



# **SOUTH WAIRARAPA DISTRICT COUNCIL**

*Kia Reretahi Tātau*

## **Agenda**

**ORDER PAPER FOR ORDINARY COUNCIL MEETING  
TO BE HELD IN  
Supper Room, Wahinga Centre, Texas Street  
Martinborough  
ON  
8 February 2023**

**MEMBERSHIP OF COUNCIL  
THE MAYOR  
Mr Martin Connelly**

Cr M Bosley  
Cr R Gray  
Cr A Plimmer  
Cr C Olds  
Cr A Woodcock

Cr M Sadler-Futter  
Cr K McAulay  
Cr P Maynard  
Cr A Ellims

**RECOMMENDATIONS IN REPORTS ARE NOT COUNCIL POLICY  
UNTIL THEY ARE AGREED TO BY THE COUNCIL.**





## Agenda – 8 February 2023

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### NOTICE OF MEETING

This meeting will be held in the Supper Room, Waihinga Centre, 62 Texas Street, Martinborough and via audio-visual conference, commencing at 10.00am. The meeting will be held in public and will be live-streamed and will be available to view on our [YouTube channel](#).

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### Open Section

**A1. Mihi / Karakia Timatanga - Opening**

**A2.** Apologies

**A3.** Conflicts of interest

**A4.** Acknowledgements and tributes

**A5.** Public participation

*As per standing order 14.17 no debate or decisions will be made at the meeting on issues raised during the forum unless related to items already on the agenda.*

**A6.** Actions from public participation

**A7.** Extraordinary business

**A8.** Community Boards / Māori Standing Committee

*All SWDC meeting minutes and agendas are available here:*  
<https://swdc.govt.nz/meetings/>

**A9.** Confirmation of Minutes

***Proposed Resolution:*** *That the minutes of the Council meeting held on 14 December 2022 are a true and correct record.*

Pages 1-11

### **B Recommendations from Committees and Community Boards**

**B1.** Recommendations from Infrastructure and Community Services Committee

Pages 12-52

### **C Decision Reports from Chief Executive and Staff**

**C1.** Approval of Financial Contributions Offset and Compensation for Vested Works - Westec Investments

Pages 53-111

**C2.** Revocation of the Wairarapa Consolidated Bylaw 2019, Part 11: Speed

Pages 112-159

**C3** Greytown Wheels Park Contract

Pages 160-169

**C4.** Triennial Agreement

Pages 170-180

### **D. Information Reports from Chief Executive and Staff**

**D1.** Chief Executive's Update

Pages 181- 196

**D2** Action Items

Pages 197-202

## E Chairperson's Report

### E1. Report from The Mayor

Pages 203-204

## F. Appointments Reports

### F1. Wairarapa Road Safety Council – Councillor Plimmer

Pages 205-224

## G. Public Excluded

### G1. Confirmation of Public Excluded Minutes

(distributed separately)

#### **Proposed Resolution:**

1. That the public excluded minutes of the Council meeting held on 14 December 2022 are a true and correct record.
2. That the minutes stay in public excluded until the Chief Executive determines there are no longer any reasons to withhold the information under the Act.

### G2. Progress Report from CEO Employment Review Committee

(distributed separately  
– to be tabled)

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

Report/General Subject Matter	Reason for passing this resolution in relation to the matter	Ground(s) under Section 48(1) for the passing of this Resolution
Public Excluded Council Meeting Minutes, 14 December 2022 (Proposed Land Purchase Report)	Good reason to withhold exists under section 7(2)(h), section 7(2)(i), and section 7(2)(j)	Section 48(1)(a)
Progress Report from CEO Employment Review Committee	Good reason to withhold exists under section 7(2)(a)	Section 48(1)(a)

This resolution is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Reason for passing this resolution in relation to the matter	Ground(s) under Section 48(1) for the passing of this Resolution
The withholding of the information is necessary to enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities.	Section 7(2)(h)
The withholding of the information is necessary to enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
The withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7(2)(j)
The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons	Section 7(2)(a)

## H. Karakia Whakamutunga - Closing



## **South Wairarapa District Council Minutes from 14 December 2022**

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<b>Present:</b>	Mayor Martin Connelly, Deputy Mayor Melissa Sadler-Futter (until 4:50pm), Councillors Colin Olds, Aidan Ellims, Pip Maynard, Kaye McAulay (until 4:50pm), Alistair Plimmer, Rebecca Gray and Aaron Woodcock.
<b>Apologies:</b>	Councillor Martin Bosley.
<b>In Attendance:</b>	Harry Wilson (Chief Executive Officer), Amanda Bradley (General Manager Policy and Governance), Russell O’Leary (Group Manager Planning and Environment), Karon Ashforth (General Manager Finance), Sheil Priest (General Manager Communications and Engagement), Rick Mead (Environmental Services Manager), Stefan Corbett (Group Manager Partnerships and Operations), Michaela Lloyd (Community Development Co-ordinator), Steph Frischknecht (Policy and Governance Advisor) and Amy Andersen (Committee Advisor).
<b>Also in Attendance:</b>	Johannes Ferreira (Carterton District Council); Richard Knott (Consultant).
<b>Public Forum:</b>	Joy Cooper (Wharekaka), Warren Woodgyer and Mel Maynard.
<b>Conduct of Business:</b>	This meeting was held in the Supper Room, Waihinga Centre, 62 Texas Street, Martinborough and via audio-visual conference. This meeting was live-streamed is available to view on our YouTube channel. The meeting was held in public under the above provisions from 10:00am to 5:10pm except where expressly noted.

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### **Open Section**

#### **A1. Karakia Timatanga - Opening**

Mayor Connelly opened the meeting.

#### **A2. Apologies**

*COUNCIL RESOLVED (DC2022/104) to accept apologies from Councillor Bosley and Colin Olds for partial attendance.*

*(Moved Cr Olds/Seconded Mayor Connelly)*

Carried

#### **A3. Conflicts of Interest**

The following conflicts of interest were declared:

- Mayor Connelly – in relation to item C3, due to owning property on Reading Street.
- Cr McAulay – in relation to item C8, due to personal relationship with Ms Cooper of Wharekaka.
- Cr Ellims – in relation to C8, due to being a paid member of the Wharekaka trust.

#### **A4. Acknowledgements and Tributes**

There were no acknowledgements or tributes.

#### **A5. Public Participation**

Ms Cooper, representing Wharekaka, spoke in support of item C8 and sought support to continue servicing the community with a Meals on Wheels Programme. Members sought clarification on funding received from other agencies, work completed to date around other options for ongoing funding and the number of meals being supplied to users.

Mr Woodgyer spoke in support of Council becoming more involved with operational matters and outlined his concerns about infrastructure projects in Greytown. Members sought clarification with regard to Mr Woodgyer's concerns and Mr Woodgyer's qualifications.

Ms Maynard spoke on behalf of Marama Aporo, to present concerns about safety issues relating to Martinborough pedestrian crossing on Jellicoe and Cambridge. Members sought clarification on reporting issues to Police/authorities and provided guidance to involve law enforcement.

Ms Maynard spoke in support of Councillor Ellims' report (Item B1, Appendix 2) and sought Council's support to progress a trial of solar lighting at pedestrian crossings in Martinborough Square. Members sought clarifications on work completed by the Martinborough Community Board to date and thanked Ms Maynard for providing historical background on this matter.

#### **A6. Actions from public participation**

Mayor Connelly noted that Grant funding would be discussed in item C8 and lighting at pedestrian crossings would be discussed in item B2.

Action 587: Members requested that updates relating to Warren Woodgyer's presentation on operational matters be followed up through relevant updates to the Infrastructure Committee, *S Corbett*.

**A7. Extraordinary Business**

There was no extraordinary business.

**A8. Community Board / Māori Standing Committee Reports from Meetings**

There were no members present.

**A9. Minutes for Confirmation**

*COUNCIL RESOLVED (DC2022/105)* that the minutes (Sections A through E, and L) of the Council meeting held on 26 October 2022, confirmed as a true and correct record, subject to the change of wording in *DC2022/100*, point 8 to “Request that Council Officers provide a report on the proposed committee structures, costs to run them, costs/benefits analysis and timing issues for staff and Councillors”.

*(Moved Cr Plimmer/Seconded Cr Olds)*

Carried

**B Recommendations from Committees and Community Boards**

**B1. Recommendations from Māori Standing Committee**

Noted by Cr Maynard forums and meeting splits and why this change has occurred.

**B2. Recommendations from Martinborough Community Board**

Cr Ellims spoke in support of his member’s report.

Members sought clarification on quotes, recommendations made at the previous MCB meeting, reports on compliance on crossings, and the management plan for the Martinborough Square.

Mr Wilson undertook to forward level crossings audit to Councillors.

Cr Ellims left at 11:06am.

Cr Ellims returned at 11:07am.

*COUNCIL RESOLVED (DC2022/106) to:*

1. Refer priorities for the rural roading network to the Infrastructure and Community Services committee.
2. Refer issues relating to safety and the management plan for the Martinborough square to the Infrastructure and Community Services Committee.  
Items 1 and 2 *(Moved Cr Ellims/Seconded Cr Sadler-Futter)* Carried
3. Note that safety and management plan for the Martinborough Square is a matter that needs to be dealt with urgently, and Council are well aware of H&S issues.  
*(Moved Mayor Connelly/Seconded Cr McAulay)* Carried

The meeting was adjourned at 11:26am.

The meeting was reconvened at 11.42am.

## **C Decision Reports from Chief Executive and Staff**

### **C1. Adoption of the Committees, Terms of Reference and Schedule of Meetings 2023**

Ms Bradley and Mr Wilson responded to members' queries relating to current amounts of grant funding allocated to the Māori Standing Committee, the Committee's delegations and voting rights for members on other committees. Mr O'Leary responded to queries relating to the proposed Strategy and Policy Committee and clarified issues relating to planning activities.

Cr Olds left at 12:41pm.

Cr Maynard left at 12:42pm.

*COUNCIL RESOLVED (DC2022/107) to:*

1. Receive the Adoption of the Committees, Terms of Reference and Schedule of Meetings 2023.  
*(Moved Cr Plimmer/Seconded Cr Gray)* Carried
2. Withdraw the Strategy and Policy Committee as this will be set up as a working group.  
*(Moved Cr Plimmer/Seconded Mayor Connelly)* Carried
3. Adopt the 2023 Committees, Terms of Reference and Schedule of Ordinary Meetings for Council and Committees, subject to the following changes:
  - omitting the last four lines under *Meetings* paragraph on p.46 (*Council – Delegation to attend....*)
  - correction of numbering on p.48
  - removing all references to the Strategy and Policy Committee
  - addition of "to review the annual report" on p.48 under key responsibilities
  - remove Cr Plimmer as a member of the Finance Committee
  - add Cr Bosley to the Finance Committee (subject to his approval)
  - add Cr Maynard as a member of the Infrastructure and Community Services Committee
  - change Delegated authority – power to act - bullet point one to "Approve unbudgeted emergency expenditure..."
  - add "includes both capital and operational expenditure" to the end of the first two bullet points under Delegated Authority – power to act on p.49
  - Change Quorum to five members on p.50
  - Replace "Ensure the interim and final audit process is well managed and audit findings are addressed" with "Receive the annual audit engagement letter and management letter from the Auditor General's office" on p.52

- Add bullet point to power to recommend to council - Advise on the possible establishment of a Wairarapa Climate Change Joint Committee, on p.51
  - Add bullet point to Climate Change and the Environment - recommend to council – The power to develop co-operative structures involving the Carterton and Masterton District Councils with the aim of developing a Wairarapa wide strategic approach to Climate Change and the Environment, on p.51
  - remove “adoption of annual report” from power to recommend to council in Finance Committee TOR
  - the addition of Cr McAulay as a member to the Climate Change and Environment Committee and the Assurance and Risk Committee
  - spelling changes to Cr Gray’s name on p. 50 of the agenda
  - change “on behalf or” to “on behalf of” on p. 40 of the agenda.
4. To delegate to the Chair the authority to alter the schedule of ordinary meetings following consultation with the Chief executive.
  5. Authorise officers to remove committee delegations from the Financial Delegations Policy and add the following clause to the policy:  
*“Authorised financial delegations from Council to committees are outlined in the Council adopted Terms of Reference for committees. Any matters for decision which exceed a financial delegation given to the Chief Executive in this policy, or a committee through the Council adopted Terms of Reference are to be made by a resolution of Council.”*

Items 3-5 (Moved Mayor Connelly/Seconded Cr Plimmer)

Carried

The meeting was adjourned at 1:12pm.

The meeting was reconvened at 1:38pm, all members present.

## **C2. Featherston Masterplan Principles and MainStreet and Link to Train Stations Concept Options**

Mr Wilson and Mr O’Leary spoke to matters in the report.

Members noted their satisfaction with the work completed so far and thanked the team for their work.

Members queried How much has it cost so far, how much cost to come, affects on rates, funding sources from other agencies/central government, feedback and consultation.

*COUNCIL RESOLVED (DC2022/108) to:*

1. Agree to amend the Featherston Masterplan Draft Principles and make the following additions: Add to Principle 2 We take care of and plan for our young and aged residents; and Add to Principle 4; We work hard to integrate infrastructure and land use.

2. Agree to the Proposed Concept Plans for the Main Street and approve the Link to the Station (with any amendments) so that detailed designs can be further advanced.
3. Note that there will be formal public consultation on the Featherston Masterplan and concept options once the detailed plans are finalised and approved for inclusion in the Masterplan.

Items 1-3 (*Moved Cr Sadler-Futter /Seconded Cr Gray*)

Carried

Action 592 - To refer the Featherston Masterplan Principles and MainStreet and Link to Train Stations Concept Options report to the Featherston Community Board and Māori Standing Committee for their next scheduled meetings.

## ITEM MOVED

### **C6. Appointments to the District Licencing Committee**

Mr Mead spoke to the report and responded to members' queries regarding the process to appoint members to the District Licencing Committee.

*COUNCIL RESOLVED (DC2022/109) to:*

1. Appoint Councillor Cr Plimmer to the District Licensing Committee list; and then appoint Councillor Plimmer as a Chairperson in accordance with section 189 of the Sale and Supply of Alcohol Act 2012, to take effect from 21 December 2022.

(*Moved Mayor Connelly/Seconded Cr Olds*)

Carried

*Cr Plimmer Abstained*

2. Appoint Councillor Cr McAulay to the District Licensing Committee list; and then appoint Cr McAulay as a Deputy Chairperson in accordance with section 189 of the Sale and Supply of Alcohol Act 2012, to take effect immediately.

(*Moved Mayor Connelly/Seconded Cr Ellims*)

Carried

*Cr McAulay Abstained*

Mayor Connelly vacated the chair and left the meeting at 2:03pm.

Deputy Mayor Sadler-Futter assumed the chair.

Mayor Connelly returned to the meeting at 2:14pm.

### **C3. Contract C1253, Reading Street and Church Street Upgrades**

Mr Wilson spoke to matters in the report.

Members sought clarification on procurement processes, competitive tenders, plan requirements, budgeting and future processes.

*COUNCIL RESOLVED (DC2022/110) to:*

1. Accept the Higgins Contracting Ltd tender to the value of \$1,539,635 excluding GST.
2. Note that Council Officers will confirm Orchards Retirement Village will pay \$343,752. excluding GST. 50% of various works, due upon works completed.
3. **Approve expenditure of \$1,200,000.00** to be funded from the Infrastructure Reserve Fund to cover the remaining costs identified above.

*Items 1-3 (Moved Cr Plimmer/Seconded Cr Olds)*

Carried

*Cr Woodcock Against*

Deputy Mayor Sadler-Futter vacated the chair at 2:20pm.

Mayor Connelly assumed the chair.

#### **C4. Emergency Road Works Funding**

Members acknowledged amount of extreme weather events and costs associated with that. Members queried items covered by funding, work completed to date, concerns about the sum left for early 2023 to address potential flooding in early 2023.

*COUNCIL RESOLVED (DC2022/111) to:*

Approve funding for the sum of **\$583,332.00** from the Rural Roding Reserve Fund to enable network reinstatement. This is not budgeted in the current annual plan for 2022/23.

*(Moved Deputy Mayor Sadler-Futter/Seconded Cr Woodcock)*

Carried

#### **C7. Wellington Region Waste Management and Minimisation Plan 2023-2029**

Mr Corbett explained the urgency relating to the report and responded to members queries about the plan.

*COUNCIL RESOLVED (DC2022/112) to:*

1. Agree to proceed with the development of the Wellington Region Waste Management and Minimisation Plan 2023-2029 (Option 3).
2. Note that the Waste Management and Minimisation Plans (WMMP) have to be reviewed every six years as a statutory requirement. The current WMMP is required to be reviewed by January 2023. If the timeframes to approve the review and approve the new plan are not met, the waste levy payments to Councils may be withheld by the Ministry for the Environment (MFE).

*Items 1-2 (Moved Cr McAulay/Seconded Cr Gray)*

Carried

#### **C8. Grant Funding**

Members discussed budgetary constraints and importance of the service, acknowledged the need, social awareness funding to support needs, area of service. Members sought clarification on and debated how funds have been distributed previously and may be in the future.

