

Appendix 5: Pre-hearing meeting notes

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2A. The British Horse Society – Advice on Specifications 7 Standards recommended for equestrian routes in England & Wales. 2013.

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4. Traffic Pre-hearing Meeting

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- 4B. McKinlay Surveyor – C-10 – Super Staged Concept Plan (Alternative) – Wairau Estate, Oakura – prepared for Oakura Farm Park Ltd. 21/01/2019.
- 4C. AMTANZ Ltd - 16-01-SK2-B SH45 Access Overall View – 23/01/19
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5. Iwi and Hapu Pre-hearing Meeting

1. Education Pre-hearing Meeting

IN THE MATTER OF: The Resource Management Act 1991
AND

IN THE MATTER OF: A private plan change request by Oakura Farm Park Ltd to change the Operative District Plan to enable future development at land situated at 156 Upper Wairau Road and 1215-1277 South Road, State Highway 45, Oakura.

**PRE-HEARING REPORT PURSUANT TO SCHEDULE 1 CLAUSE 8AA (5) OF
THE RESOURCE MANAGEMENT ACT 1991**

EDUCATION

Independent Facilitator:
Callum Williamson

28 January 2019

NEW PLYMOUTH DISTRICT COUNCIL

PRE-HEARING MEETING REPORT

Introduction

1. A pre-hearing meeting was called by New Plymouth District Council (NPDC) with regard to the private plan change request made by Oakura Farm Park Ltd to change the Operative District Plan to enable a zoning change from the current Rural Environment Area to Residential and Rural Lifestyle zones, enabling development under the Wairau Estate Structure Plan at 156 Upper Wairau Road and 1215-1277 South Road, State Highway 45, Oakura.

Meeting held

2. The meeting was held on 28 January 2019 at the New Plymouth District Council Office, 84 Liardet Street, New Plymouth, commencing at 2pm. The meeting concluded at 3pm.
3. This report has been prepared in accordance with the requirements of Schedule 1 Clause 8AA (5) of the Resource Management Act 1991, which is set out below:
 - (5) *The chairperson of the meeting must, as soon as practicable after the end of the meeting, prepare a report that—*
 - (a) *must identify the matters that are agreed between the local authority and the submitters and those that are not; and*
 - (b) *may identify—*
 - (i) *the nature of the evidence that must be called at the hearing by the persons who made submissions;*
 - (ii) *the order in which that evidence is to be heard;*
 - (iii) *a proposed timetable for the hearing; but*
 - (c) *does not include evidence that was presented at the meeting on a without prejudice basis.*

Attendees

4. The following people attended the meeting:

Facilitators: Callum Williamson

Note taker: Anna Stevens

Attendees for the Council:

Hamish Wesney, Consultant Reporting Officer

Anna Stevens, Consultant Reporting Officer

Attendees for Oakura Farm Park Ltd:

Mike McKie, Developer/ Applicant, Oakura Farm Park Ltd

Colin Comber, Planning Consultant

Andy Skerrett, Traffic Consultant

Submitters:

Milou Barrett, Oakura School Board of Trustees

Natasha Jackson, Oakura School Board of Trustees

Lynne Hepworth, Oakura School Board of Trustees and Principal

Hayley Bennett, Oakura Playcentre

Dominique Scarf, Oakura Playcentre

Meeting format and agenda

5. Prior to the meeting, New Plymouth District Council circulated a proposed agenda, a copy of which is attached as Appendix A. I have set out the meeting format below:
 - i) Introductions
 - ii) Proposed agenda
 - iii) Council outlined:
 - a. statutory requirements
 - iv) Oakura Farm Park Ltd outlined:
 - a. Background and reason for the private plan change request
 - b. The main features of the private plan change request
 - v) Submitters outlined their issues with the proposal
 - vi) Discussion on each issue
 - vii) Next steps.

Background

6. Below NPDC and I set out some of the factual matters relating to this private plan change request and which set the scene for the pre-hearing meeting.
7. Oakura Farm Park, the subject site, is a portion of land situated to the south of Wairau Road and to the east of State Highway 45. The site is zoned Rural Environment Area with a portion of the site (approximately 13ha) being subject to a Future Urban Development Overlay in the Operative New Plymouth District Plan.
8. The development proposal to be known as 'Wairau Estate' includes approximately 62 hectares of the Oakura Farm Park land at 156 Upper Wairau Road and 1215-1277 South Road, Surf Highway 45, Oakura, adjoining land at 132 Upper Wairau Road comprising of approximately 1.3 hectares owned by LM Thurman and JM Williams and approximately 5,094m² adjoining land fronting SH45 owned by Powerco Limited.
9. The subject site was previously part of a larger section of Oakura Farm Park land, in which a portion of the larger site, the remainder of the land, was subdivided and developed. This land known as "The Paddocks" rural lifestyle development is situated on the north-eastern corner of the subject site. In conjunction with the plan change request, the applicant is seeking to vary a Consent Notice imposed on the subject land as part of "The Paddocks" to enable this development.
10. The concept plan for the rezoning indicates approximately 395 lots could be created by changing the current Rural Environment Zoning to a mixture of zoning including Residential A Environment area, Residential C Environment area, Business C Environment area, Proposed Open A space and two new proposed zones Residential A with Proposed Residential Medium Density Area and Proposed Rural Lifestyle Area. These areas have been captured under the proposed Wairau Estate Structure Plan. Associated changes to the rules, policies and maps under the Operative District Plan are also proposed in the plan change request. The plan change request also entails a proposed roundabout and underpass at the Wairau Road and State Highway 45 interface, internal roadways, walking tracks and bridle path.
11. The site has a history of being used for dairy farming, with the site currently operating as a small dairy unit of approximately 57 hectares.

12. A number of submissions were received on the proposed plan change, with the majority in opposition. The proposed development has raised concerns from different members of the community in regard to potential community infrastructure effects including the local school and playcentre, equestrian access effects, traffic effects and service capacity effects.

Issues

13. The meeting participants identified and discussed two main issues.

- i) School and Playcentre's capacity in the face of increased children resulting from the development
- ii) Increased traffic and related safety concerns

i) School and Playcentre's capacity in the face of increased children from the development

14. The applicant noted that there was to be a new Green School proposed on Koru Road, 6kms from Oakura) which was currently at resource consent phase. This proposed private school could take up to 200 students. This represented a driver for growth and the need for more housing in Oakura and environs.

15. Oakura School Board of Trustees and Principal stated that Oakura Schools' roll was bulging and that if the additional dwellings from the proposed development were added, the increased school aged population in Oakura would exceed the school's capacity. Oakura School Board of Trustees and Principal noted that there were 20 more children enrolled in the 2019 school year than the previous year. It was also noted that the school only accepts students within the School zone.

16. Oakura School has grown steadily every year and that they anticipate 5 - 10 additional children each year. Oakura School Board of Trustees and Principal identified the following issues in regard to capacity on the site as concerning them:

The development brings more pressure upon the school, which already has a small footprint. The submitters noted that Oakura is a rural type community who value their outdoor play space. The addition of the last classroom resulted in the school losing a football field. The submitters detailed that the sports field is a community hub and inter-school sports hub. Oakura School Board of Trustees and Principal noted that the school tries to base all sport at the school for safety reasons. In addition, it was detailed that a future plan has been done for the site by the School, however, Ministry of Education were not prepared to pay to add a second story to the building instead single story modular buildings were preferred.

17. Another significant concern that Oakura School Board of Trustees and Principal identified was their desire to retain year 7 and year 8 students at the school. Ministry of Education detailed that re-capitation would be something that the Board required, as opposed to being imposed by the Ministry.

18. The applicant acknowledged the 300m² lots proposed (the medium density component of the Structure Plan) would be a targeted for 2-bedroom homes for the retirees and the elderly population. It was unlikely this older demographic would contribute school aged children to the local community.

19. Oakura School Board of Trustees and Principal identified that they receive almost weekly inquiry for new enrolments but it is very hard to find a house to buy in Oakura; they considered that there will be a point of too much even with natural growth.
20. NPDC then discussed the current urban area. The Council had identified that there are approximately 120 potential infill allotments within existing developed lots; 170 lots of green fill (Res C but unserviced) not immediately available for building on. There were also approx. 110-120 potential lots within the Rural zone Oakura South Future Development Area (FUD) land (within the applicant's land). Approx. 395 lots were anticipated on the coastal side of SH45 within the Rural zone Oakura South FUD area and 280 lots of non-FUD from the proposal aggregating to approximately 1000 lots in total.
21. Oakura School Board of Trustees and Principal identified that they are seeking alignment with the Ministry of Education on capacity – both now and in the future.
22. Ministry of Education had a contrasting view on the school's capacity and ability to meet future needs. Ministry of Education preferred increasing capacity at Oakura School rather than establishing a new (second) school. The Ministry of Education view was that projected future growth at the school could be accommodated within the existing school site. It was noted that there were no threshold opportunities for different types of structures.
23. The viability of having a playcentre in the development was then discussed. It was identified that there are three early childhood education centres – the Kaitake Public Kindergarten, Sophia's (a private facility), where the parents are required to pay and the playcentre where parents run activities and are not paid. Oakura Playcentre advised that their main concern was traffic and the safety of children. A particular concern was children crossing Donnelly Street. Oakura Playcentre noted that if growth was to occur, that the Playcentre's property may be used for the expansion of the school.
24. The applicant indicated that he wanted to help the local community and made the offer of provision of land for a playcentre as part of the development. Oakura Playcentre responded that there was a risk to the suggestion of having a playcentre on the development as it may not have the same philosophy or affordability and that it would be a shame to have a private facility.
25. Oakura Playcentre advised that the centre was currently at capacity and that they valued their relationship with Oakura School and that it was important to retain the site. Oakura Playcentre identified that grant money has been invested in the playcentre including sustainable gardening with community nature teaching. Oakura Playcentre noted that it was licensed for 30 students with three sessions a week on Monday, Wednesday and Friday with Playgroup Tuesday and Thursday. In 2019 there are 38 families (50 children) and the playcentre had seen an increase by 20% in the last year.
26. Ministry of Education projections were that there would be an increase in early childhood aged children and thus greater pressure on early childhood education facilities in Oakura in the short-term. In turn, as children aged, pressure will be subsequently experienced by the primary school.
27. There was no agreement on how to address the increase in school aged children and provision for them at Oakura School and Playcentre. However, to better understand existing capacity and future development plans, Oakura School and the Ministry of Education were to share their development plans with the Council and applicant.

ii) Increased traffic and related safety concerns

28. The submitters raised their significant concerns with the current traffic issues occurring near the school particularly on Donnelly Street and the effect the increased traffic generation from the development may have on this existing issue.
29. Oakura School Board of Trustees and Principal detailed that the school has existing traffic concerns and that Donnelly Street is very dangerous. It was also identified that the school has developed and implemented in Council's Let's Go initiatives encouraging students and parents to use active modes of transport (e.g. walking, scooters, cycling).
30. One issue is the traffic in Donnelly Street, which is a cul-de-sac. In addition, State Highway 45 is very dangerous with big trucks and fast-moving traffic. Oakura School Board of Trustees and Principal also noted that a suggestion to get parents to avoid dropping students off at Donnelly Street would have no luck. At the moment there is a bottleneck around the school.
31. The applicant queried whether better circulation of traffic could be achieved, such as by making Hussey Street one way. The existing road network in the immediate environment of the school did not provide for the ready circulation of traffic.
32. Oakura School Board of Trustees and Principal noted that trying to get out of Hussey Street is difficult and that they have tried to encourage students to walk through Hussey Street accessway to an alternative pick-up area.
33. The applicant then suggested providing a crossing or a threshold on Wairau Road as a potential alternative. Oakura School Board of Trustees and Principal identified that sometimes it is more difficult having crossings as some drivers ignore crossings and these give students more confidence.
34. The applicant then suggested utilising a shuttle/bus service to circulate the students around. However, Oakura School Board of Trustees and Principal disagreed due to costings and bad weather concerns.
35. Oakura School Board of Trustees and Principal identified that parents are concerned over student's safety with the current risks of bikes and scooters and cars coming out of surrounding streets. It was acknowledged that 86% of students are travelling via active means and that Police have been asked to help with traffic slowing.
36. The applicant discussed additional counts of traffic and detailed the NZTA urban study of trip generation per lot. The applicant concluded that there would be an addition 8.5 trips per day per household from Wairau Road. In New Plymouth this was 9.5 trips. The applicant's traffic engineer had not observed any hazardous situations and the traffic counts did not highlight any particular issues. The timing of these observations and counts were queried – they were undertaken in the morning during school term. The School and Playcentre commented that school pick-ups (afternoon) were when the most significant issues arose. The applicant indicated a willingness to undertake further traffic counts and observations in the afternoon.

Summary

37. The primary concerns of the submitters were the increased growth pressures upon the local Oakura School and playcentre and kindergartens and the increased traffic generation effects from the proposed development on student's safety.

38. Both the Oakura School Board of Trustees and Principal and Oakura Playcentre did not think the growth projected from the development would be sustainable. Both groups are already facing increased pressure from current growth in Oakura and had concerns for capacity pressures upon the local school and playcentre including loss of land and year groups.
39. The Ministry of Education believed that the school had capacity at present within the current site to meet increased growth.
40. Both the Oakura Playcentre and Oakura School Board of Trustees and Principal had significant concerns around existing and potential traffic generation and consequent effects on student safety from the proposed development. It was identified that Donnelly Street and other roads around the school were already presenting traffic effects and safety concerns.

Matters Agreed

41. The following matters were agreed on during the meeting:

- The applicant to provide traffic counts and observations of afternoon movements at Oakura School and Playcentre on Donnelly Street, The Outlook, SH 45 and surrounds.
- Oakura School Board of Trustees and Principal to provide further details on the projections of the school roll and the capacity of the school to meet these projections, including future plans and what this looks like.
- NPDC to liaise with Ministry of Education on their view on the Proposed Plan Change and future provision of education facilities in Oakura. In addition, Ministry to comment on its view on the current and future capacity of Oakura School.

Matters Not Agreed

42. The following matters were not agreed upon during the meeting:

- The capacity of Oakura School and its ability to provide for the increased growth from the proposed development was not agreed upon.
- How the Oakura School and Oakura Playcentre were going to accommodate the future growth from the development was not agreed upon.
- The applicant's suggestion to provide a playcentre on the development site was not agreed upon.
- The applicant's suggestion to use alternative school access routes and put a crossing on Wairau Road and run a bus service were not agreed upon.
- The effect and sustainability of growth projected from the development upon Oakura was not agreed upon.
- The traffic effect from the proposed development on surrounding roads and the Oakura School and Oakura Playcentre was not agreed upon.

Next Steps/ Actions

43. I thanked everyone for their participation. NPDC discussed the action points and explained the next steps in the process. NPDC enquired whether there were any issues that people

wished to not be included in the pre-hearing meeting report, on a without prejudice basis. Participants all agreed that all matters discussed could be included.

44. NPDC noted that there were further actions required of the Applicant, the Ministry of Education and Oakura School Board of Trustees and Principal.

45. The action points from the meeting were:

- Applicant: Undertake traffic counts and observations of afternoon movements at Oakura School and Playcentre on Donnelly Street, The Outlook, SH 45 and surrounds
- Submitters: Oakura School Board of Trustees and Principal to provide further details on the projections of the school roll and the capacity of the school to meet these projections, including future plans and what this looks like
- NPDC: Liaise with Ministry of Education on their view on the Proposed Plan Change and future provision of education facilities in Oakura. In addition, Ministry to comment on its view on the current and future capacity of Oakura School.

