Anne BARNES: Question Comments: I understand the reason Kerry Lane has to be called a road. As I said to a council officer earlier surely Transit could on this occasion make an exception to its rules. Hawera ignores a lot of its past - both good and bad - both Maori and Pakeha. Kerry Lane was a little grey mare that surprised a lot of punters when she won the Auckland Cup in 1985. She just happened to be trained by Mr and Mrs Mahony at the end of Kerry Lane, and they named her after the Lane. If the road can retain Kerry Lane as its name I would be pleased, if not I will have to accept Kerry Road. At least speck of our Irish and Racing history will have been preserved.
48 - Carol Curtis: Question Comments: I agree with name change to Kerry Road Who was "Kerry" and what was his claim to fame or was Kerry Lane named after a district in Ireland?

Category Name: 1-Questionnaire > 1.5-Little Waihi Road
Overview of Category:
Total number of submitters: 46
Total number of points: 46

Response field Number and Name: 1.5-Little Waihi Road												
Question: What road name should replace Little Waihi Road?												
Total number of responses:46												
<table border="1"> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters who selected this option</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Houston Road</td> <td>28</td> <td>60.87%</td> </tr> <tr> <td>Wall Road</td> <td>14</td> <td>30.43%</td> </tr> <tr> <td>Willing Road</td> <td>4</td> <td>8.70%</td> </tr> </tbody> </table>	Decision Sought	Number of submitters who selected this option	%	Houston Road	28	60.87%	Wall Road	14	30.43%	Willing Road	4	8.70%
Decision Sought	Number of submitters who selected this option	%										
Houston Road	28	60.87%										
Wall Road	14	30.43%										
Willing Road	4	8.70%										

Little Waihi Road



6

Submitters for this question
Submitters for this question

Category Name: 1-Questionnaire > 1.6-Little Waihi Road Comments
Overview of Category:
Total number of submitters: 12
Total number of points: 12

Response field Number and Name: 1.6-Little Waihi Road Comments
Question: Your Comments
Total number of responses: 12
Submitters for this question
Submitters for this question
3 - Cedric Charles: Question Comments: Easy to say. Easy to spell.
4 - Pen Van der lee: Question Comments: Preference for wall over the others. However I don't mind. I think it is smart not to confuse with Waihi road, whatever it gets called out of those options or otherwise.
5 - Rhys Hurley: Question Comments: this seems to be the best fit with the large catholic communities in hawera and normanby. The historic significance of fr wall also should be acknowledged
14 - C J Mahony: Question Comments: Pleased to support Ngati Ruanui on this
21 - KAREN CAVE: Question Comments: We support the change to Willing Rd because we appreciate Rev. Willing's legacy of celebrating and acknowledging the positives of diversity and cultural differences. 'Houston' could be thought to be celebrating the American city, which is why I didn't choose this.
22 - Peter THOMAS: Question Comments: Not aware that this would affect any businesses

23 - Paul JONES: Question Comments:

I would like to put forward another option for the name to replace Little Waihi Road

Suggested new name: Bergerson Road

Honouring the many horse trainers that were formally located in the area where the new industrial park is to be formed. This dates back to 1882 when the Egmont Racing Club was formed.

These include: Herb Bergerson, Roydon Bergerson, Don Couchman, Snapper Kamo, Brian Hayter, Ned Mahoney, Paul Belsham

The Bergerson name honours not only Herb Bergerson, his son Roydon Bergerson (a top NZ trainer), and Herb's grandson Sam Bergerson (aged 29).

Sam is currently the leading horse trainer in NZ in partnership with Mark Walker (please see the link below for more information on Sam)

The racing fraternity in South Taranaki has made a significant contribution to the economy and social fabric of our local community

<https://www.racingnews.co.nz/bergerson-appointed-assistant-trainer-at-te-akau/>

24 - Lynette Anne BARNES: Question Comments: Surely out of three names surely a Maori name could be chosen such as Werahiko. That way you would not only please me but the Maori, Catholic and Irish communities alike.

27 - M A Alexander: Question Comments: Father Wall was a totally good guy!!

