



Our reference
F19/13/03-D21/26182

5 May 2022

Ordinary Meeting of Council

Notice is hereby given that a meeting of the **Ordinary Meeting of Council** will be held in the **Council Chambers, Stratford District Council, 63 Miranda Street, Stratford** on **Tuesday 10 May 2022** at 3.30pm.

At this stage the meetings will be held in the Council Chambers, however should it be required due to the Covid Protection Framework, the meeting may be moved to an alternative venue or held virtually.

Timetable for 10 May 2022 as follows:

1.30pm	Workshop for Councillors: <ul style="list-style-type: none">- Stratford Business Association – Community Frameworks- Community Strategies
3pm	Afternoon tea for Councillors
3.15pm	Public Forum: <ul style="list-style-type: none">- Sport Taranaki
3.30pm	Ordinary meeting

Yours faithfully

Sven Hanne
Chief Executive

2022 - Ordinary - May - Open Copy

10 May 2022 03:30 PM



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AGENDA

Ordinary Meeting of Council



F19/13/05 – D22/15096

Date: Tuesday 10 May 2022 at 3.30 PM

Venue: Council Chambers, 63 Miranda Street, Stratford

The meeting location may change, or will be held via Audio Visual Link, if required due to current Covid Protection Framework or Government Guidelines.

1. Welcome

1.1 Opening Karakia
D21/40748 Page 6

1.2 Health and Safety Message
D21/26210 Page 7

2. Apologies

3. Announcements

4. Declarations of Members Interest

Elected members to declare any real or perceived conflicts of interest relating to items on this agenda.

5. Attendance Schedule

Attendance schedule for Ordinary and Extraordinary Council meetings.

6. Confirmation of Minutes

6.1 Executive Committee – 12 April 2022
D22/12557 (PE) - D22/13266 (Open) Page 9

Recommendation

THAT the minutes of the Executive Committee of Council held on Tuesday 12 April 2022 be confirmed as a true and accurate record.

/
Moved/Seconded

6.2 Ordinary Meeting of Council – 12 April 2022
D22/12586 (PE) - D22/14064 (Open) Page 12

Recommendation

THAT the minutes of the Ordinary Meeting of Council held on Tuesday 12 April 2022 be confirmed as a true and accurate record.

/
Moved/Seconded

6.3 Policy & Services Committee – 26 April 2022
D22/14493 Page 12

Recommendations

1. THAT the unconfirmed minutes of the Policy & Services Committee meeting held on Tuesday 26 April 2022 be received.
2. THAT the recommendations in the minutes of the Policy & Services Committee meeting, held on Tuesday 26 April 2022 be adopted.

/
Moved/Seconded

7. District Mayor's Report
D22/15511 Page 31

Recommendation

THAT the report be received.

/
Moved/Seconded

8. Decision Report – Stratford Aerodrome – Hangar Site Lease – Aero Club
D21/42660 Page 41

Recommendations

1. THAT the report be received.
2. THAT Council grant a new lease at the Stratford Aerodrome to the Stratford Aero Club to erect their new hangar on the site beside their existing hangars.
3. THAT the rental for the site be set in accordance with the rate being paid on the club's current leases relative to the aerodrome (\$3.46 per square metre of land area) being \$1,370.16 plus GST per annum.
4. THAT the term of the lease be for a period of 6 years with an option for a further term of up to 15 years should Council continue the aerodrome operation thereafter to coincide with the remaining term of the club's current leases.

Recommended Reason

The Aero Club's current hangars do not provide adequate space to meet the demand from members for plane storage.

/
Moved/Seconded

9. [Decision Report – Targa Rally Road Closures](#)
D22/15236 Page 63

Recommendations

1. THAT the report be received.
2. THAT pursuant to Section 342(1) (b) in accordance with Schedule 10 Clause 11 (e) of the Local Government Act 1974, notice is hereby given that the Stratford District Council proposes to close the following roads for the purpose of the New Zealand Targa Rally 2022:

Thursday 26 May 2022

Stage Name: Ratapiko

Between the hours of 9.05 am and 1.35 pm

- Makara Road: Ratapiko Road to Croydon Road
- Croydon Road: Makara Road to Salisbury Road
- Salisbury Road: Croydon Road to 845 Salisbury Road

Friday 27 May 2022

Stage Name: Douglas

Between the hours of 12.00 pm and 4.30 pm

- Wawiri Road: Ahuroa Road to Makuri Road
- Makuri Road: Wawiri Road to Douglas Road
- Douglas Road: Makuri Road to approximately 356 Douglas Road

Stage Name: Insane Eltham

Between the hours of 12.40pm and 5.10 pm

- Wingrove Road: 200m from its intersection with Skinner Road to Cheal Road
- Cheal Road: Wingrove Road to Oru Road
- Oru Road: Cheal Road to Rawhitiroa Road (South Taranaki)

Recommended Reason

In order for the Targa Rally to hold its annual event, it is proposed to close the roads listed above. These proposed road closures will require formal endorsement by a Council resolution.

/
Moved/Seconded

10. [Questions](#)

11. [Closing Karakia](#)
D21/40748 Page 78



TE KAUNIHERA Ā ROHE O
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL

Our reference
F19/13/03-D21/40748

Karakia

Kia uruuru mai
Ā hauora
Ā haukaha
Ā haumāia
Ki runga, Ki raro
Ki roto, Ki waho
Rire rire hau Paimārire

I draw in (to my being)
The reviving essence
The strengthening essence
The essence of courage
Above, Below
Within, Around
Let there be peace.



Our reference
F19/13/03-D21/26210

Health and Safety Message

In the event of an emergency, please follow the instructions of Council Staff.

Please exit through main entrance.

Once you reach the footpath outside please turn left and walk towards the War Memorial Centre congregating on the lawn outside the Council Building.

Staff will guide you to an alternative route if necessary.

If there is an earthquake – drop, cover and hold where possible. Stay indoors until the shaking stops and you are sure it is safe to exit or remain where you are until further instruction is given.

Under the current Pandemic setting visitor access beyond the customer service centre is restricted. Mask wearing is mandatory in all public areas as well as any areas where social distancing cannot be consistently achieved, such as corridors, staff rooms and bathrooms.

We recommend mask wearing for the duration of meetings unless social distancing of a minimum of 1 metre can be consistently achieved.

5. Attendance schedule for 2022 Ordinary and Extraordinary Council meetings.

Date	08/02/22	08/03/22	12/04/22	10/05/22	14/06/22	12/07/22	09/08/22	13/09/22
Meeting	O	O	O	O	O	O	O	O
Neil Volzke	✓	✓	✓					
Grant Boyde	✓	✓	✓					
Rick Coplestone	✓	AV	✓					
Peter Dalziel	✓	AV	✓					
Jono Erwood	✓	AV	✓					
Amanda Harris	✓	✓	✓					
Alan Jamieson	✓	✓	✓					
Vaughan Jones	✓	AV	✓					
Min McKay	AV	AV	AV					
John Sandford	✓	✓	✓					
Gloria Webby	✓	AV	✓					

Key	
O	Ordinary Meeting
E	Extraordinary Meeting
EM	Emergency Meeting
✓	Attended
A	Apology/Leave of Absence
AB	Absent
S	Sick
(AV)	Meeting held, or attended by, by Audio Visual Link

MINUTES

Executive Committee



F19/13/06 – D22/12557

Date: Tuesday 12 April 2022 at 1.00 PM
Venue: Council Chambers, 63 Miranda Street, Stratford

The Executive Committee Meeting was scheduled for Monday 11 April but postponed to Tuesday 12 April as a result of committee members availability.

Present

The District Mayor N C Volzke (the Chairman), the Deputy Mayor A L Jamieson, Councillors P S Dalziel and W J Sandford

In attendance

The Committee Advisor and Executive Assistant – Mrs E Bishop

1. Welcome

The District Mayor welcomed the Chief Executive, Councillors and the Committee Advisor and Executive Assistant to the meeting.

1.1 Opening Karakia D21/40748 Page 4

The opening karakia was read.

1.2 Health and Safety Message D21/26210 Page 5

The Chairman reiterated the health and safety message and emergency procedures.

2. Apologies

Due to a conflict of interest identified by Councillor J M S Erwood at the start of the Chief Executive recruitment process an apology was noted for this meeting.

3. Announcements

There were no announcements.

4. Declarations of Members' Interest

The District Mayor requested Councillors to declare any real or perceived conflicts of interest relating to items on this agenda. There were no conflicts of interest.

5. Resolution to Exclude the Public

RECOMMENDATION

THAT the public be excluded from the following parts of the proceedings of this meeting, namely:

Agenda Item No: 6

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution to each matter	Grounds under section 48(1) for the passing of this resolution
Chief Executive Appointment	To protect a person's privacy	The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons. Section 7(2)(a) of the Local Government Official Information and Meetings Act 1987.

SANDFORD/JAMIESON
Carried
EC/22/1

6. Public Excluded Item

Recommendation

THAT the open meeting resume.

VOLZKE/SANDFORD
Carried
CL/22/5

7. Questions

There were no questions.

8. Closing Karakia
D21/40748

The closing karakia was read.

The meeting closed at 1.25pm

N C Volzke
Chairman

Confirmed this 10th day of May 2022.

N C Volzke
District Mayor

MINUTES

Ordinary Meeting of Council



F19/13/06 – D22/12586

Date: Tuesday 12 April 2022 at 3.30 PM
Venue: Council Chambers, 63 Miranda Street, Stratford

Present

The District Mayor N C Volzke (the Chairman), the Deputy Mayor A L Jamieson, Councillors G W Boyde, R W Coplestone, P S Dalziel, J M S Erwood, A K Harris, V R Jones, W J Sandford and G M Webby

Via Audio Visual Link: Councillor M McKay

In attendance

The Chief Executive – Mr S Hanne the Director – Environmental Services – Mr B Sutherland, the Committee Advisor and Executive Assistant – Mrs E Bishop, the Special Projects Manager – Mr N Cooper and one member of the media (Stratford Press).

Via Audio Visual Link: , the Director Community Services – Ms K Whareaitu, the Director Assets – Mrs V Araba, the Director Corporate Services – Mrs T Radich, the Communications Manager – Ms G Gibson, the Roding Asset Manager – Mr S Bowden and the Community Development Manager – Mr C Julie.

1. Welcome

The District Mayor welcomed the Chief Executive, Councillors, staff, and the media.

1.1 Opening Karakia D21/40748 Page 7

The opening karakia was read.

1.2 Health and Safety Message D21/26210 Page 8

The Chairman reiterated the health and safety message and emergency procedures.

2. Apologies

There were no apologies.

3. Announcements

The District Mayor noted that a tour had been undertaken today of the Children's Bike Park and the Aquatic Centre with representatives of the Ministry of Business, Innovation and Employment. They were particularly impressed with what has been achieved for both projects and were very complimentary on the delivery and quality outcomes. A congratulations to all staff involved in these projects was noted.

4. Declarations of Members' Interest

The District Mayor requested Councillors to declare any real or perceived conflicts of interest relating to items on this agenda.

The declaration of members' interest was circulated for updating.

5. Attendance Schedule

The Attendance Schedule for Ordinary and Extraordinary Council meetings was attached.

6. Confirmation of minutes

6.1 Ordinary Meeting of Council – 8 March 2022
D22/8230 Page 12

Recommendation

THAT the minutes of the Ordinary Meeting of Council held on Tuesday 8 March 2022 be confirmed as a true and accurate record.

ERWOOD/HARRIS
Carried
CL/22/17

The Committee Advisor and Executive Assistant undertook to make the following amendments:

- Page 14, fourth bullet point “webinar can *be* circulated”

6.2 Farm and Aerodrome Committee – 15 March 2022
D22/9103 (PE) D22/11472 (Open) Page 17

Recommendations

1. THAT the unconfirmed minutes of the Farm and Aerodrome Committee meeting held on Tuesday 15 March 2022 be received.
2. THAT the recommendations in the minutes of the Farm and Aerodrome Committee meeting, including those in the public excluded section, held on Tuesday 15 March 2022 be adopted.

JONES/BOYDE
Carried
CL/22/18

BOYDE/DALZIEL
Carried
CL/22/19

Councillor Boyde noted the total of \$96,000 being used for rate mitigation. He noted this was in addition to the \$50,000 previously allocated to rate mitigation and that this was the equivalent of over 1% on rates. This is an outstanding outcome.

6.3 Audit and Risk Committee – 15 March 2022
D22/8876 Page 23

Recommendations

1. THAT the unconfirmed minutes of the Audit and Risk Committee meeting held on Tuesday 15 March 2022 be received.

VOLZKE/SANDFORD
Carried
CL/22/20

2. THAT the recommendations in the minutes of the Audit and Risk Committee meeting on Tuesday 15 March 2022 be adopted.

VOLZKE/HARRIS
Carried
CL/22/21

The Committee Advisor and Executive Assistant undertook to make the following amendments:

- Page 23, under in attendance – *the* Chief Executive.

6.4 Policy & Services Committee – 22 March 2022
D22/10214 (PE) D22/11489(Open) Page 31

Recommendations

1. THAT the unconfirmed minutes of the Policy & Services Committee meeting held on Tuesday 22 March 2022 be received.

JAMIESON/ERWOOD
Carried
CL/22/22

2. THAT the recommendations in the minutes of the Policy & Services Committee meeting, including those in the public excluded section, held on Tuesday 22 March 2022 be adopted.

JAMIESON/DALZIEL
Carried
CL/22/23

6.4.1 Rates Remission Policy
D22/8652 Page 41

The tracked changes and updated Rates Remission Policy was attached for Council's information. This was to highlight the changes requested at the Policy and Services Committee Meeting.

6.5 Sport New Zealand Rural Travel Fund Assessment Committee – 5 April 2022
D22/10214 Page 50

Recommendations

1. THAT the unconfirmed minutes of the Sport New Zealand Rural Travel Fund Assessment Committee meeting held on Tuesday 5 April 2022 be received.