Callum Williamson

2. Equestrian Pre-hearing Meeting

IN THE MATTER OF: The Resource Management Act 1991
AND

IN THE MATTER OF: A private plan change request by Oakura Farm Park Ltd to change the Operative District Plan to enable future development at land situated at 156 Upper Wairau Road and 1215-1277 South Road, State Highway 45, Oakura.

**PRE-HEARING REPORT PURSUANT TO SCHEDULE 1 CLAUSE 8AA (5) OF
THE RESOURCE MANAGEMENT ACT 1991**

EQUESTRIAN

Independent Facilitator:
Callum Williamson

28 January 2019

NEW PLYMOUTH DISTRICT COUNCIL

PRE-HEARING MEETING REPORT

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Meeting held

2. The meeting was held on 28 January 2019 at the New Plymouth District Council Office, _ Liardet Street, New Plymouth, commencing at 3:30pm. The meeting concluded at 4:50pm.
3. This report has been prepared in accordance with the requirements of Schedule 1 Clause 8AA (5) of the Resource Management Act 1991, which is set out below:
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Attendees

4. The following people attended the meeting:

Facilitators: Callum Williamson

Note taker: Anna Stevens

Attendees for the Council:

Hamish Wesney, Consultant Reporting Officer

Anna Stevens, Consultant Reporting Officer

Kelsi Bolstad, Reserves Planner

Attendees for Oakura Farm Park Ltd:

Mike McKie, Developer/ Applicant, Oakura Farm Park Ltd

Colin Comber, Planning Consultant

Alan Doy, Surveying Consultant

Submitters:

Megan Gundersen, Taranaki Equestrian Network (TEN)

Allie Black, Taranaki Equestrian Network (TEN)

Meeting format and agenda

5. Prior to the meeting, New Plymouth District Council circulated a proposed agenda, a copy of which is attached as Appendix A. I have set out the meeting format below:
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 - ii) Proposed agenda
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7. Oakura Farm Park, the subject site, is a portion of land situated to the south of Wairau Road and to the east of State Highway 45. The site is zoned Rural Environment Area with a portion of the site (approximately 13ha) being subject to a Future Urban Development Overlay in the Operative New Plymouth District Plan.
8. The development proposal to be known as 'Wairau Estate' includes approximately 62 hectares of the Oakura Farm Park land at 156 Upper Wairau Road and 1215-1277 South Road, Surf Highway 45, Oakura, adjoining land at 132 Upper Wairau Road comprising of approximately 1.3 hectares owned by LM Thurman and JM Williams and approximately 5,094m² adjoining land fronting SH45 owned by Powerco Limited.
9. The subject site was previously part of a larger section of Oakura Farm Park land, in which a portion of the larger site, the remainder of the land, was subdivided and developed. This land known as "The Paddocks" rural lifestyle development is situated on the north-eastern corner of the subject site. In conjunction with the plan change request, the applicant is seeking to vary a Consent Notice imposed on the subject land as part of "The Paddocks" to enable this development.
10. The concept plan for the rezoning indicates approximately 395 lots could be created by changing the current Rural Environment Zoning to a mixture of zoning including Residential A Environment area, Residential C Environment area, Business C Environment area, Proposed Open A space and two new proposed zones Residential A with Proposed Residential Medium Density Area and Proposed Rural Lifestyle Area. These areas have been captured under the proposed Wairau Estate Structure Plan. Associated changes to the rules, policies and maps under the Operative District Plan are also proposed in the plan change request. The plan change request also entails a proposed roundabout and underpass at the Wairau Road and State Highway 45 interface, internal roadways, walking tracks and bridle path.
11. The site has a history of being used for dairy farming, with the site currently operating as a small dairy unit of approximately 57 hectares.
12. A number of submissions were received on the proposed plan change, with the majority in opposition. The proposed development has raised concerns from different members of

the community in regard to potential community infrastructure effects including the local school and playcentre, equestrian access effects, traffic effects and service capacity effects.

Issues

13. The meeting participants identified and discussed four main equestrian related issues.
 - i) Bridle track and equestrian access throughout the plan change area
 - ii) Equestrian use of the Wairau Stream tributary esplanade strip
 - iii) Equestrian use of the proposed SH 45 underpass
 - iv) Esplanade access and shared use
- i) Bridle track and equestrian access throughout the plan change area
14. TEN queried how horse riders would move through the reserves and other spaces within the plan change area, as well as connections with Wairau Road and further afield. TEN tabled 'The British Horse Society – Advice on Specifications 7 Standards recommended for equestrian routes in England & Wales'. TEN identified that the development's recommendations and standards for equestrian access cannot be met through accessways alone (referring to the tabled document).
15. The applicant accepted that there needed to be a dedicated equestrian route within the development. The applicant tabled a plan (Ref: McKinlay EQ-01) showing a proposed equestrian-only bridle track. The applicant identified and explained their suggested Bridle track (with new reserves) which will be parallel with SH 45 and will go around the Powerco site. The trail would then head out to the SH45/Wairau Road intersection and then connect with the proposed underpass. The applicant stated that the proposed underpass could connect with a future esplanade reserve/strip (shown on District Plan Map A61) heading down the valley to Messenger Tce and onto the beach.
16. TEN agreed with the applicant's suggested bridle path and noted that they had the same idea as the applicant and that they were pleased with the safe access off Wairau Road. The applicant suggested that the proposed track would provide a safe margin between SH45 and the toe of the noise bund. TEN noted that this was an excellent solution.
17. NPDC advised that the proposed underpass still requires thought in regard to the shared pathway aspect. NPDC raised the Bell Block example of a model for shared pathways.
18. TEN suggested that in terms of shared pathways, horses tend to form their own pathways and that there is not a need to utilise a formed path. TEN advised that only a width of approximately 1 metre was required, noting that the proposed bridle track on the site should be low key and that it did not require a big path. TEN highlighted their concern in regard to the potential danger point of impact from mountain bikers coming at highspeed and horses. TEN then discussed the requirement to dismount from horses at the underpass.
19. TEN and the applicant agreed on the proposed bridle track and that the only detail that was required pre-hearing or at the hearing was that the bridle track would be added to the Structure Plan.
20. The applicant confirmed that there would not be a cycle/walk path on the noise bund. Just a dedicated bridle path alongside.

ii) Equestrian use of the Wairau Stream Tributary Esplanade Strip

21. NPDC advised that the top Wairau Stream Esplanade identified on the Structure Plan was actually a tributary and that Wairau Stream was actually the identified water body in the lower portion of the Structure Plan. NPDC identified that in the Operative District Plan, only the tributary is identified as a priority water body.
22. NPDC explained that normally if NPDC takes an esplanade reserve for a priority water body it would be utilised as a shared path.
23. The applicant noted the land adjoining the true left bank of the stream within the applicant's site, and on which the existing shared path is formed, currently has the status of Esplanade Strip.
24. NPDC identified that there is a standard for bridle paths and that the standard for other NPDC shared paths could be used. TEN noted that their preference was for a simple track, not a surfaced track.
25. The applicant confirmed that the track would be reasonably level, apart from some contours (with potential earthworks extent to culverts). It was suggested that a shallow swale drain could be used which would be wide enough to reduce maintenance.
26. TEN suggested that they were happy to liaise with the applicant when it comes to design and construction of the bridle track to ensure ease of use for horses. TEN identified that the path could be relatively lowkey, similar to what is already on the existing walkway.
27. TEN requested that NPDC identify the esplanade to the southern portion of the site, noting that it was important to have continuity. TEN also noted that it was ideal to have horses off-road.
28. The applicant then requested that NPDC make available their standard for shared trails.

iii) Equestrian use of the proposed SH 45 underpass

29. TEN explained 'The British Horse Society – Advice on Specifications 7 Standards recommended for equestrian routes in England & Wales' guidance to the applicant and suggested that the shared bridle track could be less intense. However, TEN identified that the bigger the track, the better for horses.
30. TEN noted that NPDC's Waiwhakaiho River's underpass mimics this.
31. The applicant raised that when the underpass is being designed, they want all stakeholders or potential users present to agree on the design. TEN advised that they would prefer not to have to get off their horses at the underpass but were happy to dismount if required and that they could dismount with 10 meters (which could include a dismounting facility).
32. TEN suggested that the design could entail one-way traffic and chicanes could be utilised to keep speed down (particularly for cyclist).
33. Both the applicant and TEN agreed that speed was a focus.

iv) Esplanade Access and Shared Use

34. In regard to the existing esplanade strip, the applicant tabled a report dated 23 September 2016 ID 5781 prepared by NPDC property consultant Murray Greig titled 'Review of requirement to remove esplanade strip – Oakura Farm Park'. The report had two recommendations which included NPDC's Consent Team reviewing the strip and NPDC's Policy Team reviewing the standards and rules.
35. The applicant identified that walkers (including 'The Paddocks' development residents) and children biking use the esplanade strip and that the walkers have acknowledged that they will not continue to do so if horses can access the strip.
36. TEN then identified that they were no longer concerned with accessing this strip with the provision of the proposed bridle path. However, TEN expressed concern as to Surrey Hill Road horse riders etc. and their use of Wairau Road. TEN also raised issues with mountain bikers increased use of trails and how this presented a conflict of use. TEN suggested that NPDC may want to address this.
37. TEN asked NPDC whether the esplanade strip would become a reserve and have a management plan. TEN expressed that it was a contradiction to allow mountain bikers and horses.
38. All groups agreed it was for NPDC to decide if the existing esplanade strip was to become a reserve.
39. The applicant and TEN agreed that potentially the esplanade access for horses could be restricted to pre 9AM and post 6PM etc.
40. The applicant noted their preference for the tributary esplanade strip to become a reserve to enable all users. It was identified that the strip could be widened and straightened and put in NPDC's control. The applicant acknowledged that cyclists, horses and dogs use it currently.
41. The applicant then explained that it would be hard for members of the public (non-proposed owners in Wairau Estate) to use the proposed private bridle track due to needing access agreements from all future lot owners.
42. TEN then urged that they still wanted the esplanade strip to become a reserve. The applicant noted that they wanted to transfer the esplanade strip to a reserve under this plan change. TEN agreed with the applicant. Both the applicant and TEN agreed that who had access would then be regulated by NPDC to manage under the Reserves Act and/or Council Bylaws.

Summary

43. The primary concerns of the submitters were the bridle track and equestrian access provision through the proposed plan change area, the tributary esplanade strip/reserve, the SH 45 underpass and the esplanade access and shared use.
44. The applicant explained their proposed bridle track for the site to run adjacent to the western boundary and SH45 within the site for dedicated use for equestrian access. TEN agreed with the suggested bridle track and offered to provide support in the design phase to ensure usability. All parties discussed bridle track standards.
45. NPDC explained that the Wairau Esplanade identified on the Structure Plan was actually a tributary and that the Wairau Stream was in the southern portion of the site, although in the Operative District Plan only the tributary is identified as a priority water body. NPDC

also identified that normally Council process when taking a stream as a priority water body was to utilise it as a shared path.

46. The shared use of the underpass was discussed, and potential safety measures detailed, with all parties acknowledging the different potential users of the path and the need to ensure ease of transition and to reduce speed.
47. TEN raised concerns with mountain bikers using the esplanade strip and shared access. TEN also asked NPDC whether the esplanade strip along what has now been identified as the tributary could be transferred to NPDC and become a reserve, with a reserve management plan. All parties agreed NPDC would decide if an esplanade reserve was to be enacted.
48. TEN and the applicant agreed that they wished for the esplanade strip along the Wairau Stream in the southern portion of the site, to be transferred to NPDC to become a reserve with NPDC choosing who could access the reserve. NPDC reserved its position on the status of this land as it needs further consideration as part of the overall reserve provision for the plan change request.

Matters Agreed

49. The following matters were agreed on during the meeting:

- That the applicant's suggested bridle path on the site was an effective means of providing for equestrian access throughout the site.
- The applicant to confirm amendment to Structure Plan showing bridle trail along State Highway 45 frontage/open space area.
- That the construction of the bridle track could be relatively simple in nature.
- That the underpass would be a shared path and provisions were required to allow for safe passage and ease of transition for all users.
- That the top Wairau Stream Esplanade identified on the Structure Plan was actually a tributary and that Wairau Stream was actually the identified water body in the lower portion of the Structure Plan.
- Whether the Wairau tributary was to become an esplanade reserve and be in NPDC's control was up to NDPC, as well as who could access it.
- Whether the Wairau stream was to become an esplanade reserve and be in NPDC's control was up to NDPC, as well as who could access it.
- NPDC to supply applicant and TEN with NPDC standard for equestrian paths.
- NPDC to consider appropriateness of Wairau Stream tributary open space to change from 'esplanade strip' to 'esplanade reserve' - will be considered as part of Section 42A/Officer Report on Plan Change.

Matters Not Agreed

50. The following matters were not agreed upon during the meeting:

- Resolution for how to manage the shared use of the Wairau Tributary and Wairau Stream esplanade reserves and potential conflict between horse riders and cyclists.

Next Steps/ Actions

51. I thanked everyone for their participation. NPDC discussed the action points and explained the next steps in the process. NPDC enquired whether there were any issues that people

wished to not be included in the pre-hearing meeting report, on a without prejudice basis. Participants all agreed that all matters discussed could be included.

52. NPDC noted that there were further actions required of the applicant and Council.

53. The action points from the meeting were:

- Applicant: To confirm amendment to Structure Plan showing bridle trail along State Highway 45 frontage/open space area
- NPDC: To supply applicant and TEN with NPDC standard for equestrian paths
- NPDC: Consider appropriateness of Wairau Stream tributary open space to change from 'esplanade strip' to 'esplanade reserve' – will be considered as part of Section 42A/Officer Report on Plan Change

Documents tabled

54. The following documents were tabled in the meeting:

- The British Horse Society – Advice on Specifications 7 Standards recommended for equestrian routes in England & Wales. 2013.
- McKinlay Surveyors – EQ-01 - Pedestrian/Equestrian Linkages – Wairau Estate, Oakura – Prepared for Oakura Farm Park Limited. 21/01/19.

Callum Williamson

2A. The British Horse Society – Advice on Specifications 7
Standards recommended for equestrian routes in
England & Wales. 2013.

ADVICE ON

Specifications and Standards recommended for equestrian routes in England and Wales



The British Horse Society is often asked to provide specifications for various aspects of rights of way. We are also asked for advice on other facilities such as margins alongside roads, or bridges over roads or streams. Some standards are required by law, others have been agreed with the Department for Transport. In most cases a desirable specification is given and it is stressed that this recommended standard is to be regarded as the norm, and that a lesser standard will only be acceptable in exceptional cases.

Conditions of terrain and soil type in different areas mean that riders adapt to different local situations. Therefore, each case should be considered on its merits in consultation with the Society's local Access and Bridleways Officer.

This Advice Note provides a readily accessible summary of the main practical points about providing access for horses and riders, which are intended to complement and refer to other relevant sources of information, such as our publications on Gates and Cattle Grids.

Riders are no different from walkers and cyclists, or indeed, anyone else who enjoys the countryside in that they (and their horses) come in all shapes and sizes, with considerable variety in their interests, skills, needs and preferences. Some prefer well-defined, surfaced routes, whereas others enjoy the challenge of informal, ill-defined paths across remote hills.