*COUNCIL RESOLVED (DC2022/113) to:*

1. Approve funding of \$5,000 to Wharekaka, Meals on Wheels programme  
(*Moved Mayor Connelly/Seconded Cr Olds*) Carried
2. Delegate the remaining 2022/2023 Community and Youth Fund equally  
between the Community Boards and Māori Standing Committee.  
(*Moved Cr Ellims/Seconded Cr Gray*) Lost
3. Delegate \$5,000 from the 2022/2023 Community and Youth Fund to the Maori  
Standing Committee for grant funding.  
(*Moved Cr Plimmer/Seconded Mayor Connelly*) Carried

The meeting was adjourned at 3:12pm.

The meeting was reconvened at 3:20pm.

#### **ITEM MOVED**

#### **C5. Draft Carterton and South Wairarapa Interim Speed Management Plan**

Mr Ferreira spoke to matters in the report and Carterton District Council's recent decisions in relation to this plan.

Mr Ferreira responded to members' queries including: benefits of reducing speed Limits, the analysis of economic and social costs of deaths and serious accidents, enforcement and the development of the plan.

*COUNCIL RESOLVED (DC2022/114) to agree that the meeting continues  
past 4:00pm.*

(*Moved Mayor Connelly/Seconded Plimmer*) Carried

*COUNCIL RESOLVED (DC2022/115) to:*

1. Adopt the *Draft Carterton and South Wairarapa Interim Speed Management Plan* to be used for consultation and community engagement to review the speed limits with South Wairarapa District Roding Network.  
(*Moved Cr McAulay/Seconded Cr Gray*) Carried  
Resolution Withdrawn by Cr McAulay
2. Note the Speed Management Principles and Speed Management Priorities on page 107 of the Draft Carterton and South Wairarapa Interim Speed Management Plan report.
3. Request Council Officers to prepare a new consultation document that reflects the comments of councillors at today's meeting and present it to the Infrastructure and Community Services Committee.
4. Delegate authority to the Infrastructure and Community Services Committee to



Approve a new consultation document

5. Invite the Carterton District Council to jointly share the preparation of a new consultation document, with a view to undertaking joint consultation in both districts.

Items 2-5 (*Moved Mayor Connelly/Seconded Cr Plimmer*)

Carried

**C9. Members' Remuneration 2022/23**

Mayor Connelly noted that Recommendations 2&3 in the agenda are not required as the Remuneration Policy was adopted at the meeting held on 26 October 2022. Ms Frischknecht spoke to matters in the report and clarified.

*COUNCIL RESOLVED (DC2022/116) to agree to put forth to the Remuneration Authority, option two, as presented in the Members' Remuneration 2022/23 report.*

*(Moved Mayor Connelly/Seconded Cr Plimmer)*

Carried

**D Information Reports from Chief Executive and Staff**

**D1. Chief Executive's Update**

Mr Wilson spoke to matters in the report and invited members to contact him directly with any additional questions.

**D2. Annual Report 2021/22**

Ms Ashforth provided Council with an update on the completion of the Annual Report 2021/22 and confirmed this would not be ready by 31 December 2022 due to resourcing issues at Audit NZ.

**D3. Action Items Report**

Members requested actions to remain open and sought updates to 420.  
Members agreed to close actions.

Cr Olds left at 4:38pm.

Cr Olds returned at 4:40pm.

**E Chairperson's Report**

**E1. Report from The Mayor**

*COUNCIL RESOLVED (DC2022/117) to approve the following appointments:*

- a. Brian Jephson to the Wairarapa Combined District Plan Review Joint Committee, leaving a vacancy for one alternate.
- b. Deputy Mayor Sadler-Futter (alternate) to the Wairarapa Committee.
- c. Following Councillor Maynard stepping down, Councillor Gray to the Wellington Region Waste Management and Minimisation Plan Joint Committee.

- d. Councillor Gray to the Waste Forum – Wellington Region.
  - e. Deputy Mayor Sadler-Futter and Councillor Martin Bosley (subject to his approval) to the Wairarapa Policies Working Group.
  - f. Councillor Olds the Hood Aerodrome Strategic Advisory Group.
  - g. Councillor Olds and Mayor Connelly to the Wairarapa Trails Action Group.
- Items 1a. to 1g. (*Moved Mayor Connelly/Seconded Sadler-Futter*) Carried

## **F Appointments Reports**

### **F1. Destination Wairarapa Update**

*COUNCIL RESOLVED (DC2022/118) to accept the Destination Wairarapa appointment report.*

*(Moved Mayor Connelly/Seconded Cr Maynard)*

Carried

## **G Public Excluded Business**

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

Report/General Subject Matter	Reason for passing this resolution in relation to the matter	Ground(s) under Section 48(1) for the passing of this Resolution
Proposed Land Purchase Report	Good reason to withhold exists under section 7(2)(h), section 7(2)(i), and section 7(2)(j)	Section 48(1)(a)

This resolution (DC2022/119) is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Reason for passing this resolution in relation to the matter	Ground(s) under Section 48(1) for the passing of this Resolution
The withholding of the information is necessary to enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities.	Section 7(2)(h)
The withholding of the information is necessary to enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
The withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage	(Section 7(2)(j))

*(Moved Mayor Connelly/Seconded Cr Maynard)*

Carried

Cr McAulay and Deputy Mayor Sadler-Futter left at 4:50pm.

## **H Karakia Whakamutunga – Closing**

Mayor Connelly closed the meeting.

The meeting closed at 5.10pm.

**Confirmed as a true and correct record**

.....(Mayor)

.....(Date)

## **Recommendations from the Infrastructure and Community Services Committee**

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### **1. Purpose**

To provide an opportunity for members to consider recommendations received from the Infrastructure and Community Services Committee.

### **2. Recommendations**

Officers recommend that the *Council*:

1. Consider the following recommendations made by the Infrastructure and Community Services Committee:

<b>Recommendations from Infrastructure and Community Services Committee</b>	<b>Resolution Number</b>
<ol style="list-style-type: none"> <li>1. Recommend to Council Option 1 - to install pedestrian lighting on all noncompliant pedestrian crossings in the SW District, beginning with the ones in the Martinborough Square and Jellicoe/Venice Street corner. Pedestrian lighting in Martinborough to be funded from the Infrastructure Reserve Fund at a cost of up to \$200,000 and work to commence in FY 2023/24. Pedestrian lighting in the other Wards to be included in the next Land Transport Plan 2024-2027 at a cost of up to \$300,000 and, if our application is successful, work to commence in FY 2024/25. Council Officers to produce a costed project plan including the findings for the investigative report and solar power options by 1 March 2023.</li> <li>2. Recommend to Council that implementation of pedestrian lighting in the Martinborough Square is completed without public consultation on the basis that the current pedestrian lighting is a risk to public safety and is not compliant with current requirements, noting the high level of public feedback and the desire to have the issue resolved.</li> <li>3. Recommend to Council to identify that the decision not to consult is inconsistent with the Martinborough Square Management Plan (2012), and that this requirement of the Management Plan will be reviewed as part of the global review of all of Council's reserve management plans.</li> </ol>	<i>ICS2023/02</i>

### **3. Background**

The report to the Infrastructure and Community Services Committee meeting relating to the recommendations in this report can be found here: [Infrastructure and Community Services Agenda](#); and is also attached as Appendix 1.

The report relating to recommendations (*ICS2023/02*), was considered by the Infrastructure and Community Services Committee at their meeting on the 1 February 2023 as item B1, *Lighting in Martinborough Memorial Square Report*.

The Martinborough Square Reserve Management and Development Plans are attached for reference and are also available on the SWDC website, please refer to: [Plans](#).

### **4. Appendices**

Appendix 1 – Lighting in Martinborough Memorial Square Report, 1 February 2023

Appendix 2 – Martinborough Square Reserve Management Plan

Appendix 3 – Martinborough Square Reserve Development Plan

Contact Officer: Stefan Corbett, Group Manager Partnerships and Operations

Reviewed By: Harry Wilson, Chief Executive Officer.

# **Appendix 1 – Lighting in Martinborough Memorial Square Report, 1 February 2023**

## Lighting in Martinborough Memorial Square

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### 1. Purpose

To consider options to improve lighting on pedestrian crossings in the Martinborough Memorial Square and wider district.

### 2. Recommendations

Officers recommend that the Committee:

1. Receive the '*Lighting in Martinborough Memorial Square*' Report.
2. Resolve to recommend Option 1 to Council to install pedestrian lighting on all non-compliant pedestrian crossings in the SW District, beginning with the ones in the Martinborough Square and Jellicoe/Venice Street corner. Pedestrian lighting in Martinborough to be funded from the Infrastructure Reserve Fund at a cost of up to \$200,000 and work to commence in FY 2023/24. Pedestrian lighting in the other Wards to be included in the next Land Transport Plan 2024-2027 at a cost of up to \$300,000 and, if our application is successful, work to commence in FY 2024/25. Council Officers to produce a costed project plan for the work as soon as possible.
3. Resolve to recommend to Council that implementation of pedestrian lighting in the Martinborough Square is completed without public consultation on the basis that the current pedestrian lighting is a risk to public safety and is not compliant with current requirements.
4. Resolve to recommend to Council to identify that the decision not to consult is inconsistent with the Martinborough Square Management Plan, and that this requirement of the Management Plan will be reviewed as part of the global review of all of Council's reserve management plans.

### 3. Executive Summary

Inadequate lighting in the Martinborough Memorial Square (the Square) has been regularly raised by the Martinborough Community Board and has been the subject of occasional public inquiry. The key concern is the assertion that the lack of lighting on the pedestrian crossings in the Square constitutes a danger to public safety. Existing lighting in the Square is partly inoperative owing to a fault in the underground electrical cabling. We expect a resolution to that problem in the next few months, with investigative work beginning 18 January 2023. As reported to Council in February 2022, many of the pedestrian crossings in the South Wairarapa region are not yet

compliant with current regulations, including the lack of lighting on the crossings in question in the Square.

If additional lighting is considered necessary, there are several options available to Council:

- 1) Install pedestrian lighting on all non-compliant pedestrian crossings in the SW District, beginning with Martinborough pedestrian crossings. Pedestrian lighting in the Square and at the corner of Jellicoe/Venice Street could be funded from the Infrastructure Reserve Fund, allowing work to commence in FY 2023/24. Pedestrian lighting in the other Wards could be applied for in the next Land Transport Plan 2024-2027 and if the application was successful work could commence in FY 2024/25. **(Preferred option)**
- 2) Install some form of standalone lights in the Square at the pedestrian crossings.
- 3) Include all pedestrian lighting installation across the SW District in our Land Transport funding request to Waka Kotahi for the 2024-2027 Land Transport Plan. If successful, that would mean a 51% subsidy for the entire programme of work.
- 4) Wait until the existing lighting is fixed and then assess the quality of the lighting in the Square, before making any further decisions.

#### **4. Background**

Lighting around the pedestrian crossings in the Square has been raised as an issue by the Martinborough Community Board for several years. In addition to this Council occasionally receives inquiries from the public asking for improved lighting on pedestrian crossings across the three Wards. To our knowledge there has not been an incident on the pedestrian crossings in the Square that has been reported to Police, however, we are told that there have been some unreported incidents and near-misses. We have not taken any light readings, compared the lighting in the Square with other pedestrian crossings in the region, or undertaken any other investigation to quantify the situation.

A contributing issue is the fact that half the existing lighting in the grassed reserve isn't working owing to what we believe is an underground electrical fault. A specialist company has been commissioned to do some investigative work to identify the problem and this work began on 18 January 2023. We suspect the underground electrical cabling is very old and fragile in parts. The contractor will be carefully hand digging into a selection of sites in the Square to test the system. We expect the results of the preliminary investigation shortly, and we have been able to meet the cost of this from existing OPEX budgets.

Once we identify the problem, a resource consent will be required to undertake a larger excavation to potentially repair the cables, mainly because of the proximity of several notable trees. We would engage a specialist contractor with known expertise to estimate the cost of this work. It is impossible to know the extent of the issues and



the costs at this stage. This later stage of the work is unbudgeted and will require approvals.

After the underground power supply is repaired and operating, we can reactivate the park lighting. At that point we could also install the 4 x benches and associated lights that we have already purchased. We are unable to do that now, as there is no power. We can then assess the square in full light and better understand the light limitation. Some limited tree pruning might improve visibility.

Management most recently reported on the state of pedestrian crossings in the District to Assets and Services Committee in February 2022. As noted in that report, there are currently 15 pedestrian crossings within the SW District inclusive of school crossings. This figure does not include pedestrian crossings on the State Highway network.

Pedestrian and vehicle movements on and adjacent to the crossings would be low compared to national counts. Data extracted from Waka Kotahi Crash Analysis System showed 11 pedestrian injury accidents on the Council roading network over the last 20 years with zero happening on pedestrian crossings.

Pedestrian crossings across the SW District do not meet current lighting standards and if we want to attract a subsidy for costs then funding requests for upgrades would need to be included in Waka Kotahi funding applications under Low-Cost Low Risk and Road to Zero Work Categories from FY 2024/25. The installation of pedestrian crossing lighting at a district level is not currently budgeted for in the Annual Plan or Long-Term Plan.

The Square and the surrounding roads are subject to the Martinborough Square Management Plan so decisions on infrastructure need to be made with reference to this plan. In addition, the Square is part of a Heritage Precinct under the Combined District Plan. Both the management plan and the district plan emphasise maintaining the Square's historic character.

## **5. Discussion**

Our view is that there is an opportunity to take a sequenced approach to bringing all pedestrian crossings in the District into compliance. Use of the Infrastructure Fund would allow prompt action to be taken on the situation in Martinborough and then we would address other Wards' needs in the 2024/25 Financial Year. We think this is preferable to taking an ad-hoc approach by installing some form of standalone lighting.

We note that this paper only deals with the installation/cost of lighting at the pedestrian crossings. We have not canvassed other safety improvements that could be made – pedestrian refuges, island build outs, raised platforms etc. That said, we could consider some other useful changes at the same time as consulting on the lighting. For example, it might be beneficial to improve the road markings to current standards (the pedestrian bars are presently 400mm but the standard has changed to 600mm) and also to consider enforcing the 12 metre exclusionary zone on each side of

the pedestrian crossings to improve visibility (which would mean removing a few car parks).

The following four options have been considered and their merits are reviewed in full below:

- Option 1: Install pedestrian lighting on all non-compliant pedestrian crossings in the SW District, beginning with Martinborough pedestrian crossings.
- Option 2: Install some form of standalone lights in the Square at the pedestrian crossings.
- Option 3: Include all pedestrian lighting installation across the District in our Land Transport funding request to Waka Kotahi for the 2024-2027 Land Transport Plan
- Option 4: Wait until the existing lighting is fixed and then assess the quality of the lighting in the Square, before making any further decisions.

**5.1 Option 1: Install pedestrian lighting on all non-compliant pedestrian crossings across the SW District, beginning with those in the Square. Martinborough Square pedestrian lighting would be prioritised, and work funded from the Infrastructure Reserve Fund with work commencing in FY 2023/24 or earlier. Pedestrian lighting in other Wards to be applied for in the 2024-27 Waka Kotahi LTP funding request and if successful the work to commence in FY 2024/25.**

A recent audit of our pedestrian crossings identified several areas of non-compliance, including lighting requirements. We have summarised the relevant section of our February 2022 report to the Assets and Services Committee that dealt with lighting below:

Under current regulations, pedestrian crossings (zebra) must be illuminated during the hours of darkness and when the streetlights are operating in the vicinity, unless a particular crossing will generally not be used at night. Lighting for pedestrian crossings should meet the requirements of AS/NZS 1158.4: 2009 Lighting of Pedestrian Crossings.

The table below outlines the findings. The observations are that the older type flashing Belisha lights have been replaced with orange Belisha discs.

Town	Location	Lighting	
		Belisha	Street light
<b>Greytown</b>			
East Street	McMaster St	No	No
East Street	Greytown School	No	No
Kuratawhiti St	Greytown Pools	No	Yes x1
<b>Featherston</b>			
Birdwood Street	Clifford Square	No	Yes x1
Bell Street	St Teresas School	No	no
<b>Martinborough</b>			
Martinborough Square	Cambridge St	No	No
Martinborough Square	Oxford St	No	No
Martinborough Square	Jellicoe St	No	No
Martinborough Square	Kitchner St	No	No
Cambridge St	Martinborough Square	No	Yes x1
Oxford Street	Martinborough Square	No	Yes x1
Jellicoe Street Street	Martinborough Square	No	Yes x1
Texas Street	Martinborough Square	No	Yes x1
Jellicoe Street	Venice St	No	No
Dublin Street	Martinborough School	No	No

Council could decide to approve a district-wide upgrade, commencing with the pedestrian crossings in the Square, given the risks to public safety that have been raised. This work would be added to the Roading Services work programme. The advantages to this course of action are:

- Results in a district level solution for all Wards.
- Provides a consistent level of service to all modes of transport within the district.
- Is more efficient from a resourcing perspective as it means that considerations such as communications, compliance with the combined district plan, options analysis etcetera, can be done once as part of one district wide project, rather than once for Martinborough square and again for the remaining non-compliant pedestrian lights.

The approximate cost to upgrade lighting on all crossings is roughly estimated to be \$500,000. Some limited project management costs would have to be included to oversee the Reserve Management Plan, District Plan and communication plan aspects.