SANDFORD/JONES
Carried
CL/22/24

2. THAT the recommendations in the minutes of the Sport New Zealand Rural Travel Fund Assessment Committee meeting held on Tuesday 5 April 2022 be adopted.

SANDFORD/JONES
Carried
CL/22/25

Councillor Sandford noted his thanks to the Administration & Communications Support Officer who extended the timeframe for applications by one week which resulted in a higher number of applications. Discussions are occurring on what formulas other councils use to determine the allocation of funds, this will be further investigated and a workshop held with the committee when examples are collated.

6.6 Taranaki Emergency Management Group Joint Committee – 24 February 2022
Page 54

Recommendation

THAT the minutes of the Taranaki Emergency Management Group Joint Committee held on Thursday 24 February 2022 be received.

VOLZKE/HARRIS
Carried
CL/22/26

The District Mayor noted the resignation of the Regional Civil Defence Controller, David Langford, and acknowledged his significant contribution to Civil Defence over the last few years.

6.7 Taranaki Regional Transport Committee – 2 March 2022
Page 59

Recommendation

THAT the minutes of the Taranaki Regional Transport Committee held on Wednesday 2 March 2022 be received.

VOLZKE/WEBBY
Carried
CL/22/27

The District Mayor noted the Waka Kotahi presentation put emphasis on the Road to Zero programme and explaining the impact of that. The proposal to lower the speed limits to 80kms is ongoing and there was further discussion on the safety project for State Highway 3. He noted he had invited Waka Kotahi to present to this council in the near future.

Questions/Points of Clarification:

- Councillor Boyde noted the comments of South Taranaki District Mayor, Phil Nixon, who was watching the proposed roading differential targeted rate (forestry) with interest. The District Mayor noted that they will be interested in looking at Stratford's model if it is successful.

6.8 Taranaki Solid Waste Committee – 3 March 2022
Page 64

Recommendation

THAT the minutes of the Taranaki Solid Waste Committee held on Thursday 3 March 2022 be received.

JAMIESON/BOYDE
Carried
CL/22/28

The Deputy Mayor noted that the contamination of the recycling bins was still an issue for most of the region and the group was looking at ways to combat that. This was the first meeting attended by council's Education Officer – Water and Waste and he noted he was looking forward to positive actions coming from this position.

7. District Mayor's Report
D22/11817 Page 68

Recommendation

THAT the report be received.

VOLZKE/HARRIS
Carried
CL/22/29

The District Mayor noted the following points:

- The 3 Waters working group has now reported back to the Minister with 47 recommendations. This report will shape the legislation that will be presented to Parliament. At this point councils will be able to voice their concerns through the submission process. The link to the report is available within the monthly report and he urged councillors to read it as it is very informative and addresses a lot of the issues raised so far.
- The meeting with the panel for the Future of Local Government was held as part of their programme to meet with councils throughout New Zealand. This was a really positive experience and felt that council was well received.
- The Forestry Conservation Course, run by Ngāti Maru in Stratford, was launched last week. He noted council had been able to assist with funding of \$36,000 towards this through the Mayors Taskforce for Jobs package. This is a really good example of how this funding source can be used to create opportunities for young people.

Questions/Points of Clarification:

- It was clarified that it would be at Waka Kotahi's discretion if the workshop held with council would be in a public forum. Currently the safety projects are just a proposal and still in the formative stages. It was expected they would go to the public with this once they had completed information gathering.

8. Decision Report – Proposed Road Closure of Miranda Street for ANZAC Day Service
D22/10971 Page 72

Recommendations

1. THAT the report be received.

ERWOOD/COPLESTONE
Carried
CL/22/30

2. THAT pursuant to Section 342(1) (b) in accordance with Schedule 10 clause 11(e) of the Local Government Act 1974, notice is hereby given that the Stratford District Council proposes to close the following roads on Monday 25 April 2022, between the hours stated in the recommendation below, for the purpose of the ANZAC Day Dawn Service

- Miranda Street between Fenton Street and Regan Street – 5:30am to 8:00am
- War Memorial Car park to be closed

BOYDE/COPLESTONE
Carried
CL/22/31

Recommended Reason

In order for the Stratford District Council to hold ANZAC Day commemorations, it is necessary to close the road listed above for the safety of the public gathering for the dawn service at the Cross of Sacrifice on Miranda Street. The proposed road closures require formal endorsement by a Council resolution

/
Moved/Seconded

The Roading Asset Manager noted the report sought approval for the closure of Miranda Street and the War Memorial Carpark for a more extended memorial service on ANZAC day.

The Community Development Manager noted that the service would be similar to last year with the addition of a short parade.

Questions/Points of Clarification:

- The Deputy Mayor congratulated the Community Development Team for ensuring this could still go ahead after so many cancellations. The community want to be able to pay their respects to those fallen and the addition of a short parade was a direct request from the community.
- The District Mayor noted he had discussed the plan for this event with former members of the Stratford RSA and that they were comfortable with the route chosen and the shorter parade. He noted avoiding the main road made the closure less complicated and that parade participants had begun to dwindle in numbers in the past.

9. Decision Report – Receipt of Submission – Lease of the TET Multi Sports Centre

D22/10075

Page 84

Recommendations

1. THAT the report be received.
2. THAT the submission be received.

SANDFORD/HARRIS
Carried
CL/22/32
3. THAT the submitter be advised of the outcome of their submission and notified that the minutes of the Ordinary Meeting of Council are available on Council's website.

HARRIS/DALZIEL
Carried
CL/22/33

Recommended Reason

All issues raised within the submission have been considered and adequately addressed.

The Special Projects Manager noted the following points:

- In November 2021 council approved a new lease for the TET Multi Sports centre be entered into with the reconstituted sports society. The Reserves Act required this lease to be publically notified and a call for submissions and objections be completed.
- One submission was received.
- The submitter did not have any issue with the lease but was seeking confirmation that certain aspects of the lease had been considered. Management response to the submitters questions were included in the report.

Points noted in discussion

- The response to the submitter will refer to the management response within this report.

10. Questions

11. Resolution to Exclude the Public

RECOMMENDATION

THAT the public be excluded from the following parts of the proceedings of this meeting, namely:

Agenda Item No: 12

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution to each matter	Grounds under section 48(1) for the passing of this resolution
Lease agreement	The withholding of the information is necessary for commercial sensitivity	The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information. Section 7(2)b(ii) of the Local Government Official Information and Meetings Act 1987.

WEBBY/ERWOOD
Carried
CL/22/34

The media left the meeting at 4.00pm

12. Public Excluded Item

Recommendation

THAT the open meeting resume.

VOLZKE/ERWOOD
Carried
CL/22/37

Item 10 was held at this point of the meeting.

10. Questions

- Councillor Sandford questioned the council's disposal list for land. He had been approached by members of Stratford on Stage who have been told the land their building is on is up for disposal. He requested a copy of the list be circulated to council so they can be aware of what else could impact the community. He noted that due to the changing nature of council it was important to be able to give these groups security. It was clarified that no property would be disposed of without council approval. The Director – Assets noted that this was raised by the Stratford on Stage as their lease is up for renewal and having previously removed the right of purchase from the agreement it was questioned if they were interested in this clause being reinstated. A report will be brought back to council to discuss council owned properties in general as these haven't been reviewed for some time.
- Councillor Coplestone noted that the ANZAC service at Kahuratahi would begin at 10.00am. All welcome.

13. Closing Karakia

D21/40748 Page 99

The closing karakia was read.

The meeting closed at 4.26pm

N C Volzke
Chairman

Confirmed this 10th day of May 2022.

N C Volzke
District Mayor

MINUTES

Policy and Services Committee



F19/03/05 – D22/11489

Date: Tuesday 26 April 2022 at 3.00pm
Venue: Council Chambers, 63 Miranda Street, Stratford

Present

The Deputy Mayor A L Jamieson (the Chairman), the District Mayor N C Volzke, Councillors G W Boyde, P S Dalziel, R W Coplestone, A K Harris, J M S Erwood, V R Jones, M McKay, W J Sandford and G M Webby.

In attendance

The Chief Executive – Mr S Hanne, the Committee Advisor and Executive Assistant – Mrs E Bishop, the Communications Manager – Ms G Gibson (*part meeting*), the Roding Asset Manager – Mr S Bowden, the Property Officer – Mrs S Flight (*part meeting*), Dr A Probert and Mrs J Moffitt (Venture Taranaki (*part meeting*)), and one member of the media (Stratford Press (*part meeting*)).

Via audio visual link: the Director – Community Services – Ms K Whareaitu, the Director – Assets – Mrs V Araba, the Director – Corporate Services – Mrs T Radich, the Services Asset Manager – Mr J Cooper (*part meeting*), the Asset Management Coordinator/Waste Minimisation Officer – Mrs L Campbell, the Parks and Reserves Officer – Mrs M McBain (*part meeting*), and the Projects Manager/Engineer – Mr S Taylor.

1. Welcome

The meeting was opened with a karakia.

The Deputy Mayor welcomed the Chief Executive, Councillors, staff, and the media.

The Deputy Mayor reiterated the health and safety message and emergency procedures.

2. Apologies

Apologies were noted from the Director – Environmental Services – Mr B Sutherland and the Environmental Health Manager – Ms R Otter.

3. Announcements

There were no announcements.

4. Declarations of Members Interest

The Deputy Mayor requested Councillors to declare any real or perceived conflicts of interest relating to items on this agenda. There were no conflicts of interest.

5. Attendance Schedule

The Attendance Schedule for Policy and Services Committee meetings was attached.

6. Confirmation of minutes

6.1 Policy & Services Committee – 22 March 2022
D22/10214 (PE) D22/11489 (Open) Page 11

Recommendation

THAT the minutes of the Policy and Services Committee Meeting held on Tuesday 22 March 2022 be confirmed as a true and accurate record.

WEBBY/BOYDE
Carried
P&S/22/50

7. Matters Outstanding
D16/47 Page 21

Recommendation

THAT the Matters Outstanding be received.

ERWOOD/DALZIEL
Carried
P&S/22/51

8. Information Report – Economic Development Quarterly Report – Quarter Three
D22/10605 Page 22

Recommendation

THAT the report be received.

SANDFORD/HARRIS
Carried
P&S/22/52

The Director – Community Services noted that the first drafts for the Strategies and Town Centre Plans had been received. Staff were currently reviewing and collating their feedback for BERL. It was hoped that these would be presented to elected members in the next month.

It was clarified there was no formal opening date for the Whangamomona Walkways as yet.

Dr Probert and Mrs Moffitt presented the Venture Taranaki quarterly report. Points noted in discussion:

- Justine Gilliland has now finished as Chief Executive with Kelvin Wright beginning in the position next week.
- It was noted there were also four new board members who will be commencing and these will be announced tomorrow.
- Some events have been impacted by Covid-19.
- The Taste and Tales event includes two Stratford Businesses – Forgotten 45 brewery and Fenton Street Gallery.
- The highlight for the Tech Week will be the Agritech event which is being held in Stratford and is a half day expo and includes speakers.
- There is still demand for enterprises requiring support and from a wide variety including retail, trades, agriculture and hospitality. A lot of businesses are wanting financial planning support to plan forward,

advice to focus on mental health and well-being and also dealing with the barriers around increasing prices for materials and other expenses.

- It was noted Venture Taranaki was happy to be helping the officers at Stratford District Council with economic development activities.

Questions/Points of Clarification:

- It was clarified that the power up podcasts would likely return next year and the team would be grateful for suggestions of businesses to be part of this.
- It was requested for clarification on the use of the Taranaki Pioneer Village photo on page 49. Whilst it may not be specifically relevant to the context of the article, it was considered appropriate given that there was quite a bit happening in the visitors area.

Dr Probert and Mrs Moffitt left the meeting at 3.11pm.

9. Decision Report – Proposed Change to the Speed Limit for Opunake Road
D22/12876 Page 57

Recommendations

1. THAT the report be received.

McKAY/BOYDE
Carried
P&S/22/53
2. THAT in accordance the Stratford District Council Speed Limits Bylaw 2020, clause 8, the committee approves the recommendation to change the speed limit along Opunake Road from 100km/h to 80km/h.
3. THAT the extent of the speed limit from RP0.0 (Elizabeth Grove) to RP16.75 (District Boundary).
4. THAT the 80km/h speed limit will take effect from 1 June 2022.

ERWOOD/BOYDE
1 against
1 abstained
Carried
P&S/22/54

Recommended Reason

The Government Policy Statement for Land Transport 2021/22-2030/31 has a strategic priority relating to road safety including a desire to reduce the death and serious injury crashes by 40 percent by the year 2030. This "Road to Zero" vision is one of the primary focuses of the current Government and thus encouraging all local authorities and agencies to play their part in achieving this goal. Opunake Road has been identified as one of our highest risk roads within the Stratford District.

The Roading Asset Manager noted the following points:

- This report is seeking council's endorsement to change the speed limit along Opunake Road which has been discussed with councillors at previous meetings and has subsequently been consulted on with the public and residents.
- The report highlights that there were over 50 crashes along this road since January 2016 with the number of crashes dropping off significantly on the South Taranaki end of this road.
- The suggestion to lower to speed limit is in line with the government's national strategic direction to reduce the road toll by 40% by 2030.

The Communications Manager joined the meeting at 3.16pm.