The key is to provide a variety of routes, surfaces and experiences, and to take into account basic needs, aspirations and constraints of all users.

Recommendations

Widths

In Modification Orders

The Society will object if the width stated is less than that for which there is substantive evidence, or if a single whole route width is stated where there is evidence that the path is demonstrably wider in places.

In Diversion Orders

The Society encourages Order Making Authorities to adopt a Recommended Standard of 5m (16½ft) width for diverted bridleways.

The Society will usually object to bridleway diversion proposals where the width of the replacement bridleway is less than 4m (13ft) unless exceptional circumstances apply.

In Creation Orders

The Society encourages Order Making Authorities to adopt a Recommended Standard of 5m (16½ft) width for new bridleways but recognises that a lesser width may be necessary in order to create any path in some cases. The Society will encourage the provision of the standard 5m width whenever possible.

For greenways and those considered to be of strategic importance, 10m (33ft) allows for better segregation of different classes of user and for the provision of trees and hedges and benches for resting walkers, so making the route more pleasant for all users.



For general maintenance or enforcement purposes

Where there is no substantive evidence of a path's width, the Society will request that a width of no less than 3m (10ft) is cleared. If the Definitive Statement includes a width, then a minimum of that width should be reinstated so long as it is wide enough to be practical (at least 3m if bounded on one or both sides, 2m if open).

General points

Where it is required to turn a horse (in order to close a gate, for example), the ideal space required is at least 4m x 4m. Many large horses require more than 4m to turn easily. The absolute minimum space required is a diameter of 3m (9ft) on clear, flat ground with no protusions or overhanging vegetation. This will be too restrictive for some horses and could result in injury should a horse panic at being so constrained. It allows no leeway at all for a horse being startled by a sudden movement or sound, perhaps from wildlife in a hedge, or for coping with temporary conditions such as standing water or preferably more to avoid potential of injury on fencing, gates or other structures and if ground is uneven or there is overhanging vegetation.

The width between gateposts (S.145 Highways Act 1980) should be five feet on a bridleway, 10 feet on a byway or (BOAT or RB) or road (surfaced or not).

To avoid injury, posts should be rounded off and there should be no barbed wire or electric fence for at least 2m on either side of a gate.

S.164 Highways Act 1980 provides that the presence of barbed wire by a

right of way can constitute a public nuisance.

Adequate turning space and safe loading and unloading areas are essential where parking is provided for horse boxes and trailers.

Heights and Overgrowth

The minimum height of a mounted rider is 2.55m above ground level. Overhanging branches, overgrowth from the sides and any other obstructions should be cleared to a height of 3.7m (minimum 3.4m) on all routes.

Road Crossings and Other Facilities

The Design Manual for Roads and Bridges Volume 6 Section 3 Part 3 TA 57/87 (published January 1989, current at September 2012) includes recommendations in Chapter 11 for roadside facilities for ridden horses.

The Design Manual for Roads and Bridges Volume 6 Section 3 Part 5 TA 90/05 "The Geometric Design of Pedestrian, Cycle and Equestrian Routes" contains useful specifications including speed, visibility, gradient, headroom and crossings.

The Manual is available online at www.gov.uk/dft, search for DMRB.

Pegasus Crossings

Recommendations for Pegasus Crossings are produced by the Department of Transport in Traffic Advice Leaflet (TAL) 03/03 Equestrian Crossings <http://assets.dft.gov.uk/publications/traffic-advisory-leaflets/equestrian-crossings.pdf> or search www.gov.uk/dft for Traffic Advice Leaflets.

Additional points regarding Pegasus crossings are:

- 1 Ideally, any of the horse buttons on a Pegasus crossing should give a shorter waiting time than the ordinary pedestrian/cycle level buttons.
- 2 Buttons should be positioned at a height that accommodates the height variation from a child's pony to a large horse so they can be easily reached by all riders and 1.5m is recommended.
- 3 Waiting pens are not always necessary and may be considered site by site. There is a simple Pegasus crossing on the edge of Lincoln that has no waiting pen, in spite of being on an 'A' road into the city centre.

Waiting pens are not constructed at every point where bridleways cross roads. If there is a good flow of walkers and cyclists as well, then separation or pens may be advisable, but are not necessary everywhere.

- 4 Fencing around waiting areas at Pegasus crossings in rural areas is only



necessary if there is a drop or some other hazard beyond it, unless the waiting area is in the middle of a dual carriageway, when it is clearly helpful. Sometimes, however, waiting areas mean that the gate at the end of the bridleway can be set back away from the road so it can be dealt with safely away from traffic, and the pen gives the horses a safe waiting area where they cannot easily step into the road if a rider's control lapses.

- 5 Traffic Advice Leaflet 03/03 (DfT TAL) states under Shared Use that, "it is usually desirable to provide a cyclist and/or pedestrian as well as an equestrian crossing facility". This is excessive in most circumstances, particularly as it almost doubles the costs of equestrian crossings, making them prohibitively expensive to install, and it doubles the ugly furniture which makes them so unwelcome in the countryside.
- 6 Horse riders and walkers and cyclists have co-existed on many bridleways that have a width of less than 3m without problems, and they wait to cross roads together where there is no Pegasus crossing with no reported incidents between non-motorised users.
- 7 All that is needed in most rural situations is a reasonable sized holding area for horses behind the one for walkers and cyclists, and for the button for equestrian use to be sited in the equestrian holding area.

Gaps and Gates

The Society is often asked by government agencies, local authorities and

landowners for the ideal equestrian gate. For ultimate safety, convenience and ease of use there should be no gates across a route. A gate is a barrier that has to be negotiated by equestrians, and no matter how good its design or installation there is a risk attached. Specifications for gates and latches and other barriers can be found in the BHS publication on Gaps, Gates and Barriers.



Bridges

It is essential that any plans to cross a watercourse must first have the consent of the Environment Agency. Following construction and before use, a bridge should be certified by a Chartered Civil Engineer to ensure that the structure has been suitably constructed to fulfil its requirements.

The following specification represents the ideal desired by equestrians for new bridges and may be essential to ensure the safety of all users at some sites. If the specification cannot be achieved or seems

inappropriate, perhaps in a remote rural location, the Society strongly advises consultation with its local Access and Bridleways Officer to establish what may be acceptable at a particular site.

Parapets

- Horses will be alarmed by traffic passing beneath them, whether it is on a navigable river, road or railway. Their view of traffic should be obscured by solid infill of parapets. The faster the potential speed of traffic, the greater the height of the infill required. This also applies to fast-flowing or turbulent water.
- Higher parapets are desirable – 1.8m is less likely to be jumped by a horse and it increases protection for a rider from falling off the bridge should he, for any reason, fall from the horse.
- Bridges over bogs should normally have a parapet because a horse falling off the bridge may become stuck in the bog and the danger is greater than landing in water.
- Parapets are not always necessary, particularly on short spans with low deck heights and need is likely to be influenced by the local terrain.

Width and Sightlines

- It is undesirable to pass other users on a bridge with a width of less than

3m. Sightlines are essential to see whether the bridge is clear before committing to it. A width of less than 3m may be insufficient to turn a horse once on the bridge, and to do so could be dangerous.

- Negotiating a gate requires manoeuvring space, in line with the gate as well as before and after it – 3m is required to allow the horse to be alongside the gate, with 1.8m beyond the catch end. Therefore, gates should not be installed on bridges narrower than 3m. This includes at the end of a bridge, because in one direction the horse would be negotiating the gate from the bridge, which would not have enough space in which to turn.
- Waiting areas should be at least 3m in width and length, 4m is preferable. The area should increase with the potential waiting period as horses may become restless, particularly if the environment is threatening.
- Bridges carrying roads with high volumes of traffic should have a segregated marked route for horse riders.
- There should be no bollards or other width limitations on the bridge or in the waiting area.

Clearance

- Where a canopy is provided to any bridge it should have a height of 3.7m (minimum of 3.4m). In exceptional circumstances a lower height may be acceptable for the horse to be led when mounting blocks are present. Advisory notices may be required if the low height is not obvious at a point where it is safe to dismount.
- Overhanging vegetation should be clear of the bridge by 3.7m. Bridges overhung by trees may become slippery from vegetation or moss and greater attention will be needed to prevent slipping and rot.

Structure and surface

- Live load 5kN/sq m (BS 5400), point load 8.12kN.
- Structures should be stable; decking substantial and non-echoing, with no gaps in the decking through which the river, road or railway can be seen. Deck boards should be laid at right angles to the sides of the bridge.
- Surfaces of bridges must be non-slip: stone mastic asphalt should never be used. A hard wearing non-slip surface can be created by coating a wooden deck with epoxy resin and bauxite grit. Wooden cross-struts may be fixed to slopes, but water and organic material may collect against them, causing rot; they may become loose and their edges are

vulnerable to wear as struck by hooves. Metal is noisy and alarming to horses. Wood is slippery when wet. Non-slip surfacing also dulls noise, which is preferable.

Bridge Specifications for Equestrian Use Over Watercourses (ditch, stream or river)							
Route Type	Span	Deck height	Width	Parapet ¹ height	Infill ² height	Kickboard	Kickboard/ Infill Uplift ⁴
Bridleway	< 3m	< 1m	2m				
Restricted Byway, Byway	< 3m	< 1m	3m	1.2m ³	0.6m ³	250mm	25mm
All routes	3–8m	< 1m		1.8m ³			
All routes	< 8m	> 1m	4m no parapet 3m with parapet	1.2–1.8m ³			
All routes	> 8m	> 1m	4m	1.8m ³			
N.B. Parapets or infill are not always required, contact the area Access and Bridleways Officer for advice on specific circumstances.							
Bridge Specifications for Equestrian Use Over Roads and Railways							
Route Type	Span	Deck height	Width	Parapet ¹ height	Infill ² height	Infill Uplift ⁴	
Any route over road	Any	Any	Minimum 3m	1.8m	1m	25mm	
Any route over railway					1.8m	Not applicable	

¹ Higher parapets are desirable because 1.8m is less likely to be jumped by a horse and it increases protection for a rider from falling off the bridge should he for any reason fall from the horse.

- ² Infill is solid panelling fixed to the parapet railings to obscure a horse's view of traffic or turbulent water passing beneath the bridge.
- ³ Parapets or infill may not be practical over watercourses where flood potential could allow waterborne debris to collect against the parapet uprights or infill and increase stress on the bridge.
- ⁴ Uplift is the gap between deck and kickboard or infill.

(Further information on bridge construction is available in Path Bridges: Planning, Design, Construction and Maintenance, from the Paths for All Partnership (01259 218888) info@pathsforall.org.uk for £40. It is recommended that BHS specifications are followed in preference where the guide differs.)

Other

- There should be no barbed wire or electric wire on or adjacent to the bridge or waiting area.

Fords

Fords are usually cheaper than bridges and may be appropriate where the maximum depth of water is 0.5m in normal conditions.

The force of water flow in normal conditions should allow a horse to walk easily without being pushed off course.

The base of the ford within the watercourse must be firm, level, free from holes and non-slip. Often levelled bedrock or the natural bed of the watercourse will fit these criteria with little intervention. In other locations, ridged concrete or stone setts may be required.

Entry points must be firm and able to withstand fluctuating water levels and potential damage from horse use without erosion or poaching. Stone pitching may be necessary in some situations to protect the entry points.

Ideally, the gradient of the entry points should be no more than 1 in 12 though 1 in 10 may be acceptable if the bank is shallow. The entry points must shelve into the river – abrupt banks are unsafe because a horse would have to jump in or out with high potential for slipping or falling.

Depth poles and markers for entry/exit points should be provided where the ford is wider than 4m.

Where the ford is through a river which has a strong current at times, no sharp or dangerous objects should be close to the path on its downstream side.

Stepping stones or footbridges for pedestrians should always be on the upstream side of the equestrian crossing to ensure the horse is not swept

towards any sharp edges or pinned against the structure.

If a ford is being considered, then permission must be gained from the Environment Agency (or equivalent depending on the country) prior to any work taking place.

Underpasses

Where underpasses are constructed to enable riders to cross below a road, the ideal height is 3.7m (12ft), minimum 3.4m; and the desirable width is 5m (16½ft), minimum 3m (10ft).

While the Society seeks the desirable height for under-passes, in exceptional circumstances a lower height may be tolerated. When 'cattle height' for an underpass is locally agreed as acceptable for riders, they would be expected to dismount. In this case, a mounting block should be provided at either end.

Mounting Blocks

A rider usually has best control of a horse while mounted, but there are some circumstances in which it is desirable to provide mounting facilities. The BHS advice note on Mounting Blocks provides full details. In brief:

- Step height 240mm to 260mm
- Total height 780mm
- Width at least 600mm
- Step length at least 450mm
- Top platform length at least 750mm
- It is strongly recommended that steps are provided at both ends of the central platform so that if a horse walks forward, the rider can go down the steps rather than have to jump off a high platform.
- Clear manoeuvring space 3.7m high and at least 1.8m wide to the right side of the mounting block as the rider goes up it, and contiguous with it, extending 3m before and beyond the mounting block (permitting the rider to mount the horse from its near side).
- The material forming the mounting block should be such that striking it with horses' hooves or rider's footwear should not make a sudden ring or noise likely to startle a horse.
- The material forming the steps and platform should be of a non-slip nature.

Fencing

As a general guide the following types of fencing are suitable for horses and ponies, and can be used safely alongside rights of way, although some are more desirable than others:

- post and rail wooden fencing;
- post and rail impact resistant plastic;
- post and rail – solid uprights/flexi-rails (PVC or rubber-coated webbing).

Wire fencing (both straight and barbed) is less desirable and potentially injurious. If barbed wire is proved to be a nuisance it is illegal (S.164 Highways Act 1980).

Electric fencing should never be used alongside or across bridleways except where proper provision has been made at gates by raising the wire above the gateway at a height of 3.7m (see Advice Note on Electric Fencing).

Gradients

For general purposes, a gradient of 1 in 12 is the ideal maximum for ridden use. However, account must be taken of the geographical features of the area and discussion between the local BHS Access and Bridleways Officer and highway authority is essential.

On very steep routes it is sometimes necessary to cut steps into the path to facilitate passage.

For ridden use the specification is:

Length of step: 2.9m (9ft) (to allow horse to stand on all fours on each step)

Height of riser: 150mm (6 inches)

In order to make use of limited land space, it is acceptable to allow a slight slope downwards towards the riser.

Road surfaces

Some road surfaces can be extremely slippery and cause horses to slide, stumble or fall. There are a number of surfaces that do this, but Stone Mastic Asphalt is one of the main culprits.

This surface is laid because it offers a quiet option for traffic, is extremely hard wearing and does not need replacing very often. However, if it is not laid correctly it is very slippery for equestrians. It is now being found in many rural areas as well as busy urban roads and motorways, and it is causing equestrians problems. If laid correctly, there should be no difficulty with horses using it, but if it is not, then problems arise.

The BHS has worked very hard with the County Surveyors' Society (CSS, which is now part of the Association of Directors of Environment, Economy and Transport, ADEPT), to alleviate any problems and a useful booklet has been issued jointly by the two organisations as guidance for highway engineers on horses and highway surfacing. It is available from the BHS at

[www.horseaccidents.org.uk/Advice and Prevention/Riding on the Road/Slippery Roads](http://www.horseaccidents.org.uk/Advice%20and%20Prevention/Riding%20on%20the%20Road/Slippery%20Roads) and is also useful advice for equestrians who may wish to draw it to the attention of highways departments or contractors undertaking surfacing.