28 - G H Carr: Question Comments: Father Wall, Catholic Maori mission Normanby better known by Werahiko was a very good boxer in his youth, and always carrier several boxing gloves with him. Served in Normanby and said mass every Sunday at Ketemarae Pa 1945 to 1960/61, before Hoani Papita was built. He moved to Whanganui for a while then moved to Otaki then Wellington, for many years. When he passed away the Maori people from Otaki took his body there, however my mother Matekitawhite Carr (Tono) requested his body be brought back to Hawera, where he was laid to rest because of his love for South Taranaki and its people (RIP) E Pa

29 - Terry J Ingram: Question Comments:

2nd choice Longford Road

Tom O'Farrell is from County Longford, Ireland, farmed with Anne O'Farrell (Ingram) on Little Waihi Road midwife Hawera Hospital

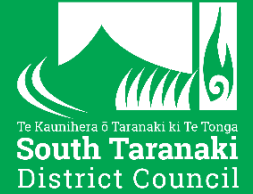
48 - Carol Curtis: Question Comments:

Willing Road is my preference for renaming Little Waihi Road. The Rev Len Willing was a man who was very highly respected and well known throughout the district, awa described above.

Houston makes me immediately think of USA - no don't like that.

Wall Road - hmm. NO. I've lived in Hawera since 1980, been involved in the Catholic community since then, and do not recall Fr wall

Appendix E



Kaupapa Here Whakaingoatia Huarahi

Road Naming Policy

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Kaupapa Here Whakaingoatia Huarahi

Road Naming Policy

Executive Summary

The South Taranaki District Council (the Council) is responsible for the naming and renaming of roads (as defined under this Policy) within its District. Road names are used to accurately locate properties. This includes emergency services, postal and delivery services, utility services (such as power, telephone, and water), and electoral purposes; and contributes to making our communities safer.

The naming of roads also provides the community with a sense of self, identity, cultural integrity and belonging.

The Local Government Act 1974 defines a road as squares or places intended for use by the public generally. This definition includes streets, access ways and service lanes, but excludes motorways.

Council's Role and Responsibility

The Council is responsible for the naming and renaming of roads within its District. This can also include streets, access ways and service lanes.

Purpose of the Policy

The purpose of the Policy is to ensure that the approach to the naming and renaming of roads is consistent and there is a process to rename culturally offensive or inappropriate road names that is inclusive of mana whenua. Road names used should reflect the cultural identity of the District.

Requirements of the Act

Under sections 319, 319A and 319(j) of the Local Government Act 1974, the Council is responsible for naming roads and streets within the District.

Te Tiriti o Waitangi

This Policy will be aligned to the Council's obligations under Te Tiriti o Waitangi and the Iwi-Council Partnership Strategy with its Iwi partners: Te Kāhui o Rauru, Ngāti Ruanui, Te Korowai o Ngāruahine, and Te Kāhui o Taranaki.



Kaupapa Here Whakaingoatia Huarahi

Road Naming Policy

Vision

South Taranaki road names reflect a collective understanding of our history and cultural identity.

Objectives

The objectives of this Policy are:

- To provide clear, consistent, and logical approaches to the naming and renaming of roads within the District.
- To ensure a safer community by facilitating accurate property identification for emergency services.
- Residents, mana whenua, communities, and stakeholders, are engaged to co-design and participate in shaping the direction of the name of roads within the District.
- Mana whenua will have a specific partnership decision making role.
- To ensure the character of the District is maintained and enhanced.

Definitions

Access way means any passageway created to provide the public with a convenient pedestrian route between any roads, service lanes, reserves, or public places; as more specifically defined in section 315(1) of the Local Government Act 1974.

Act means the Local Government Act 1974.

Applicant means an individual or entity that is making an application.

Bylaw means the current and operative South Taranaki District Council's Public Places Bylaw.

Council means Te Kaunihera o Taranaki ki Te Tonga/South Taranaki District Council.

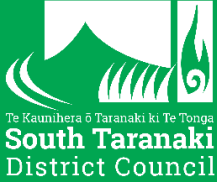
District means the South Taranaki District.

Developer means an applicant who is developing an area of the District, through the subdivision process or through the building process.

LINZ means Toitū te Whenua - Land Information New Zealand.

LINZ Addressing Guidance means *Guidelines for Addressing in-fill Developments 2019* (LINZ OP G 01245) and *Guideline for addressing in retirement villages* (LINZ G 80700).

Mana whenua means the Council's Iwi partners: Ngā Rauru Kītahi, Te Runanga o Ngāti Ruanui, Te Korowai o Ngāruahine, and Te Kāhui o Taranaki and their hapū.



Kaupapa Here Whakaingoatia Huarahi

Road Naming Policy

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Private road means any roadway, place, or arcade created by the owner of private land, but intended for the use of the public generally; as more specifically defined in section 315(1) of the Local Government Act 1974.