Questions/Points of Clarification:

- Councillor Coplestone noted that most of the negative comments were from submitters from outside of the district.
- It was clarified that South Taranaki would be reviewing the speed limit once the legislation for Setting of Speed Limits 2021 is passed. Stratford was currently reviewing this under the jurisdiction of its bylaws.
- Councillor Erwood noted his support for the reduction of the speed limit due to the fact the road was not geographically suitable for being 100kms in some areas, the time impact for travel should not be considered when we may be able to save lives and the number of crashes that are not reported to police all have the potential to have been fatal or cause serious injury. This is a step in the right direction towards the Road to Zero.
- Councillor Boyde noted there was quite a bit of housing development on Opunake Road and felt it would be irresponsible if Council did not change the speed limit.
- It was clarified that following the legislation being passed, Council could either look at clusters or at its district as a whole. If a cluster is chosen to begin with then the obvious next step would be the roads surrounding Opunake Road, a lot of these side roads will then include conversations with South Taranaki District Council as consistency across boundaries is required.
- Councillor McKay noted the importance of communicating the costs of some of the suggested changes to the submitters so the full extent of these costs could be understood. It was noted that Waka Kotahi had committed to subsidies as detailed in the report to proceed with safety improvements over this Long Term Plan period and the next. Comments from the submissions will be taken into account when planning the improvements.
- Councillor Dalziel noted it was vital the community be aware that safety improvements would be done as well as the reduction in speed.
- The Deputy Mayor noted his opposition to reducing the speed limit. He noted that some of the improvements would go a significant way towards improving the safety of the stretch of road. He noted cars could not travel at 100kms per hour on all of the main roads, and a rural road was no different. He noted the areas that speed was exceeded excessively was on the straightest parts of this road. He felt reducing the speed was a cop out.
- It was clarified that Waka Kotahi had conceded that 80kms per hour for Opunake Road was more realistic than 60kms.
- The District Mayor noted his support for lowering the speed limit due to the crashes that had occurred there over the past five years as these numbers were appalling. He noted that even those submitters opposing the reduction in speed had acknowledged speed was a common issue on this road. He acknowledged sunstrike, black ice, fog, heavy rain, slippery roads, topography and embankments were all factors that contributed to accidents but he noted the slower a vehicle was travelling the lower the level of injury which meant if accidents did occur there was a better chance of surviving. He noted the importance of acknowledging the gradual changes to the submitters.
- The Deputy Mayor voted against the motion. Councillor Jones abstained.

10. Decision Report –Regional Waste Disposal – Review of Central Landfill Feasibility
D22/12374 Page 171

Recommendations

1. THAT the report be received.

HARRIS/McKAY
Carried
P&S/22/55

2. THAT Council note the results of the preliminary feasibility review and updated sensitivity analysis, which indicates Bonny Glen Landfill as the most cost-effective option.

3. THAT Council note the endorsement of the recommendation by the Central Landfill Joint Committee.

4. THAT Council approve the continued disposal of waste to Bonny Glen Landfill under the existing 35-year contract with Midwest Disposal Ltd, noting that there will be 5 yearly rights of renewals throughout the contract term.

5. THAT Council authorise the Administering Authority to review the Central Landfill Joint Agreement and update the Regional Waste Management Agreement to reflect decisions by the three Councils on this matter, and outline the process that will be followed should the decision on regional waste disposal options change during the contract term.

6. THAT Council note that should the Central Landfill Joint Agreement need to be terminated; this requires further approval by all three Councils.

JAMIESON/VOLZKE
1 against
Carried
P&S/22/56

Recommended Reason

The preliminary review of the central landfill feasibility report indicates the continued disposal to Bonny Glen as the most effective option for all 3 Councils. This decision has been endorsed in August 2021 by the Central Landfill Joint Committee. Other recommendations sought are supplementary and worth noting for future decision-making purposes.

The Projects Manager/Engineer noted the following points:

- The Central Landfill Committee has done a draft feasibility report and the recommendations from that are reflected in this decision report.
- The decision will be made by South Taranaki District Council tomorrow and New Plymouth District Council on Tuesday.
- The report recommends to continue disposal being transported to Bonny Glen under the current contract with Midwest Disposal.

Questions/Points of Clarification:

- Councillor Dalziel noted his frustration with the overall report and supporting appendices and felt they were surplus for a decision to be made at the governance level.
- It was clarified that the price per tonne was not a fixed rate but there was an agreement that there would be no penalty if the tonnage was reduced.
- It was clarified that the increased tonnage taken to landfill was largely due to the inclusion of recyclables during Covid-19. Stratford was still working towards reducing waste and New Plymouth District Council had done a lot in their goal towards zero waste. This trend can be seen through the assets monthly reports. Councillor Boyde noted that it would have been helpful to have seen the tonnage per year from 2018, 2019, 2020, 2021 to compare.
- The Director – Assets noted that the supporting information had been included to ensure Council had the best information available to it to make a decision, including all background information.
- Councillor Coplestone noted that with transport costs and labour costs increasing there will be an impact on this agreement, he felt our own landfill would be more logical in terms of transport. The Chief Executive noted that the 35 year agreement was fixed with the exception of industry indicators and inflation, the 5 year renewal was only for council's approval.
- The District Mayor noted that the amount of rubbish and waste going to the landfill were projected at about 65,000 tonnes for the region, and this was the bare minimum to ensure the viability of the Central Landfill. Numbers will continue to decrease as the Central Landfill becomes less and less economical.
- Councillor Coplestone voted against the motion.

11. Monthly Reports

11.1 Assets Report D22/11370 Page 333

Recommendation

THAT the report be received.

ERWOOD/BOYDE
Carried
P&S/22/57

The Roading Asset Manager noted the following points:

- Monmouth Road was resealed on 4 April and is now open. An update on this will be included in the April monthly report.
- Will be going back to discuss the Stratford Primary School safety project with the Principal, if there are savings able to be made out of the Long Term Plan budget then these will go towards the safety project.
- The Projects Manager is currently consulting with schools for reduced speed limits.
- The Surrey Street footpath replacement has been delayed to wait for a water main replacement to be completed.
- Harvesting is about to begin on a 1000HA block on Puniwhakau Road. This will be about 4-5 years of work.

Questions/Points of Clarification:

- It was clarified that the damage to the bridge on Puniwhakau Road would cost approximately \$100,000 to repair, and confirmed that this was the same amount that Council was considering to collect for the forestry roading differential. Mr Bowden had been in contact with management, logging and trucking companies and no one had admitted to causing the damage. Will be replacing with a temporary scaffolding as there is still nine months of forestry work ahead for this area. Councillor Boyde reiterated that rate payers should not be having to pay for damage caused by forestry activity.
- It was clarified that Council had no jurisdiction for speed limits outside schools where the school frontage is on the main road (state highway).
- It was noted that farm production year to date is up by 2% which is outstanding compared to the national average being 6-7% behind previous year to date.
- It was clarified that the remaining procurement for the second trunk main was regarding the contractor.
- It was clarified that the landscaping at the pump track will largely be grassed area, it may contain some shrubs and safety assessments were being undertaken for the addition of furniture. It was noted that the plants at the bike park had largely remained unscathed during the acts of vandalism.
- It was noted that the electronic screen was waiting on a part to arrive and the electrician and IT to complete.
- It was clarified that the inside of the new pool complex would be largely neutral and in blue and white and the exterior would be how it looks now but with artwork on the windows. The Director – Community Services noted she was working with Iwi on the plans for the windows and outside concrete and hoped to have something to show council in the next month or so. It was confirmed that the Stratford Shakespeare Society and Stratford Early Settlers had not been involved in discussions on art work.
- It was clarified that the Monmouth Road project was above budget due to a few contract variations that had arisen primarily due to fish passage design and the extension of work due to wet weather.
- It was confirmed the bird scaring would cease at the oxidation pond during duck shooting season as requested by Fish and Game.

The Property Officer left the meeting at 4.17pm.

11.2 Community Services Report
D22/10480 Page 370

Recommendation

THAT the report be received.

SANDFORD/HARRIS
Carried
P&S/22/58

The Director – Community Services noted the following points:

- ANZAC Day service was held yesterday. This was the first year the parade was held at 6.00am prior to the service. It went well.
- Prospero Markets are happening this Saturday.
- Youth Week is in May.
- The Youth Council is doing their first event for the year being an On The Bus trip. Tickets are available through Eventbrite.
- Working through the operationalising of the new pool.

Questions/Points of Clarification:

- It was clarified that the location of the bells from the bell tower would be considered during the town centre and Prospero Place discussions. Council had been approached by an organisation who was interested in displaying them and also Taranaki Pioneer Village may be another option.

The Services Asset Manager and the Parks and Reserves Officer left the meeting at 4.19pm.

11.3 Environmental Services Report
D22/10689 Page 379

Recommendation

THAT the report be received.

BOYDE/WEBBY
Carried
P&S/22/59

The Chief Executive noted the following points:

- Building activity was still on-going with high numbers.
- Stratford District Council currently has zero general non compliance (GNCs) issued by IANZ as part of the audit process. This is the first time in the past two to three years this has been achieved. As a result resources are now being freed up to spend time on the earthquake prone buildings and swimming pool inspections.

Questions/Points of Clarification:

- Councillor Boyde congratulated the Environmental Services team on achieving zero GNCs. This is an incredible result especially with the high numbers of consents and limited resource.
- It was clarified that the desktop exercise for the earthquake prone building was almost complete and although most of the decisions were governed by legislation there would be a report to Council with the decisions within its jurisdiction.
- It was noted that the Pembroke Road re-numbering had been postponed until after the elections. This was a significant project and had been delayed due to resource availability.

11.4 Corporate Services Report
D22/12874 Page 386

Recommendations

1. THAT the report be received.

COPLESTONE/ERWOOD
Carried
P&S/22/60

2. THAT the Committee acknowledges that the Investment with Counterparty limit breach has been authorised by the Chair of the Audit and Risk Committee, and the Chief Executive or Mayor, in accordance with the Treasury Management Policy.

COPLESTONE/McKAY
Carried
P&S/22/61

The Director – Corporate Services noted the following points:

- Operating Revenue Expenditure is up on previous years except for the roading subsidy which is a result due to the approved subsidies being less than set in the Long Term Plan.
- There are quite a few Expenditure areas that are higher than budget and this is explained further in the report. There has been an increase in costs particularly in infrastructure requirements, staffing costs, higher demands for services, contract response works and the parks and reserves area. It is expected that this will continue as Council goes towards adopting its Annual Plan.
- Capital Projects – a new graph has been included in the report.
- The Treasury Section highlights the significant borrowing programme that has been undertaken in April showing the additional \$10 million that was borrowed to lock in interest rates over longer timeframes.
- The Investment with Counterparty limit breach was clarified as being due to all the investments being with one bank – Westpac, due to the higher interest rates offered.
- Officers are starting to notice a reduction from previous years for rates collection. Late payment penalties are being applied and reminder notices issued.

Questions/Points of Clarification:

- Councillor Dalziel questioned the increase in depreciation. Mrs Radich clarified that this had been brought to a workshop and that there had been no submissions received regarding the reduction in funding for depreciation. Councillor Dalziel noted he had not been aware at the time that this had been due to the asset revaluations and noted his concern that Council was over-valuing its assets. The Chief Executive noted that the asset revaluations were done as required by Audit NZ.
- Councillor Dalziel congratulated Mrs Radich on the detailed cashflow report separating the borrowing and investments in a very clear way.
- It was clarified that the fibre connection for the new pool complex and the War Memorial Centre was to ensure the pool could operate with the technology used at the administration building and to retain security. There is no wireless option that would offer the capacity required. It was noted that residents could pay fees (such as impounding fees) at any facility that is open including the pool.

12. Questions

- It was noted that the cones outside the TET Kings Theatre were placed by Council as a result of a leak. This required an overnight shut down to complete repairs and Broadway would subsequently loose water for the night. Planning was underway to complete this.
- Councillor Sandford reiterated the request for a Council led trip to the Chicken Farm.

13. Closing Karakia

D21/40748 Page 405

The meeting was closed with a karakia.

The meeting closed at 4.50pm

A L Jamieson
Chairman

Confirmed this 24th day of May 2022.

N C Volzke
District Mayor

MONTHLY REPORT

District Mayor



F19/13/04 – D22/15511

To: Council
From: District Mayor
Date: 10 May 2022
Subject: District Mayor Monthly Report – April 2022

Recommendation

THAT the report be received.

/
 Moved/Seconded

1. ANZAC Day Commemorations

After having no formal services in 2020 and only restricted commemorations in 2021, it was great to be able to return to the more traditional ANZAC Day commemorations this year. It was also an opportunity to return with a different format than previous years. For the first time we included a dawn parade and invited community groups and representatives to march from Miranda Street, past the Malone Gates and the former RSA building to finish at the Cross of Sacrifice. The dawn service followed after the parade. We have received favourable feedback on the new format suggesting that this will be used again in 2023.

A good-sized crowd had gathered to watch the parade and partake in the dawn service. It was encouraging to note the numbers of children and young people present; their interest gives some confidence that ANZAC Day commemorations will remain strong and continue into the future.

The white crosses displayed on the lawn around the Cross of Sacrifice are a constant reminder of the horrors of war and the loss of life. There are many familiar family names on those crosses highlighting that this community has played a role in New Zealand's military past.

This year, ANZAC Day is especially poignant as we think of the recent invasion of Ukraine. The events in Ukraine have been shocking and distressing, and for those who have experienced war in the past, they are surely a most grim reminder of the devastation it can wreak.

2. Forestry Partners

The Stratford District Council has partnered with seventeen other councils to undertake a study into the impact of forestry on local communities and the changing land use patterns emerging across the country. Our research is occurring at the same time as the government's MPI discussion document *'Managing exotic afforestation incentives'* is undertaking their consultation process. That document focusses on major issues like exotic and native plantings, permanent and rotational forestry, forestry management, dealing with "slash", carbon farming and the tax incentives that drive investment.

The consultant has produced a submission document on our behalf that expresses the collective view of councils and by chance, largely aligns with what government is proposing. The phrase "right tree, right place" has become the catch phrase that sums up the intent of the forestry reforms.

The joint submission supports the following:

1. Exotic forestry should enter the permanent forest regime by **exemption only**.
2. No exotic forestry should enter the Permanent Forestry Regime until 1 January 2024 to allow a robust exemption regime to be developed.
3. A percentage of the carbon credits in the Exotic Exempted regime should be bonded with the Crown to further disincentivize the 'plant and walk away' regime.

The submission also covers extending the ETS averaging age eligibility and a position on incentivization of indigenous plantings.