The presence of at-grade crossing points can be emphasised to motorists by installing white rails for a short distance alongside each end of the bridleway, at right angles to the carriageway. Using contrasting colour grit on surface applications for crossings can also draw attention to their presence.

Road signs and street furniture

Regard should be given to the siting of all signs and other street furniture alongside a carriageway so that they do not block riders' passage and sight lines. Sharply pointed signs should not be level with the head of horse or rider. Major signs should be placed at a height that allows riders to pass safely underneath.

Margins/Verges

Margins should be provided where it would be hazardous for riders to use the carriageway (S.71 Highways Act 1980) especially where the road forms an essential link to the rights of way network. Where there is significant usage a path may be hardened for riders' use (DfT Advice Note TA 57/87).

Road margins should not be allowed to become dumps for spoil. Verges are often legally part of the carriageway and should not be obstructed. They form a vital safety zone for riders. It is recognised that verges are sometimes used for conservation or ornamental purposes, but care should be taken to ensure that such use does not impede the passage of the public.

This Advice Note should be read in conjunction with other BHS advice which should be requested from the address below.

2013/1

Access Department

The British Horse Society
Abbey Park, Stareton
Kenilworth, Warwickshire CV8 2XZ

Call: 02476 840515 Fax: 02476 840501
www.bhs.org.uk Email: enquiries@bhs.org.uk

This advice note applies to England and Wales. For information on Scotland, contact Helene Mauchlen, BHS Development Officer for Scotland, Woodburn, Crieff, Perthshire PH7 3RG

Telephone: 01764 656334 Email: h.mauchlen@bhs.org.uk

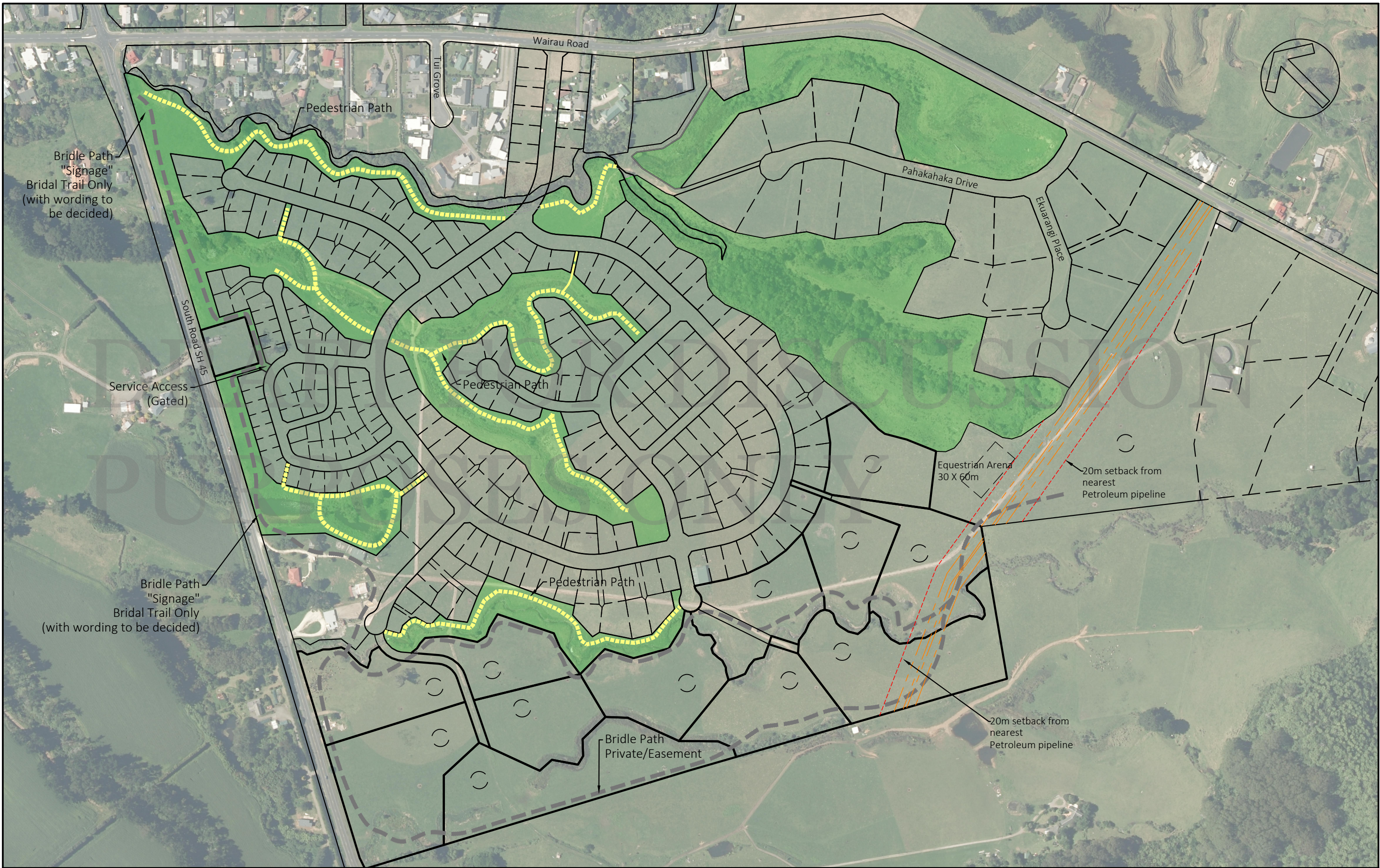
For information on Northern Ireland please contact Susan Irwin, BHS Development Officer for Ireland,

The Hyde, 120 Main Street, Greyabbey, County Down BT22 2NG
Tel: 02842 788681 Mob: 07808 141079 Email: s.irwin@bhs.org.uk

The British Horse Society is a Registered Charity Nos. 210504 and SC038516



2B. McKinlay Surveyors – EQ-01 - Pedestrian/Equestrian Linkages – Wairau Estate, Oakura – Prepared for Oakura Farm Park Limited. 21/01/19.




3 Young Street, PO Box 116
New Plymouth 4340
North Taranaki 06 758 5342
South Taranaki 06 278 4456
mckinlaysurveyors.co.nz

TITLE

PEDESTRIAN/EQUESTRIAN LINKAGES - Wairau Estate, Oakura

This plan is prepared only for the purpose of obtaining a Resource Consent under the Resource Management Act 1991. It should not be used for any other purpose. Areas and dimensions are approximate and are subject to change on final field survey.

COMPRISED IN
Lot 29 DP 482991

TERRITORIAL AUTHORITY
New Plymouth District Council

PREPARED FOR
Oakura Farm Park Ltd

AREA
66.3389ha

DATE
21/01/19

SCALE
1:4000 @ A3

JOB
O-160109

DRAWING
EQ-01

SHEET OF
1 1

3. Community Pre-hearing Meeting

IN THE MATTER OF: The Resource Management Act 1991
AND

IN THE MATTER OF: A private plan change request by Oakura Farm Park Ltd to change the Operative District Plan to enable future development at land situated at 156 Upper Wairau Road and 1215-1277 South Road, State Highway 45, Oakura.

**PRE-HEARING REPORT PURSUANT TO SCHEDULE 1 CLAUSE 8AA (5) OF
THE RESOURCE MANAGEMENT ACT 1991**

KAITAKE COMMUNITY BOARD AND GROUPS

Independent Facilitator:
Callum Williamson

28 January 2019

NEW PLYMOUTH DISTRICT COUNCIL

PRE-HEARING MEETING REPORT

Introduction

1. A pre-hearing meeting was called by New Plymouth District Council (NPDC) with regard to the private plan change request made by Oakura Farm Park Ltd to change the Operative District Plan to enable a zoning change from the current Rural Environment Area to Residential and Rural Lifestyle zones, enabling development under the Wairau Estate Structure Plan at 156 Upper Wairau Road and 1215-1277 South Road, State Highway 45, Oakura.

Meeting held

2. The meeting was held on 28 January 2019 at the Oakura Community Hall, Main Road, Oakura, commencing at 5pm. The meeting concluded at 7pm.
3. This report has been prepared in accordance with the requirements of Schedule 1 Clause 8AA (5) of the Resource Management Act 1991, which is set out below:
 - (5) *The chairperson of the meeting must, as soon as practicable after the end of the meeting, prepare a report that—*
 - (a) *must identify the matters that are agreed between the local authority and the submitters and those that are not; and*
 - (b) *may identify—*
 - (i) *the nature of the evidence that must be called at the hearing by the persons who made submissions:*
 - (ii) *the order in which that evidence is to be heard:*
 - (iii) *a proposed timetable for the hearing; but*
 - (c) *does not include evidence that was presented at the meeting on a without prejudice basis.*

Attendees

4. The following people attended the meeting:

Facilitators: Callum Williamson

Note taker: Anna Stevens

Attendees for the Council:

Hamish Wesney, Consultant Reporting Officer

Anna Stevens, Consultant Reporting Officer

Attendees for Oakura Farm Park Ltd:

Mike McKie, Developer/ Applicant, Oakura Farm Park Ltd

Colin Comber, Planning Consultant

Alan Doy, Surveying Consultant

Andy Skerrett, Traffic Consultant

Submitters:

Doug Hislop, Kaitake Community Board

Graham Chard, Kaitake Community Board

Paul Coxhead, Kaitake Community Board

Mike Pillette, Kaitake Community Board

Noot Barrett, New Plymouth Old Boys Surf Club
Clare Knapton, New Plymouth Old Boys Surf Club

Meeting format and agenda

5. Prior to the meeting, New Plymouth District Council circulated a proposed agenda, a copy of which is attached as Appendix A. I have set out the meeting format below:
 - i) Introductions
 - ii) Proposed agenda
 - iii) Council outlined:
 - a. statutory requirements
 - iv) Oakura Farm Park Ltd outlined:
 - a. Background and reason for the private plan change request
 - b. The main features of the private plan change request
 - v) Submitters outlined their issues with the proposal
 - vi) Discussion on each issue
 - vii) Next steps.

Background

6. Below NPDC and I set out some of the factual matters relating to this private plan change request and which set the scene for the pre-hearing meeting.
7. Oakura Farm Park, the subject site, is a portion of land situated to the south of Wairau Road and to the east of State Highway 45. The site is zoned Rural Environment Area with a portion of the site (approximately 13ha) being subject to a Future Urban Development Overlay in the Operative New Plymouth District Plan.
8. The development proposal to be known as 'Wairau Estate' includes approximately 62 hectares of the Oakura Farm Park land at 156 Upper Wairau Road and 1215-1277 South Road, Surf Highway 45, Oakura, adjoining land at 132 Upper Wairau Road comprising of approximately 1.3 hectares owned by LM Thurman and JM Williams and approximately 5,094m² adjoining land fronting SH45 owned by Powerco Limited.
9. The subject site was previously part of a larger section of Oakura Farm Park land, in which a portion of the larger site, the remainder of the land, was subdivided and developed. This land known as "The Paddocks" rural lifestyle development is situated on the north-eastern corner of the subject site. In conjunction with the plan change request, the applicant is seeking to vary a Consent Notice imposed on the subject land as part of "The Paddocks" to enable this development.
10. The concept plan for the rezoning indicates approximately 395 lots could be created by changing the current Rural Environment Zoning to a mixture of zoning including Residential A Environment area, Residential C Environment area, Business C Environment area, Proposed Open A space and two new proposed zones Residential A with Proposed Residential Medium Density Area and Proposed Rural Lifestyle Area. These areas have been captured under the proposed Wairau Estate Structure Plan. Associated changes to the rules, policies and maps under the Operative District Plan are also proposed in the plan change request. The plan change request also entails a proposed roundabout and underpass at the Wairau Road and State Highway 45 interface, internal roadways, walking tracks and bridle path.

11. The site has a history of being used for dairy farming, with the site currently operating as a small dairy unit of approximately 57 hectares.
12. A number of submissions were received on the proposed plan change. The proposed development has raised concerns from different members of the community in regard to potential community infrastructure effects including the local school and playcentre, equestrian access effects, traffic effects and service capacity effects.

Issues

13. The meeting participants identified and discussed five main issues.
 - i) Stormwater and downstream effects
 - ii) Water quality
 - iii) Traffic effects and access to the beach
 - iv) Staged development
 - v) Roundabout and State Highway 45 access
- i) Stormwater and downstream effects
14. The Kaitake Community Board advised that they were advocates for the community and gave their universal rejection to the plan change request on behalf of the community. The Community Board had no objection to growth per se, they wanted to see growth undertaken in a staged and planned manner as set out in planning documents.
15. The applicant explained that the Future Development Area (FUD) shown in the District Plan, an area of approx. 12 ha, bears no resemblance to the site's lot boundary, was not suitable for the site and was an unworkable area of land from a development perspective. The applicant detailed that the plan change provided a chance for comprehensive and integrated development. The applicant then touched on the different aspects of the proposal including sewerage infrastructure, water capacity and the roundabout. The applicant identified that a new Green School was to be developed in Koru Road which would create demand for housing growth.
16. The applicant noted that the New Plymouth District had been identified by the Ministry for the Environment as a high growth area, and this provided impetus for the development.
17. The applicant advised that they had been reviewing submissions and considering how the development could be staged. The applicant tabled new super staging plans (C09 and C10) for discussion with submitters and NPDC. An option the applicant is considering to manage growth is that Stage 1 and Stage 2 (a combined area of approx 12ha) proceed first, and any further stages will not proceed until the underpass and roundabout are constructed. It was acknowledged that that growth will be incremental whereby after 75% of the 12 hectares is committed/ purchased then only additional stages will proceed.
18. The Kaitake Community Board at this time did not have any specific comments on the staging proposal and explained their submission was broad given their overall concerns with the proposal.
19. The New Plymouth Old Boys Surf Club detailed their concerns with the proposal, highlighting that no modelling had been done to prove that stormwater effects from the development could be hydraulically neutral. The New Plymouth Old Boys Surf Club identified that the downstream stormwater effects from the proposal was going to affect surf lifesaving capabilities and they were concerned with the lack of modelling to show

the impact upon the beach, particularly the lack of modelling to show the hydraulic neutrality.

20. The applicant noted that preliminary detailed design had been undertaken by its civil engineering consultants and that hydraulic neutrality would be achieved through using all of the gullies and watercourses on site and construction of attenuation dams. The applicant explained that if the dams fill then they would go through a choke pipe, with an example of this system being seen on the applicant's adjacent development 'The Paddocks'.
21. The New Plymouth Old Boys Surf Club questioned the practicality of the proposed systems, noting that the catchment and bunding has not changed.
22. The applicant detailed that no effect from water from the proposed plan change would affect the beach.
23. New Plymouth Old Boys Surf Club then stressed that if there was a negative impact from stormwater runoff onto the beach, that the effects of this would cost lives. New Plymouth Old Boys Surf Club detailed that the existing situation can be patrolled as it is, but it wanted assurance that it would stay as it is and that submitters would need to see data that supported this. The likelihood of stormwater runoff effects from the development causing deep channels and rips was also noted.
24. The applicant agreed in regard to the provision of data supporting hydraulic neutrality and discussed the potential use of rain gardens.
25. The Kaitake Community Board advised that since 'The Paddocks' development implementation (including Upper Wairau Road), which introduced approximately 36 new homes, stormwater effects have increased dramatically. The Kaitake Community Board identified that there are a number of properties on Lower Wairau Road whose boundary is the stream edge. There is no esplanade strip buffer and as a result there has been an escalation of erosion onto these private properties since the Paddocks was developed.
26. The applicant disagreed, noting that the discussed effects could not be attributed to 'The Paddocks'. The attenuation systems within 'The Paddocks' were working as designed and had not exacerbated downstream flooding effects.

ii) Water Quality

27. The Kaitake Community Board raised their concern with the potential amount of contaminants that could affect the stream, particularly where the streams flow on the beach.
28. New Plymouth Old Boys Surf Club mirrored these concerns, noting that contaminants and stormwater quality was a significant concern and that it represented a challenge to the pristine nature of the area. The New Plymouth Old Boys Surf Club identified that future residents of the subdivision washing their cars was an issue. The New Plymouth Old Boys Surf Club then detailed that it was not possible that water quality would not be affected by the development.
29. The New Plymouth Old Boys Surf Club then explained their concerns in regard to property and assets safety noting that the stream currently comes close to their club's assets and they need to keep their equipment safe and accessible in order to be able to respond quickly to an emergency in the water. The New Plymouth Old Boys Surf Club

biggest concern is that they will not be able to get down the ramp due to erosion from stream overflow.

