

Agenda for a meeting of the Policy & Regulatory Committee to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **TUESDAY 17 SEPTEMBER 2019** commencing at **9.00am**.

Information and recommendations are included in the reports to assist the Committee in the decision making process and may not constitute Council's decision or policy until considered by the Committee.

- 1. APOLOGIES AND LEAVE OF ABSENCE**
- 2. CONFIRMATION OF STATUS OF AGENDA**
- 3. DISCLOSURES OF INTEREST**
- 4. CONFIRMATION OF MINUTES**
Meeting held on Tuesday 20 August 2019 3
- 5. RECEIPT OF HEARING MINUTES AND DECISIONS**
 - 5.1 Regulatory Subcommittee meeting held on Monday 19 August 2019
Objection to Dangerous Classification by Stephanie Yearbury 9
- 6. REPORTS**
 - 6.1 Approval of Revocation of policies 15
 - 6.2 Strategic Land Acquisition and Disposal Policy 19
 - 6.3 Review of Parking in Raglan 37
 - 6.4 Consultation on Cliff Street becoming a one-way street 45
 - 6.5 Proposed 2019 Amendments to the Waikato District Council Speed Limits Bylaw 2011 50
 - 6.6 Chief Executive's Business Plan 96

6.7 Delegated Resource Consents Approved for August 2019

104

GJ Ion
CHIEF EXECUTIVE

Open Meeting

| | |
|---------------------------------|---|
| To | Policy & Regulatory Committee |
| From | Gavin Ion Chief Executive |
| Date | 2 September 2019 |
| 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 Tuesday 20 August 2019.

2. RECOMMENDATION

THAT the minutes of a meeting of the Policy & Regulatory Committee held on Tuesday 20 August 2019 be confirmed as a true and correct record of that meeting.

3. ATTACHMENTS

P&R Minutes – 20 August 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 **TUESDAY 20 AUGUST 2019** commencing at **9.00am**.

Present:

Cr JD Sedgwick (Chairperson)
Cr AD Bech
Cr JA Church
Cr DW Fulton
Cr JM Gibb
Cr SL Henderson
Cr SD Lynch [*from 9.05am*]
Cr RC McGuire
Cr FM McNally
Cr BL Main
Cr EM Patterson
Cr NMD Smith [*from 9.01am*]
Cr LR Thomson

Attending:

Mr T Whittaker (Chief Operating Officer)
Ms S O’Gorman (General Manager Customer Support)
Mr R MacCulloch (Acting General Manager Service Delivery)
Ms AM D’Aubert (Consents Manager)
Mr W Hill (Consents Team Leader)
Mr J Wright (Senior Planner)
Ms M May (Community Connections Manager)
Ms A McPhee (Community Resilience Co-ordinator)
Mr M Balloch (Building Quality Manager)
Ms K Newell (Emergency Management Advisor)
Mrs LM Wainwright (Committee Secretary)

Ellen O’Dwyer - Waikato Times

APOLOGIES AND LEAVE OF ABSENCE

Resolved: (Crs Thomson/Main)

THAT an apology be received from His Worship the Mayor Sanson.

CARRIED on the voices

P&R1908/01

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Crs Gibb/Church)

THAT the agenda for a meeting of the Policy & Regulatory Committee held on Tuesday 20 August 2019 be confirmed and all items therein be considered in open meeting;

AND THAT all reports be received.

CARRIED on the voices

P&R1908/02

Councillor Smith entered the meeting at 9.01am at the end of the above item.

DISCLOSURES OF INTEREST

There were no disclosures of interest.

CONFIRMATION OF MINUTES

Resolved: (Crs Patterson/Henderson)

THAT the minutes of a meeting of the Policy & Regulatory Committee held on Tuesday 18 June 2019 be confirmed as a true and correct record of that meeting.

CARRIED on the voices

P&R1908/03

REPORTS

Giftng of the Point Playground Equipment
Agenda Item 5.1

The report was received [*P&R1908/02 refers*]. The Community Connections Manager took the report as read. Discussions were held on the following matters:

- Standard of the playground equipment removed from The Point.
- Safety standard when donating equipment to community groups.
- The Council's responsibility once the equipment was donated. It was noted that legal agreements would be drafted excluding Council from liability in relation to future use of the equipment.
- Playground equipment required for the the Whatawhata community.
- Review of the Council's Playground Strategy was required.

Motion: (Crs Fulton/Patterson)

THAT the Committee recommends to Council to approve gifting surplus play equipment, as detailed in the staff report, to the Ngaruawahia Christian Youth Camp as permitted under section 6.5.1 of the Sensitive Expenditure Policy;

AND THAT the Committee has considered the requirements of section 7.5 of the Sensitive Expenditure Policy in making this recommendation.

Amendment (Crs Smith/Main)

That the Policy & Regulatory Committee recommends to Council to approve the gifting of surplus playground equipment, as detailed in the staff report, to the Whatawhata Community, or as otherwise detailed in the staff report, as permitted under section 6.5.1 of the Sensitive Expenditure Policy.

The Amendment was PUT and a division was called.

| For | Against | Abstention |
|-----------------|-----------------|-------------|
| Cr JM Gibb | Cr AD Bech | Cr Sedgwick |
| Cr SL Henderson | Cr JA Church | |
| Cr SD Lynch | Cr DW Fulton | |
| Cr RC McGuire | Cr EM Patterson | |
| Cr FM McInally | Cr LR Thomson | |
| Cr BL Main | | |
| Cr NMD Smith | | |

The Amendment was CARRIED and became the substantive motion.

Resolved: (Crs Smith/Main)

That the Policy & Regulatory Committee recommends to Council to approve the gifting of surplus playground equipment, as detailed in the staff report, to the Whatawhata Community, or as otherwise detailed in the staff report, as permitted under section 6.5.1 of the Sensitive Expenditure Policy.

CARRIED on the voices**P&R1908/04**

Councillor Lynch entered the meeting at 9.05am during discussion on the above item.

The meeting adjourned at 9.28am and resumed at 9.43am during debate on the above item.

Civil Defence Emergency Management (CDEM) Monitoring and Evaluation (M&E) Capability Assessment
Agenda Item 5.2

Tabled item: Civil Defence Emergency Management (CDEM) Monitoring and Evaluation (M&E) Capability Assessment

The report was received [P&R1908/02 refers] and the following points were raised:

- The CDEM team was congratulated for their input during the assessment
- A hazards workshop would be held at a later date to highlight improvements required.

Chief Executive's Business Plan
Agenda Item 5.3

The report was received [P&R1908/02 refers] and the Chief Operating Officer highlighted, and responded to questions on, the following points:

- Team Plan sharing session was held in August. Team plans are aligned with Council's One Plan and vision.
- Solid waste review. A workshop would be held in September to give Councillors clear direction on this project.
- A climate crisis meeting was held at Raglan on Sunday, 18 August 2019.

Summary of Applications determined by the District Licensing Committee April-June 2019
Agenda Item 5.4

The report was received [P&R1908/02 refers].

Delegated Resource Consents Approved for the months of June & July 2019
Agenda Item 5.5

The report was received [P&R1908/02 refers] and the following points were raised:

- Pokeno Village Holdings.

ACTION: The Consents Team Leader – West would confirm the reduction in the size of road 17 to vest in the Pokeno Village Holdings Limited subdivision with Cr Church.

There being no further business the meeting was declared closed at 10.02am.

Minutes approved and confirmed this day of 2019.

Cr JD Sedgwick
CHAIRPERSON

Open Meeting

| | |
|---------------------------------|---|
| To | Policy & Regulatory Committee |
| From | Gavin Ion Chief Executive |
| Date | 26 August 2019 |
| Prepared by | Lynette Wainwright Committee Secretary |
| Chief Executive Approved | Y |
| Reference # | GOV1318 |
| Report Title | Receipt of Minutes |

1. EXECUTIVE SUMMARY

To receive the minutes and decision of a hearing for Objection to Dangerous Classification by Stephanie Yearbury held on Monday 19 August 2019.

2. RECOMMENDATION

THAT the minutes and decision of a hearing for Objection to Dangerous Classification by Stephanie Yearbury held on Monday 19 August 2019 be received.

3. ATTACHMENTS

Subcommittee Hearing Minutes and Decision – 19 August 2019

IN THE MATTER of the Dog Control Act 1996

AND

IN THE MATTER of an objection by Stephanie Yearbury to a Dangerous dog Classification imposed on her dog Scout pursuant to Section 31(1) of the Dog Control Act 1996 this dog has been classified as a dangerous dog.

BEFORE THE WAIKATO DISTRICT COUNCIL REGULATORY SUB COMMITTEE

Chairperson: Cr Dynes Fulton

Member: Cr Janet Gibb

Cr Jan Sedgwick

HEARING at NGARUAWAHIA on 19 August 2019

APPEARANCES

Mr B Watene – Waikato District Council (Animal Control Team Leader)

Ms C Pidduck – Waikato District Council (Legal Counsel)

Objector

Stephanie Yearbury

Members of the public present

Andrew and Belinda James

RESERVED DECISION OF THE SUB-COMMITTEE

Having considered the information presented in writing, and in person at the hearing, the sub-committee rescind the Dangerous dog Classification imposed under section 31 (1) of the Dog Control Act 1996 on the 1st March 2019.

The effects of this decision will mean that Scout will not be classified as a Dangerous dog effective from the date of this decision.

Introduction

- [1] This decision relates to an objection by Stephanie Yearbury seeking that the classification of her dog as dangerous imposed by the Waikato District Council on the 1st March 2019 be rescinded. The dog Scout is a White / Swiss Shepherd / Female registered to Stephanie Yearbury at the address of 333E Pinnacle Hill Road, Bombay.
- [2] The Council received an objection against the Notice of Classification of Dog as a Dangerous dog from Stephanie Yearbury on the 12th March. In her objection she said that *“The ‘witness’ statement is clearly not a thorough account to events and is lacking in facts”*.
- [3] In Ms Yearbury’s letter of objection she drew attention to detail that had been provided to the Council by Mr Andrew James in his Witness Statement. She contests that Mr James from his vantage point could not have seen her dog Scout grab the dog Jack and drag him through the gate by the neck as has been alleged.
- [4] The executive summary of the hearing report noted the following paragraph.

This classification was initially applied after consideration of evidence available at the time; subsequent review by the new Team Leader of Animal Control, who has an investigative background has shed a new perspective on the current details.

Preliminary Matters

- [5] The Chair Dynes Fulton emphasises that the hearing was limited to considering only whether the decision that had been made by the Council to classify Ms Yearbury’s dog Scout as a Dangerous dog was to be **upheld** or **rescinded**. There were no other matters that we could consider.
- [6] The Chair emphasises that the hearing panel had read all the material presented in the agenda. That includes the sworn Witness Statement that was provided by Mr Andrew James and all the supporting material provided. The decision would be made based on the written evidence provided and the evidence received on the day by the objector.
- [7] Ms Yearbury’s written objection *“asked that the whole picture gets looked at and not just one side of the issue as it clearly has been. She expressed that they are saddened that this happened and consider ourselves responsible and conscientious dog owners”*.
- [8] Neither party nor their dogs have any relevant history with the Council although the owner of the Jack Russell, Mr James have submitted a statement of an alleged

historical act of aggression by the German shepherd. However, this has not previously been reported to the Council.

Hearing procedures

[9] Mr Brett Watene the Council Animal Control Team leader was asked by the Committee to explain why he had formed the view that the Dangerous Classification of the German Shepherd called Scout should be rescinded.

[10] Mr Watene explained that he was not the Council officer that had imposed the dangerous classification but was the person that reviewed the file following receiving the objection to the classification from Ms Yearbury.

[11] Mr Watene directed the committee to his report in the hearing agenda where he found inconsistencies in the evidence. For completeness I have included the following paragraph from that report.

There appear inconsistencies in the evidence, namely the Jack Russell's injuries do not appear consistent with Mr James' version of events. The dog attack was not witnessed which would explain assumptions being made. The conclusion presented in this report is based on the evidence and following observations:

1. *The conflicting evidence of Mr James and the medical examination of his dog.*
2. *No penetration of the inner wall of the abdomen suggesting no violent force applied from Scout, the German Shepherd.*
3. *The German Shepherd was securely in her property indicating the owners had taken reasonable steps prior to the incident to keep their dog and passers-by safe.*
4. *The first act of aggression was the Jack Russell running uncontrolled to the gate.*
5. *No recorded aggressive history with the Council for the German Shepherd.*
6. *The good character references provided in support of the German Shepherd.*
7. *The steps taken by the Yearbury family post incident to reassure safety.*

[12] Ms Yearbury addressed the Committee in response to a question if she had anything that she wished to add to her written letter of objection. She highlighted the additional mitigating measures that they had made. These include adding extra wires to the existing seven wire fence. Adding additional perforated steel screen to the lower section of the gate. Installing a camera at the end of the drive that notified them if any activity is detected and sent pictures and video's to their phones.

Statutory Consideration

[13] In making its determination on this objection, the Committee must have regard to the following matters, as outlined in section 31 (4) of the Dog Control Act 1996:

(4) In considering any objection under this section the territorial authority shall have regard to—

- (a) The evidence that formed the basis for the original classification: and
- (b) Any step taken by the owner to prevent any threat to the safety of persons and animals: and
- (c) The matter advanced in support of the objection: and
- (d) Any other relevant matter

The Committee are restricted to two options in considering the objection;

- Uphold the classification
- Rescind the classification.

[14] The Committee has reviewed the written evidence presented by the objector Ms Yearbury and supplied at the hearing by Mr Watene and further the advice by Ms C Pidduck. We are satisfied that there is a clear, un-disputed understanding of the incidents that led to the dangerous dog classification being imposed.

[15] There were no other matters that the Committee considered relevant that were needed in making a determination in this case.

Reasons for the Decision

[16] The Committee was satisfied that the findings of the Animal Control Officer as set out in Paragraph [11] of this document had been accurately assessed. We accept the recommendations and make our decision to rescind the dangerous dog classification imposed on Scout.

[17] The Committee acknowledges that Ms Yearbury has taken three further steps to secure their property for their dog Scout. Also the additional measures taken to restrict the possible entry to their property from other dogs.

Additional Note

The Committee noted that it would have been helpful if a copies of the agenda had have been forwarded to the objector prior to the hearing. We do not however believe by that not happening it was detrimental to the parties within the scope of this hearing. The hearing was adjourned for ten minutes to allow the objector to read the agenda document.

Mr Watene was asked by the Committee to expand on the comment in the report that *said the new team Leader of Animal Control who had an investigative background.*

Mr Watene explained that he had 28 years in the NZ Police and held the rank of Detective for 12 years.

.....
Cr Dynes Fulton (Chairperson)

Open Meeting

| | |
|---------------------------------|--|
| To | Policy & Regulatory Committee |
| From | Clive Morgan General Manager Community Growth |
| Date | 16 August 2019 |
| Prepared by | Melissa Russo Corporate Planning Team Leader |
| Chief Executive Approved | Y |
| Reference # | GOV1318 / 2345281 |
| Report Title | Approval for revocation of policies |

I. EXECUTIVE SUMMARY

The purpose of this report is to seek approval to revoke the 14 policies contained in attachment I of this report.

Policies are key decision making documents and therefore need to be kept up to date to ensure that the decisions being made are appropriate and consistent. The policies identified are no longer required as they have largely been superseded by other documents.

2. RECOMMENDATION

THAT the report from the **General Manager Community Growth** be received;

AND THAT the Committee recommends to Council that the policies listed below be revoked.

- **As Built Service Plans for subdivision Policy**
- **Voting as a Ratepayer Policy**
- **Conservation Lots – fencing of Stands of Native Bush and Other Landscape or Biological Features Swimming Pools – Supervision Standards Policy**
- **Town Halls – Hire Charges Policy**
- **Cemeteries – Memorial Headstones Policy**
- **Funding of amenity and under-verandah lighting Policy**
- **Out of District fees for Cemeteries Policy**
- **Community Board and Community Committee Discretionary Funds Policy**
- **Tree Guideline Policy**
- **Community Engagement Policy**
- **Customer Complaints & Compliments Policy**
- **Working Alone Policy**
- **Heavy vehicle impact fee assessment policy**

3. BACKGROUND

Council currently has 185 policies of which 141 are overdue for review. Best practice is that policies be reviewed every three years however in an attempt to progress the policy review programme, policies will be reviewed at five yearly intervals until 3 yearly intervals becomes manageable.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

It is proposed that the 14 policies identified in the attachment be revoked. Reasons largely include that the policy has been superseded by another document, policy or guide, such as the Fees and Charges. The specific reason for each of these policies being revoked is included in the table in the Executive Summary. The establishment of the policies date back to 1991, with the latest being established in 2016.

4.2 OPTIONS

Option 1 – revoke the policies included in attachment I

The policies included in attachment I are no longer required as they have, in most cases, been superseded by another document.

This is the recommended option.

Option 2 – retain the policies in attachment I

The policies included in attachment I could be retained however they are no longer required.

This is not the recommended option.

5. CONSIDERATION

5.1 FINANCIAL

There is no financial implication to either option.

5.2 LEGAL

There is no requirement to adopt, review or consult on the policies included in attachment I.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Nil.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

The Significance and Engagement Policy is not triggered by the proposed revocation of these policies.

| 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"/> |
| <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> | The owners of the policies proposed to be revoked will be notified of the outcome of this report. | | | | |

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

| Planned | In Progress | Complete | |
|---------|-------------|----------|---|
| Y | | | Internal |
| | | | Community Boards/Community Committees |
| | | | Waikato-Tainui/Local iwi (provide evidence / description of engagement and response) |
| | | | Households |
| | | | Business |
| | | | Other Please Specify |

6. CONCLUSION

It is being proposed that 14 of Council's policies be revoked. The policies and the rationale for the proposed revocation are included in attachment I of this report.

7. ATTACHMENTS

Attachment I: List of policies to be revoked

Attachment I: List of policies to be revoked

| Policy | Date approved | Reason for revocation |
|---|----------------------|---|
| As Built Service Plans for subdivision | Jan 1991 | No longer required |
| Voting as a Ratepayer Policy | Jan 1992 | No longer required |
| Conservation Lots – fencing of Stands of Native Bush and Other Landscape or Biological Features | Jan 1997 | No longer required. Applied through consents. |
| Swimming Pools – Supervision Standards | Jan 1997 | Superseded by Pool Safe Accreditation |
| Town Halls – Hire Charges | Jan 1997 | Covered in Fees and Charges |
| Cemeteries – Memorial Headstones | Jan 1997 | Covered in Cemeteries Bylaw |
| Funding of amenity and under-verandah lighting | Jan 2009 | No longer required |
| Out of District fees for Cemeteries | Jan 2008 | Covered in Fees and Charges |
| Community Board and Community Committee Discretionary Funds | Jan 2012 | Superseded by Discretionary Funding Policy |
| Tree Guideline Policy | Jan 2010 | Duplication of Tree Policy |
| Community Engagement | Dec 2012 | No longer required |
| Customer Complaints & Compliments | Feb 2015 | No longer required |
| Working Alone Policy | Dec 2016 | Superseded by a standard and Risk Assessment Form |
| Heavy vehicle impact fee assessment policy | Unknown | No longer required |

Open Meeting

| | |
|---------------------------------|---|
| To | Policy & Regulatory Committee |
| From | Roger MacCulloch Acting General Manager Service Delivery |
| Date | 17 September 2019 |
| Prepared by | Nicolas Wells Strategic Property Unit Manager |
| Chief Executive Approved | Y |
| Reference # | P&R2019 |
| Report Title | Strategic Land Acquisition and Disposal Policy |

I. EXECUTIVE SUMMARY

The Council's current Property Management Policy was adopted in October 2010. The policy has not been reviewed since adoption and is no longer fit for purpose.

A new Strategic Land Acquisition and Disposal Policy has been prepared to provide Councillors and staff with a strategic decision-making framework for the acquisition and disposal of land.

The Strategic Land Acquisition and Disposal Policy was workshopped by Councillors on 20 August 2019. Councillors suggested a number of changes which have been incorporated in the policy. A copy of the policy is attached.

2. RECOMMENDATION

THAT the report from the Acting General Manager Service Delivery be received;

AND THAT the Policy & Regulatory Committee recommends that the Council adopts the Strategic Land Acquisition and Disposal Policy (attached to the staff report).

3. BACKGROUND

Waikato District Council ("WDC") owns and administers 1,700 land parcels. WDC has multiple land management functions, including the acquisition of land to provide for public works and infrastructure (network and community), and conversely disposal of surplus land.

The Policy sets out criteria to guide decision-making when acquiring and disposing of land and ensures that the reasons behind Council's decisions are:

- Consistent
- Predictable
- Equitable
- Public

Acquiring and disposing of land requires strategic oversight to ensure best use of public funds.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

The policy sets out nine fundamental requirements:

- Confirms a strategic approach to land acquisition and disposal
- Consistent and predictable approach to assessment
- Defines and explains the policy and legislative environment
- Provides a land acquisition framework
- Outlines acquisition methodology and funding
- Defines how land acquisition opportunities are prioritised
- Provides a land disposal decision-making methodology and framework
- Emphasises strong relationship partnering (private, public, iwi)
- Aligns with Council’s vision for “Liveable, Thriving and Connected Communities”

At the workshop on 20 August 2019 the Councillors requested the following changes which have been incorporated into the attached policy:

S.5 Policy Context. Include a reference to “Waikato District Blueprints” – The aim of the Blueprints is to provide a high-level “spatial picture” of how the district could progress over the next 30 years, address the community’s social, economic and environmental needs and respond to its regional context. The Waikato District Blueprint is one of the Council’s guiding strategies and contains proposals for the implementation of the Council’s Vision: Living, Thriving and Connected Communities.

S.5 Policy Context. Include a reference to “Decision Making Framework for Unformed Legal Roads” - The decision making framework provides guiding principles for a consistent approach to management and disposal of Unformed Legal Road.

S.10.6 Purpose of Acquisitions. Esplanade strips/reserves. Add “The Council will not acquire esplanade reserve where full public access cannot be provided.”

S.10.8 Funding options. Proceeds from the disposal of Council-owned or administered land. Delete “It is, however, the Council’s preferred option to use proceeds from asset sales to repay debt” Insert “Proceeds from asset sales will be credited to the Property Proceeds Reserve.”

The changes above have been made to the policy.

4.2 OPTIONS

There are two options for Council to consider:

Option 1: Adopt the policy. The policy provides a clear framework for strategic decision making and encourages a consistent and considered approach to the acquisition and disposal of Council-owned or administered land.

Option 2: Do not adopt the policy. There is no legal requirement for the policy. If the policy is not adopted the current Property Management Policy in force since October 2010 will prevail. Council staff will continue to adhere to current best-practice decision making where possible.

This report recommends Option 1.

5. CONSIDERATION

5.1 FINANCIAL

There are no quantifiable financial consequences of adopting the policy.

5.2 LEGAL

There is no legal requirement for the policy. The policy references the key legislation which determines how WDC must acquire or dispose of Council-owned or administered land.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

The policy is informed and affected by the following policies, plans and strategies:

- Waikato District Plan
- Waikato District Development Strategy
- Long Term Plan
- Infrastructure Strategy
- Activity Management Plans
- Reserve Management Plans
- Structure Plans
- Waikato District Blueprints
- Development Contributions Policy
- Catchment Management Plans
- Joint Management Plans
- Significant and Engagement Policy
- Decision Making Framework for Unformed Legal Roads

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

The policy is not considered significant in terms of the Significance and Engagement Policy.

6. CONCLUSION

A new Strategic Land Acquisition and Disposal Policy has been prepared to provide Councillors and staff with a strategic decision-making framework for the acquisition and disposal of land.

7. ATTACHMENTS

- Strategic Land Acquisition and Disposal Policy

DRAFT Strategic Land Acquisition and Disposal Policy

| | |
|----------------------|----------------------------|
| Policy Owner: | Strategic Property Manager |
| Date approved: | XX |
| Next review date: | XX |
| Document number: | XX |
| Engagement required: | XX |

I Introduction

The Council has multiple functions in the area of land management. It undertakes land acquisition and disposal, manages properties to provide public works such as roads and other infrastructure, greenspace or recreational purposes, as well as managing properties which have been set aside for future public use. Acquiring and disposing of land requires strategic oversight to make sure the best use is made of public funds.

This policy sets out the criteria the Council uses to guide decision making when acquiring or disposing of land. This policy ensures the reasons behind the Council's decisions are consistent, predictable, equitable, and available to the public.

2 Purpose

The Waikato District Council's Strategic Land Acquisition Policy provides principles and policies regarding the acquisition and disposal of Council land.

The Policy:

- a. Confirms the Council's strategic approach to land acquisition and disposal.
- b. Provides a consistent and predictable approach to how Waikato District Council will assess whether land should be acquired or disposed of.
- c. Outlines and explains the impact of policies that influence, and the legislation that Waikato District Council is obliged to follow, when acquiring and disposing of land.
- d. Provides a framework for why Waikato District Council will acquire land.
- e. Outlines the methods Waikato District Council uses to fund and acquire land.
- f. Defines how opportunities to acquire land are prioritised.
- g. Explains when Waikato District Council will consider disposing of land, and the methods to be used for disposal.
- h. Reflects the importance of strong relationships and partnerships with the private, public, iwi and Māori groups.
- i. Aligns with the Council's vision for "Liveable, Thriving and Connected Communities/He nohanga aahuru, he iwi whai ora, he hapori tuuhono tahi".

3 Definitions

Acquisition means to obtain or receive land or property through a method such as purchase or gift.

Delegated officer means a person identified in the Council's Delegations Manual as having the authority or responsibility to carry out a function as authorised by the Council.

Disposal means to sell or otherwise relinquish ownership of land or property.

Public work means infrastructure supporting delivery of council services such as playgrounds, libraries, roading, stormwater, wastewater or stormwater

4 Application

- 4.1 The policy applies to all the Council's employees, consultants or agents acting on behalf of the Council.

5 Policy Context

The Strategic Land Acquisition and Disposal Policy is informed and affected by the following policies, plans and strategies:

Waikato District Plan – identifies and manages growth areas, and uses designations to set aside land and signal its use for a particular purpose, and informs structure plans. Must also give effect to higher order statutory direction from National and Regional Policy Statements.

Waikato District Development Strategy – a high level 30 year strategic and spatial development guide for the district, and provides a link to sub regional, regional and national policies, plans and strategies including the Regional Policy Statement, the Future Proof Growth Strategy Implementation Plan and the Vision and Strategy for the Waikato River.

Long Term Plan – sets timing and funding of infrastructure works and other capital investments including planned land purchases on a ten-year planning horizon. It explains how the Council will respond to today's challenges while planning for the future. The Long Term Plan is developed every three years with an Annual Plan produced in the two intervening years.

Infrastructure Strategy – identifies significant infrastructure issues facing the Waikato District Council over a 30-year period and provide transparency to residents and ratepayers about those issues, options for managing the issues, and the long-term consequences of those options.