Private way means any way or passage over private land which may only be used by certain persons or classes of persons, and which is not intended for use by the general public; as more specifically defined in section 315(1) of the Local Government Act 1974.

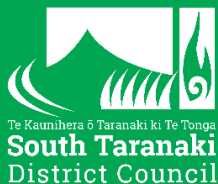
Right of way means a legal right to pass and repass over a specific piece of land. This right can be vehicular or pedestrian and open to the general public or only to certain users or to a class of users, depending on the terms of the right granted.

Road means a road as defined under section 315(1) of the Act, which includes squares or places intended for use by the public generally. This definition includes access ways and service lanes, but excludes motorways.

Road type means the type of road listed in NZS 4819:2011 (and its amendments), and includes the abbreviation/suffix (e.g Ave for Avenue), as attached in Appendix One of this Policy.

Service lane means any lane created to provide the public with a side or rear access for vehicular traffic to any land; as more specifically defined in section 315(1) of the Local Government Act 1974.

Standard means the New Zealand Standard 4819:2011 (Rural and urban addressing) and its amendments.



Kaupapa Here Whakaingoatia Huarahi

Road Naming Policy

Policy

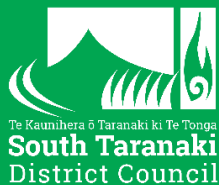
1.0 Naming criteria

- 1.1 Preference is given to road names that, in relation to the site concerned, meet one or more of the defined criteria below. These criteria align with the four well-beings that local authorities have a role in promoting under section 10(1)(b) of the Local Government Act 2002:

a) Cultural	Recognition of mana whenua values and principles and/or other cultural significance. The importance of decision-making partnerships is noted.
b) Social	Recognition of historical events that have a significant impact on the community and/or honouring a local resident who has made a significant contribution to the South Taranaki District.
c) Economic	Honouring a significant economic contribution to the South Taranaki District.
d) Environmental	Reflection of the landscape, topographical features, or flora and fauna.

Selection of a road name

- 1.2 When selecting a road name, consideration must be given to section 4.7 of the Standard, together with the following:
- New road names shall not be the same as, or similar to, existing road names within the District (spelling or pronunciation).
 - Roads are to have only one name (excluding the road type – for example: road, street).
 - Road names must be spelt correctly, interpreted correctly, not be offensive and/or culturally inappropriate, and have an appropriate meaning.
 - Roads should not be named after any commercial organisation, or any living or recently deceased person.
 - Road names must not be anagrams, amalgamations, or derivatives of people's names.
 - Names should be 15 characters or less including spaces (excluding the road type).
 - Names are to be chosen in proportion to the length of the road, for cartographic (mapping) purposes.
 - Cardinal points of the compass as a prefix or suffix to a road name will not be approved (for example: north, south, east, or west); or directions (for example upper or lower).



Kaupapa Here Whakaingoatia Huarahi

Road Naming Policy

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- i) Names must not lead with “The”, be abbreviated, or use prepositions (for example Avenue of the Allies).
- j) The road type must appropriately match the nature of the road (meaning of road type contained in Appendix One of this Policy) i.e. the nature or extent of a short cul de sac does not match with the road type Esplanade, as it is more likely to fit with the road type of Close or Court.

1.3 The naming of roads is required to follow the process contained in Appendix Two of this Policy.

2.0 Naming a new road

2.1 All formed roads are to be named, (including but not limited to) private roads, roads within complexes such as retirement villages, hospitals, roads within national parks and forests, or pedestrian roads.

Note: naming a road on private land does not mean that the Council is accepting responsibility for that road, other than ensuring the name and addressing is approved in terms of the Standard.

2.2 Road naming and addressing must be undertaken as early as possible in the development process.

Road names are intended to be enduring, and careful consideration must be given during the development phase of a new road – to select a list of names to be considered by the Council.

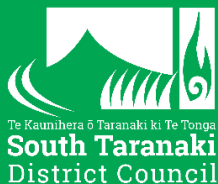
Note: Naming a road will be carried out in partnership with mana whenua and where necessary the Council will at all stages engage and seek assistance with the road naming process.

2.3 The naming of a new road or right of way, will only be considered by the Council if all information is provided through the application process.

2.4 Any request to name a road or right of way must follow the process set out in Appendix Two of this Policy.

2.5 To avoid repeating the whole process, three distinctly different road names should be submitted for each proposed road or right of way, in case of rejection. The names are to be listed in order of preference by the applicant. It is suggested that the applicant provides their preferred road type with each road name.