Sitting downstream from the land use issues are the impact on communities and of course the impact of forestry on local roads. These matters are still a work in progress and a report will be available soon.

The joint submission to MPI is attached in correspondence.

3. Meeting With Race Relations Commissioner

Last week Race Relations Commissioner Meng Foon visited Taranaki using the opportunity to meet with the region's Mayors. Meng was the former long-term Mayor of Gisborne, so he has good knowledge of the local government sector and the issues we are facing. The discussions included the topics of Māori wards, social issues, health and education issues, along with the well documented housing problems we face. When considering these issues in the context of equity across communities, it is clear that the impact is more exacerbated for some people than others. Learning about his work and hearing his viewpoints was very informative.

4. Meeting With David Seymour – Act Party Leader

Act Party leader David Seymour visited the region last month and met with the Mayoral Forum. It was a great opportunity to hear directly his parties' views on a number of issues and in particular the Three Waters Reforms. He was clear in his opposition to the reforms and equally clear that his party would seek to repeal the legislation that is pending. After hearing his broader, strategic thinking on where New Zealand should be heading, there was plenty to ponder and to challenge the status quo.

5. SH3 Safety Project

In recent months Waka Kotahi has been engaging with various stakeholder groups on the SH3 New Plymouth to Hāwera safety project. This pre-consultation process is important as it informs the debate that will shape the final proposals to be released in coming months. There are aspects of the safety project that give rise to some serious concerns about the direction this is taking. This was discussed at the last Mayoral Forum and it was agreed the Forum should write to Waka Kotahi and formally raise our objections before any further proposals are drafted. It is the collective view of the forum members, that the current draft proposal is not fit for purpose. The letter is attached in correspondence.

6. Correspondence

- Stratford Volunteer Fire Brigade Call Outs – April 2022
- MPIA Submission on Managing Exotic Forestry Incentives
- Waka Kotahi – Road to Zero – Taranaki Mayoral Forum – April 2022

7. Some Events Attended

- Met with MBIE representatives – filmed video
- Attended – Sport NZ Rural Travel Fund Assessment Committee meeting
- Attended – Stratford District Youth Council meeting
- Attended – Local Government New Zealand Zone 3 meeting
- Attended – Maire Rest Home - closing down function
- Met with representatives of Contact Energy
- Met with representatives from MBIE – site tour of Bike Park and Aquatic Centre
- Attended – Positive Aging Committee meeting
- Attended – Anzac Day planning meeting
- Attended - ANZAC Day Dawn service and Parade
- Attended - LGNZ - Forestry Partners zoom meeting
- Attended – LGNZ Webinar for Mayors – Reforms Update (x2)
- Met with David Seymour – Leader of the Act Party
- Met with Meng Foon – Race Relations Commissioner
- Met with representatives from the Ministry of Education
- Attended - Council Executive Committee meeting (x1)
- Newspaper - Stratford Press Interviews and Articles (multiple)
- Newspaper - Daily News - Interviews (multiple)
- Radio Interviews – More FM (x2)

- Attended Regional Mayors and Chairs weekly meeting (x4)
- Attended Regional Mayors and Chairs meeting with Regional Emergency Services Leaders (x1)
- Attended Council Pre-Agenda meetings (x2)
- Attended Council Workshops (x1)
- Attended Council Meetings (x2)



N C Volzke JP
District Mayor

Date: 4 May 2022

Stratford Volunteer Fire Brigade Call Outs - April 2022

The Stratford Fire Brigade responded to 16 calls in April 2022:

04-04-22	Bushes on fire Swansea Road / Celia Street
04-04-22	Investigate backyard fire Beconsfield Road Midhirst
04-04-22	Assist with domestic flooding inside house Swansea Road
05-04-22	Motor vehicle accident car vs. bridge SH3 between Bird Road / Taylor Road
06-04-22	Alarm activation Midhirst Primary School
06-04-22	Alarm activation Stratford Health Centre Romeo Street
09-04-22	Motor vehicle accident car vs. power pole Page Street
10-04-22	Motor vehicle accident SH 3 / Beconsfield Road
13-04-22	Three car motor vehicle accident SH 3 near Old Mountain Road
15-04-22	Alarm activation New Commercial Hotel Broadway South
16-04-22	Investigate rubbish fire Kent Terrace Midhirst
19-04-22	Assist ambulance with medical call Lear Street
21-04-22	Stratford rural appliance required to assist urban and rural fire brigades vegetation fire Ridge Road Waitotara
26-04-22	Motor vehicle accident car vs. ute SH3 / Lombard Street Midhirst
26-04-22	Medical call Stratford Community House assist one person before arrival of ambulance
27-04-22	Smoking dishwasher Broadway North



22 April 2022

Managing Exotic Afforestation Consultation
Climate Change Policy
Ministry for Primary Industries
PO Box 2526
Wellington 6140

Submission on Managing exotic forestry incentives

Introduction

Yule Alexander

Yule Alexander is a consultancy company that specialises in policy development, advocacy, governance support and relationship management. The company through its founders Lawrence Yule and Malcolm Alexander primarily focuses on central and local government policy and advocacy.

Yule Alexander has been engaged by 17 Local Authorities, Beef+LambNZ and Local Government New Zealand to provide policy advice and advocacy support on Managing Forestry Land Use under the influence of Carbon.

The funding partners are **Central Hawke's Bay, Gisborne, Hastings, Hurunui, Manawatu, New Plymouth, Rangitikei, South Taranaki, Southland, Stratford, Tararua, Waimate, Wairoa, Waitaki, Waitomo District Councils, Beef+LambNZ and Local Government New Zealand.**

This work is separate but in part very aligned to the MPI discussion document *Managing exotic afforestation incentives*.

Individual Councils, Local Government New Zealand, and Beef+LambNZ may also submit individually, and this submission should be seen as complimentary to these.

Summary

Production forestry is a significant employer and industry in New Zealand that also provides valuable export receipts. It currently operates on approx. 1.9 million hectares of New Zealand land. Māori have significant forestry interests, and it forms a key part of New Zealand's Climate Change response framework.

Pinus radiata is a primary exotic production forest species, and it has a natural life of approx. 100 years. More recently a production system has been developed that clear-fells *Pinus Radiata* Forests at approx. age 28 years.

The recent dramatic increase in the price of carbon has renewed interest and the profitability of both production forestry and the predicted permanent forestry regimes. The price of carbon is expected to rise further in the short to medium term.

This change provides both risks and opportunities and the Yule Alexander work seeks to find a sustainable balance between competing land use, environmental optimisation, New Zealand's climate change obligations, a thriving timber processing industry and the enhancement of rural communities and employment.

The Yule Alexander project on *Managing Forestry Land use under the influence of Carbon* was initiated by concern that permanent exotic forestry could displace other productive land uses resulting in significant change to rural communities and employment. Permanent Forestry is as likely to be a 100-year decision and regulations controlling such land use need to be introduced up front to provide certainty for landowners, investors, local authorities, and communities.

We support the Government's multifaceted work programme to manage this change. Without intervention the market model will not deliver land use change that is in New Zealand's best long-term interest.

A significant risk identified by the funding partners is the 'Plant and Walk Away' regime under the Permanent Forestry category of the ETS.

We have completed an online submission form, but this addition covers our position in more detail.

Submission.

1. We support option 3(A) – to remove exotic forests from the NZ ETS, with exceptions.

The Yule Alexander *Managing Forestry Land use under the influence of Carbon* project supports option 3 (A) as set out in the Government's *Managing exotic forestry afforestation incentives* discussion document. This will remove the ability to register exotic species within the permanent forest category in the ETS – with exemptions by way of secondary legislation.

We believe that an exemption regime will allow for species including *pinus radiata* and redwoods be used in certain circumstances where the following conditions occur:

- Land is owned by Māori and land use is planned based on an intergenerational perspective.
- Land is prone to drought and severe pest pressure.
- Land that has limited ability to grow anything except exotic forests.
- Remote locations that are uneconomic for production forestry.

The biggest risk posed in the permanent forestry category relates to the management of the forest and rather than the species.

The 'Right Tree, Right Place' concept has the potential to strategically influence forestry planting but only if it is supported with the 'Right Management.' This applies to both exotic and indigenous forests.

Option 2 does not provide any ability to use exotics as part of a transition regime to indigenous forestry and will disadvantage mana whenua as landowners. This approach is considered too blunt and may prevent the development of innovative technology, limit our ability to meet short term climate change targets and prevent any type of planting on difficult land.

While there are companies attempting transition models they are in the early stage of development. Evidence does exist where natives can develop in an understory of exotics, but this is influenced by the exotic planting density, rainfall, proximity to seed source and management regimes. It is not clear how the exotics can be removed without major damage to the native understory.

While there are already penalties in the ETS for failure to comply with obligations we also suggest that a bonding regime for Permanent Forest ETS credits be investigated. The credits would accumulate including interest and would be held by the Crown on behalf of the landowner. They could be released at Year 50 on compliance with the terms of the Permanent Forest category including any potential exotic exemptions that may be granted. Only a portion of the potential credits would be required to be held in bond.

We also submit that the proposed start date for the **exotic component** of the Permanent Forestry category be delayed to 1 January 2024. Significant engagement and policy work is required to develop an exemptions regime, and this will not be possible by 1 January 2023. This will also allow for a full Select Committee process and submissions to the Bill. This also sets a date which limits uncertainty for landowners and investors. Indigenous forestry could enter the permanent forestry regime as planned from 1 January 2023.

2. Changes to the average accounting regime to reflect longer rotation production forestry.

We support a proposal to adjust the new carbon accounting method in the ETS (averaging accounting) to allow for greater harvest age regimes on remote or marginal land. The ETS implications still exist but this would allow production forestry more flexibility in maximising their returns and infrastructure investment on remote forests. This change should not allow late life forest conversion to a Permanent Forest via an exemption process.

3. We support financial assistance as the simplest and most effective support for indigenous plantings.

We support direct financial support as the simplest way of supporting indigenous plantings. We do not support different ETS credit categories for indigenous or exotic plantings because the sequestration rates are scientifically based. Any move away from the science-based approach risks undermining the basis for the ETS.

4. Further input

Yule Alexander understands this is a complex political and policy area. The *Managing Forestry Land use under the influence of Carbon* project has given us valuable insight into the complexities. We would be willing to work with government officials in developing a potential exemptions regime or indigenous forestry incentive packages. This would be further supported by our funding partner expertise.

Yours sincerely



Lawrence Yule

Director
Yule Alexander

on behalf of the *Managing Forestry Land-use under the influence of Carbon* project



Email Lawrence@yulealexander.com Phone 0272496206



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



Te Kaunihera o Taranaki ki Te Tonga
South Taranaki
District Council



TE KAUNIHERA A ROHE O
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL



Taranaki
Regional Council

15 April 2022

Nicole Rosie
Chief Executive
Waka Kotahi NZ Transport Agency

By email: Nicole.Rosie@NZTA.govt.nz

CC: Hon. Michael Wood michael.wood@parliament.govt.nz

CC: Linda Stewart Linda.Stewart@NZTA.govt.nz

Dear Nicole,

Re: Road to Zero Programme

The Taranaki Mayoral Forum was recently provided with information relating to Waka Kotahi's proposed changes to the state highway network in Taranaki as part of the Road to Zero programme.

The Taranaki Mayoral Forum is supportive of the goal of reducing road deaths and serious injuries.

The combined councils of Taranaki have been proactively contributing to the development of safer and more efficient networks through a range of joint council/Waka Kotahi initiatives as well as our Taranaki Regional Land Transport Committee and our ongoing relationships with Government.

While there are elements of Waka Kotahi's draft proposal which we feel will improve safety we have significant concerns relating to the lack of local knowledge evident in proposed plans and more specifically:

- The proposal will not accommodate the very high proportion of trucks and horticultural contracting machinery and their particular patterns of travel within the region
- failure to address known issues at our high-risk intersections
- lack of passing lanes to mitigate the risk of frustrated drivers unable to pass slower vehicles following the introduction of median barriers

The Mayoral forum would like to see evidence each of the proposed changes have had appropriate

cost/benefit analysis, been prioritised and linked back to our regional highway risk profile to materially enhance the safety and efficiency of the network over the long term.

Until these matters are addressed it is our collective view that the current proposal is not fit for purpose and will require material improvements to meet the needs of our community now and into the future.

It has also been brought to our attention that our Taranaki emergency services have concerns on some of the current proposals, including having to bypass an accident scene for whatever distance before being able to do a u-turn and return to the scene.

We believe the prudent next step would be to take collaborative approach to updating the draft proposal including discussions with mana whenua and emergency services.

We want to contribute to the development of a high-quality safety improvement programme for Taranaki that looks out over more than just a few years, taking a longer-term strategic view which reflects local knowledge, values and economic trends.

Yours sincerely,



Mayor Phil Nixon
South Taranaki District Council



Mayor Neil Volzke
Stratford District Council



Mayor Neil Holdom
New Plymouth District Council



David MacLeod
Taranaki Regional Council Chair

DECISION REPORT



F19/13/04 – D22/14943

To: Council
From: Property Officer
Date: 10 May 2021
Subject: Stratford Aerodrome – Hangar Site Lease – Aero Club

Recommendations

1. THAT the report be received.
2. THAT Council grant a new lease at the Stratford Aerodrome to the Stratford Aero Club to erect their new hangar on the site beside their existing hangars.
3. THAT the rental for the site be set in accordance with the rate being paid on the club's current leases relative to the aerodrome (\$3.46 per square metre of land area) being \$1,370.16 plus GST per annum.
4. THAT the term of the lease be for a period of 6 years with an option for a further term of up to 15 years should Council continue the aerodrome operation thereafter to coincide with the remaining term of the club's current leases.

Recommended Reason

The Aero Club's current hangars do not provide adequate space to meet the demand from members for plane storage.

/
Moved/Seconded

1. Purpose of Report

The purpose of this report is to seek Council's approval to the granting of a new ground lease to the Stratford Aero Club for a new hangar to be erected at the Stratford Aerodrome (refer to Appendix 1).