Activity Management Plans – contain whole-of-life information about assets and services. Through this information the Council manages assets and services in the most cost-effective manner to a level of service specified in the Long Term Plan. The plans are central to informing the Council of what assets and services are required (both existing and new) to deliver on strategic priorities of the Council.

Reserve Management Plans – identify management, use and development policies for a number of key reserves in the district by taking into account community preferences regarding reserves, and determining the best means to provide for them.

Structure Plans – provide a long term framework for the future growth and development of a particular area. These plans provide, in broad terms, the layout of land uses, key infrastructure and transport links.

Spatial Plans/Waikato District Blueprints – The aim of the Blueprints is to provide a high level 'spatial picture' of how the district could progress over the next 30 years, address the community's needs, and respond to its regional context. The District Blueprint is one of the district's guiding strategies. It contains proposals for the implementation of the Council's vision: "Living, Thriving and Connected Communities/He noohanga aahuru, he iwi whai ora, he hāpori tuuhono tahi".

Development Contributions Policy – provides a framework to calculate and apply development contributions, to help fund the total capital cost, including land acquisition and development, of network infrastructure, community infrastructure and reserves.

Catchment Management Plans – contain information about different catchments and how different stormwater management options affect freshwater quality and flood hazards. This information feeds into Structure Plans and the District Plan.

Joint Management Agreements – are agreements between Iwi and Waikato District Council. They set out principles and objectives for engagement between the Council and our iwi partners, focusing on the importance of a meaningful working relationship with iwi.

Significance and Engagement Policy – guides what decisions or matters the Council and its communities consider to be important, how the Council will assess the importance of those matters, and how and when the community can expect to be engaged with on both. The policy also sets out the list of strategic assets, and the engagement procedures to be used when transferring the ownership or control of such assets.

Decision Making Framework for Unformed Legal Roads – the decision-making framework provides guiding principles to provide a consistent approach to management and disposal of unformed legal roads.

6 Legislative context

The key legislation which determines how Waikato District Council must acquire or dispose of Council-owned or administered land includes:

Public Works Act 1981 – the main mechanism available to the Council for acquisition and disposal of land. The Act outlines procedures for acquisition and disposal, as well as providing for compensation and compulsory acquisition.

Local Government Act 2002 – requires the Council to consult on proposals which are significant, or when the Council proposes to dispose of parks not held under the Reserves Act 1977. The Act also allows the Council to collect development contributions to recover

growth related costs associated with any Council-owned or administered land, and allows the Council to charge a targeted rate to fund activities.

Local Government Act 1974 – sets out requirements for stopping and closing of roads, and disposal of land no longer required for road.

Local Government Official Information and Meetings Act 1987 – controls the public release of information in commercially sensitive situations, such as in negotiations to acquire or dispose of land.

Resource Management Act 1991 – allows the Council to designate land for certain purposes through the district plan, for example parks and open spaces, and to signal its intention to purchase land for public works. Allows the Council to take esplanade reserves and strips along the coast and waterways upon subdivision. Allows the Council to collect financial contributions or receive vested land upon subdivision.

Reserves Act 1977 – provides for parks and open spaces held by the Council to be declared reserves and classified for a purpose (for example recreation, local, scenic, scientific or historical) and sets out consultation and approval processes when land declared as a reserve is proposed to be disposed of or exchanged.

Settlement Acts including Waikato Raupatu Claims Settlement Act 1995, Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2009, Nga Wai o Maniapoto (Waipa River) Act 2012 – Settlement Acts provide a framework for how the Council engage and work with our iwi partners through mechanisms such as joint management agreements.

7 Policy statements

7.1 Principles

There are seven basic principles that reflect the Council's approach to the acquisition and disposal of land. These principles, as described below, should be considered in all acquisition and disposal transactions.

a. Strategic approach

Decisions on the acquisition and disposal of land will be made in the wider context of long term trends, impacts, and will reflect the Council's strategic future planning.

b. Public Interest

The Council will ensure that all land decisions are made in the pursuit of the best interests of the public. Other options and their consequences are considered before acquisition and disposal.

c. Financial responsibility

The Council will exercise financial responsibility to get the best value for public money, and seek to maximise the value of its land assets and minimise whole-of-life costs.

d. Information management

Information on Council-owned or administered land will be easily accessible, complete and kept up-to-date to enable informed decision making regarding the acquisition and disposal of land.

e. Statutory and regulatory compliance

The Council will operate within the framework of applicable statutes and regulations at all times.

f. Iwi and Māori relationships

Decisions to acquire or dispose of land will be made while building and improving upon the relationship between the Council, iwi and Māori through ongoing and meaningful engagement that is robust, appropriate, and accessible to iwi and Māori.

g. Transparency of process

Processes will be run in an open and transparent manner to ensure the Council is seen to be responsibly managing public funds, whilst acknowledging that protecting landowner rights with respect to land acquisition and disposal will often require that certain information be kept confidential.

Consistent application of these principles will set the tone for what the public can expect from the Council.

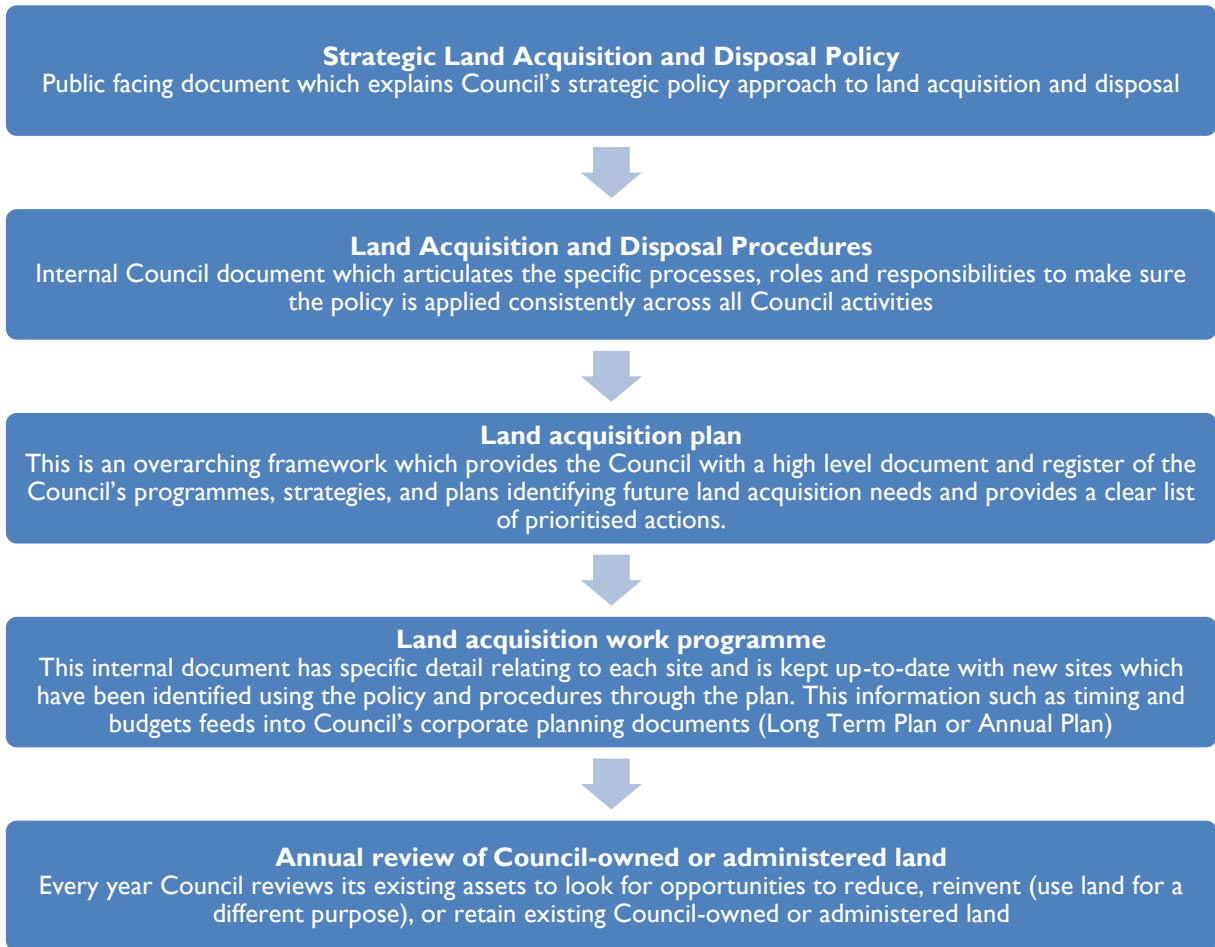
8 Decision making roles

8.1 General policy

- a. When deciding whether to acquire or dispose of land the Council will follow the policies and criteria outlined in this policy.
- b. Waikato District Council will develop an internal Land Acquisition and Disposal Procedural document to implement the policies and criteria in this policy.
- c. All decisions relating to the acquisition or disposal of Council-owned or administered land will be made by Council resolution or described in the Long Term Plan or Annual Plan.
- d. The Chief Executive has the power to negotiate and enter into contracts to acquire or dispose of property so long as the terms of sale are conditional upon ratification by the Council.

8.2 Framework

This policy establishes the following framework:



9 Consultation

- 9.1 The Council will apply its Significance and Engagement Policy when determining the appropriate level of engagement on decisions to acquire or dispose of property.
- 9.2 In planning for land acquisition and disposal the Council is generally required to undertake public engagement through the preparation of Long Term Plans, Annual Plans or Structure Plans. Preparation of these planning documents will identify general requirements and the intended purpose of the land at a non-property specific level of detail.
- 9.3 In some cases, such as disposal of reserves, endowments or land purchased for a specific purpose, the Council has additional legal obligations to inform specific parties, offer the land back, or is required to undergo additional consultation when disposing of land.

10 Acquisition

- 10.1 A full report to the Council by a delegated officer applying this policy will be required as part of the Council considering land acquisition.
- 10.2 The Council has additional requirements it must comply with when acquiring land depending on the nature of the land's ownership, such as if it is Māori freehold land as defined in Te Ture Whenua Māori Act 1993.
- 10.3 When purchasing land, a registered valuation must be obtained.
- 10.4 When a need to acquire land is identified, the Council will also assess and explore non-ownership alternatives and their consequences such as joint ventures or leasing.

10.5 Acquisition plan and acquisition programme

- a. The Council will develop an acquisition plan and an acquisition programme which will identify needs and opportunities for land acquisition which comply with the criteria in this policy. This information will feed into the Council's Long Term Plan and Annual Plan.
- b. It is the Council's preference that all acquisitions are identified, planned and budgeted for in its Long Term Plan or Annual Planning documents through its acquisition plan and acquisition programme.
- c. For those acquisitions not planned for, the ad hoc provisions in section 12 of this policy also apply.

10.6 Purpose of acquisitions

Waikato District Council acquires land for the following purposes:

| | |
|----------------------------------|---|
| Public works | Where the Council provides roads and other infrastructure for things like drinking water, stormwater wastewater (sewage), it may need acquire land to provide either additional capacity to growing communities or increase levels of service provided by existing infrastructure. In these instances, the Council acquires land through the Public Works Act 1981 and must comply with its obligations under this legislation. |
| Reserves and open spaces | Reserves and open space in the district are utilised by a range of active and passive pursuits, and assets on council reserves provide for enhanced community use and enjoyment. Reserves assets vary from toilet blocks to play grounds and community halls. Reserves and open spaces can also be acquired to protect and preserve ecological values, historic heritage, cultural value, geological value, or landscape values. The Council acquires reserves and open spaces to accommodate growth of our communities, and developers are required to contribute either funds (through financial or development contributions) or land towards providing this. If this land is classified as a reserve, the Council has obligations for their management, including rules for their disposal, under the Reserves Management Act 1977. |
| Esplanade strips/reserves | The Council acquires esplanade reserve when landowners subdivide titles along water bodies and the coast. Whilst esplanade reserves are vested as a separate title with the Council, esplanade strips are simply recognised by an instrument on the certificate of title of the underlying lot and therefore remain in private ownership, however there will likely be requirements relating to public access, fencing, planting and so on. The Council will not acquire esplanade reserve where full public access cannot be provided. |
| Offsetting | The Council may acquire land where a development is required under a resource consent to vest land in the Council to offset a negative effect of the development. |
| Strategic Investment | The Council may acquire land for the purpose of investment, where the acquisition is strategically important to the Council and/or the community, or to maximise value for rate payers. |

10.7 Methods

Waikato District Council can use the following methods to acquire land:

| | |
|---|---|
| Willing seller – willing buyer | Direct negotiation occurs between Waikato District Council and the landowner. Terms of the sale, including the price paid for the land is determined through the negotiation process. |
| Compulsory acquisition | The Public Works Act 1981 provides Waikato District Council with the ability to compulsorily acquire land for public work, with or without the agreement of the landowner. The landowner is compensated in accordance with the requirements of the Public Works Act. |
| Endowment (Gifting and bequeathing) | Landowners approach Waikato District Council to gift or bequeath land. When deciding whether to accept a proposal to gift or bequeath land, the Council must consider the need for the land, how much it will cost to develop and the ongoing maintenance costs. |
| Vesting | Land is vested in Waikato District due to a requirement in planning rules, such as those relating to esplanade reserves or subdivision. |
| Land exchange and transfer between public uses | Generally applied to public works acquisitions, opportunities can arise for the mutually beneficial exchange of land through boundary adjustments or outright ‘swapping’ of land. Waikato District Council owns land for a wide variety of purposes and at the end of the life of an asset, or due to changing needs, land may become available for an alternative public use, such as a park. |

| | |
|--|---|
| Private Public Partnerships | The Council can enter into agreements with the private sector for capital works projects, including land acquisition. In these agreements the Council would work with and share risk with a private company to deliver better outcomes for the community. |
| First right of purchase agreement | The Council and the landowner enter into an agreement that the Council has the option to purchase the property prior to it being offered for sale on the open market. The agreement outlines the terms and conditions under which the property will be offered to the Council to purchase. An encumbrance is recorded on the property title to acknowledge the first right of purchase agreement. |

10.8 Funding options

The Council obtains funding to acquire land from a variety of sources. These sources and how they are applied to acquiring land are summarised below:

| | |
|---|---|
| Rates | The Council can fund land acquisition from rates. These are set each year in Annual and Long Term Planning documents. |
| Targeted rates | The Council has the ability to charge a targeted rate on a group of properties for a defined purpose, such as acquiring a specific piece of land for a specific purpose. Funds collected this way must be spent on the purpose for which it is collected. |
| Loans | The Council can raise loans against capital works such as purchasing land, and is used by the Council as a 'smoothing mechanism' to reduce the impact of one-off large expenditure on rates, balanced with a prudent approach to ensure the burden of debt does not get too large. |
| Financial contributions | The Resource Management Act 1991 allows councils to collect financial contributions when land is developed to mitigate the effects of growth. |
| Development contributions | The Local Government Act 2002 allows councils to require a contribution from new developments to provide infrastructure required due to growth, such as land for infrastructure like public works or greenspace. Development contributions can only be spent on growth related infrastructure in accordance with the Council's Development Contributions Policy. |
| Proceeds from the disposal of Council-owned or administered land | If the Council disposes of land it may choose, or be required to under the Reserves Act 1977, to utilise the proceeds from any such sale towards acquiring new land. It is, however, the Council's preferred option to use proceeds from asset sales to repay debt. Proceeds from asset sales will be credited to the Property Proceeds Reserve. |

10.9 Acquisition opportunity assessment process

The Council will apply a strategic approach to land acquisition. This approach is summarised in the flow chart below. Acquisition and prioritisation criteria used to assess acquisition opportunities are explained further in this policy.

To inform a decision on whether or not to acquire land, the Council will use the following steps to assess acquisition opportunities:



10.10 Criteria for determination of priority strategic land acquisition areas

The Council will use the following criteria to assess an opportunity to acquire land and discover whether it contributes to the objectives and principles of this policy.

The Council can decide to proceed with the acquisition if one or more of the below criteria are not met. Any criterion not met will be analysed in the decision-making report, and this will be taken into account when the Council decides whether or not to acquire the land.

10.10.1 Land Acquisition Criteria

The land acquisition criteria below are a guide for decision making by the Council. Every land acquisition will be considered on its own merits, and no one of the criteria listed is necessarily of greater weight, nor is a land acquisition required to meet every one of the criteria.

A. Overall strategic fit of the acquisition

- I. The acquisition is identified in a growth strategy, structure plan, asset management plan or similar.
- II. There are no other parcels of Council-owned or administered land which could address the need for land.
- III. The proposed site improves functionality or access to existing Council-owned or administered land.
- IV. There are demonstrable social and environmental benefits to the acquisition.
- V. The acquisition fills a gap or responds to a previously identified need, for example, as identified in the Council's annual property review.
- VI. The acquisition provides a connection or improves safety and access to the coast, waterways, walkways, cycle tracks or other recreational connections.
- VII. The acquisition is strategically important to the Council and/or the community.

B. Identification in Long Term Plan or Annual Plan

- I. The acquisition has been budgeted for in the relevant Long Term Plan or Annual Plan.

C. Community requirements

- I. Any known community interest or preferences for the acquisition opportunity, particular site or the need promoting the acquisition have been taken into account.
- II. The community's aspirations for the site support the planned usage of the site.

D. Costs and land value

- I. An appropriate source of funding has been identified.
- II. The whole-of-life costs of the acquisition have been taken into account.
- III. The funding of the acquisition will be equitable for current and future generations.
- IV. A valuation of the land has been obtained.

E. Restrictions on land use

- I. Any restrictions from zoning or designations on the site are appropriate for the planned use of the site.

F. Alternative ownership or acquisition options

- I. Opportunities for alternative ownership arrangements on the site such as joint ventures or leases have been investigated.
- II. The consequences of any alternative ownership options have been identified.
- III. Opportunities for alternative methods of land acquisition other than land purchase, such as endowment, vesting, land exchange or partnerships have been explored.

G. Site condition and suitability

- I. The land's current use does not prevent or impede the planned use of the site.
- II. The land is suitable for its intended use.
- III. Any natural hazards identified on the site will not prevent or impede the planned use of the site.
- IV. Community interest, financial, timing or any other implications have been considered regarding removal or refitting of any existing structures, including the need to bring it up to building code standard.
- V. Access and functionality of the site for the intended purpose is achievable.
- VI. A site check for contamination, landfill, drainage does not reveal anything which will prevent or impede the planned use of the site.

H. Tenure

- I. The Council has legal authority to undertake the activity proposed for the property.
- II. There are not any encumbrances on the title which prevent or impede the planned use of the site such as easements, caveats, memorials on titles, or Māori settlement claims.
- III. There are no existing tenancies on the property which prevent or impede the planned use of the site.
- IV. The findings of the property's LIM report do not include anything which would impede or prevent the intended use of the land, for example shared access, unpaid rates.

I. Cultural heritage

- I. Acquisition of the property promotes the Council's meaningful working relationship with Iwi.
- II. Priority will be given to acquisition which will protect ecological values, historic heritage, cultural value, geological value, or landscape values.

J. Disadvantages of not proceeding with acquisition

- I. There is a risk of the acquisition opportunity being lost or rendered unsuitable for intended use.
- II. Priority will be given where there are no alternatives available, and if the specific site is not purchased the identified need will not be able to be filled.

10.11 Post purchase management

After land has been acquired there are steps the Council must undertake before use of the land for its intended purpose can begin such as budgeting, design, contracts and resource consents.

In this interim period, if necessary, the Council will undertake minor works to address health and safety issues and may install assets such as fences and signs.

11 Disposal

A full report to the Council by a delegated officer applying this policy will be required as part of the Council considering land disposal.

The Council can decide to proceed with the disposal if one or more of the criteria in 11.3 below are not met. Any criterion not met will be analysed in the decision-making report, and this will be taken into account when the Council decides whether or not to dispose of the land.

The Council must comply with legislative requirements when disposing of land, such as the Reserves Act 1977 and the Local Government Act 2002. These determine the public consultation process, who obtains the proceeds from disposing of land, rights to purchase land once Council indicates it is surplus and how the proceeds from disposal can be spent.

When disposing of a property a registered valuation must be obtained.

The Council's preference is to not sell property during the time of a significantly depressed property market.

Proceeds of disposal will usually be put towards new acquisitions.

11.1 Annual property review

- a. In September of each year, an annual property review will be presented to the Council to look for opportunities to reduce, reinvent (use land for a different purpose), or retain existing Council-owned or administered land. This property review will inform the following decisions:
 - I. to determine if a property is surplus or underperforming; and
 - II. to confirm the need or otherwise to retain current Council-owned or administered land.
- b. The review will also identify gaps within current Council-owned or administered land and to inform the Council if additional land acquisition is required.
- c. The outcome of these decisions will be reflected in the following year's Annual Plan or Long Term Plan.

11.2 Methods

The Council may use the following methods to dispose of land:

| | |
|--|---|
| Council owned freehold land | The Council may choose to sell freehold land. An assessment in accordance with this policy will ensure such decision-making is strategically aligned. |
| Revocation or reclassification of reserve | If the Council wishes to revoke the classification of a reserve, it must follow a public consultation process and also consult with the Department of Conservation. This process is detailed in the Reserves Act 1977. Reserves must be revoked before they can be disposed of, and the method of their disposal is linked to how the Council originally acquired the land. |
| Exchange of land | The Council may exchange land it owns for another piece of land which fits better with its strategic land acquisition criteria. This |

| | |
|--|--|
| | mutually beneficial exchange of land could occur through boundary adjustments or outright 'swapping' of land. This process is governed principally by the Reserves Act 1977 and the Public Works Act 1981. |
| Disposal of land acquired for public works | If land bought for a specific public work is no longer required for that public work, any other public work, or an exchange, the Council can dispose of the land. However, it must first offer the land back to the original owners or their representatives. |
| Disposal of endowed (gifted or bequeathed) land | Before disposing of endowed land, Council must seek the views of the original owners or their successors. |
| Disposal of crown derived land | The Council formally and informally manages and administers Crown owned and Crown derived land. This land is typically held as Recreation Reserve. Much of this land was originally confiscated from Waikato-Tainui. If the reserve status is revoked the land reverts to Crown ownership to which a first right of refusal would apply for Waikato-Tainui. The Council's Joint Management Agreement with Waikato-Tainui further recognises these rights of first refusal. |

It is the Council's preference that a fully transparent, publicly competitive, open market sale process is followed where possible. Before disposing of land, the Council must resolve that the land is surplus.

11.3 Strategic land disposal criteria

The criteria below are a guide for decision making by the Council. Every land disposal will be considered on its own merits and no one of the criteria listed is necessarily of greater weight, nor is a land disposal required to meet every one of the criteria.

11.3.1 Land Disposal Criteria

A. Property deemed to be surplus or under-performing by the Council

The property is surplus for one or more of the following reasons:

- I. The land no longer contributes to the strategic goals of Waikato District Council or any growth strategy, structure plan, asset management plan or similar.
- II. The land is no longer required for its intended purpose.
- III. The land is not required or suitable for any alternative Council purposes.
- IV. The on-going costs of the property are not sustainable.
- V. Disposing of the property will be of financial benefit to the Council.

B. Market considerations

- I. The property market is not significantly depressed.
- II. There are interested parties for purchase of the property.
- III. The financial benefits of disposing of the property outweigh the financial costs of holding or disposing of the property.

C. Tenure

- I. The Council is able to legally dispose of the land in the manner proposed.

D. Community views

- I. Any known community interest or preferences for the particular site and its retention or disposal have been taken into account.
- II. The community's aspirations for the site support its disposal.

E. Cultural heritage

- I. The land does not contribute to ecological values, historic heritage, cultural value, geological value, or landscape values.

12 Ad hoc acquisition or disposal

The Council may from time to time receive an ad hoc request or wish to take advantage of an opportunity to acquire or dispose of land outside of planned acquisition and disposal in the Long Term Plan or Annual Plan. The request could come from a member of the public, an elected member, or from an internal Council planning exercise.

If this occurs, the request must be presented to the Council for an acquisition or disposal resolution which assesses the acquisition or disposal opportunity using the assessment criteria outlined in this policy.

Any decisions responding to ad hoc requests to acquire land or dispose of Council-owned or administered land must be made by Council resolution based on this assessment.

Where a member of the public applies to the Council to purchase Council-owned or administered land, all costs associated with that land purchase shall be paid for by the applicant.

13 Confidentiality and security of material

The Council will only release information relating to acquisition and disposal transactions on specific properties where it is no longer confidential in terms of the Local Government Official Information and Meetings Act 1987.

Where appropriate, the Council may consult Iwi or selected stakeholders on a specific acquisition or disposal transaction on a confidential basis.

14 Policy review

This policy shall be reviewed at three yearly intervals or as otherwise required by the Chief Executive or Strategic Property Manager.

Open Meeting

| | |
|---------------------------------|--|
| To | Policy and Regulatory Committee |
| From | Sue O’Gorman General Manager Customer Support |
| Date | 28 August 2019 |
| Prepared by | Craig Birkett Monitoring Team Leader |
| Chief Executive Approved | Y |
| Reference # | GOV1318 |
| Report Title | Review of Parking in Raglan |

I. EXECUTIVE SUMMARY

This report seeks to obtain a recommendation to Council from the Policy and Regulatory Committee to amend the schedules of the Public Places Bylaw 2016 (**Bylaw**) in relation to the parking restrictions which apply to Raglan.

The proposed amendments to the parking restrictions in Raglan are a result of requests from members of the Raglan community and the Raglan Community Board (**RCB**) and include the introduction of time restricted parking at the Raglan Wharf and the CBD; the addition of a loading zone on Wallis Street and the introduction of time restricted parking at the Joyce Petchell Reserve carpark.

The proposed amendments have been considered by the RCB which undertook community workshops and meeting with the Chamber of Commerce. Community feedback has also been received.

2. RECOMMENDATION

THAT the report from the Group Manager Customer Support be received;

AND THAT the Policy & Regulatory Committee recommends that Council resolve to adopt the amendments to Schedule I of the Public Places Bylaw 2016, as detailed in Attachment I of the staff report.

3. BACKGROUND

Based on the recommendations of the RCB, Council proposed to make changes to the parking restrictions in Raglan. In order to do so, amendments to the schedules to the Bylaw are required. Prior to undertaking changes to schedules to the Bylaw, feedback is normally sought from the local community board.

The proposed changes to the Bylaw were initially considered by the RCB and members of the Raglan community at a workshop which was held on 10 April 2018. A report regarding the proposed changes was received by the RCB at its meeting on 12 June 2018 and additional feedback was received.

A further community workshop was held on 17 July 2018 and further feedback was received. In addition, the Chamber of Commerce discussed the proposed changes at their meeting on the 19 July 2018.

Reports were also discussed at RCB meetings held on 14 August 2018 and 23 November 2018.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

Raglan Wharf parking

Requests were received by Council to introduce time limited parking at the Raglan wharf to enable a turnover of parking spaces and prevent people from parking in the spaces all day. The occupation of parking spaces for extended periods of time reduced the available parking for those visiting the area and patronising the businesses which operate there.

A number of businesses operate in the wharf area, including a café; a pottery shop; a leather goods shop and a fish and chip shop.