Additional information required on this option includes understanding the wider public desire for this issue to be prioritised against other pressures, capacity of the Roading Services work programme to undertake the work, and confirmation of availability of materials and costs.

## **5.2 Option 2: Install standalone lights at some or all of the pedestrian crossings in the Square.**

A suggestion has been received from the Martinborough Community Board that standalone solar powered lights be installed to improve pedestrian safety in the Square. There will be other standalone lighting options available, potentially including heritage or classic style lights, which may align better with the heritage status of the Square.

We note this solution is not yet fully understood. Support for this option would need to be confirmed with all stakeholders with an interest in the Square, including importantly mana whenua, the Royal NZ RSA, local businesses, and the Dark Sky Association. The type of solar lights being suggested, their standards and performance, and specificity on purchase and maintenance costs would be needed.

In pursuing this option Council would need to be satisfied that the situation in Martinborough was a priority over any other pedestrian crossings in Martinborough and other Wards that require a similar lighting upgrade, including school crossings.

The potential advantages of this option are:

- It is relatively affordable
- It can be done quickly
- If solar power is used that means no reliance on the (currently) compromised electrical power supply

The disadvantage of this approach is that there will still be non-compliant pedestrian crossings in the district and many of the same considerations and process requirements will need to be considered again in the future when upgrading the other non-compliant crossings resulting in inefficiencies.

## **5.3 Option 3: Include all pedestrian lighting installation across the SW District in the 2024-2027 Waka Kotahi Land Transport Plan funding request in the Low Cost Low Risk category. If successful, the request will attract a subsidy for the whole programme of work via the Financial Assistance Rate of 51%.**

The advantage of this option is that if successful we halve our costs. However, the downside is that the work would not start until FY 2024/25, probably meaning an interim solution will be required.

## **5.4 Option 4: Wait until the existing lighting is fixed and then assess the lighting situation in the Square, before making any further decisions.**

This option allows further investigation to quantify the problem, avoids any immediate unbudgeted expense, and leaves room for a solution to be identified and costed into

the Annual Plan or Long-Term Plan. The downside is that we further delay acting on a public safety issue of high interest to Martinborough communities.

## **6. Strategic Drivers and Legislative Requirements**

### **6.1 Martinborough Square Management Plan**

Placement of structures in the Martinborough Square or surrounding footpaths and streets is covered by the [Martinborough Square Management Plan](#) ("Management Plan"). The Management Plan has a strong emphasis on maintenance of historic character, it provides that:

- "Any maintenance or upgrade of grounds, buildings or structures must protect the historic values associated with the reserve" (Clause 3.2.5)
- "Structures and furniture will be of a design that is consistent with the existing character of Martinborough, will be cohesive throughout the Square, and will be designed and implemented to enhance the amenity and recreational values of the area" (clause 5.2.1)

Accordingly, the placement of pedestrian lighting solutions around the Martinborough square must be considered against these policy statements.

Clause 2.2.3 of the Management Plan provides that "If a project is proposed that was not anticipated by the Development Plan, the Council will consult with the community and determine whether the project should proceed. In deciding whether to approve the proposal the Council will consider whether it contributes to and is in keeping with the objectives and policies of the Management Plan and also the potential impact on the ongoing implementation of the Development Plan."

The Management Plan provides that consultation is undertaken within the process and timeframes of the Local Government Act. Whether consultation is necessary or appropriate is considered further below.

### **6.2 District Plan**

All pedestrian lighting implemented across the region will need to be compliant with the Dark Skies requirements of the Combined District Plan.

Martinborough Square and its surrounding footpaths and streets are a Historic Heritage Precinct and accordingly the compatibility of the chosen pedestrian lighting with the heritage character of the area will be a further consideration.

Consideration of these elements may need to be the subject of an application for Resource Consent. Further discussions are required with the Planning Team to understand whether this is necessary.

## 7. Consultation

### 7.1 Significance and engagement

Given the pedestrian lighting on the Martinborough square is believed to be a risk to public safety and is not compliant with current requirements, full consultation on the project is not considered appropriate.

The [Significance and Engagement Policy](#) provides that there may be occasions when it is not necessary or appropriate to engage with our communities on a particular matter. Several of the outlined occasions apply to the proposed pedestrian lighting, including:

- the likely costs of the consultation are not in proportion to the benefits
- there is a threat to public health and safety or significant damage to property
- an urgent response is required, and it is not reasonably practicable to engage

As outlined above, deciding not to consult is inconsistent with the current Management Plan. Section 80 of the Local Government Act 2002 provides that:

*If a decision of a local authority is significantly inconsistent with, or is anticipated to have consequences that will be significantly inconsistent with, any policy adopted by the local authority or any plan required by this Act or any other enactment, the local authority must, when making the decision, clearly identify-*

- a) the inconsistency; and*
- b) the reasons for the inconsistency; and*
- c) any intention of the local authority to amend the policy or plan to accommodate the decision.*

In compliance with Section 80 of the Local Government Act 2002 it is recommended that the decision not to consult is coupled with an acknowledgement that:

- The decision not to consult is inconsistent with the Martinborough Square Management Plan.
- The reason for this inconsistency is that the pedestrian lighting on the square does not meet current requirements and poses a risk to members of the public so consultation is not appropriate.
- The requirement in the Management Plan to consult on all projects not contemplated by the Development Plan will be reviewed as part of the global review of all of Council's reserve management plans.

### 7.2 Communications

Despite the recommendation not to consult, we anticipate strong interest from our community and sectors of interest including Mana Whenua, NZ RSA, Martinborough Community Board, schools, local businesses, Waka Kotahi, the Dark Sky Society, and the general public of South Wairarapa who value and regularly visit the Square.

The interests of these stakeholders will need to be managed via a rigorous communications plan. Once decisions are made, we can advise on key dates, key stakeholders, responsible people, messages and delivery mechanisms for our communications.

## **8. Financial Considerations**

Costs for any of the options listed in this report are not budgeted. Additional lighting costs would have to be approved as additional expense or accounted for in the forthcoming Annual Plan or Long-Term Plan process.

Our recommended option proposes using Infrastructure Contributions to install lighting on Martinborough pedestrian crossings. These contributions are designed to be used for “to provide for the safe and convenient movement on roads of vehicular, bicycles and pedestrians within and throughout the Wairarapa.” There is currently \$3.8m available in Infrastructure Contributions.

Under current delegation rules a decision to upgrade lighting on all crossings (circa \$500,000) would have to be made by a full Council Committee. A decision to place standalone lighting in the Square (circa \$60,000-\$120,000) could be made by the Infrastructure and Community Services Committee once a budget source was identified.

Contact Officer: Stefan Corbett, Group Manager Partnerships and Operations

Reviewed By: Harry Wilson, Chief Executive Officer

## **Appendix 2 – Martinborough Square Reserve Management Plan**



# **MARTINBOROUGH SQUARE RESERVE MANAGEMENT PLAN**

*A Management Plan prepared in accordance with the requirements of the  
Reserves Act 1977*

**Adopted by Council 8 August 2012**

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# **1. INTRODUCTION**

Martinborough Square (known as The Square) is situated in the centre of Martinborough and is the central hub of Martinborough's distinctive Union Jack road layout. The Square includes Ohio, Strasbourge, Cork, and Naples Streets and their footpaths and berms, most of the block that holds the Town Hall and the Museum, and Soldiers Memorial Park which is the grassed and treed area in the centre.

The Square is also the central point for regular large-scale events such as the Martinborough Fair and Toast Martinborough, which extend beyond Soldiers Memorial Park to include the main streets of The Square. While these events bring large numbers of people to Martinborough and have a positive spin-off for the local economy, they can put pressure on The Square so it is important that it is carefully managed.

The South Wairarapa District Council has worked with key stakeholders, and with the help of landscape architects Boffa Miskell has prepared a draft Management Plan and a draft Development Plan that reflect the needs of the community and identify actions that can easily be translated into on-the-ground works.

Preparing a Management Plan hand-in-hand with a Development Plan is a new approach for the Council. It enables the Management Plan to identify the high level objectives and policies while providing clear guidance and support for the implementation of the detail in the Development Plan.

The Management Plan should be read in conjunction with the Development Plan which contains a visual representation and a list of the proposed works. Together the two plans will help ensure ideas can be translated into actions.

Community support is integral to the successful management of The Square. The Council will continue to work in partnership with the community to achieve this.

*Note: At the time of this writing the future of the Martinborough Town Hall is under public consultation. The outcome of that consultation will be carried out in tandem with and will link to any operative Reserve Management Plan and Development Plan. The Reserve Management Plan and Development Plan will be reviewed every five years, at which time any changes to the status of the Town Hall can be incorporated.*

## **1.1 Purpose of the Management Plan**

The Martinborough Square Management Plan establishes a vision and provides a policy framework for the management of The Square. The objectives and policies help guide decisions about the management of The Square. The Management Plan will be implemented through the Development Plan and an annual programme of works.

## **1.2 Vision**

The Square remains the central hub of Martinborough and residents and visitors recognise the cultural, heritage, amenity and recreational values it provides.

### **1.3 Content of Plan**

This plan is structured in the following way:

1. Introduction
2. Administration
3. Reserve Resources
4. Development
5. Street Furniture
6. Trees and Vegetation
7. Management and Asset Maintenance

Each section contains background information, objectives, policies and rules to guide management and development of the reserve. The content of this plan will be subject to periodic review to ensure the objectives and policies remain relevant to the management and development of the reserve.

### **1.4 Reserve Area**

Martinborough Square Reserve (known as The Square) is located in the centre of Martinborough and provides a focal point for the town. It has significant historic, recreational and cultural values for the community and visitors to the town. The Square comprises 2.172 hectares of open space land that includes Soldiers Memorial Park (the grassed central square), and the Town Hall and Playground area bounded by Oxford, Texas and Cork Streets. Footpaths and berms along streets that radiate from the central square, and bounded by Ohio, Strasbourge, Cork and Naples Streets, are also part of the reserve. This Management Plan covers the land listed in section 2 that has been classified recreation, historic and local purpose under the Reserves Act 1977. A plan of the reserve area is in Appendix 1.

### **1.5 Summary of site values and resources**

There are a range of natural, cultural, heritage and recreational values associated with the reserve including:

- Open space for a range of recreational activities and events
- Significant heritage buildings and war memorials
- The unique Union Jack layout of The Square
- Values associated with Notable Trees in the central square
- An important green space for residents and visitors in the centre of town

### **1.6 Legal Framework**

The Reserves Act 1977 is the principal piece of legislation that governs the management and development of Martinborough Square Reserve. Other relevant legislation and documents considered include:

- The South Wairarapa District Council Reserves Strategy

The Wairarapa Combined District Plan (under the Resource Management Act 1991)

Council's Annual Plan and Long Term Plan

The Historic Places Act 1993

The Building Act 1991

Principles of the Treaty of Waitangi

Bylaws and policies adopted by Council

## **2. ADMINISTRATION**

The administration of the Martinborough Square Reserve must reflect the purposes for which the land parcels are classified under the Reserves Act 1977. Administration should also comply with the District Plan, other statutory documents and the needs and concerns of the community.

### **2.1 Land Parcels**

The land that makes up Martinborough Square Reserve is in several different parcels.

The land comprising Soldiers Memorial Park is closed road (SO 17366). The Boer memorial was constructed in the centre of the crossroads in 1906 and the roads were then closed in 1921. The central square area was fenced off and dedicated as the town's official war memorial in November 1921.

The museum land (WN 67/185) was purchased in 1908 and the Town Hall sections (WN 32/279, WN 216/206) were purchased in 1912. In 1947 the Town Board bought the playground land (WN 209/291, WN 526/3, WN 396/287).

### **2.2 Classification**

The table below outlines the separate land parcels in Martinborough Square Reserve and their classification under the Reserves Act 1977:

<b>Reserve Area</b>	<b>Legal Description</b>	<b>Title Reference</b>	<b>Classification</b>
Museum	Lot 259 DP 248	WN 67/185	Recreation Reserve
Town Hall	Lot 251 DP 248	WN 32/279	Local Purpose (Community Purpose) Reserve
Town Hall	Lot 252 DP 248	WN 32/279	Local Purpose (Community Purpose) Reserve
Town Hall	Pt Lot 257 DP 248 & DP 2643	WN 216/206	Local Purpose (Community Purpose) Reserve

Playground	Lots 253, 254 ,255 & 258 DP 248	WN 209/291,WN 526/3, WN 396/287	Recreation Reserve
Soldiers Memorial Park	Closed Road SO 17366 & SO 33331		Historic Reserve

According to the Reserves Act 1977, a Recreation Reserve is "Land for the purpose of providing areas for recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, with emphasis on the retention of open spaces and on outdoor recreational activities, including recreational tracks in the countryside."

Local Purpose Reserves are "for the purpose of providing and retaining areas for such local purpose or purposes as are specified in any classification of the reserve." The Town Hall parcels have subsequently been classified as "Community Purpose" areas in keeping with town hall uses and activities.

Historic Reserves are "Land for the purpose of protecting and preserving in perpetuity such places, objects, and natural features, and such things thereon or therein contained as are of historic, archaeological, cultural, educational, and other special interest."

### **2.3 District Plan Provisions**

The Wairarapa Combined District Plan also identifies trees in the central square as "Notable Trees" (Ts077) listed in section 6. Work to Notable Trees other than minor trimming requires resource consent.

Under the Wairarapa Combined District Plan, Martinborough Square Reserve is zoned commercial. The area also falls within the Martinborough Town Centre Historic Heritage Precinct. The Martinborough Town Hall, the Colonial Museum and the Boer War Memorial sit within the Martinborough Square Reserve area and are designated as heritage items in the District Plan.

### **2.4 Community and Organisational Interest**

Community support is integral to the management and development of Martinborough Square Reserve, allowing cooperative implementation of the objectives and policies of the management plan and development plans. There is a wide range of interest in The Square including:

- Town residents who use the reserve
- The wider community and visitors to Martinborough
- Friends of Martinborough Town Hall
- The Martinborough Tree Committee
- The Martinborough Square Committee

Martinborough businesses with direct links to the square, or who use it for informal activities or formal events

Tangata Whenua

The Returned Servicemen's Association

The New Zealand Historic Places Trust

## **2.5 Objectives**

- 2.5.1. To provide for integrated management of the various parts of Martinborough Square Reserve, protecting and enhancing the historic, community and recreation values and allowing for the use and enjoyment of the reserve.
- 2.5.2. To manage Martinborough Square through a cooperative approach with Council, Community Board, Tangata Whenua, community interest groups and other users of the reserve.

## **2.6 Policies**

- 2.6.1. Manage Martinborough Square in accordance with sections 17, 18 and 23 of the Reserves Act 1977 and the Wairarapa Combined District Plan.
- 2.6.2. Ensure that all of the war memorials in Soldiers Memorial Park are designated as heritage items in the District Plan.
- 2.6.3. Proactively manage the implementation of the Development Plan to increase the amenity values of the area and ensure there are well-designed facilities.
- 2.6.4. An annual works programme will be developed in consultation with the Martinborough Community Board to ensure the Development Plan is implemented in a cohesive way and as funds allow. The Community Board will engage with relevant community groups and individuals as part of that process.
- 2.6.5. Priority will be on implementing the Martinborough Square Development Plan. If a project is proposed that was not anticipated by the Development Plan, the Council will consult with the community and determine whether the project should proceed. In deciding whether to approve the proposal the Council will consider whether it contributes to and is in keeping with the objectives and policies of the Management Plan and also the potential impact on the ongoing implementation of the Development Plan.
- 2.6.6. The Management Plan is a proactive document, but to remain as flexible as possible the Council will delegate daily management decisions to the Council's Chief Executive. Note: The Chief Executive has powers to delegate management decisions to Council staff to ensure management of the reserve is timely and efficient.
- 2.6.7. Consultation relating to this plan shall be undertaken in accordance with the process and timeframes of the Local Government Act 2002.



### **3. RESERVE RESOURCES**

The Martinborough Square is characterised by three reserve resource categories: Recreation, Historic and Local Purpose.

The Square contains areas catering to both passive and active recreation. Soldiers Memorial Park is primarily a passive recreation area offering picnic tables and seats under trees, and footpaths leading to and from war memorials. The playground is an active recreation area that includes play equipment for children, a picnic area, a skate park and grassed open space.

The heritage resources of Martinborough Square Reserve include:

- Soldiers Memorial Park
- Boer War Memorial
- World War I memorial gates and flagpole
- World War II memorial gates
- Korea, Malaya, Borneo and Vietnam memorial rock
- Martinborough Colonial Museum
- Martinborough Town Hall (also the Local Purpose (Community Purpose) area)

*Note: At the time of this publication the Martinborough Town Hall's future development is under consultation.*

#### **3.1 Objectives**

- 3.1.1. To promote a range of recreational activities, both active and passive, that are complementary to the reserve's cultural, historic and natural values.
- 3.1.2. To actively promote the reserve as a local and regional recreational facility.
- 3.1.3. To preserve the historic integrity of Soldiers Memorial Park as the town's war memorial.
- 3.1.4. To conserve the historic resources of The Square described above to maintain their heritage significance and availability for public enjoyment and reflection.
- 3.1.5. To promote community use of the Town Hall area.

#### **3.2 Policies**

- 3.2.1. Existing recreational facilities will be replaced or maintained as needs, priorities and resources allow.
- 3.2.2. The responsibility for the replacement and maintenance of all aspects of the Square lies with the landowner, unless otherwise stated in any current lease or licence agreement.

