

H. C. TEMPLETON, for Minister of Energy.

11/20/4163

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The Traffic (Ashburton County) Notice No. 1, 1983

PURSUANT to the Transport Act 1962, the Minister of Transport hereby gives the following notice:

NOTICE

THIS notice may be cited as the Traffic (Ashburton County) Notice No. 1, 1983.

The area specified in the Schedule hereto is hereby declared to be a closely populated locality for the purposes of section 52 of the Transport Act 1962.

The Traffic (Ashburton County) Notice No. 4, 1981, dated the 31st day of August 1981*, issued pursuant to section 52 of the Transport Act 1962, is hereby revoked.

SCHEDULE

SITUATED within Ashburton County at Methven:

ALL that area bounded by a line commencing at a point at the junction of the northern side of Racecourse Avenue with the western side of the No. 77 State Highway (Ashburton - Rakaia Gorge); thence westerly, generally, along the northern side of Racecourse Avenue to its western end; thence by a right line due west-south-west to the north-eastern side of Alford Forest Road; thence south-easterly, generally, along the north-eastern side of Alford Forest Road to its junction with the western side of Patton Street; thence by a right line to a point on the north-eastern side of South Belt, 45 metres measured north-westerly, generally, from the junction of the north-eastern side of South Belt, with Morgan Street; thence south-westerly, generally, across South Belt at right angles from its north-eastern side to its south-western side; thence south-easterly, generally, by a right line to a point on the western side of No. 77 State Highway (Ashburton - Rakaia Gorge) at the intersection of the prolongation of the northern side of Dolma Street; thence easterly, generally, across No. 77 State Highway (Ashburton - Rakaia Gorge) at right angles from its western side to its eastern side; thence north-easterly, generally, by a right line to a point on the south-western side of Rakaia - Methven - Alford Forest Road, 520 metres measured south-easterly, generally, from the junction of the south-western side of Rakaia - Methven - Alford Forest Road with the eastern side of No. 77 State Highway (Ashburton - Rakaia Gorge); thence north-easterly, generally, across Rakaia - Methven - Alford Forest Road at right angles from its south-western side to its north-eastern side; thence northerly, generally, by a right line to the eastern end of Kilworth Street; thence north-westerly, generally, by a right line to a point on the south-eastern side of Barkers Road at the intersection of the prolongation of the northern side of Hall Street; thence westerly, generally, along that prolongation across Barkers Road and along the northern side of Hall Street to its junction with the eastern side of No. 77 State Highway (Ashburton - Rakaia Gorge); thence northerly, generally, along the eastern side of No. 77 State Highway (Ashburton - Rakaia Gorge) to its intersection with the prolongation of the northern side of Racecourse Avenue; thence westerly, generally, along that prolongation across No. 77 State Highway (Ashburton - Rakaia Gorge) to the commencing point.

Dated at Wellington this 18th day of May 1983.

GEORGE F. GAIR, Minister of Transport.

**New Zealand Gazette*, No. 102, dated 3 September 1981, p. 2430 (M.O.T. 29/2/Ashburton County)

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The Transport (Ellerslie Borough Council Bylaw No. 32 Disallowance) Notice No. 2, 1983

PURSUANT to section 74 of the Transport Act 1962, the Minister of Transport hereby gives the following notice.

NOTICE

1. This notice may be cited as the Transport (Ellerslie Borough Council Bylaw No. 32 Disallowance) Notice No. 2, 1983.

2. This notice shall come into force on the day of its publication in the *New Zealand Gazette*.

3. The Transport (Ellerslie Borough Council Bylaw No. 32 Disallowance) Notice 1983 dated the 22nd day of April 1983* is hereby revoked.

4. The Minister of Transport hereby disallows the Ellerslie Borough Council Bylaw No. 32 in part to the extent that it shall have effect only between the hours of 7 p.m. and 7 a.m. on each day.

Dated at Wellington this 17th day of May 1983.

GEORGE F. GAIR, Minister of Transport.

**New Zealand Gazette*, No. 57, 28 April 1983, p. 1328 (M.O.T. 29/1 Ellerslie Borough)

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Post Office Bonus Bonds—Weekly Prize Draw No. 3, May 1983

PURSUANT to the Post Office Act 1959, notice is hereby given that the result of the weekly Prize Draw No. 3 for 21 May is as follows:

One prize of \$25,000:	573 712934
Eight prizes of \$5,000:	381 156235
	1484 225037
	3587 390799
	5084 876021
	5586 021595
	5882 247978
	6086 060786
	6684 152436

R. L. G. TALBOT, Postmaster-General.

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Decision No. 9/83

Bro. 180/81

Before the Broadcasting Tribunal

In the matter of the Broadcasting Act 1976, and in the matter of an application by *Radio Rhema Inc.* for a sound radio warrant to serve Auckland, Rotorua, and Whangarei:

DIRECTION

THE application was lodged in December 1981. The purpose of the application is to establish a private non-commercial broadcasting station in Auckland using the frequency 603 kHz with relay stations established in Hamilton, Tauranga, and Whangarei on the same frequency.

The applicant is a voluntary body which established a station in Christchurch and has since been granted amendments to its warrant to permit the establishment of relay stations in Wellington and Nelson.

It is the objective of the applicant to establish a number of AM broadcasting stations either independently or in relay to provide a Christian based radio service through most of New Zealand.

The applicant suggested a hearing in June 1982 after the Auckland FM hearings would have been completed. After discussions with the Tribunal, however, it did not press for a fixture. It has now asked for a hearing date to be fixed. The views of the existing Auckland warrant holders were obtained after the application had been filed and again when this present application for a fixture was made formally. The application had been circulated to other stations and to the companies granted warrants for FM broadcasting.

In a carefully argued case the applicant refers to responses obtained early in 1982. One of the FM contenders had no interest and the other suggested that the hearings be held after the decision was made in relation to the FM applications in Auckland. The B.C.N.Z., *Radio I* and *Radio Hauraki* indicated that holding *Rhema's* hearing after the FM hearing was appropriate.

Radio Rhema considers that, as a non-commercial operator, it is no threat to the commercial viability of any commercial stations and it no way affects the advertising dollars available to the Auckland market. It states that it would not affect stations *IYA* and *IYC* who do not rely on advertising and run independently of market influences. The applicant says the 2 commercial warrants have been allocated and the future of *IZM* as a limited sponsorship station has been established and the proposal for *IYC* to be a limited advertising and sponsorship station has been made public, as has the proposed development of a concert programme FM network.

Radio Rhema pointed to public support during an Auckland short term broadcasting when over 7,000 people attended a thanksgiving service at Ellerslie Raceway. It has gathered in funds sufficient to purchase a \$700,000 building in Auckland. One-third of the applicant's members live in the Auckland area.

The response from warrant holders and those about to take up their warrants for FM stations was mixed. No comment was made by the FM companies. *Radio I* had no objection provided it was legally possible and suitable for the Tribunal, *Radio Pacific* considered it should be deferred until the effects of the introduction of FM were better understood and that the application should be