Currently there are some limited parks available for vehicles with boat trailers however those wishing to park all day will need to consider parking further afield e.g. Puriri Street.

A map demonstrating the changes is attached (Attachment 1).

Loading Zones

The Chamber of Commerce meeting of 19 July 2018 discussed a range of issues associated with parking in Raglan and its surrounds. Specific feedback relating to the proposed amendments to the Bylaw included requests for loading zones on Wallis Street and Wainui Road. A loading zone has been introduced to Wallis Street, however, there is no ability to add a loading zone on Wainui Road without a reduction in available carparks.

CBD parking

As a result of their meeting on 19 July 2018, the Chamber of Commerce also indicated that more time restricted parking limiting parking to 120 minutes in the central business area would be desirable.

In response, additional time restricted 120 minute parking has been introduced outside the Raglan Community House in Bow Street. However, in order to ensure that there is a turnover of parking within the central business area 60 minute parking restrictions are recommended.

Joyce Petchell Reserve (emergency area) carpark

This carpark is currently available for unrestricted all day parking. In order to manage the use of this carpark it has been identified that parking restrictions should be put in place and, as such, parking has been time restricted to 120 minutes. This will ensure that some parking will be available for users of the museum and the new bus service which has been provided for this area.

Communication to community on changes

There will be a communication plan put in place to let the community know of any changes to the parking restrictions and about the placement of any new signage. In addition it is proposed that enforcement of the new restrictions will be by way of a warning for the first week.

4.2 OPTIONS

Option 1: Support all or some of the proposed changes.

This option is recommended.

The Policy and Regulatory Committee (P&R) recommends that Council resolve to adopt the all proposed changes as outlined in Attachment 1, noting that these changes have the support of the RCB.

Option 2: Request changes

The P&R may identify changes required to the schedules of the Bylaw and include them as part of their recommendation.

Option 3: Status Quo.

This option is not recommended.

The P&R does not support any of the changes and recommends retaining the status quo with reasons as to why they do not support the RCB.

5. CONSIDERATION

5.1 FINANCIAL

Additional signage will be required in areas where time restricted parking has been introduced. Further, marking may be required to delineate new restrictions which have been introduced. 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.

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.

Consultation with the community of the Raglan area has taken place through the RCB, the workshops carried out by the RCB and the meeting of the Chamber of Commerce. It is considered that such consultation carried out appropriately and adequately takes into account the views of interested and affected persons.

5.3 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

| Highest levels of engagement | Inform | Consult | Involve | Collaborate | Empower |
|---|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| | <input 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> | Consultation was carried out through the RCB and the Chamber of Commerce. Such consultation included several community workshops. | | | | |

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 (provide evidence / description of engagement and response) |
| ✓ | | | Households |
| | | ✓ | Business |
| | | | Other Please Specify |

Comment: The RCB has formed its recommendation through undertaking workshops which have involved key stakeholders such as affected business owners and the Raglan fishing club.

6. CONCLUSION

The proposed amendments to the schedule of the Bylaw were a direct result of suggestions received from members of the Raglan community and the RCB. The RCB has considered the proposed changes and engaged with stakeholders in Raglan.

Should P&R recommend the preferred option, the recommendation will be forwarded to Council for adoption by resolution. Schedule I to the Bylaw will be amended accordingly.

7. ATTACHMENTS

Attachment I: Copy of Schedule I Parking Maps showing areas of change and introduction of parking restrictions at Joyce Petchel Reserve.

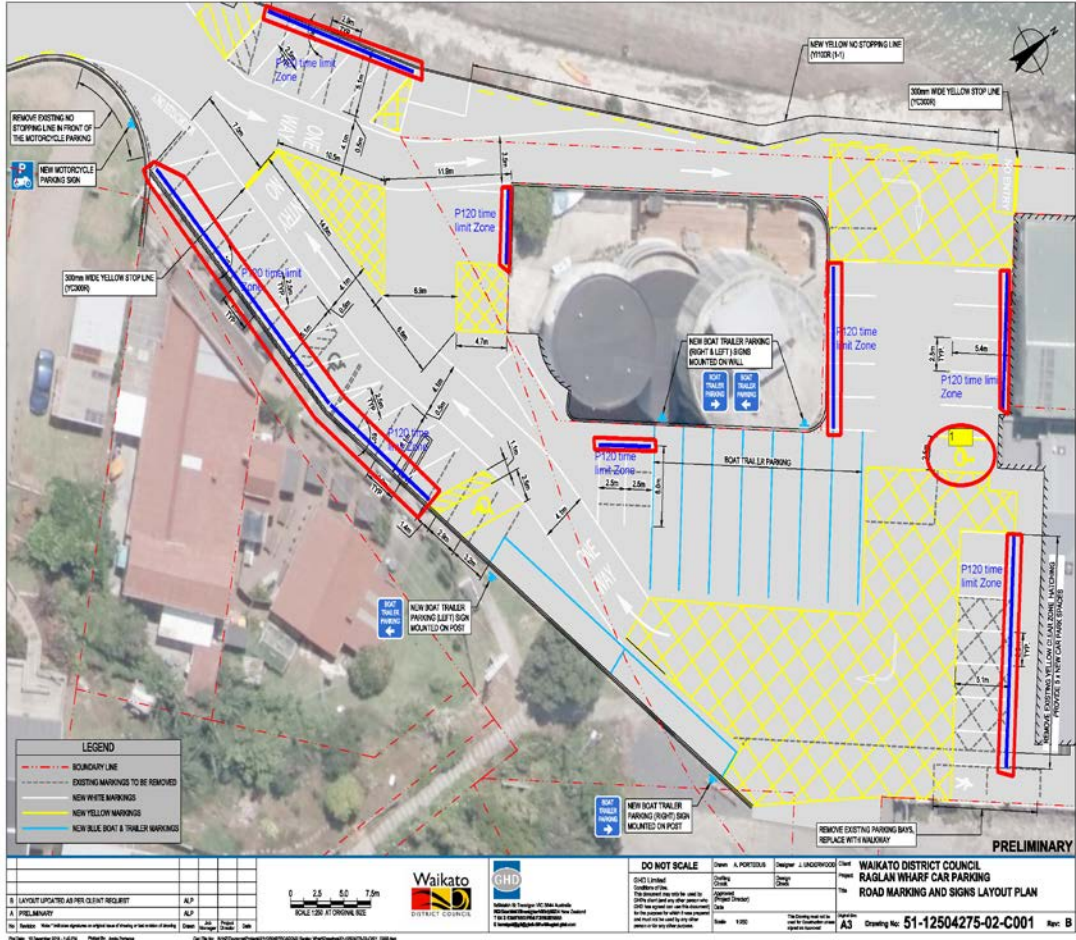
Attachment I

Copy of Schedule I Parking Maps with mark up showing areas of change and introduction of parking restrictions at Joyce Petchel Reserve.

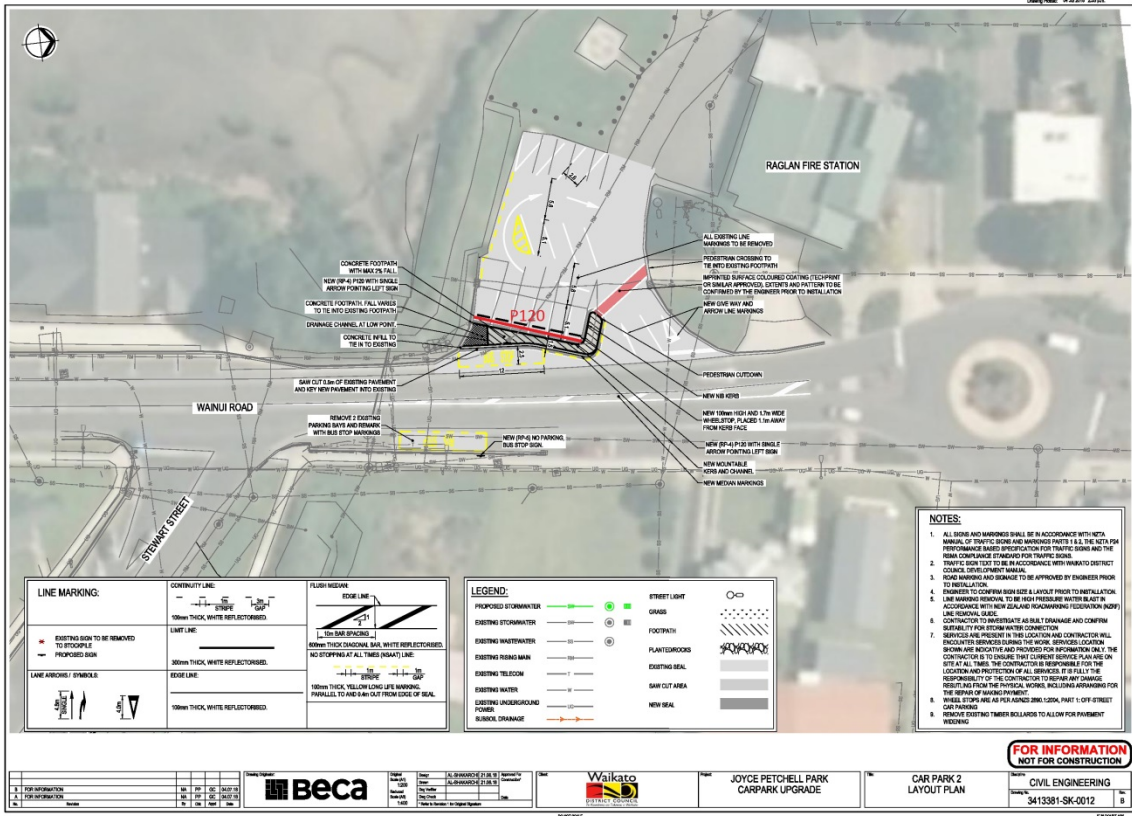
| Change starting at top of map | Source of request |
|--|--|
| Circle 1: No stopping changes to Loading Zone (Orange line) | Occupant of business at 6 Wallis Street. |
| Circle 2 and 3: P60 (Light Blue line) changes to P120 (Dark Blue line) | The Community House |
| | |



| | |
|--|--------------------------|
| Change starting at top of map | Source of request |
| Red Circle 1: Place a disabled park near toilet at wharf. | Wharf Cafe |
| Red Polygons blue lines: Change from No Limit parking area (brown line) to P120 | Business owners |



New parking restrictions at Joyce Petchell Reserve



Open Meeting

| | |
|---------------------------------|--|
| To | Policy and Regulatory Committee |
| From | Sue O’Gorman General Manager Customer Support |
| Date | 28 August 2019 |
| Prepared by | Craig Birkett Monitoring Team Leader |
| Chief Executive Approved | Y |
| Reference # | GOV1318 |
| Report Title | Consultation on Cliff Street becoming a one way street |

1. EXECUTIVE SUMMARY

The Raglan Community Board have identified that it would like to pursue the potential for Cliff Street to become a one way street. In order to consult more widely it is proposed that a letter drop is undertaken to those that are the most affected.

The residents that are considered to be the most affected are those living on Cliff Street as well as residents of James, Puriri and Wallis streets. Results of this consultation will be presented back to the Policy and Regulatory Committee meeting.

2. RECOMMENDATION

THAT the report from the **Group Manager Customer Support** be received;

AND THAT the **Policy & Regulatory Committee** requests that officers consult with the residents of **Cliff, Puriri, James and Wallis Streets, Raglan**, to seek feedback on the proposal to change **Cliff Street** to a one-way street.

3. BACKGROUND

The changing of Cliff Street into a one way street has been suggested by members of the Raglan community and the Raglan Community Board (RCB). The RCB at its meeting on 23 November 2018 resolved that staff consult with the residents of Cliff, Puriri, James and Wallis streets to seek feedback on the proposal to change Cliff Street to a one-way street.

The RCB considered the proposal to restrict Cliff Street to one way traffic at a workshop on 10 April 2018. A report regarding potential changes to the Public Places Bylaw schedule

for parking was received by the RCB at its meeting on 12 June 2018 and feedback was received. Further feedback was received from a community workshop on 17 July 2018 and from the Chamber of Commerce at their meeting on the 19 July 2018. Reports were also discussed at the RCB meeting on the 14 August 2018 and 23 November 2018.

In altering Cliff Street to a one way road it will allow for the potential to develop this area. Councils Safety Engineer – Roading also supports this change and has noted the following issues associated with Cliff Street.

- Gets swamped by visitors during summer months
- Very narrow road difficulty for vehicles to pass one another
- A lot of pedestrians – issues for their safety with vehicles passing one another on grass verges used by pedestrians
- Issues with parking on both sides of road causing congestion , access and safety issues
- Frustration from residents not able to access properties due to parking on road

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

Turning Cliff Street into a one way street was considered to be a good practical idea at the workshops and meetings that were held by the RCB and Chamber of Commerce. This would enable the area to be better utilised and may allow for future improvements. It was identified that this area does get clogged with vehicles in summer and is heavily used for parking and recreation by visitors.

The directional flow of vehicles would be from Bow Street to Puriri Street. This would restrict residents that live on Cliff Street to only being able to turn right out of their driveway onto Cliff Street and residents would only be able to enter Cliff Street from Bow Street or James Street.

Attachment I shows a map that identifies those properties which it is proposed consultation occur with regarding the proposal to turn Cliff Street into a one way street.

Councils Strategic Planning Team will assist in setting up the engagement documents and a database to capture the information that is received. Once the engagement has been carried out a report will be put forward to the Policy and Regulatory Committee (P&R) for it to review the feedback and make a recommendation on the proposed change.

4.2 OPTIONS

Option 1: Undertake consultation with affected residents.

Seek approval from P&R, for consultation to occur with affected landowners on Cliff Street, James, Puriri and Wallis streets. This is the preferred option.

Option 2: Recommend a change to the schedule of the bylaw without consultation with the residents

P&R may recommend to Council a change to schedule 2 of bylaw to include Cliff Street. This would exclude the input of residents that are potentially affected by this proposed change. This is not a preferred option.

Option 3: Status Quo.

P&R does not support the proposed consultation of Cliff Street residents and recommends retaining the status quo with reasons as to why they do not support the proposed consultation.

5. CONSIDERATION

5.1 FINANCIAL

There will be a need to setup and manage the consultation process. The cost associated with undertaking this will be met from existing budgets.

5.2 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

| Highest levels of engagement | Inform | Consult | Involve | Collaborate | Empower |
|---|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| | <input 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> | <p>This issue triggers the Significance and Engagement Policy as staff expect parking changes would generate a level of community interest. Staff see it as appropriate to particularly seek feedback from the residents on and around Cliff Street.</p> <p>This feedback will be submitted to the Committee to provide further information for its decision.</p> | | | | |

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 (provide evidence / description of engagement and response) |
| ✓ | | | Households |
| | | ✓ | Business |
| | | | Other Please Specify |

Comment: RCB in forming its recommendation has undertaken workshops that have involved key stakeholders like business owners and the Raglan fishing club. Prior to considering a change to Schedule 2 of the Public Places bylaw for Cliff street to become a one way street targeted consultation will need to take place with residents that live in that area.

6. CONCLUSION

The potential change of Cliff Street to a one way street has been considered by the RCB and there has been engagement with stakeholders in Raglan. In order to progress this it has been established that it is appropriate to consult with potentially affected residents. The results of this consultation will be reported back to the Policy and Regulatory Committee.

7. ATTACHMENTS

Attachment 1: Area bounded in red where consultation is proposed to be carried out.



Open Meeting

| | |
|---------------------------------|--|
| To | Policy & Regulatory Committee |
| From | Roger MacCulloch Acting General Manager Service Delivery |
| Date | 17 September 2019 |
| Prepared by | Gareth Bellamy Road Safety Engineer |
| Chief Executive Approved | Y |
| Reference # | GOV1318/2345533 |
| Report Title | Proposed 2019 Amendments to the Waikato District Council Speed Limits Bylaw 2011 |

I. EXECUTIVE SUMMARY

The purpose of this report is to seek approval to consult on the proposed amendments to the Speed Limits Bylaw 2011 (“Bylaw”) in accordance with section 83 of the Local Government Act 2002 (“Act”).

In accordance with the Waikato District Speed Limit Review Policy (“Policy”), Council is to complete three years of speed limit reviews (“Review”) within the district. To date, Council has completed two of those three years. In the third year of the Review, Council is intending to review the Newcastle and Raglan wards.

In addition, as a result of Community feedback:

- A section of Tuakau’s existing residential area is being reviewed to gauge support for it becoming a slow speed area. Where required, engineering works will be installed to support the proposed lower speed limits and ensure that the roads/routes are ‘self-explaining’.
- There are also number of other roads across the District with changes to the speed limits.

In accordance with the Policy and the New Zealand Transport Agency (‘NZTA’) Speed Management Framework (“Framework”), the Review has included sites which were identified as having a self-explaining priority and located within Area Three of the district (south Waikato). Following requests from the community, Council has also ring-fenced local settlements and provided a hierarchy of speed limits within country living zones.

Early engagement feedback was sought from key stakeholders on roads which Council staff had identified for speed limit changes. Key stakeholders engaged included NZTA, adjacent local authorities, Road Transport Association, Police, Automobile Association (‘AA’) and Waikato District Community Boards and Committees. The purpose of engagement with the Community Boards was to gauge public opinion prior to formal public consultation.

Feedback from this early engagement is an integral part of reviewing the Bylaw and, as a result, changes are being proposed.

As Council is proposing to amend the Bylaw, the Special Consultative Procedure is required to be implemented in accordance with section 83 of the Local Government Act.

The proposed amendments to the Bylaw (which includes a District Wide schedule) is attached along with the Statement of Proposal for consideration (see Appendix 3). Subject to approval, the proposed amended Bylaw will be publicly notified for consultation on 16th October 2019 with submissions being open until 17th November 2019. Submissions on the proposed amendments will be considered and, if requested, heard by Council at a meeting as early thereafter as possible.

2. RECOMMENDATION

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

AND THAT, in accordance with section 83 of the Local Government Act 2002, the Policy & Regulatory Committee approves the Statement of Proposal for the proposed Speed Limits Bylaw amendments and 2019 map changes (Attachment 3 of the staff report);

AND FURTHER THAT the Policy & Regulatory Committee approves to publicly consult on the proposed amendments to the Speed Limit Bylaw 2011 between 16 October and 16 November 2019;

AND FURTHER THAT submissions on the proposed amendments to the Speed Limit Bylaw 2011 be considered and, if requested, be heard by Council as early thereafter as possible.

3. BACKGROUND

The content of the NZTA Speed Management Guide ('Guide') was adopted by Council as part of a Policy in June 2017. Incorporating this information into the Policy formalised the speed bylaw review process.

The Policy splits the district into three distinct areas. Each year of the Review has addressed a different area with the appropriate roads being identified by the Framework as high to medium-high self-explaining priority. As part of the Review, Council also has the ability to consider roads which are not identified by the Framework.

2019 is the third year of the Review and will review the Newcastle and Raglan wards (in accordance with the Framework identification) as well as a section of Tuakau's existing residential area (which is being reviewed to gauge community support for a slow speed area), together with some other roads across the District as a result of adhoc requests via Community feedback.

The Policy, sets out an approach that splits the District in three areas, with the roads identified as being of high to medium-high self-explaining priority by the NZTA Speed

Management Framework. Maps addressed one area per year over a three year time frame with the ability to consider ad hoc roads as required. The wards to be reviewed in 2019 are Newcastle and Raglan with a section of Tuakau's existing residential area is also being reviewed for support as a slow speed area.

The Government Policy Statement on Land Transport 2018/19-2027/28 ('GPS') released in June 2018, indicated a desire by the central Government to reduce road trauma on New Zealand roads. To this end the GPS states that:

'Investment should improve safety for all users through ensuring safe and appropriate travel speeds, and improving roads, roadsides and intersections. In particular, GPS 2018 supports investment in state highways and local roads to accelerate the implementation of the new Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible (such as reviewing speed limits and/or making engineering improvements to make a road safe for its current speed limit)...'

In addition the GPS contains the following information: *GPS 2018 'supports policy development in key areas, including:*

- *ensuring safer and appropriate speeds, including around schools ;*
- *improving the safety of active transport modes, including rules for what types of vehicles should be allowed on footpaths, cycleways, shared paths and roadways, and under what conditions; and*
- *reviewing regulatory barriers to accelerate the implementation of the speed management guide....'*

This stance is supported by the release of the Government's consultation document – Road to Zero: New Zealand's Road Safety Strategy 2020 – 2030, which outlines proposals for a new road safety strategy for New Zealand and includes some first actions. This document identifies five focus areas, one of which is infrastructure improvements and speed management. Submissions on the Road to Zero consultation document have closed and the initial action plan is expected to be released before the end of 2019.

A review of the most high risk routes within the district, the urban extents of local settlements and ad hoc sites, has been undertaken by Council staff. The additional ring-fencing of local settlements and the provision of a hierarchy of speed limits within country living zones has occurred as a result of requests from affected communities (including Whatawhata)

The Guide recommends early engagement with key stakeholders and affected communities to gauge the level of support for these types of speed limit alterations. Council commenced an early engagement process to seek community feedback between June and August 2019.

Early engagement feedback was sought from key stakeholders such as NZTA, adjacent local authorities, Road Transport Association, Police, AA, and Community Boards and Committees. The feedback received in this early engagement has been summarised in Appendix I of this report.

During the early engagement process, Council staff held discussions with NZTA regarding the effectiveness of implementing speed management facilities on three key routes, as opposed to reducing the speed limit. In order to properly determine the effectiveness of

the changes on driver behaviour, NZTA will undertake before and after surveys of vehicle speeds on the following roads:

- Buckland Road – from Tuakau Road to 650m north of Geraghty Road;
- Hakarimata Road – from 300m north of Brownlee Road to Riverview Road; and
- Harrisville Road – Mill Road to 320m south of Pook Road.

Other feedback received by Council included requests from the Whatawhata Residents and Ratepayers Association for a reduced speed limit on the local roads within Whatawhata and the higher density developed areas of Maori Point Road.

Hamilton City Council as part of its Speed Limit review has made some changes to River Road, as a result, a reduction in speed limit in part to support those changes and provide route consistency

All recommended changes to speed limits are detailed on the spreadsheet in Appendix 2. These have been incorporated into the proposed amendments to the Bylaw which has been included in the Statement of Proposal (Appendix 3 of this report).

Council is proposing to formally consult on the proposed changes to the Bylaw (Appendix 4) using the special consultative procedure.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

The 2019 amendments to the Bylaw has followed the same theme as last year with residential areas being targeted for 40km/h in line with our goal of safer speeds where we live. Rural residential areas are being targeted with 80km/hr speeds limits where either development levels or road conditions mean that a lower than open road speed is desirable.

Some of the rural roads have been identified on NZTA's Safer Journeys Risk Assessment Tool as having a safe and appropriate speed of 60km/h due primarily to the alignment and cross section of the road, however to maintain consistency with other areas within the district we are opting for 80km/h as the lower speed limit on these types of road.

The roads within the Raglan and Newcastle wards being targeted this year, in broad terms, are the roads within the residential areas which are proposed to be reduced to 40km/h, while those roads within rural residential environments are proposed to be reduced to 80km/h.

In previous years the 40km/h areas have been focused in areas where the geometry of the roading network is supportive of the reduced speed limit and considered to be self explaining. This year we are targeting a section of Tuakau's older residential area where the roading network is currently a grid network and as such, engineering features including traffic calming methods ie. islands and/or speed tables will be installed to manipulate the roading environment to support the proposed lower speed limit.

In agreement with NZTA the sections of Buckland Road, Harrisville Road and Hakarimata Road that have been identified as being high risk rural roads will be treated with engineering

features such as signage and road marking to enhance the roading environment. NZTA will undertake monitoring of vehicle speeds before and after the works to determine if the sufficient gains have been made to the safety of the road and whether vehicle speeds lower sufficiently to support a lower speed limit in the future.

4.2 OPTIONS

The options that have been identified are:

Option 1: Do nothing

This option is **not** recommended.

This option would see no change to the existing speed limits on all sections of road within the district. From the analysis undertaken by NZTA this is highly undesirable in a number of locations and could lead to higher crash rates and more severe crashes as drivers attempt to drive to limits considered undesirable due to the level of development or alignment of the road.

Option 2: Review and Update Bylaw

This option **is** recommended.

Following the early engagement and technical review of the roads identified it is recommended that the speed limit be reduced on the sections of road identified in Appendix 2.

The proposed amendments to the Bylaw aligns with the purpose of LGA as defined in section 10(1)(b) that relates to the provision of good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses. Provision of speed limits is a vital service that is best managed by local government to ensure consistency and affordability of the service.

It is recommended to proceed to consultation on the proposed bylaw with the speed limits identified in Appendix 2.

5. CONSIDERATION

5.1 FINANCIAL

It is not envisaged that the proposed amendments to the Bylaw will require any extra funding over that which is currently provided in operational budgets.

Identification of additional safety improvements through the review will have a cost implication but will be covered by existing budget.

Any fees and charges that are associated with this Bylaw will be set through the Long Term Plan.

5.2 LEGAL

Public notification provisions and the special consultative requirements set out in s156 of the Act do not apply to a resolution to amend a schedule under the authority of s151(2) of the Act. However, the decision making provisions within sections 76-81 of the Act still apply. This means that before amending the schedules to the Bylaw, Council must still consider the views of interested or affected persons.

Council staff have determined that the procedure as detailed in the special consultative procedure under s83 of the Act would be appropriate in the circumstances as it enables the community to respond to the proposed amendments and Council to hear any concerns that may be held in a public hearing.

Local Government Act 2002 (“the Act”)

The proposed amendments to the Bylaw is considered to meet the requirements of Section 10 of the Act in relation to the purpose of local government, as management of public places provides essential means for Council to perform its regulatory and public health obligations. Having a bylaw for the management of speed limits is considered to be a cost effective way of ensuring that Council meets its statutory obligations.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

The proposal to engage early, prior to consideration of any proposal for a bylaw review aligns with Council’s Significance and Engagement Policy and the NZTA Speed Management Framework.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

The Speed Limits Bylaw triggers Council’s Significance and Engagement Policy as the Special Consultative Procedure is required under the Act.

| Highest levels of engagement | Inform | Consult | Involve | Collaborate | Empower |
|---|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| | <input 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> | <p>The Special Consultative Procedure must be followed and staff are planning to use the following communication methods:</p> <ul style="list-style-type: none"> • Media Release/Public Notice • Online tools, including maps and schedules • Letters to stakeholders • Information to Community Boards and Committees • Information in the Oct/Nov Link • Open Days | | | | |

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

| Planned | In Progress | Complete | |
|---------|-------------|----------|----------|
| Y | Y | | Internal |

| | | | |
|---|---|--|---|
| Y | Y | | Community Boards/Community Committees |
| | | | Waikato-Tainui/Local iwi (provide evidence / description of engagement and response) |
| Y | | | Households |

Feedback was sought from key stakeholders such as the NZTA, Police, and adjacent local authorities. Feedback was sought from the Community Boards and Committees on this review and proposed changes. Initial feedback was sought between June and August 2019. Staff reviewed the feedback provided and included changes where appropriate into the proposed Bylaw.

