

Agenda for a meeting of the Policy & Regulatory Committee to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **MONDAY, 3 FEBRUARY 2020** commencing at **9.30am**.

- 1. APOLOGIES AND LEAVE OF ABSENCE**
- 2. CONFIRMATION OF STATUS OF AGENDA**
A representative from NZTA will be in attendance to discuss item 5.6
- 3. DISCLOSURES OF INTEREST**
- 4. CONFIRMATION OF MINUTES**
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- 5. REPORTS**
 - 5.1 Chief Executive's Business Plan 7
 - 5.2 Delegated Resource Consent Approved for the months of November and December 2019 16
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 - 5.5 District Plan Review – Update on Stage 1 and Stage 2 68
 - 5.6 Presentation by New Zealand Transport Agency - Reviewing Speed Limits in West Waikato SH23/SH31/SH39 76
- 6. EXCLUSION OF THE PUBLIC** 97

GJ Ion
CHIEF EXECUTIVE

Open Meeting

To	Policy & Regulatory Committee
From	Gavin Ion Chief Executive
Date	24 January 2020
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
Reference #	GOV1318
Report Title	Confirmation of Minutes

1. EXECUTIVE SUMMARY

To confirm the minutes of a meeting of the Policy & Regulatory Committee held on Wednesday, 27 November 2019.

2. RECOMMENDATION

THAT the minutes of a meeting of the Policy & Regulatory Committee held on Wednesday, 27 November 2019 be confirmed as a true and correct record of that meeting.

3. ATTACHMENTS

P&R Minutes – 27 November 2019

MINUTES of a meeting of the Policy & Regulatory Committee of the Waikato District Council held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **WEDNESDAY 27 NOVEMBER 2019** commencing at **9.30am**.

Present:

Cr NMD Smith (Chairperson)
His Worship the Mayor, Mr AM Sanson
Cr AD Bech
Cr JA Church
Cr C Eyre
Cr JM Gibb
Cr SL Henderson
Cr SD Lynch [*from 9.33am*]
Cr FM McNally
Cr EM Patterson
Cr LR Thomson
Cr C Woolerton

Attending:

Mr T Whittaker (Chief Operating Officer)
Ms S O’Gorman (General Manager Customer Support)
Ms M Glassey (Monitoring Officer)
Ms AM D’Aubert (Consents Manager)
Mr W Hill (Consents Team Leader)
Ms E Makin Consents Team Leader – East)
Mrs LM Wainwright (Committee Secretary)

APOLOGIES AND LEAVE OF ABSENCE

Resolved: (Crs Thomson/Gibb)

THAT an apology be received from Cr Sedgwick and Cr McGuire.

CARRIED

P&R1911/01

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Crs Thomson/Bech)

THAT the agenda for a meeting of the Policy & Regulatory Committee held on Wednesday 27 November 2019 be confirmed and all items therein be considered in open meeting.

CARRIED

P&R1911/02

DISCLOSURES OF INTEREST

There were no disclosures of interest.

REPORTS

Summary of Applications Determined by the District Licensing Committee July – September 2019
Agenda Item 4.1

Resolved: (Crs Smith/Bech)

THAT the report from the General Manager Customer Support be received.

CARRIED

P&R1911/03

Proposed Amendments to Parking Restrictions in Ngaruawahia
Agenda Item 4.2

The Committee discussed the proposed amendment to the parking restrictions in Ngaruawahia.

Resolved: (Crs Patterson/Gibb)

That the report from the General Manager Customer Support be received;

AND THAT the Policy & Regulatory Committee adopt the amendments to Schedule 1 of the Public Places Bylaw 2016, as detailed in Attachments 1 and 2 of the staff report.

CARRIED

P&R1911/04

Resolved: (Crs Smith/ Woolerton)

THAT staff undertake a review of parking time restrictions in the Ngaruawahia township.

CARRIED

P&R1911/05

Cr Lynch joined the meeting at 9.33am during discussion on the above item and was present when voting took place.

Delegated Resource Consent Approved for the months of September and October 2019
Agenda Item 4.3

The Consents Manager introduced herself and her team and summarised the report.

Resolved: (Crs Patterson/Thomson)

THAT the report from the General Manager Customer Support be received.

CARRIED

P&R1911/06

Chief Executive's Business Plan
Agenda Item 4.4

The Chief Operating Officer summarised the report and and discussion was held on the following items:

- Work capacity and recruitment to achieve key projects.
- Measurement of projects not achieved.
- Budgets in the LTP.

ACTION: The Chief Operating Officer to organise a workshop on LTP budgets for Councillors.

- Huntly Hall Committee. A community group was currently in place to take bookings for use of the hall. A Hall Committee would be set up at a later date.

Resolved: (Crs Patterson/Woolerton)

THAT the report of the Chief Executive be received.

CARRIED

P&R1911/07

There being no further business the meeting was declared closed at 10.05.

Minutes approved and confirmed this day of 2020.

Cr JD Sedgwick
CHAIRPERSON

Open Meeting

To	Policy & Regulatory Committee
From	Gavin Ion Chief Executive
Date	24 January 2020
Chief Executive Approved	Y
Reference #	GOV1318
Report Title	Chief Executive's Business Plan

1. EXECUTIVE SUMMARY

The Chief Executive's Business Plan is a summary of progress on the Chief Executive's Performance Agreement. This report covers 2019/2020 items.

2. RECOMMENDATION

THAT the report from the Chief Executive be received.

3. BACKGROUND

The Chief Executive's Business Plan is a summary of progress on a number of issues targeted by Councillors.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

The Plan is a summary of progress on specific issues. It enables staff and Councillors to focus on the big issues and ensures that attention is given to those things that really matter. The Plan is in line with the Chief Executive's Performance Agreement for 2019/2020 signed off in June.

4.2 OPTIONS

The list of projects has been agreed by Council.

The Plan is consistent with the Chief Executive's Performance Agreement approved by Council through workshops and the meeting of the Chief Executive Performance Review Sub-committee in June.

5. CONSIDERATION

5.1 FINANCIAL

Nil at this stage.

5.2 LEGAL

As part of undertaking the work detailed in this plan, Council needs to ensure that the approach taken is consistent with the Purpose of Local Government.

In other words, to meet the current and future needs of communities for good quality local infrastructure, local public services and performance of regulatory functions in a way that is most cost-effective for households and businesses.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

This report contains the strategic issues that Council is focused on. The Chief Executive's Business Plan has been updated to align to the Chief Executive's Performance Agreement. The underpinning criteria is the council vision of "liveable, thriving and connected communities"

Iwi and Tangata Whenua have been, or will be consulted on at least some of the key projects or initiatives referred to in the report. Iwi are involved as a strategic partner of Council (evidenced at Team Up 2020 and in the Raglan Wastewater Consent renewal process).

Iwi have been engaging in the waters management project and with Council and central government on the Hamilton to Auckland Corridor.

The list has been updated in line with the Chief Executive's Performance Agreement for 2019/2020.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

The report does not trigger any concerns about significance of the projects being discussed.

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	The report provides a summary of what progress is being made on the various issues. It is for information at this stage of the year.				

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
		✓	Internal
	✓		Community Boards/Community Committees
	✓		Waikato-Tainui/Local iwi
	✓		Households
	✓		Business
			Other Please Specify

The assessment depends on the issues involved.

6. CONCLUSION

The schedule summarises progress on the key issues agreed with Council.

7. ATTACHMENTS

Chief Executive's KPI worksheet

Chief Executive's KPIs – 2019/2020

Overarching Council Vision: “Liveable, Thriving and Connected Communities”

Staff & Wellbeing Vision: “Work Safe, Home Safe”

Key project/priority	Key deliverables/KPIs		Progress	Final Achievement Met/Not Met
<p>I. Delivery and achievement of LTP year 2 (covers normal business activities, financial and non-financial performance measures and the delivery of the annual work programme)</p>	1.1	<p>The 2019/2020 Annual Plan is delivered within the agreed budget, and in accordance with variations approved by Council. Provide monthly updates to the Strategy & Finance Committee on progress.</p>	<p>Work is underway with scoping and preparing to tender work. A number of the carry forwards are already underway (spanning the 2018/2019 and 2019/2020 financial years).</p> <p>Our Waters operations are being managed and run by Watercare from 1 October. Approximately \$14.9 million of capital work has been completed.</p>	
	1.2	<p>(a) Improve Council's net promoter score in terms of economic development and perception of conducting business in our district.</p> <p>(b) Provide evidence at each performance review of the role the Chief Executive has played in strengthening the Council's relationship with developers.</p>	<p>(a) Council will be undertaking another survey within the next six months.</p> <p>(b)</p> <ul style="list-style-type: none"> ▪ The Chief Executive met with Synlait earlier in the year and understands more about their plant and operation in Pokeno now. ▪ The Chief Executive and Mayor have met with several developers looking to establish in our District. This relates to industrial as well as residential developments. ▪ The Chief Executive and staff also visited a Developer who currently operates in our District and is expanding operations towards being a worldwide leader in its field. 	

Key project/priority	Key deliverables/KPIs	Progress	Final Achievement Met/Not Met
	<p>1.3 Provide evidence (tangible examples) of alignment between the implementation of Council's work plan and the Council vision of Liveable, Thriving and Connected Communities.</p>	<p>Examples are:</p> <ul style="list-style-type: none"> ▪ The alignment of team plans to the council vision (and then flowing through to individual performance plans). ▪ Co-design with providers and interested parties regarding solid waste options for council to consider. ▪ Co-design of the Ngaruawahia Point playground with the Community Board and members of the community. ▪ Huntly Memorial Hall – developing a volunteer plan and working with the volunteers to put this in place. ▪ Raglan Wastewater consent renewal – engagement has been undertaken with stakeholders towards alternative disposal options. A short-term consent process has been undertaken to allow more time for the long-term options to be explored. 	
	<p>1.4 Demonstrate progress with the planning roadmap and the alignment between the various elements (Asset Management Plans, LTP, District Plan, Blueprints)</p>	<p>Planning Roadmap stage I:</p> <ul style="list-style-type: none"> ▪ The Executive Leadership Team (ELT) has been presented with the findings of stage I. The report highlighted the large number of interdependent planning documents and related timeframes, and the increased risk of poor planning outcomes this creates. Given the complex issues revealed by the stage I analysis, the ELT has requested that the next stage be undertaken to define the desired future state of planning, identify opportunities to rationalise the many planning documents and complete the Roadmap. This work is now underway including the convening of a cross 	

Key project/priority	Key deliverables/KPIs		Progress	Final Achievement Met/Not Met
			<p>organisational project team. Given the complex cross organisational support required and the need for Council's guidance, support and sign off, the final Roadmap will be completed by 31 March 2020.</p> <ul style="list-style-type: none"> ▪ The planning roadmap has been referenced a number of times through the Council induction process. 	
I. Strategic Management & Delivery (key projects and priorities includes regional and national matters)	2.1	Hamilton to Auckland Corridor - At each performance review, demonstrate the role that the Chief Executive has played in unlocking the opportunities for the Waikato District in relation to the Hamilton to Auckland Corridor e.g. objective feedback, tangible progress.	<ul style="list-style-type: none"> ▪ The Council has been fully briefed on progress with the Hamilton to Auckland corridor. ▪ The Mayor and Chief Executive met with Ministers Twyford & Mahuta in Wellington earlier in the year. This was an opportunity to advocate, to align with Waikato-Tainui and to seek a commitment from the government towards implementation. ▪ Both the Chief Executive and Mayor were involved in meetings with Ministers Twyford and Mahuta on 15 August. This included a Mayor and Chief Executive meeting followed by the larger Future Proof meeting. ▪ The Chief Executive and Mayor are raising awareness of some of the possibilities with our Future Proof partners. 	
	2.2	Strategic Review of Waters Management - Provide updates at each performance review of progress on the strategic review of the waters business and future direction. The updates should focus on the role that the Chief Executive	<ul style="list-style-type: none"> ▪ Contract signed with Watercare. Implementation took effect on 1 October. ▪ The Waters Governance Board has received two reports from Watercare on progress. The reports highlight the opportunities this arrangement is providing in intellectual knowledge and in financial terms. The reports 	

Key project/priority	Key deliverables/KPIs		Progress	Final Achievement Met/Not Met
		has played in advancing the process.	indicate good early progress.	
	2.3	Blueprints - Demonstrate that the Blueprints project aligns with the Council vision, that it will inform the 2020-2030 LTP process, and that it will be communicated with our community.	<ul style="list-style-type: none"> ▪ Blueprints is informing work on the Hamilton to Auckland corridor spatial planning work. ▪ When the LTP is put together the work from Blueprints will be factored into work plans. ▪ The recent Joint Management Agreement meeting with Waikato-Tainui highlighted the alignment between the Tribe's five year plan and Blueprints. 	
	2.4	Solid Waste Review - By 30 June 2020, complete a review of solid waste and agree a Council strategy about how waste will be managed in the future, which is aligned with the Council's vision.	<ul style="list-style-type: none"> ▪ Work is underway on this review. This is a major task which will be workshopped with Councillors on a regular basis. ▪ Several workshops have been held as the direction is being shaped. 	
2. Partnerships and Relationships (includes relationships with other Councils, NZTA, Iwi and the Waikato District Alliance)	3.1	Provide evidence of initiatives, collaboration and engagement with Iwi, including the key outcomes achieved.	<ul style="list-style-type: none"> ▪ The meeting with Ministers and Waikato-Tainui on 29 July highlighted the strong alignment between Council and Iwi. Waikato District and Waikato-Tainui are the two organisations involved in the Hamilton to Auckland corridor work for the section known as River Communities. ▪ The recent Joint Management Agreement meeting with Waikato-Tainui highlighted the alignment between the Tribe's five year plan and Blueprints. ▪ The Chief Executive and Mayor have been leading efforts to resolve outstanding historical issues in Raglan regarding the return of land to the original owners. 	

Key project/priority	Key deliverables/KPIs		Progress	Final Achievement Met/Not Met
			<ul style="list-style-type: none"> ▪ The Chief Executive continues to work hard to forge strong ties with Iwi. The recent Team Up day included Waikato-Tainui as a valued partner. 	
	3.2	NZTA – Provide regular updates on how the relationship with NZTA is developing, with particular emphasis on the benefits to Waikato District.	<ul style="list-style-type: none"> ▪ The Chief Executive remains in contact with the NZTA Regional Partnerships Manager and is working with Hamilton City Council on issues of mutual interest. ▪ Several issues have been escalated and some progress has been made but the issues still remain outstanding. ▪ The appointment of a new NZTA Chief Executive to take effect in February 2020 offers an opportunity to re-establish an effective relationship. 	
	3.3	Waikato District Alliance – Conduct a review of the Waikato District Alliance contractual relationship to assess if it has delivered on expectations, and recommend a future direction (extend/re-tender/change contractual arrangement).	<ul style="list-style-type: none"> ▪ Work is underway on the review in preparation for next year’s decision to extend or review the arrangement. ▪ This review is looking at all aspects of the current arrangement including operational performance, zero harm performance and cultural alignment to Council. 	
3. Staff and Culture (including leadership, engagement and retention)	4.1	Outline what initiatives have been undertaken to strengthen the internal culture and leadership of the organisation, and provide supporting information of the impact of these initiatives.	<ul style="list-style-type: none"> ▪ Coaching and mentoring sessions are being run for the Executive Leadership Team, Managers and Team Leaders and our Corporate Support Team (Executive Assistants, Personal Assistants and Team Administrators). ▪ Our internal work programme - Our Plan (which has been developed from Gearing for 	

Key project/priority	Key deliverables/KPIs		Progress	Final Achievement Met/Not Met
			<p>Growth and Greatness) features a dedicated section on people.</p> <ul style="list-style-type: none"> ▪ A change programme is in place to progress the internal culture and implementation of Our Plan and the Council vision. This programme includes a Bold and Brave leadership programme to guide leadership across the organisation. The programme is geared at leadership through actions not through position. ▪ The Team Up Day 2020 has set a positive platform for the current year and energised staff. 	
4. Zero Harm (Work Safe, Home Safe)	5.1	Complete a review of the Zero Harm strategic plan by August 2019.	This work has been completed.	
	5.2	Complete the associated work plan for 2019/2020 by 30 June 2020.	<ul style="list-style-type: none"> ▪ A further four critical risks have been identified to prepare bow ties for this year. A number of other projects and initiatives are also detailed in the strategic plan. ▪ The bow tie for the first of the four critical risks is under preparation. This relates to working on or near roads. ▪ Staff are also responding to a report prepared by KPMG in relation to how Council is meeting its due diligence responsibilities under the Health & Safety at Work Act 2015. ▪ This remains an area of high importance and resources are allocated accordingly. 	

Open Meeting

To	Policy & Regulatory Committee
From	Sue O’Gorman General Manager Customer Support
Date	21 January 2020
Prepared by	Jessica Thomas Senior Consents Administrator
Chief Executive Approved	Y
Reference #	GOV1301
Report Title	Delegated Resource Consent Approved for the months of November and December 2019

1. EXECUTIVE SUMMARY

This report gives information relating to all delegated Resource Consents processed for the months of November and December 2019 excluding hearings.

2. RECOMMENDATION

THAT the report of the **General Manager Customer Support** be received.

3. APPOINTMENT OF COMMISSIONERS

Commissioner appointed in the month of November 2019:

David Hill Appointed for the hearing scheduled for 4th February 2020 for the application by MM & SA Lynch to create five new country living zone lots and one access lot in two stages.

There were no Commissioners appointed in the month of December 2019.

4. ATTACHMENTS

Delegated Authority Reports - attached

- November 2019
- December 2019

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Delegated Authority Report

Period from 1 November 2019 to 30 November 2019

Awaroa ki Tuakau		Ward Total: 14		
Applicant	ID No	Address	Details	Decision
Woodlane Ltd	LUC0062/20	274B Harrisville Road PUKEKOHE	Expansion of an existing intensive poultry activity involving earthworks to prepare building platforms that exceed the maximum permitted volume of 250 m ³ by 1,105 m ³ and the maximum permitted area of 2,000 m ² by 2,681 m ² .	Granted
M P S McPherson, S C McPherson	LUC0130/20	47 Mcpherson Road MANGATAWHIRI	Construction of a shed in the Rural Zone that encroaches on the 10 m front yard by 7.9 m.	Granted
Compass Homes (Franklin) Limited	LUC0133/20	23 Moyle Street POKENO	Earthworks in the Residential 2 Zone which exceeds the maximum permitted volume and maximum permitted volume for cleanfill deposition to a site.	Granted
Williams Willow Limited	LUC0136/20	72 Harriet Johnston Drive POKENO	Construct a showhome which exceeds the permitted building coverage and fails outdoor living requirements in the Franklin Residential 2 Zone.	Granted
MJB Construction Properties Limited	LUC0144/20	41 Culverwell Crescent POKENO	Construct a dwelling in the Residential 2 Zone with a non-compliant outdoor living court.	Granted
N A Malik	LUC0147/20	3 Moyle Street POKENO	Construct a principal dwelling with an attached minor dwelling which fails the earthworks volume and outdoor living court diameter requirement in the Franklin Residential 2 Zone.	Granted
Y.T.L New Zealand Limited	LUC0173/20	6 Bellenden Crescent POKENO	Construction of a dwelling in the Residential 2 Zone that exceeds the maximum building coverage of 35% of the site area (202.65 m ²) by 4.55 % (26.34 m ²), and with an outdoor living area that contains a building, and is below the 60 m ² size by 23 m ² , and can accommodate a 4.25 m circle diameter where 6 m is required.	Granted
Fenwick Farms Limited	LUC0178/20	612 Forestry Road WAIUKU	Construct two sheds which encroach into the development setback in relation to a stream/river in the Franklin Rural Zone.	Granted

Delegated Authority Report

Period from 1 November 2019 to 30 November 2019

MJB Construction Properties Limited	LUC0183/20	40 McLean Street POKENO	Retrospective consent for earthworks to construct a building platform in the Residential 2 Zone that exceeds the maximum permitted volume of 100 m ³ by 69 m ³	Granted
H J Graham, B Graham	LUC0185/20	15 Mcpherson Road MANGATAWHIRI	Operative District Plan: Construction of a shed that will encroach on the 30 m development setback by 9 m. Proposed District Plan: Construction of a shed that will encroach on the 23 m setback from a river by 2 m.	Granted
P A Cronin	SUB0053/20	334 Dominion Road TUAKAU	Undertake a boundary relocation between two properties in the Franklin Rural Zone.	Granted
Bratlie Wynne Jones Family Trust	SUB0056/20	85 Dean Road POKENO	Operative Plan: Subdivision in the Village Zone on a site containing a Heritage Item to create one additional allotment in accordance with the Concept Plan approved under SUB0092/17. Proposed Plan: Subdivision in the Village Zone on a site containing a heritage item to create one additional allotment.	Granted
K France	SUB0261/18.02	481 Razorback Road POKENO	Section 127 application to change conditions 1 to update the scheme plan to incorporate other parcels recently added to the subject site.	Granted
NZ Homes Limited	VAR0007/20	27 Moyle Street POKENO	Amendment to Condition 1 of Consent Notice 11344283.2 to allow for a vehicle entrance to be constructed onto Harriet Johnston Drive.	Granted