- 3.2.3. Leisure and recreation activities that respect the historic values of the reserve will be promoted.
- 3.2.4. The use of the reserve (including the Town Hall building) for community activities will be encouraged.
- 3.2.5. Any maintenance or upgrade of grounds, buildings or structures must protect the historic values associated with the reserve.

### **3.3 Rules**

- 3.3.1. All replacement, maintenance and upgrade work will require the prior approval of the Chief Executive, except minor repairs and maintenance, unless provided for by the Martinborough Square Development Plan.
- 3.3.2. Any development shall comply with the Martinborough Square Development Plan.
- 3.3.3. Any use of the Town Hall must comply with Council's Town Hall hire agreements.
- 3.3.4. Conservation and Maintenance Plans will be required for any proposed works to the Town Hall, Museum, Old Courthouse (if it is moved to the Reserve) or War Memorials according to the ICOMOS New Zealand Charter.
- 3.3.5. New memorials or monuments, in keeping with the objective of remembering and honouring the contributions of New Zealanders in war, are allowed in Soldiers Memorial Park, subject to Council approval of the scale and nature of the memorial or monument.
- 3.3.6. New buildings and structures, and additions to existing buildings or structures that enhance the community's cultural, recreational and leisure experience may be permitted in the Museum and Town Hall area. A resource consent would be required, and designs shall be in keeping with the historic nature of the reserve.

## **4. DEVELOPMENT**

The Objectives and Policies of the Management Plan reflect and support the implementation of the Development Plan. They will also help guide decision-making if a project or proposal comes up that was not anticipated by the Development Plan.

Experience has shown that more policy does not necessarily lead to better implementation of on the ground works. With this in mind the Council has worked to streamline the amount of policy in the Management Plan and have a clear focus on implementing that policy through a Development Plan prepared in conjunction with the Management Plan.

### **4.1 Objectives**

- 4.1.1. To preserve the distinctive character and open space qualities of Soldiers Memorial Park , and to maintain and enhance the war memorials.

- 4.1.2. To strengthen the formal Union Jack layout of Martinborough Square and associated vistas. And to ensure the Square is well integrated into the rest of the town.

## **4.2 Policies**

- 4.2.1. The Council will proactively implement the Development Plan to increase the amenity values of the area and ensure there are well-designed facilities.
- 4.2.2. An annual works programme will be developed in consultation with the Martinborough Community Board to ensure the Development Plan is implemented in a cohesive way and as funds allow. The Community Board will engage with relevant community groups and individuals as part of that process.
- 4.2.3. Priority will be on implementing the Martinborough Square Development Plan. If a project is proposed that was not anticipated by the Development Plan, the Council will consult with the community and determine whether the project should proceed. In deciding whether to approve a new proposal the Council will consider whether it contributes to and is in keeping with the objectives and policies of the Management Plan and also the potential impact on the implementation of the Development Plan.
- 4.2.4. The use of Martinborough Square for events or activities will avoid, remedy or mitigate significant adverse affects on the central square and adjacent facilities.
- 4.2.5. Vehicles are not permitted on the grassed area of Soldiers Memorial Park except under strictly controlled circumstances for events or in emergencies.
- 4.2.6. Entry to the central square is free but charges may be made for commercial activities and concessions. Charges may be made for access to the museum and events in the Town Hall and for other special events.
- 4.2.7. Development of the "spokes" of the reserve will be addressed in the next 5 year review of this plan.

## **5. STREET FURNITURE, STRUCTURES AND DESIGN ELEMENTS**

Replacing and adding some street furniture within Martinborough Square can greatly enhance its amenity and use. Any new street furniture needs to be consistent with the historic character of Martinborough, fit for purpose and be durable and easily maintained.

There is the opportunity to add picnic tables and seating within Soldiers Memorial Park. The public toilets require replacement to better cater for public use and be of a design that reflects the character of The Square.

At the time of this writing, refurbishment of the Town Hall is under discussion. Any future work on the Town Hall provides an opportunity to ensure better

linkages between the hall, the public space of Soldiers Memorial Park and the town centre. Any proposed work to the Town Hall will link to this Reserve Management Plan and associated Development Plan.

## **5.1 Objective**

- 5.1.1. To ensure the historic character of The Square is maintained when selecting new furniture and structures, and when considering new design elements.

## **5.2 Policies**

- 5.2.1. Structures and furniture will be of a design that is consistent with the existing character of Martinborough, will be cohesive throughout The Square, and will be designed and implemented to enhance the amenity and recreational values of the area.
- 5.2.2. Design elements such as tree grates and guards, interpretation, seating, lighting, and bollards, will be introduced as the Development Plan is carried out.
- 5.2.3. The public toilets will be replaced in a design and location that is in general accordance with the Development Plan.
- 5.2.4. Alteration or redevelopment of the Town Hall and environs shall seek to better integrate it with other parts of The Square, especially Soldiers Memorial Park.
- 5.2.5. Information plaques and other signage will be kept to a minimum and their design will reflect the character of The Square.

# **6. TREES AND VEGETATION**

The mature trees in Soldiers Memorial Park have a long history. Many of them date back to 1920 or earlier. Despite the formal layout of Soldiers Memorial Park, the trees in each of the four quadrants are randomly planted and comprise a range of species, some of which have flourished but others less so. The trees provide a shady canopy during the summer months.

Twenty four trees in Soldiers memorial Park are scheduled Notable Trees in the Wairarapa Combined District Plan. These comprise *Quercus ilex* (2), *Quercus rubra* (6), *Mespilus germanica*, *Ulmus procera* (5), *Grivillea robusta*, *Quercus robur* (5), *Eucalyptus ficifolia*, *Eucalyptus sideroxylon*, *Trachycarpus fortunei*, *Eucalyptus leucoxylon* Rosea.

In addition to the trees in the central square, there are trees planted around the edges of Memorial Square Drive and also on the berms of the "Union Jack" streets. This tree planting is relatively recent and, along with the associated works such as kerb extensions and formation of tree pits (lined holes to plant trees in that prevent roots from growing into and damaging infrastructure), was carried out as a collaborative effort between Council and members of the community.

There are also some low shrubs and annuals in the central square around the Boer War Memorial and similar planting in some of the kerb extensions.

## **6.1 Objectives**

- 6.1.1. To ensure the existing and future plantings compliment the historic, recreational and cultural values of the square.

## **6.2 Policies**

- 6.2.1. In the first year of this plan, the Council will engage an arborist for advice on tree health and viability. The Council will implement the recommendations of the arborist report, including removal or pruning of trees where necessary.
- 6.2.2. Following the initial tree removal and maintenance work, the Council shall prepare a comprehensive planting strategy to guide ongoing maintenance and replacement of trees. That plan will ensure that changes relating to the trees are appropriate to the history and enhance the character of Martinborough Square.
- 6.2.3. An annual programme of tree maintenance will be included in the annual works programme prepared each year for the implementation of the Development Plan.
- 6.2.4. Tree planting shall be permitted along the streets identified in the development plan to enhance the amenity value of these streets and to integrate them with Soldiers Memorial Park.
- 6.2.5. Tree planting shall recognise the building facades as a major determinant of the character of The Square and the species and planting location shall be selected accordingly.
- 6.2.6. The history of notable trees in the Square shall be documented and held in the Council's Historic Tree Register (R525).

# **7. MANAGEMENT AND ASSET MAINTENANCE**

This section sets out the objectives and policies for the day-to-day management of Martinborough Square Reserve. Management needs to be consistent with the requirements of the Reserves Act 1977 and other relevant legislation, and with other Council plans such as the Annual Plan.

The following objectives and policies apply in addition to any requirements contained in leases or licences of parts of the reserve.

## **7.1 Management Objective**

To effectively manage and maintain Martinborough Square Reserve on a day-to-day basis in line with statutory requirements and other Council plans, including this management plan.

## **7.2 Management Policies**

- 7.2.1. Maintaining Reserve Boundaries

1. The boundaries of the reserve will be maintained and no encroachments will be permitted.

#### 7.2.2. Vegetation maintenance

1. Health of the plantings on the site will be monitored by Council, and maintenance or replacement of plantings will be undertaken where necessary.

#### 7.2.3. Funding

1. Funding for maintenance programmes, ongoing protection, development and enhancement programmes will be identified in the Annual Plan and Long Term Plan.
2. All programmes will be prioritised and funded when opportunity allows.
3. Alternative sources of funding (other than rates) and other means of implementing programmes will also be considered. Examples of alternative sources include, but are not limited to:

Grants (e.g. New Zealand Lottery Grants, Eastern and Central Community Trust)

Funds arising from bequests

Work schemes

Community fundraising

Sponsorship

Sale of surplus land (subject to the provisions of Reserves Act 1977)

Donations

#### 7.2.4. Bylaws

1. The South Wairarapa District Council Bylaws will apply to the management of the reserve.

#### 7.2.5. Events

1. Events and activities that comply with this Management Plan will be encouraged and promoted.

#### 7.2.6. User Charges

1. Entry to the reserve will generally be free but charges may be made for commercial activities and concessions. Charges may be made for access to the museum and events in the town hall and for other special events.

#### 7.2.7. Information and Promotion

1. Onsite interpretation of the historic/recreational/botanical values of the reserve will be put in place as priorities and resources allow.

#### 7.2.8. Recreation Monitoring

1. The impact from recreation activities will be assessed from time to time to ensure there are no adverse effects on the reserve.

### **7.3 Management Rules**

#### 7.3.1. Smoking

1. Martinborough Square is subject to Council's District-wide smoking policy for parks and reserves.

#### 7.3.2. Bylaws

1. The South Wairarapa District Council Bylaws will apply to the management of the reserve.

#### 7.3.3. Hours of use

1. The public shall be able to use the reserve between the hours of dawn and dusk. Any use outside of these hours is prohibited, unless approval has been provided by Council's Chief Executive.

#### 7.3.4. Events

1. An event that involves exclusive use of the reserve, the sale of goods, or is not covered by this Management Plan, will require specific approval under this Management Plan before it can proceed. Specific approval means the approval of the Council or Chief Executive.
2. For major events on the reserves that impact beyond the reserve areas and affect traffic movement, parking, public health and safety, and may cause inconvenience to residents and local retailers, the promoter must provide information on how these matters may be addressed. Depending upon the size and scale of the event Council may consult with key interest groups.
3. An event organiser or user of the reserve shall be responsible for returning the reserve to its existing state and repairing any damage to the reserve (other than normal wear and tear) caused as a result of any event or use. This repair shall be to the satisfaction of the Council's Roading and Reserves Manager.
4. A refundable bond may be required from organisers of an event to cover repair of any damage to the reserve used where this is required under the guidelines or as a condition of resource consent.

#### 7.3.5. Signs

1. The only permanent signs permitted on the reserve are those providing visitor information, information about facilities and features related to the reserve site, plaques as approved by Council and traffic signs. Such signs should be placed on existing structures wherever possible to avoid a proliferation of sign posts.

2. Temporary signs advertising specific events (those displayed only for the duration of the event they advertise) shall be allowed on the reserves.
3. Any other signs that are not covered by 1 and 2 above will require Council approval.

#### 7.3.6. Pedestrian and Vehicle Access

1. Vehicles are not permitted on the grassed area of Soldiers Memorial Park except under strictly controlled circumstances for events or in emergencies.

#### 7.3.7. Utilities

1. No new utilities shall be located on the reserve.
2. Where it is necessary to have existing utility services located above ground, the design and location should be sympathetic to the natural, cultural or landscape features of the reserve and not impact on the area available for recreational use.
3. Utility operators can access the central square for the operation and maintenance of existing network utilities within the reserve, subject to the provisions of this Management Plan and notification to the Council.
4. Consultation shall be required with utility operators prior to the planting of any vegetation within the vicinity of underground electricity cables or similar.
5. Activities and development within Martinborough Square shall not generate adverse effects (or reverse sensitivity effects) on existing infrastructure.

#### 7.3.8. Dogs

1. Dogs must be on a leash and under control at all times.
2. Dog litter must be removed from the reserve by the dog owners.
3. Any changes to Council's dog policy will have precedence over 1 and 2 above.

#### 7.3.9. Recreation Monitoring

1. The Council may modify or stop activities that cause environmental degradation or significant modification or nuisance, including nuisance to adjoining properties.

#### 7.3.10. Fires

1. No fires are permitted within the park unless approved by the Chief Executive.

### **7.4 Asset Management Objectives**

- 7.4.1. To ensure public health and safety are met.



- 7.4.2. To ensure the reserve area functions effectively and is maintained in an appropriate manner.

## **7.5 Asset Management Policies**

### **7.5.1. General**

1. The reserve will be given high priority by the Council in its maintenance programme.
2. The Council will review the current levels of service in the Asset Management Plan (AMP) to ensure the appropriate maintenance standard for services and facilities are provided on the reserve.
3. The AMP and the Council's Reserves Contract Agreement will be reviewed to ensure they are in accordance with this Management Plan.
4. Any maintenance work carried out by the community will be done within an agreed framework and within the Council's financial planning and budgetary framework.

### **7.5.2. Toilets**

1. Existing toilets will be maintained to a high standard.
2. Organisers of events may be required to provide portable toilet facilities.

### **7.5.3. Rubbish**

1. Rubbish bins will be kept to a minimum and priority will be placed on removal of litter from the reserve.
2. The standards of litter management will be monitored to ensure the reserve remains clean and tidy.
3. Organisers of events will be responsible for rubbish during events and removal of rubbish after events.

### **7.5.4. Public Safety**

1. The Council will identify hazards affecting the reserve and take appropriate precautions to minimise risks through the provision of information.
2. The Council will provide for the safe use of pesticides and other chemicals used in its management operations.
3. Following an initial maintenance upgrade, the trees in the reserve will be assessed from time to time (and following storm damage) by an arborist for their health and longevity, and remedial work will be programmed into reserve maintenance.

## **7.6 Asset Management Rules**

### **7.6.1. Public Safety**

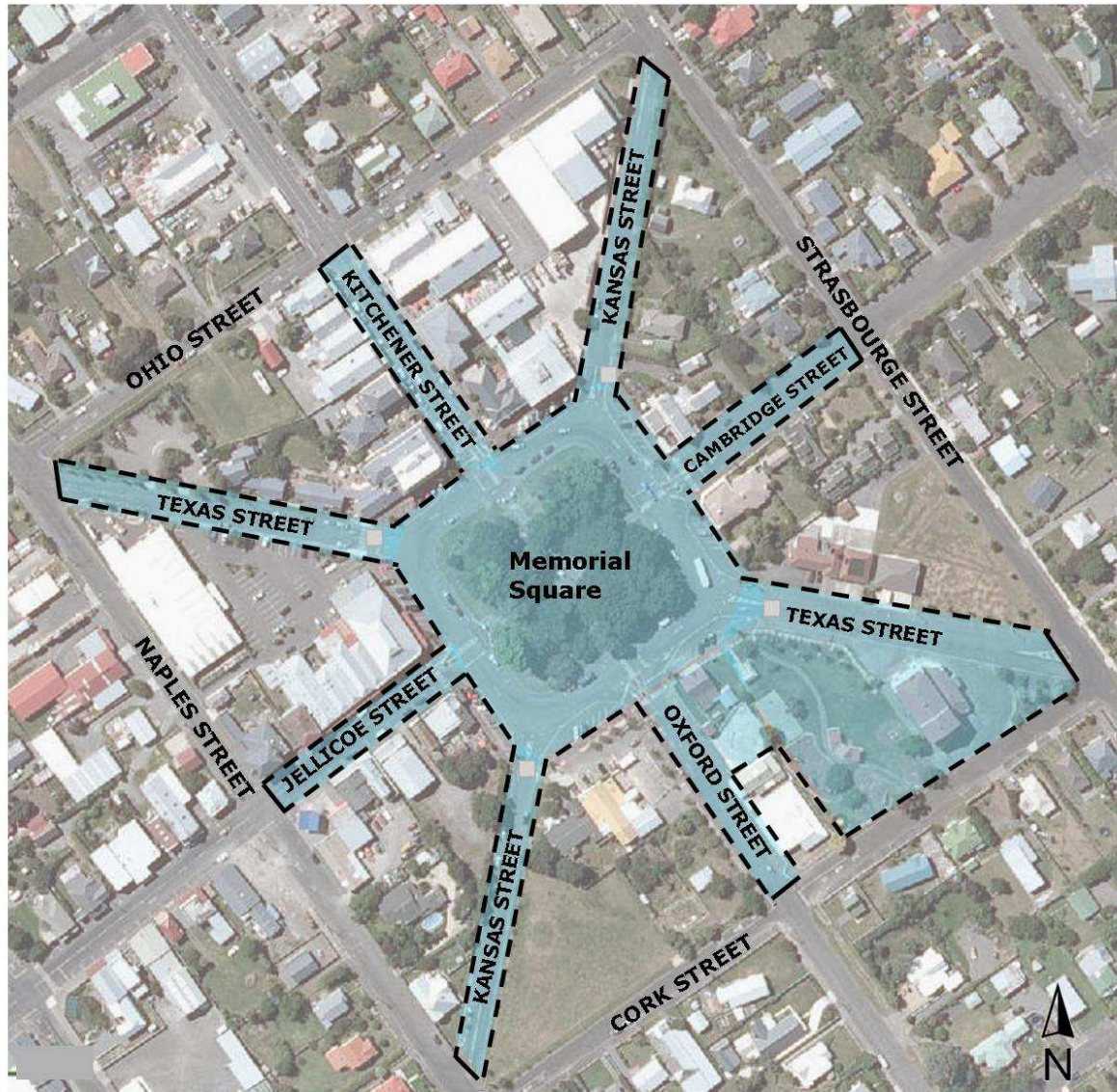
1. Unauthorised damage to, or removal of, plant material is prohibited.