30. The applicant considered the range of measures proposed in the plan change request would ensure the quality of stormwater meet Council standards.

iii) Traffic effects and access to the beach

31. The New Plymouth Old Boys Surf Club advised that currently parking at the beach was at a premium, with young children presenting a safety issue having to carry their gear across the road. The New Plymouth Old Boys Surf Club's noted that they are concerned for surf club users especially with the number of people expected to visit the beach from the proposed plan change development. The New Plymouth Old Boys Surf Club identified that the beach was the biggest attraction, which makes it a concern for how the associated growth from the development will affect the beach use and access.

32. The applicant explained their process for carrying out the traffic surveys and report, detailing the maximum yield of 8.5 trips per day in a normal week expected from residents of the proposed development. The New Plymouth Old Boys Surf Club then expressed surprise at the applicant not counting school holidays given how busy it is during this period. The applicant then explained that school holidays were not included because of the fluctuation in numbers.

33. The Kaitake Community Board then questioned as to where the pedestrian route goes after the underpass. The applicant detailed that the underpass will pass between the red house and Okato side of the culvert and will link with the associated esplanade strip between SH45 and Messenger Terrace.

34. The New Plymouth Old Boys Surf Club raised that the reality was that walking was not a practical solution to get to the beach for the residents of the development or locals due to having to carry gear and that as the proposed development was not beachfront, people would still use vehicular access to the beach.

35. The applicant then explained that it was not their responsibility to have to pay for a solution to vehicle crowding at the beach, instead a solution would need to be designed by all, agreed by all and paid by all.

36. When queried for potential solutions to anticipated increased traffic and parking issues at the beach, the Kaitake Community Board noted that it was not their role to come up with solutions, instead this was the responsibility of the experts at Council and instead the board was formed to advocate for the interest of the community.

iv) Staged development

37. The Kaitake Community Board queried the timeframe for the development. The applicant responded that it was a long-term project and could take a few decades to be fully developed, noting that the actual rate of development would be market driven.

38. The Kaitake Community Board stated that they did not believe staged development was possible in the District Plan, instead it was about infrastructure and using local areas to sell property. The Kaitake Community Board identified that they did not want to comment on the proposed Super Staging Plan at this stage. The Community Board's preference is that existing areas within the village are developed first (i.e. with 'pepper-potting'/ infill development) before expansion onto rural land.

39. The Kaitake Community Board noted that the FUD layer and FUD planning was purposeful to provide for planned and staged development and provide a buffer between the rural environment and residential development.
40. The applicant then explained that when looking at the FUD they looked for the basis for defining the 'line' but could not find a reference to a buffer.
41. NPDC then queried with the Kaitake Community Board in regard to issues with the FUD and whether conceptually the community would respond to staging. The Kaitake Community Board explained that conceptually the community will only respond to development on the west side of Wairau Road/northwest of SH45. The Kaitake Community Board advised that for planned growth or staging, there should be sufficient concrete plans for infrastructure in place, for example enabling cars at the beach because you can accommodate it.
42. The Kaitake Community Board then queried with the applicant as to whether the roundabout had taken the cycle trail into account. The applicant advised that at the time of the traffic assessment and roundabout planning phase, the cycle trail numbers had not been released. The Kaitake Community Board identified that there had been a 30% increase in visitor numbers in the past year at the Pukeiti to Oakura connection, which makes it hard to judge numbers. The applicant stated that they did try to make allowances for numbers.
43. The applicant advised that they could stage the development by 'drip-feeding' lots onto the market. Restricting the development to 10-15 lots per year was a double-edged sword as the supply constraint could force prices up. The applicant noted that you would only need interest rates to increase and the market would flatten, however, markets can change.
44. The applicant identified that they see a need to cater for the older community and that they wanted to focus on aesthetics, potentially develop a kindergarten and that the focus of the development was not about putting in as many lots as possible.

v) Roundabout and State Highway 45 access
45. The applicant identified that they were working with NZTA on alternative access onto SH 45 and would ideally have two accesses from the development with another road for equestrian access.
46. The Kaitake Community Board then queried whether a small roundabout was to be utilised. The applicant explained that the boundaries of properties on each sector of the SH45/Wairau Rd intersection are not necessarily located where fence lines are positioned and the extent of the available road reserve was greater than what is apparent on the ground. The proposed roundabout was 10 metres in diameter. Trucks could do a U-turn if need be within what is a 50kph posted speed limit. The applicant identified that the design guide allows for the approach island to be extended back to the east to help indicate the presence of the roundabout ahead.
47. The applicant then explained that they intended to not proceed with further staging post Stage 1 and Stage 2 until 75% of lots were sold and Council could monitor this through notices of sales.
48. The Kaitake Community Board then queried the roundabout costs. The applicant advised that it would approximately cost \$1,000,000 but it was only at concept stage at the moment. The applicant identified that a policy within the proposed Plan Change specific

to the roundabout identified an agreement to shared cost including the applicant's contribution. The applicant noted that a draft formula based on traffic contributions from the Wairau Estate development, the FUD West area and the state highway and local roads had been prepared and discussed with road controlling authority representatives (NZTA and NPDC). Financial Contributions would be made as sections are progressively sold.

Summary

49. The primary concerns of the submitters were with the potential stormwater and downstream effects, potential water quality effects and traffic effects and beach access effects from the development. The submitters also were concerned with the proposed development staging and roundabout and SH 45 access.
50. The Kaitake Community Board advised that they were advocates for the community and gave their universal rejection on behalf of the community.
51. The applicant explained that the FUD bears no resemblance to the site's lot boundary and was not suitable for the site and was an unworkable area of land. The applicant also explained the main aspects of the development and the appropriateness of comprehensive development, as well as introduced the proposed super staging of the development and potential access from the development onto SH 45.
52. The New Plymouth Old Boys Surf Club detailed their significant concerns with the potential negative impact from stormwater runoff could have on the beach and their ability to save lives utilise their equipment with erosion effects.
53. The New Plymouth Old Boys Surf Club identified significant concerns they have for potential increased traffic effects from the development along the beach front which would impact their access to their equipment and safety of club members.
54. Both the New Plymouth Old Boys Surf Club and Kaitake Community Board raised concerns with potential effects on water quality from stormwater runoff from the proposed development, including from residents washing their cars.
55. The applicant detailed the proposed alternative access onto SH 45 and noted that this was still in an early planning phase and yet to be discussed with NZTA.
56. The Kaitake Community Board explained their concerns regarding staging and noted their preference for utilising existing development in the village.

Matters Agreed

57. The following matters were agreed on during the meeting:
 - That the applicant was to confirm whether it is proposing a new/alternative staging plan, including whether plan provisions are proposed to link development of stages with provision of infrastructure (i.e. new roundabout and underpass on SH45). In addition, provide confirmation as to whether alternative roading patterns are available or proposed, such as new/alternative access via SH45.

Matters Not Agreed

58. The following matters were not agreed upon during the meeting:

- The potential stormwater runoff effects from the proposed development were not agreed upon, with particular focus on downstream effects on the beach.
- The potential effects upon water quality from the proposed development were not agreed upon.
- Resolution for how to manage the increased traffic effects upon the beach was not agreed upon between parties.

Next Steps/ Actions

59. I thanked everyone for their participation. NPDC discussed the action points and explained the next steps in the process. NPDC enquired whether there were any issues that people wished to not be included in the pre-hearing meeting report, on a without prejudice basis. Participants all agreed that all matters discussed could be included.

60. NPDC noted that there were further actions required of the Applicant.

61. The action points from the meeting were:

- Applicant: To confirm whether it is proposing a new/alternative staging plan, including whether plan provisions are proposed to link development of stages with provision of infrastructure (i.e. new roundabout and underpass on SH45). In addition, provide confirmation as to whether alternative roading patterns are available or proposed, such as new/alternative access via SH45.

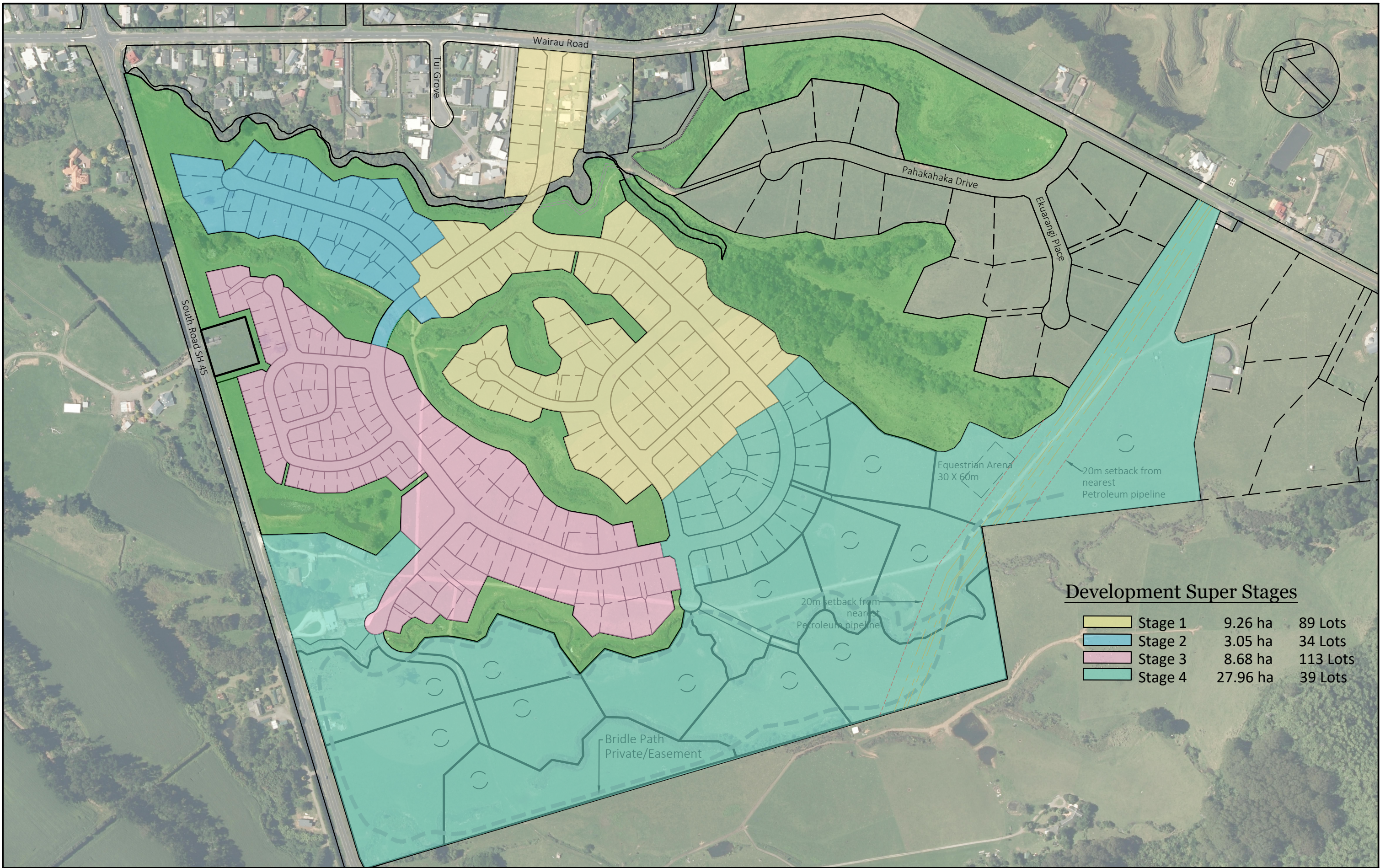
Tabled documents

62. The following documents were tabled in the meeting:

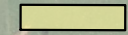
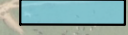
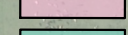
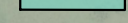
- McKinlay Surveyors – C-09 – Super Staged Concept Plan – Wairau Estate, Oakura – prepared for Oakura Farm Park Ltd. 21/01/2019.
- McKinlay Surveyor – C-10 – Super Staged Concept Plan (Alternative) – Wairau Estate, Oakura – prepared for Oakura Farm Park Ltd. 21/01/2019.

Callum Williamson

3A. McKinlay Surveyors – C-09 – Super Staged Concept
Plan – Wairau Estate, Oakura – prepared for Oakura
Farm Park Ltd. 21/01/2019.



Development Super Stages

	Stage 1	9.26 ha	89 Lots
	Stage 2	3.05 ha	34 Lots
	Stage 3	8.68 ha	113 Lots
	Stage 4	27.96 ha	39 Lots



3 Young Street, PO Box 116
New Plymouth 4340
North Taranaki 06 758 5342
South Taranaki 06 278 4456
mckinlaysurveyors.co.nz

TITLE
SUPER STAGED CONCEPT PLAN - Wairau Estate, Oakura

This plan is prepared only for the purpose of obtaining a Resource Consent under the Resource Management Act 1991. It should not be used for any other purpose. Areas and dimensions are approximate and are subject to change on final field survey.