2. Executive Summary

- 2.1 In 1941 Stratford Aero Club built its first hangar at the Stratford Aerodrome; a few years later an additional hangar was built. As the club continues to grow, so do the number of aircraft resident on the field. The current club hangars are at maximum capacity and require repair work, and therefore the club needs more space for aircraft.
- 2.2 The Aero Club has sourced funding for construction. One condition (of funding) is to have construction commenced in June. The next Farm and Aerodrome Committee meeting is scheduled for 21 June 2022; to seek approval then would default the agreement.
- 2.3 The Aero Club is keen to continue to expand the club and encourage new members. With the hangar location approved at the Farm and Aerodrome Committee meeting of December 2022, council officers see no reason to decline this lease request.
- 2.4 It is proposed to grant a new lease for a period of 6 years with an option of a further 15 years in the event the aerodrome continues in operation beyond that period.

3. Local Government Act 2002 – Section 10

Under section 10 of the Local Government Act 2002, the Council’s purpose is to “enable democratic local decision making by and on behalf of communities; as well as promoting the social, economic, environmental, and cultural well-being of communities now and into the future”			
Does the recommended option meet the purpose of the Local Government 4 well-beings? And which:			Yes
Social	Economic	Environmental	Cultural
	✓		

4. Background

- 4.1 Stratford Aerodrome occupies approximately 17 hectares of land within a 130 hectare block, the balance of which is farmed under a sharemilking agreement. The land was acquired in the 1930’s for the purpose of “establishing and maintaining an aerodrome.”
- 4.2 Erected on the aerodrome is a clubhouse belonging to the Stratford Aero Club and eight aircraft hangars, all of which are on sites leased by Council to the hangar owners.
- 4.3 In 2012 Council adopted the Stratford Aerodrome Management Plan. The plan proposes locations for future hangars, only when the current footprint has reached maximum capacity. The new hangar is within the current footprint of the existing hangars and is aligned with the Management Plan (refer to Appendix 2). The Council dairy farm sharemilkers have been consulted and have not expressed any objections to the use of the paddock in question.
- 4.4 The Management Plan provides that all privately owned structures on the aerodrome are on leased sites and leases will be required prior to the erection of any new private structures. To be consistent with this requirement it is appropriate to formalise any continued occupation by way of a new lease agreement.
- 4.5 The Stratford Aero Club has been a model tenant all through the term of its previous leases and there is no known reason not to grant them a continued occupation and a new lease accordingly.
- 4.5 The rental for the lease is determined by the Aero Club’s existing leases. This is currently set at \$3.46 (excluding GST) per square metre of lease area making the rental \$1,370.16 per annum. The lease will provide a review of this rental on a three yearly basis. In 2020, the Farm and Aerodrome Committee was established to provide governance and oversight of the combined activities of the Council owned dairy farm and the Stratford Aerodrome. In December 2021 the committee approved the location of the new hangar.

5. Consultative Process

- 5.1 **Public Consultation - Section 82**
As this is a commercial matter relative to Council’s property that has no public impact, public consultation is not considered necessary.
- 5.2 **Māori Consultation - Section 81**
Consultation has not been undertaken with iwi on this matter. Iwi have been consulted with specifically as part of the Long Term Plan consultation process, but not to a detailed level with regards to this proposal.

6. Risk Analysis

<p>Refer to the Council Risk Register - available on the Council website.</p> <ul style="list-style-type: none"> • Does this report cover any issues that relate to any risks on the Council Risk Register, and if so which risks and what are the impacts and likelihood of eventuating? • Does this report cover any issues that may lead to any new risks that are not on the Council Risk Register, and if so, provide some explanation of any new identified risks. • Is there a legal opinion needed?
--

6.1 The impact of this decision is considered insignificant to minor in terms of Council's Consequence and Impact Guidelines. There is no known risk of any kind and a legal opinion is not required.

7. Decision Making Process – Section 79

7.1 Direction

	Explain
Is there a strong link to Council's strategic direction, Long Term Plan/District Plan?	The recommendation is not inconsistent with the Annual Plan and the Long Term Plan 2021 – 2031. This is merely an operational matter.
What relationship does it have to the communities current and future needs for infrastructure, regulatory functions, or local public services?	The recommendations do not impact adversely on current or future infrastructure requirements or Council's regulatory or public service functions.

7.2 Data

<ul style="list-style-type: none"> • Do we have complete data, and relevant statistics, on the proposal(s)? • Do we have reasonably reliable data on the proposals? • What assumptions have had to be built in?
--

The recommendations herein are based on a review of all available data and no assumptions have been built in.

7.3 Significance

	Yes/No	Explain
Is the proposal significant according to the Significance Policy in the Long Term Plan?	No	Aligns with the LTP
Is it:	No	
• considered a strategic asset; or	No	
• above the financial thresholds in the Significance Policy; or	No	
• impacting on a CCO stakeholding; or	No	
• a change in level of service; or	No	
• creating a high level of controversy; or	No	
• possible that it could have a high impact on the community?	No	

In terms of the Council's Significance Policy, is this proposal of high, medium, or low significance?		
High	Medium	Low
		✓

7.4 **Options**

An assessment of costs and benefits for each option must be completed. Use the criteria below in your assessment.

1. What options are available?
2. For **each** option:
 - explain what the costs and benefits of each option are in terms of the present and future needs of the district;
 - outline if there are any sustainability issues; and
 - explain if the outcomes meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions?
3. After completing these, consider which option you wish to recommend to Council, and explain:
 - how this option is the most cost effective option for households and businesses;
 - if there are any trade-offs; and
 - what interdependencies exist.

The options available to Council in this instance are as follows:

Option 1: Decline the request for a new lease and require the club to make do with its current aircraft accommodation.

Option 2: Grant the request for a new lease as recommended herein.

Option 2 is the recommended option.

7.5 **Financial**

- Is there an impact on funding and debt levels?
- Will work be undertaken within the current budget?
- What budget has expenditure come from?
- How will the proposal be funded? eg. rates, reserves, grants etc.

There is only a positive impact on funding or debt levels in relation to this matter due to the additional income received from lease rental.

7.6 **Prioritisation & Trade-off**

- Have you taken into consideration the:
- Council's capacity to deliver;
 - contractor's capacity to deliver; and
 - consequence of deferral?

There is no issue with Council's capacity to undertake this transaction and deferral is neither considered necessary nor recommended for the reasons outlined above.

7.7 **Legal Issues**

- Is there a legal opinion needed?
- Are there legal issues?

There are no legal issues inherent herein.

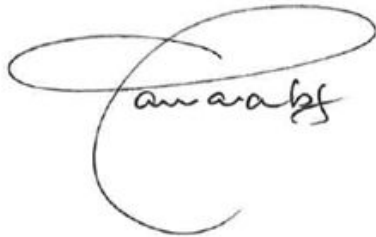
7.8 **Policy Issues - Section 80**

- Are there any policy issues?
- Does your recommendation conflict with Council Policies?

There are no policy issues inherent in this proposal.



Sara Flight
Property Officer



[Endorsed by]
Victoria Araba
Director - Assets



[Approved by]
Sven Hanne
Chief Executive

Date: 3 May 2022

APPENDIX 1



APPENDIX 2



Stratford Aerodrome Management Plan 2012



Adopted by Council ??? 2012

APPENDIX 2

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Level of Service – still to complete

APPENDIX 2

Executive Summary

The Stratford Aerodrome is an asset owned by the Stratford District Council to manage to the best of its ability to deliver services to the community.

The Management Plan sets out the objectives, procedures and policies for management and development of the Stratford Aerodrome.

The principle purpose of the aerodrome is recreational aviation with commercial aviation accommodated only to the extent that it supports but does not detract from recreational aviation.

Funding for the management and maintenance of the aerodrome is generated from part of the income from the Council farm which provides 85% of funding with the balance of 15% provided by user charges. User charges are reviewed and set annually by Council.

Council engaged the services of Airbiz Aviation Strategies Ltd, independent aviation and airport consultants, who are experts in strategic planning and analysis. In November 2011 they produced the “Stratford Aerodrome Strategic Development Plan”.

The Strategic Development Plan is a preliminary planning document for the continuation of growth and development of the Stratford Aerodrome. This document needs to be read in conjunction with this Management Plan.

Legislation

Local Government Act 2002

The Local Government Act 2002 requires Councils to prepare strategies and plans to be transparent in their funding of maintenance and development as part of the Long Term Plans and the Annual Plans.

Civil Aviation Act 1990

The Civil Aviation Act 1990 contains information about standards, practices and procedures relevant to the operation of an aerodrome. Its purpose includes controlling aeronautical activity, particularly in relation to safety. Most relevant to the Stratford Aerodrome is Part 139: Aerodrome Certification, Operation and Use.

Health and Safety in Employment Act 1992

To promote the prevention of harm to all people at work, and others in, or in the vicinity of, places of work. Stratford District Council’s policy is another important document created to assist with meeting all Health and Safety requirements.

Resource Management Act 1991

The Resource Management Act 1991 required Council’s to prepare a hierarchy of policy statements and plans. The most relevant is the Stratford District Operative District Plan 2010??? which sets out objectives, policies and rules relating to land use. For instance the District Plan has provisions relating to noise, signage, building and access and parking, etc, that apply to activities that are carried out at the Stratford Aerodrome.

APPENDIX 2

Location

Stratford Aerodrome is a General Aviation aerodrome located 4kms northeast of Stratford township and is situated at the eastern end of Flint Road which is accessed from State Highway 3. It is in a rural setting enclosed by a 130 hectare dairy farm owned by the Stratford District Council.

Stratford, with a population of 5,300, is primarily a rural support centre and is located midway between New Plymouth and Hawera and is the eastern gateway to Mt Taranaki/Egmont within the Taranaki Province.

CLASSIFICATION

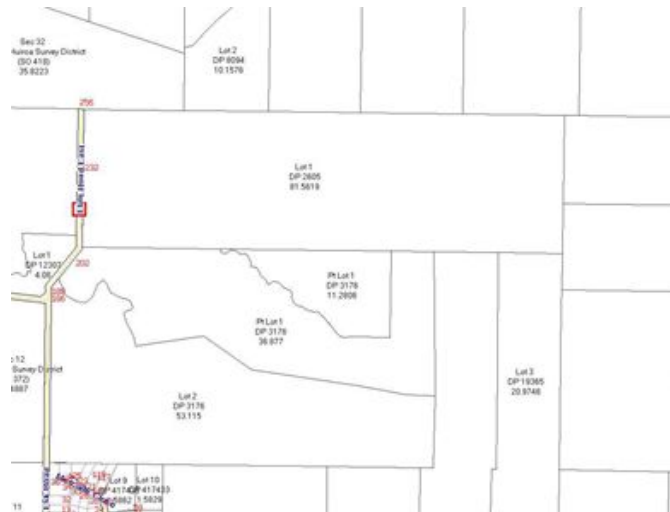
The whole site is designated for “Aerodrome Purposes” under the District Plan with an underlying rural zoning. The designation provides for the Stratford District Council to control, manage and approve planning, design, research, construction and maintenance relating to all land within the designation. Designation of the aerodrome is considered the most appropriate mechanism of protecting Stratford District Council’s interest with regard to the safe and efficient functioning of the aerodrome.

PROPERTY DETAILS

The Rating Valuation as at 1 September 2011 is as follows:

Property ID	Assessment	Area	Land Value	Improvements	Capital Value
P0004	12001/168.00A	16.7195ha	\$1,900,000	\$375,000	\$2,275,000
P0005	12001/168.00B	113.000ha	\$3,250,000	\$175,000	\$3,425,000

Key	Legal Description	CT Number	Owner	Area
1	Lot 1 DP 2605	116/65	Stratford District Council	81.5619
2	Part Lot 1 DP 3176	140/52	Stratford District Council	11.2806
3	Part Lot 1 DP 3176	B3/650	Stratford District Council	36.8770



APPENDIX 2

History

The Stratford Aerodrome occupies 16.7195 hectares of land and is enclosed in a 129.7195 hectare dairy farm owned by Stratford District Council. When the land was purchased for the aerodrome in the 1930's a condition was placed on the Certificate of Titles "for establishing and maintaining an aerodrome" and is still current today. The surplus land is farmed in a 50/50 sharemilking agreement.

Aerodrome Activity

The aerodrome provides two active grassed runways:

- main runway (09/27) 900 x 45 metres
- cross wind runway (16/34) 507 x 52 metres

The aerodrome is recorded in the Civil Aviation – Aeronautical Information Publication (AIP) as a non-certified aerodrome that is unattended.

The Civil Aviation Act 1990 contains information about standards, practices and procedures relevant to the operation of an aerodrome. Most relevant is Part 139: Aerodrome Certification, Operation and Use.

The aerodrome is used mainly by recreational aviation aircraft, including gliding, light powered aircraft, micro-light aircraft and sports aircraft, model and miniature aircraft.

Planes and helicopters from other areas also use the aerodrome for refuelling.

Presently there are two agricultural aviation companies/planes working out of Stratford Aerodrome – Wanganui Aero Works and Super Air. The aerodrome has three picket point areas for aircraft and six parking spaces for fertiliser truck/loaders.

Assets/Level of Service

At the Stratford Aerodrome all buildings are privately owned on leased sites.

The Stratford District Council, as owner of the Aerodrome Activity, comprises the provision and maintenance of the following assets:

- Ownership and agreed use of the land.
- Grassed runways for safe landing, takeoff and taxiing of aircraft.
- Access road and parking areas.
- Drainage.
- Navigational aids.
- Fencing.

APPENDIX 2

In preparing the future financial forecasts, Council have included the following specific initiatives to meet the current or intended future level of services:

- Continue to maintain the grassed runways and associated taxiways and facilities at a standard acceptable to the users, Council and the Civil Aviation Authority for a non-certified aerodrome.
- Encourage the establishment of further owner operated hangars and associated aerodrome facilities on a lease basis.
- Provide an aviation facility suitable for the recreational and commercial users at the least long term cost to Council.