2. Spraying will only be carried out by Council approved and certificated operators.
3. Ground marking can only be carried out with the approval of Council's Roading and Reserves Manager.

#### 7.6.2. Rubbish

1. Rubbish shall not be dumped on the reserve by any member of the public.

# Appendix 1 – Extent of Martinborough Square Reserve



Note: The reserve boundaries include the road berms within the reserve area.

## **Appendix 3 – Martinborough Square Reserve Development Plan**



# MARTINBOROUGH SQUARE DEVELOPMENT PLAN





# INTRODUCTION

Martinborough township was established between 1881-1885 as a private land development by John Martin. The centre of the township was designed in the shape of the Union Jack with streets radiating from the central square named after places that Martin had visited on an overseas tour. Martinborough has a distinctive character which derives in part from the number of historic buildings that have been carefully restored.

This Development Plan supports the Management Plan. It will be reviewed every five years (concurrently with the Management Plan review). The Development Plan will be implemented by Council and the community as funds allow. Each year Council will prepare an annual programme of work. This will be considered as part of the Council's Draft Annual Plan.

## Five areas of focus

Martinborough Square currently functions well as a public open space and does not need redesign. However, with some relatively minor changes it could be improved in terms of its landscape appeal and its use. This Development Plan proposes 5 areas that will assist in improving the amenity value and functionality of the square. These 5 project areas of focus are:

- Museum and Surrounds
- Boer War Memorial
- Promenade
- Trees
- Design Elements

For each of these areas, high quality elements that are designed to be enduring in terms of style and quality of materials will be selected to improve the amenity value of the area.

## Setting the Scene

Martinborough Square is the town's pre-eminent area of open space and provides a hub for the community. In the centre of Soldiers Memorial Park is the Boer War Memorial. Views down the four main streets (Kitchener St, Jellicoe St, Cambridge St and Oxford St) are orientated towards this memorial.

Located around the outer edge of Soldiers Memorial Park are several heritage buildings. These buildings help to give definition and enclosure to the square. While most sides of the square have buildings defining their edges, the eastern corner of the square is not well defined.

The lack of seating and other elements to draw people into the centre of the square mean that the square is not used to its full potential.

The dense canopy of the trees in Soldiers Memorial Park limits the amount of light and reduces the visual and physical accessibility of the square.

Much of the furniture and amenity facilities such as the toilet block have become rundown and appear out of character with the rest of the square.





# AREAS OF FOCUS

## 1. Museum and Surrounds

It is proposed to relocate the courthouse from Cork St to a site between the museum and playground, and erect a new toilet block between the courthouse and museum.

## 2. Boer War Memorial

The planting around the Boer War Memorial in Soldiers Memorial Park is out of scale with the memorial and the trees surrounding it. A more appropriately scaled planter box and associated seating will help to encourage greater utilisation of the space.

## 3. Promenade

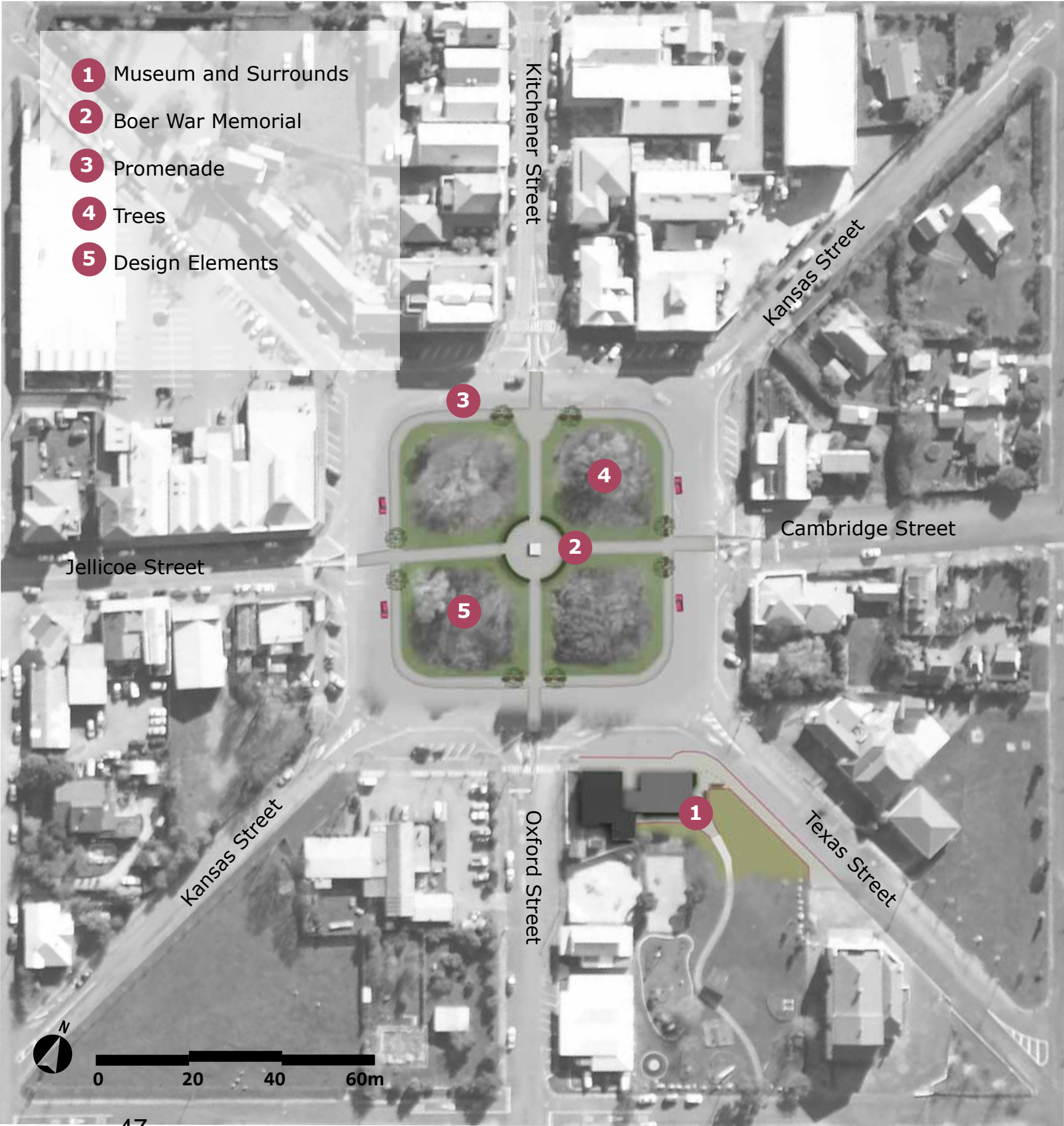
It is proposed that the pedestrian promenade around the edge of the central square be upgraded with asphalt and brick, consistent with the other footpaths in town.

## 4. Trees

Many of the trees in Soldiers Memorial Park are in poor health and in need of maintenance. It is proposed that the trees will be regularly maintained and where necessary, removed to encourage growth in the remaining healthy trees in accordance with the specifications detailed in this report.

## 5. Design Elements

In addition to these five areas, several other design elements will be incorporated into the square - seating, plaques, lighting, and picnic tables.

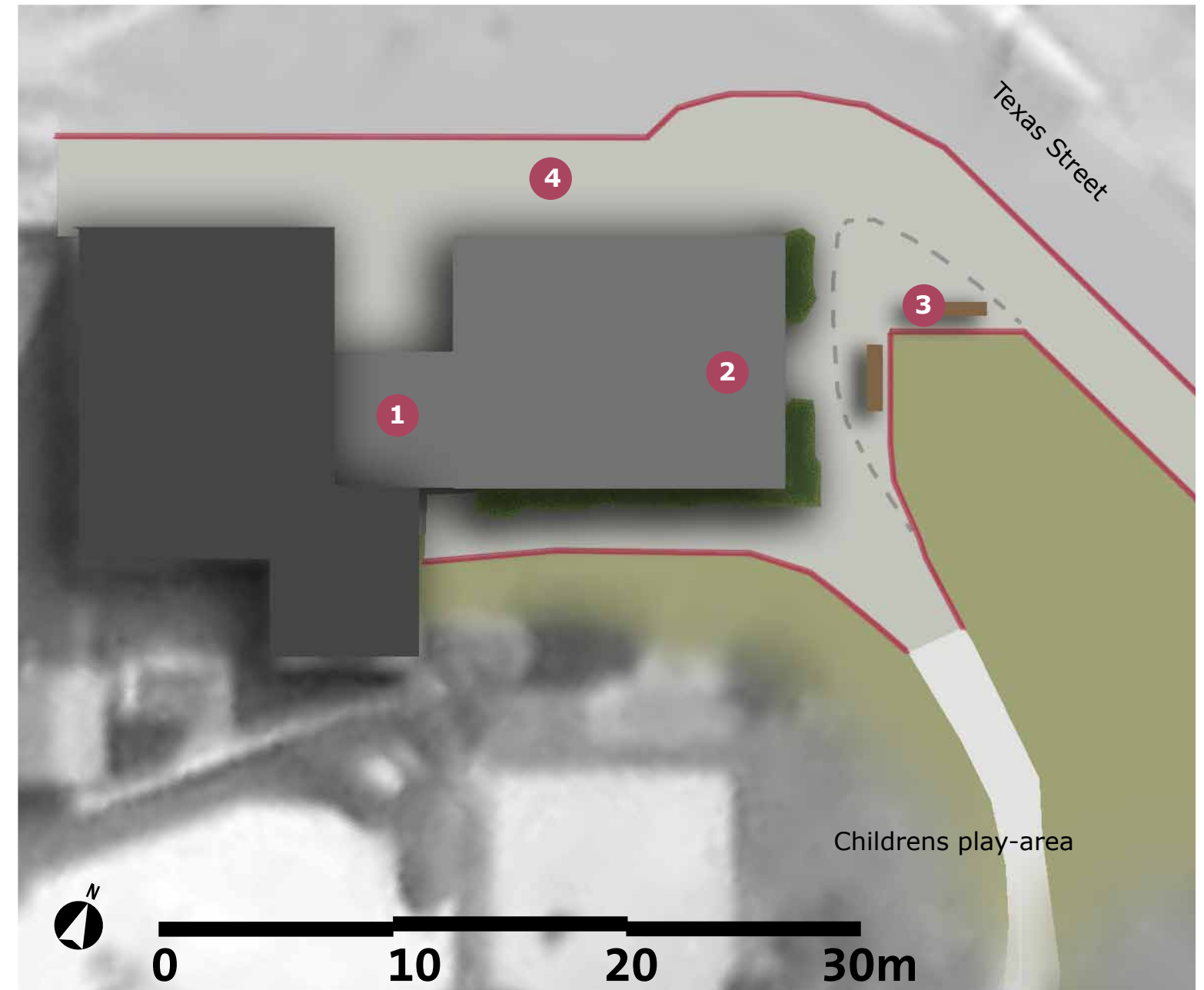


# MUSEUM AND SURROUNDS

*Linking Soldiers Memorial Park to the Museum*



View from the west looking towards the Museum and the relocated courthouse.



- 1 Toilets replaced and located adjacent to, and can be accessed from, play area and Soldiers Memorial Park.
- 2 Courthouse relocated to create a strong edge on the south-western corner of the Square.
- 3 Entry to children's play area is marked with seating and an interpretive plaque provides information about adjacent courthouse and museum.
- 4 Asphalt pavement with red brick edging treatment.

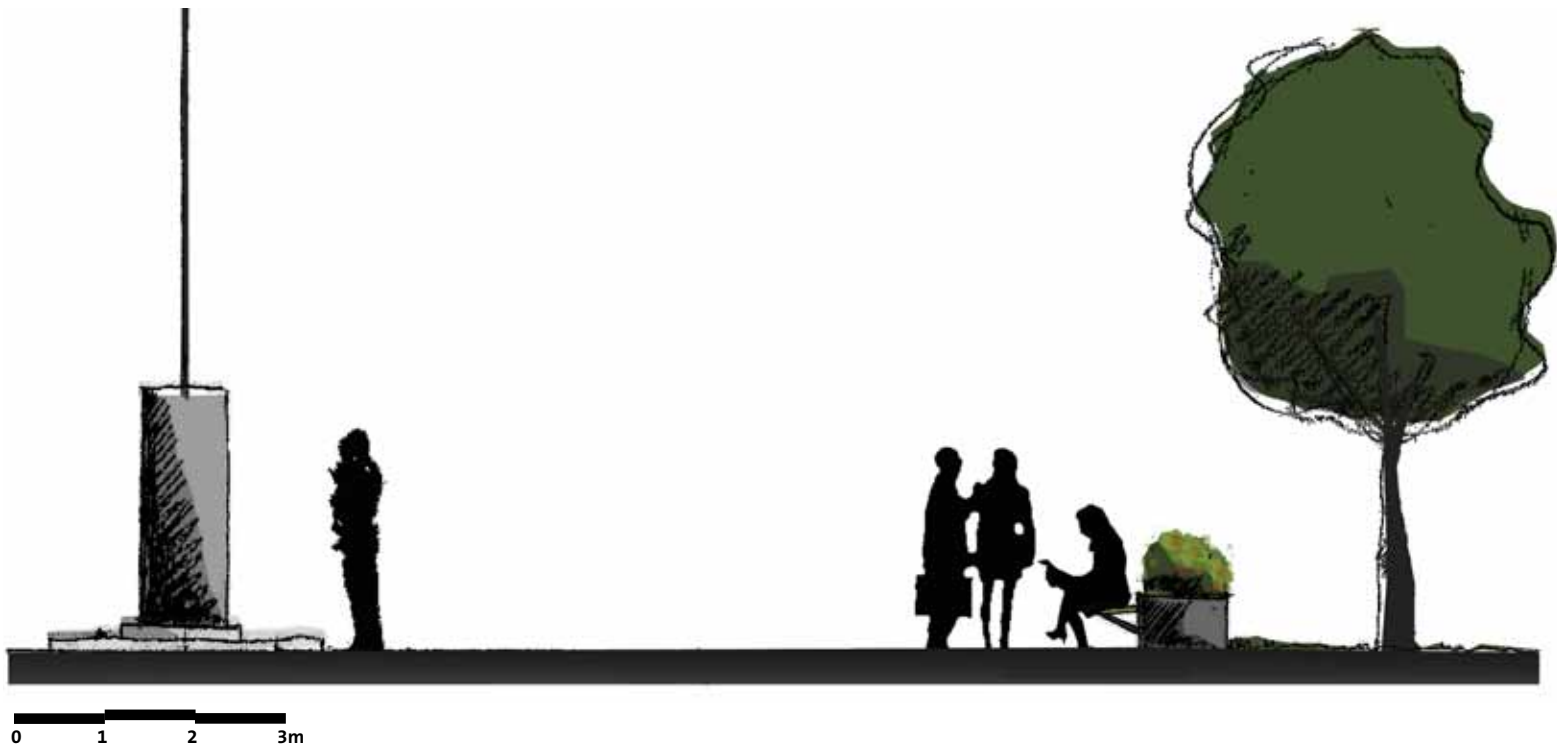


# BOER WAR MEMORIAL

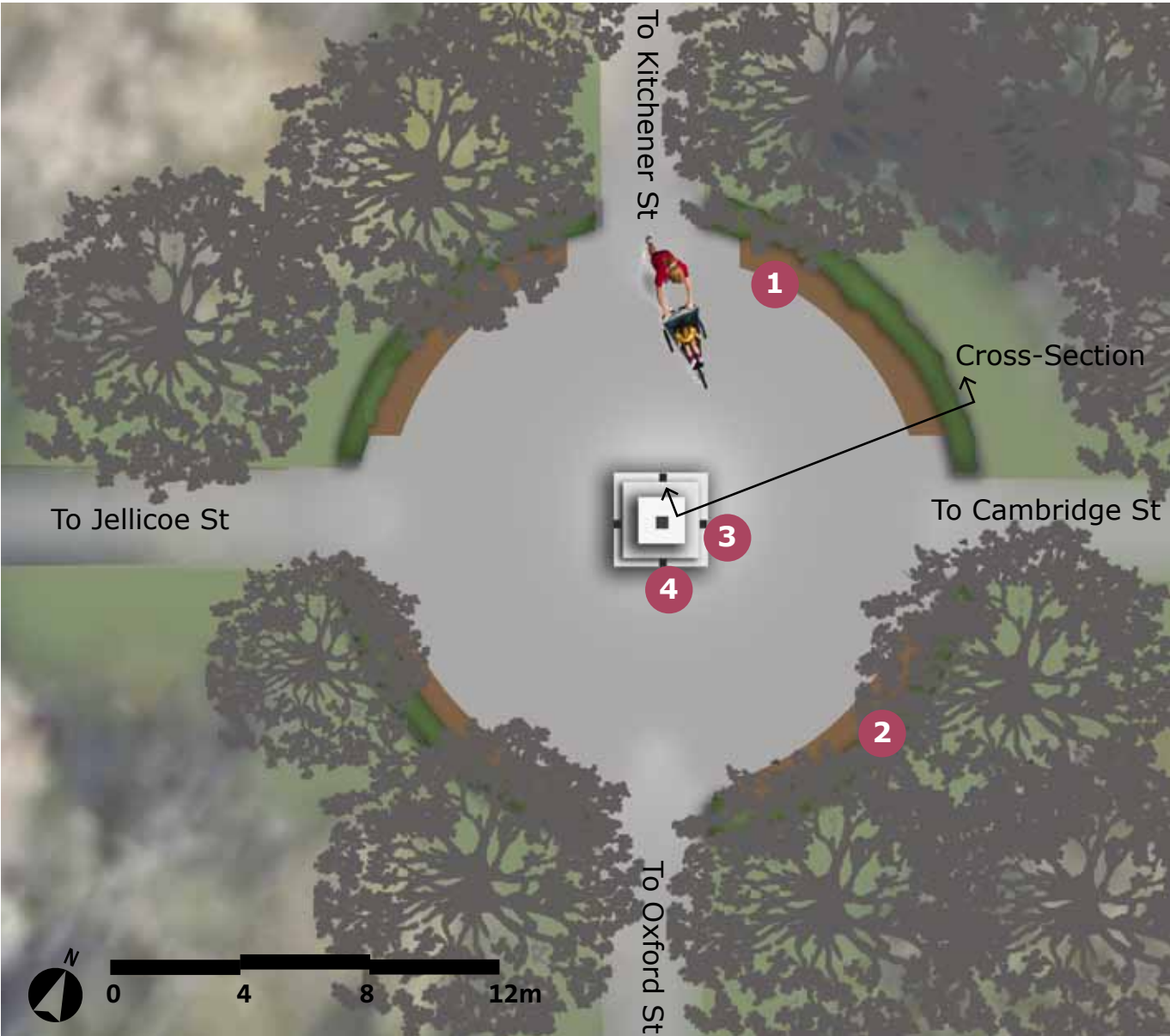
Enhancing the Boer War Memorial day and night



View from World War I gates looking towards Boer War Memorial.