COMPRISED IN
 Lot 29 DP 482991

TERRITORIAL AUTHORITY
 New Plymouth District Council

PREPARED FOR
 Oakura Farm Park Ltd

AREA
 66.3389ha

DATE
 21/01/19

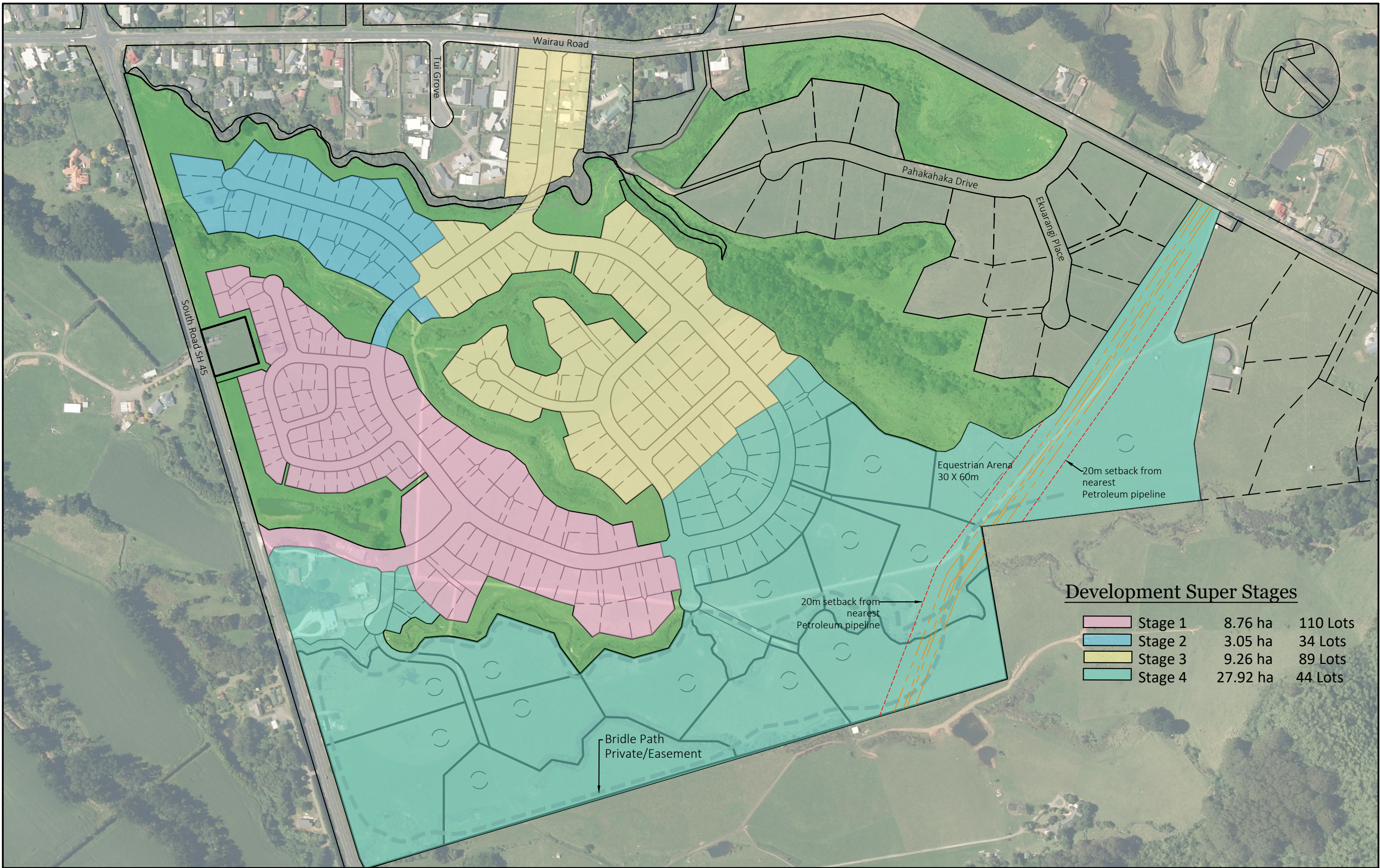
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JOB
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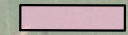
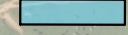
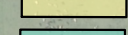
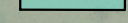
DRAWING
 C-09

SHEET OF
 1 OF 1

3B. McKinlay Surveyor – C-10 – Super Staged Concept Plan (Alternative) – Wairau Estate, Oakura – prepared for Oakura Farm Park Ltd. 21/01/2019.



Development Super Stages

	Stage 1	8.76 ha	110 Lots
	Stage 2	3.05 ha	34 Lots
	Stage 3	9.26 ha	89 Lots
	Stage 4	27.92 ha	44 Lots



3 Young Street, PO Box 116
New Plymouth 4340
North Taranaki 06 758 5342
South Taranaki 06 278 4456
mckinlaysurveyors.co.nz

TITLE
SUPER STAGED CONCEPT PLAN (Alternative) - Wairau Estate, Oakura

This plan is prepared only for the purpose of obtaining a Resource Consent under the Resource Management Act 1991. It should not be used for any other purpose. Areas and dimensions are approximate and are subject to change on final field survey.

COMPRISED IN
 Lot 29 DP 482991

TERRITORIAL AUTHORITY
 New Plymouth District Council

PREPARED FOR
 Oakura Farm Park Ltd

AREA
 66.3389ha

DATE
 21/01/19

SCALE
 1:4000 @ A3

JOB
 O-160109

DRAWING
 C-10

SHEET OF
 1 OF 1

4. Traffic Pre-hearing Meeting

IN THE MATTER OF: The Resource Management Act 1991
AND

IN THE MATTER OF: A private plan change request by Oakura Farm Park Ltd to change the Operative District Plan to enable future development at land situated at 156 Upper Wairau Road and 1215-1277 South Road, State Highway 45, Oakura.

**PRE-HEARING REPORT PURSUANT TO SCHEDULE 1 CLAUSE 8AA (5) OF
THE RESOURCE MANAGEMENT ACT 1991**

TRAFFIC

Independent Facilitator:
Callum Williamson

29 January 2019

NEW PLYMOUTH DISTRICT COUNCIL

PRE-HEARING MEETING REPORT

Introduction

1. A pre-hearing meeting was called by New Plymouth District Council (NPDC) with regard to the private plan change request made by Oakura Farm Park Ltd to change the Operative District Plan to enable a zoning change from the current Rural Environment Area to Residential and Rural Lifestyle zones, enabling development under the Wairau Estate Structure Plan at 156 Upper Wairau Road and 1215-1277 South Road, State Highway 45, Oakura.

Meeting held

2. The meeting was held on 29 January 2019 at the New Plymouth District Council Office, _ Liardet Street, New Plymouth, commencing at 11am. The meeting concluded at 12:30pm.
3. This report has been prepared in accordance with the requirements of Schedule 1 Clause 8AA (5) of the Resource Management Act 1991, which is set out below:
 - (5) *The chairperson of the meeting must, as soon as practicable after the end of the meeting, prepare a report that—*
 - (a) *must identify the matters that are agreed between the local authority and the submitters and those that are not; and*
 - (b) *may identify—*
 - (i) *the nature of the evidence that must be called at the hearing by the persons who made submissions:*
 - (ii) *the order in which that evidence is to be heard:*
 - (iii) *a proposed timetable for the hearing; but*
 - (c) *does not include evidence that was presented at the meeting on a without prejudice basis.*

Attendees

4. The following people attended the meeting:

Facilitators: Callum Williamson

Note taker: Anna Stevens

Attendees for the Council:

Hamish Wesney, Consultant Reporting Officer

Anna Stevens, Consultant Reporting Officer

Graeme Doherty, Traffic Consultant (via Skype)

Attendees for Oakura Farm Park Ltd:

Mike McKie, Developer/ Applicant, Oakura Farm Park Ltd

Colin Comber, Planning Consultant

Andy Skerrett, Traffic Consultant

Alan Doy, Survey Consultant

Damian Ellerton, Noise Consultant

Submitters:

Hannah Thompson, New Zealand Transport Authority (NZTA)

Kelsi Armstrong, New Zealand Transport Authority (NZTA)

Meeting format and agenda

5. Prior to the meeting, New Plymouth District Council circulated a proposed agenda, a copy of which is attached as Appendix A. I have set out the meeting format below:
 - i) Introductions
 - ii) Proposed agenda
 - iii) Council outlined:
 - a. statutory requirements
 - iv) Oakura Farm Park Ltd outlined:
 - a. Background and reason for the private plan change request
 - b. The main features of the private plan change request
 - v) Submitters outlined their issues with the proposal
 - vi) Discussion on each issue
 - vii) Next steps.

Background

6. Below NPDC and I set out some of the factual matters relating to this private plan change request and which set the scene for the pre-hearing meeting.
7. Oakura Farm Park, the subject site, is a portion of land situated to the south of Wairau Road and to the east of State Highway 45. The site is zoned Rural Environment Area with a portion of the site (approximately 13ha) being subject to a Future Urban Development Overlay in the Operative New Plymouth District Plan.
8. The development proposal to be known as 'Wairau Estate' includes approximately 62 hectares of the Oakura Farm Park land at 156 Upper Wairau Road and 1215-1277 South Road, Surf Highway 45, Oakura, adjoining land at 132 Upper Wairau Road comprising of approximately 1.3 hectares owned by LM Thurman and JM Williams and approximately 5,094m² adjoining land fronting SH45 owned by Powerco Limited.
9. The subject site was previously part of a larger section of Oakura Farm Park land, in which a portion of the larger site, the remainder of the land, was subdivided and developed. This land known as "The Paddocks" rural lifestyle development is situated on the north-eastern corner of the subject site. In conjunction with the plan change request, the applicant is seeking to vary a Consent Notice imposed on the subject land as part of "The Paddocks" to enable this development.
10. The concept plan for the rezoning indicates approximately 395 lots could be created by changing the current Rural Environment Zoning to a mixture of zoning including Residential A Environment area, Residential C Environment area, Business C Environment area, Proposed Open A space and two new proposed zones Residential A with Proposed Residential Medium Density Area and Proposed Rural Lifestyle Area. These areas have been captured under the proposed Wairau Estate Structure Plan. Associated changes to the rules, policies and maps under the Operative District Plan are also proposed in the plan change request. The plan change request also entails a proposed roundabout and underpass at the Wairau Road and State Highway 45 interface, internal roadways, walking tracks and bridle path.
11. The site has a history of being used for dairy farming, with the site currently operating as a small dairy unit of approximately 57 hectares.

12. A number of submissions were received on the proposed plan change, with the majority in opposition. The proposed development has raised concerns from different members of the community in regard to potential community infrastructure effects including the local school and playcentre, equestrian access effects, traffic effects and service capacity effects.

Issues

13. The meeting participants identified and discussed three main issues:

- i) Proposed Roundabout
- ii) State Highway access
- iii) Noise attenuation bund and Policy 23.8

i) Proposed Roundabout

14. The applicant explained the main traffic elements of the proposed plan change including the process of working out the maximum yield and the proposed development's potential traffic generation. The applicant identified the existing tensions at the Wairau Road and SH 45 intersection and issues with who had right of way, as well as their discussions with NZTA to date including speed around Oakura and SH 45. The applicant then advised that there was sufficient space at the intersection to fit roundabout although full design had not been carried out yet.

15. The applicant identified that the underpass was a means of allowing for pedestrians and cyclists to cross SH 45 (below grade) thereby addressing some health and safety concerns with the roundabout.

16. The National Road Carriers Association expressed concern with the proposed roundabout, particularly with the roundabout being on the crest of a rise on SH 45. This would cause heavy vehicles heading south having to stop and restart on the SH 45 incline to the north of the roundabout. The National Road Carriers Association requested to see cycle counts for the area and advised that they had big concerns with the impending Pukeiti and Kaitake trails and the likely increase in cyclists using this section of road.

17. The National Road Carriers Association believed there would be conflict with the proposed roundabout and did not support the proposed location of the roundabout at the intersection. The applicant identified that the actual roundabout was to the south of the crest of the hill. The National Road Carriers Association stated that their concern lay with the acceleration and deceleration on the hill and with the approach, as well as the noise generation from the roundabout and the increased foot traffic. NZTA advised that they were happy with the roundabout as it will be located on flat land.

18. The NPDC then questioned whether the applicant has considered drafting a preliminary design plan for the roundabout and underpass. The applicant advised that a preliminary design plan could be undertaken but required extensive survey work.

19. The National Road Carriers Association advised that they preferred a new intersection/access further to the south to provide access from the subdivision to SH 45. The applicant queried as to whether the National Road Carriers Association was referring to access from the cow shed. National Road Carriers Association stated that they assumed somewhere in the cow shed area, to which the applicant noted the FUD West road access could also feed into it.

20. NZTA identified that they had no concerns with the roundabout, however, their fundamental question related to when funding is needed and at what stage in subdivision was this expected. NZTA further added that they would want to see an agreement outside the District Plan relating to funding arrangements for the roundabout.
21. The applicant advised that proposed Policy 29 identified that a funding formula was needed, with the policy providing for this although the applicant could not state what funding number was required yet. The applicant identified that once the roundabout was agreed then a funding formula equitable to all parties could be agreed.
22. The applicant explained that it has prepared a draft funding formula and if the policy framework is there, all parties can arrive at an equitable agreement. NZTA identified that they would need confirmation earlier for funding. The applicant then detailed that no further development was to happen until 75% of lots in Stage One and Stage Two are sold. The applicant noted that following sales, the transacting lawyer would send notice of sale to NPDC. The applicant identified this would relate to slightly less than 100 lots sold. In the applicant's experience construction typically got underway some 18 months from lots being sold. Following the 75% sales mark being achieved the applicant could then commence the subdivision and development of the subsequent stages.
23. NZTA were supportive of this type of concept (i.e. staging) in principle, however, they would require a timeline.
24. NPDC advised that they would require a general layout of the roundabout to ensure sightlines are achieved. NPDC also further queried whether there was sufficient land area for a roundabout at Wairau Road/SH 45 intersection. NPDC advised that the Figure 23 roundabout and footpaths will require land from the eastern quadrant and underpass and did consider the projected preliminary design could accommodate the roundabout within the available road reserves.
25. The applicant stated that they believed there was room for the roundabout and that the design could, if necessary, potentially move to the west and south. NPDC agreed that if the roundabout was shifted the applicant may be able to fit it in.
 - ii) State Highway access
26. The applicant advised that they had done some preliminary work on alternative access from SH 45 to address feedback from submitters had been that the Wairau Road roundabout was not popular. A number of submitters would prefer to see a separate access to Wairau Estate from SH 45 located to the south of the Wairau Rd intersection. The applicant identified that they have looked at various options for the location of new access from SH 45 and that they have settled on the existing farm access, as it provides a second access and could easily be upgraded to future roundabout (to service both Wairau Estate and {when developed} the Oakura West FUD land opposite) with the sightlines meeting standards. Plans showing the alternate SH45 access, namely, C-10 McKinlay Surveyors and AMTANZ SK2 and SK3, were tabled.
27. The National Road Carriers Association identified that they would probably support this concept. NZTA queried whether the roundabout would be included and noted that traffic volumes would need to be considered. The applicant acknowledged that they are still working on the planning for this alternative. NZTA then queried as to whether the alternative would solve the safety issues.

28. NZTA enquired in regard to traffic calming measures to which the applicant noted that there would be a 60 to 80-kilometer speed buffer. The applicant acknowledged that they had four gazetted crossings that could be given off in favour of this.
29. NPDC queried as to whether a T intersection was considered, to which the applicant agreed. NPDC and NZTA enquired as to whether there were potential safety concerns with this and whether any property acquisition was required, to which the applicant acknowledged that no acquisition was required as it was on the applicant's land.
30. The applicant identified that the proposed 75% sale rule could trigger a roundabout or a rule could be rewritten to relate to stage three and four if these were to be developed first via the alternate SH45 access. The applicant advised that Estate traffic could use Wairau Road if closer to that access or SH 45 for those residing closer to this alternative access. The National Road Carriers Association identified that the alternative access is mitigating concerns that the association has.
31. The applicant acknowledged that the alternative would meet submitters concerns. However, NZTA wished to reserve its position pending a more detailed consideration by their traffic engineer. NPDC queried whether the FUD on the Western side would have access to SH 45. The applicant suggested the work that had been done for the Western FUD indicated 450 potential lots and showed access to SH 45 immediately opposite to the applicant's alternative proposed access point. The applicant noted that when the FUD West is triggered and Plan Change 48, then this would trigger the roundabout. The applicant noted that the southern extent FUD West would define the urban line, to which the National Road Carriers Association noted happens naturally.
32. NZTA queried the reasoning behind their original decision to which the applicant explained they anticipated preference for roundabout on SH45. The applicant noted that Bell Block took 30 years for a bypass to be put in, and that nobody wanted a repeat of this. NZTA stressed that they would want a high-quality intersection.
33. The applicant identified that their contribution for the intersection from 'The Paddocks' totalled \$25,000 for roading improvement at the intersection of Wairau Road.
34. NZTA identified that their preference may be to still have a roundabout on Wairau Road and that they would need analysis around traffic calming for alternative access and for associated traffic generation.
35. The applicant acknowledged that they need to model split of traffic flows in and out of SH 45 for alternative for NZTA, then they need to work out the requirements needed for the roundabout and the underpass. The applicant identified that the need for preliminary design would happen regardless. NPDC identified that a model and assessment of safety required was needed regardless.

iii) Noise attenuation bund and Policy 23.8

36. All parties agreed to the actions identified below.
37. The applicant noted that proposed alternate access from SH45 will change the proposed noise attenuation bund, but it was doable. The applicant agreed with NZTA's comments and believed the plan provisions in the plan change request and NZTA submission regarding 'acoustic treatment of noise sensitive activities' were acceptable.
38. The applicant advised that it had concerns with the suggested amendment submitted by NZTA to Policy 23.8, with concern that it does not fit with the overall policy framework of

NPDC's District Plan. The applicant suggested that NZTA's requirements and interests were already covered in the Plans provisions, with particular reference to Issue 21: Traffic and Transport and Issue 23: Future Urban Development.