Service Area and Ancillary Features

There is a privately owned permanent club room building on site owned by the Stratford Aero Club. The club is responsible for the maintenance of this facility, including signage at the entranceway to the field.

There are 6 existing hangars and ??? proposed hangars. Hangars are privately owned and maintained with the owners paying Council a ground rental. Hangars are all galvanised steel colour and/or zinalume coloured???

Aviation fuel is stored in underground tanks. Avgas is stored in a 40,000 litre tank with Jet A1 fuel stored in a 50,000 litre tank. The pumps are operated by electronic swipe cards. A concrete pad services the refuelling area but as the fuel tankers have grown larger this pad is no longer big enough and the tanker turning circle now encroaches onto a gravelled area???

A sealed driveway from Flint Road connects to the airfield car parking area and club rooms. Following a slight decline to a concrete pad adjacent to the refuelling area a metalled track connects to the private hangars.

Secondary entrances are required for safety reasons???

Purpose of Aerodrome

Objectives

1. Promotion of recreational aviation as the principle purpose of Stratford Aerodrome.
2. Promotion of all recreation aviation.
3. Accommodation of commercial aviation activities, providing they are compatible to recreational aviation and do not compromise the safety of existing operations.

Policies

- 1.1. Pro-actively develop, manage and promote the aerodrome to improve its use and amenity for recreation aviation:
 - Accommodate all forms of recreational aviation on the aerodrome as far as practicable.
 - Support and promote the use of the aerodrome as the venue for special aviation events.
 - Respond to changing patterns of recreational aviation by actively providing sites for new uses, and encourage sharing of facilities for activities with declining use.

APPENDIX 2

1.2. Commercial aviation should be compatible to recreational aviation. Access any proposals for commercial aviation against the following criteria:

- Extent to which the activity will financially support the aerodrome's principle purpose of recreational aviation.
- Extent to which the activity complements recreational activities.
- Extent to which the activity will avoid operational conflict with recreational aviation. Priority will be given to activities that operate at periods outside those used for recreation.
- Availability of space for non-operational facilities, priority being given to recreational uses. Building and ancillary construction should be in accordance with the long term development plan.

Operations and Maintenance

The aerodrome is managed within the Assets Department of the Stratford District Council. The Property Asset Manager, with input from users groups, is responsible for dealing with aerodrome issues and is responsible for overseeing the work that is contracted out, including the maintenance of the grounds.

The Stratford Aerodrome is unattended and aircraft operators are responsible for their own day to day operational management.

The mowing and maintenance of the large grassed areas, road, parking area, drainage and minor fence repairs are included in the Facilities Maintenance Contract for Civic Amenities. Contract specifications define the areas to be mown and the frequency. The Contractor is to advise details of works to be undertaken to the Property Asset Manager who shall provide the issue of a NOTAM, to give aerodrome users notification of works.

Three windsocks are located at the air field and are located at each end of the main runway and on the clubroom's roof. Upon receiving advice from the Stratford Aero Club when new wind socks are required, Council is responsible for the supply and purchase of replacements from Clarks Saddlery in Christchurch. The replacement and fitting of windsocks is undertaken by the Stratford Aero Club.

The aerodrome lights are owned, maintained and managed by the Stratford Aero Club.

Jet A1 fuel and Av Gas are available at an unattended pump at the aerodrome on a Shell card.

A dedicated fire rescue facility is not required at Stratford Aerodrome as it is a non-certified facility. The Stratford Fire Service provides emergency rescue services.

Grazing and cropping of the non-operational areas is permitted to the farm sharemilker. The sharemilking agreement states conditions to safeguard the operational status of the aerodrome.

The Property Asset Manager will ensure that aerodrome users will be advised of any planned works programmed and involving restrictions on any runway, where appropriate.

APPENDIX 2

Access to the aerodrome is via a single lane, sealed roadway which also provides access to the cowshed and ancillary buildings used for the farming operation. This road leads to a sealed car park located in front of the club rooms. All maintenance costs associated with this roadway and car park??? are the responsibility of Council.

A post and wire fence running along the southern side of the access road and a hedge along the northern boundary are the responsibility and are maintained by the Stratford District Council as part of the farming operation. White sight rails sdc maintains???

Emergency access???

Drainage of the eastern and western ends of the main runway is provided by a network of sub soil drains which drain into deep drains running parallel to the runway. Maintenance of these sub soil drains is the responsibility of the Stratford district Council and are cleaned two yearly on a rotational basis, i.e., eastern end one year and the western end the following year, etc.

All water to the facility is supplied from the Stratford townships reticulated system. The supply is metered with the Stratford Aero Club being invoiced quarterly for the water used. The meter box is located ??? with any repairs to the pipework beyond this meter box being the responsibility of the user???

The connection, supply charge and units of electricity used and associated charges are the responsibility of the aero club and/or individual lessees, however ??? refuelling tanks, etc

All arrangements for telephone connections/and or telecommunication systems and associated charges are the responsibility of the Stratford Aero Club.

*If ablation block is built who pays to empty septic tank
Who cleans above toilets, supplies consumables*

Fees and Charges

The Stratford District Council sets the fees and charges through the Long Term Plan and Annual Plan process. Consultation is undertaken each year, with the local community invited to make submissions on the plan.

Through annual and periodic reviews Council can manage the level of fees and leases to meet and influence the actual demand of users. The Council funding sources is based on the aerodrome activity and have been assessed as having 100% user benefit and is funded ???

The proceeds from the farm are used to meet the costs necessary to operate the farm under the 50/50 sharemilking arrangement, then used to meet the costs associated with the operation of the aerodrome, then used to meet a portion of overheads attributed to the land asset, and then the remainder is treated as income to reduce the requirement to rate. Traditionally, this income has been around the 1% of rates level.

Leases and their associated rentals are reviewed in accordance with the specific lease arrangements.

APPENDIX 2

The 2012 Long Term Plan proposed fees and charges for the Stratford Aerodrome are as follows:

Strip Hire fee	\$6.50 per tonne
Ground Rental	\$3.00 per m ² per annum
(Ground use for hangar, aircraft parking and truck parking includes use of runways and aerodrome)	

Governance

Objectives

- The Council’s governance role and the Aerodrome User Group advisory roles are clear and distinct.
- Co-ordination of aviation activities in a way that maximises the aerodrome’s use and enjoyment for all users.
 - Council’s governance role is separate to that of the User’s Group. Council has the ultimate responsibility to manage the aerodrome under its legislative responsibilities under CAA in a way that promotes the principle purpose of recreational aviation, in a manner that is safe and equitable to all users and to other ratepayers of the District.
 - In terms of aviation activities on the airfield, primary responsibility for operational rules and procedures rests with each separate operating body.
 - The Users’ Group role is to advise Council on management and maintenance matters. Council will make decisions on these matters taking into account such advice together with budgetary requirements and all users.

Aviation Operations

Objectives

- Compliance of aviation activities with relevant regulations.
- Promotion and accommodation of special events, especially aviation special events.
- Maintenance of the grass runways to a standard that promotes use by all recreational aviation activities taking into account the special requirements of different users.
 - All operators/users on the airfield are to take responsibility for their own “Safety Operations Manual” in accordance with CAA regulations. Require all users to abide by the Safety Operations Manual, including operating rules, in addition to all other relevant aviation regulations.
 - Require all Clubs and other user groups to instruct their members on the safety and operating procedures established by their manual and any other Health and Safety instructions the Council might issue.
 - A signage policy is to be developed for the site, in accordance with the District Plan signage requirements. As part of this process the Users Group shall jointly agree on safety signage and take a joint approach to future signage.
 - The Users Group to establish a Memorandum of Understanding for all members. This is to be reviewed two yearly or as new members join, to enable all members to fairly sue the aerodrome in accordance with the Memorandum of Understanding.
 - Health and Safety will also be addressed by the Users Group at meetings. An incident book onsite must be used to record all incidents.

APPENDIX 2

Future Development

In November 2011 Council engaged the services of Airbiz Aviation Strategies Ltd, independent aviation and airport consultants, to prepare a Strategic Development Plan.

- All land awaiting development remains in grass.
- Upgrading for above ground fuel storage and pumps be made.
- Any design for future development should be made in such a way that it maintains the character of the aerodrome along with a sense of openness to ensure safe access. There is also a need to promote a consistency of hangar design and colour.

Plan for a long term expansion of aviation servicing facilities in accordance with the long term development plan and take into account current operations, safe access and best optimization of land space.

Runway Safety

Runway safety is everyone's responsibility. We ask all users to help us to minimise runway incursions by keeping pedestrians away from the operational areas, particularly the runways and to keep dogs on leads at all times.

APPENDIX 2

Leases

The occupation sites and term of leases are:

Name	Area of Land	Use	Term of Lease	Expiry Date	Right of Renewal
Stratford Aero Club		Club rooms		expired	
GIH Pettigrew	595m ²	12 x 12 hangar	20 years	31 December 2014	
Taranaki Gliding Club	0.1157ha	Hangar to house gliders	19 years 364 days	29 June 2029	
T Rawlinson	0.0525ha	Hangar	19 years 364 days	31 December 2030	Yes
P Law	490m ²	Hangar	19 years 364 days	31 December 2025	
D Law	640m ²	Hangar	19 years 364 days	30 June 2029	
Z Energy		Fuel storage		2014	

APPENDIX 2

AERIAL PHOTO OF STRATFORD AERODROME



APPENDIX 2



The following is a copy of the text of the Memorandum of Understanding which was signed by all parties identified in the document. Each operator has signed a copy of this document.

Memorandum of Understanding

Between

STRATFORD DISTRICT COUNCIL – (Aerodrome Operator)

and

STRATFORD AERO CLUB – (Aero Club)

and

TARANAKI GLIDING CLUB – (Gliding Club)

and

EGMONT MODELLERS CLUB – (Model Aircraft)

and

SPORTS FLYERS – (Sports Flying)

PREAMBLE

The Stratford District Council as the operator of the Stratford Aerodrome recognises the significance of the facility for recreational aviation and wishes to maximise the use of the aerodrome whilst giving all parties fair and equitable use.

It is recognised that the users of the aerodrome have different characteristics to their operations. This memorandum is intended to provide a procedure that will allow all parties to co-exist and enjoy their recreational pursuit while operating safely and within the rules and guidelines set down by the Civil Aviation Authority.

1. Prior to commencement of operations by any of the users of the facility, a designated representative shall check to see if other operations are being undertaken on the airfield. Subsequent commencement by other users shall not begin until a representative has liaised with the operating users to determine their intentions, intensity of use and other factors that may affect operations.
2. The active runway shall be deemed to be in use when any aircraft is operating on the manoeuvring area, in the circuit, or take off/approach area for than runway, or when an aircraft call overhead, downwind, or on a five mile approach.
3. During all operations at the airfield the following procedures shall be adopted:

APPENDIX 2

- (a) Vehicles required to be on the active runway shall operate their flashing light/s and only remain on the runway for the minimum time required to complete the task.
- (b) Only persons or vehicles authorised by the respective users may enter onto an active runway. No person shall enter upon, or remain on the active runway for any period longer than necessary to undertake the task or duty that requires them to be on the runway.
- (c) Gliders, vehicles retrieving gliders and those people whose tasks or duty requires them to be on the active runway shall vacate the runway as soon as practicable to ensure that the active runway is no unnecessarily obstructed.
- (d) During special events, e.g., Aero club rallies, air shows, gliding events or contests, airfield users will liaise their operations with the event director.
- (e) Model aircraft operations shall operate from the inactive runway or by arrangement with other users and shall maintain a visual watch at all times. **Crosses are to be displayed at the threshold while model aircraft operations are in progress???**

SCHEDULE A

(insert name)
STRATFORD AERO CLUB

Date

(insert name)
TARANAKI GLIDING CLUB

Date

(insert name)
EGMONT MODELLERS CLUB

Date

(insert name)
SPORTS FLYERS

Date

(insert name)
STRATFORD DISTRICT COUNCIL

Date

APPENDIX 2



Conditions of Obtaining Approval to Construct a Hangar at the Stratford Aerodrome

1. No relocatable buildings will be permitted on the aerodrome land.
2. Hangars must be constructed using new materials and no recycled materials can be used in any hangar.
3. All plans for hangars need to get written approval from the Council's Property Asset Manager prior to submitting for a building consent.
4. In general, the construction standards will be as follows:
 - (a) Concrete floor
 - (b) Steel or wood structural supports
 - (c) High strength purlins
 - (d) Corrugated colour steel cladding
 - (e) Doors 3.5 metres high whether bi-fold or sectional
 - (f) Height of hangar not to exceed 4.25 metres
 - (g) Concrete pad in front of the hangars not to exceed 10 metres wide
 - (h) No toilet facilities???
5. Any variations to these conditions must be specially authorised in writing by the Council's Property Asset manager prior to commencement of construction.

APPENDIX 2

Accident and Emergency Procedure

In the event of an accident or on being advised of an emergency situation:

1. Dial Emergency 111 immediately
2. Request the service required – FIRE, AMBULANCE or POLICE
3. Notify the type of accident or emergency
4. Advise emergency service of location – 232 Flint Road, Stratford
5. Give any information available on:
 - type of aircraft
 - persons on board
 - dangerous goods
 - possibility of injuries or fire
6. One person to stay by telephone, any other persons available to render assistance as required. Locate fire extinguishers or first aid kits.
7. Pilot in command or the Operator must notify the Civil Aviation Authority of the accident – phone 0508 222 433 (toll free)
8. Call the Property Asset Manager at the Stratford District Council – phone 06 765 6099 – who will notify NOTAM office on phone 03 358 1688 or fax 03 358 9192.