Cross-Section through Boer War Memorial and surrounding seating and flower beds.



- 1 Seating provided adjacent to the Boer War Memorial.
- 2 New taller concrete planter will create a stronger edge whilst still allowing views and ensuring safety. Roses will be replaced with perennial shrubs. The three Peace roses will be moved to their own dedicated garden.
- 3 Plinth to Memorial to be replastered and the light to be replaced with the original or a suitable replica.
- 4 Inground uplights to be create focus at night, where colour filters will be used only on special occasions.



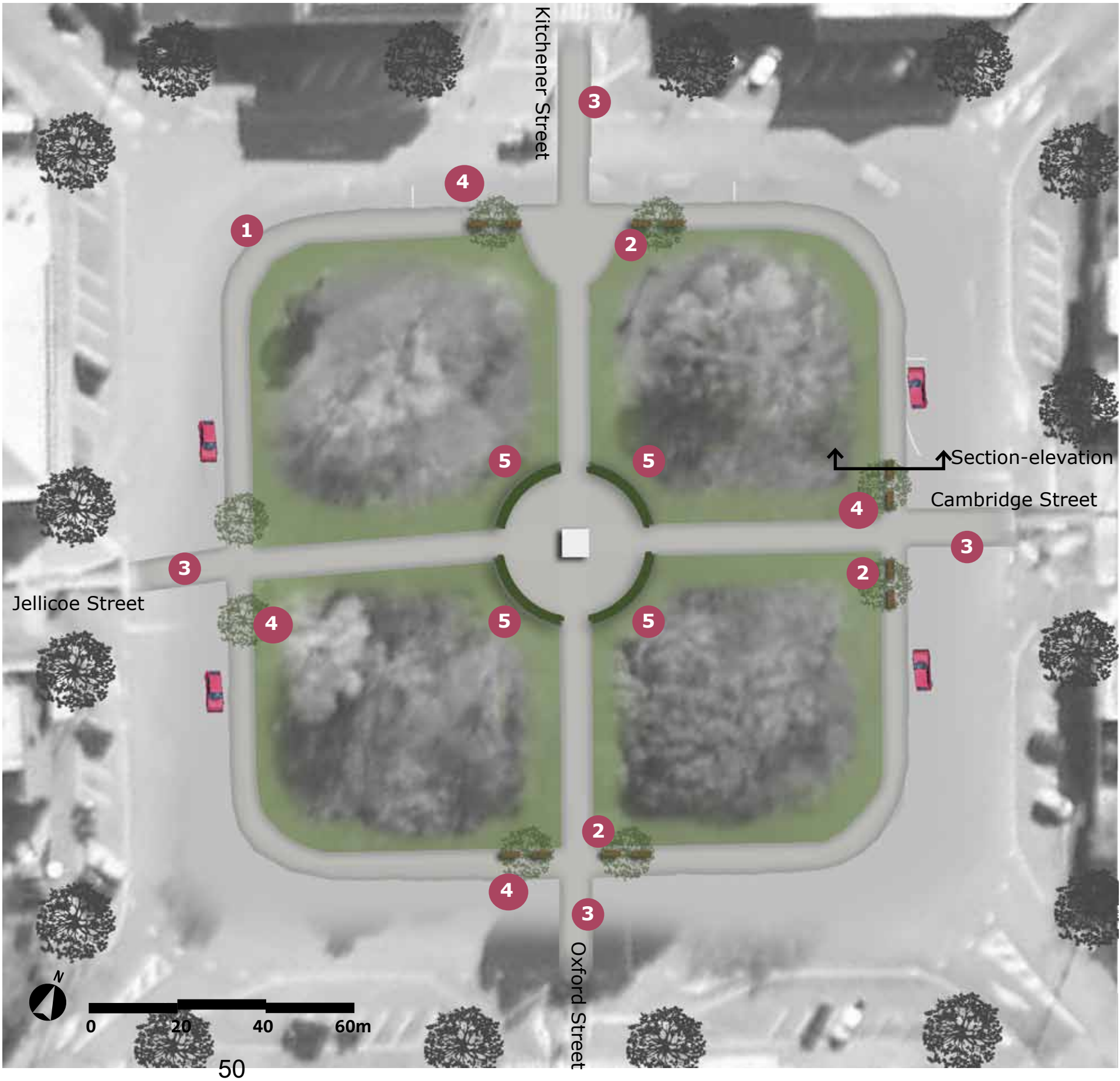
# PROMENADE

Improving pedestrian use and enjoyment of the Square



Section elevation through promenade showing seating.

- 1 Footpath to be upgraded with asphalt and brick consistent with other footpaths in town.
- 2 Seating adjacent to main pedestrian entry points and set back from promenade.
- 3 Pedestrian crossing paved using same treatment as promenade to visually draw people into the square. Annuals will be planted at each pedestrian crossing.
- 4 Small specimen trees located at either side of the entrances to the square act to emphasise the main axis through the Square.
- 5 One native tree will be planted in each quadrant of Soldiers Memorial Park, with a plaque for each to commemorate the four original Martinborough settlers.





# DESIGN ELEMENTS - SEATING



Wide seating similar to above in addition to picnic tables can be used in a variety of ways.



## Seating around Boer War Memorial

The seating around the Boer War Memorial cantilevered off the planter.



## Picnic Tables

Example of picnic tables within the Square, to be attached to concrete pads.



# INTERPRETATION, TREE GUARDS AND LIGHTING



## Lighting

The Boer War Memorial and the World War II Memorial Gates uplit with in-ground lighting such as ETC 130 Inground Uplights produced by *we-ef lighting*.



## Tree Guard

Tree guards will be used to protect new street trees.



## Interpretation

Interpretation plaques around the square providing information about the history of Martinborough and the historic buildings.

## Approval of Financial Contributions Offset and Compensation for Vested Works – Westec Developments Limited

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### 1. Purpose

To request approval for compensation and financial contribution off-sets for amounts that exceed delegated authority for vesting assets as part of subdivision in Greytown for Westec Developments Limited.

### 2. Recommendations

Officers recommend that the *Council*:

1. Approve the offset of financial contributions and financial compensation for Westec Developments for the vesting of the lineal reserve being the amount of \$567,991 (+GST).
2. Note: Compensation to be paid when the lineal reserve is vested being at the release of a certificate confirming compliance with section 224 of the Resource Management Act 1991 for stages 3B, 5 and 5.

### 3. Executive Summary

Council approved the public notification of contents of Plan Change 9 – Greytown Development Area, to the Wairarapa Combined District Plan (District Plan) in November 2017. The Plan Change was to enable development in the 'Greytown Future Development Area'. This included the embedding of design features in a Structure Plan for the area, including specific roading layouts, the realignment of the Moroa water race and creation of a 'lineal reserve'. The 'lineal reserve' is a piece of land adjoining the road and portion of the relocated Moroa water race including berm areas and wide cycle and walking paths to be vested in Council.

Council collects financial contributions under the Resource Management Act from development which goes into financial reserves set aside for capital projects associated with growth. Where design features or works like the lineal reserve are required by Council, and where the benefit of the wider community, developers are entitled to offset some or all of the value of the works from their financial contributions. In situations like the one before Council, where the value of the works exceeds the contributions payable, developers are required to be compensated from the financial reserves.

Westec Developments Limited sought a number of consents to subdivide and develop a portion of the Greytown Development Area in multiple stages. The works directed by



the Plan Change including the moving of the Moroa water race and establishment of the 'lineal reserve' are included in Lot 102 and Lot 105 of their development.

While the vesting of the reserve was a requirement in the Plan Change approved by Council, the costs of the project have not specifically been identified in the Long Term Plan or Annual Plan. This was a requirement of the Plan Change but does not appear to have been implemented (Appendix 1 Section 4.5 para 1). As such, they are considered as 'unplanned expenditure' and the amount exceeds the \$20,000.00 limit to staff for that category of spending. As such, the decision must be made by Council.

The relevant consents have a range of conditions, but most relevant to this decision are those relating to the payment of financial contributions and the requirement to vest the 'lineal reserve' in the Structure Plan. The contributions payable in the consents are to be offset against the loss in value from the vesting of the 'lineal reserve'. The amount of compensation exceeds the amount of contribution. The shortfall in compensation will need to be paid in cash by Council to the developer.

#### **4. Background**

Council rezoned an area of land on the western side Greytown as residential and identified the area as the Greytown Future Development Area in 2018. The Structure Plan is attached as Appendix 1 – Greytown Development Area Structure Plan. As part of the rezoning, certain provisions were included in the District Plan that required upgrades and the provision for particular roads, including an area of Farley Avenue and East Street to ensure that access to the wider area met roading standards. Similarly, in order to achieve the layout sought by the Plan Change and to facilitate connected and practical layouts of roads, footpaths, amendments to the location of the Moroa water race were required, including integration with pedestrian and cycle facilities (lineal reserve).

A number of applications by Westec Developments have been completed and titles granted for earlier stages being the following:

- 170003 (including 2 variations) first granted 06/03/2017 – 11 lots
- 180045 (including 2 variations) first granted 08/06/2018 - 17 lots

This paper relates to the following applications:

- 190031 (including variations 1 to 3) first granted 10/04/2019 – 6 lots
- 190179 (including variations 1 to 2) first granted 16/12/2019 – 12 lots
- 200094 (including variation 1) first granted 14/08/2020 - 5 lots

The consents included a number of conditions including financial contributions payments for water, wastewater, roading and reserves. The conditions are attached as Appendix 2 – Conditions of Consent.

Financial contributions can be in the form of money, land, physical works or a combination of the three.

Financial Contributions are managed by section 108 of the Resource Management Act 1991 (RMA) as follows:

*“...In this section, **financial contribution** means a contribution of—*

- (a) money; or*
- (b) land, including an esplanade reserve or esplanade strip (other than in relation to a subdivision consent), but excluding Maori land within the meaning of [Te Ture Whenua Maori Act 1993](#) unless that Act provides otherwise; or*
- (c) a combination of money and land....”*

Chapter 23 – Financial Contributions, of the Operative Wairarapa Combined District Plan directly reflects the above part of the RMA.

Financial contributions are required to be applied ‘fairly and reasonably’. Similarly, caselaw supports that their imposition must relate only to the level of effects/demand that an application creates. Where there is a wider benefit beyond the needs of the particular development a contribution must not be imposed, or compensation to the developer is payable. This can include a combination of an offset of certain financial contributions and money from the financial reserves which collects financial contributions from land use and subdivision development.

The requirement to undertake the works is identified in the Greytown Development Area Structure Plan for wider walkability/cyclability and amenity. Council is therefore required to compensate the developer for the vesting of the reserve, particularly as it provides wider public benefit beyond the subdivision site. This is payable upon vesting of the ‘lineal reserve’ when a certificate pursuant to section 224 of the Resource Management Act for the relevant stages.

The developer’s representatives have indicated that consent conditioned works required to complete the subdivision for stages 3B, 4 and 5 are now largely complete and they now wish to apply for certification that all conditions of consent are met (Section 224c of the Resource Management Act 1991). This includes civil/infrastructure works. Roads and reserves are required to be vested in Council and any financial contributions attributed to the relevant consents paid to gain the certificate. However, at the time of writing this report, not all physical works had been confirmed as passing inspections.

The total amount of financial contributions to be invoiced by Council is \$724,986.73 which is to be offset against the value of the land and development costs of the ‘lineal reserve’ being \$1,292,978.00. The valuation of land and schedule of works are attached as Appendix 3 – Lineal Reserve Land Valuation and Cost of Works and Contributions. This leaves a total of \$567,991.27 in compensation to be paid to the developer. All amounts are GST exclusive.

As noted above, the compensation for the works vested in Council had been identified in the Plan Change, but had not been specifically identified as a project in the Long Term Plan or the Annual Plan. The decision on the Plan Change noted the requirement to include the expenditure in the previous Long Term Plan. However, it appears as if this was not actioned. As such, the project is not considered a spend already provided for by Council. Given the amounts involved, staff do not have delegated authority to make a decision on the exchange.

## 5. Prioritisation

### 5.1 Strategic alignment

How does this align with strategic outcomes?

- ☐ Spatial Plan  
☒ Long Term Plan  
☒ Annual Plan

As noted above, the money to provide for the works identified in the Plan Change is intended to come from reserves. However, the projects and expenditure was never specifically identified in the Long Term Plan or Annual Plans. While this is unhelpful, the works are not undertaken by Council and there was no certainty as to when this work may be undertaken.

## 6. Options

	Option 1	Option 2
Description	Approve offsets and compensation as recommended by officers	Do not approve offsets and compensation
Advantages	Would be in accordance with the plan change and resource consent	No financial impact on reserves
Disadvantages	Significant disbursement of funds not specifically tagged to a project from reserves	Potential litigation Reputational damage Not in line with plan change or resource consents granted
Costs	Financial as specified	Cost of possible litigation
Timeline	Short timeframe, within a month of decision	likely on-going
Non-negotiables	Compliance with District Plan and Resource Management Act	

## 7. Strategic Drivers and Legislative Requirements

### 7.1 Significant risk register

- ☐ Relationship with iwi, hapū, Māori  
☐ Climate Change



- ☐ Emergency Management
- ☐ IT architecture, information system, information management, and security
- ☒ Financial management, sustainability, fraud, and corruption
- ☐ Legislative and regulative reforms
- ☒ Social licence to operate and reputation
- ☐ Asset management
- ☐ Economic conditions
- ☐ Health and Safety

## 7.2 Policy implications

There are no immediate policy implications resulting from this decision. However, staff have identified that there has previously been a lack of connectedness between the District Plan and the LTP. Moving into the next LTP staff are more aware of the issue and will look to better integrate the two documents. In addition, the review of the Wairarapa Combined District Plan has prioritised the financial contributions section. This is because the three Councils who share the District Plan, Carterton, Masterton and South Wairarapa District Councils, have identified that the fixed nature of some of the contributions results in a reduction in the proportion of developer contribution to growth funding as time goes by and works become more expensive.

## 8. Financial Considerations

The main impact of the proposal in this paper is on reserves. Contributions would still be recognised as such. For the purchase of the land for the lineal reserve and the cost of the development SWDC would 'pay' for \$724,987 of this by netting the cashflow against the contributions payable by the developer. The remaining value of the land would be paid by Council to the developer.

The impact from the proposal in this paper on cashflow, is that SWDC will not be receiving \$724,987 of forecast cash receipts for the contributions. SWDC will also need to pay out \$567,991 for the remaining cost of development and land that has not been forecast in the Annual Plan. Overall this is a net reduction in cash of \$1,292,978 compared to the Annual Plan forecast.

### Contributions

	Westec	Actual YTD excl Westec	Actual YTD incl Westec	2022-23 Full Year Budget
Water Supply	\$ 74,737	\$ 97,483	\$ 172,220	\$ 158,250
Wastewater	\$ 239,200	\$ 132,113	\$ 371,313	\$ 211,000
Roading	\$ 246,630	\$ 249,055	\$ 495,685	\$ 426,775
Reserves	\$ 164,420	\$ 236,940	\$ 401,360	\$ 581,900
	<b>\$ 724,987</b>	<b>\$ 715,591</b>	<b>\$ 1,440,578</b>	<b>\$ 1,377,925</b>

## Comment on Contributions

Westec Development's contributions represent half the full year budget for contributions over the whole district.