39. The applicant explained that noise bunds are a common way to attenuate noise and the alternative is super insulating houses. The applicant noted that the NZTA default requirement was for 80-metre separations (between habitable buildings and state highways). The proposed rural sections are sufficiently large to meet this requirement and a condition could be included requiring insulation if this separation distance could not be achieved. The applicant furthered that stables could assist as noise barriers.
40. The National Road Carriers Association noted that they would rather agree or disagree on matters pre-hearing instead of having to attend the hearing. The applicant identified that it would take 7 – 10 days for information to be gathered and then NZTA would need to confirm their support in the subsequent days. The applicant noted that NZTA would also need to confirm if they were happy to withdraw their submitted Policy 23 amendment.
41. NPDC stressed that confirmation was required from NZTA that it would need to look at the plan change traffic changes as a future environment and not as it is today. The applicant advised that there were 450 lots in the FUD West area to keep in mind.

Summary

42. The primary concerns of the submitters included concerns around the proposed roundabout, proposed Policy 23.8, the alternative State Highway 45 access, the proposed roundabout design and the noise attenuation bund.
43. The National Road Carriers Association expressed concern with the proposed roundabout, particularly with the roundabout being on the crest of hill and stopping and starting of heavy vehicles on the hill.
44. NZTA identified that they had no concerns with the roundabout, however, their fundamental question related to when funding is needed and at what stage in subdivision was this expected. NZTA furthered that they would want to see an agreement in regard to funding with the applicant addressed.
45. The applicant tabled their potential plans for an alternative access onto SH 45 which most parties agreed with provided adequate design and assessments were carried out.
46. The applicant sought that NZTA's submitted amendment to Policy 23.8 be withdrawn.
47. The applicant agreed to doing further assessment and liaising with submitters once this had been completed. NZTA agreed to consider the alternative access route and to liaise with the applicant.

Matters Agreed

48. The following matters were agreed on during the meeting:
 - Applicant to confirm whether it is proposing a new/alternative staging plan, including whether plan provisions are proposed to link development of stages with provision of infrastructure (i.e. new roundabout and underpass on SH45)

- Applicant to provide drawings showing the full configuration of the proposed new roundabout and underpass together, including topography/elevation to demonstrate sight lines for the roundabout and underpass. To demonstrate complies with relevant guidelines and whether additional land not owned by NPDC or applicant would be required.
- Applicant to provide NZTA, National Road Carriers Association and NPDC with initial plans and assessment of new/alternative access to subject site from SH45, including any traffic generation/model and compliance with guidelines/standards. To be provided by 8th February
- NZTA and National Road Carriers Association to advise whether they support or oppose 'in-principle' the new/alternative access to subject site from SH45. To advise by 15th February
- NZTA to review Operative District Plan general and traffic and transport provisions to see whether they already sufficiently address requested changes to Policy 23.8 in Proposed Plan Change.
- All parties agreed to consider the SH 45 alternative provided adequate assessments were undertaken and design considered.
- All parties agreed to the proposed amendment by NZTA regarding 'acoustic treatment of noise sensitive activities' and the use of the noise attenuation bund.

Matters Not Agreed

49. The following matters were not agreed upon during the meeting:

- An expected cost of the proposed roundabout and cost sharing plan between parties.
- Resolution of final access off the property and resolute use of the proposed roundabout.

Next Steps/ Actions

50. I thanked everyone for their participation. NPDC discussed the action points and explained the next steps in the process. NPDC enquired whether there were any issues that people wished to not be included in the pre-hearing meeting report, on a without prejudice basis. Participants all agreed that all matters discussed could be included.

51. NPDC noted that there were further actions required of the Applicant and submitters:

The action points from the meeting were:

- Applicant: To confirm whether it is proposing a new/alternative staging plan, including whether plan provisions are proposed to link development of stages with provision of infrastructure (i.e. new roundabout and underpass on SH45)
- Applicant: To provide drawings showing the full configuration of the proposed new roundabout and underpass together, including topography/elevation to demonstrate sight lines for the roundabout and underpass. To demonstrate complies with relevant guidelines and whether additional land not owned by NPDC or applicant would be required.
- Applicant: To provide NZTA, National Road Carriers Association and NPDC with initial plans and assessment of new/alternative access to subject site from SH45, including any traffic generation/model and compliance with guidelines/standards. To be provided by 8th February
- Submitters: NZTA and National Road Carriers Association to advise whether they support or oppose 'in-principle' the new/alternative access to subject site from SH45. To advise by 15th February

- Submitter: NZTA to review general and transport objectives and policies to see whether they already sufficiently address requested changes to Policy 23.8 in Proposed Plan Change.

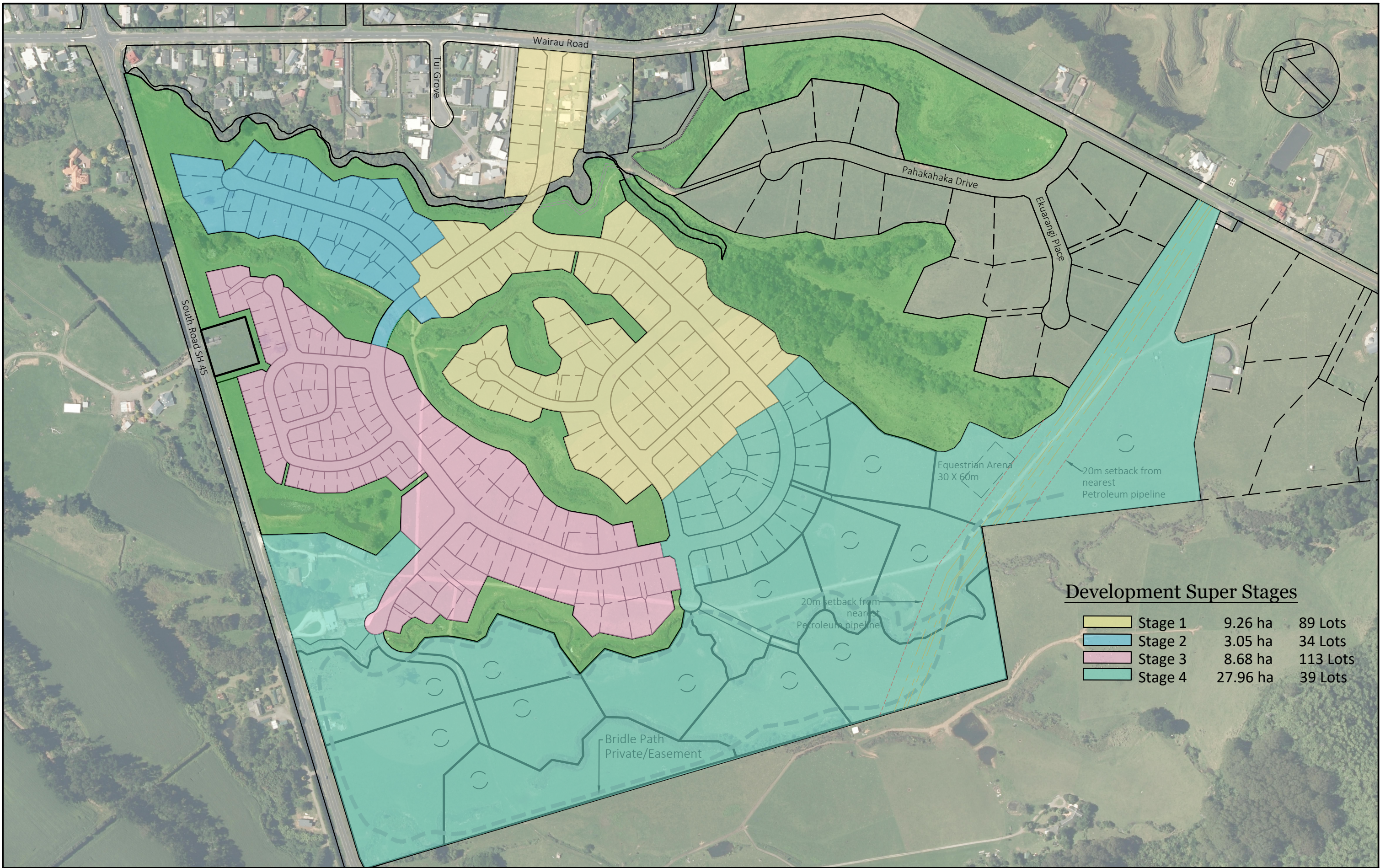
Documents tabled

52. The following documents were tabled in the meeting:

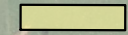
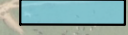
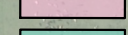
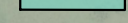
- McKinlay Surveyors – C-09 – Super Staged Concept Plan – Wairau Estate, Oakura – prepared for Oakura Farm Park Ltd. 21/01/2019.
- McKinlay Surveyor – C-10 – Super Staged Concept Plan (Alternative) – Wairau Estate, Oakura – prepared for Oakura Farm Park Ltd. 21/01/2019.
- AMTANZ Ltd - 16-01-SK2-B SH45 Access Overall View – 23/01/19
- AMTANZ Ltd - 16-01-SK3-B SH45 Access Detailed View – 23/01/19

Callum Williamson

4A. McKinlay Surveyors – C-09 – Super Staged Concept Plan – Wairau Estate, Oakura – prepared for Oakura Farm Park Ltd. 21/01/2019.



Development Super Stages

	Stage 1	9.26 ha	89 Lots
	Stage 2	3.05 ha	34 Lots
	Stage 3	8.68 ha	113 Lots
	Stage 4	27.96 ha	39 Lots



3 Young Street, PO Box 116
New Plymouth 4340
North Taranaki 06 758 5342
South Taranaki 06 278 4456
mckinlaysurveyors.co.nz

TITLE
SUPER STAGED CONCEPT PLAN - Wairau Estate, Oakura

This plan is prepared only for the purpose of obtaining a Resource Consent under the Resource Management Act 1991. It should not be used for any other purpose. Areas and dimensions are approximate and are subject to change on final field survey.

COMPRISED IN
 Lot 29 DP 482991

TERRITORIAL AUTHORITY
 New Plymouth District Council

PREPARED FOR
 Oakura Farm Park Ltd

AREA
 66.3389ha

DATE
 21/01/19

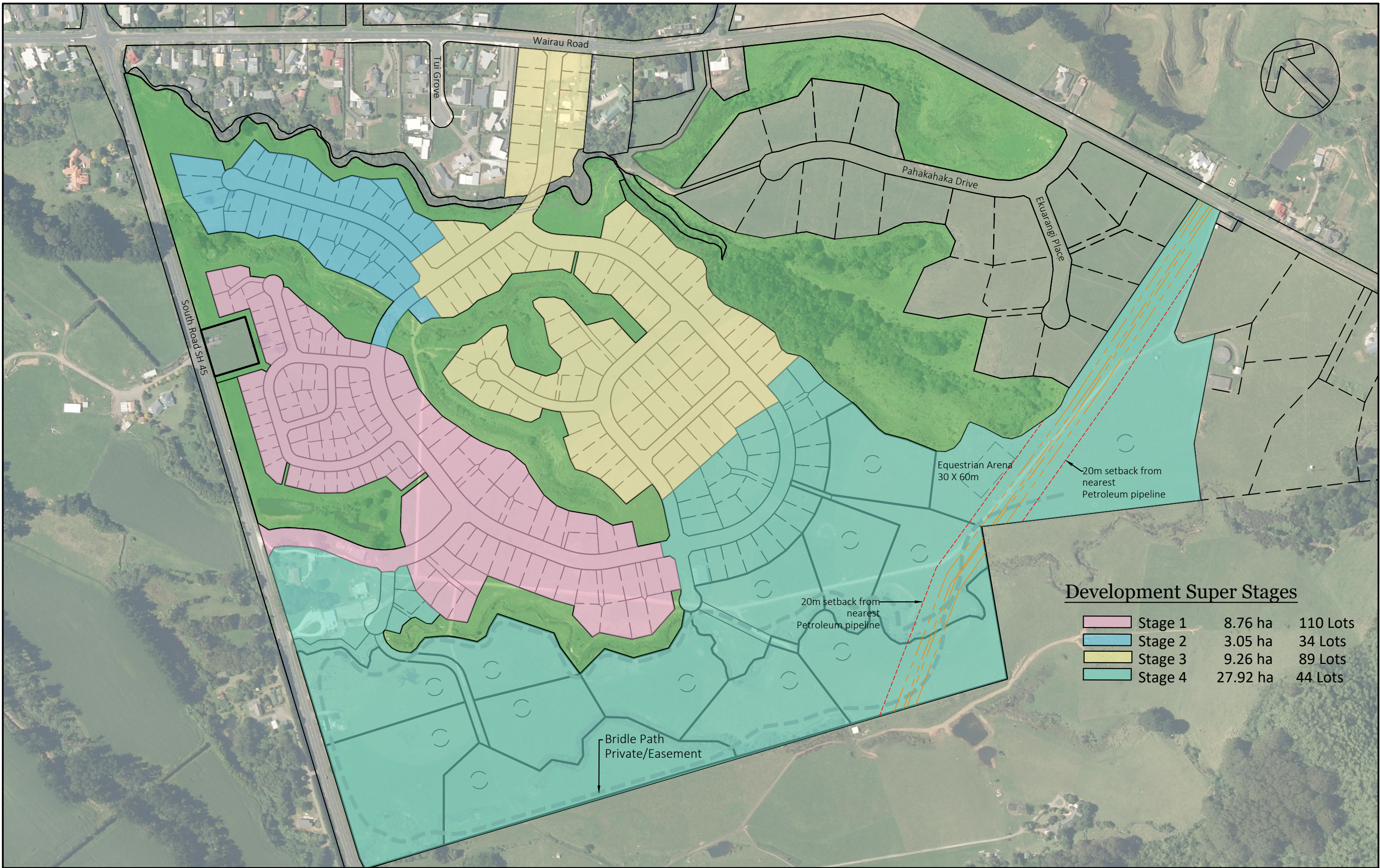
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JOB
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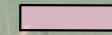
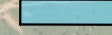
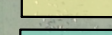
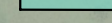
DRAWING
 C-09

SHEET OF
 1 OF 1

4B. McKinlay Surveyor – C-10 – Super Staged Concept Plan (Alternative) – Wairau Estate, Oakura – prepared for Oakura Farm Park Ltd. 21/01/2019.



