

Request to vary the Regional Land Transport Plan for Taranaki 2015-2021	
Purpose:	To enable the Regional Transport Committee of the Taranaki Regional Council to consider a request for a variation to the <i>Regional Land Transport Plan for Taranaki 2015-21 (RLTP)</i> .
Requesting organisation:	NZ Transport Agency & New Plymouth District Council
Contact person/s:	Kevin Munisamy, Project Manager – Infrastructure (NPDC)
Variation request:	Add a new project – Ahititi Stock Effluent and Pre-Treatment Facility Upgrade
<p>Background to variation request</p> <p>The NZ Transport Agency (NZTA), as consent owner for the Ahititi stock effluent disposal facility (SEDF), currently operates under Resource Consent (6221-1) from the Taranaki Regional Council (TRC). The Consent expires on 1st June 2021.</p> <p>Over the years, the usage of the SEDF has outpaced its capacity, and the site has struggled to cope in recent times. New Plymouth District Council (NPDC) have investigated a range of upgrade/replacement options, as part of their responsibility for the operation and maintenance of the site. The option chosen as the most cost effective, is to replace the existing three-pond treatment system with an underground tank and truck the effluent south for treatment. This proposal aligns with the TRC's signalled changes to the proposed <i>Freshwater and Land Management Plan</i>, promoting land-based treatment and disposal of dairy effluent, which is now regarded as best practice.</p> <p>This variation request is to enable the NZTA and NPDC to upgrade the current facility by building a new receiving facility at SH3 Ahititi and a pre-treatment facility at the New Plymouth Waste Water Treatment Plant (NPWWTP). The three ponds at Ahititi will be decommissioned once the pre-treatment and receiving facilities are both built.</p> <p>This stock truck effluent facility has high usage, and its ongoing operation is crucial in keeping stock truck effluent off roads.</p>	
<p>Details of variation request</p> <p>Design and build a new receiving facility at the current Ahititi site on SH3 and a pre-treatment facility at the NPWWTP.</p> <p>There will be no requirement for fluid discharge into the Tongaporutu River:</p> <ul style="list-style-type: none"> • The effluent will be removed from an underground receiving tank at SH3 Ahititi and transported to NPWWTP. • Solids and liquid will be separated in a new WWTP Weeping Wall facility. • The liquid will be pumped to WWTP bioreactor and de-watered Solids disposed at Colson landfill. • If mitigation and/or elimination of non-stock effluent disposal users (e.g. campervans) can be met, the Solids from the WWTP may then be able to be taken to a worm farm. • Future proof the facility by increasing the receiving tank capacity to 100kl and include a north bound receptor to feed into receiving tank in Long Term Plan (LTP) • Incorporate a separate dumping facility for campervans as a LTP. 	

Location:	SH3 Ahititi SEDF and New Plymouth WWTP
Scope and duration:	2020/2021 – prior to resource consent expiring on 1 st June 2021
Estimated cost/s:	\$850,000
Funding source/s:	NZTA and NPDC
Links to Objectives & Policies of RLTP: <i>Refer to Table 2 on page 42 of the Plan</i>	<p>This variation aims to improve the operation, resilience, safety, efficiency and environmental impacts of the Ahititi SEDF, so that it can continue to operate into the future.</p> <p>The project will contribute to the RLTP’s objectives around:</p> <ul style="list-style-type: none"> • Ensuring a regionally and nationally integrated transport network • Facilitating growth and economic development • Reducing the safety risk on Taranaki’s transport network • Ensuring network resilience and responsiveness in the context of internal and external pressures • Reducing negative environmental and community issues arising from transport.
Impacts on RLTP:	<p>The proposal does not negatively affect any other projects in the RLTP, nor affect the overall integrity/affordability of the Plan.</p> <p>This project is necessary to maintain a crucial site in the network of stock truck effluent disposal facilities, keeping roads cleaner and safer for users.</p>
Relationship to the RLTP’s Significance policy on variations: <i>Refer to Section 7.4 on page 69 of Plan</i>	The proposed change of adding this project to the RLTP does require a variation process to be undertaken. The variation does not trigger the Significance Policy in terms of requiring that a new public consultation process is undertaken.
<p>Process for consideration and approval of variation requests</p> <p>The current RLTP for Taranaki was approved in April 2015 (then revised by a mid-term review in June 2018) and any significant new capital works that need to be included require a variation to the programme of activities component of the RLTP. A project must be included within the RLTP before it can be approved for funding from the National Land Transport Fund, which the NZ Transport Agency (NZTA) distributes through the National Land Transport Programme.</p> <p>In accordance with the RLTP variation policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement, then to the Taranaki Regional Council (TRC) for final approval. The NZTA is then notified of the varied Plan, per section 18D of the <i>Land Transport Management Act 2003</i>.</p>	

Timeframes for consideration of variation request

The following outlines the expected timeframes for processing this variation request. The organisation requesting the variation is responsible for outlining the proposal to the RTAG and RTC.

Consideration by RTAG	Wednesday 21 August 2019	Progression to the following step will only occur if support of the variation request is given by the considering body.
Consideration by RTC	Wednesday 11 September 2019	
Consideration by TRC	Tuesday 1 October 2019	
Forward to NZTA	Friday 4 October 2019	

Supporting attachments

Snapshot of process flow diagram given below