6. CONCLUSION

In undertaking this review, approval is sought to commence the Special Consultative Procedure. This is a requirement of the Local Government Act 2002 and allows for public feedback on the bylaw.

7. ATTACHMENTS

- Appendix 1 – Early Engagement Summary
- Appendix 2 –Changes (2a Proposed Speed Limit Bylaw Schedules , 2b Summary of Proposed changes)
- Appendix 3 - Statement of Proposal (including the submission form and proposed Speed Limits Bylaw amendments and 2019 map changes)
- Appendix 4 –WDC Speed Limit Bylaw 2011

Appendix 1: 2019 Early Engagement feedback

| Organisation | Road Name | Start RP | Start Location | End RP | End Location | Location | Proposed Speed Limit | Reason for change | Comments |
|---|---------------------------|----------|-------------------------------|--------|--------------------------------|--------------|----------------------|----------------------------|---|
| Waikato District Councillors | Buckland Road | 3444 | Tuakau Rd (Shared Boundary) | 7037 | 650m North of Geraghty Road | Tuakau | 100 | | Prefer engineering solutions to reduce risk rather than speed reduction |
| Waikato District Councillors | Harrisville Road | 150 | 150m South of Mill Road | 5189 | 320m South of Pook Road | Tuakau | 100 | | Prefer engineering solutions to reduce risk rather than speed reduction |
| Waikato District Councillors | Hakarimata Road | 670 | 530m North of Brownlee Avenue | 9944 | Riverview Rd (1st Bridge Abut) | Ngaruawahia | 100 | | Prefer engineering solutions to reduce risk rather than speed reduction |
| Te Kauwhata Community Board | Rodda Road | | | | Whangamarino Road | Whangamarino | 80 | Safe and appropriate speed | Reduce speed limit on the full length to 80km/hr to match adjacent roads |
| Te Kauwhata Community Board | Whangamarino Road | | Paddy Road | | 600m Nth of Paddy Road | Whangamarino | 80 | Safe and appropriate speed | Reduce speed limit to 80km/hr from Paddy Road nth for 600m to match adjacent sections |
| | Great South Road (Ngaruaw | 10055 | Saulbrey Rd | 10405 | 350m South Of Saulbrey Road | Ngaruawahia | 80 | Safe and appropriate speed | |
| | Platt Road | 0 | State Highway 26 | 191 | Oak View Place | Tauwhare | 80 | Safe speeds where we live | |
| | Platt Road | 191 | Oak View Place | 1230 | Tauwhare Road | Tauwhare | 80 | Safe and appropriate speed | |
| | Oak View Place | 0 | Platt Road | 129 | End | Tauwhare | 80 | Safe speeds where we live | |
| | Tauwhare Road | 6980 | Platt Road | 7405 | 335 West Of Kahui Avenue | Tauwhare | 80 | Safe and appropriate speed | |
| | Tauwhare Road | 7405 | 335 West of Kahui Avenue | 8315 | 275m Northeast Of Ringer Road | Tauwhare Pa | 50 | Safe speeds where we live | |
| | Kahui Avenue | 0 | Tauwhare Road | 249 | End | Tauwhare Pa | 50 | Safe speeds where we live | |
| | Ringer Rd | 0 | Tauwhare Rd | 350 | Speed Destriction | Tauwhare Pa | 50 | Safe speeds where we live | |
| | Tai Patena Pl | 0 | Tauwhare Rd | 730 | End (Gate) | Tauwhare Pa | 50 | Safe speeds where we live | |
| | Tauwhare Road | 8315 | 275m Northeast Of Ringer Road | 9430 | Victoria Road | Tauwhare | 80 | Safe and appropriate speed | |
| Tamahere Community Board | Bruntwood Road | 0 | Tauwhare Road | 2900 | 2.9km South Of Tauwhare Road | Tamhere | 80 | Safe speeds where we live | |
| NZTA | Glen Tui Lane | 0 | SH 23 | 516 | End (Gate) | Raglan | 40 | Safe speeds where we live | |
| NZTA | Bridal Creek Road | 0 | Okete Rd | 540 | End | Raglan | 40 | Safe speeds where we live | |
| NZTA | Three Stream Road | 0 | Bridle Creek Rd | 114 | Cul-De-Sac | Raglan | 40 | Safe speeds where we live | |
| | Nuzum Rd | 0 | Saulbrey Rd | 102 | End (Gate) | Newcastle | 80 | Safe and appropriate speed | Side road missed in early engagement |
| | Nau Mai Rd | 0 | SH 23 | 222 | Cul-De-Sac | Raglan | 40 | Safe speeds where we live | Side road missed in early engagement |
| Hamilton City Council | River Rd (Ngaruawahia) | 0 | Kay Rd | 300 | 300m North Of Kay Road | Ngaruawahia | 60 | Safe and appropriate speed | To support changes implemented by Hamilton City Council on River Road |
| Whatawhata Residents and Ratepayers Association | Awatea Rd | 0 | Bell Rd | 380 | Cul-De-Sac | Whatawhata | 50 | Safe speeds where we live | Drop further from proposed 60km/hr |
| Whatawhata Residents and Ratepayers Association | Houkura Rise | 0 | Awatea | 414 | Cul-De-Sac | NEWCASTLE | 50 | Safe speeds where we live | Drop further from proposed 60km/hr |
| Whatawhata Residents and Ratepayers Association | Miriama Way | 0 | Houkura | 465 | Cul-De-Sac | NEWCASTLE | 50 | Safe speeds where we live | Drop further from proposed 60km/hr |
| Whatawhata Residents and Ratepayers Association | Harihari Lane | 0 | Miriama Close | 220 | Cul De Sac | NEWCASTLE | 50 | Safe speeds where we live | Drop further from proposed 60km/hr |
| Whatawhata Residents and Ratepayers Association | Bell Rd (Whatawhata) | 450 | Awatea | 1683 | End (Gate) | NEWCASTLE | 50 | Safe speeds where we live | Drop further from proposed 60km/hr |
| Whatawhata Residents and Ratepayers Association | Te Pahu Rd | 0 | SH 23 | 1600 | Ferguson Road | NEWCASTLE | 80 | Safe and appropriate speed | |
| Whatawhata Residents and Ratepayers Association | Store Rd | 0 | SH 23 | 242 | School Rd | NEWCASTLE | 40 | Safe speeds where we live | |
| Whatawhata Residents and Ratepayers Association | Store Rd | 242 | School Rd | 362 | SH 39 | NEWCASTLE | 40 | Safe speeds where we live | |
| Whatawhata Residents and Ratepayers Association | Kura St | 0 | SH 39 | 119 | School Rd | NEWCASTLE | 40 | Safe speeds around schools | |
| Whatawhata Residents and Ratepayers Association | Sh 39/Sh 23 Slip | 0 | SH 39 | 99 | SH 23 (End Crib Wall) | NEWCASTLE | 40 | Safe speeds where we live | |
| Whatawhata Residents and Ratepayers Association | Rothwell Lane | 0 | South End | 89 | SH 39 Access | NEWCASTLE | 40 | Safe speeds where we live | |
| Whatawhata Residents and Ratepayers Association | Rothwell Lane | 89 | SH 39 Access | 164 | North End | NEWCASTLE | 40 | Safe speeds where we live | |
| Whatawhata Residents and Ratepayers Association | School Rd (Whatawhata) | 0 | Store Rd | 680 | Mason Road | NEWCASTLE | 40 | Safe speeds around schools | |
| Whatawhata Residents and Ratepayers Association | Mason Rd | 1071 | 250m East Of School Road | 1321 | School Rd | NEWCASTLE | 50 | Safe and appropriate speed | |

Appendix 2 - Proposed Speed Limit Bylaw Schedules; Summary of proposed changes

| Road | Road Name | Start | Start Name | End | End Name | Posted Speed Limit | Proposed Speed Limit | Reason for Change | School Zone |
|------|-------------------------------|-------|---------------------------------|-------|-------------------------------------|--------------------|----------------------|----------------------------|-------------|
| | AMANI LANE | 0 | GREAT SOUTH RD | 170 | END | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| | ANZAC ST EAST | 0 | GREAT SOUTH RD | 199 | END | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| | ANZAC ST WEST | 0 | PARK RD | 117 | END | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 1590 | AWATEA RD | 0 | BELL RD | 380 | CUL-DE-SAC | 80km/hr | 50km/hr | Safer speeds where we live | No |
| 498 | BANKART ST | 0 | BOW ST RAB | 197 | WAINUI RD RAB | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 499 | BAYVIEW RD | 0 | SIMON RD | 415 | CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 592 | BEDFORD RD | 0 | NGARUAWAHIA RD | 3027 | 30m south of Collie Road | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 460 | BELL RD (WHATAWHATA) | 0 | MAORI POINT RD | 1683 | END (GATE) | 80km/hr | 60km/hr | Safer speeds where we live | No |
| 1023 | BEOLEY LANE | 0 | SH39 (KAKARAMEA RD) | 88 | CUL-DE-SAC | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 1626 | BIRD LANE | 0 | BUTCHER RD | 229 | END | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 450 | BLACKETT RD | 0 | SH 39 | 3857 | COUCH RD | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 3182 | BOOTH CRES | 0 | ELIZABETH ST | 256 | CHURCH ST | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 1401 | BOW ST (EASTBOUND) | 0 | CLIFF ST (START DIVIDED MEDIAN) | 343 | BANKART ST RAB | 50km/hr | 30km/hr | CBD Zone | No |
| 1403 | BOW ST (WESTBOUND) | 378 | BANKART ST RAB | 691 | CLIFF ST (END DIVIDED MEDIAN) | 50km/hr | 30km/hr | CBD Zone | No |
| 1554 | BOW ST/BANKART ST RAB | 0 | BANKART ST | 70 | BANKART ST | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 1481 | BRIDLE CREEK RD | 0 | OKETE RD | 540 | END | 100km/hr | 40km/hr | Safer speeds where we live | No |
| 449 | BROWN RD (WHATAWHATA) | 0 | BLACKETT RD | 199 | END | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 312 | BRUNTWOOD RD | 150 | 150M SOUTH OF TAUWHARE RD | 2900 | 2.9KM SOUTH OF TAUWHARE ROAD | 100km/hr | 80km/hr | High Risk Rural Road | No |
| 3342 | BUCKVILLE RD | 0 | HARRISVILLE RD | 2115 | DISTRICT BOUNDARY | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 286 | BUTCHER RD | 0 | WOODSIDE RD | 1083 | END | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 879 | CALVERT RD | 0 | WHAANGA RD | 254 | END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 501 | CAMBRAE RD | 0 | SIMON RD | 464 | BAY VIEW RD | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 1627 | CAMBRAE RD LLA (#4 - #16) | 0 | CAMBRAE RD (NORTH) | 99 | CAMBRAE RD (SOUTH) | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 437 | CASEY RD | 0 | BLACKETT RD | 1035 | END (CATTLESTOP) | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 432 | CEMETERY RD | 0 | SH 23 | 2117 | SH 39 | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 3184 | CHERRY GR | 0 | JELICOE AVE | 160 | CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 447 | CHRISTIE RD | 0 | BLACKETT RD | 699 | END (GATE) | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 3185 | CHURCH ST (TUAKAU) | 0 | BUCKLAND RD | 613 | GEORGE ST | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 891 | CLIFF ST | 13 | BOW ST (END DIVIDED MEDIAN) | 745 | PURIRI ST (POWERPOLE RHS) | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 451 | COLLIE RD | 0 | BEDFORD RD | 3385 | COUCH RD | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 892 | CORNWALL RD | 0 | HILLS RD (POLE LHS) | 175 | END | 100km/hr | 40km/hr | Safer speeds where we live | No |
| 446 | COUCH RD | 0 | BLACKETT RD | 782 | END | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 474 | CRAWFORD RD | 0 | NGARUAWAHIA RD | 3663 | HOROTIU RD | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 504 | CROSS ST | 0 | MAIN RD | 718 | PARK DR (POWERPOLE RHS) | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 505 | DAISY ST | 0 | GOVERNMENT RD | 81 | END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 3327 | DELPHI GR | 0 | HENDERSON AVE | 93 | CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 1587 | DRUMMOND RD | 0 | BLACKETT RD | 282 | CUL-DE-SAC | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 484 | DUCK RD | 0 | SH 39A | 3476 | LAXON RD | 100km/hr | 80km/hr | High Risk Rural Road | No |
| 506 | EARLES PL | 0 | WAINUI RD | 120 | CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 884 | EAST ST | 0 | MAIN RD | 280 | CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 3187 | EDINBURGH ST | 0 | ELIZABETH ST | 273 | CHURCH ST | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 467 | EGAN RD | 0 | SH 23 | 172 | END (GATE) | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 3188 | ELIZABETH ST | 0 | GEORGE ST | 768 | CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 436 | EYRE RD | 0 | HIGGINSON RD (POWERPOLE LHS) | 754 | END (GATE) | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 3049 | FRIEDLANDER RD (TUAKAU) | 0 | BUCKLAND RD | 864 | END (QUARRY GATE) | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 485 | FULLERTON RD | 0 | SH 39 | 2835 | DUCK RD | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 3191 | GIBSON RD | 0 | GEORGE ST | 788 | END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 508 | GILMOUR ST | 0 | BOW ST | 226 | STEWART ST | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 998 | GLENTUI LANE | 0 | SH 23 | 516 | END (GATE) | 100km/hr | 40km/hr | Safer speeds where we live | No |
| 509 | GOODARE RD | 0 | OPOTORU RD | 69 | END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 176 | GORDONTON RD | 4642 | 800M STH OF TAYLOR RD | 5274 | 150M STH OF TAYLOR RD | 100km/hr | 80km/hr | High Risk Rural Road | No |
| 176 | GORDONTON RD | 5274 | 150M STH OF TAYLOR RD | 5424 | SH1B | 60/100 RIAWS | 60/80 RIAWS | High Risk Rural Road | No |
| 510 | GOVERNMENT RD | 0 | WALLIS ST | 1001 | BAY VIEW RD | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 7003 | GREAT SOUTH RD (NGARUAWAHIA) | 10016 | SAULBREY RD | 12652 | 105M NORTHWEST OF HOROTIU BRIDGE RD | 100km/hr | 80km/hr | High Risk Rural Road | No |
| 511 | GREENSLADE RD | 0 | SH 23 | 670 | 670m northeast of SH23 | 100km/hr | 40km/hr | Safe and appropriate speed | No |

| | | | | | | |
|----------------------------|--------------------------------|----------------------------------|----------|-------------------|-----------------------------|-----|
| 511 GREENSLADE RD | 670 670m northeast of SH23 | 1202 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 6 HARAKEKE PL | 0 ROBERTSON ST | 99 END ISLAND RHS | 100km/hr | 40km/hr | Safer speeds where we live | No |
| 310 HARIHARI LANE | 0 MIRIAMIA CLOSE | 220 CUL DE SAC | 80km/hr | 50km/hr | Safer speeds where we live | No |
| 477 HARTSTONE RD | 0 HOROTIU RD | 551 END | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 487 HAWKSGRIP RD | 0 SH 39 | 793 END | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 3062 HELENSLEE RD | 95 95M NORTH OF POKENO ROAD | 240 240M NORTH OF POKENO ROAD | 60km/hr | 40/60 School Zone | Safer speeds around schools | Yes |
| 456 HIGGINSON RD | 998 375m west of Houghton Road | 1370 EYRE RD (POWERPOLE LHS) | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 516 HILLS RD | 0 SH 23 | 2454 END (GATE) | 100km/hr | 40km/hr | Safer speeds where we live | No |
| HOROTIU RD | 940 140m west of Law Cres | 1500 700m west of Law Cres | 80km/hr | 60km/hr | Safe and appropriate speed | No |
| HOROTIU RD | 1740 940m west of Law Cres | 2650 100m west of Onion Road | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 454 HOUGHTON RD | 0 HIGGINSON RD | 1308 END | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 1018 HOUKURA RISE | 0 AWATEA | 414 CUL-DE-SAC | 80km/hr | 50km/hr | Safer speeds where we live | No |
| 3333 HUA PL | 0 JELICOE AVE | 92 CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 518 JAMES ST | 0 BOW ST RAB | 422 CLIFF ST | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 3082 JAMIESON RD (TUAKAU) | 0 BUCKVILLE RD | 1075 END | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 465 JANE CAVE LANE (NORTH) | 0 SH 23 | 310 END (GATE) | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 3194 JELICOE AVE | 0 GEORGE ST | 1060 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 519 JOHN ST | 0 WALLIS ST | 347 JAMES ST | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 294 KAHUI AVE | 0 TAUWHARE RD | 249 CUL-DE-SAC | 70km/hr | 50km/hr | Safer speeds where we live | No |
| 520 KAITOKE ST (EAST) | 0 TUTCHEN AVE | 225 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 521 KAITOKE ST (WEST) | 0 KAITOKE ST (EAST) | 59 CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 443 KARAKARIKI RD | 0 SH 23 | 7978 END (DAIRY ENTRANCE #3195) | 100km/hr | 80km/hr | High Risk Rural Road | No |
| 440 KARAKARIKI VALLEY RD | 0 KARAKARIKI RD | 2440 END | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 522 KAREKARE AVE | 0 WAINUI RD | 94 UENUKU RD | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 523 KARIOI CRES | 0 SMITH ST | 99 CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 466 KURA ST | 0 SH 39 | 119 SCHOOL RD | 50km/hr | 40km/hr | Safer speeds around schools | No |
| 526 LANGLEY PL | 0 LORENZEN BAY RD | 72 CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 495 LAXON RD | 0 SH 39 | 3525 DUCK RD | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 3336 LILI RD | 0 JELICOE AVE | 215 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 528 LILY ST (NORTH) | 0 GOVERNMENT RD | 174 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 529 LILY ST (SOUTH) | 0 GOVERNMENT RD | 73 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 488 LINDSAY RD | 0 CEMETERY RD | 2265 LAXON RD | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 3096 LOGAN RD (BUCKLAND) | 0 HARRISVILLE RD | 947 GOLDING RD (SHARED BOUNDARY) | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 269 LOGAN RD (SHARED) | 947 GOLDING RD (WDC BOUNDARY) | 2190 DISTRICT BOUNDARY | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 530 LONG ST | 0 BOW ST | 310 PARK DR | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 531 LORENZEN BAY RD | 0 SH 23 | 90 90m northwest of SH23 | 100km/hr | 40km/hr | Safe and appropriate speed | No |
| 531 LORENZEN BAY RD | 90 90m northwest of SH23 | 819 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 1629 MAHANA PL | 0 NIKAU PARK | 99 CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 1399 MAIN RD (RAGLAN) | 0 SH 23 (SPEED RESTRICTION) | 623 NORRIE AVE | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 435 MAKARINI RD | 0 MAORI POINT RD | 196 END | 80km/hr | 60km/hr | Safer speeds where we live | No |
| 534 MANUKAU RD | 0 MAIN RD (RHS) | 491 GOVERNMENT RD | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 458 MAORI POINT RD | 0 SH 23 | 1640 END | 80km/hr | 60km/hr | Safer speeds where we live | No |
| 535 MARINE PDE | 0 WAINUI RD | 260 BRIDGE (2ND ABUTMENT) | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 3071 MARTINDALE LANE | 0 JELICOE AVE | 291 END ISLAND RHS | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 452 MARWOOD RD | 0 WOOLRICH RD | 1091 END | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 464 MASON RD | 0 SH 23 | 1071 250m east of School Road | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 464 MASON RD | 1071 250m east of School Road | 1321 SCHOOL RD | 70km/hr | 50km/hr | Safe and appropriate speed | No |
| 333 MATARIKI TCE | 0 GREAT SOUTH RD | 767 END OF CONSTRUCTION | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 334 MATAWHERE PL | 0 TAWERA LANE | 168 MATARIKI TERRACE (EAST) | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 334 MATAWHERE PL | 168 MATARIKI TERRACE (EAST) | 248 MATARIKI TERRACE (WEST) | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 3072 MCGOWAN RISE | 0 MARTINDALE LANE | 140 END ISLAND RHS | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 1019 MIRIAMIA WAY | 0 HOUKURA | 465 CUL-DE-SAC | 80km/hr | 50km/hr | Safer speeds where we live | No |
| 1632 NAU MAI RD | 0 SH 23 | 222 CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 542 NIHINIHI AVE | 0 MARINE PDE | 398 POKOHUI AVE (SUMP LHS) | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 1628 NIKAU PARK | 0 LORENZEN BAY RD | 102 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 543 NORRIE AVE | 0 MAIN RD RAGLAN | 838 END ISLAND RHS | 50km/hr | 40km/hr | Safer speeds where we live | No |

| | | | | | | |
|-------------------------------------|--|---|----------|---------|-----------------------------|----|
| 471 NUZUM RD | 0 SAULBREY RD | 102 END (GATE) | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 1426 OAK VIEW PL | 0 PLATT RD | 129 END | 100km/hr | 80km/hr | Safer speeds where we live | No |
| 544 OKETE RD | 0 SH 23 (EAST) | 6275 SH 23 (WEST) | 100km/hr | 80km/hr | High Risk Rural Road | No |
| 895 OLD BRIDGE RD | 0 WARING RD | 89 END | 70km/hr | 60km/hr | Safer speeds where we live | No |
| 545 OLD MOUNTAIN RD | 0 WAITETUNA VALLEY ROAD | 600 600M EAST OF WAITETUNA VALLEY ROAD | 100km/hr | 60km/hr | Safer speeds around schools | No |
| 545 OLD MOUNTAIN RD | 600 600M EAST OF WAITETUNA VALLEY ROAD | 2077 END OF SEAL | 100km/hr | 80km/hr | Safer speeds where we live | No |
| 475 ONION RD | 0 HOROTIU RD | 3402 DISTRICT BOUNDARY (CENTRE OF OVERBRIDGE) | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 546 OPOTORU RD | 0 WAINUI RD | 384 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 188 ORINI RD | 14 END OF ISLAND | 607 | 70km/hr | 60km/hr | Safer speeds where we live | No |
| 188 ORINI RD | 607 | 2500 | 100km/hr | 80km/hr | Safer speeds where we live | No |
| 548 PARK DR | 0 JAMES ST | 265 CROSS ST (POWERPOLE LHS) | 50km/hr | 40km/hr | Safer speeds where we live | No |
| PARK RD | 470 470M SOUTHWEST OF GREAT SOUTH ROAD | 1536 340M NORTHWEST OF HOROTIU ROAD | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 3128 PARKER LANE | 0 BUCKLAND RD | 3387 END | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 479 PERKINS RD | 0 LAXON RD | 922 END (CATTLESTOP) | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 299 PLATT RD | 0 SH 26 | 1230 TAUWHARE RD | 100km/hr | 80km/hr | Safer speeds where we live | No |
| 552 POINT ST | 0 NORRIE AVE | 409 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 553 POKOHUI AVE | 0 UENUKU ST | 194 NIHINIHI AVE (SUMP RHS) | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 555 PRIMROSE ST | 0 MANUKAU RD | 97 SEABREEZE WAY | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 555 PRIMROSE ST | 97 SEABREEZE WAY | 290 CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 7 PUKA PL (NORTH) | 0 WAIKOWHAI PL | 83 END ISLAND RHS | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 1574 PUKA PL (SOUTH) | 0 WAIKOWHAI PL | 113 END ISLAND RHS | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 556 PURIRI ST | 0 WALLIS ST | 95 CLIFF ST (POWERPOLE LHS) | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 557 RAKAUNUI ST | 0 WAINUI RD | 172 CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 352 RANGAWHENUA ST | 0 | 153 | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 351 REHUA DR | 0 | 160 | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 1440 RIDGE PARK DR | 0 ONION RD | 621 CUL-DE-SAC | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 302 RINGER RD | 0 TAUWHARE RD | 350 SPEED DESTRUCTION | 70km/hr | 50km/hr | Safer speeds where we live | No |
| 558 RIRIA KEREOPA MEMORIAL DR | 0 WAINUI RD | 1406 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 189 RIVER RD (NGARUAWAHIA) | 0 KAY RD | 300 300M NORTH OF KAY ROAD | 80km/hr | 60km/hr | Safe and appropriate speed | No |
| 559 ROBERT ST | 0 LONG ST | 159 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 490 ROBERTSON RD (WHATAWHATA) | 0 SH 23 | 899 END (GATE) | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 1527 ROBERTSON RD SLIP (WHATAWHATA) | 0 SH 23 | 82 ROBERTSON RD (POWERPOLE LHS) | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 560 ROBERTSON ST | 0 MAIN RD | 150 150m south of Main Road | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 560 ROBERTSON ST | 150 150m south of Main Road | 503 CUL-DE-SAC | 100km/hr | 40km/hr | Safer speeds where we live | No |
| RODDA RD | Existing Speed restriction | WHANGAMARINO RD | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 561 ROSE ST | 0 WALLIS ST | 350 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 430 ROTHWELL LANE | 0 SOUTH END | 164 NORTH END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 481 ROTOKAURI RD | 1860 70m west of Pheasant Close | 2283 DUCK RD | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 445 SAGER RD | 0 KARAKARIKI RD | 855 END (GATE) | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 472 SAULBREY RD | 0 GREAT SOUTH RD | 1924 NGARUAWAHIA RD | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 3282 SCHOOL RD (TUAKAU) | 0 BUCKLAND RD | 161 CHURCH ST | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 469 SCHOOL RD (WHATAWHATA) | 0 STORE RD | 680 MASON ROAD | 50km/hr | 40km/hr | Safer speeds around schools | No |
| 1534 SEABREEZE WAY | 0 PRIMROSE ST | 185 CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 941 SH 39/SH 23 SLIP | 0 SH 39 | 99 SH 23 (END CRIB WALL) | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 565 SIMON RD | 0 LORENZEN BAY RD | 405 BAY VIEW RD | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 566 SMITH ST | 0 WAINUI RD | 319 CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 448 SNELL RD | 0 MASON RD | 179 END (GATE) | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 885 SNOWDEN PL | 0 MAIN RD | 93 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 567 STEWART ST | 0 WAINUI RD | 378 NORRIE AVE | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 191 STOKES RD | 0 ORINI RD | 1643 END (GATE) | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 468 STORE RD | 0 SH 23 | 362 SH 39 | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 911 SUNSHINE RISE | 0 LORENZEN BAY RD | 70 CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 568 TAHUNA AVE | 0 WAINUI RD | 235 NIHINIHI AVE | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 372 TAI PATENA PL | 0 TAUWHARE RD | 730 END (GATE) | 100km/hr | 50km/hr | Safer speeds where we live | No |
| 569 TAIPARI AVE | 0 TAHUNA AVE | 408 CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 281 TAUWHARE RD | 6980 PLATT RD | 7405 335 WEST OF KAHUI AVENUE | 100km/hr | 80km/hr | Safe and appropriate speed | No |