Development Super Stages

	Stage 1	8.76 ha	110 Lots
	Stage 2	3.05 ha	34 Lots
	Stage 3	9.26 ha	89 Lots
	Stage 4	27.92 ha	44 Lots



3 Young Street, PO Box 116
New Plymouth 4340
North Taranaki 06 758 5342
South Taranaki 06 278 4456
mckinlaysurveyors.co.nz

TITLE
SUPER STAGED CONCEPT PLAN (Alternative) - Wairau Estate, Oakura

This plan is prepared only for the purpose of obtaining a Resource Consent under the Resource Management Act 1991. It should not be used for any other purpose. Areas and dimensions are approximate and are subject to change on final field survey.

COMPRISED IN
 Lot 29 DP 482991

TERRITORIAL AUTHORITY
 New Plymouth District Council

PREPARED FOR
 Oakura Farm Park Ltd

AREA
 66.3389ha

DATE
 21/01/19

SCALE
 1:4000 @ A3

JOB
 O-160109

DRAWING
 C-10

SHEET OF
 1 OF 1

4C. AMTANZ Ltd - 16-01-SK2-B SH45 Access Overall View –
23/01/19



4D. AMTANZ Ltd - 16-01-SK3-B SH45 Access Detailed View
– 23/01/19



5. Iwi and Hapu Pre-hearing Meeting

IN THE MATTER OF: The Resource Management Act 1991
AND

IN THE MATTER OF: A private plan change request by Oakura Farm Park Ltd to change the Operative District Plan to enable future development at land situated at 156 Upper Wairau Road and 1215-1277 South Road, State Highway 45, Oakura.

**PRE-HEARING REPORT PURSUANT TO SCHEDULE 1 CLAUSE 8AA (5) OF
THE RESOURCE MANAGEMENT ACT 1991**

IWI AND HAPU

Independent Facilitator:
Callum Williamson

29 January 2019

NEW PLYMOUTH DISTRICT COUNCIL

PRE-HEARING MEETING REPORT

Introduction

1. A pre-hearing meeting was called by New Plymouth District Council (NPDC) with regard to the private plan change request made by Oakura Farm Park Ltd to change the Operative District Plan to enable a zoning change from the current Rural Environment Area to Residential and Rural Lifestyle zones, enabling development under the Wairau Estate Structure Plan at 156 Upper Wairau Road and 1215-1277 South Road, State Highway 45, Oakura.

Meeting held

2. The meeting was held on 29 January 2019 at the New Plymouth District Council Office, _ Liardet Street, New Plymouth, commencing at 2:30pm. The meeting concluded at 3:50pm.
3. This report has been prepared in accordance with the requirements of Schedule 1 Clause 8AA (5) of the Resource Management Act 1991, which is set out below:
 - (5) *The chairperson of the meeting must, as soon as practicable after the end of the meeting, prepare a report that—*
 - (a) *must identify the matters that are agreed between the local authority and the submitters and those that are not; and*
 - (b) *may identify—*
 - (i) *the nature of the evidence that must be called at the hearing by the persons who made submissions:*
 - (ii) *the order in which that evidence is to be heard:*
 - (iii) *a proposed timetable for the hearing; but*
 - (c) *does not include evidence that was presented at the meeting on a without prejudice basis.*

Attendees

4. The following people attended the meeting:

Facilitators: Callum Williamson

Note taker: Anna Stevens

Attendees for the Council:

Hamish Wesney, Consultant Reporting Officer

Anna Stevens, Consultant Reporting Officer

Anaru Wilkie, Council Officer

Attendees for Oakura Farm Park Ltd:

Mike McKie, Developer/ Applicant, Oakura Farm Park Ltd

Colin Comber, Planning Consultant

Alan Doy, Survey Consultant

Submitters:

Keith Manukonga, Ngati Tairi Oakura Pa

Puna Wano-Bryant, Taranaki Iwi

Meeting format and agenda

5. Prior to the meeting, New Plymouth District Council circulated a proposed agenda, a copy of which is attached as Appendix A. I have set out the meeting format below:
 - i) Introductions
 - ii) Proposed agenda
 - iii) Council outlined:
 - a. statutory requirements
 - iv) Oakura Farm Park Ltd outlined:
 - a. Background and reason for the private plan change request
 - b. The main features of the private plan change request
 - v) Submitters outlined their issues with the proposal
 - vi) Discussion on each issue
 - vii) Next steps.

Background

6. Below NPDC and I set out some of the factual matters relating to this private plan change request and which set the scene for the pre-hearing meeting.
7. Oakura Farm Park, the subject site, is a portion of land situated to the south of Wairau Road and to the east of State Highway 45. The site is zoned Rural Environment Area with a portion of the site (approximately 13ha) being subject to a Future Urban Development Overlay in the Operative New Plymouth District Plan.
8. The development proposal to be known as 'Wairau Estate' includes approximately 62 hectares of the Oakura Farm Park land at 156 Upper Wairau Road and 1215-1277 South Road, Surf Highway 45, Oakura, adjoining land at 132 Upper Wairau Road comprising of approximately 1.3 hectares owned by LM Thurman and JM Williams and approximately 5,094m² adjoining land fronting SH45 owned by Powerco Limited.
9. The subject site was previously part of a larger section of Oakura Farm Park land, in which a portion of the larger site, the remainder of the land, was subdivided and developed. This land known as "The Paddocks" rural lifestyle development is situated on the north-eastern corner of the subject site. In conjunction with the plan change request, the applicant is seeking to vary a Consent Notice imposed on the subject land as part of "The Paddocks" to enable this development.
10. The concept plan for the rezoning indicates approximately 395 lots could be created by changing the current Rural Environment Zoning to a mixture of zoning including Residential A Environment area, Residential C Environment area, Business C Environment area, Proposed Open A space and two new proposed zones Residential A with Proposed Residential Medium Density Area and Proposed Rural Lifestyle Area. These areas have been captured under the proposed Wairau Estate Structure Plan. Associated changes to the rules, policies and maps under the Operative District Plan are also proposed in the plan change request. The plan change request also entails a proposed roundabout and underpass at the Wairau Road and State Highway 45 interface, internal roadways, walking tracks and bridle path.
11. The site has a history of being used for dairy farming, with the site currently operating as a small dairy unit of approximately 57 hectares.
12. A number of submissions were received on the proposed plan change, with the majority in opposition. The proposed development has raised concerns from different members of

the community in regard to potential community infrastructure effects including the local school and playcentre, equestrian access effects, traffic effects and service capacity effects.

Issues

13. The meeting participants identified and discussed four main issues.
 - i) Consultation with Ngati Tairi Oakura Pa and Taranaki Iwi
 - ii) Ngati Tairi/ Oakura Pa submission and concerns
 - iii) Lack of Mitigation analysis in accordance with Taranaki Iwi Environmental Management Plan
 - iv) Further assessment

- i) Consultation with Ngati Tairi/ Oakura Pa and Taranaki Iwi
14. The applicant summarized the consultation to date with Ngati Tairi/ Oakura Pa and Taranaki Iwi. The applicant detailed the main proposed plan change components previously raised by the hapū and Iwi including noting that there would be sufficient sewerage capacity and sufficient water capacity within the Council's reticulated systems. The applicant explained that to address Taranaki Iwi and Ngati Tairi Oakura Pa's concerns they have provided the 'Wairau Estate – Proposed Stormwater Detention Areas' Plan which shows Stormwater detention areas which the engineers have designed to achieve hydraulic neutrality.
15. The applicant noted that any earthworks carried out will be done under an archaeological authority as a pre-cautionary measure and that the applicant has requested this and as a means to address Ngati Tairi Oakura Pa's request.
 - ii) Ngati Tairi Oakura Pa Submission and concerns
16. Ngati Tairi Oakura Pa explained their submission detailing concerns with flooding and stormwater dams. Ngati Tairi Oakura Pa noted that they agreed with the archaeologist in terms of having an archaeologist present due to 'The Paddocks' history and discovery. Ngati Tairi Oakura Pa also raised concerns with ecological effects and retention areas.
17. The applicant explained the process of draining the detention pond through controlled release of stormwater and how this works well in 'The Paddocks' development. Ngati Tairi Oakura Pa noted their concern with increased surface area and flooding to which the applicant identified that soil investigations showed the soil is permeable for stormwater soakage and that it would only be water going into the retention ponds from open spaces and roadways. The applicant also noted that stormwater runoff from buildings would go into permeable ground.
18. The applicant advised that they are prepared to put in as a requirement that residents would not be able to wash their car in locations that would drain to the street and subsequently to detention ponds, to which Ngati Tairi Oakura Pa queried how the applicant would enforce this. The applicant noted that it is difficult to enforce but group pressure enables this, similar to not having cats in 'The Paddocks' development.
19. The applicant explained that detention dams in 'The Paddocks' development ensured that there were no flooding effects as the stormwater ponds are deep enough to take the pressure and there are networks in place. Ngati Tairi Oakura Pa identified their concern regarding stormwater build up.

20. NPDC then queried with Ngati Tairi Oakura Pa whether they had any more information requirements regarding the dams. The applicant offered to take Ngati Tairi Oakura Pa around 'The Paddocks' to demonstrate the process on 'The Paddocks' development.
21. Taranaki Iwi identified that it is important to note that the Iwi/Hapu do not have experts at their disposal and it is difficult to know further information requirements. Ngati Tairi Oakura Pa then queried whether NPDC had reviewed the stormwater proposal. NPDC noted that Council had reviewed and conceptually agreed that the proposed stormwater methods were appropriate, although a further review was currently underway.
22. Taranaki Iwi queried as to when the request document was lodged, which NPDC and the applicant identified April as being when the final document was issued. NPDC identified that NPDC was now reviewing the reports as part of evaluating the plan change.
23. Ngati Tairi Oakura Pa identified that Oakura was a soldier's town and noted that in the Memorandum of Understanding with the applicant there was an agreement on sculptures and road naming.
 - iii) Lack of Mitigation analysis in accordance with Taranaki Iwi Environmental Management Plan
24. Taranaki Iwi identified that their submission was sent on 10 August, and that they asked for a consultation form to be filled out by the applicant. Taranaki Iwi noted that the applicant's submitted consultation form under mitigation measures referred to the 'lodged reports'.
25. Taranaki Iwi advised that they do not have time for going through the whole application and to understand how this takes into account the Taranaki Iwi Environmental Plan. Taranaki Iwi identified that they oppose the proposed plan change as they do not think issues in their submission have been addressed.
26. Taranaki Iwi then identified that Ngati Tairi Oakura Pa were within their rights to do the Memorandum of Understanding. NPDC then noted that it would assist all parties to understand the links between Taranaki Iwi Environment Management Plan, the Memorandum of Understanding and the mitigation measures in the application. These links will assist in understanding whether the application does or does not fully take into account the Iwi Environment Management Plan.
27. NPDC then queried with Taranaki Iwi their thoughts if the applicant took the Environmental Plan and made links to the application, and then provided this to mana whenua to provide feedback. Taranaki Iwi considered that this step would be helpful.
 - iv) Further assessment
28. NPDC then queried whether Taranaki Iwi wanted a breakdown of how Plan Change 48 addresses their submission and the Iwi Environmental Management Plan. Taranaki Iwi noted that that would have been a much easier process. NPDC then queried whether such a process going forward would address the mana whenua view.
29. Taranaki Iwi identified that Ngati Tairi Oakura Pa addressed Mana Whenua/ cultural concerns and that mitigation of the adverse effects and that a comparison between the proposed plan change and Taranaki Iwi Environmental Plan was required.

30. NPDC then queried timeframes for the applicant to complete this work and Taranaki Iwi to review the work. The applicant identified that they could complete this work by mid-February. Taranaki Iwi noted that they would prioritise the work and review by end of February for initial response. Taranaki Iwi noted that they may not have to go to hearing if they were satisfied all the adverse effects were effectively mitigated.
31. Ngati Tairi Oakura Pa then queried whether there would be a surplus of soil on the site and Taranaki Iwi asked whether earthworks required any soil being brought in. The applicant noted that the soil would be contained on site. Taranaki Iwi noted that culturally, removing soil from one site to another, needs engagement.

Summary

32. The primary concerns of the submitters were the consultation undertaken with Ngati Tairi Oakura Pa and Taranaki Iwi, stormwater runoff concerns as raised in with Ngati Tairi Oakura Pa submission, lack of mitigation analysis in accordance with Taranaki Iwi's submission and the Taranaki Iwi Environmental Management Plan.
33. The applicant discussed their proposed Stormwater detention areas and methods and identified that an archaeologist will be onsite to inspect any earthworks, in accordance with Ngati Tairi Oakura Pa submission.
34. Ngati Tairi Oakura Pa expressed their concerns around stormwater and whether all runoff could be captured, as well as raising concerns in terms of ecological effects.
35. Taranaki Iwi identified that Iwi/Hapu do not have experts at their disposal and it is difficult to know further information requirements.
36. Taranaki Iwi explained the applicant's consultation process with them and the lack of information given by the applicant in regard to mitigation of issues raised by Taranaki Iwi and the lack of alignment with Taranaki Iwi's Environmental Management Plan. Taranaki Iwi felt that more analysis should have been given in regard to addressing concerns.
37. Taranaki Iwi and the applicant agreed to further work required of the applicant to satisfy Taranaki Iwi's concerns. This includes the applicant preparing a table comparing the relevant parts of the Taiao Tairora – Iwi Environmental Management Plan with the proposed mitigation measures in the Plan Change. Taranaki Iwi are then going to review table provided by applicant and advise whether any gaps or other matters to be addressed.

Matters Agreed

38. The following matters were agreed on during the meeting:
 - Taranaki Iwi and the applicant agreed to further work required of the applicant to satisfy Taranaki Iwi's concerns. This includes the applicant preparing a table comparing the relevant parts of the Taiao Tairora – Iwi Environmental Management Plan with the proposed mitigation measures in the Plan Change. Taranaki Iwi are then going to review table provided by applicant and advise whether any gaps or other matters to be addressed.
 - Ngati Tairi Oakura Pa and the applicant agreed on the decision to engage an archaeologist to oversee earthworks on the site.

Matters Not Agreed

39. The following matters were not agreed upon during the meeting:

- The uncertainty to whether hydraulic neutrality for stormwater can be retained on-site with the proposed mitigation measures.
- The adequacy of mitigation proposed, and information provided addressing Taranaki Iwi's submission and the Taranaki Iwi Environmental Plan.

Next Steps/ Actions

40. I thanked everyone for their participation. NPDC discussed the action points and explained the next steps in the process. NPDC enquired whether there were any issues that people wished to not be included in the pre-hearing meeting report, on a without prejudice basis. Participants all agreed that all matters discussed could be included.

41. NPDC noted that there were further actions required of the Applicant and Taranaki Iwi.

42. The action points from the meeting were:

- Applicant: Prepare table comparing the relevant parts of the Taiao Taiora – Iwi Environmental Management Plan with the proposed mitigation measures in the Plan Change. To be provided by 1st March
- Taranaki Iwi: Taranaki Iwi to review table provided by applicant and advise whether any gaps or other matters to be addressed. To advise by 8th March

Callum Williamson