Assuming there are other developments in progress then SWDC would be assured that budget for 2022-23 would be above (favourable) budget for the year.

## Reserves

### Reserves Reserve

	Opening Balance of Reserve	Transfers in	Transfers Out		Closing Balance of reserve
	(Whole District)	Actual Contributions incl Westec	Westec	Greytown Wheels Park	(Whole District)
Cycle Way			93,887		
Lineal			1,068,150		
reserve*				1,000,000	
	<b>\$ 2,754,075</b>	<b>\$ 401,360</b>	<b>\$ 1,162,037</b>	<b>\$ 1,000,000</b>	<b>\$ 993,398</b>

### Infrastructure reserve

	Opening Balance of Reserve	Transfers in	Transfers Out		Closing Balance of reserve
	(Whole District)	Actual Contributions incl Westec	Westec	Other forecast spend	(Whole District)
Earthworks			\$ 93,887		
Water race			\$ 1,068,150		
Stormwater			\$ 12,183		
Other				\$ 814,838	
	<b>\$ 3,422,606</b>	<b>\$ 1,039,218</b>	<b>\$ 130,941</b>	<b>\$ 814,838</b>	<b>\$ 3,516,045</b>

\*Lineal Reserve is a walkway, but also could be classified as capping off the water races designed to funnel stormwater away. Above assumes the coset is taken from Reserves (green Spaces) Reserve but could be argued to be stormwater infrastructure.

None of the Westec Developments spend was budgeted in the LTP but more contribution income from the remaining seven months of the year are likely to offset the additional expense.

	Yes/No/NA	Commentary
Inclusion in the AP/LTP?	No	As noted above, while the projects were anticipated they were not specifically identified in the LTP or Annual Plan
Confirmed cost code	Various	
Cost code owner	Stefan	The capital expenditure would be across Water, Stormwater, and Parks & Reserves.
Manager responsible / delegations	Council	Is above delegation for CE

	Yes/No/NA	Commentary
OPEX or CAPEX	CAPEX	The vested assets are capital expenditure paid for through the reserves funds for financial contributions.
Considered/endorsed by ELT		
Procurement process	NA	

## 9. Appendices

Appendix 1 – Greytown Development Area Structure Plan

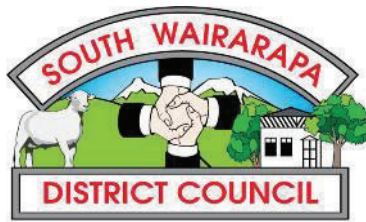
Appendix 2 – Conditions of Consent

Appendix 3 – Lineal Reserve Land Valuation and Cost of Works and Contributions

Contact Officer: James R. Witham, Planning Manager

Reviewed By: Russell O’Leary, Group Manager Planning and Environment

# **Appendix 1 – Greytown Development Area Structure Plan**



**SOUTH WAIRARAPA DISTRICT COUNCIL**

Notification of decision on District Plan Change 9 (Greytown Development Area) to the Wairarapa Combined District Plan under Clause 11 of the First Schedule, Resource Management Act 1991.

The decision on Plan Change 9 is available to be viewed at:

- South Wairarapa District Council offices, 19 Kitchener Street, Martinborough
- Greytown, Martinborough and Featherston Public Libraries
- [www.swdc.govt.nz](http://www.swdc.govt.nz)

A person who made a submission on the plan change may appeal the Council's decision to the Environment Court, in accordance with Clause 14 of the First Schedule of the Resource Management Act 1991, in respect of-

- a) a provision included in the proposed plan change; or
- b) a provision that the decision on submissions proposes to include in the plan change; or
- c) a matter excluded from the plan change; or
- d) a provision that the decision on submissions proposes to exclude from the plan change.

A person may appeal only if the person referred to the provision or matter in their submission on the plan change. Any appeal must be in the prescribed form and lodged with the Environment Court within 30 working days of receipt of this notice.

Please phone the Planning Department at South Wairarapa District Council on 06 306 9611 if you have any questions about Plan Change 9.

The date of this publication is Wednesday 22 August 2018.

Paul Crimp

**CHIEF EXECUTIVE OFFICER**

for and on behalf of the

**SOUTH WAIRARAPA DISTRICT COUNCIL**

## APPENDIX 15 – GREYTOWN DEVELOPEMENT AREA STRUCTURE PLAN

### 1 Purpose

- 1.1 The Wairarapa Combined District Plan (District Plan) required a Structure Plan to be developed for the Greytown Future Development Area (FDA) to enable the “deferred development” status over the area to be uplifted. (*Refer District Plan Objective 18.3.10 “Managing Urban Growth” and Policies 18.3.11(a)-(c) and (e)*).
- 1.2 The Greytown Development Area Structure Plan provides the framework to facilitate an integrated approach to residential development and subdivision, promotes the efficient use of infrastructure and avoids, remedies or mitigates potential adverse effects on natural and physical resources in the area now known as the Greytown Development Area and identified in the attached Greytown Development Area Structure Plan: Layout Plan.

### 2 Design Objectives

- 2.1 Derived through both design principles and consultation, the Greytown Development Area Structure Plan has the following objectives:
1. Integrated resource management across land in different ownership
  2. Provision of certainty to land owners and Council
  3. The setting of the general layout and form of development recognising owner preferences where possible
  4. Achievement of good urban design
  5. Coordinated infrastructure provision
  6. Setting the level of financial contributions by quantifying the costs of infrastructure, identifying who is responsible for those costs and timeframes
  7. Meeting Councils Section 32 of RMA duties by assessing costs, benefits and alternatives
  8. Development that is consistent with the design adopted by the Structure Plan
  9. Maintaining Greytown’s ‘village’ and heritage character
  10. Maintaining Greytown’s landscape character through features including large/mature trees, vegetation, gardens, reserves and openness
  11. Providing for efficient transport connections – enhance how roads, footpaths and walkways and cycling networks work together and link to existing networks including access to buses and trains
  12. Allowing for diversity within the area

### **3 Design Guide**

- 3.1 A design guide has been developed to help achieve the design objectives for the Greytown Development Area. These have been derived from Council requirements and from consultation with landowners within the Greytown Development Area, local iwi, the Greytown Community Board, local surveyors and real estate agents, and government agencies.
- 3.2 The design guide is to be read in conjunction with the Greytown Development Area Structure Plan: Layout Plan; Cross Section 1 Spine (Collector) Road; Designated Road Plan and Cross Section AA; Indicative Layout including temporary turnaround; and Landscape Perspective Plan which all form part of the Structure Plan.
- 3.3 This design guide provides policies on the following:
- Vehicle, cycle and pedestrian connectivity
  - Reserves Provision
  - Site Development
  - Infrastructure and Services Provision
  - Financial Contributions

### **4 Design Policies**

#### **4.1 Vehicle, Cycle and Pedestrian Connectivity**

1. A central 'spine' (collector)road, providing for vehicular, cycle and foot traffic shall connect West Street to Mole Street, with connection points across property boundaries in the locations shown on the Greytown Development Area Structure Plan: Layout Plan.
2. The 'spine' road shall be designed to the standards set out in the Greytown Development Area Structure Plan: Cross Section 1 Spine (Collector) Road.
3. The 'spine' road is named "Farley Avenue" in recognition of the historic connection the Farley Family have with the land, as previous owners, and the location of the Farley Oak tree on West Street near the entrance to the 'spine' road.
4. The existing access into the Greytown Development Area from West Street (connection point of the 'spine' road onto West Street) shall have a minimum legal road width of 17 metres which is to be covered by a designation for "road" as outlined in the Designated Road Plan Cross Section AA.
5. Vehicle Crossings (access points and driveways) off the 'spine' road on the side of the lineal reserve and water race shall be minimised to ensure the continuity of the lineal reserve and water race. Crossings of the water race shall be spaced

at a minimum distance of 90 metres, this distance is to be measured from the centre point of each proposed access.

6. Pedestrian and cycle access is to be provided from the 'spine' road through to the extension of Westwood Avenue. If vehicular access is also provided, then traffic calming measures (such as a single lane, speed humps or a chicane for example) must be implemented at the junction of those two roads to ensure that drivers are aware of the need to travel down Westwood Avenue in a sedate manner.
7. A side road (local road) shall form a connection from the 'spine' road to Wood Street with connection points across property boundaries in locations shown on the Greytown Development Area Structure Plan: Layout Plan.
8. Pedestrian links shall be adequately lit with heritage type streetlights (similar to those in Westwood Avenue or the Main Street Heritage Precinct), with all lighting designed to minimize glare and light pollution to adjoining residential properties, roads and the night sky.
9. The naming of local roads and right-of-ways within the Greytown Development Area should consider the list of road names available from Council upon request.
10. All scheme plans lodged for subdivision development proposals within the Greytown Development Area shall provide for connections to adjoining land where connection to that land is impractical from an existing road.
11. Where a continuation of a road link across a property boundary is to be provided in the future, a temporary turnaround shall be provided, unless otherwise authorised by Council as part of a resource consent process.
12. Unless otherwise specified in this design guide, all roads, access, footpaths and parking shall be designed in accordance with Appendix 5 of the District Plan.

## **4.2 Reserves Provision**

1. A lineal reserve alongside the 'spine' road shall incorporate a branch of the Moroa Water Race and shall be provided to cater for the recreational needs of residents.
2. The lineal reserve shall be developed with facilities and amenities including a cycle/walking path, plantings of native and exotic plants and trees in accordance with the Wellington Regional Native Planting Guide, lawns, spaced seating and lighting. Only a limited number of people/vehicle access points shall be permitted to cross the lineal reserve.
3. In the long-term the bunds along the water race shall be planted and street trees shall be established to enhance of the landscape and maintain Greytown's character.



### **4.3 Site Development**

1. Notwithstanding any other provision in the Wairarapa Combined District Plan, before Lot 15 DP 310 (commonly referred to as the 'Wilks Block' on the corner of Wood and Mole streets) is subdivided for residential or 'lifestyle block' development, or its FDA status is amended to GDA, it must be remediated, at the landowners expense, in full compliance with the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (2011) and in a manner consistent with the conclusions and recommendations of the Preliminary Soil Investigation Report prepared by EcoAgriLogic titled "Preliminary Soil Investigation Report for Wilks Block Greytown, Report EAL SWDC Wilks Block Greytown 2017-PSI V3".
2. Landowners and developers shall prepare subdivision development proposals that take account of the diversity of housing styles demanded by the residential housing market, so that a range of lots sizes (e.g. smaller lots to cater for single people or elderly couples, and more spacious lots for families with large areas of open space and vegetation) shall be provided within the Greytown Development Area.
3. Subdivisions shall be designed to incorporate the roading network and connectivity points shown on the Greytown Development Area Structure Plan: Layout Plan.
4. Unless otherwise specified in this design guide, all development within the Greytown Development Area shall be in accordance with the residential development standards of the District Plan.

### **4.4 Infrastructure and Services Provision**

1. All mains and services shall be located underground and within road reserve, except as specified in 5 below.
2. Water supply systems shall interconnect with the ring main around Wood, Mole, Kuratawhiti and West Streets and Westwood Avenue.
3. Primary stormwater treatment from roads and sites shall be designed to a 100 year return period, with an allowance for overland flow, and primarily managed via soak pits and/or swales.
4. The water race shall be designed and reformed to provide water retention capacity for stormwater control purposes to safely convey overland flows through the site.
5. A new sewer main through 21 Wood Street or in close proximity to that location shall be provided for and covered by an easement or similar instrument.
6. Unless otherwise specified in this design guide, all services shall be designed in accordance with requirements of the District Plan.

## 4.5 Financial Contributions

1. While the existing Financial Contributions framework of the District Plan enables Council to recover funding for the actual costs of providing infrastructure (water supply, wastewater disposal, stormwater disposal), open spaces and roads/access to the development Council, in line with recent legislative changes, Council proposes to transfer the financial contributions applicable to the Greytown Development Area to development levies. This will be done as part of the developing the 2018-2028 Long Term Plan under the Local Government Act. In the interim Council will continue to collect the actual cost of any upgrade to infrastructure, reserves and roads/access necessary to service the development area; and a share of the cost where additional capacity has been created in anticipation of future development through financial contributions.
2. The existing Financial Contributions framework provides the overall context for financial contributions within the Greytown Development Area with the actual financial contributions amounts levied (listed below) being based on the actual costs of providing infrastructure, and the works deemed necessary to upgrade Greytown's infrastructure to service the development of the Greytown Development Area.
3. The following Financial Contributions will be levied in the Greytown Development Area:
  - a) Wastewater Disposal: \$10,400 (excluding GST) per allotment created  
[The cost of upgrading the wastewater system in Greytown was calculated at approximately \$6 million. This was then divided by the maximum likely number of new residential lots within Greytown. This results in 80% of the wastewater upgrades being funded through financial contributions and 20% through rates. This funding split included the 400 additional lots in the Greytown Development Area.]
  - b) Water: \$3249 (excluding GST) per allotment created  
[As little upgrading of the water supply system is required to accommodate development in the Greytown Development Area, the existing financial contributions levied for water, as specified here, will apply.]
  - c) Reserves: 3% of the land value of each allotment created (plus GST)  
[The total cost of the land required for the Greytown Development Area lineal reserve and the lineal reserve development costs including cycle/pedestrian path, landscaping and tree planting, seating and the water race relocation and formation has been calculated at approximately \$710,000 plus GST. The yield of reserve contributions from 3% of the land value of the 400 additional lots in the Greytown Development Area is considered sufficient to enable Council to establish the lineal reserve as envisaged.]

## Appendix 1 -

- d) Roothing: 2% of the land value of each allotment created (plus GST) plus \$3260 (plus GST) per allotment created that are **not** providing land for either the construction of 'spine' road and/or local roads.

[The total cost of upgrading the roading network around the Greytown Development Area, including necessary upgrades to Wood Street and Mole Street, the cost of the designation over the access off West Street and the construction costs of the increased width of the 'spine' road has been calculated at approximately \$1.2 million plus GST. This was then divided by the maximum likely number of new residential lots within the Greytown Development Area that would not be providing land for roading (estimated at 320 lots). The roading contribution recognises the "public good" component that the 'spine' road and connecting local roads provide to the efficient functioning of the overall Development Area. The value of the "public good" component of land and work required for the 'spine road' and local roads will either be offset by a part refund of the additional roading contribution (\$3260) where it does not exceed the value of the required roading contribution or payment to the subdivider by Council for the excess amount where it does exceed the additional roading contribution.]

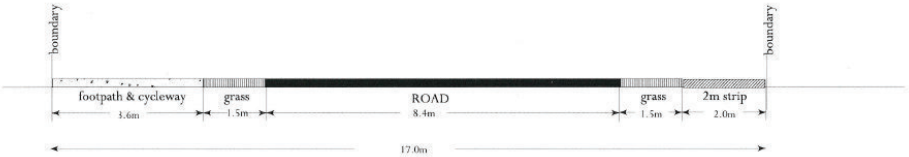
4. Unless otherwise specified in this design guide, Section 23: Financial Contributions of the District Plan applies to the Greytown Development Area.