| | | | | | | |
|---------------------------------------|-------------------------------------|--------------------------------------|----------|---------|-----------------------------|----|
| 281 TAUWHARE RD | 7405 335m west of Kahui Avenue | 8315 275m northeast of Ringer Road | 70km/hr | 50km/hr | Safer speeds where we live | No |
| 281 TAUWHARE RD | 8315 275m northeast of Ringer Road | 9430 VICTORIA RD | 100km/hr | 80km/hr | High Risk Rural Road | No |
| 1569 TE AHIAWA RD | 0 WAINUI RD | 784 CUL-DE-SAC | 80km/hr | 40km/hr | Safer speeds where we live | No |
| 570 TE HUTEWAI RD | 0 WAINUI RD | 80 | 50km/hr | 60km/hr | Safer speeds where we live | No |
| 570 TE HUTEWAI RD | 80 | 1900 | 100km/hr | 60km/hr | High Risk Rural Road | No |
| 1529 TE HUTEWAI RD/WAINUI RD BUS LOOP | 0 TE HUTEWAI RD | 45 WAINUI RD | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 571 TE KOPUA RD | 0 RIRIA KEREOPA MEMORIAL DR | 520 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 461 TE PAHU RD | 0 SH023 | 1600 FERGUSON ROAD | 100km/hr | 80km/hr | Safer speeds around schools | No |
| 1605 TE WHARE HAUORA PL | 0 ROBERTSON ST | 95 CUL-DE-SAC | 100km/hr | 40km/hr | Safer speeds where we live | No |
| 1482 THREE STREAMS RD | 0 BRIDLE CREEK RD | 114 CUL-DE-SAC | 100km/hr | 40km/hr | Safer speeds where we live | No |
| 945 TOHORA CL | 0 CALVERT RD | 61 CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 931 TOPVIEW RD | 0 ORINI RD | 127 END | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 574 TOTARA GR | 0 WAITETUNA VALLEY RD | 284 END | 100km/hr | 60km/hr | Safer speeds where we live | No |
| 952 TRENTHAM RD | 0 WOODSIDE RD | 491 END | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 3326 TRILLICK PL | 0 WESTHAVEN PL | 146 END ISLAND RHS | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 575 TUTCHEN AVE | 0 POINT ST | 238 KAITOKE ST (EAST) | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 889 TUTCHEN AVE LLA | 0 TUTCHEN AVE (EAST) | 117 TUTCHEN AVE (WEST) | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 576 UENUKU AVE | 0 TAHUNA ST | 416 CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 882 UPPER BOW ST | 0 NORRIE AVE | 130 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 507 UPPER CROSS ST | 0 CROSS ST | 231 CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 577 UPPER WAINUI RD | 0 WAINUI RD (START K&C RHS) | 55 SPEED RESTRICTION | 80km/hr | 40km/hr | Safer speeds where we live | No |
| 577 UPPER WAINUI RD | 55 SPEED RESTRICTION | 975 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 3304 VILLAGE PL | 0 JELICOE AVE | 77 CUL-DE-SAC | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 580 VIOLET ST | 0 MANUKAU RD | 380 GOVERNMENT RD | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 1573 WAIKOWHAI PL | 0 SIMON RD | 166 PUKA PL | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 582 WAINAMU RD | 0 RIRIA KEREOPA MEMORIAL DR | 120 RAU O TE HUIA RISE | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 583 WAINUI RD | 0 BOW ST | 2216 105m west of Rakanui Street | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 583 WAINUI RD | 2216 105m west of Rakanui Street | 5388 200m west of Upper Wainui Road | 80km/hr | 60km/hr | Safe and appropriate speed | No |
| 583 WAINUI RD | 5388 200m west of Upper Wainui Road | 8034 100m east of Whaanga Road | 100km/hr | 60km/hr | High Risk Rural Road | No |
| 583 WAINUI RD | 8034 100m east of Whaanga Road | 8134 WHAANGA RD | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 7030 WAINUI RD LLA | 0 WAINUI RD STH | 83 WAINUI RD NTH (MUSEUM) | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 1531 WAINUI RD/BANKART ST RAB | 0 WAINUI RD (NORTH) | 62 WAINUI RD (NORTH) | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 584 WAITETUNA VALLEY RD | 0 SH 23 | 1018 TOTARA GR | 100km/hr | 60km/hr | Safer speeds where we live | No |
| 584 WAITETUNA VALLEY RD | 1018 TOTARA GR | 1528 340m south of Old Mountain Road | 80km/hr | 60km/hr | Safer speeds around schools | No |
| 1402 WALLIS ST | 0 BOW ST | 1204 END K&C RHS | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 7033 WALLIS ST HLA (NORTH) | 0 CAR PARK #18 | 89 WALLIS ST EAST #24 | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 7032 WALLIS ST HLA (SOUTH) | 0 WALLIS ST #9 | 47 END #13 | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 194 WARING RD | 5990 250M EAST OF ORINI ROAD | 6241 ORINI RD | 70km/hr | 60km/hr | Safe and appropriate speed | No |
| 194 WARING RD | 4750 | 5990 250M EAST OF ORINI ROAD | 100km/hr | 80km/hr | Safer speeds where we live | No |
| 3209 WESTHAVEN PL | 0 WEST ST | 103 TRILLICK PL | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 3293 WESTHAVEN PL LOOP | 0 WESTHAVEN PL (EAST) | 66 WESTHAVEN PL (WEST) | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 587 WHAANGA RD | 0 WAINUI RD | 700 700m southwest of Calvert Road | 50km/hr | 40km/hr | Safer speeds where we live | No |
| WHANGAMARINO RD | RODDA RD | 600m NORTH OF PADDY ROAD | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 588 WHITLEY ST | 0 WAINUI RD | 128 NORRIE AVE | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 540 WI NEERA ST | 0 BOW ST | 124 END | 50km/hr | 40km/hr | Safer speeds where we live | No |
| 309 WOODSIDE RD | 0 SH 1B | 2366 600m north of Matangi Rd | 100km/hr | 80km/hr | Safe and appropriate speed | No |
| 473 WOOLRICH RD | 0 SH 39 | 2295 RICHARDS RD | 100km/hr | 80km/hr | High Risk Rural Road | No |
| 3172 WRIGHT RD | 0 BUCKLAND RD | 638 END | 100km/hr | 80km/hr | Safe and appropriate speed | No |



**HAVE
YOUR SAY ON
THE PROPOSED
CHANGES**

STATEMENT OF PROPOSAL

PROPOSED AMENDMENTS TO
THE SPEED LIMIT BYLAW 2019

waikatodistrict.govt.nz

0800 492 452



This Statement of Proposal is made for the purposes of Sections 83, 86 and 156 of the Local Government Act 2002.

IT INCLUDES:

- Background to the proposal
- Reasons for the proposal
- Summary of the proposed changes
- 'Have your say' details

BACKGROUND

Council has previously adopted the guidance provided in the New Zealand Transport Agency (NZTA) Speed Management Guide as part of a new Speed Bylaw Review Policy. As a result, Council decided to review all speed limits within the district over a 3 year process. We are now in year three of that review.

The New Zealand Government in the Government Policy Statement (GPS) for Land Transport released in June 2018 indicated the requirement to reduce road trauma in New Zealand by investing in road safety improvements and ensuring safe and appropriate travel speeds, improving roads, roadsides and intersections.

In addition, a number of sections of road were requested to be reviewed by members of the public, Councillors and Council staff for a variety of reasons.

All roads have been assessed against the criteria in the Speed Management Guide and the recommendations put out for early engagement to key stakeholders and the community via their Community Boards. The feedback received from this early engagement has resulted in proposed amendments to the Bylaw.

Reasons for the proposal:

- To effectively deal with issues associated with the management of speed limits in the District.
- To align the bylaw with those of other local authorities and NZTA's Speed Management Guide.
- In response to the New Zealand Governments requirement to reduce road trauma on local roads.

KEY CHANGES WE'RE PROPOSING TO MAKE

We're proposing to change the speeds on over 200 roads in the Waikato District, with the main focus areas being the Newcastle Ward, Tuakau and Raglan. Minor changes in other areas of the district are also proposed.



KEY CHANGES IN OUR URBAN AREAS

What we're proposing

This year the review will follow the same theme as last year with residential areas being targeted for 40km/hr in line with our goal of safer speeds where we live.

In particular, Raglan, which has an extremely high walking cycling communities during summer months has a whole of town approach with the proposed changes of 40km/h around the township. Additionally Raglan's CBD is proposed to become a 30km/h speed zone due to its disproportionately high numbers of walking/crossing pedestrians.

A section of Tuakau's existing residential area is also being reviewed for support as a slow speed area. These roads are in older layout subdivisions with wide corridors. Engineering works are proposed to be installed to support the proposed lower speed limits to ensure the roads are self explaining.

Other residential roads around various places in the district are also proposed to be amended to 40km/h.

We are seeking your feedback on the Roads proposed to change within this document only.



KEY CHANGES IN OUR RURAL RESIDENTIAL AREAS

What we're proposing

A review of the most high risk routes within the district and the urban extents of local settlements has been undertaken by Council. The ring-fencing of local settlements and the provision of a hierarchy of speed limits within country living zones has occurred as a result of requests from affected communities.

Rural residential areas are focussed with 80km/h speeds limits where either development levels or road conditions mean that a lower than open road speed is desirable. Some roads in the Rotokauri and Whatawhata areas are being considered for speed limit changes (80km/h) as NZTA will be undertaking their proposals this year to lower the speed limits on SH23 and SH39 , avoiding undesirable higher speed limits on local roads than the state highways they connect to.

We are seeking your feedback on the Roads proposed to change within this document only.

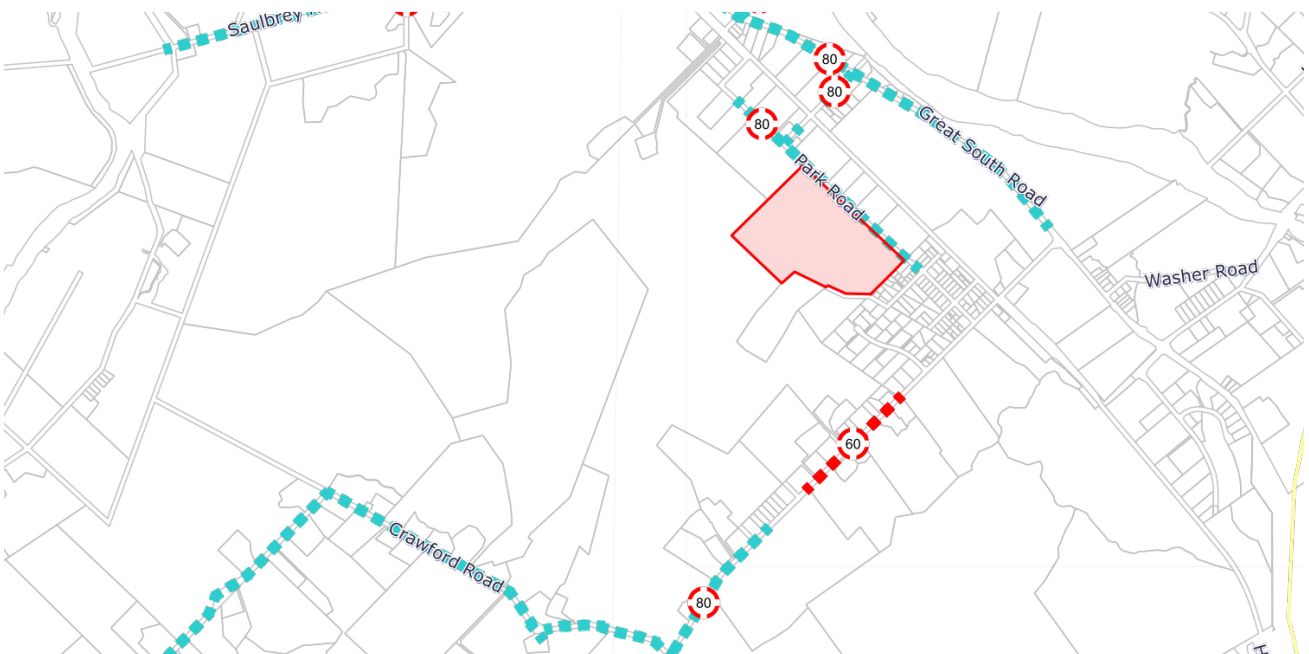
GORDONTON

| Road | Current speed limit | Proposed speed limit |
|--|---------------------|----------------------|
| GORDONTON RD - from 800M STH OF TAYLOR RD to 150M STH OF TAYLOR RD | 100 | 80 |
| GORDONTON RD - from 150M STH OF TAYLOR RD to SH1B | 60/100 | 60/80 |



HOROTIU

| Road | Current speed limit | Proposed speed limit |
|---|---------------------|----------------------|
| ANZAC ST EAST - entire road | 100 | 80 |
| ANZAC ST WEST - entire road | 100 | 80 |
| HOROTIU RD - from 140m west of Law Cres to 700m west of Law Cres | 80 | 60 |
| HOROTIU RD - from 940m west of Law Cres to 100m west of Onion Road | 100 | 80 |
| ONION RD - from HOROTIU RD to DISTRICT BOUNDARY (CENTRE OF OVERBRIDGE) | 100 | 80 |
| PARK RD - from 470M SOUTHWEST OF GREAT SOUTH ROAD to 340M NORTHWEST OF HOROTIU ROAD | 100 | 80 |



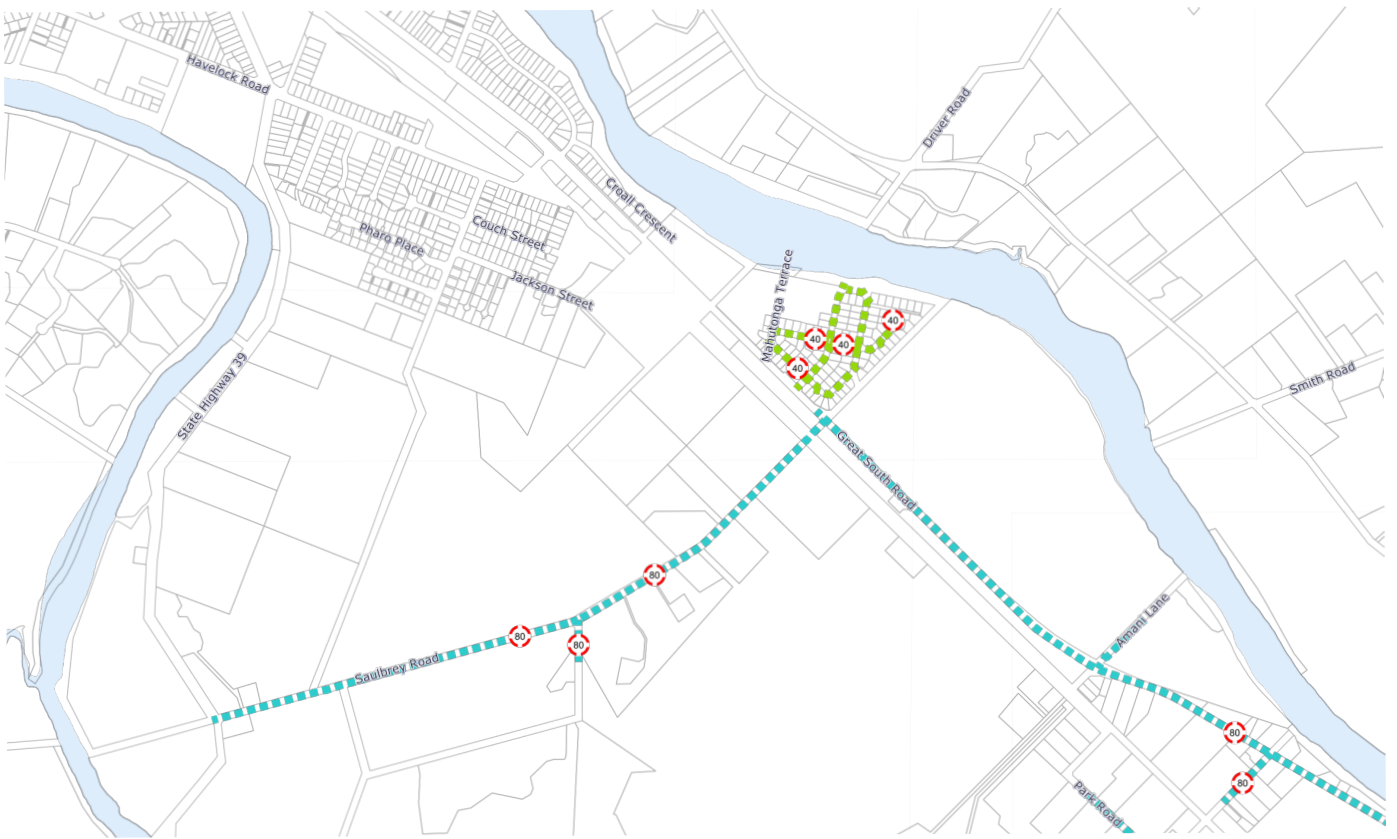
MATANGI

| Road | Current speed limit | Proposed speed limit |
|--|---------------------|----------------------|
| BIRD LANE - entire road | 100 | 80 |
| BUTCHER RD - entire road | 100 | 80 |
| TRENTHAM RD - entire road | 100 | 80 |
| WOODSIDE RD - from SH 1B to 600m north of Matangi Rd | 100 | 80 |



NGARUAWAHIA

| Road | Current speed limit | Proposed speed limit |
|--|---------------------|----------------------|
| AMANI LANE - entire road | 100 | 80 |
| GREAT SOUTH RD (NGARUAWAHIA) from SAULBREY RD to 350M SOUTH OF SAULBREY ROAD | 100 | 80 |
| MATARIKI TCE - entire road | 50 | 40 |
| MATAWHERO PL - entire road | 50 | 40 |
| MATAWHERO PL - entire road | 50 | 40 |
| NUZUM RD - entire road | 100 | 80 |
| RANGAWHENUA ST - entire road | 50 | 40 |
| REHUA DR - entire road | 50 | 40 |
| RIVER RD (NGARUAWAHIA) - from KAY RD to 300M NORTH OF KAY ROAD | 80 | 60 |
| SAULBREY RD - entire road | 100 | 80 |



OKETE

| Road | Current speed limit | Proposed speed limit |
|---|---------------------|----------------------|
| NAU MAI RD - entire road | 50 | 40 |
| OKETE RD - from SH 23 (EAST) to SH 23 (WEST) | 100 | 80 |
| THREE STREAMS RD - from BRIDLE CREEK RD to CUL-DE-SAC | 100 | 40 |
| BRIDLE CREEK RD - from OKETE RD | 100 | 40 |

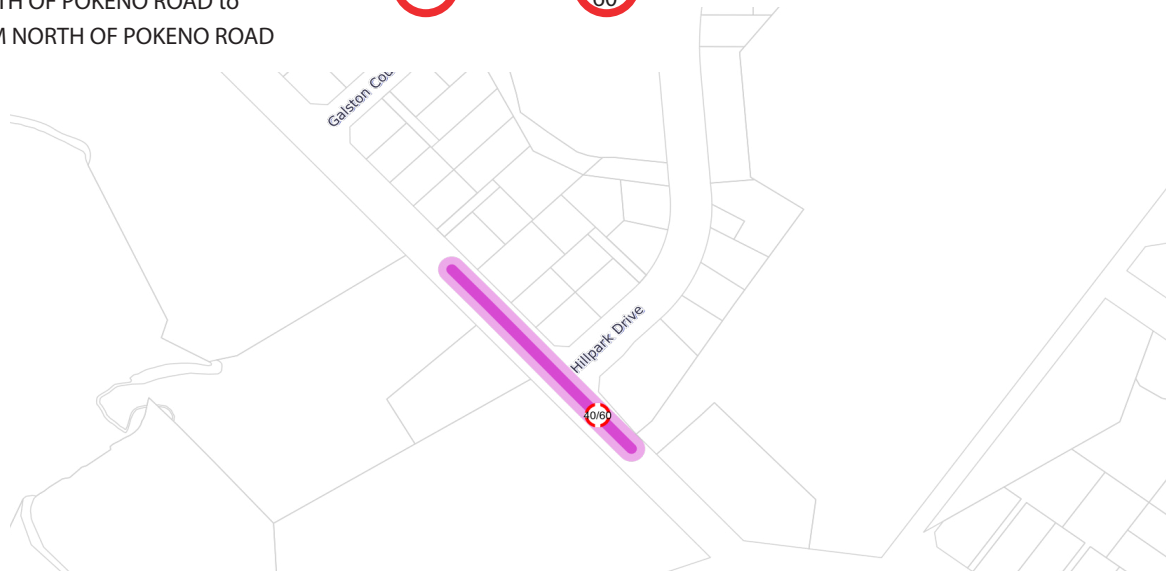


POKENO

| Road | Current speed limit | Proposed speed limit |
|------|---------------------|----------------------|
|------|---------------------|----------------------|

HELENSLEE RD - from 95M NORTH OF POKENO ROAD to 240M NORTH OF POKENO ROAD

60 40/60



RAGLAN

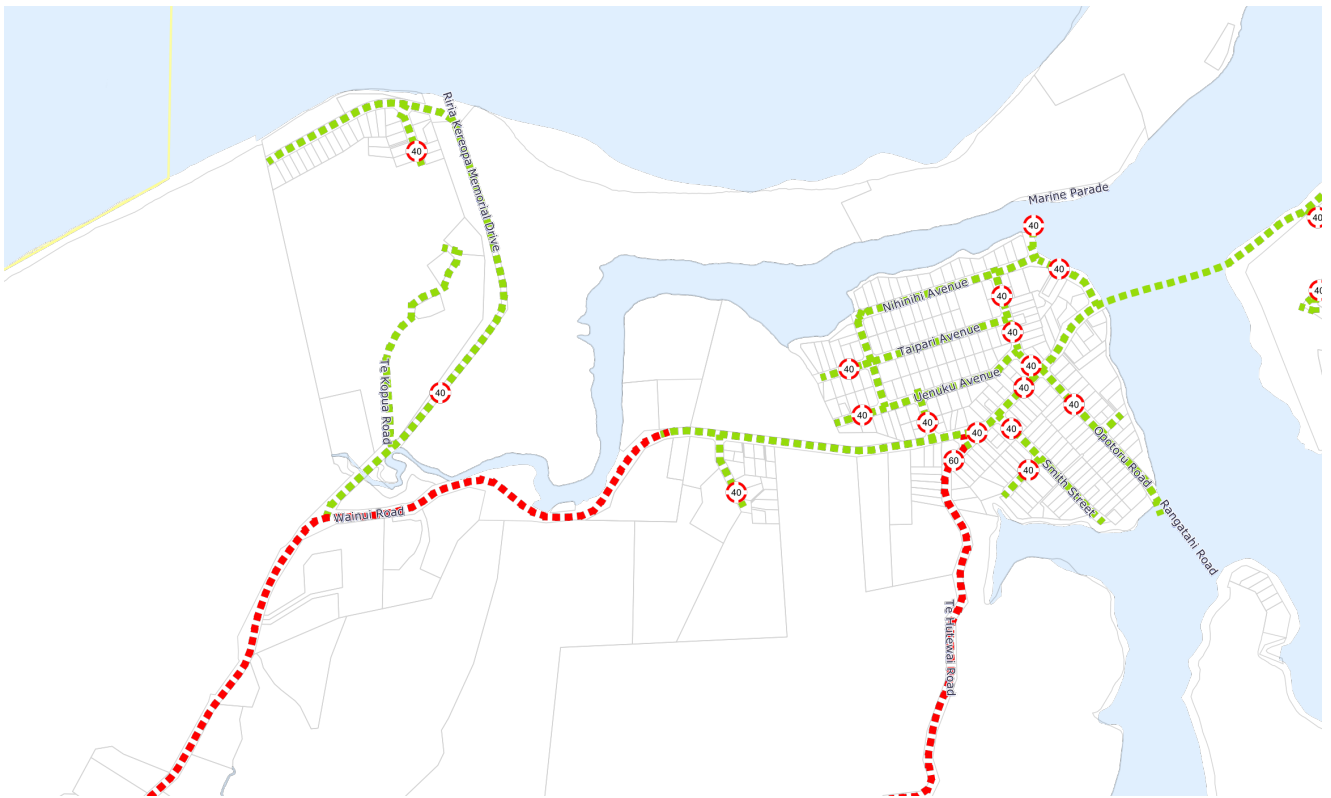
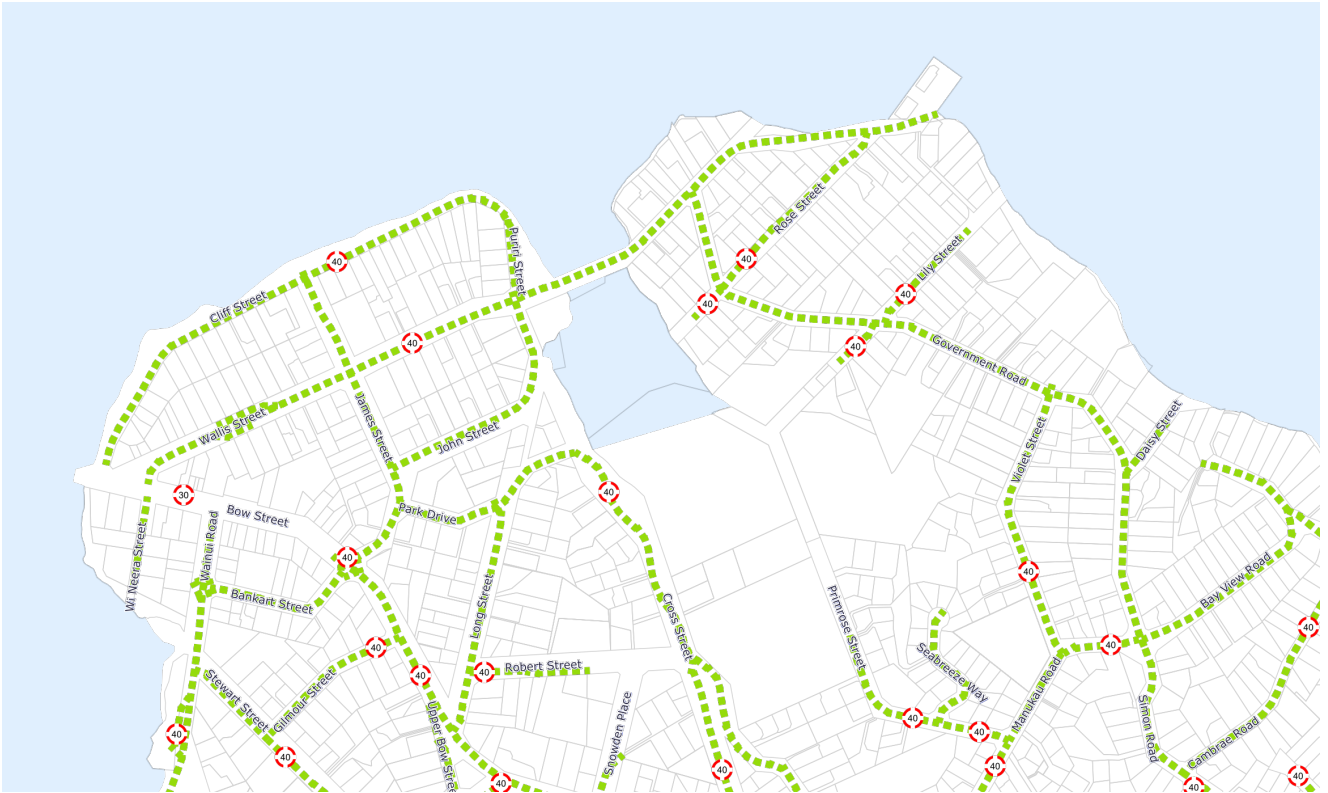
| Road | Current speed limit | Proposed speed limit |
|--|---------------------|----------------------|
| BANKART ST - entire road | 50 | 40 |
| BAYVIEW RD - entire road | 50 | 40 |
| BOW ST - entire road | 50 | 30 |
| CALVERT RD - entire road | 50 | 40 |
| CAMBRAE RD - entire road | 50 | 40 |
| CLIFF ST - entire road | 50 | 40 |
| CORNWALL RD - entire road | 100 | 40 |
| CROSS ST - entire road | 50 | 40 |
| DAISY ST - entire road | 50 | 40 |
| EARLES PL - entire road | 50 | 40 |
| EAST ST - entire road | 50 | 40 |
| GILMOUR ST | 50 | 40 |
| GOODARE RD - from OPOTORU RD | 50 | 40 |
| GOVERNMENT RD - from WALLIS ST to BAY VIEW RD | 50 | 40 |
| GREENSLADE RD - from SH 23 to 670m northeast of SH23 | 100 | 40 |
| GREENSLADE RD - from 670m northeast of SH23 | 50 | 40 |
| HARAKEKE PL - entire road | 50 | 40 |
| HILLS RD - entire road | 100 | 40 |
| JAMES ST - entire road | 50 | 40 |
| JOHN ST - entire road | 50 | 40 |
| KAITOKE ST (EAST) - entire road | 50 | 40 |
| KAITOKE ST (WEST) - entire road | 50 | 40 |