2.6 The name must follow the naming criteria under Section 1.2 of this Policy.



Kaupapa Here Whakaingoatia Huarahi

Road Naming Policy

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- 2.7 Where more than one road is being created in a subdivision, a common theme is recommended for the proposed names.
- 2.8 The applicant is required to consult with mana whenua in the rohe in which the road is located to determine appropriate names and the order of preference prior to submitting the application. The Council may seek its own direct feedback from mana whenua where it considers this appropriate especially where locations may have significant cultural importance to mana whenua.
- 2.9 On receipt of the application, a response from mana whenua on the proposed names must be provided back to the Council/applicant, within six weeks. If a response has not been provided to the developer within the six week timeframe, the Council will accept that mana whenua will not be providing a response.

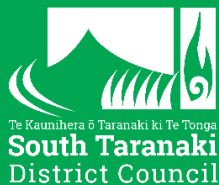
Note: Where large subdivisions occur, mana whenua are consulted and engaged as part of the Resource Consent process, and road names are discussed at that stage and evidence of consultation and engagement is required and must be provided to the Council.

Signage

- 2.10 The developer of a subdivision is required to provide and erect the road/access way road sign and pole. This will usually be a condition of resource consent.
- 2.11 All signage is required to comply with the Land Transport Rule: Traffic Control Devices 2004 (and amendments); in conjunction with standards, rules, and guidelines.
- 2.12 The Council will maintain all Council approved road name signage.

3.0 Altering the name of an existing road

- 3.1 Altering the name of an existing named road will only be considered if the Council agrees that the change will result in a clear benefit to the community. Any name change process relating to a street or road which has cultural significance the Council will consult and work in partnership with mana whenua. In consultation with mana whenua the Council may establish a partnership group to manage the name change process. This group will have equal representation from both the Council and mana whenua. Either the Council or mana whenua can seek the formation of a partnership group unless both agree it is not warranted.
- 3.2 Benefits of changing road names may include:
- a) The alignment with the NZS 4819 – rural and urban addressing standards.



Kaupapa Here Whakaingoatia Huarahi

Road Naming Policy

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- b) The correction of spelling or pronunciation (including macrons if recognised by the New Zealand Geographic Board).
 - c) Eliminating duplication in spelling or sound.
 - d) Preventing confusion arising from changes to road layout.
 - e) Making geographical corrections.
 - f) Correcting offensive, culturally insensitive, or misspelt names; or correcting macrons.
- 3.3 A request can be made to change a road name. The request must:
- a) Be in writing; and
 - b) Include clear and evidenced justification for the change; and
 - c) Include three proposed alternative and distinctly different names, which must follow the naming criteria under Section 1.2 of this Policy.
- 3.4 Any request to change a road name must follow the process set out in Appendix Two of this policy.

Consultation for altering an existing road name

- 3.5 If the applicant is not mana whenua, the applicant is required to consult with the mana whenua of the rohe in which the road is located, to determine appropriate names and the order of preference prior to presentation to the Council. Evidence of this consultation must be included in any application to the Council.
- 3.6 On receipt of the application, a response from mana whenua on the proposed names must be provided back to the Council/applicant, within 12 weeks. If a response has not been provided to the applicant within that timeframe, the Council will accept that mana whenua will not be providing a response. The Council may obtain direct feedback from mana whenua where it deems this appropriate and or in accordance with any partnership group formed.
- Note:** Where a partnership group is formed with mana whenua, and a preferred name is agreed a Council officer will provide a report to the Council on the alteration to the road name.
- 3.7 The Council will conduct consultation regarding the altering of a road name. This will include contacting landowners and occupiers who are directly affected by such a change.
- 3.8 Mana whenua will have a specific opportunity to make a submission when Council releases the proposal to rename a road. Mana whenua will be contacted by the Council to ensure the submission process is aligned to any Council decision making process.



Kaupapa Here Whakaingoatia Huarahi

Road Naming Policy

3.9 The Council may choose to consult with the wider public on such a proposal, taking into the account the Council's Significance and Engagement Policy.

3.10 The Council shall determine the outcome of any road renaming request.

4.0 More Information

Planning Unit, Policy Unit or Roding Unit
South Taranaki District Council 06 278 0555 or 0800 111 323

5.0 Review of Policy

5.1 This Policy shall be reviewed every five (5) years to ensure the Policy is effective and efficient at achieving the objectives.