Eureka Ward Total: 4

Applicant	ID No	Address	Details	Decision
Classic Builders Waikato Limited	LUC0086/20.01	369 Scotsman Valley Road TAUWHARE	Operative District Plan: Change of conditions relating to construction of a dwelling within the permitted setback from a river in the Country Living Zone. Proposed District Plan: Change of conditions relating to construction of a dwelling within the permitted setback from a river in the Rural Zone.	Granted

Delegated Authority Report

Period from 1 November 2019 to 30 November 2019

Glenlea Downs Trust	LUC0117/20	388 Scotsman Valley Road TAUWHARE	Undertake earthworks, including importation of fill, within the Hauraki Gulf Catchment Area for the purpose of creating a building platform for a second dwelling on a Record of Title less than 40ha in size within the Rural Zone.	Granted
Kalvary Farms Limited	LUC0129/20	63 Hooper Road EUREKA	Undertake earthworks exceeding the permitted volume, area and cut height and to construct a vehicle entrance that fails separation distance in the Rural Zone.	Granted
Y A Dunstone, O B Dunstone	LUC0177/20	532 Matangi Road MATANGI	To construct a dwelling extension on a non-reticulated site less than 2500m2 within the Living Zone	Granted

Hukanui - Waerenga Ward Total: 6

Applicant	ID No	Address	Details	Decision
Orini/Te Hoe Combined School Board Of Trustees	DES0009/20	1389 Orini Road ORINI	Outline Plan of Works relating to the construction of an extension to an existing outdoor covered deck learning area and upgrading of existing buildings pursuant to Section 176A of the Resource Management Act 1991.	AcceptPlan
T R Spencer, N S Spencer	LUC0141/20	19 Enclave Lane PVT TAUPIRI	To construct a dwelling that exceeds permitted building coverage and two stormwater tanks are proposed to be within the permitted setback in the Rural Zone.	Granted
Kyrus Corporate Trustee Limited	LUC0167/20	336 Henry Road TAUPIRI	To construct a Dependent Persons Dwelling that does not share an outdoor living court with the main dwelling and is not within 20metres of the main dwelling in the Rural Zone	Granted
Transpower New Zealand Limited - Wellington	LUC0172/20	127 Proctor Road ORINI	Undertake foundation refurbishment of high voltage transmission tower OTA-WKM-A0297 at a site in the Rural Zone which will occur on potentially contaminated land.	Granted
Greenmeadows Agri Limited	SUB0009/20	185 Whitikahu Road GORDONTON	Undertake a two stage subdivision involving a boundary relocation in Stage 1 and a general subdivision creating one additional lot in Stage 2 in the Rural Zone, with non-compliances relating to child lot size, and separation distances under the Operative District Plan and where the site contains a Significant Natural Area under the Proposed District Plan.	Granted

Delegated Authority Report

Period from 1 November 2019 to 30 November 2019

Design Subdivisions Limited	SUB0052/20	19A Garfield Street GORDONTON	To create two new residential allotments around existing dwellings in the Living Zone.	Granted
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Huntly		Ward Total: 7		
Applicant	ID No	Address	Details	Decision
Eastside Heights Limited	LUC0077/20	118 Riverview Road HUNTLY	To undertake a 38 lot subdivision with 3 reserve lots and a road to vest on a piece of land zoned New Residential. To construct retaining walls and undertake earthworks within 20m of the centre line of a high voltage power line and to allow future dwellings to be constructed within 20m of the centreline of a high voltage powerline.	Granted
D M Weller	LUC0143/20	32 Rayner Road HUNTLY	To convert a basement into a one bedroom sleep out in the Living Zone.	Granted
Jammu Holdings Limited	LUC0152/20	4 Ralph Street HUNTLY	Expand a liquor store in the Business Zone that fails landscaping and car parking provisions.	Granted
A A Minor	LUC0166/20	1 Miro Road GLEN AFTON	To relocate a dwelling onto a property within the Living Zone that does not meet the minimum site area for on-site wastewater disposal where no Council reticulation is available and where the existing vehicle entrance is unable to comply with the maximum gradient.	Granted
Jammu Holdings Limited	LUC0467/19	4 Ralph Street HUNTLY	Application for Sale of Alcohol for an Off Licence on a site in the Business Zone pursuant to Section 100 of the Sale and Supply of Alcohol Act 2012.	Approved
Eastside Heights Limited	SUB0022/20	6 Waugh Lane HUNTLY	To undertake a 38 lot subdivision with 3 reserve lots and a road to vest on a piece of land zoned New Residential. To construct retaining walls and undertake earthworks within 20m of the centre line of a high voltage power line and to allow future dwellings to be constructed within 20m of the centreline of a high voltage powerline. For soil disturbance and subdivision to create 38 residential lots and 3 reserve lots on a HAIL site.	Granted

Delegated Authority Report

Period from 1 November 2019 to 30 November 2019

M U A Homes Limited	SUB0039/20	Rayner Road HUNTLY	Undertake a nine lot residential subdivision to create seven additional allotments and a jointly owned access lot in the Living Zone (ODP) and subdivision of land containing Significant Natural Area in the Residential Zone (PDP)	Granted
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Newcastle Ward Total: 2

Applicant	ID No	Address	Details	Decision
G R Preest Trust	LUC0114/20	784 State Highway 23 WHATAWHATA	To construct an animal shelter that exceeds non-habitable building size in the Rural Zone.	Granted
M R Gibbs, C J Gibbs	LUC0416/19	44 Wallace Road DINSDALE	To construct three dwellings on a property and a wind turbine and to undertake earthworks.	Granted

Ngaruawahia Ward Total: 5

Applicant	ID No	Address	Details	Decision
Parangon Building Limited	LUC0163/20	5859 Great South Road NGARUAWAHIA	To construct a dwelling that fails to meet on-site parking requirements within the New Residential Zone prior to the issuing of the Record of Title.	Granted
Swordfish Projects Limited	LUC0362/19	21 Galbraith Street NGARUAWAHIA	Land Use Consent for a comprehensive residential development. Linked to SUB0140/19 -	Granted
J Unka, C Unka	SUB0040/20	43B Galbraith Street NGARUAWAHIA	To undertake a subdivision creating one additional lot that is non-compliant with Appendix A; and to create a right of way over the adjoining Lot 1 DP 522809 RT 830257.	Granted
Swordfish Projects Limited	SUB0140/19	21 Galbraith Street NGARUAWAHIA	To create 8 new residential lots and one access lot to reflect the Comprehensive Residential Development, and a cancellation of consent notice 11398828.1 Linked to LUC0362/19 To create an 8 lot Comprehensive Residential Development, including tanks which are within the permitted boundary setback.	Granted
BWP Holdings Limited	SUB0170/19	11 Princess Street NGARUAWAHIA	Create four new lots from three Records of Title within the Living Zone, where the subdivision results in non-compliances relating to minimum allotment size, access width and separation distance.	Granted

Delegated Authority Report

Period from 1 November 2019 to 30 November 2019

Onewhero-Te Akau		Ward Total: 8		
Applicant	ID No	Address	Details	Decision
Create Development Limited	LUC0048/20	666 Onewhero-Tuakau Bridge Road TUAKAU	Blanket consent for the construction/erection or placement of a dwelling, accessory buildings and associated works (driveway, stormwater/wastewater disposal and water supply) on Lots 1 to 5 as the proposed lots are located within the schedule 5B setback within the Village Zone (Village Growth Area D).	Granted
R E Foley, B A Carlson	LUC0161/20	70 Logan Road TUAKAU	Construction of a shed in the Rural Zone that will be 5 m within the 10 m front yard.	Granted
T S Gray	LUC0477/19	2 Lakeside Lane PVT RANGIRIRI	Construction of a wind energy facility (wind turbine) in the Rural Zone that exceeds the maximum permitted noise at the site boundary	Granted
Create Development Limited	SUB0011/20	666 Onewhero-Tuakau Bridge Road TUAKAU	Undertake a subdivision to provide for five additional lots at a site within the Village Zone, with proposed sizes ranging from 2,530m ² to 3,140m ² and a balance lot of 8.16ha that seek not to provide hardwire telecommunication lines.	Granted
Create Development Limited	SUB0011/20.01	666 Onewhero-Tuakau Bridge Road TUAKAU	Concept Plan for 30 residential lots with one lot being Road to Vest within the Village Growth Area D overlay.	Granted
Glenullen Holdings Limited	SUB0032/20	2443 Highway 22 TUAKAU	Operative To undertake a boundary relocation subdivision between three Records of Title within the Rural Zone and cancellation of the building line restriction. Proposed Undertake subdivision on a site containing a Significant Natural Area where the boundaries of every proposed lot will not add to any further divisions of the natural feature.	Granted
S L Hawkins, S J Green	SUB0055/20	40 Geraghty Road TUAKAU	Operative District Plan: Subdivision in the Rural Zone outside of the EEOA to transfer one title to create a new allotment on the property. Proposed District Plan: Subdivision of a property containing a Significant Natural Area, with a Title Date issued later than 06 December 1997 creating an additional allotment on land containing high-quality soils.	Granted

Delegated Authority Report

Period from 1 November 2019 to 30 November 2019

L R Brierley, J A Brierley	SUB0206/17.01	447 Port Waikato- Waikaretu Road TUAKAU	Section 127 application to change conditions of SUB0206/17 relating to subdivision lot layout and the addition of a new amalgamation condition.	Granted
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Raglan		Ward Total: 9		
Applicant	ID No	Address	Details	Decision
Ministry Of Education - Hamilton	DES0007/20	129 Waitetuna Valley Road WAITETUNA	Outline Plan of Works relating to replacing an existing building with wheelchair accessible bathroom and shower facilities pursuant to Section 176A of the Resource Management Act 1991.	Granted
Waikato District Council	DES0008/20	61 Marine Parade RAGLAN	Outline Plan of Works from the Waikato District Council for additional campground facilities at Raglan Holiday Park	AcceptPlan
L Webber	LUC0120/20	State Highway 23 RAGLAN	To construct an addition to an existing dwelling and new garage within the 12m setback from a property boundary in the Coastal Zone	Granted
P J Abel, L M Smith	LUC0135/20	21 Point Street RAGLAN	Construct a dwelling with non-compliances relating to daylight admission, car parking and manoeuvring and construct a wall/fence that encroaches upon a road boundary setback within the Living Zone.	Granted
C L Widmer	LUC0139/20	55 Hauroto Bay Road TE UKU	Undertake earthworks in the Coastal Zone for a Dressage Arena that exceeds 1000m ³ in volume and 1000m ² in area and construct an accessory building.	Granted
S D Cummings, C Cummings	LUC0151/20	593A Wainui Road RAGLAN	Extend and alter an existing dwelling, where the extension encroaches into the required internal boundary setback and is located within 1000m from the mean high-water springs, in the Coastal Zone.	Granted
N L Martin, A G Martin	LUC0159/20	52C Te Ahiawa Road RAGLAN	To convert an existing dwelling to a Dependent Person's Dwelling that will not share an outdoor living court and has an attached garage that exceeds 24m ² in the Rural Zone, and where the maximum number of users of a right of way will be exceeded.	Granted
Diamond Creek Farm Limited	SUB0039/19.01	97 Matakotea Road TE UKU	Amendment to the conditions of consent of SUB0039/19 to replace the requirement of an encumbrance relating to provision of wireless telecommunications, with the requirement for a consent notice.	Granted

Delegated Authority Report

Period from 1 November 2019 to 30 November 2019

P J Abel, L M Smith	SUB0060/20	41A Wallis Street RAGLAN	Update a cross lease plan to include a dwelling within exclusive Area C on a property within the Living Zone.	Granted
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Tamahere		Ward Total: 12		
Applicant	ID No	Address	Details	Decision
Chachi Group Limited	LUC0011/19.01	165C Matangi Road MATANGI	Change of Conditions 1, 2, 8 and new Conditions 5A, and 7A for the addition of a 30.5m2 container for a coffee bar to an existing Childcare Centre in the Rural Zone	Granted
P F Sullivan, C L Sullivan	LUC0131/20	33 Riverglade Drive TAMAHERE	To undertake a Combined Subdivision and Land Use application in the country living zone for a tennis court and exceeds the impervious surfaces for Tamahere.	Granted
D W Sinclair, M F Sinclair	LUC0137/20	307 Hooker Road TAMAHERE	To undertake additions to an existing dwelling that will result in total gross floor area of buildings on site exceeding the permitted 500m2 building coverage in the Rural Zone.	Granted
M K O'Connor	LUC0140/20	26 Twin Oaks Drive TAMAHERE	To construct two new additions to an existing dwelling that exceeds impervious surface in Tamahere Country Living Zone.	Granted
Sanderson Group Limited	LUC0156/20	30 Tamahere Drive TAMAHERE	Extension of the retirement village development	Granted
S Verhoeven	LUC0158/20	364 Lee Martin Road TAMAHERE	To construct a pool house within the Rural Zone that exceeds building coverage provisions and is technically a second dwelling	Granted
S Shanmugam, J M L Harcourt	LUC0164/20	93 Windmill Road TAMAHERE	To construct a new Dwelling and attached Dependent Persons Dwelling that does not share an outdoor living court with the main dwelling, does not comply with permitted setback, exceeds total impervious surface and exceeds total volume and area of earthwork in Tamahere Country Living Zone.	Granted
J Yang, D Liu	LUC0165/20	5 Hillbrook Way TAMAHERE	Construct a dwelling and driveway in the Country Living Zone that exceeds impervious surfaces	Granted
Foster Develop Limited	LUC0318/17.02	61 Devine Road TAMAHERE	Section 127 change of conditions to LUC0317/18 - condition 1	Granted

Delegated Authority Report

Period from 1 November 2019 to 30 November 2019

I V Paterson	SUB0024/20	18A Cherry Lane TAMAHERE	Subdivide one lot into two in the Country Living Zone, where an existing dwelling will encroach into the required 12m setback from the proposed new lot boundary, where access to Lot 2 is provided off a State Highway and where one lot will not provide for a compliant building platform.	Granted
M Bacchus, M N Bacchus	SUB0041/20	5C Woodcock Road TAMAHERE	Undertake a two lot Country Living Subdivision	Granted
P F Sullivan, C L Sullivan	SUB0046/20	33 Riverglade Drive TAMAHERE	Subdivision: Undertake a two Lot subdivision in the Country Living Zone where the proposed vehicle entrance will not meet the requirements of Appendix A and the proposed Lot 1 will exceed the permitted site coverage. Land Use: Applying for a future dwelling and accessory building that will exceed the permitted impervious surface limit and will exceed site coverage and the maximum permitted size for accessory buildings in the Country Living Zone.	Granted

Whangamarino		Ward Total: 6		
Applicant	ID No	Address	Details	Decision
Enviro Waste Services Limited	LUC0011/14.02	238 Hampton Downs Road HAMPTON DOWNS	S127 Application to change condition 1 and inclusion of a new advisory note to condition 6 of resource consent LUC0011/14 for the construction and operation of aerated static pile composting bunkers and a reception building at the Hampton Downs composting facility	Granted
Enviro Waste Services Limited	LUC0109/20	238 Hampton Downs Road HAMPTON DOWNS	Construction of new ECS bunkers which exceed allowable area and a new reception building which is in excess of the allowable height, and associated earthworks in the Rural Zone.	Granted
DPI 2014 Limited	LUC0145/20	37 Moorfield Road TE KAUPHATA	Land Use Application for earthworks	Granted
J Dragicevich	LUC0168/20	10 Belcher Road WAERENGA	Construct a second dwelling on a site in the Rural Zone, where the Dependent Persons Dwelling is being constructed first.	Granted
Rural Connectivity Group Limited	LUC0174/20	194 Mangatangi Road MANGATANGI	To install and operate a telecommunication facility, including antenna, associated pole and cabinet.	Approved

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Period from 1 November 2019 to 30 November 2019

DPI 2014 Limited	SUB0107/19	37 Moorfield Road TE KAUWHATA	To create 14 rural residential lots and 3 access lots with one to vest with Council as road and to remediate contaminated land and NES consent for soil disturbance and subdivision to create 14 rural residential lots and 3 access lots on a HAIL site.	Granted
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Delegated Authority Report

Period from 1 December 2019 to 31 December 2019

Awaroa ki Tuakau		Ward Total: 10		
Applicant	ID No	Address	Details	Decision
Compass Homes (Franklin) Limited	LUC0133/20.01	23 Moyle Street POKENO	S127 to change/cancel conditions of consent LUC0133/20 to amend condition 1 and add condition 4A to reflect changes to the proposal.	Granted
Woolworths NZ Limited	LUC0160/20	26A Market Street POKENO	Undertake fill importation and earthworks at site in the Business Zone; Importation of 2775m ³ of fill, compacting down to 2220m ³ in situ. Total cut will be 300m ³ of top soil, with an area of earthworks consisting of 978m ² . 650m ³ of filling will be within a flood plain across an area of 322m ²	Granted
Pokeno Motel Limited	LUC0197/20	7 Selby Street POKENO	To construct a garage for vehicle and general storage use within the Pokeno Structure Plan Area and Business Zone	Granted
L G Brown-Cole, K A Brown-Cole	LUC0202/20	20 Skiffington Road POKENO	Earthworks in the Residential 2 Zone to construct a building platform that exceeds the maximum permitted volume of 100 m ³ by 27.9 m ³ . Construction of a dwelling that encroaches on the 6 m front yard by 0.45 m.	Granted
Waikato District Council	LUC0205/20	Hillpark Drive POKENO	To remove one scheduled totara tree within a Reserve located in the Residential 2 Zone, as identified within Schedule 8A (reference C26 and Tree 17)	Granted
D W Valentine, L D Rundle	LUC0219/20	27 Culverwell Crescent POKENO	Construct a dwelling which exceeds the permitted building coverage in the Franklin Residential 2 Zone.	Granted
Synlait Milk Limited	LUC0247/20	45 McDonald Road POKENO	Construction of three signs supporting an industrial activity in the Industrial 2 Zone.	#APPROVED
Shivam Aniket Pokeno Properties Limited	LUC0473/17.01	39 Great South Road POKENO	S127 to change/cancel conditions of landuse consent (LUC0473/17) 1 to amend Condition 1 and add conditions 30A relating to on-site parking, conditions 31A and 31B relating to on-street loading and condition 31C relating to landscaping.	Granted
Carmel Glen Limited	SUB0027/20	607 Waiuku-Otaua Road WAIUKU	Undertake a transferable lot right subdivision to create one additional lot at a site located outside the Environmental Enhancement Overlay Area in the Franklin Rural Zone.	Granted

Delegated Authority Report

Period from 1 December 2019 to 31 December 2019

J E McRobbie	SUB0066/20	10 Great South Road POKENO	Operative District Plan: Subdivide one Record of Title into three lots within the Residential 2 Zone and within the Pokeno Structure Plan Boundary. Proposed Waikato District Plan: Undertake subdivision on a site containing a Significant Natural Area (SNA) where the SNA is not divided between lots.	Granted
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Eureka Ward Total: 4

Applicant	ID No	Address	Details	Decision
S M Phillips, M T Reed	LUC0056/20	522C Matangi Road MATANGI	Undertake a timber milling operation in the Rural Zone.	Granted
S F J Muller, S M Muller	LUC0193/20	1183C Victoria Road TAUWHARE	Land Use Consent for retrospective earthworks within the Hauraki Gulf Catchment Area, construct a Dependent Persons Dwelling that is located within the 12m setback and does not share an outdoor living court, construct two greenhouses on the site that will infringe the 12m boundary setback and breach the permitted site coverage threshold. and to have a self-contained area within the garage / workshop which is technically classified as a second dwelling.	Granted
R J Moses	LUC0196/20	199 Hiwi Road TAUWHARE	Undertake earthworks in the Rural Zone to form a building platform for a garage, within the Hauraki Gulf Catchment Area.	Granted
H E Terveen, H J Uivel	LUC0225/20	1170 Tauwhare Road TAUWHARE	To undertake earthworks in the Hauraki Gulf Catchment Area and construct additions to a dwelling within the permitted setback in the Rural Zone.	Granted

Hukanui - Waerenga Ward Total: 3

Applicant	ID No	Address	Details	Decision
Leca Marketing Limited	FST0007/20	66 Waipuna Road WAERENGA	Relocate a used dwelling and shed onto a property within the Rural Zone.	Granted
S G Mickell	SUB0057/20	188 Waiterimu Road WAITERIMU	Undertake a Boundary Relocation between two adjacent Titles in the Rural Zone that are not in common ownership.	Granted
D R McKie, C A McKie	SUB0067/20	584 Rutherford Road ORINI	To undertake a boundary relocation between two Records of Title in the Rural Zone where one title is issued after 6 December 1997.	Granted