DECISION REPORT



F19/13/04 – D21/30072

To: Council
From: Roading Engineer
Date: 10 May 2022
Subject: Road Closures for the Targa Rally 2021

Recommendations

1. THAT the report be received.
2. THAT pursuant to Section 342(1) (b) in accordance with Schedule 10 Clause 11 (e) of the Local Government Act 1974, notice is hereby given that the Stratford District Council proposes the following road closures for the purpose of the New Zealand Targa Rally 2022:

Thursday 26 May 2022

Stage Name: Ratapiko

Between the hours of 9.05 am and 1.35 pm

- Makara Road: Ratapiko Road to Croydon Road
- Croydon Road: Makara Road to Salisbury Road
- Salisbury Road: Croydon Road to 845 Salisbury Road

Friday 27 May 2022

Stage Name: Douglas

Between the hours of 12.00 pm and 4.30 pm

- Wawiri Road: Ahuroa Road to Makuri Road
- Makuri Road: Wawiri Road to Douglas Road
- Douglas Road: Makuri Road to approximately 356 Douglas Road

Stage Name: Insane Eltham

Between the hours of 12.40 pm and 5.10 pm

- Wingrove Road: 200m from its intersection with Skinner Road to Cheal Road
- Cheal Road: Wingrove Road to Oru Road
- Oru Road: Cheal Road to Rawhitiroa Road (South Taranaki)

Recommended Reason

In order for the Targa Rally to hold its annual event, it is proposed to close the roads listed above. These proposed road closures will require formal endorsement by a Council resolution.

/
Moved/Seconded

1. Purpose of Report

For any street event that requires a road closure, Schedule 10 Clause 11 (e) of the Local Government Act 1974 requires a Council resolution to endorse the proposed road closure. This report seeks the approval to propose the above roads to be closed for the purposes of allowing the Targa Rally to hold their event on 26 and 27 May 2022 at the times specified in the recommendation. As these roads closures are being proposed by Targa Rally, we have an obligation under the Local Government Act 1974 to seek the views of the community for such events. This consultation period commenced on Tuesday 3 May and closed at 12 noon on 10 May.

Unfortunately, due to an internal mis-communication error, we are being lenient to the organisers which has resulted in council officers having to truncate our processes in order to bring this report before Council on 10 May.

2. Executive Summary

In order for the annual road racing event to be held and for health and safety reasons a request has been received from the Targa Rally organisation proposing to close several roads within the Stratford District:

Thursday 26 May 2022

Stage Name: Ratapiko

Between the hours of 9.05 am and 1.35 pm

- Makara Road: Ratapiko Road to Croydon Road
- Croydon Road: Makara Road to Salisbury Road
- Salisbury Road: Croydon Road to 845 Salisbury Road

Friday 27 May 2022

Stage Name: Douglas

Between the hours of 12.00 pm and 4.30 pm

- Wawiri Road: Ahuroa Road to Makuri Road
- Makuri Road: Wawiri Road to Douglas Road
- Douglas Road: Makuri Road to approximately 356 Douglas Road

Stage Name: Insane Eltham

Between the hours of 12.40 pm and 5.10 pm

- Wingrove Road: 200m from its intersection with Skinner Road to Cheal Road
- Cheal Road: Wingrove Road to Oru Road
- Oru Road: Cheal Road to Rawhitiroa Road (South Taranaki)

It should be noted that Ultimate Rally Group have booked the War Memorial Hall carpark and function facility on Friday 27 May for the purposes of a service area for the vehicles and lunch for the participants.

3. Local Government Act 2002 – Section 10

Under section 10 of the Local Government Act 2002, the Council’s purpose is to “enable democratic local decision making by and on behalf of communities; as well as promoting the social, economic, environmental, and cultural well-being of communities now and into the future”			
Does the recommended option meet the purpose of the Local Government 4 well-beings? And which:			Yes
Social	Economic	Environmental	Cultural
✓	✓		

The Targa Rally has a strong number of entrants and spectators which come from within, and outside of Taranaki.

The report is for the purposes of providing good regulatory function, as events such as this which require a road to be closed. A Council resolution is necessary to seek permission for the proposed road closure.

4. Background

- 4.1 The Ultimate Rally Group New Zealand, (URG NZ) on behalf of Club Targa Inc, have approached the Stratford District Council with the view of holding the Taranaki leg of the 2021 New Zealand Targa Rally on Thursday 26 May and Friday 27 May 2022.
- 4.2 The 2021 New Zealand Targa Rally is being held on May 2022 as it was postponed in October 2021 due to Auckland being in lockdown and unable to leave the region. Many of the participants and support staff are based in Auckland, so it was decided to postpone to 2022.
- 4.3 The New Zealand Targa Rally is a tarmac rally held annually on public roads typically throughout the North Island of New Zealand. The Targa Rally New Zealand is a week-long event which covers around 1500 kilometres of touring and 750 kilometres of closed special stages.
- 4.4 The event was created to allow people to drive their road registered cars through closed roads, in a safe, structured environment and in a manner and speed not allowed on the open road.
- 4.5 As at 2 May 2022 there are 106 entrants.

5. Consultative Process

5.1 Public Consultation - Section 82

A public notice was published in Central Link on 4 May 2022, on Facebook and Council's website seeking the views of the community regarding the proposed event. Rally organisers have personally visited all residents potentially affected by the event. Objections will close at 12noon on Tuesday 10 May. Whilst contrary to Council's Temporary Road Closure Policy, it is the result of very late notification of the event from URG NZ.

Council has contacted the Police, Fire Service and St Johns Ambulance seeking their approval for the proposed road closure.

One objection was received by email to Stratford District Council on Tuesday 3 May 2022 and is attached as Appendix 4.

Speaking to the URG about this complaint, we have been informed that should the recommendation be approved to close the roads for the event, URG undertake a further letter drop informing the residents of the approved road closures. Within the body of the letter is a 0800 number the residents can call in an emergency. In these instances the resident will be escorted through the rally stage, outside the times of the actual racing. The racing takes approximately 40-45 minutes to complete for all entrants to race a stage.

5.2 Māori Consultation - Section 81

There are no known effects that this event is likely to have on local Iwi issues, therefore no separate consultation is required.

6. Risk Analysis

Refer to the Council Risk Register - available on the Council website.

- Does this report cover any issues that relate to any risks on the Council Risk Register, and if so which risks and what are the impacts and likelihood of eventuating?
- Does this report cover any issues that may lead to any new risks that are not on the Council Risk Register, and if so, provide some explanation of any new identified risks.
- Is there a legal opinion needed?

- 6.1 In order to ensure the health and safety of the travelling public, event participants, spectators and residents it is essential that the roads listed are closed for the duration of the event.
- 6.2 A full Health and Safety Management Plan and Traffic Management Plan have been prepared for this event. Further, the Council have been indemnified against any claims whatsoever arising from the event (refer to Appendix 3). Although this is not a council run event this element is captured by Risk 29 – Health, Safety and Wellbeing but is covered by the organisers with their appropriate plans.
- 6.3 A Street Event Refundable Bond for damages will be applied to this event, ensuring any accidental street damage is rectified by the event holder. To date there have been no known instances of Health and Safety incidents or street damage resulting from previous Targa Rally events.
- 6.4 There is a risk that Council assets could be damaged during the event, however, the Ultimate Rally Group have paid a street damage bond to cover these costs.
- 6.5 There is a risk that an injury could occur to the spectators should one of the entrants lose control of their vehicle. This risk is managed through the Safety Management Plan for the event.

7. Decision Making Process – Section 79

7.1 Direction

	Explain
Is there a strong link to Council’s strategic direction, Long Term Plan/District Plan?	Yes. This event brings visitors to Stratford for an event and for the community to enjoy as spectators.
What relationship does it have to the communities current and future needs for infrastructure, regulatory functions, or local public services?	This report supports the performance of Council by providing a regulatory function in accordance with the Local Government Act 2002.

7.2 Data

The approximate times and dates of the road stages are detailed in the Executive Summary above.

7.3 Significance

	Yes/No	Explain
Is the proposal significant according to the Significance Policy in the Long Term Plan?	No	
Is it:	No	
• considered a strategic asset; or	No	
• above the financial thresholds in the Significance Policy; or	No	
• impacting on a CCO stakeholding; or	No	
• a change in level of service; or	No	
• creating a high level of controversy; or	No	
• possible that it could have a high impact on the community?	Yes	There are nine local roads that will be closed in order to facilitate this event.

In terms of the Council’s Significance Policy, is this proposal of high, medium, or low significance?		
High	Medium	Low
		✓

7.4 Options

An assessment of costs and benefits for each option must be completed. Use the criteria below in your assessment.

1. What options are available?
2. For **each** option:
 - explain what the costs and benefits of each option are in terms of the present and future needs of the district;
 - outline if there are any sustainability issues; and
 - explain if the outcomes meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions?
3. After completing these, consider which option you wish to recommend to Council, and explain:
 - how this option is the most cost effective option for households and businesses;
 - if there are any trade-offs; and
 - what interdependencies exist.

The options to be considered for this report are:

Option 1: Do not approve the request for the proposed road closures listed in the recommendation. If this is the option chosen, then the Targa Rally will not visit Stratford.

Option 2: Endorse the proposal to close the roads as outlined in the recommendation in order for the Taranaki leg of the Targa Rally to be held.

Option 2 is the preferred option.

7.5 Financial

- Is there an impact on funding and debt levels?
- Will work be undertaken within the current budget?
- What budget has expenditure come from?
- How will the proposal be funded? eg. rates, reserves, grants etc.

There are no financial contributions required by the Council. The Council's officer time for approving the traffic management and safety plans is met from current Roading budgets.

7.6 Prioritisation & Trade-off

- Have you taken into consideration the:
- Council's capacity to deliver;
 - contractor's capacity to deliver; and
 - consequence of deferral?

The physical closing of the roads to facilitate this event will be undertaken by the organisers traffic management contractor. The Council is confident that the Ultimate Rally Group are competent to monitor this event, as they done over the numerous years the event has been held in Taranaki.

7.7 Legal Issues

- Is there a legal opinion needed?
- Are there legal issues?

Pursuant to Section 342(1) (b) in accordance with Schedule 10 Clause 11 (e) of the Local Government Act 1974, provides powers to Council to formally endorse a recommendation to close a road for the purposes of a street event.

7.8 **Policy Issues - Section 80**

- | |
|---|
| <ul style="list-style-type: none">• Are there any policy issues?• Does your recommendation conflict with Council Policies? |
|---|

There are no policy issues that arise due to the approval of the road closure for the Targa Rally New Zealand. The only issue worthy of note is that of the late notification from the Rally organisers.

Attachments:

- Appendix 1** Letters provided to Affected Residents
- Appendix 2** Maps of Road Closure
- Appendix 3** Certificate of Insurance
- Appendix 4** Objection email



Courtney Devlin
Roading Engineer




[Endorsed by]
Stephen Bowden
Roading Asset Manager



[Approved by]
Sven Hanne
Chief Executive

Date 3 May 2022

APPENDIX 1



Targa New Zealand 2021 Proposed Road Closure

Dear Resident

Club Targa Inc (in association with the Ultimate Rally Group, promoters of this event) has applied to your local council proposing the temporary closure of a number of roads in the area for the running of Targa New Zealand 2021 Motorsport Event to be held from Wednesday 25th May to Sunday 29th May 2022.

Ultimate Rally Group has successfully been running Motorsport Events across New Zealand for the last 25 years. During this time Ultimate Rally Group has established a sound reputation of supporting local schools, communities, businesses and service groups. Ultimate Rally Group relies on this support and has a series of unique opportunities for groups to become involved, so if your group is interested in fundraising or if individuals wish to become volunteers please contact us on the details as listed below.

Details of the proposed road closures are as follows:

Stage Name:	RATAPIKO
Date of Closure:	Thursday 26th May 2022
Time of Closure:	9:05am – 1:35pm

Name of Roads:

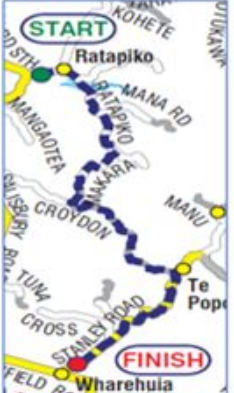
Tariki Road South, from its intersection with Kaimata Road, to finish at its intersection with Ratapiko Road. Including its intersection with Tariki Road North.

Ratapiko Road, from its intersection with Tariki Road South, to finish at its intersection with Makara Road. Including its intersection with Kupara Road (no exit), Mana Road (no exit).


Makara Road, from its intersection with Ratapiko Road, to finish at its intersection with Croydon Road.


Croydon Road, from its intersection with Makara Road, to finish at its intersection with Stanley Road.

Stanley Road, from its intersection with Croydon Road, to finish 200mtrs from its intersection with Beaconsfield Road. Including its intersection with Cross Road.



Targa NZ | P.O. Box 499 | Drury 2247 | New Zealand
P: 0800 827 427 | F: 09 298 8266
Email: gm@urg.co.nz | Web: www.urg.co.nz





Targa New Zealand 2021 Proposed Road Closure

Note: To assist with the stage security, the closure is also to include 100 metres of EACH adjoining road, from where it intersects within this road closure.

We acknowledge that this proposed closure may cause inconvenience to you and your family however we hope you will take this opportunity to watch New Zealand's leading tarmac rally drivers and cars in action.

Should the proposed Road Closure application be approved then approximately 7-21 days prior to the Targa New Zealand rally event, signs advertising the road closure will be placed throughout the area. At the same time a second notice will be delivered confirming the road closure, an emergency telephone number of Targa New Zealand Rally Base, and further important on the day information.

The rally is controlled from a central Targa NZ Rally Base with a comprehensive radio communications network for Officials, and full medical services. These safety services are available to you for any unexpected emergency during the proposed road closure. Contact details will be provided in the second resident's letter which is delivered closer to the event.

Ultimate Rally Group does not allow practising or reconnaissance on the roads at any time by competitors prior to the event.

Should you require entry to/from your property during the road closure, further information will be available in a second letter closer to the event. Targa Rally Base will allow restricted access under escort during the road closure period subject to safety.


All local bodies, rural delivery, transport operators, milk tankers and rural services will be advised of these proposed road closures and School Buses will operate as close to schedule as possible or under escort.