5.2 The Council may from time to time by resolution publicly notified, alter any appendices attached.



Kaupapa Here Whakaingoatia Huarahi

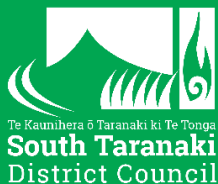
Road Naming Policy

Appendix One: New Zealand Road Types

The following provides information on the road type and the abbreviation to be used.

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Road Type	Abbreviation	Description	Open ended	Cul-de-sac	Pedestrian only
Alley	Aly	Usually narrow roadway in a city or towns	✓	✓	
Arcade	Arc	Passage having an arched roof or covered walkway with shops along the side.			✓
Avenue	Ave	Broad roadway, usually planted on each side with trees	✓		
Boulevard	Blvd	Wide roadway, well paved, usually ornamented with trees and grass plots.	✓		
Circle	Cir	Roadway that generally forms a circle; or a short enclosed roadway bounded by a circle.	✓	✓	
Close	Cl	Short enclosed roadway.		✓	
Court	Crt	Short enclosed roadway, usually surrounded by buildings.		✓	
Crescent	Cres	Crescent shaped roadway, especially where both ends join the same thoroughfare.	✓		
Drive	Dr	Wide roadway without many cross-streets.	✓		
Esplanade	Esp	Level roadway along the seaside, lake, or a river	✓		
Glade	Gld	Roadway usually in a valley of trees.	✓	✓	
Green	Grn	Roadway often leading to a grassed public recreation area.		✓	
Grove	Grv	Roadway that features a group of trees standing together.		✓	
Highway	Hwy	Main thoroughfare between major destinations.	✓		
Lane	Lane	Narrow roadway between walls, buildings or a narrow country roadway. (reserved exclusively for non-public roads).	✓	✓	✓

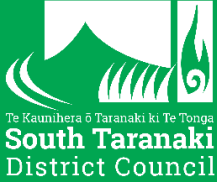


Kaupapa Here Whakaingoatia Huarahi

Road Naming Policy

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Loop	Loop	Roadway that diverges from and re-joins the main thoroughfare.	✓		
Mall	Mall	Wide walkway, usually with shops along the sides.	✓		
Mews	Mews	Roadway having houses grouped around the end.		✓	
Parade	Pde	Public roadway or promenade that has good pedestrian facilities along the side.	✓		
Place	Pl	Short, sometimes narrow, enclosed roadway.		✓	
Promenade	Prom	Wide flat walkway, usually along the water's edge.			✓
Quay	Qy	Roadway alongside or projecting into the water.	✓	✓	
Rise	Rise	Roadway going to a higher place or position.	✓	✓	
Road	Rd	Open roadway primarily for vehicles.	✓		
Square	Sq	Roadway which generally forms a square shape, or an area of roadway bounded by four sides.	✓	✓	
Steps	Stps	Walkway consisting mainly of steps.			✓
Street	St	Public roadway in an urban area, especially paved, with footpaths and buildings along one or both sides.	✓		
Terrace	Tce	Roadway on a hilly area that is mainly flat.	✓	✓	
Track	Trk	Walkway in natural setting.			✓
Walk	Walk	Thoroughfare for pedestrians.			✓
Way	Way	Short enclosed roadway. (Reserved exclusively for non-public roads).		✓	✓
Wharf	Whrf	A road on a wharf or pier.	✓	✓	✓



Kaupapa Here Whakaingoatia Huarahi

Road Naming Policy

Ara / Te Ara - The Māori road types 'Ara' and 'Te Ara' may be used as the first part of a road name, which is an exception to the general principles in the Standard and LINZ Addressing Guidance.

The use of 'Te' before 'Ara' is not essential unless the street is being named for a person or thing in which 'Te' is an integral part, for example 'Te Rauparaha'.

'Ara' and 'Te Ara' should not be accompanied by any additional road types e.g.:

- (i) Ara Tai *not* Ara Tai Lane; and
- (ii) Te Ara Nui *not* Te Ara Nui Close.