Delegated Authority Report

Period from 1 December 2019 to 31 December 2019

Huntly		Ward Total: 5		
Applicant	ID No	Address	Details	Decision
Ministry Of Education - Wellington	DES0014/20	26 McDiarmid Crescent HUNTLY	Outline Plan of Works relating to the relocation of an existing block of three classrooms and an ancillary space (Block R) within the property pursuant to Section 176A of the Resource Management Act 1991.	Accept Plan
Horahora Marae Committee	LUC0181/20	182 Horahora Road RANGIRIRI	To construct a wastewater treatment wetland to manage discharge from Horahora Marae to land which involves filling within a Flood Risk Area in the Waikato Pa Zone.	Granted
C T Hata	LUC0470/19	163 Tregoweth Lane HUNTLY	Expand an existing transport depot by constructing an additional warehouse for the storage and distribution of furniture in the Rural Zone	Granted
Eastside Heights Limited	SUB0133/19.01	6 Waugh Lane HUNTLY	S127 to change/cancel conditions of consent SUB0133/19 - being conditions 1 & 9 to reflect changes in the approved scheme plan and change the vehicle entrance location and add conditions 5a & 17a to provide for the addition of an easement	Granted
I L Birt, M A Birt, Birt Independent Trustee Limited	SUB0171/19.01	364B Lumsden Road OHINEWAI	S127 to change/cancel conditions of consent SUB0171/19 to amend condition 1 to reflect the amended scheme plan and add condition 5 to allow for the cancellation of amalgamation of parcels contained within title SA71A/653.	Granted
Newcastle		Ward Total: 5		
Applicant	ID No	Address	Details	Decision
TK Airfield Land Limited	LUC0149/20	172 Limmer Road TE KOWHAI	To hold a one-day temporary event in the month of February on a Saturday, over five consecutive years (five total events) at a site located in the Rural Zone.	Granted
MTM Builders Limited	LUC0186/20	153 Woolrich Road TE KOWHAI	Establish a new dwelling and shed where total building coverage exceeds the maximum permitted gross floor area and where earthworks exceed the permitted threshold within the Rural Zone.	Granted

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Period from 1 December 2019 to 31 December 2019

D A Brown, K E Brown	LUC0208/20	29 Bagust Road ROTOKAURI	Construct a dependent persons dwelling in the Rural Zone that is further than 20m away from the principal dwelling on site, does not share an outdoor living court with the principal dwelling, and is within 300m of the boundary of the site of an intensive farming activity.	Granted
D A Dove, D L Godden	LUC0213/20	95 Exelby Road ROTOKAURI	To construct a dwelling and attached garage that encroaches on the permitted boundary setback for an allotment less than 5000m ² within the Rural Zone, where the existing vehicle entrance is unable to comply with the required separation distance.	Granted
N E Skinner	SUB0062/20	2196 Kakaramea Road WHATAWHATA	To undertake a cross boundary subdivision on a title which straddles the boundary of Waipa and Waikato District Councils in the Rural Zone.	Granted

Ngaruawahia

Ward Total: 6

Applicant	ID No	Address	Details	Decision
Ministry Of Education - Wellington	DES0011/20	53 Duke Street NGARUAWAHIA	Outline Plan of Works relating to construct a new building to provide two additional class rooms pursuant to Section 176A of the Resource Management Act 1991.	AcceptPlan
R Palaone	LUC0148/20	184 Park Road HOROTIU	Establish a second dwelling on a title in the Living Zone	Granted
Parangon Building Limited	LUC0188/20	27 Rehua Drive NGARUAWAHIA	To undertake earthworks those exceeds the permitted volume and construct a vehicle entrance within 30m of an intersection in the New Residential Zone.	Granted
S G Fleming	SUB0020/17.01	2A Bruces Way NGARUAWAHIA	S127 to change/cancel conditions of consent SUB0020/17 to amend conditions 33, 40, 41 and 48 in relation the changes in the submitted scheme plan and changes in easement routes.	Granted
Orange Scruffy Limited	SUB0054/20	183 Park Road HOROTIU	Undertake a subdivision creating one additional lot within the Living Zone, resulting in non-compliances with the required vehicle entrance separation distance.	Granted
M L Allan, J C Allan	SUB0063/19	25 Rangimarie Road NGARUAWAHIA	Undertake a three staged subdivision to create 16 residential lots in the New Residential Zone and a balance lot of 4.6863ha containing land in the Rural Zone.	Granted

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Period from 1 December 2019 to 31 December 2019

Onewhero-Te Akau		Ward Total: 5		
Applicant	ID No	Address	Details	Decision
C Watkins, R H Watkins	FST0006/20	4349 Highway 22 NAIKE	To relocate a second-hand dwelling in the Rural Zone.	Granted
Rural Connectivity Group Limited	LUC0154/20	482 Kauri Road TUAKAU	Construction of a telecommunications facility in the Rural Zone.	Approved
D B Carey	LUC0384/19	98 Onewhero- Tuakau Bridge Road TUAKAU	Retrospective resource consent to legitimise completed earthworks and resource consent to undertake additional earthworks at two sites within the Rural Zone.	Granted
N J Buxeda	LUC0424/19	268 Mercer Ferry Road TUAKAU	Establish and operate luxury glamping accommodation in the Rural Zone, where the consent is retrospective	Granted
NA Rewa Limited	SUB0023/19.01	279C Mercer Ferry Road TUAKAU	S127 to change/cancel conditions of subdivision consent (SUB0023/19) to create an easement for Right of Way, adjust the area of Lot 2 and provide for amalgamation of a cancelled access lot.	Granted
Raglan		Ward Total: 6		
Applicant	ID No	Address	Details	Decision
M D Apperley, W M Lee, W Apperley	LUC0060/20	121C Riria Kereopa Memorial Drive RAGLAN	Replace an existing dwelling with a new dwelling on a property within the Pa Zone that does not meet the minimum site area for on-site wastewater disposal where no Council reticulation is available, with non-compliances relating to daylight admission and manoeuvring.	Granted
S M Logan, J Davenport	LUC0192/20	8B Tohora Close WHALE BAY	To construct a new dwelling which encroaches into daylight admission plane and building setbacks for the Living Zone.	Granted
R R Tombleson	LUC0214/20	93 Lorenzen Bay Road RAGLAN	To construct a new dwelling that breaches the access provisions, building setbacks, height control plane, encroaches the building setbacks near a lake or river and the coast in the Living Zone of the Operative District Plan and encroaching the dwelling setback from the mean high water setback in the Residential Zone of the Proposed District Plan	Granted
Ozone Isobar Limited	LUC0215/20	23 Bow Street RAGLAN	Planning Certificate for the Sale and supply of alcohol for an On Licence in accordance with s100(f) of the Sale and Supply of Alcohol Act 2012.	Approved

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B D Taylor	LUC0231/18.01	150 Whaanga Road RAGLAN	SI27 to change/cancel conditions of consent LUC0231/18 relating to earthworks required for the construction of an oversized non-residential building within the road boundary setback in the Living Zone. The proposal also involves earthworks and indigenous vegetation clearance within a Significant Natural Area and an encroachment upon the permitted setback from a stream under the Proposed District Plan.	Granted
M D Gaustad, L J Gaustad	SUB0061/20	131 Houchen Road TE MATA	To undertake a boundary relocation between two contiguous records of title in the Rural Zone.	Granted

Tamahere

Ward Total: 12

Applicant	ID No	Address	Details	Decision
NZ Transport Agency (Waikato), City Edge Alliance	DES0010/20	509 State Highway 1 TAMAHERE	Outline Plan Waiver in conjunction with minor alteration to designation DES0029/13.10 being an amendment to Condition 1	Granted
NZ Transport Agency (Waikato)	DES0029/13.10	509 State Highway 1 TAMAHERE	Alteration to Designation J17 boundary of the Waikato Expressway, Hamilton section - to include a 557m ² section of the 509 Cambridge Road property for road construction purposes	Granted
Demacia Homes Limited	LUC0169/20	17B Vintners Lane TAMAHERE	To construct a second dwelling with a gross floor area of 74m ² on a site that also exceeds impervious surfaces in the Country Living Zone	Granted
Z Chu	LUC0170/20	617 Airport Road TAMAHERE	To construct a new dwelling that is within 100 metres of Tamahere Commercial Area A and exceeds total impervious surface in Tamahere Country Living Zone.	Granted
M L Johnston	LUC0182/20	25 Blue Heron Place TAMAHERE	Construct a roofed pergola with non-compliances relating to the permitted setback from Waikato River on a site affected by the River Bank Stability Policy Area and impervious surfaces.	Granted
Lindsay Investments Trust	LUC0206/20	74 Discombe Road HAUTAPU	Construct a new dwelling that exceeds building coverage and earthworks, breaches the boundary setback on the western and northern side boundaries and encroaches the height control plane in the Rural Zone	Granted

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J Stevenson	LUC0207/20	166 Pickering Road TAMAHERE	Construct a 960m2 shed that exceeds the maximum size for a non-residential building and building coverage provisions in the Rural Zone.	Granted
W Vessey, J E Vessey	LUC0216/20	26 Lee Martin Road TAMAHERE	Construct a garage extension that encroaches on the permitted 12m boundary setback and infringes the permitted site coverage in the Rural Zone.	Granted
212 Newell Consortium	SUB0073/20	10 Stableford Lane TAMAHERE	To partially revoke a right of way easement S393034 over 206 & 212A-212F in favour of Lots 12-14 & 16-18 DP 409753.	Granted

Whangamarino

Ward Total: 8

Applicant	ID No	Address	Details	Decision
Ministry Of Education	DES0012/20	2 Mahi Road TE KAUWHATA	Outline Plan of works for the Ministry of Education to undertake the addition of 1 classroom building at Te Kauwhata Primary School with additional platforms and pathways provided to make the building accessible.	Accept Plan
Rocket Lab Limited	LUC0102/20	389 Coalfields Road KOPUKU	To establish and operate a rocket testing facility in the Rural Zone	Granted
W D Jefferis, S G Jefferis, Stuart Jefferis Family Trust	LUC0149/19.01	13 Main Road TE KAUWHATA	S127 to change conditions 1 & 8 of resource consent LUC0149/19 to allow for a new location of the proposed storage shed.	Granted
Neale Russell Limited	LUC0204/20	590A Koheroa Road MERCER	Carry out earthworks to construct a driveway that exceeds the maximum permitted volume of 250 m3 by 2,735 m3, and the maximum permitted area of 2,000 m2 by 5,630 m2 associated with a Consented Lot subdivision (SUB0072/20) outside the EEOA, transferring Lot 6 from SUB0136/19 to the site and upgrades to an existing vehicle entrance on a Collector Road that fails separation distances	Granted
Ferndale Farms Limited	LUC0288/19	Steen Road MARAMARUA	Retrospective land use consent to continue operating a Truck Depot and associated storage of materials (fertiliser, lime, untreated timber) and ancillary workshop for the service and repair of depot trucks in the Rural Zone.	Granted
Ferndale Farms Limited	LUC0288/19	Steen Road MARAMARUA	Retrospective land use consent to continue operating a Truck Depot and associated storage of materials (fertiliser, lime,	Granted

Delegated Authority Report

Period from 1 December 2019 to 31 December 2019

			untreated timber) and ancillary workshop for the service and repair of depot trucks in the Rural Zone.	
Redbull Powder Co Ltd	LUC0303/06.03	387 Coalfields Road KOPUKU	S127 Application to change conditions in LUC0303/06 to re-include the relevant Record of Titles as per the original consent as per approved plans, and to update the approved plans to include an additional shed for hazardous substances storage which infringes into the internal boundary setback.	Granted
Neale Russell Limited	SUB0072/20	590A Koheroa Road MERCER	Consented Lot subdivision outside the EEOA, transferring Lot 6 from SUB0136/19 to the site. Upgrades to an existing vehicle entrance on a Collector Road that fails separation distances with an associated landuse consent (LUC0204/20) for Earthworks to construct a driveway that exceeds the maximum permitted volume of 250 m ³ by 2,735 m ³ , and the maximum permitted area of 2,000 m ² by 5,630 m ²	Granted

Open Meeting

To	Policy & Regulatory Committee
From	Roger McCulloch General Manager Service Delivery
Date	3 February 2020
Prepared by	Gareth Bellamy Senior Transportation Engineer
Chief Executive Approved	Y
DWS Document Set #	P&R2020
Report Title	One-Way Street – Cliff Street, Raglan

I. EXECUTIVE SUMMARY

This report seeks a resolution from the Policy and Regulatory Committee (P&R) to amend Schedule 2 of the Public Places Bylaw 2016 (Bylaw) to reduce the vehicle access on Cliff Street in Raglan to a one-way street.

The proposed amendments were requested by the Raglan Community Board (RCB) to improve safety and vehicle flow and to allow for future improvements to parking and pedestrian facilities. The proposal reduces traffic to one-way from 120m east of Bow Street through to Puriri Street.

Using the provisions of the Code of Practice for Temporary Traffic Management (COPTTM) the proposal is currently being trialled over the summer period to assess its effectiveness during the busiest time of the year.

The following documents are included as appendices to this report:

- Appendix 1 – Copy of schedule 2 showing the proposed addition of Cliff Street.
- Appendix 2 – Copy of the Cliff Street consultation letter and feedback received.

2. RECOMMENDATION

THAT the report of the General Manager Service Delivery be received;

AND THAT the Policy & Regulatory Committee adopt the amendments to Schedule 2 of the Public Places Bylaw 2016, as detailed in Appendix I of the staff report.

3. BACKGROUND

The Raglan Community Board approached Council staff regarding the possibility of restricting access on Cliff Street, Raglan to one-way.

The following issues have been raised regarding the use of Cliff Street, especially during summer:

- Cliff Street becomes busy with visitors during summer months.
- The street is very narrow and difficult for vehicles to pass one another.
- A lot of pedestrians use this area creating issues for their safety with vehicles passing one another on grass verges used by the pedestrians.
- Issues with parking on both sides of the road causing congestion, access and safety issues.
- Frustration from residents as they not able to access properties due to vehicles parking on road.

The purpose of altering Cliff Street to one-way is to reduce congestion, improve safety and allow for the potential to improve parking and pedestrian facilities.



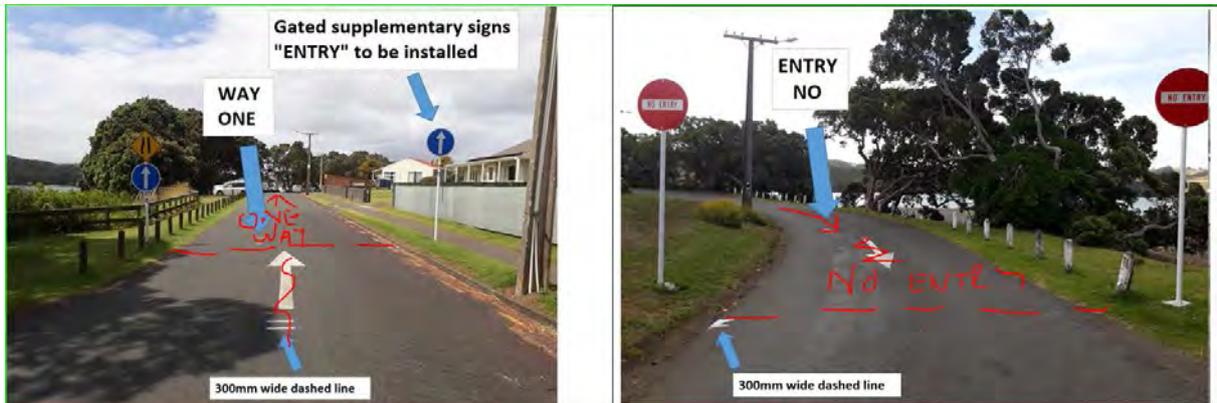
Due to the level of concern raised by the RCB, Council staff opted to install a temporary version of the proposed changes under a traffic management plan (TMP) for the summer period using the provisions of CoPTTM.

The TMP trial one-way was advertised in the Raglan Chronicle and a letterbox drop notifying residents was undertaken.

The layout installed is shown below:



During the trial, installation changes have been made to the layout as a result of observations of driver behavior on site.



All one-way streets are required to be approved by resolution under Part 4 – Traffic Control of the Waikato District Council Public Places Bylaw 2016 and included in Schedule 2.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 CONSULTATION CARRIED OUT

A request to consult under section 82 was presented to P&R on 17 September 2019. It was decided that the consultation would target those who are directly affected by the proposal, identified as being the residents of Cliff, James, Puriri and Wallace Streets. The consultation was also open to the public.

Section 82 is a less prescribed form of consultation than section 83 requirements, as the provision for opportunities for verbal submissions are not required and a Statement of Proposal does not need to be adopted by Council.

4.2 SUMMARY OF SUBMISSIONS RECEIVED

Thirty-seven responses were received of which two were duplicate (refer appendix 2). Of these, 20 were received from the targeted consultation and 17 were received from submitters outside the targeted consultation, this was due to the online feedback link in the letter from Council being shared to some members of the community.

Of the 20 submissions from the targeted consultation, 15 (75%) were in support and 3 (15%) in opposition. A further two submissions were unsure.

Of the 3 submissions in opposition, three would prefer the on street parking to be removed, and would prefer it to be further reduced to pedestrian, cyclists and residents only. Two of the submitters do not consider that there is an issue and would rather Council spend money on other things.

The two unsure submissions were duplicate submissions that were submitted by differing people.

The 17 submissions received outside the targeted consultation area were received for information purposes only. Of these, 10 opposed and 7 supported. 3 of these submissions in opposition referred to issues not relating to the one way of Cliff Street

The majority of submitters in support identified with the issues and agreed that the creation of the one-way would be a start to improving road safety in the area.

4.3 OPTIONS

Option 1: Support the proposed amendment to make Cliff Street a one-way street.

This option **is recommended**. In order to improve safety and vehicle flow and to allow for future improvements to parking and pedestrian facilities this is the preferred option.

Option 2: Status Quo.

This option is **not recommended**. This option will also go against the request of the RCB and the majority of the submissions received.

5. CONSIDERATION

5.1 FINANCIAL

Additional signage and road marking will be required. The cost associated with undertaking these requirements will be met from existing budgets.

5.2 LEGAL

Council is authorised to make changes to the Bylaw pursuant to s22AB of the Land Transport Act 1998 (LTA). Where such changes are limited to the schedules to the Bylaw, they are able to be made by resolution of Council (or its delegated Committees).

Although the public notification provisions and the special consultative requirements set out in s156 of the LGA do not apply to a resolution amending a schedule which was adopted under the authority of the LTA, the decision making provisions within sections 76-81 of the LGA still apply. This means that before amending the schedules to the Bylaw, Council must still consider the views of interested or affected persons.

The proposed amendment does not concern a matter identified in the Significance and Engagement Policy and it was recommended that the public consultation on the proposed amendment is carried out in accordance with section 82 of the Act.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Staff have identified that there are no specific policies, plans or strategies relating to this proposed change to the bylaw.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

This bylaw does not trigger Council's Significance and Engagement Policy as changes can be undertaken by Council resolution.

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>					

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
		✓	Internal
		✓	Community Boards/Community Committees
			Waikato-Tainui/Local Iwi Environmental Groups
		✓	Households
			Business
			Other Please Specify

6. CONCLUSION

A request was received from the Raglan Community Board to consider restricting vehicle access on Cliff Street to one-way to improve the flow of vehicles through the area and allow for future improvements to parking and pedestrian facilities.

Consultation with the residents of the affected properties has been undertaken of which 60% are in support and 34% against.

Should P&R adopt the preferred option, the trial one-way will remain in place and Schedule 2 to the Bylaw will be amended accordingly.

7. ATTACHMENTS

- Appendix 1 (Schedule 2) - Recommended amendment to the Public Places Bylaw 2016
- Appendix 2 – Cliff Street consultation letter and feedback received

APPENDIX I

Schedule 2 One-Way Street Restrictions

Pursuant to the Land Transport Act 1998 and the Local Government Act 2002 Council Hereby Declares the following streets to be one-way streets, in that any vehicle may only travel in the specified direction for that street.

Type of Restriction

The following portions of roads are hereby constituted one-way streets and no person may travel upon them in a direction other than that indicated by traffic signs and Maps.

Applicable to

All vehicles

Specified Area/Road

Huntly	Shand Lane, in a northerly direction from Station Place to the northern end of the Permit Only parking area shown on Map I. Shand Lane in a northerly direction from the northern side of Mine Square (BNZ Plaza) its intersection with Main Street. Venna Fry Lane in a northerly direction from Garden Place to Main Street.
Raglan	Cliff Road in a easterly direction from 120m east of Bow Street to Puriri Street.



17 December 2019

«SubmitterName»

On«Submittingonbehalfof»Organisation:«Organisation»«Address1»«Address2»«CityTown»

«PostalCode»

«Country»

Postal Address

Private Bag 544

Ngaruawahia, 3742

New Zealand

0800 492 452

waikatodistrict.govt.nz

Dear Sir/Madam

Proposal to make Cliff Street, Raglan One-Way

We would like your feedback on the proposal to make the traffic movements on Cliff Street, Raglan one-way.

The changing of Cliff Street into a one-way street was suggested by the Raglan Community Board (RCB). Following a recommendation from the RCB Council is seeking feedback from the residents of Cliff, Puriri, James and Wallis streets on the proposal to change Cliff Street to a one-way street.

Altering Cliff Street to one-way will reduce congestion, improve safety and allow for the potential to improve parking and pedestrian facilities. The following issues have been noted as reasons for the proposal.

- Cliff Street becomes busy with visitors during summer months.
- It is very narrow and difficult for vehicles to pass one another.
- A lot of pedestrians use this area creating issues for their safety with vehicles passing one another on grass verges used by pedestrians.
- Issues with parking on both sides of the road causing congestion, access and safety issues

Frustration from residents as they not able to access properties due to vehicles parking on road.