We request that you please inform all run off users and Landlords where applicable.

If you have any queries, comments or objections please do not hesitate to contact Ultimate Rally Group on the details below quoting the stage name and date listed above.


Ultimate Rally Group would like to take this opportunity to thank the local community groups for their assistance in making this event possible and for the goodwill and support of your community in allowing Targa NZ to make application to your local Council.


Kind regards



Victoria Main
General Manager

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Details of the proposed road closures are as follows:


Stage Name:	DOUGLAS
Date of Closure:	Friday 27th May 2022
Time of Closure:	12:00pm – 4:30pm

Name of Roads:


Wawiri Road, at its intersection with **Huiroa Road**, to finish at its intersection with **Makuri Road**.

Makuri Road, from its intersection with **Wawiri Road**, to finish at its intersection with **Douglas Road**. Including its intersection with **Kota Road** (no exit).

Douglas Road, from its intersection with **Makuri Road**, to finish at **356 Douglas Road**. Including its intersection with **Douglas Road North** (no exit).



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The rally is controlled from a central Targa NZ Rally Base with a comprehensive radio communications network for Officials, and full medical services. These safety services are available to you for any unexpected emergency during the proposed road closure. Contact details will be provided in the second resident's letter which is delivered closer to the event.

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Details of the proposed road closures are as follows:

Stage Name:	WHANGAMOMONA 1 & 2
Date of Closure:	Thursday 26th May 2022
Time of Closure:	10:05am – 7:15pm


Please note the vehicle will be racing into Whangamomona and then back towards Stratford once they have had a short stop for lunch.

Name of Roads:

Ohura Road, from its intersection with Mangaotuku Road, to finish at its intersection with Whangamomona Road. Including its intersection with Popuau Road (no exit), Brewer Road, Huiakama Road (no exit), Kirai Road (no exit), Mohakau Road, Junction Road, Arnold Road and Mangere Road (no exit).



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Targa New Zealand 2021 Proposed Road Closure

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We request that you please inform all run off users and Landlords where applicable.

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Details of the proposed road closures are as follows:

Stage Name: **INSANE ELTHAM**
Date of Closure: **Friday 27th May 2022**
Time of Closure: **12:40pm – 5:10pm**

Name of Roads:

Wingrove Road, 200mtrs from its intersection with Skinner Road, to finish at its intersection with **Cheal Road**.

Cheal Road, from its intersection with **Wingrove Road**, to finish at its intersection with **Oru Road**.

Oru Road, from its intersection with **Cheal Road**, to finish at its intersection with **Rawhitiroa Road**.

Rawhitiroa Road, from its intersection with **Oru Road**, to finish at its intersection with **Horoji Road**.

Horoji Road, from its intersection with **Rawhitiroa Road**, to finish at its intersection with **Rawhitiroa Road**.

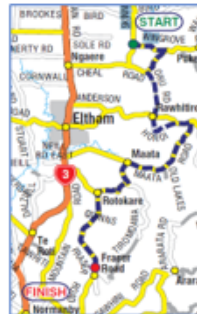
Rawhitiroa Road, from its intersection with **Horoji Road**, to finish at its intersection with **Maata Road**.

Maata Road, from its intersection with **Rawhitiroa Road**, to finish at its intersection with Campbell Road. Including its intersection with Old Lake Road (no exit).

Campbell Road, from its intersection with **Maata Road**, to finish at its intersection with Rotokare Road. Including its intersection with **Trompans Road**.

Rotokare Road, from its intersection with Campbell Road, to finish at its intersection with Fraser Road.

Fraser Road, from its intersection with Rotokare Road, to finish at 473 Fraser Road. Including its intersection with **Quinn's Road** (no exit).



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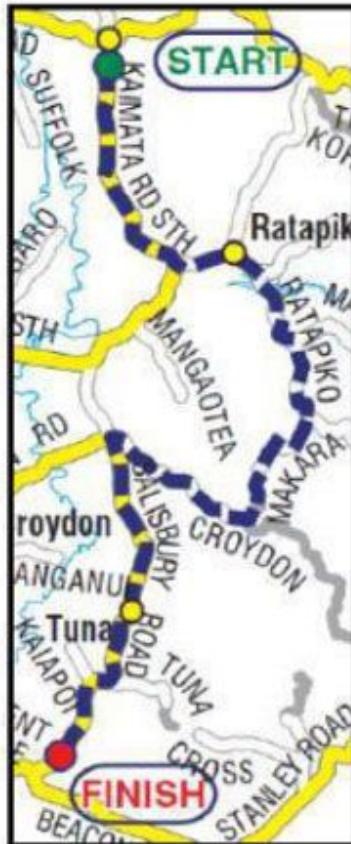
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APPENDIX 2

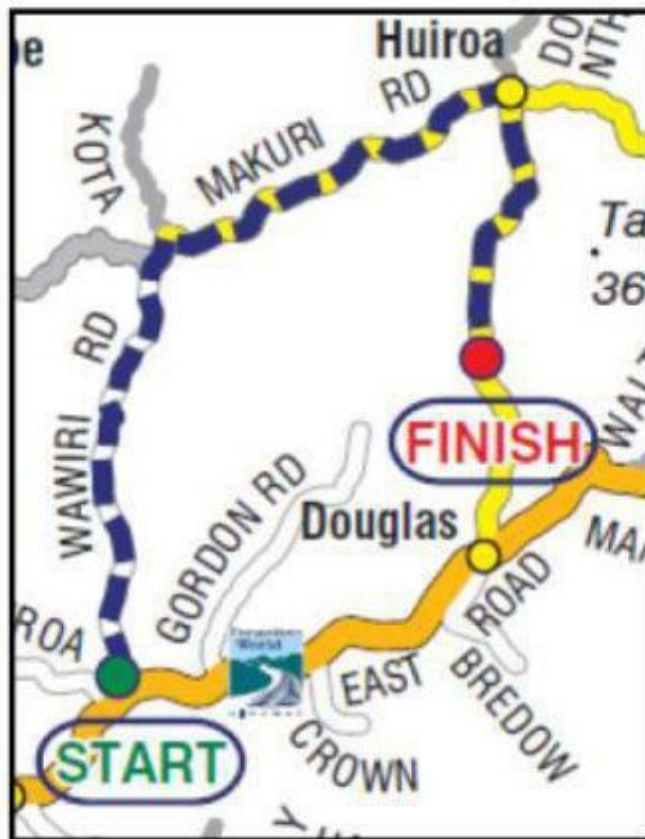
Thursday 26 May 2022

Stage Name:	RATAPIKO	Intersection Plan	Road Closed Sign	Marshal Numbers
Road Closure:	9:05am – 1:35pm Thursday 26 th May 2022			
RCA:	New Plymouth District Council / Stratford District Council			
Start:	Kaimata Road South, from its intersection with Tarata Road	O	2	4
	Left into Tariki Road South	G	1	1
	Continue into Ratapiko Road at its intersection with Tanki Road North	D	1	1
	Past Kupara Road (no exit)	D	1	1
	Past Mana Road (no exit)	D	1	1
	Right into Makara Road	D	1	1
	Right into Croydon Road	H	1	1
	Left into Salisbury Road	N	1	1
	Past Tuna Road (no exit)	D	1	1
	Past Kaiapoi Road (no exit)	C	1	1
Finish:	845 Salisbury Road	K	2	2
Total Number of Arrows/Signs & Marshals			13	15

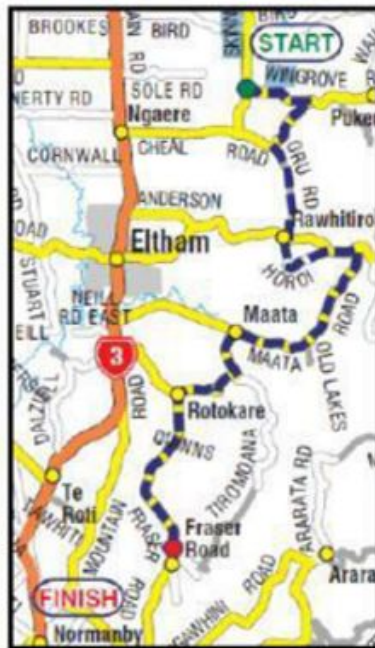


Friday 27 May 2022

Stage Name:	DOUGLAS	Intersection Plan	Road Closed Sign	Marshal Numbers
Road Closure:	12:00pm – 4:30pm Friday 27 th May 2022			
RCA:	Stratford District Council			
Start:	Waiwiri Road, at its intersection with Ahuroa Road	F	2	4
	Right into Makuri Road	D	1	1
	Pact Kota Road (no exit)	D	1	1
	Right into Douglas Road at its intersection with Douglas Road North (no exit)	P	2	2
Finish:	3.5kms from intersection of Douglas Road and Ohura Road, near #356 Douglas Road	K	2	2
Total Number of Arrows/Signs & Marshals			8	10



Stage Name:	INSANE ELTHAM	Intersection Plan	Road Closed Sign	Marshal Numbers
Road Closure:	12:40pm – 5:10pm Friday 27 th May 2022			
RCA:	South Taranaki District Council / Stratford District Council			
Start:	Wingrove Road, 200mtrs from its intersection with Skinner Road	E	2	4
	Right into Cheal Road	I	1	1
	Left into Onu Road	J	1	1
	Right into Rawhitroa Road	H	1	1
	Left into Horoi Road	J	1	1
	Right into Rawhitroa Road	H	1	1
	Right into Maata Road	I	1	1
	Past Old Lake Road	D	1	1
	Left into Campbell Road	J	1	1
	Right into Rotokare Road at its intersection with Tiromoana Road	Q	1	1
	Left into Fraser Road	R	1	1
	Past Quinns Road (no exit)	C	1	1
Finish:	Fraser Road, 1.5kms from its intersection with Tiromoana Road, #473 Fraser Road	K	2	2
Total Number of Arrows/Signs & Marshals			15	17



APPENDIX 3



24 January 2022

CERTIFICATE OF CURRENCY

PUBLIC & PRODUCTS LIABILITY AND PROFESSIONAL INDEMNITY

This is to certify that we, in our capacity as Insurance Brokers to Australian Auto Sport Alliance and companies we have arranged coverage as follows:

NAME OF INSURED: Benalla Auto Club Inc
Australian Autosport Alliance Pty Ltd
BACWMR Pty Ltd
Wakefield Park Motorsports Pty Ltd
Winton Motor Raceway Pty Ltd

PERIOD OF INSURANCE: From: 1st January 2022 at 4.00pm
To: 1st January 2023 at 4.00pm
Both Local Standard Time at the Insured's head office

INTEREST INSURED: All sums which the Insured shall be legally liable to pay as Compensation in respect of Personal Injury or Property Damage occurring during the Policy Period as a result of an Occurrence happening in connection with the Business of the Insured.

LIMITS OF LIABILITY: \$25,000,000 any one occurrence but in the aggregate for Products and Pollution Liability

REGION: Worldwide except USA and Canada

INTERESTED NOTED FOR: **Club Targa Inc**
is noted for their vicarious liabilities and respective rights and interests at the Location where the Event linked to a AASA Event Permit is being held.

INSURER: Certain Underwriters at Lloyds – Various Syndicates

POLICY NUMBER: B0507IC2200316

IMPORTANT NOTES

- This Certificate does not reflect in detail the policy terms or conditions and merely provides a summary of the insurance that is in existence at the date we have issued this Certificate.
- HDL Brokers does not guarantee that the insurance outlined in this Certificate will continue to remain in force for the period referred to as the Policy may be cancelled or altered by either party to the contract, at any time, in accordance with the terms of the Policy and the *Insurance Contracts Act 1984 (Cth)*.
- HDL Brokers accepts no responsibility or liability to advise any party who may be relying on this Certificate of such alteration to or cancellation of the Policy.

Thanks and regards,

On Behalf of
Horsell Duffy Langley Pty Limited
ABN 12 155 940 604 // AFSL 422018

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ABN 12 155 940 604 AFSL 422018

Level 3, 205 Clarence Street, Sydney NSW 2000
Telephone: 1300 565 622

www.HDLbrokers.com.au
info@HDLbrokers.com.au

APPENDIX 4

Rhonda Vanstone

Subject: FW: Targa Rally

From: Erin Murphy <EMurphy@stratford.govt.nz>
Sent: Tuesday, 3 May 2022 3:01 p.m.
To: NZ_Stratford_Roading <Roadings@stratford.govt.nz>
Subject: FW: Targa Rally

Erin Murphy
Customer Service Officer
Te Kaunihera ā Rohe o Whakaahurangi | Stratford District Council

63 Miranda Street
PO Box 320
Stratford 4352

P.06 765 6099
stratford.govt.nz



From: emily bradford <emily_may@windowslive.com>
Sent: Tuesday, 3 May 2022 3:00 p.m.
To: StratfordDC <StratfordDC@stratford.govt.nz>
Subject: Targa Rally

To whom it may concern,

I am writing to make a complaint about the Targa Rally. It's a real inconvenience not to mention a complete pain in the backside that the roads will be closed for an entire day because of a stupid rally that doesn't benefit us farmers whatsoever. If we have appointments or anything that day we have to leave before 10am and then have to stay in town all day and most of us have children, I myself have a young baby. I feel like it is unfair that we also do not get a choice about whether this rally happens on our own roads. I think it's absolute bollocks and needs to be cancelled or run elsewhere. The forgotten world highway is no longer a viable route for this rally as it's alot busier and used alot more than it used to be therefore an alternate place should be chosen in future.

Emily



TE KAUNIHERA Ā ROHE O
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL

Our reference
F19/13/03-D21/40748

Karakia

Kia uruuru mai
Ā hauora
Ā haukaha
Ā haumāia
Ki runga, Ki raro
Ki roto, Ki waho
Rire rire hau Paimārire

I draw in (to my being)
The reviving essence
The strengthening essence
The essence of courage
Above, Below
Within, Around
Let there be peace.