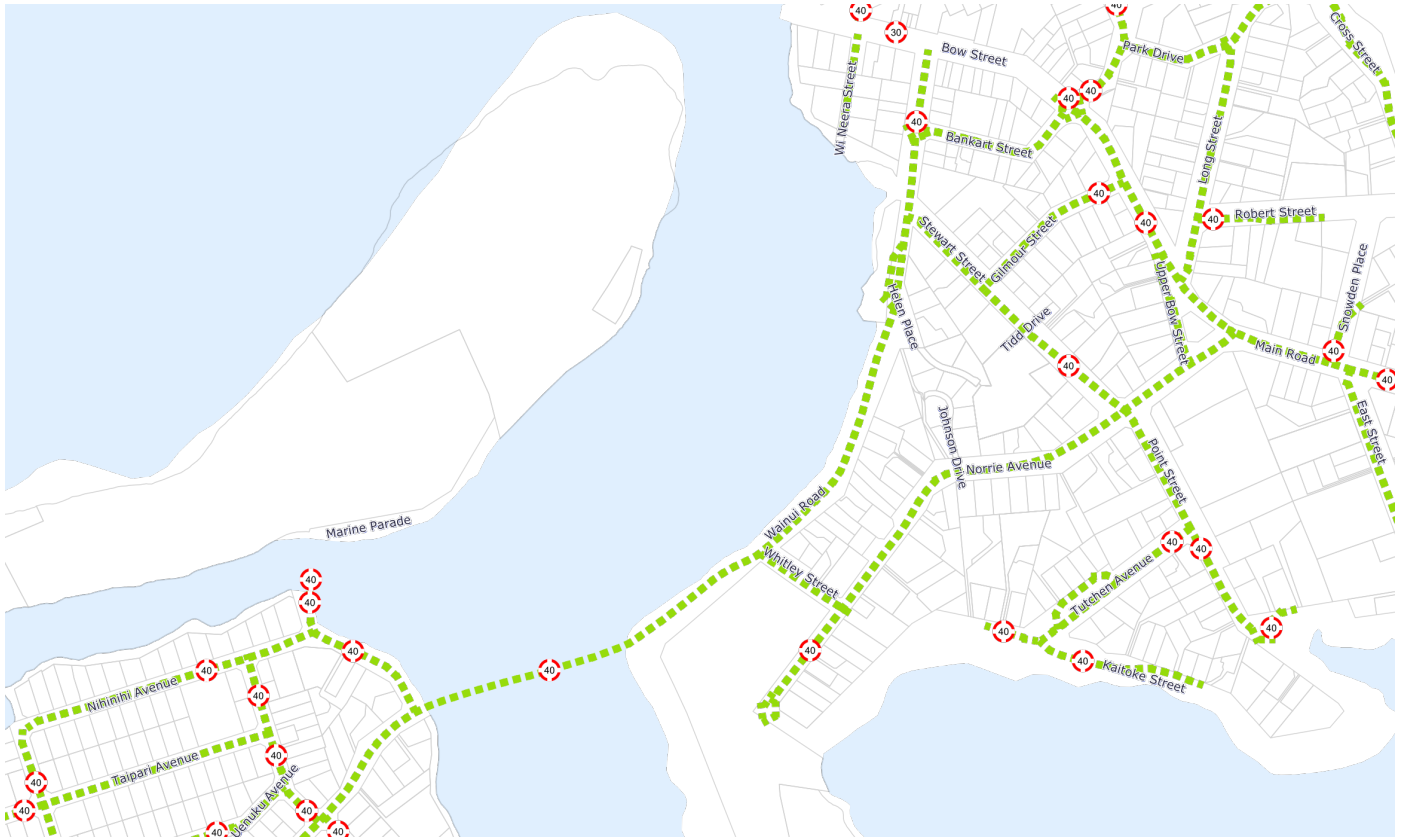
| Road | Current speed limit | Proposed speed limit |
|---|---------------------|----------------------|
| KAREKARE AVE - entire road | 50 | 40 |
| KARIOI CRES - entire road | 50 | 40 |
| LANGLEY PL - entire road | 50 | 40 |
| LILY ST (NORTH) - entire road | 50 | 40 |
| LONG ST - entire road | 50 | 40 |
| LORENZEN BAY RD - from SH 23 to 90m northwest of SH23 | 100 | 40 |
| LORENZEN BAY RD - 90m northwest of SH23 | 50 | 40 |
| MAHANA PL - entire road | 50 | 40 |
| MAIN RD (RAGLAN) - from SH 23 (SPEED RESTRICTION) to NORRIE AVE | 50 | 40 |
| MANUKAU RD - entire road | 50 | 40 |
| MARINE PDE - from WAINUI RD to BRIDGE (2ND ABUTMENT) | 50 | 40 |
| NIHINIHI AVE - entire road | 50 | 40 |
| NIKAU PARK - entire road | 50 | 40 |
| NORRIE AVE - entire road | 50 | 40 |
| OPOTORU RD - entire road | 50 | 40 |
| PARK DR - entire road | 50 | 40 |
| POINT ST - entire road | 50 | 40 |
| POKOHUI AVE - entire road | 50 | 40 |
| PRIMROSE ST - entire road | 50 | 40 |
| PUKA PL (NORTH) - entire road | 50 | 40 |
| PURIRI ST - entire road | 50 | 40 |

| Road | Current speed limit | Proposed speed limit |
|---|---------------------|----------------------|
| RAKAUNUI ST - entire road | 50 | 40 |
| RIRIA KEREOPA MEMORIAL DR - entire road | 50 | 40 |
| ROBERT ST - entire road | 50 | 40 |
| ROBERTSON ST - entire road | 50 | 40 |
| ROSE ST- entire road | 50 | 40 |
| SEABREEZE WAY - entire road | 50 | 40 |
| SIMON RD - entire road | 50 | 40 |
| SMITH ST - entire road | 50 | 40 |
| SNOWDEN PL - from MAIN RD to END | 50 | 40 |
| STEWART ST - entire road | 50 | 40 |
| SUNSHINE RISE - entire road | 50 | 40 |
| TAHUNA AVE - entire road | 50 | 40 |
| TAIPARI AVE - entire road | 50 | 40 |
| TE AHIWA RD - entire road | 80 | 40 |
| TE HUTEWAI RD -from WAINUI RD | 60 | 50 |
| TE HUTEWAI RD - from speed restriction to east of Xtreme Waste | 100 | 60 |
| TE HUTEWAI RD/WAINUI RD BUS LOO - from TE HUTEWAI RD to WAINUI RD | 50 | 40 |
| TE KOPUA RD - entire road | 50 | 40 |
| TE WHARE HAUORA PL - entire road | 100 | 40 |
| TOHORA CL - entire road | 50 | 40 |
| TUTCHEN AVE - entire road | 50 | 40 |
| UENUKU AVE - entire road | 50 | 40 |
| UPPER BOW ST - entire road | 50 | 40 |

| Road | Current speed limit | Proposed speed limit |
|--|---------------------|----------------------|
| UPPER CROSS ST - entire road | 50 | 40 |
| UPPER WAINUI RD - from WAINUI RD (START K&C RHS) to SPEED RESTRICTION | 80 | 40 |
| UPPER WAINUI RD - from SPEED RESTRICTION | 50 | 40 |
| VIOLET ST - entire road | 50 | 40 |
| WAIKOWHAI PL- entire road | 50 | 40 |
| WAINAMU RD - from RIRIA KEREOPA MEMORIAL DR to RAU O TE HUIA RISE | 50 | 40 |
| WAINUI RD - from BOW ST to 105m west of Rakanui Street | 50 | 40 |
| WAINUI RD - from 105m west of Rakanui Street to 200m west of Upper Wainui Road | 80 | 60 |
| WAINUI RD - from 200m west of Upper Wainui Road to 100m east of Whaanga Road | 100 | 60 |
| WAINUI RD - from 100m east of Whaanga Road WHAANGA RD | 50 | 40 |
| WAINUI RD LLA - from WAINUI RD STH to WAINUI RD NTH (MUSEUM) | 50 | 40 |
| WAINUI RD/BANKART ST RAB - from WAINUI RD (NORTH) to WAINUI RD (NORTH) | 50 | 40 |
| WAITETUNA VALLEY RD - from SH 23 to TOTARA GR | 100 | 60 |
| WAITETUNA VALLEY RD - from TOTARA GR to 340m south of Old Mountain Road | 80 | 60 |
| WALLIS ST - entire road | 50 | 40 |
| WHAANGA RD - from WAINUI RD to 700m southwest of Calvert Road | 50 | 40 |
| WHITLEY ST - entire road | 50 | 40 |
| WI NEERA ST - entire road | 50 | 40 |







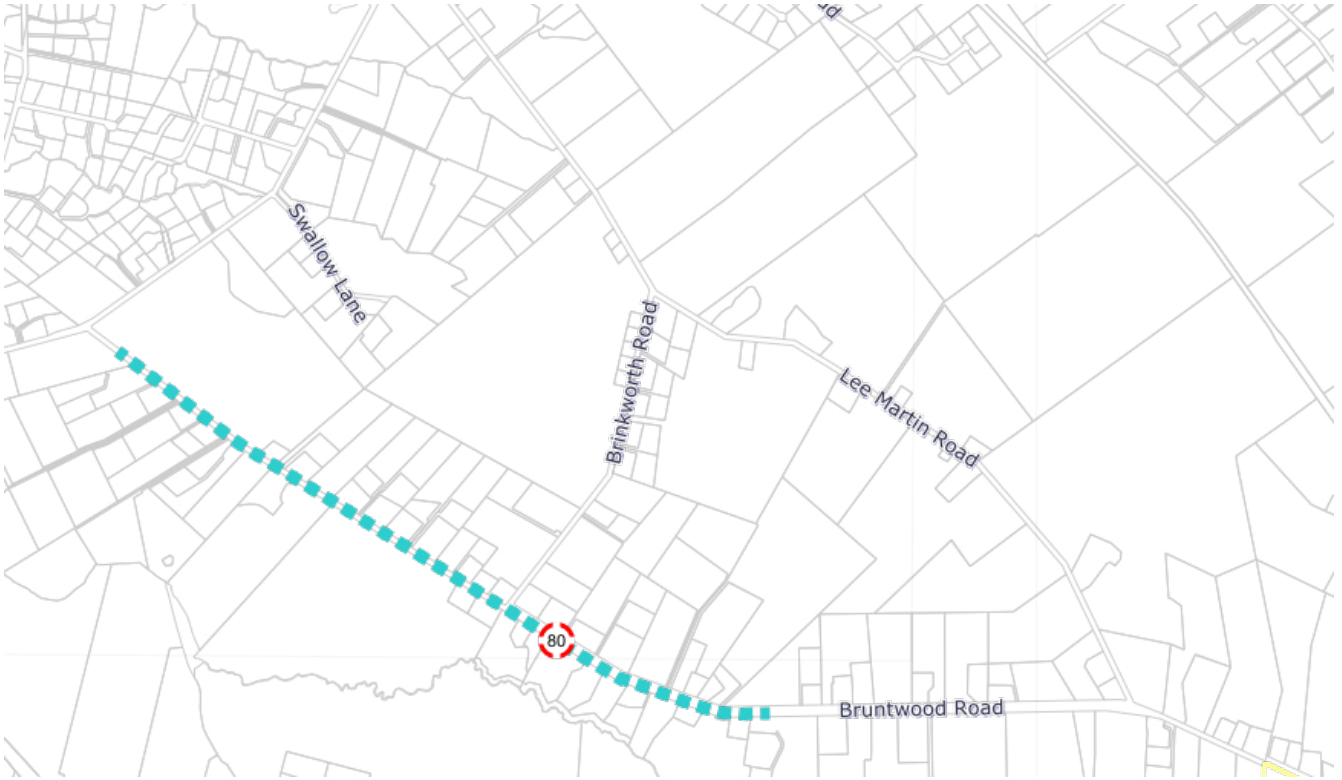
TAMAHERE

| Road | Current speed limit | Proposed speed limit |
|------|---------------------|----------------------|
|------|---------------------|----------------------|

BRUNTWOOD RD - from 150M SOUTH OF TAUWHARE RD to 2.9KM SOUTH OF TAUWHARE ROAD

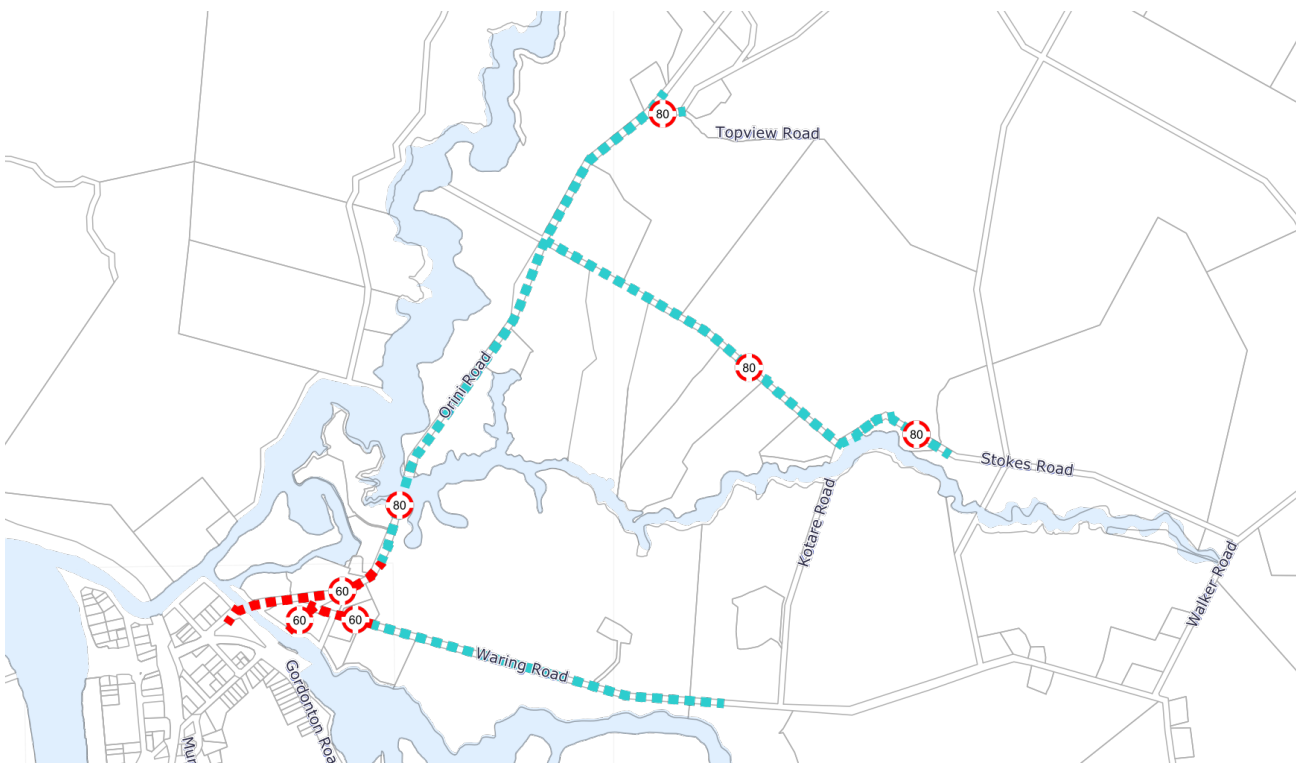
100

80



TAUPIRI

| Road | Current speed limit | Proposed speed limit |
|--|---------------------|----------------------|
| OLD BRIDGE RD - entire road | 70 | 60 |
| STOKES RD - entire road | 100 | 80 |
| TOPVIEW RD - entire road | 100 | 80 |
| WARING RD - from 250M EAST OF ORINI ROAD to ORINI RD | 70 | 60 |
| WARING RD - to 250M EAST OF ORINI ROAD | 100 | 80 |
| ORINI RD - from END OF ISLAND | 70 | 60 |
| ORINI RD - entire road | 100 | 80 |



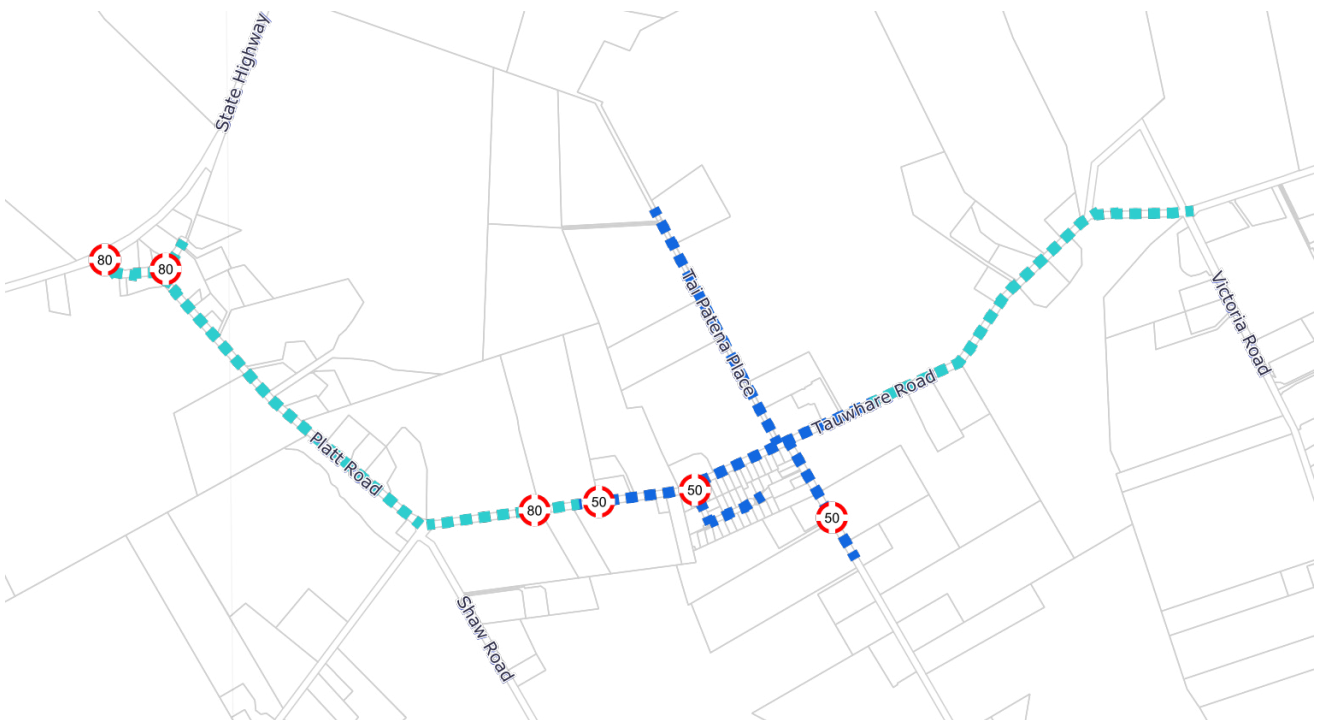
TE KAUWHATA

| Road | Current speed limit | Proposed speed limit |
|--|---------------------|----------------------|
| RODDA ROAD - existing speed intersection | 100 | 80 |
| WHANGAMARINO ROAD - Rodda Road to 600m North of Paddy Road | 100 | 80 |



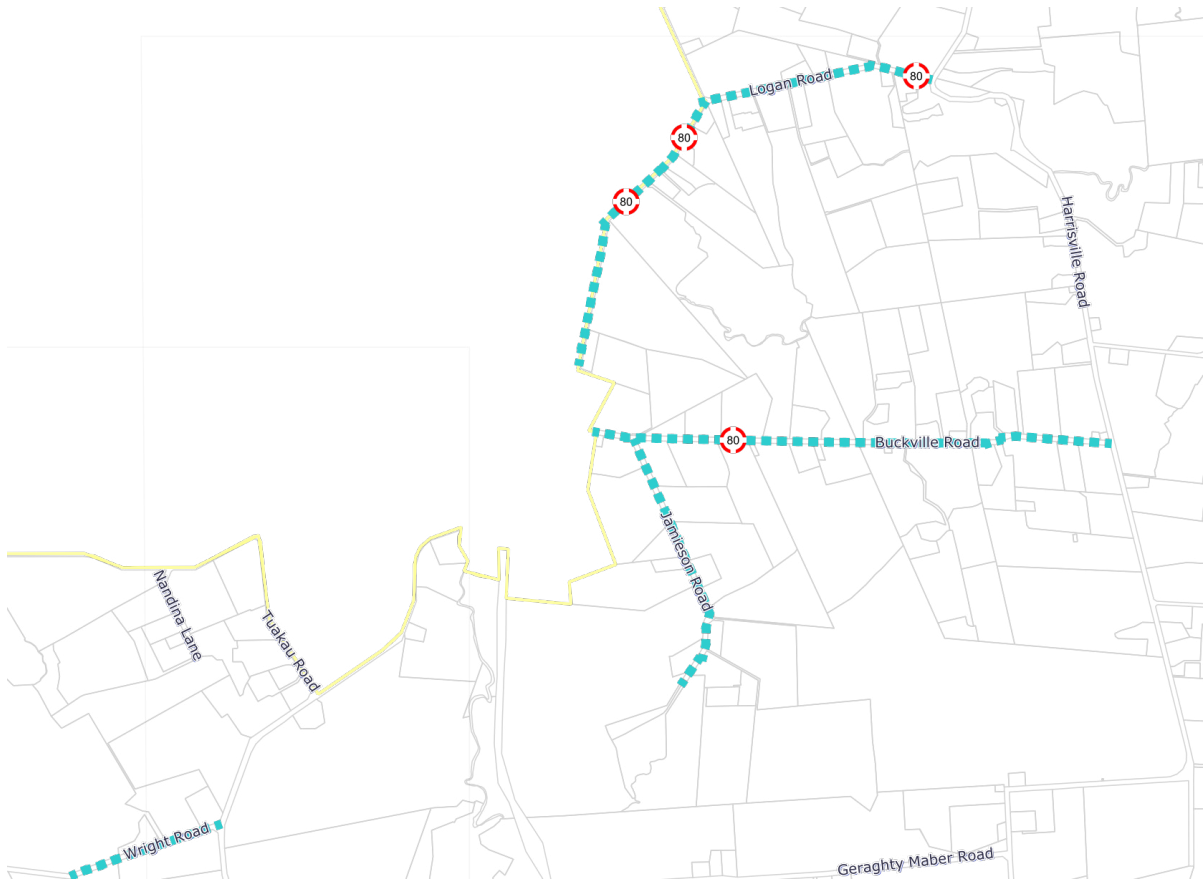
TAUWHARE

| Road | Current speed limit | Proposed speed limit |
|---|---------------------|----------------------|
| KAHUI AVE - entire road | 70 | 50 |
| OAK VIEW PL - entire road | 100 | 80 |
| PLATT RD - from SH 26 to TAUWHARE RD | 100 | 80 |
| RINGER RD - from TAUWHARE RD to SPEED DESTRUCTION | 70 | 50 |
| TAI PATENA PL - entire road | 100 | 50 |
| TAUWHARE RD - from PLATT RD to 335 WEST OF KAHUI AVENUE | 100 | 80 |
| TAUWHARE RD - from 335m west of Kahui Avenue to 275m northeast of Ringer Road | 70 | 50 |
| TAUWHARE RD - from 275m northeast of Ringer Road to VICTORIA RD | 100 | 80 |