Anyone can make a submission on the proposed changes, however as we believe you may have a special interest in the proposal, we are specifically seeking your feedback.

Submissions must be received by **5pm** on. We encourage you to tell us what you think by making a submission on the proposed changes. To make a submission you can use any of the methods below.

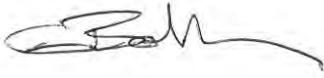
Online: www.waikatodistrict.govt.nz/sayit

Email: consult@waidc.govt.nz

Post: Waikato District Council
Attn: Corporate Planner
Private Bag 544
Ngaruawahia 3742

If you would like any further information on the proposal, including the report that was presented to Council, you can visit our website www.waikatodistrict.govt.nz/cliffst or you can contact us on 0800 492 452 or email consult@waidc.govt.nz

Yours sincerely



Gareth Bellamy
Road Safety Engineer



First Name	Surname	Do you support the proposal?	Comments
Dennis	amoore	Yes	Cliff street Bow should pedestrian only with exception of residents from Bow to James street during January February and used for events and market days. During the rest year can be one way with flow from Bow street to James/Puriri Designated car parking zones need to be created for resident and visitors on the grass verge side at various places along the street with no parking signs places on footpath side of the road
Heather	Cunningham	Yes	It's so busy and dangerous on weekends and holidays. Maybe you could also do something about the freeloader campers who live there too
Robyn	Dunstan	Yes	It would be good if this the start of making this street easier to navigate, especially in the busy periods. I would like to see further developments such as curbing and footpaths the full length of Cliff Street.
Amee	Edwards	Yes	I walk my dog on Cliff St every day, there is no proper footpath for walkers so we are forced to walk on the roads/grass verges. Many times two cars from opposing directions have had trouble passing each other near myself and my dog - it is very dangerous and worrying. Speed signs would also be useful - despite the blind corner and two way street, people drive too fast given how narrow the road actually is. Making it one way would potentially lessen the possibility of an accident, particularly on the Puriri St corner. Many thanks.
Jacob	Fyalka	No	Bad idea, better to just remove streetside parking as thats the true problem. Road is 2 lanes, its just one is usually taken with people parking on the street.
Susanne	Giessen-Prinz	Yes	the way Cliff Street is used at this time it toally makes sense to change it into a oneway street. This change will make it safer for pedestrians, pushchairs and bikes. The change will give the possibility to utilize the waterfront recreational area in the future.
John	Graham	Yes	Thank you for the opportunity to respond to the proposal that Cliff Street, Raglan become a one-way street for traffic. All the staff associated with the Bryant Retreat (corner of Cliff and James Streets, Raglan) endorse this proposed change to traffic flow.
Duncan	Gray	No	I think that rather than make Cliff Street a one way street there should be no parking in the street at all. this would apply to both sides of the street. This would solve the problem of vehicles not been able to pass each other and the owners would not be frustrated as they would be able to access their properties. Vehicles would not need to pass on the grass which would make it safer for the pedestrians. If you make it one way people are going to go round and round causing congestion.
David	Guest	Yes	We walk cliff street everyday with the dog - all times all seasons - the parking and two way traffic is a safety issue with small children and picnicking families in summer. I am sure those that live on Cliff will find it easy to accomodate - some road markings for bike use - the corner by the public toilet often has us running for cover with cars too fast/wrong side of road/drivers distracted by view.
Chloe	Hartstone	No	Do NOT 'one way' Cliff Street from the town end. This will funnel all drifting, incoming, undecided vehicles onto a narrow area that needs to be developed more for pedestrians (Mt Maunganui in High Summer is an example of the traffic jams that occur if traffic is not directed away from pedestrian areas). Turn the traffic at Wallis Street - please see my map attached.
penny	hibberd	No	I feel the main issue with Cliff Street is for the few months in the height of the summer when we have a lot of traffic in Raglan looking for parking. By making Cliff Street one way it will encourage more parking along the road side possibly on both sides. This will be pretty horrible for the residents of the street. It is already very difficult for residents along Cliff Street with freedom campers parking overnight and not using the right toilet facilities (although they should have their own!). Improved parking with marked bays at the town end with parking restrictions further up the street would be much better for traffic flow.
Janet	Hodgson	Yes	speed bumps useful;bollards restrict boat trailer entry into driveways, need careful placement;need better drainage on berms;restrictions on cars parking in wet grassed areas, loose metal entry/exit opposite James st a hazard as angle wrong and cars skid every time, and stones fly all over the show.
Tom	Jackson	Yes	Kia ora On behalf of my father Tom Jackson of Wallis st, I am emailing in support of your proposal to make Cliff Street one way. We agree that safety is the priority. Raglan is suffering from being loved to death by visitors. As long time residents we see and live with this every day. Anything you can do to reduce cars and calm traffic (human and vehicle) will be most welcome. Regards Clare Jackson 0210387623
Kathy and Murray	Jenkin	No	It is only busy for such a short time during the Christmas holiday period and during the weekends in January and some of the other public holiday times. Please keep Cliff Street two-way so we have the choice to go either way when there is no traffic 11months of the year. We think it is better putting our rate dollars into focus/money/ efforts on other issues like the erosion of the banks along Cliff Street that will see some of the lovely pohutakawa trees go into the tide. Just take a walk at low tide along the bank and you will see what we mean. OR focus on about what you are going to do with the one-way bridge when Rangitahi subdivision comes alive. That will cause more frustration/danger than a busy moment of time in Cliff Street. Your letter stated/our response to your points: Altering Cliff Street to one-way will reduce congestion, improve safety and allow for the potential to improve parking and pedestrian facilities. We would like to know more of what you are potentially planning as improved parking and pedestrian facilities? Issues noted in your proposal: Â· Cliff Street becomes busy with visitors during summer months. o True, but only for a short time in relation to the 11 other months of the year where the street is very quiet and we get the choice to go both ways now. And truly busy only for just the days around Christmas / New Year. Â· It is very narrow and difficult for vehicles to pass one another. o It is narrow but vehicles can certainly pass one another. For the larger vehicles, we see many motorhomes or trucks traveling down the street and people tend to be courteous and drive carefully to pass. Most vehicles travel slowly down Cliff Street. Â· A lot of pedestrians use this area creating issues for their safety with vehicles passing one another on grass verges used by pedestrians. o There is a foot path all along that people can use. There is also room on the other side where the grass is. Because the cars travel slow we dot see it as a problem. o We have not heard of any pedestrian being injured on Cliff Street. We would like to see more evidence that what is already available for pedestrians is not sufficient or it is just the case of a some people thinking there could be a potential problem. If it is just some people stating it is a problem then this could also be the case for any busy street in Raglan. There are always going to be potential problems. Â· Issues with parking on both sides of the road causing congestion, access and safety issues. o There appears that cars tend to park on both sides at thtown end but people dont tend park on the road on both sides further down Cliff Street. If the plan is to introduce âne-way and improve parking, we would like to know more of what improve parking looks like? If it was to introduce a single lane and have parking on both sides all along, therefore making the road narrower, then that would be a problem. o Note: There is evidence that cars tend to travel faster down a one-way street as there is little reason for cars to slow down as they know there will be no traffic coming towards them. That will not make it safer for pedestrians. Â· Frustration from residents as they not able to access properties due to vehicles parking on road. o We are residents and we are very OK with the current situation. We will become frustrated if Cliff Street became one-way. We wouldnt have the choice to go either way out of our driveway. o We would certainly have difficulties getting out of our driveway if cars were parked on both sides of the road. o Busy times make it harder anyway as we do have to back out of our drive. But if you are wanting to make it one-way and potential parking on both sides as that is what will naturally happen, it will make it harder for us to get out of our driveway because of the fact we have to back out.

First Name	Surname	Do you support the proposal?	Comments
Reuben	Kendall	No	I think the dangers are outlined in this consultation document are overstated. I walk or run Cliff Street on a daily basis with my dog and with my baby in the pram and not once have I felt like my safety was compromised. I feel the are far more worthy causes the council to be spending the ratepayers money on eg the food waste collection
			<p>Do you support the proposal to make Cliff Street, Raglan one-way? YesNo</p> <p>Theres no detail to indicate what is planned, so a yes or no answer isnt possible. If the plan is to create a line of parked cars to block the view and speed up traffic, Whaingaroa Environmental Defence (WED) is opposed. If the plan is to give the extra space to walkers and cyclists and reduce traffic on Cliff St by making it harder to access by car, WED supports it. WED would support a public meeting to discuss a detailed proposal.</p> <p>Comments</p> <p>When WDC last proposed this scheme in 2006, it was shelved because the cost was over \$1m. If that money is available for roading, it should be used to provide Raglans first cycle lane (Cliff St isnt the highest priority for one) and improve access for walkers, cyclists and bus passengers. As the consultation on speed limits notes, Raglan has a higher proportion of walkers and cyclists than other parts of the district. Walking and cycling are particularly common on Cliff St. Traffic counts are needed to indicate the extent of walking, cycling and motor traffic on Cliff St.</p> <p>It isnt true that The changing of Cliff Street into a one-way street was suggested by the Raglan Community Board. It was suggested by three people at a parking workshop, which was reported to the Board and the only approval was, THAT the community board supports the recommended changes to the Public Places Bylaw as identified in Attachments 1 and 2 of the agenda report. Those changes did not include Cliff St.</p> <p>Not only is there no detail of what is proposed, but theres no detail of the benefits expected, nor quantification of the current problems. It is claimed that it will reduce congestion, improve safety and allow for the potential to improve parking and pedestrian facilities. However, during recent work there were several occasions when the staff operating stop/go signs got so bored with the lack of traffic, that they sat on the kerb, found other distractions and often didnt notice when a rare vehicle approached. It seems that problems only arise on sunny summer weekends and mainly at the Bow St end of the road. If safety is an issue, a list of injuries should be made to quantify the extent and locations of the problems.</p> <p>If the road is made one way, there should be a contraflow cycle lane and no direct access from Bow St. Often visitors drive into Cliff St, find there are no more shops there and turn round. This contributes to congestion at peak times.</p> <p>Some of the best views of the harbour are blocked by parked cars. Parking on the harbour side of the road should be minimised and existing parking moved to facilitate walking, cycling and car-free picnic areas.</p> <p>Parking and driving on the grass turns much of it to mud, making it less attractive and possibly damaging the tree roots.</p> <p>Parking problems at peak times will not be solved by extra parking. Enforcement of existing road code rules and barriers are needed. Parking is nearly always available on James St and at the rugby ground. Provision should be made for orange badge parking.</p> <p>This diagram, sent to nearby residents, isnt included in the on-line consultation documents - [the map at https://docs.google.com/document/d/1WkRt6hC4covEjXs_az4jbGP6CjvxHvxE-YA1BbWNOXA/edit?usp=sharing won't copy into this form]</p> <p>There is no explanation for retaining 2-way traffic in the narrowest section of the street, between Bow St and the jetty. This has a corner with very poor visibility and many pedestrians crossing between Bow St and the jetty, footbridge and campground.</p> <p>Nor is it explained why flow is from Bow St to Puriri St, nor why Puriri St remains 2-way. For the reasons explained above, flow in the opposite direction, or from James St in both directions, would be better for reducing the amount of traffic on this narrow street, which has about as much foot and cycle traffic, as motor traffic. Traffic turning in Puriri St, close to another poor visibility bend, does not seem to have safety advantages.</p> <p>If the north west end of Bow St were to be closed, parking could be moved from the Bow St end of Cliff St into the closed area. This would provide extra parking nearer the CBD and allow safer pedestrian movement between Cliff St, Bow St and the jetty and footbridge.</p>
John	Lawson	Unsure	
Simon	Longdill	No	I often walk cycle and ride along Cliff St over all times of the year so have some familiarity with it. Don't see the need to make it a one-way street as congestion is very low for the majority of the year. My concern is that it might cause an imbalance of traffic using the intersection at each end (i.e pulling out on to Wallis) due to all traffic needing to go one way.
			<p>especially when there are safety, traffic, parking and access issues (i.e. what the one-way proposal is seeking to address), I am strongly of the opinion that those changes dont take too much away from the streets current state e.g. parallel parking and 2-ways cycleways are probably fitting and valuable assets for Mission Bay in Auckland or Oriental Bay in Wellington, etc., but do not fit with Cliff St or Raglan in general; in addition, as John has shown in the photo, there is also not a lot of room in several parts of the reserve, including between Orca and James Street, and on the corner of Cliff and Puriri. Interestingly, Cliff Street in its current state is utilised by many cyclists and is a safe ride due to the present set-up (described in my initial email below), while the part of Cliff Street we all live on is already basically one way the number of cars coming from Puriri to James would likely be only 10-20% of those going in the other direction. Going back to the issues presented in the letter from the Council suggesting that making it one-way would solve them, they are:</p> <ul style="list-style-type: none"> o It is very busy in the summer; o Very narrow and hard to pass; o Lots of pedestrians making it unsafe, issues with parking on both sides, and; o Frustration from residents not being able to access their properties due to vehicles parking on the road. <p>As below, you cant solve the first, it will only get busier. With respect to the second, since we are now looking at 40 kph in Raglan (which I expect Cliff Street would be part of), Im not sure we want to be passing other vehicles on Cliff St (I cant recall that I ever have?); although in reference to passing when coming towards another car, this is only really an issue at the Orca end more parking and parking restrictions are needed in down town Raglan, but I believe developing Cliff Street for more parking would be at the detriment to its iconic value.</p> <p>I think that the elephants in the room that are being overlooked are large number of historic and significant (i.e. protected) pohutakawa trees along the esplanade of the street; these are a massive part of what makes Cliff Street iconic. Working on coastal hazard assessments in Tauranga Harbour at present, the expert opinions from arborists and the council parks officers are that there should be no disturbance of the ground within the dripline of the canopy of significant pohutakawa trees. This is already occurring around most if not all of the these significant trees (especially those with branches over the road), with cars parking under them regularly.</p> <p>The second threat to these significant trees and the esplanade itself is from coastal erosion. Although erosion is relatively slow along this stretch of the harbour, with the exception of the clays in the low picnic area where the old James St wharf used to be, it is still occurring and several of the significant pohutakawas are now close to falling into the harbour. Unfortunately the armouring that went in at the Orca end of Cliff Street was just before my time, we basically moved onto Cliff Street as the works were granted consent, albeit a much reduced consent due to the knee-jerk reaction of rock defence restricting the length of it was to stretch beyond James St, which I would have supported given the soil types, and while I am strongly against most armouring on the open coast where they cause multiple issues and exacerbate erosion (and there are also better and more holistic alternatives), within harbour environments they are usually quite effective without the issues associated with open sandy coast lines.</p> <p>So I think in the first instance, we/Council should be considering how to ensure one of the biggest components of our iconic street are protected, i.e., the pohutakawas, which means addressing the failing cliffs that will see some in the sea in the not too distant future and having less parking on the reserve and along the street.</p> <p>Parking is a big issue in Raglan. However, making more parking on Cliff Street itself will greatly reduce the aesthetic value and likely the user value. There is a simple solution, since there are massive areas suitable for parallel parking in very short walking distance of Cliff Street. The town side of James street is just a big empty patch of grass, while there is space for parallel parking to be developed all along Wallis Street where the space between the gutter and the footpath is 6-8 m (over 10 m where the bowling club part of Wallis St is), as well as along John St; in total, several times the space available on Cliff St, even if made one-way. Make these carparks, they are not cluttering the harbour views of Cliff Street, potentially damaging significant trees in the reserve, and provide easy access to town, the esplanade and Puriri Park; restricting parking in Cliff Street also goes some way to perceived pedestrian safety concerns, i.e., there will be less cars on the street.</p>
Shaw	Mead	No	Finally, before anything happens, it would be good to have a council-mediated residents/owners meeting about these issues on Cliff St (this email group represents only a few home-owners), with large aerial images for everyone to add comments

First Name	Surname	Do you support the proposal?	Comments
Shaw	Mead	No	<p>With regard to making Cliff Street one-way, we are owners and residents at 47 Cliff Street, and have lived on Cliff Street for approximately 14 years. I understand that the reasons to make it one-way are because:</p> <p>It is very busy in the summer; Very narrow and hard to pass; Lots of pedestrians making it unsafe, issues with parking on both sides, and; Frustration from residents not being able to access their properties due to vehicles parking on the road.</p> <p>I think that it is an interesting thing to consider, although I am unsure this will not just result in another raft of issues. The reasons above also mean that cars drive very slowly along Cliff Street (as well as because they are looking at the harbour, the houses, and trying to find a place on the reserve to park), which in effect makes it a relatively safe road, everyone drives at around 20 kph.</p> <p>I have the following concerns and comments with respect to making the road one-way:</p> <p>There is potential to increase car speeds since no cars will be coming in the opposite direction, greatly reducing pedestrian safety; Will a series of judder-bars be part of the one-way system to address the above concern?; It will not decrease the busyness and popularity of Cliff Street and the associated esplanade reserve; There are no formed footpaths or gutters/stormwater system on the landward side of the road from James Street to Puriri Par this means it is wet and muddy for long periods of the year because the stormwater from every property is piped to the grass in the front of peoples properties forcing people to walk on the road; The neighbours at 61 Cliff St have said the WDC are going to put the power underground and remove the poles, and put in a footpath and curb and channelling at this property because their property boundary is actually on the road (i.e. the council is on their land) wouldnt applying this from Puriri Park to James Street be a sensible way to improve pedestrian access, the aesthetics of the street (muddy bog most of the time) as well as the environment (i.e. collect and dispose of stormwater properly instead of filling it with fine mud); Can parking issues (i.e. parking on both sides and residents not being able to access their properties) not be addressed by well-planned parking restrictions (i.e. signage, yellow lines and enforcement officers during busy periods)? In addition, these issues are restricted to the town end of Cliff Street, not its full length. This one-way option requires a traffic expert to assess potential improvements to traffic, pedestrian access, parking and safety, which I would like to see as the next ste since we are consulting it suggests this idea may already be under consideration without the foundation of expert advice?</p>
Ken	Murray	Yes	Better still would be to widen the road and do proper gutter, kerbs. If 1 way, should be from town along Cliff St and back Wallis St
Tony	Oosten	Yes	Bottom end of Bow street should be made a pedestrian and car shared 10km space.
Lorraine	Owsley	Yes	<p>I would like to offer feedback on your proposal to make Cliff Street one way.</p> <p>I am a resident of the street and I totally support the proposal. We have experienced endless problems with people parking over our driveway and subsequently cant get our boat in or out of the section. Last year you very responsively painted yellow lines and that solved the problem.</p> <p>The one way will help with the buildup of traffic as people are trying to park or exit a park and the road is then closed off. Traffic builds up both ways and there is no space for opposing traffic to pass. A lot of patience is required by drivers to negotiate the road.</p> <p>It seems like a good solution to a problem that has continued for a long time and is getting so much worse with the increasing popularity of Raglan.</p> <p>Thank you for the opportunity to present my point of view.</p> <p>Regards Lorraine Owsley</p>
Merv	Owsley	Yes	I live in the most affected part of Cliff st and are in full support of the proposal.
Will and Jacqui	Peart	Yes	<p>To whom it may concern,</p> <p>As residents and owners at 5 Cliff Street, we support the notion of Cliff Street becoming one way. However, we feel strongly that, to facilitate this safely, that the no-parking zone (yellow lines) be extended on the south side of the street from 3 Cliff Street to 7 Cliff Street. The yellow lines currently end at 3 and resume again at 7 Cliff St.</p> <p>We see a very high number of incidents resulting in car crashes and near misses as cars reverse out of the parking bays (specifically on the west side of the toilet block, where the road simply isn't wide enough to allow safe turning). Our own guests and families have had their cars reversed into here.</p> <p>I have attached images for reference.</p> <p>(JB: Images saved in J Drive corporate planning)</p>
William	Peart	Yes	<p>As residents and owners at 5 Cliff Street, we support the notion of Cliff Street becoming one way. However, we feel strongly that, to facilitate this safely, that the no-parking zone (yellow lines) be extended on the south side of the street from 3 Cliff Street to 7 Cliff Street. The yellow lines currently end at 3 and resume again at 7 Cliff St. We see a very high number of incidents resulting in car crashes and near misses as cars reverse out of the parking bays (specifically on the west side of the toilet block, where the road simply isn't wide enough to allow safe turning). Our own guests and families have had their cars reversed into here. We will attached images for your reference.</p>
Jess	Poolton	Yes	I agree with it being a one way street it is a very busy street in the spring and summer months , especially on a good sunny weekend , it's not just cars who use the road, the public run and walk down this street as well as use the beach,toilets and playground area ...it is a safety issue especially since there's no footpath in sight .
Christopher Rayner	Rayner	Yes	I agree that it should be one way in a North Easterly direction coming form the town centre BUT only the Western end of Cliff st from numbers 1 to 15. The remainder of Cliff St should remain a two way st, this would be beneficial for the residents of Cliff St.