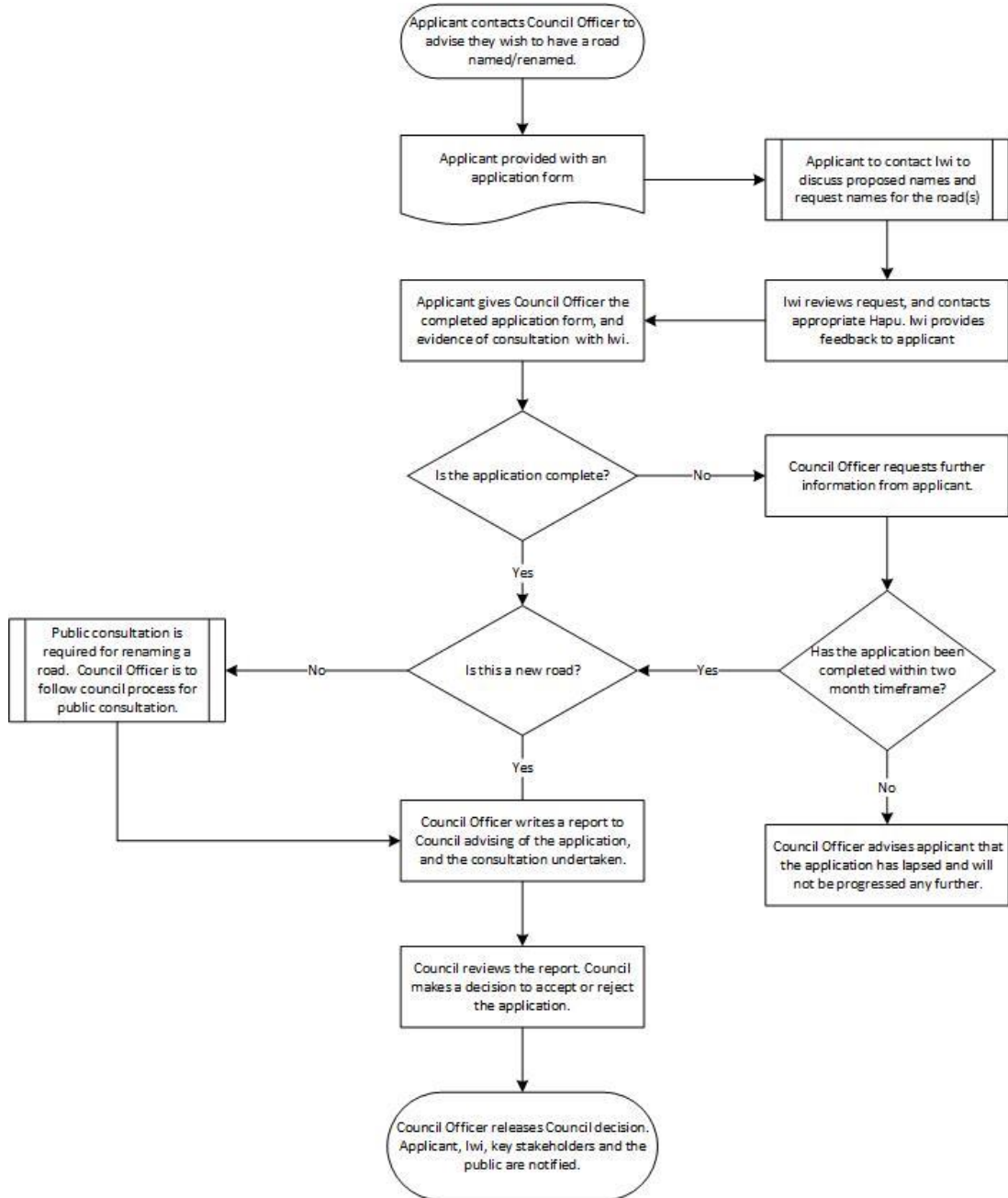


Kaupapa Here Whakaingoatia Huarahi

Road Naming Policy

Appendix Two: Naming or renaming of road application process

The following process outlines the steps required for the naming of roads in the district:



Note: Naming a road will be carried out in partnership with mana whenua and where necessary the Council will at all stages engage and seek assistance with the road naming process.



Kaupapa Here Whakaingoatia Huarahi

Road Naming Policy

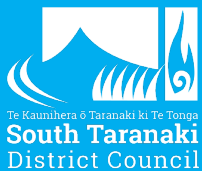
History of Policy

6

Action	Description	Version number	Decision number	Commencement
New	Adoption of new Road Naming Policy	v 1.0		08/08/2022
Reviewed				



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Karakia

7. Karakia

Ruruku Whakakapi – Closing Prayer

Unuhia, unuhia

Unuhia ki te uru tapu nui

Kia wātea, kia māmā te ngākau, te

tinana, te wairua i te ara takatū

Kia wātea, ka wātea, āe rā, kua wātea

Rire rire hau pai marire!

Draw on, draw on,

Draw on the supreme sacredness

*To clear, to free the heart, the body and the
spirit of mankind*

To be clear, will be clear, yes is cleared.

Deeply in peace!