TUAKAU

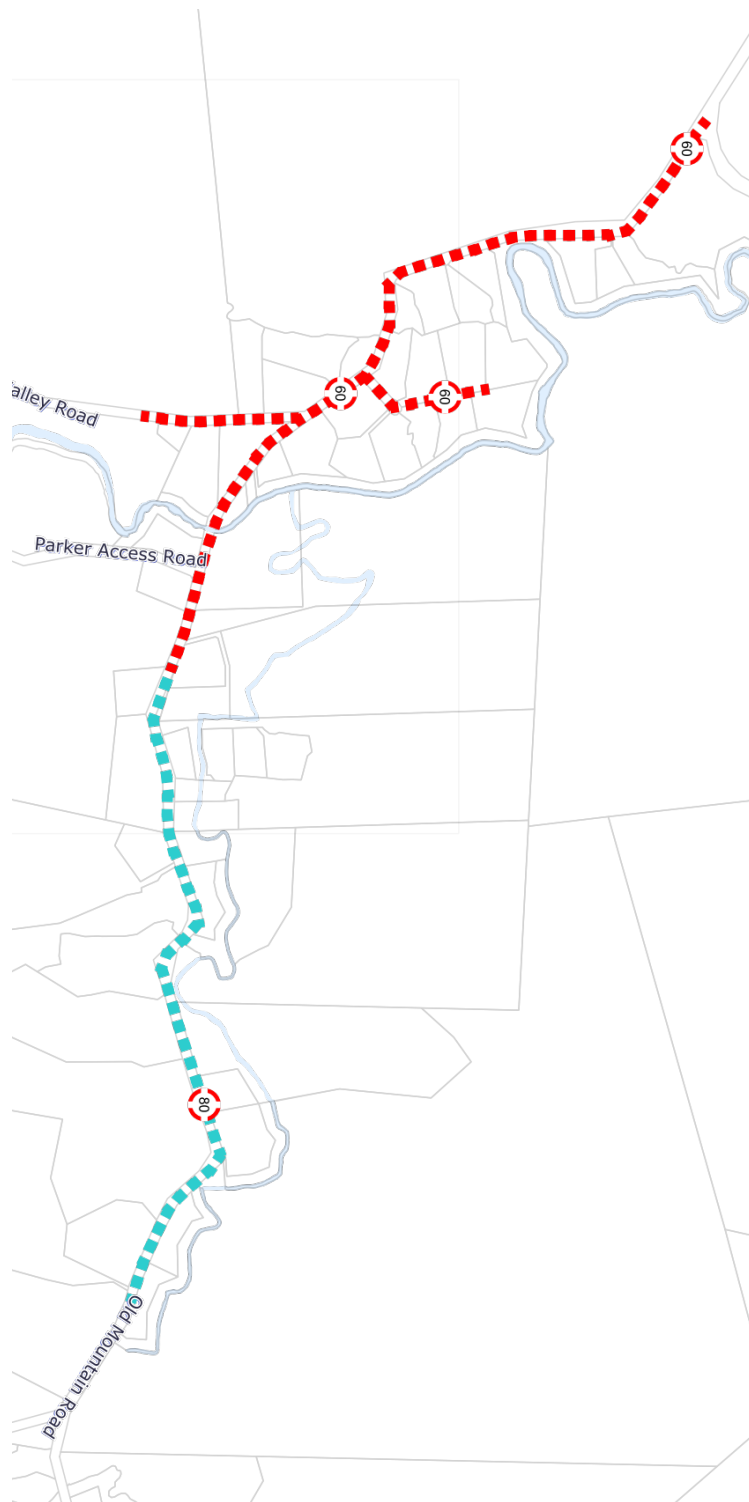
| Road | Current speed limit | Proposed speed limit |
|---|---------------------|----------------------|
| BOOTH CRES - entire road | 50 | 40 |
| CHERRY GR- entire road | 50 | 40 |
| CHURCH ST - entire road | 50 | 40 |
| DELPHI GR - entire road | 50 | 40 |
| EDINBURGH ST- entire road | 50 | 40 |
| ELIZABETH ST - entire road | 100 | 80 |
| FRIEDLANDER RD - entire road | 50 | 40 |
| GIBSON RD - entire road | 50 | 40 |
| HUA PL - entire road | 100 | 80 |
| JAMIESON RD - entire road | 50 | 40 |
| JELLCOE AVE - entire road | 50 | 40 |
| LILI RD - entire road | 100 | 80 |
| LOGAN RD | 50 | 40 |
| MARTINDALE LANE - entire road | 50 | 40 |
| MCGOWAN RISE - entire road | 50 | 40 |
| SCHOOL ROAD - from BUCKLAND RD to CHURCH ST | 50 | 40 |
| TRILLICK PL - from WESTHAVEN PL to END ISLAND RHS | 50 | 40 |
| VILLAGE PL - entire road | 50 | 40 |
| WESTHAVEN PL LOOP - entire road | 50 | 40 |
| BUCKVILLE RD - from HARRISVILLE RD to DISTRICT BOUNDARY | 100 | 80 |
| PARKER LANE entire road | 100 | 80 |
| WRIGHT RD - entire road | 100 | 80 |





WAITETUNA

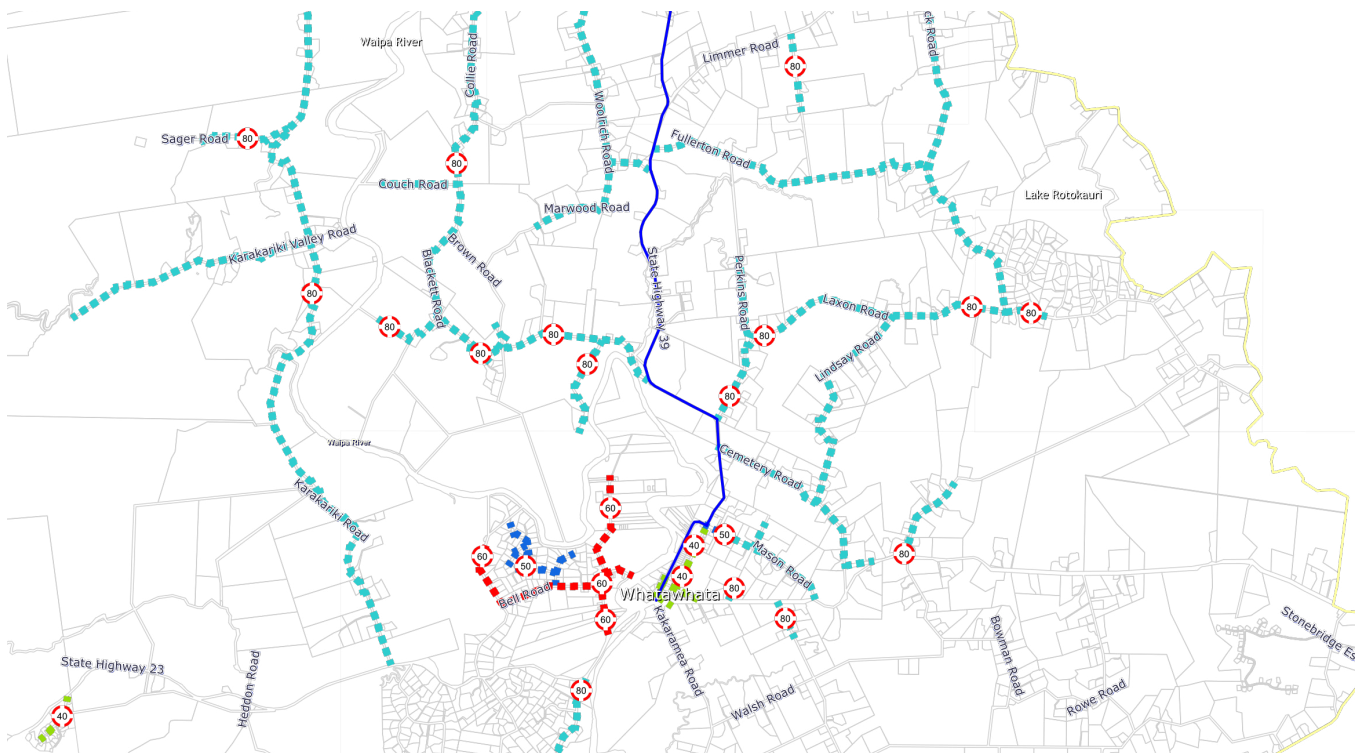
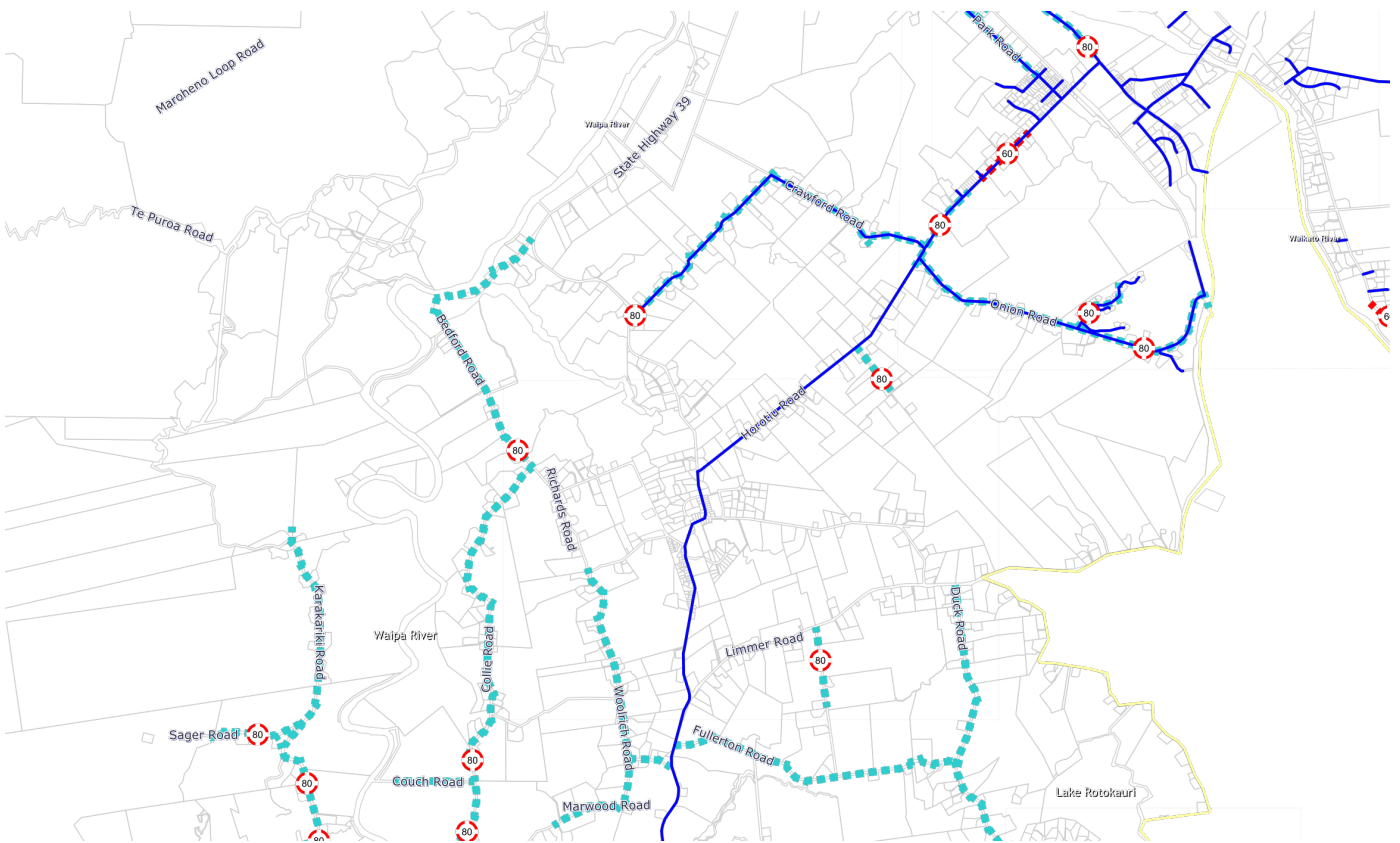
| Road | Current speed limit | Proposed speed limit |
|--|---------------------|----------------------|
| OLD MOUNTAIN RD - from WAITETUNA VALLEY ROAD to 600M EAST OF WAITETUNA VALLEY ROAD | 100 | 60 |
| OLD MOUNTAIN RD - from 600M EAST OF WAITETUNA VALLEY ROAD to END OF SEAL | 100 | 80 |
| TOTARA GR - entire road | 100 | 60 |

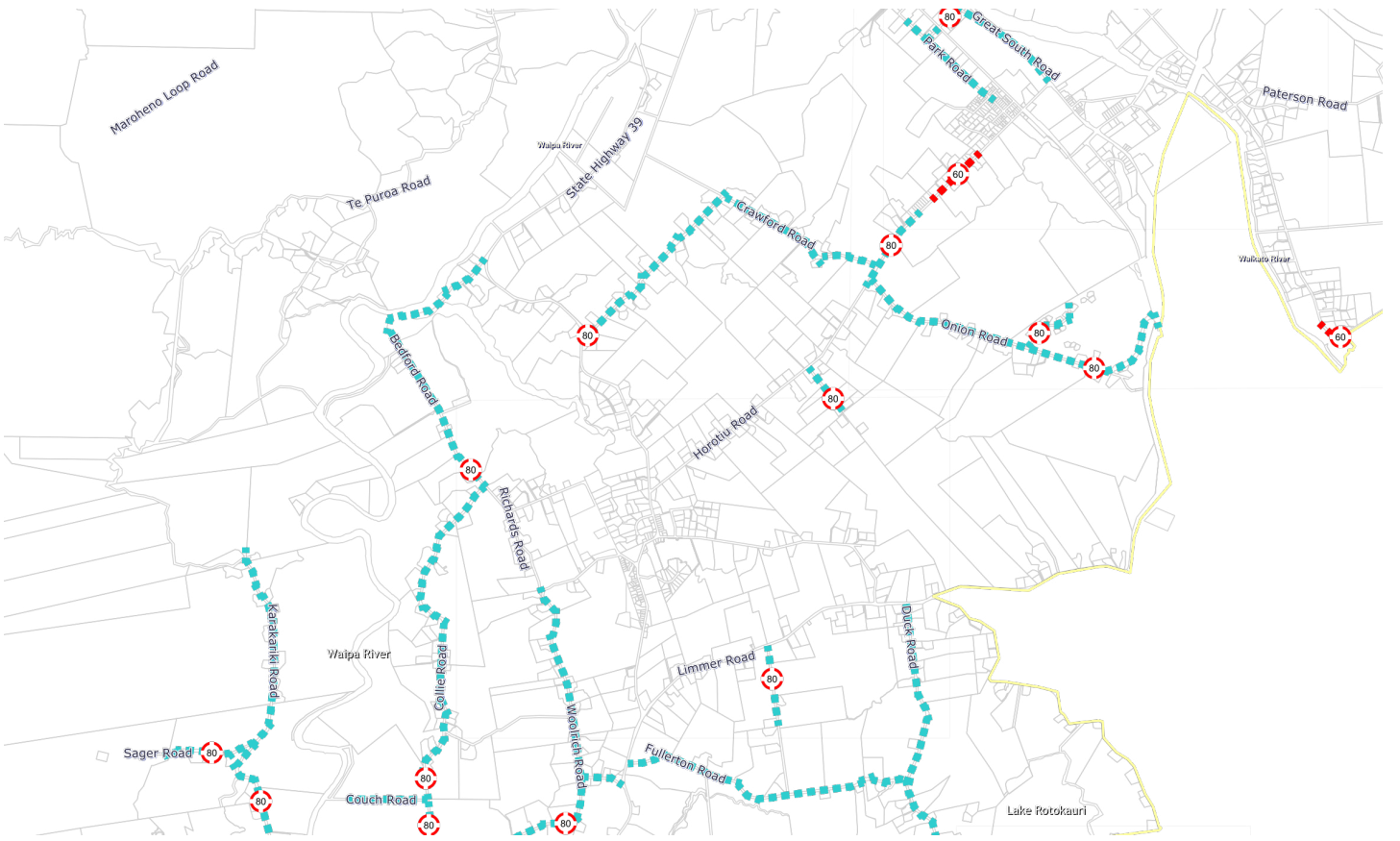
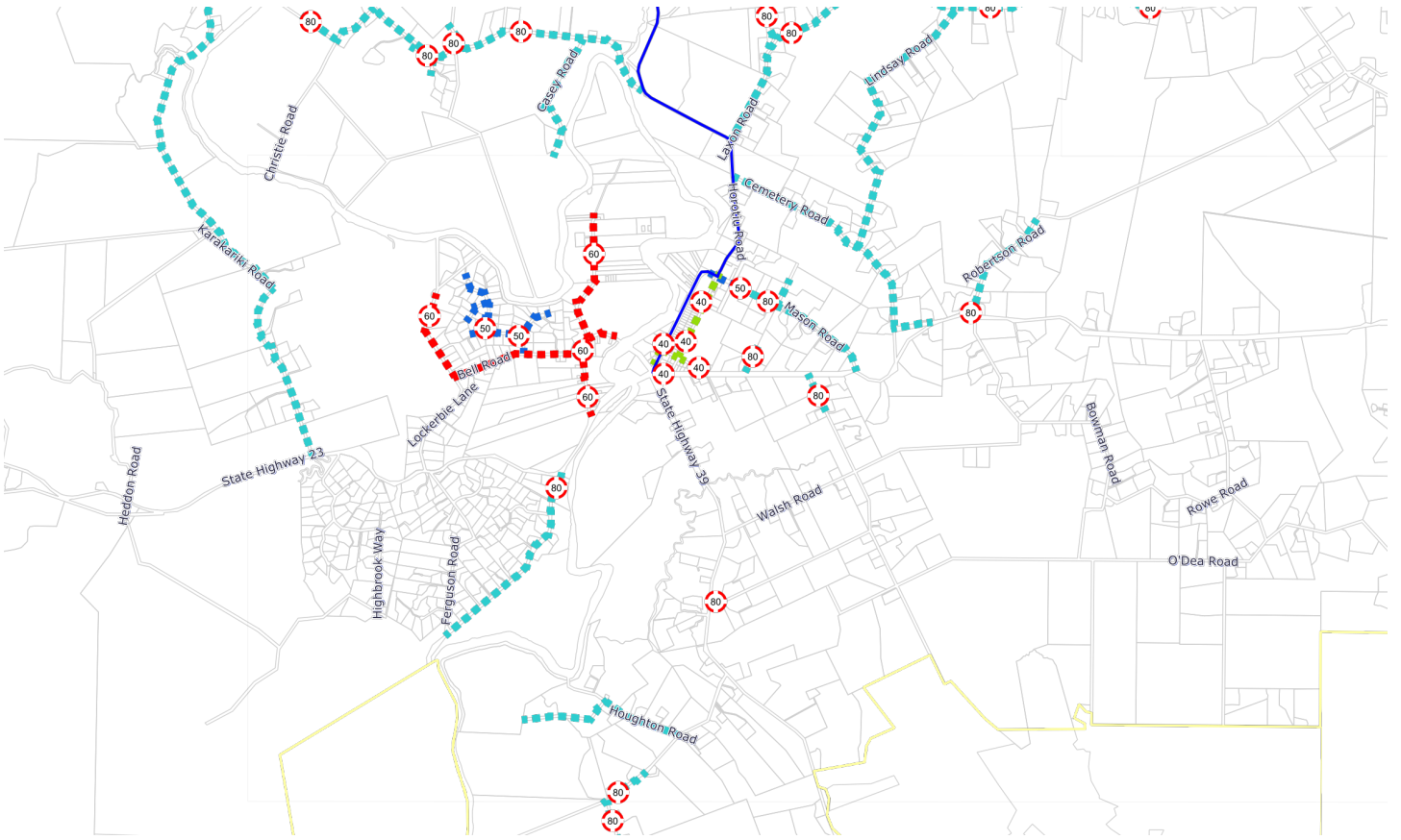


WHATAWHATA

| Road | Current speed limit | Proposed speed limit |
|---|---------------------|----------------------|
| AWATEA RD - entire road | 80 | 50 |
| BELL RD (WHATAWHATA) - entire road | 80 | 60 |
| BEOLEY LANE - entire road | 100 | 80 |
| BROWN RD (WHATAWHATA) - entire road | 100 | 80 |
| CEMETERY RD - entire road | 100 | 80 |
| COUCH RD - entire road | 100 | 80 |
| DRUMMOND RD - entire road | 100 | 80 |
| EGAN RD - entire road | 100 | 80 |
| EYRE RD - entire road | 100 | 80 |
| GLENTUI LANE - entire road | 100 | 40 |
| HARIHARI LANE - entire road | 80 | 50 |
| HIGGINSON RD - From 375m west of Houghton Road to EYRE RD (POWERPOLE LHS) | 100 | 80 |
| HOUGHTON RD - entire road | 100 | 80 |
| HOUKURA RISE - entire road | 80 | 50 |
| JANE CAVE LANE (NORTH) - entire road | 100 | 80 |
| KURA ST - entire road | 50 | 40 |
| MAKARINI RD - entire road | 80 | 60 |
| MAORI POINT RD - entire road | 80 | 60 |
| MASON RD - from SH 23 to 250m east of School Road | 100 | 80 |
| MASON RD - from 250m east of School Road to SCHOOL RD | 70 | 50 |
| MIRIAMA WAY - entire road | 80 | 50 |
| ROBERTSON RD - entire road | 100 | 80 |
| ROTHWELL LANE - entire road | 50 | 40 |

| Road | Current speed limit | Proposed speed limit |
|--|---------------------|----------------------|
| SNELL RD - entire road | 100 | 80 |
| STORE RD - entire road | 50 | 40 |
| TE PAHU RD - from SH023 to FERGUSON ROAD | 100 | 80 |
| KARAKARIKI RD - entire road | 100 | 80 |
| KARAKARIKI VALLEY RD - entire road | 100 | 80 |
| SAGER RD - entire road | 100 | 80 |
| BEDFORD RD - from NGARUAWAHIA RD to 30m south of Collie Road | 100 | 80 |
| BLACKETT RD - entire road | 100 | 80 |
| CASEY RD - entire road | 100 | 80 |
| CHRISTIE RD - entire road | 100 | 80 |
| COLLIE RD - entire road | 100 | 80 |
| CRAWFORD RD - entire road | 100 | 80 |
| HARTSTONE RD - entire road | 100 | 80 |
| HAWKSGRIP RD - entire road | 100 | 80 |
| MARWOOD RD - entire road | 100 | 80 |
| FULLERTON RD - from SH 39 to DUCK RD | 100 | 80 |
| DUCK RD - entire road | 100 | 80 |
| LAXON RD - entire road | 100 | 80 |
| LAXON RD - entire road | 100 | 80 |
| LINDSAY RD - entire road | 100 | 80 |
| PERKINS RD - entire road | 100 | 80 |
| ROTKAURI RD - from 70m west of Pheasant Close to DUCK RD | 100 | 80 |
| RIDGE PARK DR- entire road | 100 | 80 |
| WOOLRICH RD - from SH 39 to RICHARDS RD | 100 | 80 |
| SH 39/SH 23 SLIP - from SH 39 to SH 23 (END CRIB WALL) | 50 | 40 |







SUBMISSIONS CAN BE:

ONLINE:

www.waikatodistrict.govt.nz/sayit



POSTED:

Waikato District Council
Private Bag 544
Ngaruawahia 3742

DELIVERED:

Waikato District Council
Attn: Corporate Planner
15 Galileo Street, Ngaruawahia 3742



EMAILED:

consult@waidc.govt.nz
Subject heading should read:
"Speed Limits Bylaw – Submission"

Huntly Office
142 Main Street, Huntly 3700

Raglan Office
7 Bow Street, Raglan 3225

Tuakau Office
2 Dominion Rd, Tuakau 2121

Te Kauwhata Office
1 Main Road, Te Kauwhata 3710

WHAT HAPPENS NEXT?

Council will acknowledge each submission received in writing, either by letter or email.

Following the closing of submissions on 17th November 2019, all submissions will be reviewed. Verbal submissions will be heard and all submissions formally considered at a Council meeting in February (Please note that due to the recent elections, a date for the hearing has not yet been scheduled)
This meeting is open to both submitters and the public to attend.

IMPORTANT DATES TO REMEMBER:

SUBMISSIONS OPEN – 16 October 2019

SUBMISSIONS CLOSE – 17 November 2019

HEARING OF SUBMISSIONS – TBC February 2020

If you have any further queries or would like further copies of the proposed Bylaw, please contact
Jodi Bell-Wymer on 0800 492 452.



waikatodistrict.govt.nz



[facebook.com/waikatodistrictcouncil](https://www.facebook.com/waikatodistrictcouncil)



0800 492 452



For internal use only:

ECM project # PR-1389-02

ECM #

Submission #

Customer #

Property #

Proposed Speed Bylaw Amendment 2019

Submission form (please provide feedback by **Sunday 17 November 2019**)

PLEASE NOTE:WE ARE ONLY SEEKING FEEDBACK ON THE ROADS LISTED WITHIN THIS CONSULTATION.

Name/Organisation

Physical address

Postal address **Postcode**

Email **Phone**.....

Would you like to present your submission to Council at the Hearing? Yes No

If you would like to present at this hearing, please ensure that the details section above has been completed and we will be in touch to arrange a time for your to be heard.

Do you support the proposed speed amendments? Fully Partially Not at all

Please tell us why; (tick any boxes you feel relevant or add comments to "Other")

- Will result in safer roads around where we live and work
- Will result in safer roads where our children go to school
- Will reduce crashes and crash severity
- Will give a consistent speed message where we live and work
- Speed reduction will result in increased travel time
- Current speed is ok but the road needs to be improved
- Current speed is ok but drivers are at fault

Other;

.....

.....

.....

.....

.....

WAIKATO DISTRICT COUNCIL SPEED LIMITS BYLAW 2011

1 Introduction

Pursuant to Section 684(1)(13) of the Local Government Act 1974, the Local Government Act 2002 and *Land Transport Rule 54001: Setting of Speed Limits 2003* the Waikato District Council makes this bylaw to set speed limits as specified in the Schedules attached.

2 Title

The title of this bylaw is the "Waikato District Council Speed Limits Bylaw 2011".

3 Date the by-law comes into force

The bylaw comes into force on 1 June 2011

4 Revocation of Waikato District Council Speed Limit Bylaw 2005

The above bylaw is hereby revoked as from the date the new bylaw comes into force.

5 Interpretation

"Road"

(a) includes:

- (i) a street; and
- (ii) a motorway; and
- (iii) a beach; and
- (iv) a place to which the public have access, whether as of right or not; and
- (v) all bridges, culverts, ferries and fords forming part of a road or street or motorway, or a place referred to in (iv); and
- (vi) all sites at which vehicles may be weighed for the purpose of the *Land Transport Act 1998* or any other enactment;

and

(b) includes a section of a road

"Speed limit" means:

- (a) the maximum speed at which a vehicle may legally be operated on a particular road, but does not mean the maximum permitted operating speed for classes or types of vehicles specified in any Act, regulation or rule;

- (b) for a minimum speed limit, the minimum speed at which a vehicle may be legally operated in a specified lane of a road;
- (c) an urban, rural, permanent, holiday, temporary, variable or minimum speed limit.

“**Urban traffic area**” means an area designated under this rule that consists of one or more specified roads or a specified geographical area, to which the urban speed limit generally applies.

6 Speed Limits

The roads or areas described in the schedules specified in paragraph 7 or as shown on a map referenced in the schedules are declared to have the speed limits specified in the attached schedules and maps, which are part of this bylaw.

7 Schedules

- Schedule 1: Urban traffic areas – roads that have a speed limit of 50 km/h.
- Schedule 2: Roads that have a speed limit of 70 km/h.
- Schedule 3: Roads that have a speed limit of 80 km/h.
- Schedule 4: Roads that have a Variable Speed School Zone
- Schedule 5: Roads that have a speed limit of 100km/h.

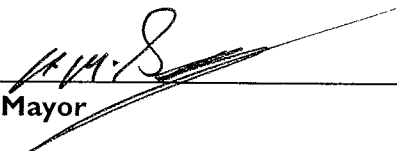
8 Setting of Additional Speed Limits on Council Controlled Roads

Pursuant to Section 151(2) of the Local Government Act 2002, the Waikato District Council may from time to time by way of resolution set additional speed limits for additional Council controlled roads.