First Name	Surname	Do you support the proposal?	Comments
Mark	Reynolds	Unsure	<p>I have received 2 letters inviting my feedback on the proposal to make Cliff Street, Raglan One-Way. One of these letters received was addressed to me in my capacity as owner of 43 Cliff Street and the other was as the owner of 59 Cliff Street. I would like to endorse, in full, the submission of John Lawson, pasted below. Please consider John's views to represent mine entirely: Do you support the proposal to make Cliff Street, Raglan one-way? Yes No</p> <p>Theres no detail to indicate what is planned, so a yes or no answer isnt possible. If the plan is to create a line of parked cars to block the view and speed up traffic, I oppose. If the plan is to give the extra space to walkers and cyclists and reduce traffic on Cliff St by making it harder to access by car and limiting expenditure to signs and painted lines, I support.</p> <p>Comments</p> <p>When WDC last proposed this scheme in 2006, it was shelved because the cost was over \$1m. If that money is available for roading, it should be used to provide Raglans first cycle lane (Cliff St isnt the highest priority for one) and improve access for walkers, cyclists and bus passengers. As the consultation on speed limits notes, Raglan has a higher proportion of walkers and cyclists than other parts of the district. Walking and cycling are particularly common on Cliff St. Traffic counts are needed to indicate the extent of walking, cycling and motor traffic on Cliff St.</p> <p>It isnt true tht aThe changing of Cliff Street into a one-way street was suggested by the Raglan Community Boardâ it was suggested by three people at a parking workshop, which was reported to the Board and the only approval was, THAT the community board supports the recommended changes to the Public Places Bylaw as identified in Attachments 1 and 2 of the agenda report. Those changes did not include Cliff St.</p> <p>Not only is there no detail of what is proposed, but theres no detail of the benefits expected, nor quantification of the current problems. It is claimed that it will reduce congestion, improve safety and allow for the potential to improve parking and pedestrian facilities. However, during recent work there were several occasions when the staff operating stop/go signs got so bored with the lack of traffic, that they sat on the kerb, found other distractions and often didnt notice when a rare vehicle approached. It seems that problems only arise on sunny summer weekends and mainly at the Bow St end of the road. If safety is an issue, a list of injuries should be made to quantify the extent and locations of the problems.</p> <p>If the road is made one way, there should be a contraflow cycle lane and no direct access from Bow St. Often visitors drive into Cliff St, find there are no more shops there and turn round. This contributes to congestion at peak times.</p> <p>Some of the best views of the harbour are blocked by parked cars. Parking on the harbour side of the road should be minimised and existing parking moved to facilitate walking, cycling and car-free picnic areas.</p> <p>Parking problems at peak times will not be solved by extra parking. Enforcement of existing road code rules and barriers are needed. Parking is nearly always available on James St and at the rugby ground. Provision should be made for orange badge parking.</p>
Janet	Scott	Yes	<p>Morena, I own a property in Cliff Road, close to Bow Street.</p> <p>I agree with the issues as described. One main 'pinchpoint' is the toilet block area close to Bow Street.</p> <p>A one-way system may be the best solution but it may cause consequential issues (e.g. people having to do a U-turn at the harbour end of Bow Street. This is an issue already with the parking areas for shopping and the intersection with Wallis Street.</p> <p>I tried to look on-line but couldn't see which way the proposed one-way system would be directed. It may be better to have the direction of travel along Wallis Street and then come back via Puriri/James/Cliff Street to Bow Street.</p> <p>Please contact me if you need any more information on my submission.</p>
Linda	Silvester	No	<p>Cliff street concerns more ratepayers than just the residents noted.</p> <p>The problem is cars parking on the grass verges and edge of road.</p> <p>Cliff street needs to be kept free of parked cars which prevent views of the harbour for disabled and pedestrians; prevent the opportunity to picnic and walk under the trees.</p> <p>Vehicles have been passing in cliff street; perhaps put a size limit on vehicles using the road.</p> <p>Raglan residents in government road area have every right to transit cliff street in both directions to enjoy the view and look out for Orca.</p> <p>Access to Joyce Petchell park has had access to the grass reduced due to car parks.</p> <p>Waikato District Council needs to police vehicle parking over the weekends, on grass areas and footpaths of all streets in Raglan including the freedom camper vans who park during the day.</p> <p>Parking meters need to be installed</p> <p>And airbnb accommodation needs to be policed for excess vehicle parking on our township roads.</p> <p>No one way traffic for cliff street, keep off the grass. Keep it accessible</p> <p>There</p>
Diane	Stevens	Yes	<p>Thank you for this proposal. I think it is a great idea! We have a beach house on Cliff St. In the summer months we see the many cars trying to drive along Cliff St both ways. Often they will park or pass on the grass verge itself. It is simply not safe for the pedestrians walking along Cliff St.</p>
Chris and Hilary	Tolley	Yes	<p>Overall, we think making Cliff Street, which is an important attraction in Raglan, one-way from Bow to Puriri is a good idea, but it needs to be done properly so that the benefits WDC are talking about are achieved. This means:</p> <ol style="list-style-type: none"> 1.Kerbing on both sides to manage drainage and parking. 2.Consider a high kerb (250 / 300mm) on the harbour side of the road to discourage cars from driving onto the verge and damaging the tree roots. 3.A stormwater pipe on the south side (house) of the road to pick up water from the houses and from the road and release it safely into the harbour. This will also eliminate the damage caused to the verge by flooding. 4.A footpath and 2-way cycle-way on the south side (house) of the road so that the cycle-way ultimately links to one going to the Wharf. 5.Traffic calming measures along the road say every 100m (the road is 720m long so 6 of these) (see below but for one-way traffic) â€” road narrows between planting with a hump to slow cars down and allow people to cross. 6.An opportunity for traffic to do a U-turn at the bottom of Bow Street before entering the one-way system; maybe a mini-roundabout. 7.Putting the power lines and telecom cables underground but also ensuring adequate street lighting.
Vera	Van der Voorden	No	<p>Do you support the proposal to make Cliff Street, Raglan one-way? I dont see it as a priority for road funding allocation</p> <p>Council claims that the road is narrow and difficult for 2 vehicles to pass one another and safety is an issue. Hills Road is positively dangerous, in the short time I have lived here a truck with trailer, and two vehicles have already fallen down the banks of this road and my car has been side swiped by a vehicle travelling in the opposite direction, a young family walking with their 2 toddlers was very very nearly hit by a vehicle driving too fast on the gravel and skidding around the corner at them. I dont see council rushing to spend money for the safety of the 18 or more households on the end 2km stretch of gravel Hills Road. Has an accident actually happened on Cliff St?. As a ratepayer resident of Hills Road I would much prefer to see this real safety issue addressed ahead of the Cliff St roading change proposed.</p> <p>Council claims residents on Cliff St are frustrated at difficulty of accessing their properties due to cars blocking their driveways at peak visitor times.</p> <p>My concern is that they will be even more upset if their million dollar views are consistently blocked by parked vehicles. This could well arise if council allows parking on the roadsides as part of the proposed one way street plan. Many residents already are grumbling about the out of towners parking in their views for hours on end whilst shopping in the main street. Why not make it a pedestrian zone only and get rid of the problem cheaply.</p> <p>I would certainly support whole road from Bow St to Wallace Street being made for residents cars and foot or cycle travellers only. It is an ideal roadside to stroll along or picnic under the shade of the pohutukawa trees. Part of the waterside along this street already has a walkway and an extension the length of Cliff St would enhance the peaceful village seaside experience.</p>

First Name	Surname	Do you support the proposal?	Comments
			<p>Problems we see when living at 25 Cliff St.:</p> <p>Poor parking making passing difficult.</p> <p>Grass verge on harbour side badly cut up by parking in wet.</p> <p>Sign opposite 25 Cliff St. saying " danger don't park" broken and not replaced (very close to crumbling cliff edge).</p> <p>Metal sheets placed for vehicle access blocked regularly from Pohutukawa leaves (causing gutter overflow), and rattle and crash every time a passing car hits them.</p> <p>"Unnecessary" traffic heading for wharf using Cliff St instead of Wallis St.</p> <p>"Hooning" cars speeding along the straight stretch, especially on summer evenings.</p> <p>Solutions:</p> <p>One way, with access down James St with one way to left towards Bow St up to public toilets, then two way for access to parking area from Bow St. Then one way from James St right towards Puriri St.</p> <p>This would allow access to all without unnecessary through traffic (which can use Wallis St.).</p> <p>Traffic calmers and 20k speed limit for pedestrian safety.</p> <p>Develop parking area outside bowling club and encourage 'pedestrian sharing of Cliff St.</p> <p>Develop proper gravelled parking areas along Cliff St and discourage parking on grass verge.</p> <p>Replace metal plates with standard curb crossings for property access.</p>
Denis	Whittle	Yes	P.S. Sorry about previous abortive attempts of submission - this strange "Typform" took a bit of getting used to!
Craig Witters	Witters	No	I only selected no to the previous question because I wasn't sure if I could continue to this stage. I'm actually looking at something else here and saw this Cliff Street proposal. I'm not too sure if the message has been conveyed to the residents concerned as I spoke to a couple of people who live on Cliff street and they were unaware that this may happen. Maybe a clear notice in the Chronicle again (if it hasn't already happened) or a mail out to the residents concerned. Many thanks.
Charlie	Young	Yes	Better traffic flow from bottom of Bow St to Cliff Street. Safer for pedestrians and cyclists.

Open Meeting

To	Policy & Regulatory Committee
From	Roger MacCulloch General Manager Service Delivery
Date	3 February 2020
Prepared by	Gareth Bellamy Senior Transportation Engineer
Chief Executive Approved	Y
DWS Document Set #	P&R2020
Report Title	One-Way Street – School Road, Tuakau

I. EXECUTIVE SUMMARY

This report seeks a resolution from the Policy & Regulatory Committee (P&R) to amend Schedule 2 of the Public Places Bylaw 2016 (Bylaw) to reduce the vehicle access on School Road in Tuakau to a one-way street.

Safety improvements are proposed in the vicinity of Tuakau Primary School in response to concerns regarding the safety of children, following a serious crash involving a child on Buckland Road. The increase in the number of children at the school, associated traffic growth and increased pedestrian movements are contributing to an increasing risk of crashes in the area. To address the concerns, several safety measures are proposed in the area including creating angled parking on School Road to provide additional on street parking.

To facilitate this parking, School Road is proposed to be reduced to one-way from Church Street to Buckland Road. One-way roads or sections of road are required to be included in Schedule 2 of the Waikato District Council Public Places Bylaw 2016.

The following documents are included as appendices to this report:

- Appendix A - Copy of the School Road, Tuakau, proposed safety improvements.
- Appendix B - Copy of the recommended amendment to the Public Places Bylaw 2016.
- Appendix C - Copy of the consultation letter and feedback received.

2. RECOMMENDATION

THAT the report of the General Manager Service Delivery be received;
AND THAT the Policy & Regulatory Committee adopt the amendments to Schedule 2 of the Public Places Bylaw 2016, as detailed in Appendix B of the staff report.

3. BACKGROUND

As part of the 'Safety around schools' programme, Council staff are looking to improve safety in the vicinity of Tuakau Primary School. There has recently been a serious crash involving a child and due to the increase in the number of children at the school, associated traffic growth and increased pedestrian movements, the risk of crashes is increasing.

A review has been undertaken of the area and the main issues raised in discussions with the school and on-site observations are:

- The speed and volume of vehicles on Buckland Road make it difficult for pedestrians to cross, and manoeuvring vehicles create queues and additional conflict points.
- The existing pedestrian crossing on Buckland Road is not in the pedestrian desire line resulting in caregivers and children crossing the road in other locations.
- Unsafe parking for drop off and pick up and children from vehicles on Buckland Road. Parents with young children are frequently observed making unsafe decisions to cross the road between parked vehicles.

To address the safety concerns raised a number of safety measures are proposed including:

- 40km/hr school zone speed limit on Buckland Road and School Road (this has been completed as part of last year's speed bylaw changes, signage is to be installed in the coming months).
- Conversion of School Road to one-way only (from Church Street to Buckland Road).
- Provision of angle parking on School Road to provide parking for drop off and pick up.
- Creation of a kea crossing on School Road.
- Relocation of the school bus stop to Church Street.

Issues relating to the use and layout of Buckland Road will be addressed at a later date.

The reduction of School Road from two-way to a one-way road will directly affect 11 properties that will need to access entry from the Church Street end of School Road and exit via Buckland Road.

The proposed change affects School Road, Tuakau for its full length from Buckland Road to Church Street restricting traffic to travel in a westerly direction only, from Church Street.

Due to the timing of Council meetings to approve the proposed works not coinciding with the School terms, council staff made the decision to carry out the proposed one-way under the provisions of the Code of Practice for Temporary Traffic Management (COPTTM) using a traffic management plan (TMP). The TMP came into effect on 20 December 2019 to ensure that the safety measures are operational for the start of the 2020 school year.

All one-way streets are required to be approved by resolution under Part 4 – Traffic Control of the Waikato District Council Public Places Bylaw 2016 and included in Schedule 2.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 CONSULTATION CARRIED OUT

Discussions were held with New Zealand Police, Tuakau Ward Councillor, Waikato District Council staff and Tuakau School staff to confirm that the proposed safety improvements are suitable and acceptable. A letterbox drop requesting feedback was also undertaken of the properties directly affected by the proposed changes.

The issue was elevated to the Prime Minister's Office who made an enquiry to Council. The Council Officer's response is attached in Appendix C.

4.2 SUMMARY OF FEEDBACK RECEIVED

Of the 34 feedback forms sent out there were four responses received. All four responses were positive with no objections to the creation of the one-way on School Road and showed general support for the remaining proposed safety interventions. Feedback Support from the School and Board of Trustees is included in Appendix C.

4.3 OPTIONS

Option 1: Support the proposed amendment to make School Road a one-way street.

This is the **recommended** option in alignment with the safety around schools programme and the feedback from the community.

Option 2: Do nothing.

This option is not recommended. To select this option would be going against what the community have expressed in their feedback.

5. CONSIDERATION

5.1 FINANCIAL

Additional signage and road marking will be required. The cost associated with undertaking these requirements will be met from existing budgets.

5.2 LEGAL

Council is authorised to make changes to the Bylaw pursuant to s22AB of the Land Transport Act 1998 (LTA). Where such changes are limited to the schedules to the Bylaw, they are able to be made by resolution of Council (or its delegated Committees).

Although the public notification provisions and the special consultative requirements set out in s156 of the Local Government Act 2002 (LGA) do not apply to a resolution amending a schedule which was adopted under the authority of the LTA, the decision-making provisions within sections 76-81 of the LGA still apply. This means that before amending the schedules to the Bylaw, Council must still consider the views of interested or affected persons.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Staff have identified that there is no specific policies, plans or strategies relating to this proposed change to the bylaw.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>					

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
		✓	Internal
		✓	Community Boards/Community Committees
			Waikato-Tainui/Local Iwi Environmental Groups
		✓	Households
			Business
		✓	Other Please Specify – Tuakau School, Office of the Prime Minister

6. CONCLUSION

The proposal to change School Road to a one-way street is supported by those involved in the consultation process.

Should P&R adopt the preferred option, the trial one-way will remain in place and Schedule 2 to the Bylaw will be amended accordingly.

7. ATTACHMENTS

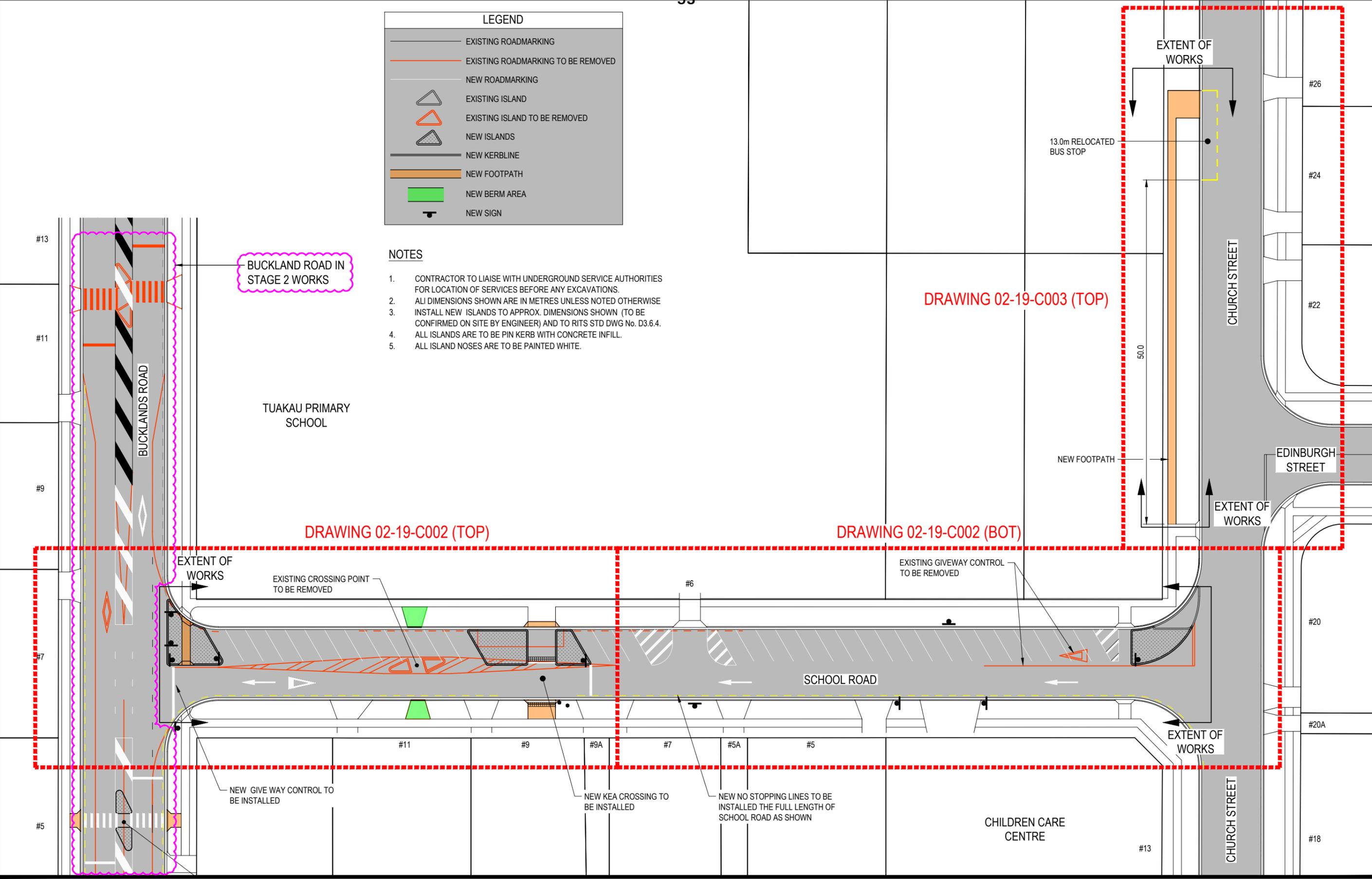
Appendix A - Copy of School Road, Tuakau, proposed safety improvements

Appendix B - Copy of proposed amendment to the Public Places Bylaw 2016

Appendix C - Copy of consultation letter and feedback received

LEGEND	
	EXISTING ROADMARKING
	EXISTING ROADMARKING TO BE REMOVED
	NEW ROADMARKING
	EXISTING ISLAND
	EXISTING ISLAND TO BE REMOVED
	NEW ISLANDS
	NEW KERBLINE
	NEW FOOTPATH
	NEW BERM AREA
	NEW SIGN

- NOTES**
1. CONTRACTOR TO LIAISE WITH UNDERGROUND SERVICE AUTHORITIES FOR LOCATION OF SERVICES BEFORE ANY EXCAVATIONS.
 2. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS NOTED OTHERWISE
 3. INSTALL NEW ISLANDS TO APPROX. DIMENSIONS SHOWN (TO BE CONFIRMED ON SITE BY ENGINEER) AND TO RITS STD DWG No. D3.6.4.
 4. ALL ISLANDS ARE TO BE PIN KERB WITH CONCRETE INFILL.
 5. ALL ISLAND NOSES ARE TO BE PAINTED WHITE.



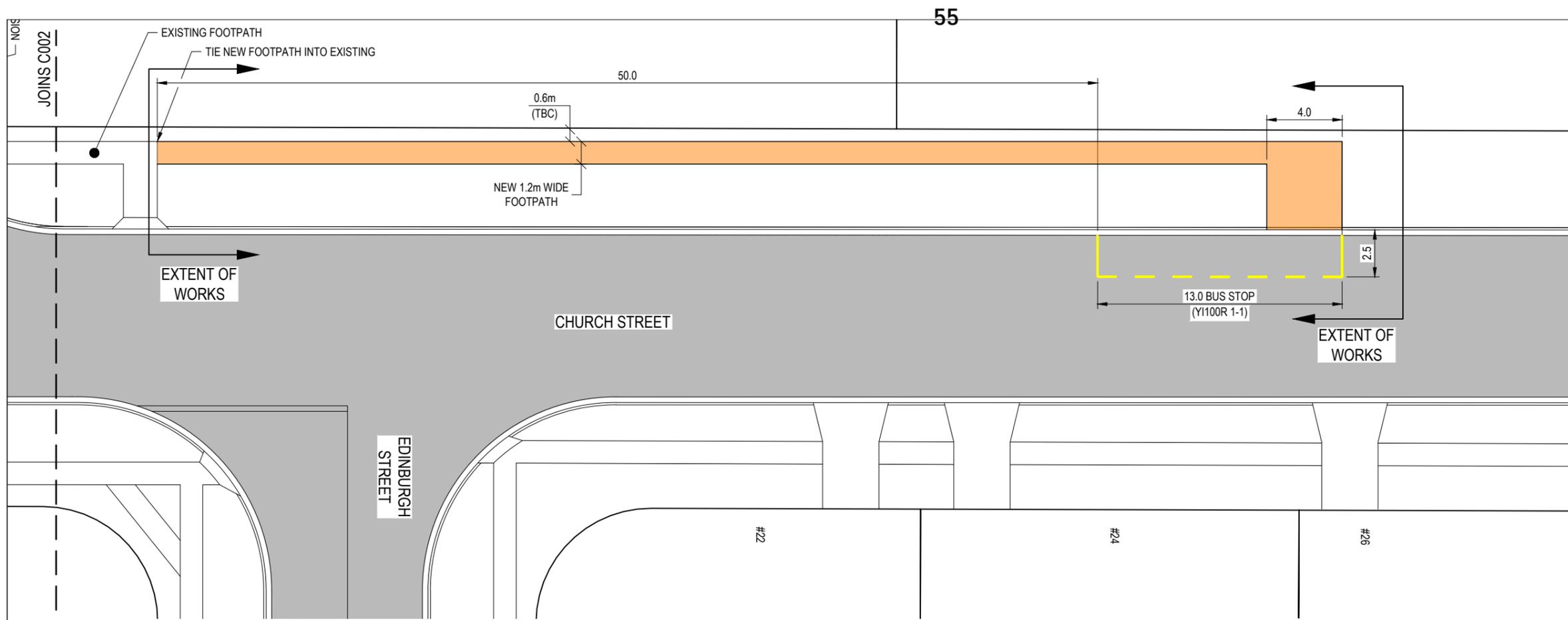
BUCKLANDS ROAD IN STAGE 2 WORKS

DRAWING 02-19-C003 (TOP)

DRAWING 02-19-C002 (TOP)

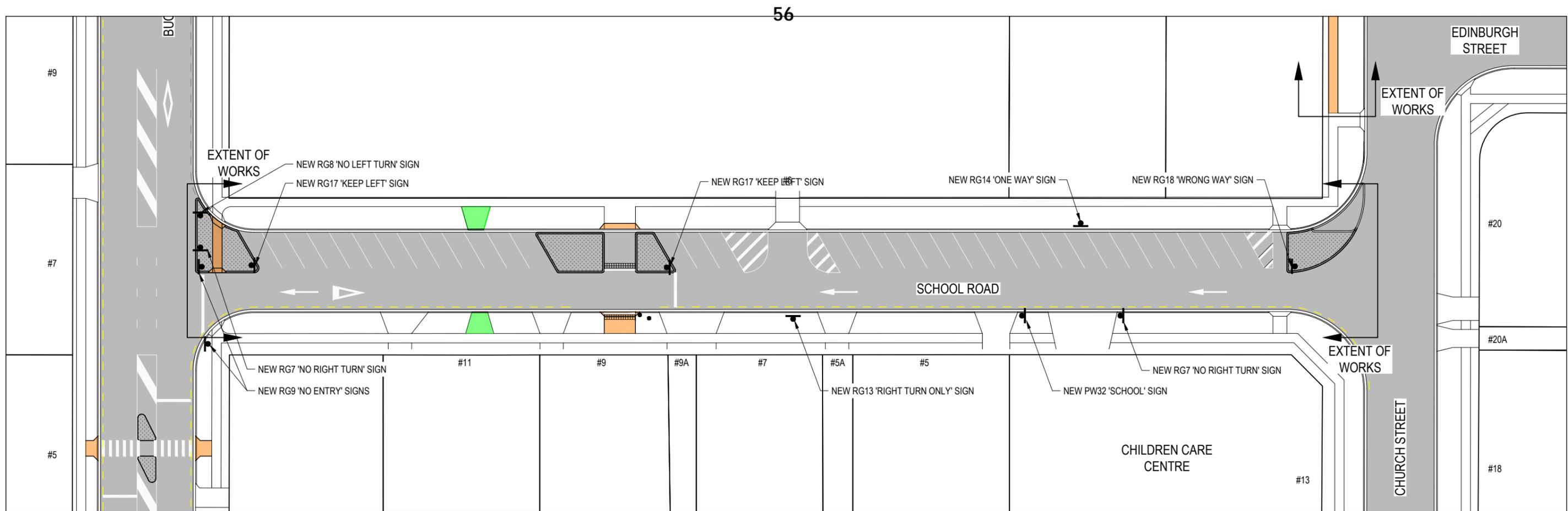
DRAWING 02-19-C002 (BOT)

	Job Name TUAKAU PRIMARY SCHOOL SAFETY IMPROVEMENTS	Drawing Name SCHOOL ROAD / CHURCH STREET OVERALL LAYOUT	Concept by: JTU	Drawn by: ALP	Date: 19/11/19
	Scale: 0 5 10 15m SCALE 1:500	Drawing No: 02-19-A-C001	Rev: A	A3 Scale: 1:500	



LEGEND			
	EXISTING ROADMARKING		NEW KERBLINE
	EXISTING ROADMARKING TO BE REMOVED		EXISTING ISLAND
	NEW ROADMARKING		EXISTING ISLAND TO BE REMOVED
	NEW FOOTPATH		NEW ISLANDS
	NEW BERM AREA		

- NOTES**
- CONTRACTOR TO LIAISE WITH UNDERGROUND SERVICE AUTHORITIES FOR LOCATION OF SERVICES BEFORE ANY EXCAVATIONS.
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 - ALL ISLANDS ARE TO BE PIN KERB WITH CONCRETE INFILL.
 - ALL ISLAND NOSES ARE TO BE PAINTED WHITE.



PROPOSED SIGNAGE PLAN
SCHOOL ROAD
1:500

LEGEND	
	EXISTING ROADMARKING
	NEW ROADMARKING
	EXISTING ISLAND
	NEW ISLANDS
	NEW SIGN
	NEW KERBLINE
	NEW FOOTPATH
	NEW BERM AREA



RG8
'NO LEFT TURN'
SIGN



RG7
'NO RIGHT TURN'
SIGN



RG9
'NO ENTRY'
SIGN



RG18
'WRONG WAY'
SIGN



RG13
'RIGHT TURN'
SIGN



RG14
'ONE WAY'
SIGN



RG17
'KEEP LEFT'
SIGN



PW32
'SCHOOL'
SIGN



Job Name TUAKAU PRIMARY SCHOOL SAFETY IMPROVEMENTS

Drawing Name SCHOOL ROAD SIGNAGE PLAN



Concept by: JTU
Drawing No: 02-19-A-C004

Drawn by: ALP
Rev: A

Date: 19/11/19
A3 Scale: 1:500



Schedule 2 One-Way Street Restrictions

Pursuant to the Land Transport Act 1998 and the Local Government Act 2002 Council Hereby Declares the following streets to be one-way streets, in that any vehicle may only travel in the specified direction for that street.

Type of Restriction

The following portions of roads are hereby constituted one-way streets and no person may travel upon them in a direction other than that indicated by traffic signs and Maps.

Applicable to

All vehicles

Specified Area/Road

Huntly	<p>Shand Lane, in a northerly direction from Station Place to the northern end of the Permit Only parking area shown on Map I.</p> <p>Shand Lane in a northerly direction from the northern side of Mine Square (BNZ Plaza) its intersection with Main Street.</p> <p>Venna Fry Lane in a northerly direction from Garden Place to Main Street.</p>
Tuakau	<p>School Road in a westerly direction from Church Street to Buckland Road.</p>

4 June 2019

To the Resident

Tuakau Primary School Safety Improvements

As part of our 'Safety Around Schools' programme we are looking to improve road safety near Tuakau Primary School.

There has recently been a serious crash involving a child and due to the increase in the number of children, cars and pedestrians at, and near, the school, the risk of crashes is also increasing.

A safety review of the area has been carried out and the main issues raised are:

- The speed and number of cars on Buckland Road make it difficult for pedestrians to cross
- The existing Buckland Road pedestrian crossing is not in the right location
- Existing parking places are not safe during drop-off and pick-up time
- More and more cars are going in and out of parking spots which increases the potential for a crash to happen
- The bus stop on School Road is in the wrong place

To address these issues a number of safety measures are proposed including:

- 40km/hr school zone speed limit on Buckland Road and School Road (this has been completed and signs will be put up soon)
- Relocation of the pedestrian crossing on Buckland Road to south of School Road
- No on-street parking allowed on Buckland Road along the school frontage
- Change School Road to a one-way road (from Church Street to Buckland Road)
- Create angled parking places on School Road to provide parking for drop off and pick up
- Creation of a kea crossing on School Road
- Relocation of the school bus stop to Church Street

The purpose of many of these safety measures is to make School Road the pick-up and drop-off area, which will reduce the safety risk to children getting in and out of cars.

We would like to hear your feedback about the proposed changes and how we can further improve safety in the area during school times. A feedback form is attached for you to complete and return.

You can email the form back or any comments to Gareth.Bellamy@waidc.govt.nz or return it in the envelope provided.

Regards

Gareth Bellamy
Safety Engineer - Roading

RECEIVED 59

17 JUN 2019

Waikato District Council

For internal use only

ECM set # 2267405

Property # 304603



Tuakau Primary School Safety Improvements

Please provide your feedback by 21 June 2019

Name DELWYN CHAILLET

Physical address 9a SCHOOL ROAD TUAKAU 2121

Postal address AS ABOVE Postcode 2121

Email delwyn@hotmail.com Phone 021 187 6690

Do you support the Tuakau Primary School Safety Improvements? Yes No In Part

	Yes	No
Do you support relocating the pedestrian crossing on Buckland Road to south of School Road to improve safety for children crossing Buckland Road?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

Do you support removal of on street parking on Buckland Road between the Tuakau Kindergarten and St Johns Avenue to improve road safety in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	-------------------------------------	--------------------------

Comments:

Do you support the conversion of School Road to a one-way system from Church St to Buckland Road?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Comments:

Do you support the provision of angle parking on School Road to provide suitable parking for drop-off and pick-up?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	-------------------------------------	--------------------------

Comments:

Do you have any further comments?

.....
.....
.....

Thank you for taking the time to provide feedback.
We will consider all responses and advise residents of the final outcome.

Written feedback

Postal Address
Waikato District Council, Private Bag 544,
Ngaruawahia 3742 • Telephone 0800 492 452

Email feedback

Records.4U@waidc.govt.nz

Submissions are public information. Your feedback will be used for purposes such as reports to Councillors, which are made available to the public, media and on our website. If you would like your personal information concealed, please tell us in your submission.

17 JUN 2019

ECM set # 2267458

Property # 300192



Waikato District Council

Tuakau Primary School Safety Improvements

Please provide your feedback by 21 June 2019

Name Lisa Hawkeswood
Physical address 12B Buckland Road, Tuakau
Postal address as above
Email lisa.hawkeswood@yopa.co.nz
Phone 021 264 30 38

Do you support the Tuakau Primary School Safety Improvements? Yes No In Part

no make an extra one in your place
Do you support relocating the pedestrian crossing on Buckland Road to south of School Road to improve safety for children crossing Buckland Road? Yes No Suggested zone further along by existing crossing to stop traffic

Comments: Surely you could put speed bumps on both sides of garden
Do you support removal of on street parking on Buckland Road between the Tuakau Kindergarten and St Johns Avenue to improve road safety in the area? Yes No

Comments:
Do you support the conversion of School Road to a one-way system from Church St to Buckland Road? Yes No

Comments:
Do you support the provision of angle parking on School Road to provide suitable parking for drop-off and pick-up? Yes No

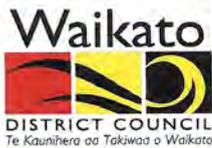
Comments:
Do you have any further comments? Can you put a speed bump or 2 on the road to slow down traffic around the pedestrian crossing now?

Thank you for taking the time to provide feedback. We will consider all responses and advise residents of the final outcome.

Written feedback
Postal Address
Waikato District Council, Private Bag 544,
Ngaruawahia 3742 • Telephone 0800 492 452

Email feedback
Records.4U@waide.govt.nz

Submissions are public information. Your feedback will be used for purposes such as reports to Councillors, which are made available to the public, media and on our website. If you would like your personal information concealed, please tell us in your submission.



19 JUN 2019

Waikato District Council

Tuakau Primary School Safety Improvements

Please provide your feedback by 21 June 2019

Name: Beverly Keen (I rent this unit)

Physical address: 5 B. School Rd. Tuakau. Through Barfoot Thompson

Postal address: as above Postcode: _____

Email: bev.keen@outlook.com Phone: 09 2369888

Do you support the Tuakau Primary School Safety Improvements? Yes No In Part

Do you support relocating the pedestrian crossing on Buckland Road to south of School Road to improve safety for children crossing Buckland Road? Yes No

Comments:

Do you support removal of on street parking on Buckland Road between the Tuakau Kindergarten and St Johns Avenue to improve road safety in the area? Yes No

Comments:

Do you support the conversion of School Road to a one-way system from Church St to Buckland Road? Yes No

Comments:

Do you support the provision of angle parking on School Road to provide suitable parking for drop-off and pick-up? Yes No

Comments:

Do you have any further comments?

I assume that I will need to use Church St to access my driveway (shared with 5.c) (very limited space) and my visitors of mine would be able to use the

Thank you for taking the time to provide feedback.
We will consider all responses and advise residents of the final outcome.

angle parking on School Rd?

Written feedback

Postal Address
Waikato District Council, Private Bag 544,
Ngaruawahia 3742 • Telephone 0800 492 452

Email feedback

Records.4U@waidc.govt.nz

Submissions are public information. Your feedback will be used for purposes such as reports to Councillors, which are made available to the public, media and on our website. If you would like your personal information concealed, please tell us in your submission.



Tuakau Primary School

School Road Tuakau

Phone **09 236 8105** TXT **0272607432**

Free call from mobile or landline

0508TUAKAU or **0508 882528**

Email - office@tuakau.school.nz

Website - www.tuakau.school.nz

Tuesday 25 June

Dear Gareth

RE: Proposed Changes to Buckland Road

Thankyou for the opportunity for Tuakau School and Tuakau Kindergarten to be part of the consultation process. We are very satisfied with the changes to School Road and we know this will lead to safer outcomes for our students and whanau.

We have a suggestion for the changes to Buckland Road we would like the council to consider.

The grass berm on Buckland Road is used as a drop off/pick up bay for parents of both the School and Kindergarten. This will allow the space required for drivers to exit their cars safely and out of the way of the traffic on Buckland Road with no painted yellow lines. We suggest that the opposite side of the road have yellow lines. (Please see the attached diagram)

We look forward to your response and to the next steps in this proposal. We thank you for your ongoing consultation.

Yours sincerely,

Kandi Ngataki

Tuakau BOT Chairperson

Bathsheba Tofilau

Tuakau Primary School Principal

Calmar Ulberg

Counties Manukau Kindergarten Association

Diane Meads

Tuakau Kindergarten

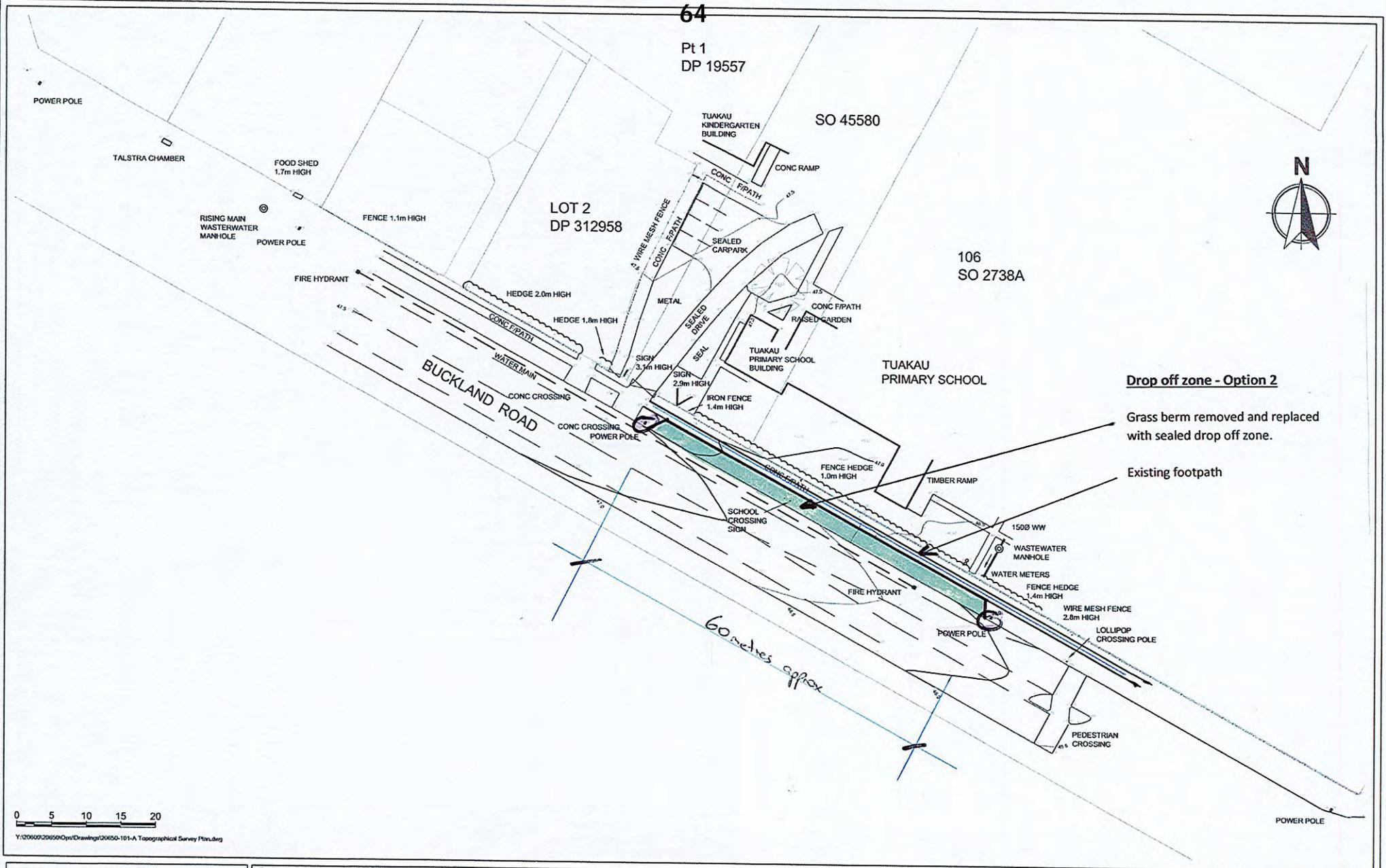
'Together, we learn grow and succeed'

Pt 1
DP 19557

SO 45580

LOT 2
DP 312958

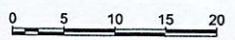
106
SO 2738A



Drop off zone - Option 2

Grass berm removed and replaced with sealed drop off zone.

Existing footpath



Y:\200609\200509\Ops\Drawings\20050-101-A Topographical Survey Plan.dwg

CLC CONSULTING GROUP LTD
 CIVIL & STRUCTURAL ENGINEERS, PLANNERS & LAND SURVEYORS
 PHONE: 09-576 3276
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 4 JOHNS LANE, PAKURANGA AUCKLAND 2010
 PO BOX 51-547, PAKURANGA AUCKLAND 2140

Revision Notes:		
Rev:	Date:	Notes:
A	06-2019	Issued to Client

Notes:
 Levels are in terms of Lands and Survey (Auckland) Datum 1946.
 Origin: SM 6261 SO 61679 RL: 46.52m
 Horizontal datum NZGD 2000 Mt Eden circuit
 Contour interval 0.5m
 Boundaries have been downloaded from landonline XML data.

Client:
COUNTIES MANUKAU KINDERGARTEN ASSOC

Drawn By: S Woodfield 2019.06.05
 Designed By: C Cumming 2019.06.05
 Checked By: C Cumming 2019.06.05

Project:
TUAKAU KINDERGARTEN, BUCKLAND RD, TUAKAU

Drawn Title:
TOPOGRAPHICAL SURVEY PLAN

Date:
JUNE 2019

Scale @ A3:
1:500

20050-101-A

From: [Gareth Bellamy](#)
To: [Janette Underwood](#)
Subject: FW: Road safety question
Date: Tuesday, 14 January 2020 10:40:37 AM
Attachments: [image001.png](#)

Include reference to safety issues from the prime minister's office

From: Dinah Okeby [mailto:dinah.okeby@parliament.govt.nz]
Sent: Monday, 14 May 2018 3:15 p.m.
To: Gareth Bellamy
Subject: RE: Road safety question

Thanks Gareth, that's really helpful. I'll incorporate that in Jacinda's reply if that's okay.
 All the very best
 Dinah

Dinah Okeby
 Office of the Prime Minister

Authorised by Rt Hon Jacinda Ardern MP, Parliament Buildings Wellington 6012

From: Gareth Bellamy [mailto:Gareth.Bellamy@waikato.govt.nz]
Sent: Monday, 14 May 2018 1:50 PM
To: Dinah Okeby
Cc: John Brown; Ian Cathcart
Subject: RE: Road safety question

Good Afternoon Dinah

Thank you for your recent correspondence.