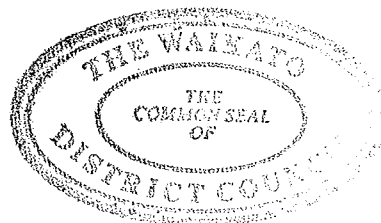
9 Date bylaw made

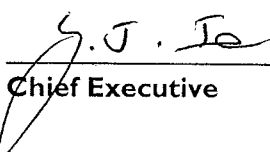
The above bylaw was made pursuant to a resolution passed by the Waikato District Council on 26 April 2011.

**The Common Seal of Waikato District Council
was hereto affixed in the presence of:**



Mayor





Chief Executive

Open Meeting

| | |
|---------------------------------|---------------------------------|
| To | Policy & Regulatory Committee |
| From | Gavin Ion Chief Executive |
| Date | 5 September 2019 |
| 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.

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 project will be passed to Watercare to run after 1 October 2019.</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) The Chief Executive recently met with Synlait and understand more about their plant and operation in Pokeno now.</p> <p>The Chief Executive and Mayor recently met with another developer about a utility project planned for our District.</p> | |
| | 1.3 | <p>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> | <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 | |

| Key project/priority | Key deliverables/KPIs | | Progress | Final Achievement Met/Not Met |
|---|-----------------------|---|---|-------------------------------|
| | | | plan and working with the volunteers to put this in place | |
| | 1.4 | Demonstrate progress with the planning roadmap and the alignment between the various elements (Asset Management Plans, LTP, District Plan, Blueprints) | <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 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. | |
| 2. 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 recently held a workshop which covered progress on the Hamilton to Auckland corridor. ▪ The Mayor and Chief Executive met with Ministers Twyford & Mahuta in Wellington recently. 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 | |

| Key project/priority | Key deliverables/KPIs | | Progress | Final Achievement Met/Not Met |
|---|-----------------------|--|---|-------------------------------|
| | | | Mayor and Chief Executive meeting followed by the larger Future Proof meeting. | |
| | 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 has played in advancing the process. | Contract signed with Watercare. Implementation to take effect from 1 October. | |
| | 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. ▪ An initial workshop is scheduled for 11 September. | |
| 3. 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 | |

| Key project/priority | Key deliverables/KPIs | | Progress | Final Achievement Met/Not Met |
|---|-----------------------|---|--|-------------------------------|
| | | | <p>known as River Communities.</p> <ul style="list-style-type: none"> ▪ The recent Joint Management Agreement meeting with Waikato-Tainui highlighted the alignment between the Tribe's five year plan and Blueprints. ▪ The Chief Executive continues to work hard to forge strong ties with Iwi. | |
| | 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. ▪ The issues are likely to be escalated in order to achieve resolution. | |
| | 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). | Work is underway on the review in preparation for next year's decision to extend or review the arrangement. | |
| 4. 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. | <p>Coaching and mentoring sessions are being run for the Executive Leadership Team, Managers and Team Leaders and our support team (Executive Assistants, Personal Assistants and Team Administrators).</p> <p>Our internal work programme - Our Plan (which has been developed from Gearing for Growth and Greatness) features a dedicated section on people.</p> <p>A change programme is in place to progress the internal culture and implementation of Our Plan</p> | |

| Key project/priority | Key deliverables/KPIs | | Progress | Final Achievement Met/Not Met |
|-------------------------------------|-----------------------|---|---|-------------------------------|
| | | | and the Council vision. | |
| 5. 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. | 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. | |

Open Meeting

| | |
|---------------------------------|--|
| To | Policy & Regulatory Committee |
| From | Sue O’Gorman General Manager Customer Support |
| Date | 6 September 2019 |
| Prepared by | Jessica Thomas Senior Consents Administrator |
| Chief Executive Approved | Y |
| Reference # | GOV1318 |
| Report Title | Delegated Resource Consent Approved for the month of August 2019 |

1. EXECUTIVE SUMMARY

This report gives information relating to all delegated Resource Consents processed for the month of August 2019 excluding hearings.

2. RECOMMENDATION

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

3. APPOINTMENT OF COMMISSIONERS

Commissioners appointed in the month of August 2019.

David Hill Appointed for the hearing scheduled for 3rd and 4th October 2019 for the application by Mercer Assets Ltd to establish and operate a mushroom substrate production facility. Construction and operation of an intensive farming operation, earthwork's, discharge of odour associated with the production of mushroom substrate, discharge to air from a useful heat source (boiler) and discharge of treated waste water.

Dr Bruce Graham

Appointed for the hearing scheduled for 3rd and 4th October 2019 for the application by Mercer Assets Ltd to establish and operate a mushroom substrate production facility. Construction and operation of an intensive farming operation, earthwork's, discharge of odour associated with the production of mushroom substrate, discharge to air from a useful heat source (boiler) and discharge of treated waste water.

4. ATTACHMENTS

Delegated Authority Report - attached

- August 2019

Delegated Authority Report

Period from 1 August 2019 to 31 August 2019

| Awaroa ki Tuakau | | Ward Total: 19 | | |
|---------------------------|------------|---------------------------------|--|----------|
| Applicant | ID No | Address | Details | Decision |
| J Beukman, J A Beukman | LUC0004/20 | 126 Holmes Road WAIUKU | Construct and operate a dog daycare centre which provides for a maximum of 10 dogs at any one time with associated access, parking, onsite servicing in the Rural Zone | Granted |
| J G Bucheler | LUC0020/20 | 17 McLean Street POKENO | Construction of a dwelling in the Residential 2 Zone with an Outdoor Living Area located in the southern quadrant of the site. | Granted |
| DW Homes Limited | LUC0021/20 | 14 McLean Street POKENO | Construct a dwelling where the proposed garage is located within the required setback from a road boundary and the proposed dwelling is within the rear boundary setback within the Residential 2 Zone. | Granted |
| G Kern Builders Limited | LUC0026/20 | 1373 Waiuku Road WAIUKU | Establish a sleepout at a site situated within the Rural Zone. | Granted |
| F Qiu | LUC0029/20 | 55 Gateway Park Drive POKENO | Earthworks to construct a building platform in the Light Industrial Zone that exceeds the maximum permitted volume of 100 m ³ by 173.25 m ³ | Granted |
| Topmark Developments Ltd | LUC0035/20 | 99 Escotts Road TUAKAU | Construction of a dwelling in the Rural-Residential Zone to be used as a showhome on a site on a no-exit road that exceeds the maximum permitted duration of 6 months by 18 months. Construction of a temporary sign that exceeds the maximum permitted duration of 3 months by 21 months, and the maximum permitted size of 1 m ² by 1.25 m ² . | Granted |
| C Milner, C E Mead | LUC0050/20 | 1C McLean Street POKENO | Operative District Plan: Construction of a dwelling in the Residential 2 Zone that encroaches on the southern (rear) yard of 3 m by 1.5 m. Proposed District Plan: Construction of a dwelling in the Residential Zone that encroaches on the 23 m maximum permitted setback from a wetland by 4.485 m. | Granted |

Delegated Authority Report

Period from 1 August 2019 to 31 August 2019

| | | | | |
|---------------------------------|---------------|---------------------------------|--|---------|
| F Penning, S Penning | LUC0054/20 | 27B McLean Street POKENO | Operative District Plan: Construction of a dwelling in the Residential 2 Zone that encroaches on the southern (rear) yard of 3 m by 1.5 m. Proposed District Plan: Construction of a dwelling in the Residential Zone that encroaches on the 23 m maximum permitted setback from a wetland by 11.31 m. | Granted |
| A W T Smith, J R Smith | LUC0069/20 | 97B Hillpark Drive POKENO | Construct a dwelling which fails earthworks and building coverage in the Franklin Residential 2 Zone. | Granted |
| Pokeno Village Holdings Limited | LUC0283/19 | 201 Hitchen Road POKENO | To undertake bulk earthworks which exceeds the maximum volume, height, area (including within 10m of a stream/wetland); the associated removal of vegetation that exceeds 1 Ha and which does not comply with the permitted standards for vegetation removal in the Grahams Block on land where a DSI has not assessed potential contaminants associated with a refuse area/offal pit in the Residential 2 Zone. | Granted |
| Synlait Milk Limited | LUC0312/19.01 | William McRobbie Road POKENO | Change of conditions S127 variation to conditions 1 and 4 of LUC0312/19 | Granted |
| C A Heineke, C H Heineke | LUC0396/19 | 315 Ridge Road TUAKAU | Undertake earthworks to establish a suitable building platform for future primary dwelling and conversion of existing dwelling to a subsidiary dwelling for a farm worker and home occupation, both of which exceed the maximum gross floor areas in the Rural Zone | Granted |
| Tomcoo Family Trust | LUC0420/19 | 19 Dominion Road TUAKAU | Land Use: Construction of a future dwelling on Lot 5 in the Residential Zone of the Proposed District Plan that encroaches on the 23 m setback from a waterway by 9 m. | Granted |
| E M A Alcanites, J A A Anico | LUC0466/19 | 13 Moyle Street POKENO | Establish a new residential dwelling and attached minor dwelling where the site coverage exceeds the permitted threshold and the minor dwelling outdoor living court is not readily accessible from living space. | Granted |
| M I Matanga, S Matanga | LUC0474/19 | 4 McIntosh Drive POKENO | Undertake earthworks which exceed the permitted volume in the Franklin Village Zone. | Granted |

Delegated Authority Report

Period from 1 August 2019 to 31 August 2019

| | | | | |
|---------------------------------|---------------|---------------------------------|--|---------|
| Pokeno Village Holdings Limited | LUC0535/16.01 | 55 Gateway Park Drive POKENO | Variation to consent condition 1 to account for additional building coverage. | Granted |
| Tomcoo Family Trust | SUB0003/19 | 19 Dominion Road TUAKAU | Subdivision: Subdivision in the Residential Zone creating five new allotments and one access allotment which fails the minimum legal width of 8 m by 2 m. | Granted |
| J B Campbell, B A Campbell | SUB0112/19.01 | 202 Masters Road WAIUKU | Amend Conditions 1, 5 & 9 with the addition of Condition 10 and 10.1 to reflect changes to vehicle access and power supply. | Granted |
| Pokeno Village Holdings Limited | SUB0132/19 | 201 Hitchen Road POKENO | Subdivision: To create 124 vacant residential lots in two stages, including two road lots (to vest) and two local purpose (drainage) reserves (to vest) on land zoned Residential 2. NES: To authorise the use and development with new lots where a DSI has been provided but has not confirmed whether or not the area of contamination exceeds the thresholds of the NES – Soil Contamination. | Granted |

Eureka Ward Total: 5

| Applicant | ID No | Address | Details | Decision |
|---|------------|--------------------------------------|--|----------|
| Bootleg Brewery Limited | LUC0051/20 | 452B Tauwhare Road MATANGI | To establish and operate a Brewery and Taproom in the Light Industrial Zone | Granted |
| P A Jones, A A Jones | LUC0059/20 | 6 Royal Oaks Lane PVT NEWSTEAD | To construct a shed that is within the boundary setback and exceeds total building coverage within the Rural Zone. | Granted |
| LJP Trustee Company Limited, R L Walker, M A Walker | LUC0067/20 | 269 Bellevue Road TAUWHARE | Construct a Dependent Persons Dwelling (DPD) within the Rural Zone, where the existing vehicle entrance is unable to comply with the required separation distance. | Granted |
| E M Douglas | LUC0382/19 | 5 Royal Oaks Lane PVT NEWSTEAD | Construction of a dwelling in the Rural Zone that will encroach on the 25 m boundary setback on the eastern (side) boundary by 12 m. Construction of two water tanks that will encroach on the southern (side) boundary by 5 m. Construction of a dependent person's dwelling that will encroach on the 12 m eastern (side) boundary setback by 5 m. Construction of buildings exceeding the | Granted |

Delegated Authority Report

Period from 1 August 2019 to 31 August 2019

| | | | | |
|--------------|------------|------------------------------|---|---------|
| | | | maximum permitted building coverage of 500 m2 by 464 m2. Earthworks to construct a building platform that exceed the maximum permitted area of 1,000 m2 by 563 m2. | |
| A J Shepherd | LUC0483/19 | 113 Tahuroa Road TAUWHARE | To undertake earthworks within the Hauraki Gulf Catchment Area for the purpose of creating a building platform for a second dwelling that will result in the development on-site exceeding the permitted building coverage within the Rural Zone. | Granted |

Hukanui - Waerenga

Ward Total: 3

| Applicant | ID No | Address | Details | Decision |
|---------------------------|------------|-------------------------------|---|----------|
| Puketaha Primary School | DES0001/20 | 295 Puketaha Road PUKETAHA | Outline Plan Waiver pursuant to Section 176A of the Resource Management Act 1991 to construct new decks and verandahs as well as internal alterations to an existing toilet block. | Approved |
| Big Sky Farms Limited | SUB0002/20 | 347 Taniwha Road WAERENGA | Undertake a general subdivision in the Rural Zone to create one additional allotment where the existing vehicle entrances fail separation distance and the existing dwelling will fail boundary setbacks along the northern boundary. | Granted |
| Elks Hope Company Limited | SUB0012/20 | 859 Taniwha Road WAERENGA | Undertake a general two Lot subdivision in the Rural Zone where existing buildings do not comply with boundary setbacks and does not comply with Appendix A. | Granted |

Huntly

Ward Total: 3

| Applicant | ID No | Address | Details | Decision |
|-----------------------------------|------------|---------------------------------|--|----------|
| Spark New Zealand Trading Limited | LUC0278/19 | Rutherford Road ORINI | Install a dish antenna on existing telecommunication facility within the Ridgeline Policy Area. | Granted |
| Vodafone New Zealand Limited | LUC0480/19 | 747 Rutherford Road OHINEWAI | Upgrading of an existing telecommunication facility the Rural Zone involving replacement of four panel antennas in the Ridgeline Policy Area that exceed the maximum permitted height above the ground level of the ridge under the District Plan and the Resource Management (National Environmental Standard for Telecommunication Facilities) Regulations 2016 (NES). | Granted |

Delegated Authority Report

Period from 1 August 2019 to 31 August 2019

| | | | | |
|-----------------------|------------|------------------------------|---|---------|
| Nikau Housing Limited | SUB0160/19 | 179 Hakanoa Street HUNTLY | To create one additional lot within the Living Zone, where the vehicle entrances to both lots are unable to comply with required separation distance. | Granted |
|-----------------------|------------|------------------------------|---|---------|

Newcastle Ward Total: 5

| Applicant | ID No | Address | Details | Decision |
|--------------------------------------|------------|---------------------------------------|--|----------|
| N S Jessop | LUC0009/20 | 170 Wallace Road DINSDALE | Establish an accessory building to be used as a sleepout located within the road boundary setback within the Rural Zone. | Granted |
| D E Bush, L M Conroy | LUC0033/20 | 93 Ferguson Road WHATAWHATA | Construct an accessory building that exceeds the permitted building coverage of 80m ² for accessory buildings in the Country Living Zone. | Granted |
| Classic Builders Auckland Limited | LUC0482/19 | 2129B Te Pahu Road WHATAWHATA | Earthworks associated with the new residential dwelling | Granted |
| A Brinkworth, C J Brinkworth | LUC0488/19 | 4 Vic Knight Lane PVT TE KOWHAI | Establish a new accessory building, where total building coverage and maximum accessory building gross floor area exceeds the permitted thresholds on a site located within the Country Living Zone. | Granted |
| G L McBride, D P McBride | SUB0135/19 | 220 Collie Road TE KOWHAI | To undertake a Boundary Relocation between two existing Records of Titles and create one conservation lot in two stages at a site within the Rural Zone. | Granted |

Ngaruawahia Ward Total: 12

| Applicant | ID No | Address | Details | Decision |
|-------------------------------|------------|---|---|----------|
| C L Smith, P D O Smith | LUC0041/20 | 8 Ellery Street East NGARUAWAHIA | To construct an extension and deck onto an existing dwelling and a proposed garage, where the extension and garage infringe the Height in Relation to Boundary and the garage exceeds the road boundary setback within the Living Zone. | Granted |
| J and A Whetu Family Trust | LUC0044/20 | 2,6 & 8 Durham Street NGARUAWAHIA | Establish and Operate Commercial (offices, sales, distribution of goods and services) and Retail Activities (food outlets) within the Light Industrial Zone | Granted |
| F M Balin, J P Green | LUC0055/20 | 25 Te Puroa Road NGARUAWAHIA | To construct a dependent person's dwelling and separate garage that are unable to comply with setback requirements and where the existing entrance is unable to comply with separation distances. | Granted |

Delegated Authority Report

Period from 1 August 2019 to 31 August 2019

| | | | | |
|------------------------------|---------------|--------------------------------------|--|---------|
| C A Burns, D K Burns | LUC0057/20 | 24 Piriti Lane HOROTIU | Construct a dwelling within the aggregate extraction setback, that exceeds building coverage, and breaches the earthworks provisions in the Country Living Zone | Granted |
| Ports of Auckland Limited | LUC0131/17.01 | 51 Horotiu Road HOROTIU | S127 application to change Condition 1 of the original consent LUC0131/17 in relation to the realignment of the high pressure gas main that traverses the site | Granted |
| Twin Cedar Family Trust | SUB0014/20 | 5 Havelock Road NGARUAWAHIA | Subdivision in the Living Zone creating one additional allotment and the construction of a wastewater pump. | Granted |
| Lake Kainui Farm Ltd | SUB0079/11.02 | 479 Lake Road HORSHAM DOWNS | S127 to change conditions of consent in relation to telecommunications and provision for wireless connection. | Granted |
| Perjuli Developments Limited | SUB0097/18.01 | 5859 Great South Road NGARUAWAHIA | Application to change conditions 1, 6 and 11 for SUB0097/18 and add conditions 55A, 57A, 58A, 60A and 61 in relation to the construction of retaining walls | Granted |
| P Kim, S K Fong | SUB0173/19 | 26 Clark Road NGARUAWAHIA | To undertake a three-lot subdivision in the Country Living Zone with a proposed right of way vehicle crossing. | Granted |
| Open Country Dairy Limited | SUB0176/19 | 6128 Great South Road HOROTIU | Revocation of existing easement | Granted |
| Ultimate Holdings Limited | SUB0178/16.06 | 75 River Road NGARUAWAHIA | To change the conditions of consent allowing for Stage 1 to become Stages 1a and 1b; include a stormwater easement in gross for area "Q"; turn Lots 301, 302, 303 and 304 into shared access lots and provide for additional right of way easements over these shared access lots; amend the provisions under Stage 5 regarding the vesting of land; and relocate easement in gross conditions for wastewater and stormwater into each separate stage. | Granted |
| A L Marais, R Marais | SUB0319/18 | 9 Westgate Street NGARUAWAHIA | To undertake a subdivision to create an additional residential lot within the Living Zone, and infringements related to vehicle access. | Granted |

Delegated Authority Report

Period from 1 August 2019 to 31 August 2019

| Onewhero-Te Akau | | Ward Total: 3 | | |
|-------------------------------------|---------------|------------------------------|---|----------|
| Applicant | ID No | Address | Details | Decision |
| ZHLL House Trust | FST0002/20 | 83 Hull Road TUAKAU | Construct a building in the Rural Zone to be used as accommodation facilities as an ancillary activity to a consented poultry hatchery on the site. | Granted |
| Rayvon Property Investments Limited | LUC0176/19.01 | 30 Ashwell Drive TUAKAU | Change of conditions relating to construction of an accessory building within the permitted setback from a wetland | Granted |
| The Kelliher Charitable Trust | SUB0143/19 | 899 Ponganui Road TUAKAU | To undertake an environmental lot subdivision that results two additional lots with the protection of an 8ha of qualifying natural feature in the Operative Franklin Rural Zone and Subdivision of a site which contains a Significant Natural Feature in the Proposed Waikato Rural Zone | Granted |
| Raglan | | Ward Total: 11 | | |
| Applicant | ID No | Address | Details | Decision |
| Jennian Homes Cambridge | FST0001/20 | 199A Checkley Road TE UKU | To construct a new dwelling within the Coastal Zone. | Granted |
| D G Grimshaw | LUC0022/20 | 296 Ruapuke Road RUAPUKE | To undertake an industrial activity within the Rural Zone. | Granted |
| The Karioi Trust | LUC0031/20 | 106 Ruapuke Road TE MATA | To construct a dwelling within the indicative building platform identified under SUB0053/13.03 that encroaches on the northern boundary, in the Rural Zone | Granted |
| A P Sawyer, D J Sawyer | LUC0037/20 | 486A Okete Road OKETE | Construct a garage within the Coastal Zone which is located outside of an approved building envelope | Granted |
| Waikato District Council | LUC0043/20 | 330 Wainui Road RAGLAN | To replace the existing toilet and shower block, with new amenities (4 toilets and 4 outdoor showers) and associated earthworks in the Reserve Zone | Granted |
| G H Hawley | LUC0049/20 | 24 Taipari Avenue RAGLAN | To construct a deck and pergola onto an existing dwelling, where the deck is located within the road boundary setback within the Living Zone. | Granted |
| Vodafone New Zealand Limited | LUC0052/20 | Van Houtte Road TE UKU | To co-locate two antenna dishes on a Chorus tower located in the Ridgeline Policy Area of the Operative District Plan that is unable to comply with rule 25.61A | Granted |

Delegated Authority Report

Period from 1 August 2019 to 31 August 2019

| | | | | |
|--------------------------------|---------------|--------------------------------|---|----------|
| | | | of the Operative District Plan and Part 2(15) of the NESTF. | |
| Swaad Foods NZ Limited | LUC0065/20 | 29 Bow Street RAGLAN | Planning Certificate for the Sale and Supply of Alcohol – On Licence | Approved |
| The Karioi Trust | SUB0053/13.03 | 106 Ruapuke Road TE MATA | S127 application to amend condition PCI of SUB0053/13 | Granted |
| D F Buchanan, A G Buchanan | SUB0162/19 | 652 Kawhia Road TE MATA | Undertake a boundary relocation between two Records of Title within the Rural Zone with non-compliances relating to child lot size, building platforms and sight distances under the Operative District Plan and where the site contains a Significant Natural Area under the Proposed District Plan. | Granted |
| P & M Hill Investments Limited | SUB0172/19 | 4270 State Highway 23 OKETE | Create one additional lot using the subdivision generally provisions and one additional lot using the conservation lot provisions in the Coastal Zone | Granted |

Tamahere

Ward Total: 11

| Applicant | ID No | Address | Details | Decision |
|--|---------------|--------------------------------------|---|----------|
| Z N A Beckett, F G Beckett | LUC0014/20 | 65 Birchwood Lane TAMAHERE | Construct a pool house that exceeds impervious surfaces, total building coverage and is located within the permitted boundary setbacks in the Country Living Zone. | Granted |
| Urban Homes NZ Limited | LUC0027/20 | 8 Figgmartin Lane PVT TAMAHERE | To construct a dwelling that exceeds volume of earthworks, earthworks using imported fill and impervious surfaces in Country Living Zone. | Granted |
| B P Honan | LUC0032/20 | 29 Birchwood Lane TAMAHERE | To undertake dwelling additions and outdoor paving that exceeds total building coverage and impervious surface in the Country Living Zone. | Granted |
| S C Forsyth, JCRB (Shiloh) Limited | LUC0039/20 | 34A Cedar Park Road TAMAHERE | Retrospective consent to locate a pergola within the 12 metre setback and gully setback in the Country Living Zone. | Granted |
| Tamahere Eventide Home Trust | LUC0103/16.01 | 621 State Highway 1 TAMAHERE | Extension of time for a further 2 years to enable the construction and use of 20 new residential units (10 duplexes) as an extension to the existing Tamahere Eventide Rest Home and Retirement Village and to enable the existing café | Granted |

Delegated Authority Report

Period from 1 August 2019 to 31 August 2019

| | | | | |
|---|---------------|---------------------------------|---|---------|
| | | | within the Rest Home and Retirement Village to be used by the general public. | |
| Parklea Investments Limited | LUC0170/19.01 | 6 Parklea Drive TAMAHERE | Change of consent conditions to change condition 1 to allow this application to be taken into account, to change condition 4 relating to maximum building coverage and to change condition 5 relating to maximum impervious surfaces on-site, in the Country Living Zone. | Granted |
| S L Stanbury | LUC0448/19 | 292 Racecourse Road HAUTAPU | To relocate an existing dependent persons dwelling that does not share an outdoor living court with the main dwelling, is located over 20m from the main dwelling and does not comply with the boundary setbacks and total building coverage in the Rural Zone. | Granted |
| Gaze Burt Trustees 16 Limited, J L Nicholson, N F Kirton | LUC0487/19 | 70 Devine Road TAMAHERE | Construct an extension to the existing dwelling and additional driveway that exceeds impervious surface and the entrance way does not comply with separation distance in the Country living Zone. | Granted |
| Tamahere Eventide Home Trust | LUC0515/16.02 | 621 State Highway 1 TAMAHERE | Variation to consent to change Stage 2 of the Aged Care and Housing for Elderly Residents from Double Storey Apartments to Single Storey (Condition 1), enable construction of the Foundation to Stage 2 prior to completion of Stage 1 (Condition 7) and amendment to Condition 21 (NZTA). | Granted |
| P J Hanrahan, M T Emms | SUB0011/15.01 | 126C Woodcock Road TAMAHERE | Time extension for 126c Woodcock Road Subdivision Consent SUB0011/15 - S125 Extension - Request for an extension to the time limit of the above-mentioned Subdivision Consent. | Granted |
| Oasis Properties NZ Limited | SUB0154/19 | 6 Bates Road TAMAHERE | Undertake subdivision to create two allotments (one additional) within the Country Living Zone | Granted |

Delegated Authority Report

Period from 1 August 2019 to 31 August 2019

| Whangamarino | | Ward Total: 6 | | |
|--|------------|----------------------------------|---|----------|
| Applicant | ID No | Address | Details | Decision |
| G J White, R Wendt, Waikato Construction Management Limited | LUC0007/20 | 64 Rata Street TE KAUWHATA | Construction of a new building associated with an existing transport depot located at 64 Rata Street | Granted |
| Land Information New Zealand - Christchurch | LUC0008/20 | 143 Feist Road KOPUKU | Dismantle and remove an existing timber farm bridge and construct a replacement steel and concrete farm bridge fit for farm use purposes, to cross the Maramarua River in the Rural Zone. | Granted |
| WTS Homes Limited | LUC0028/20 | 10 Rongopai Close TE KAUWHATA | Construct a dwelling in the Te Kauwhata West Living Zone that exceeds the permitted impervious surface, site coverage limits and has a vehicle entrance that does not comply with Appendix A. | Granted |
| Waikiwi Farms Limited | LUC0495/19 | 134 Jefferis Road WAERENGA | Relocate a brand new transportable Dwelling for farm workers accommodation onto a 39.8ha site in the Rural Zone that will be the second dwelling on site | Granted |
| Martinovich Farms Limited | SUB0166/19 | 83 Miller Road MANGATANGI | General allotment and boundary relocation subdivision | Granted |
| Arian Lands Limited | SUB0180/19 | 647 Waerenga Road WAERENGA | Create 1 additional allotment via general subdivision that does not comply with vehicle separation distance and sight distance in the Rural Zone | Granted |