We are aware of some of safety issues on the busy Buckland Rd near the Tuakau Primary school and the unfortunate incident involving a student. Tuakau primary school is located just inside the existing 50km/h speed limit signs, and as such, vehicles travelling along Buckland Rd are either accelerating/decelerating to/from the adjoining 70km/h zone.

The following are planned changes that will be undertaken as part of the 2018 Setting of Speed Limits Review. We have completed the technical part and have commenced early engagement. I have included a plan of the area (below) showing these proposed changes, please note this is subject to consultation with the community.

- We are planning to reduce the speed limit on the adjacent section of road from 70km/h to 50 km/h, this is so that vehicles will already be travelling at a safer speed.
- We are planning to extend the existing school activated signs to encompass both the high school and the primary school and also change them to "40km/h school zone" signage
- We are planning to reduce the rest of Buckland Rd to 80km/h

One of the issues that affects Tuakau primary school is, there are no safe drop-off provisions within the school. This means that children are dropped off and collected by parents outside the school on this busy road. There is also inadequate parking within the school for the teaching staff, and to further compound this, a kindergarten also operates from within the school. This is not an uncommon issue for a majority of schools in this area, as the rapid growth has accelerated the school roll, and with it, the increase in parents' vehicles particularly noticeable at afternoon pickups.

The planned changes to the speed limits will significantly help reduce the risk outside the school, but these improvements need to be in conjunction with additional parking provisions/ safe drop off area within the school. We will contact the school and the Ministry of Education and facilitate a plan how that can be achieved and I will report back to you with our progress.

Regards

Gareth

Gareth Bellamy

Safety Engineer - Roading

Waikato District Council

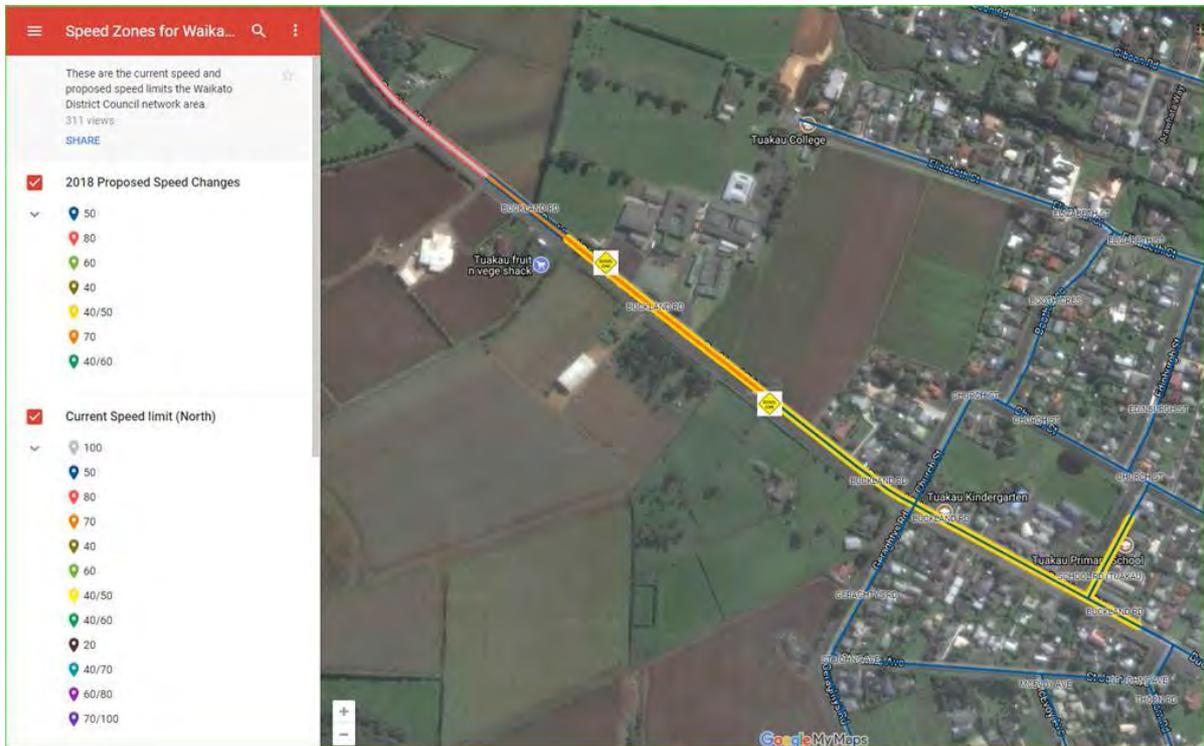
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From: Gareth Bellamy
Sent: Wednesday, 9 May 2018 12:27 p.m.
To: 'Dinah Okeby'
Cc: John Brown
Subject: RE: Road safety question

Good Afternoon Dinah

Thank you for your email, we are aware of the incident and there are planned changes

I will gather the necessary information for you and we will respond shortly

Regards

Gareth

Gareth Bellamy

Safety Engineer - Roading

Waikato District Council

☎ P 07 824 8633 📠 F 07 824 8091 📞 Call Free0800 492 452 📠 M 0278387420

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From: Dinah Okeby [mailto:dinah_okeby@parliament.govt.nz]
Sent: Wednesday, 9 May 2018 11:51 a.m.
To: Gareth Bellamy
Subject: Road safety question

Hi Gareth, I tried to call you a couple of times but you've been out, so the people I spoke to gave me your email address.

I'm writing on behalf of the Prime Minister, Jacinda Ardern, about a road safety issue which the pupils of Tuakau Primary School have raised with her.

Apparently a student from the school was hit by a car near the school recently and suffered serious injuries. The students are keen for road safety improvements to be made around their school to stop this happening again and have asked Jacinda if measures like speed humps, more signs to slow traffic down, and flashing lights could be implemented around the school.

We understand that the WDC looks after the local roads in the area so are keen to know if the Council is planning to do anything to prevent this happening again, so Jacinda can reply to the students.

Are you able to give me this information?

Thanks

Dinah

Dinah Okeby

Office of the Prime Minister

Authorised by Rt Hon Jacinda Ardern MP, Parliament Buildings Wellington 6012

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Open Meeting

To	Policy & Regulatory Committee
From	Vishal Ramduny Acting General Manager Community Growth
Date	24 January 2020
Prepared by	Will Gauntlett, RM Policy Team Leader Kelly Nicolson, Senior Policy Planner
Chief Executive Approved	Y
Reference #	GOV1318 / 2471462
Report Title	District Plan Review – Update on Stage 1 and 2

I. EXECUTIVE SUMMARY

The purpose of this report is to provide an update on Stage 1 and 2 of the District Plan Review (DPR).

The report provides an update on the key project milestones that have been achieved and outlines the timeframe for upcoming tasks and processes. Importantly, it includes a financial update on the DPR project.

This report also includes a summary of the feedback received on the draft Stage 2 District Plan content following its release for public consultation in September 2019.

2. RECOMMENDATION

THAT the report from the Acting General Manager Community Growth be received.

3. DISCUSSION

It is noted that DPR updates have previously been provided to the Strategy and Finance Committee. The new Governance Structure stipulates that such updates are to go to the Policy and Regulatory Committee. Staff will continue to provide updates to the Committee as the DPR project progresses.

District Plan Review update for Stage 1

The hearings for Stage 1 of the DPR were initiated with a Powhiri on 26 September 2019, followed by opening and legal submissions on 30 September and 1 October. As at 1 January 2020, the Hearing Panel had heard directly from more than 75 submitters with over 300 evidential documents being presented from staff and submitters. As at 1 February 2020, nine hearings had been held. There are expected to be more than 26 hearings for Stage 1 alone.

As reported to the Strategy and Finance Committee in August 2019, Ambury Properties Ltd (submitters of the 'Sleepyhead' proposal) formally requested an early hearing and decision on its submission. The Hearing Panel heard from Ambury Properties, and its related further submitters, with regard to this request, and has chosen to hear and decide on all Ohinewai rezoning hearings together, subject to several procedural modifications. This hearing is set down for 9 June 2020. Due to the initial indication of political support of the Sleepyhead proposal, and the need to avoid any perceptions of bias, an independent consultant planner has been engaged to prepare the staff s42A report for the Ohinewai rezoning hearing. The purpose of the s42A report is to address each of the submissions and make recommendations to the Panel.

The 2020 hearing schedule is now available and was uploaded onto the Council website in December. The schedule, as at 1 February 2020, is attached to this report. Stage 1 hearings are expected to continue throughout 2020.

District Plan Review update for Stage 2 (Natural Hazards)

Stage 2 of the District Plan Review is limited to the review of provisions relating to natural hazard risk and the projected effects of climate change. The review has broadly involved gathering technical information relating to hazards across the district; consulting on that information with key stakeholders, iwi and the affected communities; drafting stage 2 district plan provisions and the variation to Stage 1 Proposed District Plan provisions; releasing the draft District Plan and the Variation to Stage 1 for public feedback; considering the feedback received; and redrafting provisions based on that feedback.

A number of technical assessments and modelling exercises were carried out to inform the location and extent of hazard areas and the level of risk associated with each hazard. This has included assessments for coastal inundation and erosion; river flooding and defended areas (where land would flood if stop banks were not in place); ponding areas; and mine subsidence. This work has resulted in the hazard overlay areas listed below as well as the objectives, policies and rules that will apply to land use, subdivision and development in each hazard area:

- High Risk Flood Area
- Flood Plain Management Area
- Huntly South Ponding Area
- Mine Subsidence Risk Area
- High Risk Coastal Hazard (Erosion) Area
- High Risk Coastal Hazard (Flood) Area
- Coastal Sensitivity Area (Erosion)

Other hazards such as liquefaction and wildfire have been addressed through assessment criteria.

All technical assessments have required varying methods of consultation and engagement with key stakeholders, iwi and community, and this has been ongoing throughout the review.

The most comprehensive and recent consultation has been through the release of the draft District Plan (Stage 2), which was open for public feedback from 30 September 2019 through 1 November 2019.

Five public drop-in sessions were held in Raglan, Ngaaruaawahia, Huntly, Tuakau and Port Waikato during the feedback period and, with the exception of Ngaaruaawahia and Tuakau, these sessions were well-attended. Feedback was submitted to Council by a total of 41 stakeholders. Most stakeholders generally supported the draft provisions, requesting relatively minor amendments to address gaps, inconsistencies and errors or to provide clarity. A summary of the feedback is provided in Attachment I.

Consultation with tangata whenua in Raglan (Friday 29 November 2019) and Port Waikato (Saturday 18 January 2020) has been carried out, however written feedback from tangata whenua is still to be received.

A Council workshop has been scheduled for 18 March to discuss refinements to Stage 2 following the consultation. Taking the feedback received at this workshop, staff will be seeking to refine the wording in preparation for Council to notify the plan at its meeting on 6 April. This would allow the Stage 2 submissions process and hearing preparation to be completed in time to dovetail with the Stage 1 hearings. The Hearings Panel intend to issue one comprehensive decision following the hearings for Stage 1 and Stage 2 (and any 'integration' hearings that may be required).

Timing update (Stage 1 and Stage 2)

The Resource Management Act 1991 (RMA) stipulates the timeframe for a plan change/review; being two years between notification of the plan and release of a decision on submissions. Prior to the 2017 RMA amendments, Councils were able to extend that timeframe autonomously when required. Since those amendments, Councils now need to obtain approval from the Minister for the Environment to extend the two year timeframe.

On 7 October 2019, Council's Chief Executive wrote to the Minister for the Environment requesting an extension of the timeframe from 18 July 2020 to 18 September 2021. This would enable the release of a single integrated decision for Stages 1 and 2. The project is aiming to release decisions in July 2021, and the September date includes a three month contingency.

On 4 November 2019, Council received approval of the extension and has publicly notified the Minister's decision in accordance with RMA requirements.

The Minister gave reasons for his decision, including that the extension would enable a more integrated decision across the two stages of the plan, the entire plan would be issued earlier than if the stages progressed separately, the integrated decision ensures informed and well-considered plan provisions, benefits outweigh costs, and the plan will deliver on the requirements of the National Policy Statement - Urban Development Capacity.

Financial update (Stage 1 and Stage 2)

The Strategy and Finance Committee last received a financial update on the DPR project in August 2019. That update, building on those received previously, reinforced to that Committee that:

- the costs to get an operative district plan will be significantly higher than originally estimated

- the project is being funded by both budget and deficit reserve
- the work to understand, refine and challenge the costs was ongoing.

After notification of the Proposed District Plan (Stage 1) and close of submissions, the costs associated with getting the Proposed District Plan (Stage 1 and 2) to an operative status were re-forecast. In May 2019, staff reported to the Strategy and Finance Committee the need for a further \$2.6m, bringing the total estimated cost of the project to \$5.5m. This estimate was undertaken when it became clear to staff that the original estimate was insufficient, but was done prior to fully understanding the scale and complexity of submissions received on Stage 1.

Staff have developed the estimate in further detail now that the scale and complexity of the Stage 1 submissions is better understood. This has been a bottom-up approach and includes estimates for each of the hearings, consultant planners, technical experts, legal advice, notification processes and the Hearings Panel costs for both stages 1 and 2. The individual line estimates and, in particular, the assumptions that informed them have been subject to peer review by an independent planning consultant as well as by staff involved with the Auckland Unitary Plan and the Hamilton City District Plan review.

Staff now have a thorough understanding of the complexity of the submissions for Stage 1 and the number of submitters who indicated they wanted to be heard. With this improved understanding, the resources required to progress the DPR are better understood and an updated cost estimate has been obtained. This estimate indicated that some \$8.3m is required to get decision on Stage 1 and 2. A further \$2.5m is estimated to be required to defend appeals; based on recent experience of neighbouring councils. It is noted that, of all the costs identified through this process, the hearing panel costs and the appeal costs are the most uncertain. For a project of this scale and complexity, it is sensible to also assume the need for a contingency which, in the table below, has been identified as \$2m. To put these figures in some context, \$2.9m has been spent on the project since 2014.

The estimated costs are made up of:

Stage 1 reports, experts and legal advice to inform hearings	\$3.91m
Stage 2 drafting, notification and reports, experts and legal advice for hearings	\$1.02m
Hearings Panel (for both stages 1 and 2)	\$3.39m
Appeal costs	\$2.5m
Contingency	\$2m
TOTAL	\$12.82m

Staff in the DPR project team have a specific focus on innovating to reduce costs. To date these have included seconding planners from the Council Consents Team, seconding Policy Planners from other councils, seeking to employ fixed term staff rather than consultants, and holding the hearings onsite at Council. It is estimated that these innovations alone have saved the project \$725k. Innovation like this will continue to be a priority for staff.

It should be recognised that this total cost estimates only relates to Stages 1 and 2 of the District Plan Review and does not include any future changes or variations to the District Plan that will be needed to implement future National Policy Statements and corridor plans that do not yet exist. This estimate is also undertaken prior to understanding the number and complexity of submissions that will be received on Stage 2 (Natural Hazards).

The deficit reserve, created to capture DPR costs over and above budget, had a balance of \$1,188,761 at the end of December 2019. This deficit balance will continue to grow as the hearings progress. Once the shortfall is fully understood, the costs to achieve an operative district plan will need to be addressed through the LTP process. These costs are part of the base cost of local government operations that are difficult to mitigate; if the upfront costs are lowered, the appeals costs will likely be higher and vice versa. Staff will be seeking to retrospectively cover the DPR costs over time to smooth the impact on general rates.

4. ATTACHMENTS

Proposed District Plan Hearing Schedule for 2020 - as at 1 February 2020
Summary of Feedback on Draft District Plan (Stage 2)

Proposed Waikato District Plan 2020 Hearing Schedule*

Hearing Number	Hearing Name	Date
7	Industrial*	21 January 2020 (confirmed)
8A	Hazardous Substances/Contaminated Land*	28 January 2020 (confirmed)
8B	GMO*	30 January 2020 (confirmed)
9	Business and Business Town Centre*	Week beginning 17 February 2020
10	Residential*	From 25 February 2020
11	Lakeside**	17 March 2020
12	Country Living**	From 19 March 2020
13	Hampton Downs**	26 March 2020
14	Heritage**	From 14 April 2020
15	Designations**	From 20 April 2020
16	Raglan**	From 12 May 2020
17	Te Kowhai**	From 19 May 2020
18	Ohinewai*	From 9 June 2020
19	Rural**	June 2020
20	Maaori Sites of Significance & Maaori Areas of Significance**	From 21 July 2020
21	Significant Natural Areas**	August 2020
21A	Landscapes**	September 2020
22	Infrastructure**	September 2020
23	Rangitahi**	15 October 2020
24	Reserves**	16 October 2020
25	Zone extents**	From 20 October 2020
26	Other Matters**	December 2020

2021 Hearing Schedule*

Stage 2 – dates to be confirmed but likely early 2021

**Please note these dates are subject to change and not all hearings start on a Monday. The length of the hearing is determined by how many submitters have indicated they wish to be heard.*

***This hearing date is tentative. This date is intended to give an indication as to when the hearing might occur to assist submitters preparing evidence and planning holidays. These dates may well change; please bear that in mind.*

Summary of Feedback on Draft District Plan (Stage 2)

Name of Stakeholder	Main Issues Raised in Feedback
Port Waikato Community	
Wayne and Robyn Green David Hurlle Ellie Baker Gail Duggan Brian Searle and Anna Welch Karen Wicks	Requested provision for redevelopment in High Risk Erosion Area (adjacent to Sunset Beach), i.e. to relocate/retreat buildings within the same site should be permitted to continue use of the site in a less hazardous location.
Jen Storey	Considers mapping to be inaccurate.
Raglan Community	
Whaingaroa Environmental Defence	Requested more recognition of the effects of climate change and provisions to require mitigation, i.e. reduction in carbon emissions.
NL and V van der Voorden	Highlighted mapping inconsistency between urban and rural Coastal Sensitivity Area and requested the same degree of GIS analysis on rural land as has been carried out in urban areas. Also highlighted concerns over rural land use and forestry management practices and the effects these have on the catchment.
Peter Skandera Richard Te Moananui & Kate McKegg Karen Morrison-Hume	Highlighted mapping inconsistency between urban and rural Coastal Sensitivity Area and requested the same degree of GIS analysis on rural land as has been carried out in urban areas.
Chris Harris	Supportive of adaptive management planning and raised concerns about the ongoing stormwater flooding hazard in Lorenzen Bay.
Tony Oosten	Generally supportive but suggested minor changes to objectives and policies.
Carl Ammon	General questions around the Variation to Stage 1 and hazard mapping.
Andre Douglas	Highlighted ongoing issues with the ongoing stormwater flooding hazard in Lorenzen Bay.
Central	
John Vermey	Concerned that there is no flood mapping on tributary streams.
Andy Overall	General comment about notifying land owners about hazard overlays affecting their properties.
Susannah Salter	Comment regarding climate change projections and how they are assessed.
Other	
James Mikoz	In-depth discussion on methods for predicting coastal storm events.
Key Stakeholder Organisations	
Infrastructure providers	
Powerco Spark, Chorus and Vodafone Transpower WEL Networks Ltd KiwiRail	Infrastructure providers generally focussed on the provisions for utilities and either supported these or requested minor amendments to address gaps and inconsistencies.
Central and Local Government Agencies	
Kainga Ora	Requested more lenient provisions for subdivision and development and opposed the requirement for developers to assess liquefaction risk.
Ministry of Education	Requested that mapping is accurate and based on high quality information.

Department of Conservation	Supported provision for climate change but has issues with provision for development of floodplain, especially around Lake Waikare, and the effects it will have on Whangamarino Wetland.
Heritage New Zealand Pouhere Taonga	Requested recognition that historic heritage is vulnerable to natural hazards and in some cases also vulnerable to works required to control natural hazards.
Waikato Regional Council	Requests were various but were largely concerned with provisions being consistent with, and able to give effect to, the Waikato Regional Policy Statement.
Developers	
TaTa Valley Limited Pokeno Village Holdings	Requested more lenient provisions for subdivision and development and opposed the requirement for developers to assess liquefaction risk.
Rangitahi	Requested minor amendments to the draft and the inclusion of additional rules to allow for development in the High Risk Coastal Hazard Area if the hazard risk has been assessed and can be effectively avoided, remedied or mitigated.
Rural Land Use	
HortNZ Federated Farmers	Generally in support of draft provisions but requested some amendments for consistency across hazard areas and to address gaps with regards to farming infrastructure.
Sarah-Jane Luoni (Hancock Forest Management NZ)	Largely focussed on provision for fire breaks and water supply.
Other Key Stakeholder Organisations	
Fire and Emergency New Zealand	Supported draft. No changes requested.
Mercury	Largely concerned with provisions for development in flood risk areas and area protected by the Waikato Regional Council flood scheme. Requests were various but focussed mainly on not increasing risk through further development in flood hazard areas and defended areas.
Meremere Dragway	Raised issues with mapping of the High Risk Flood Area over the dragway. [Note: the Meremere Dragway is only subject to the Flood Plain Management Area. The 2d flood modelling that identifies High Risk Flood Areas only extends as far as Ohinewai.]

Open Meeting

To	Policy & Regulatory Committee
From	Roger MacCulloch General Manager Service Delivery
Date	3 February 2020
Prepared by	Gareth Bellamy Senior Transportation Engineer
Chief Executive Approved	Y
Reference #	P&R2020
Report Title	Presentation by New Zealand Transport Agency - Reviewing Speed Limits in West Waikato SH23/SH31/SH39

1. EXECUTIVE SUMMARY

This report is to advise the Committee that Junine Stewart and Craig McKibbin from New Zealand Transport Agency will be in attendance at the Policy and Regulatory Committee on 3 February 2020 to provide information on the upcoming proposed changes to speed limits on State Highways.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received.

3. ATTACHMENTS

Reviewing Speed Limits in West Waikato SH23/SH31/SH39



REVIEWING SPEED LIMITS IN WEST WAIKATO SH23 / SH31 / SH39

JUNINE STEWART

AREA PROGRAMME MANAGER, WAIKATO SAFE NETWORK
PROGRAMME, NZ TRANSPORT AGENCY

31 OCTOBER 2019

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NEW ZEALAND'S ROAD SAFETY PROBLEM

Every week, seven people are killed and 54 people are seriously injured on New Zealand roads. Each death and serious injury has a devastating and long-lasting effect on families, whānau, friends and communities. There is also a social cost to the country of \$4.8 billion a year.

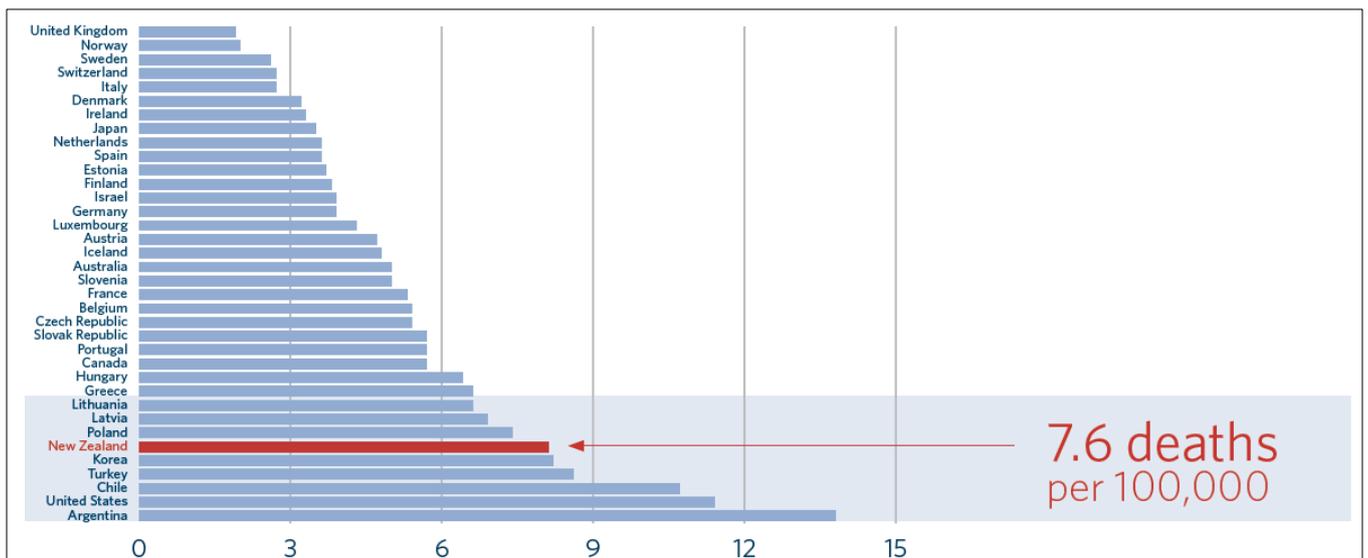
Over the past five years, there has been an upward trend of deaths and serious injuries. In 2018, 377 people were killed on our roads. This is up from a modern low of 253 deaths in 2013. We need to do something to turn this around.

1.1 Deaths on New Zealand roads



New Zealand performs poorly internationally when it comes to road safety and is now in the bottom quarter of the OECD on a road deaths per capita basis.

1.2 International road safety performance



SAFE NETWORK PROGRAMME

As part of the NZ Transport Agency's response to the road safety problem in New Zealand, the Safe Network Programme was developed.

Announced by Ministers Twyford and Genter in December 2018, the three-year \$1.4b programme aims to make the country's highest risk state highways and local roads safer by delivering:

- Safe roads and roadsides
- Safe and appropriate speeds
- Safe level crossings

The Safe Network Programme is being delivered in partnership with local government partners using a streamlined investment pathway to deliver more safety improvements faster.

The programme is based on the Safe System – an internationally-proven approach which aims to create a more forgiving road system. Under a Safe System, it is accepted that people make mistakes, but those mistakes shouldn't cost people their lives.

1.3 The Safe System



SPEED MANAGEMENT

If we are going to reduce deaths and serious injuries on our roads, we need to address every part of the system, and that includes travel speeds.

Speed continues to be a huge problem on New Zealand roads and if we are going to have a serious discussion as a country about improving our road safety record, that discussion must include speed.

Speed increases both the likelihood of crashes and the severity of crash outcomes, regardless of what causes a crash. A small change in speed makes a big difference, especially when cyclists or pedestrians are involved.

Most crashes are caused by a number of contributing factors, but even when speed doesn't cause the crash, it is most likely to determine whether anyone is killed, injured, or walks away unharmed.

1.4 The effects and impact of speed

SPEED IS THE BIGGEST ROAD SAFETY ISSUE IN NEW ZEALAND

††††† 11 PEOPLE
††††††† EVERY WEEK

killed or seriously injured
in a speed-related crash

The faster you drive, the more likely you are to crash and the more severe the outcome

As your speed increases:



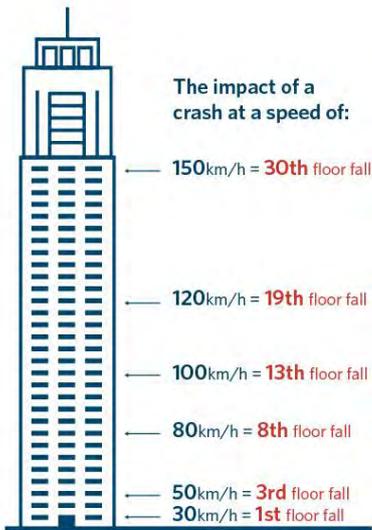
The distance you need in order to stop increases



The higher the risk you are going too fast to react if you meet anything unexpected



There is a greater chance that other road users will misjudge your speed



In 2018

Speed was a factor in:



\$879m
PER YEAR



The social cost of crashes involving drivers travelling too fast for the conditions

Driving faster doesn't save much time



Reducing speed by 10% on a 6km trip will add just 68 seconds



Other factors have a greater effect on travel time

YOU ARE **30%** more likely to be in a serious crash at 90km/h than at 80km/h

Speed reviews

As part of the Safe Network Programme, the Transport Agency is reviewing speeds on state highways around the country.

We are currently identifying roads where reviewing speed limits could make a big difference in preventing deaths and serious injuries, and where communities are calling for change.

Speed review process

Changing a speed limit is a legal process and the diagram on the next page outlines the steps involved in a review.

Engagement and consultation with stakeholders and the community is an important part of the process. Locals know their roads best, so it is important to get insights into the roads, how people use them, any safety issues and to gain feedback on current and proposed speed limits before any changes are made.

1.5 The speed review process and what stage the SH23/SH31/SH39 Raglan, Whatawhata, Thiroa, Kawhia review is at

1. Speed review starts

A technical assessment of the road is carried out to find out information like crash history, average speed vehicles are travelling on the road, number of vehicles a day using the road, what is happening around the road (changes in housing, urban development, businesses etc) and other activity on the road. This helps to determine what a safe and appropriate speed for the road should be - and if it is out of step with current speed limits.

2. Engagement

Conversations with local communities, councils, road user representative groups and other stakeholders - to get feedback and local knowledge on how people are using the road, concerns, and things to be aware that could help inform the review. This helps when deciding if lowering the speed limit is the best thing to do to improve road safety, where new speed limits might begin and end, and if any other safety improvements (signage etc) might be needed.

3. Formal consultation

Changing a speed limit is a legal process, so this step is when we show people a detailed proposed speed limit, which has been developed using the technical assessment and feedback from the engagement stage. During this consultation stage, we ask the public and stakeholders for any additional information that might have an impact on the final decision.

4. Notification of speed limit change

Once a decision is made based on the submissions from the consultation stage, it is published on our website and an update is sent to anyone who wants to know the decision.

5. New speed limit on the road

People can expect to see new speed limit signs on the road.

WEST WAIKATO SH23 / SH31 / SH39 SPEED REVIEW

This speed review area incorporates 116km of state highway and covers the areas of Raglan, Whatawhata, Tihiroa and Kawhia. These highways fall within the area covered by three district councils: Waikato, Waipa and Otorohanga. These councils are the road controlling authorities for roads that are not state highways, i.e. the local road network. Hamilton City Council borders parts of the review area and has indicated interest in being involved in the discussions.

We are reviewing speeds along State Highway 23 (SH23), State Highway 31 (SH31) and State Highway 39 (SH39). There have been various levels of speed management work already undertaken by councils in this area and we will be talking to communities and stakeholders to understand their concerns and to gain feedback on current and proposed speed limits.

The route

- The majority of the sections identified in this review are the top 10% of the regional network that will result in the greatest reduction in deaths and serious injuries through speed management.
- Two petitions have been received by the Transport Agency in the review area for SH23 Raglan and SH39 Whatawhata.
- The Whatawhata Residents and Ratepayers Group has been engaged with as part of the Safe Roads projects on SH23. Whilst speed management will make a difference to safety through Whatawhata, it is unlikely to fully appease their concerns regarding the SH23/SH39 intersection, which they wish to see upgraded. It is noted that neither Safe Roads projects included any works at this intersection.
- The Transport Agency has received concerns from the public regarding speeds on these roads.
- The community and school at Ngahinapouri are strongly in support of lower speed through the town and an extension of the current speed limit boundary.
- There is ongoing concern about the speed of heavy vehicles along this route which is used as an alternative route to SH3.
- The Safe Roads project for SH23 experienced very strong resistance from the wider Raglan community to a speed reduction along this road, rather they wished to see the road being engineered up to a safer standard.
- There have been a significant number of crashes and deaths and serious injuries on these roads. See table below for details.

What we know about the roads and their use

- The review area is large (116km) with distinct uses and communities, however many of the road have consistent features with consistent proposed changes, which are:
 - Reducing the speed limit from 100km/h to 80km/h for curved undivided two-way two-lane corridors with no separation between opposing traffic, narrow shoulders and roadside hazards.
 - Reducing the speed limit from 70/80km/h to 60km/h in rural townships with increased accessway density and vulnerable road users.
 - Reducing the speed limit from 100km/h to 60km/h for winding sections of undivided two-way two-lane corridors with no separation between opposing traffic, very narrow shoulders and roadside hazards.
- There have been a significant number of crashes and deaths and serious injuries on these roads. See table below for details.

Current and proposed speeds

The following table outlines the current and proposed speeds for this review as well as the road environment, mean operating speeds, travel time impact and DSI statistics.

SH	Physical description of location	Length (km)	Posted speed limit	Mean operating speeds MegaMaps	Recommended SaAS limit	Physical description of changes	Road environment	Travel time increase (s)	Fatalities (2009-2018)	Serious injuries (2009-2018)	Total number of crashes (2009-2018)
23	Hamilton West (Dinsdale) to Whatawhata From 580 m west of Wallace Road to 100 m east of Store Road	6.455	100	82	80	Reducing the speed from 100 km/h to 80 km/h from Hamilton (Dinsdale) to Whatawhata	Two-way, two-lane undivided curved corridor. Narrow shoulders and road side hazards including roll-over slopes, unprotected powerpoles and steep drop offs. A number of intersections and accessways within this section.	14.5	2	8	64
23	Whatawhata From 100 m east of Store Road to 230 m west of SH39 (to the western end of the bridge)	0.752	80	77	60	Reducing the speed from 80 km/h to 60 km/h through Whatawhata	Two-lane, two-way undivided corridor through the rural town of Whatawhata. Increased presence of vulnerable road users; pedestrians are known to cross and walk alongside SH23. There have been a	4.1	0	4	34

							number of crashes at the SH23/SH39 intersection, a lower speed limit may decrease crash severity rate here				
23	Whatawhata to Four Brothers Reserve From 230 m west of SH39 (the western end of the bridge) to 2300 m (2.3 km) west of Glen Tui Lane	8.634	100	82	80	Reducing the speed from 100 km/h to 80 km/h from Whatawhata to the start of the winding section through the Divide	Two-way, two-lane undivided curved corridor. Narrow shoulders and road side hazards including roll-over slopes, unprotected powerpoles and steep drop offs. A number of intersections and accessways within this section.	19.4	1	8	81
23	Four Brothers Reserve to East of Cogswell Road From 2300 m (2.3 km) west of Glen Tui Lane to 820 m east of Cogswell Road	3.482	100	75	60	Reducing the speed from 100 km/h to 60 km/h through the winding section through the Divide (Divvy); From 2300 m (2.3 km) west of Glen Tui Lane to 820 m east of Cogswell Road	Winding, mostly two-lane, two-way undivided corridor, with some slow vehicle bays. Narrow shoulders and road side hazards including steep drop offs.	38.4	0	5	38

23	East of Cogswell Road to Te Uku From 820 m east of Cogswell Road to 410 m east of Okete Road	9.791	100	77	80	Reducing the speed from 100 km/h to 80 km/h from east of Cogswell Road to Te Uku	Two-way, two-lane undivided curved corridor. Narrow shoulders and road side hazards including roll-over slopes, unprotected powerpoles and steep drop offs. A number of intersections and accessways within this section.	25.1	1	9	65
23	Te Uku From 410 m east of Okete Road to 180 m west of Okete Road	0.589	80	82	60	Reducing the speed from 80 km/h to 60 km/h through Te Uku	Two-lane, two-way undivided corridor through the rural town of Te Uku. Increased presence of vulnerable road users. Te Uku School is within this section and has direct access onto the highway. Increased roadside activity and turning manoeuvres due to roadside petrol station and café.	3.2	0	0	5

23	Te Uku to 400 m East of Greenslade Road From 180 m west of Okete Road to 400 m east of Greenslade Road	8.203	100	85	80	Reducing the speed from 100 km/h to 80 km/h from Te Uku to 400 m East of Greenslade Road	Two-way, two-lane undivided curved corridor. Narrow shoulders and road side hazards including roll-over slopes, unprotected powerpoles and steep drop offs. A number of intersections and accessways within this section.	26.4	0	12	73
23	400 m East of Greenslade Road to Manukau Road	1.629	100	72	60	Reducing the speed from 100 km/h to 60 km/h from 400 m East of Greenslade Road to Raglan	Two-way, two-lane undivided curved corridor with narrow shoulders. Number of accessways, intersections and a bus stop within this section. Approximately 500 m east of Raglan township; due to the Moonlight Bay development on Greenslade Road and Lorenzo Bay Road, the future function of this road is expected	16.3	0	6	21

							to be Rural Residential.				
31	Otorohanga to the SH31/SH39 Junction From 120 m west of Mair Street to the SH31/SH39 Junction	12.897	100	80	80	Reducing the speed from 100 km/h to 80 km/h from Otorohanga to the SH31/SH39 junction	Two-way two-lane undivided curved corridor. Narrow shoulders and road side hazards including roll-over slopes, unprotected powerpoles and steep drop offs. A number of intersections and accessways within this section.	30.5	2	8	112
31	SH31/SH39 Junction to just west of Te Rauamoia (Te Kauri Stream Bridge) From the SH31/SH39 Junction to 190 m west of Taylor Road (Te Kauri Stream Bridge)	16.805	100	80	80	From the SH31/SH39 junction to the start of the winding section west of Te Rauamoia	Two-way two-lane undivided curved corridor. Very narrow shoulders and road side hazards including roll-over slopes, unprotected powerpoles and steep drop offs. A number of intersections and accessways within this section.	39.8	0	5	24
31	Tortuous Section from Te Kauri Stream	9.977	100	65	60	Reducing the speed from 100 km/h to 60 km/h through the	Winding, two-lane, two-way undivided corridor. Narrow	77.6	0	2	7

	Bridge to 2 km East of Harbour Road					winding section from west of Te Rauamoia to 2 km east of Harbour Road	shoulders and road side hazards including steep drop offs. Some accessways within this section.				
31	2 km East of Harbour Road to Kawhia From 2 km east of Harbour Road to Jervois Street Kawhia	16.439	100	72	80	Reducing the speed from 100 km/h to 80 km/h from 2 km east of Harbour Road to Kawhia	Two-way, two-lane undivided curved corridor. Very narrow shoulders and road side hazards including roll-over slopes, unprotected powerpoles and steep drop offs. A number of intersections and accessways within this section.	23.5	1	7	31
39	Te Kowhai to Whatawhata From 30 m north of Fullerton Road to 270 m south of Cemetery Road	3.753	100	82	80	Reducing the speed from 100 km/h to 80 km/h from Te Kowhai to Whatawhata	Two-way, two-lane undivided curved corridor. Shoulder width varies. Road side hazards including unprotected powerpoles. A number of intersections and accessways within this section.	8.4	0	4	27

39	Whatawhata From 270 m south of Cemetery Road to 320 south of SH23	1.838	70-80	60	60	Reducing the speed from 70-80 km/h to 60 km/h through Whatawhata	Two-lane, two-way undivided corridor through the rural town of Whatawhata. Increased presence of vulnerable road users; pedestrians are known to cross and walk alongside SH39. Large number of accessways directly onto the state highway within this section. There have been a number of crashes at the SH23/SH39 intersection, a lower speed limit may decrease crash severity rate here	7.9	0	4	48
39	Whatawhata to Ngahinapouri From 320 south of SH23 to 690 m north of Ngahinapouri Road	12.046	100	87	80	Reducing the speed from 100 km/h to 80 km/h from Whatawhata to Ngahinapouri	Two-way, two-lane undivided curved corridor. Narrow shoulders and road side hazards including unprotected powerpoles. A number of intersections and	43.6	7	9	98

							accessways within this section.				
39	Ngahinapouri From 690 m north of Ngahinapouri Road to 90 m south of Ngahinapouri Road	0.780	70-80	77	60	Reducing the speed from 70-80 km/h to 60 km/h through Ngahinapouri	Two-lane, two-way undivided corridor through the rural town of Tihiroa and Ngahinapouri. Increased presence of vulnerable road users; Ngahinapouri is within this section and has direct access onto the highway. Large number of accessways directly onto the state highway within this section.	3.6	0	0	7
39	Ngahinapouri to Pirongia From 90 m south of Ngahinapouri Road to 50 m north of Kane Street	11.816	100	87	80	Reducing the speed from 100 km/h to 80 km/h from Ngahinapouri to Pirongia	Two-way, two-lane undivided curved corridor. Narrow shoulders and road side hazards including unprotected powerpoles and some roll-over slopes. A number of intersections and accessways within this section.	42.8	1	9	78

39	Pirongia South From Bellot Street to 960 m south of McClure Street (just south of the bridge)	1.583	70	62	60	Reducing the speed from 70 km/h to 50 km/h through Pirongia South. The technical assessment concluded that 60km/h is the SaAS through this southern section of SH39 in Pirongia. However, Waipa DC extended the existing 50 km/h in their Speed Management Plan, so our recommendation is to extend the 50 km/h for consistency through Pirongia.	Two-lane, two-way flush median corridor through the southern extent of the rural town of Pirongia. Increased presence of vulnerable road users and a large number of accessways directly onto the state highway within this section.	6.3	1	1	6
39	Pirongia South to the SH31/39 Junction From 960 m south of McClure Street (just south of the bridge) to the SH31/39 junction	12.574	100	87	80	Reducing the speed from 100 km/h to 80 km/h from Pirongia to the SH31/39 junction	Two-way two-lane undivided mostly curved corridor. Narrow shoulders and road side hazards including unprotected power poles and some roll-over slopes.	45.5	1	3	64

							A number of intersections and accessways within this section.				
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1.6 Map showing current and proposed speed limits



Feedback

We are interested in hearing from stakeholders and the community:

- What is your experience using this road?
- Do you have any safety concerns along the route?
- What are the things you think we need to take into consideration when reviewing speeds on this route?
- What do you think of the current speed limits?
- What do you think of the proposed speed limits?

Open Meeting

To	Policy & Regulatory Committee
From	Gavin Ion Chief Executive
Date	28 January 2020
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
Reference #	GOV1303
Report Title	Exclusion of the Public

I. EXECUTIVE SUMMARY

To exclude the public from the whole or part of the proceedings of the meeting to enable Council to deliberate and make decisions in private on public excluded items.

2. RECOMMENDATION

THAT the report from the Chief Executive be received;

AND THAT the public be excluded from the whole or part of the meeting to enable Council to deliberate and make decisions on the following item of business:

REPORTS

- a. **Prosecution of AGB Solutions Ltd – Failure to Comply with Conditions of Resource Consent**

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

Reason for passing this resolution to withhold exists under: Ground(s) under section 48(1) for the passing of this resolution is:

Section 7(2)(g)

Section 48(1)(a)

3. ATTACHMENTS

Nil