**Dated 22 August 2018**

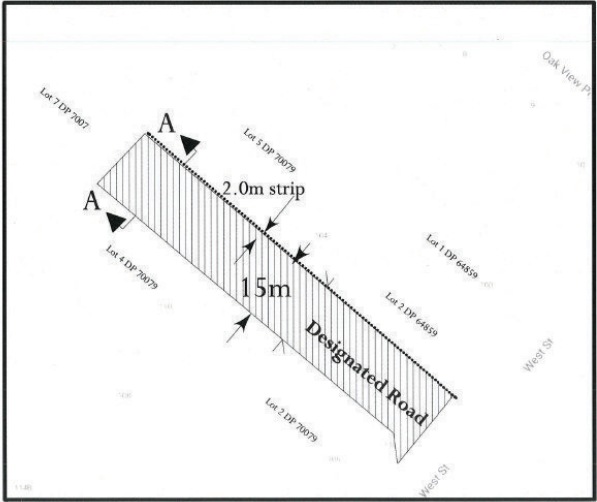
## Greytown Development Area Structure Plan

## Layout Plan





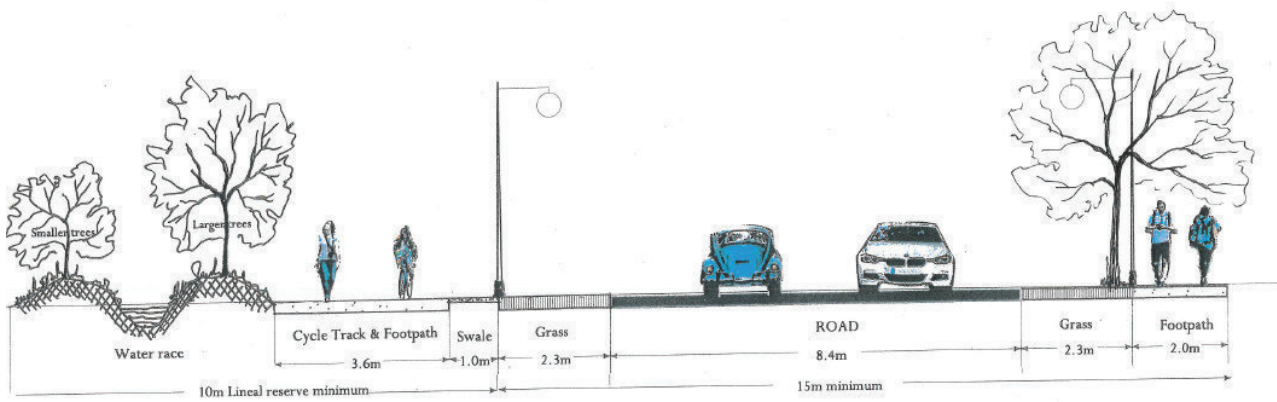
Cross Section A A



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# Greytown Development Area Structure Plan

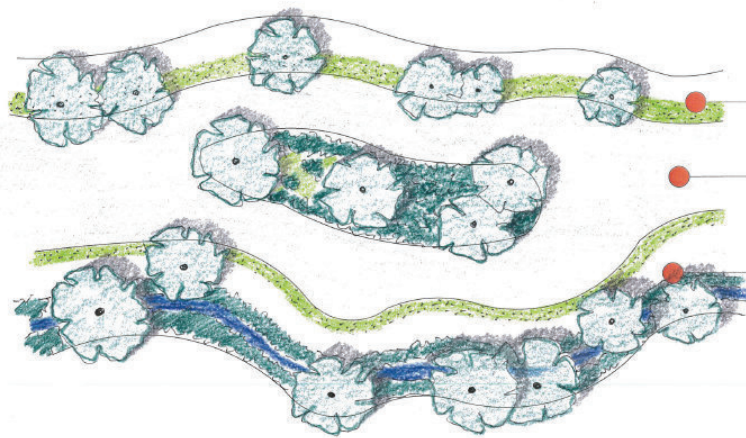
## Cross Section 1 Spine (Collector) Road



Cross Section 1  
Spine (Collector) Road

# Greytown Development Area Structure Plan

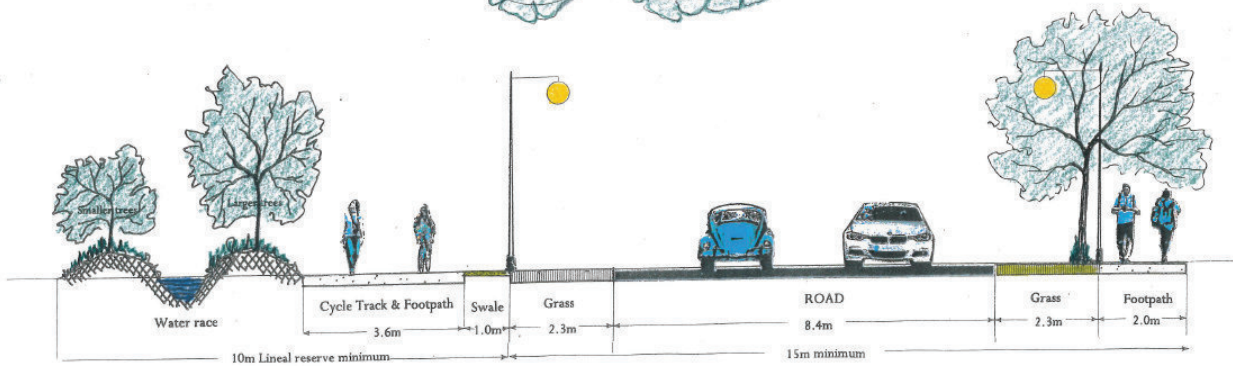
Indicative layout  
including temporary  
turn around (s)



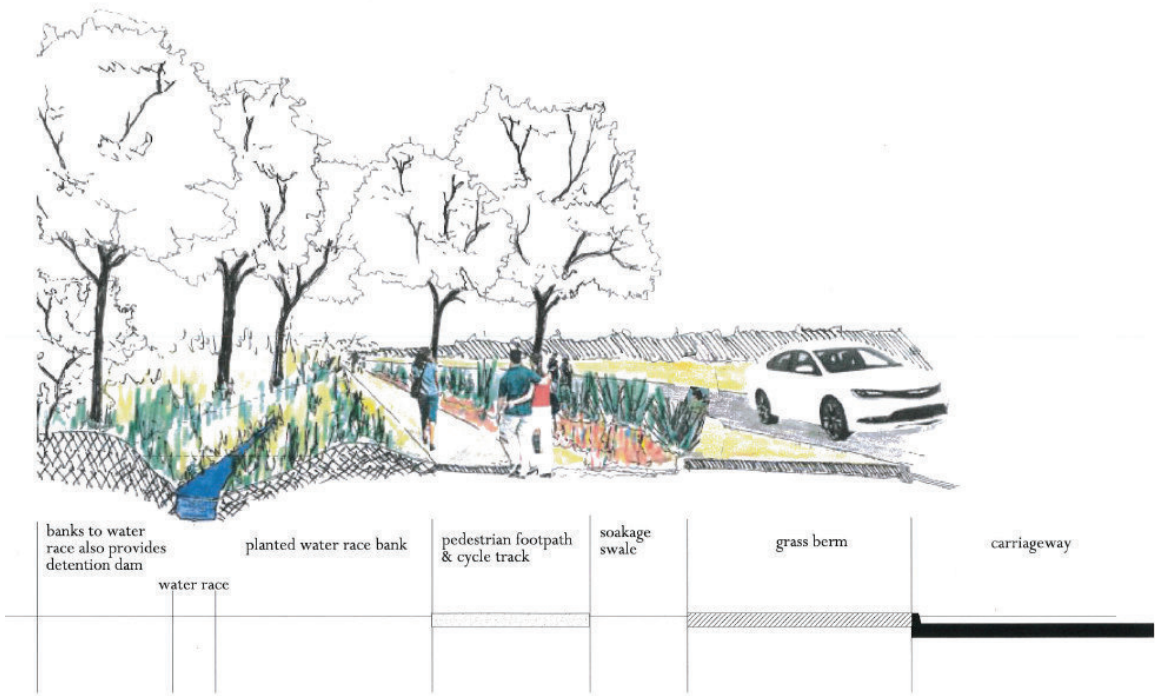
4.0m pedestrian & grass verge

8.4m spine collector road

Trees, water race, cycle &  
pedestrian foot path









## **Appendix 2 – Conditions of Consent**

## **Appendix 2a – 190031**

**That;**

**Standard Conditions**

1. Except as amended by the conditions below, the subdivision shall proceed in accord with the Scheme Plan prepared by AdamsonShaw Ltd titled "Lots 20 to 60, 101, 102 and 104 Being Proposed Subdivision of Lot 7 DP 70079" plan ref 1735 SC-08 ~~Revision B~~ (dated 11.11.2019) and information submitted as part of the application **and follow the following staging:**
  - i) [Stage 1: Lots 43-48](#)
  - ii) [Stage 2: Lots 20-25 plus 101 and 102](#)

[The scheme plan conditioned above is used for resource consent purposes only, not specifics of granting land development engineering approval.](#)

2. The consent holder shall pay all costs incurred by the Council in respect of the approval and/or Certification of the Survey Plan (S223) and the completion of conditions (S221 and S224(c)) for the subdivision and in the perusal, preparation, execution and registration of any related document(s).

**Earthworks – Sediment Control**

3. During construction, the consent holder shall take all practicable steps to ensure that the operation of the approved storm water run-off and sediment control systems retains all sediment on site and avoids adverse effects on surrounding properties and waterways.
4. All areas exposed by earthworks, trenching or building activities shall be appropriately remediated and where necessary re-grassed/hydro-seeded at the earliest possible opportunity following or at the latest within 3 months after, the completion of site works **to the satisfaction of Council.**
5. During construction, land disturbed by earthworks, trenching or building activities shall be regularly wetted so as to prevent a dust nuisance.
6. Hours of construction of the roading and engineering works shall be limited to weekdays and Saturdays within the following hours; 7.30am – 6.00pm. Work shall not occur on Sundays and Public Holidays.

**Easements**

7. Right-of-way and services easements within Lots 44, 46 and 48 and water race easement within Lots 43 and 44 in favour of Council shall be shown in a Memorandum of Easements endorsed on the survey plan.
8. The Section 223 approval shall be subject to the granting or reserving of the easement(s) set out in the Memorandum hereon.
9. The consent holder shall register appropriate easements over all existing and proposed public and private services and/or service lines at their own cost and these shall be **shown on the survey plan** prior to s223 approval.
10. Any easements in respect of which the land is the dominant tenement that would become redundant as a result of the subdivision, may be extinguished, or be extinguished in relation

to any specified allotment or allotments, with a table of easements to be extinguished being included with the survey plan.

### **Engineering Design/Approvals**

11. The consent holder shall obtain written approval for the engineering works required for conditions 13, 20, 22 and 23 below, from Council prior to any construction work commencing.

A suitably qualified person shall undertake the design and supervision of any works associated with this subdivision **and** shall certify all of the work on completion.

- a. A design certificate (Schedule 1A NZS 4404:2004) shall be completed by a suitably qualified design professional and submitted with construction plans.
- b. A certificate (Schedule 1C NZS 4404:2004) shall be completed and be supplied with the S224(c) request by an independent professional certifying that all works required by Council have been completed in accord with the approved plans.
- c. The consent holder shall provide as-built-plans in accord with Schedule 1D of NZS 4404:2004 (electronic and two hard copies) on completion of the work.
- d. A "Schedule of Land and Assets" form shall be completed to the satisfaction of Council, detailing any land, infrastructure and other assets that are to transfer to Council ownership.

### **Roads/Reserves**

12. Lot 101 shall be shown on the survey plan as "Road to Vest" pursuant to Section 238 of the Resource Management Act.
13. Roads shall be constructed within Lot 101 including the road carriageway, kerb and channel, stormwater drainage, footpaths and street lighting in accordance with plans approved under condition 11 above and NZS 4404:2004 (as modified by the approved plans).
14. The road construction plans shall incorporate details on the proposed construction methods within the dripline of the tree at the intersection with West Street necessary to avoid damage to the tree (including roots) and to ensure its long term viability.
15. Lot 102 shall vest as local purpose reserve (for the Moroa Water Race).
16. Planting (species, density, and positioning) within the public space is to be in accordance with the Greytown Development Area Structure Plan and pre-approved by Council.

### **Engineering – Connections**

17. Each lot is provided with a Powerco approved connection point and, at a minimum, ducting/conduit to the body of the lot (ie, beyond the access leg for rear lots or to the boundary for front lots). A confirmation of supply notice from Powerco (confirming that capacity exists in the system and all work is completed to Powerco standards) and asbuilt plans showing the location of all electricity service components including ducting/conduit shall be provided prior to application for s224 certificate.

18. Electricity services shall be installed within the new roads to the boundary of each front lot and to the net lot boundary of each rear lot (meaning the lot boundary excluding the entrance way/right of way/access lot) with such lines being located underground.
19. A copy of the clearance certificate from “The Subdivision Group” (Chorus) or other telecommunications provider shall be supplied to Council to confirm that each lot has a network connection point and, at a minimum, ducting/conduit to the body of rear lot (ie, beyond the access / access leg) and to the boundary of front lots and that capacity exists in the system to service the new lots.

#### **Engineering – Access/Entrance**

20. The entranceways serving proposed Lots 43 - 48 and shall be formed and concreted from the edge of the road carriageway to the property boundary at the consent holder’s expense and in compliance with the Wairarapa Combined District Plan Appendix 5 – Requirements for Roads, Access, Parking and Loading and in accord with the plans approved under condition 11 above.
21. Pursuant to Section 221 of the Resource Management Act 1991, the following condition shall be secured by way of a Consent Notice registered on the Titles for Lots 20 -25 at no cost to the Council:

*At time of building within Lots 20 - 25 DP [...], a vehicle crossing that meets the District Plan permitted standards shall be shown on the building consent for that lot. Plans showing construction detail of the vehicle crossing and demonstrating consistency of design with other crossings in the street shall be provided to Council prior to construction. The vehicle crossing must be constructed prior to occupation of the dwelling and at no cost to Council.*

22. The rights-of-way (Lots 46 and 48) and access (Lot 44) shall be formed and sealed for the full length in accordance with the plans approved under condition 11 above.

#### **Engineering - Urban Water and Wastewater**

23. Public water supply (including fire hydrants) and sewer mains are to be extended from the existing mains to provide water and sewer connections to the boundary of each lot are to be provided **prior to S224 approval** and in accordance with the plans approved under condition 11 above.
  - i) An approved water meter shall be installed on every lateral pipe serving a lot at the property boundary to the satisfaction of the Council.
  - ii) Water connections to vacant sites shall be blanked off so that the connection remains unavailable until such time as the owner applies to Council to activate the connection and this is approved by Council.

#### **Financial Contributions**

24. That the following infrastructure contributions are paid at the time of “Application for Connection Permits” are lodged with Council for the additional allotments created:
  - i) Water Supply upgrade contribution of \$44,841.96 inc GST (being \$3,736.83 including GST per allotment).

- ii) Sewerage Disposal upgrade contribution of \$143,520.00 inc GST (being \$11,960.00 including GST per allotment).

25. The following contributions are paid:

- i) Reserve fund contribution of 3.0% plus GST of the market land value of Lots 20 - 25 and Lots 43 - 48 assessed by independent valuation.
- ii) Roothing contribution of 2.0% plus GST of the market land value of Lots 20 - 25 and Lots 43 - 48 assessed by independent valuation.
- iii) Roothing contribution of \$44,988.00 including GST for the contribution towards the cost towards specific upgrades to roads bounding the Structure Plan area and the costs for providing a roading connection through the Structure Plan area as set out in Part 4.5(3)(d) of the Greytown Structure Plan.

The consent holder must provide the valuations at no cost to Council. The valuation shall state whether it is GST exclusive or inclusive. The valuation shall be determined based on the approved s223 survey plan and the valuation must not be any older than 3 months at time of application for s224 Certificate.

**Notes:**

1. This resource consent will lapse if not given effect to in accordance with Sections 125, 223 and 224 of the Resource Management Act 1991.
2. All conditions must be complied with before a s224c Resource Management Act Certificate will be issued. The application for s224c Certification must list each condition of consent and advise when the condition was complied with. Where relevant, the name of the person(s) who completed the physical works and their certification of those works shall be provided.
3. This consent should be read in conjunction with subdivision consent RM180045 and design and engineering approvals may cover development within both consents.

***The Council grants the Consent for the following reasons:***

- i) The effects of the proposal, with the conditions imposed, are considered to be no more than minor.
- ii) The proposal is in accordance with the objectives and policies of the Wairarapa Combined District Plan, and with the purpose of the Act.
- iii) No parties are considered to be adversely affected by the proposal.

Prepared by:

Reviewed / Approved by:

## **Appendix 2b – 190179**

levied, heritage/ dark sky reserve treatment is to be applied to street lights through conditions of consent and a temporary turning head shall be provided on the south end of Lot 104.

*Reverse sensitivity effects (Part 20.1.1(a) (xxviii)*

Due to the existing rural environment to the west of the site, a working orchard, a consent notice is required to manage reverse sensitivity effects, including but not limited to noise, odour, dust and visual effects.

#### **4.0 RECCOMENDATION**

- 4.1 The RMA and the specific District Plan regime for the urban environment in Greytown calls for the ongoing management of natural and physical resources. There are no permitted standards for subdivision, therefore new legal rights have been requested by the applicant in order to carry out their proposal. The applicant has applied for a subdivision resource consent with District Plan elements.
- 4.2 The proposal has demonstrated adequate and likely management of natural and physical resources. Council has firstly scrutinised the application through the application-completeness assessment and found it to be complete and detailed. Secondly, Council has analysed the application through the notification assessment and found no certain affected persons. Finally, Council has scrutinised the application in terms of relevant RMA policy and found either an absence of any non-compliance with the relevant RMA policy or such that it has shown to be mitigated. *Quod erat demonstrandum*, the author of this report recommends that consent be granted subject to the following conditions.

#### **Conditions**

- 4.3 Pursuant to s104 (c) (3) (b), viable conditions are either those relevant to the matters specified by the given activity status, or those which deal with adverse effects and conformance/ non-conformance with RMA policy. Pursuant to s108 AA (1) conditions may also include those conditions which assist in general administration, servicing and those which the applicant may volunteer (Augier conditions).

#### **Scheme plan and costs**

1. Except as amended by the conditions below, Stage 4 of the subdivision be carried out in general accordance with information provided with the application, including the following plans:
  - a. As prepared by Adamson Shaw Limited titled:
    - i. "Lots 49- 60 and 104 BEING PROPOSED SUBDIVISION OF LOT 103 DP 520365 (STAGE 4)" drawing red no. SC-09 dated 18/11/2019

**Note 1.** *This resource consent will lapse if not given effect to in accordance with Sections 125, 223 and 224 of the Resource Management Act 1991.*

2. The consent holder shall pay all costs incurred by the Council in respect of the approval and/or Certification of the Survey Plan (S223) and the completion of conditions (S221 and S224(c)) for the subdivision and in the perusal, preparation, execution and registration of any related document(s).

#### **Engineering Standards**

3. The consent holder shall comply with the design, construction and as-built requirements of the South Wairarapa District Council Code of Practice for Land



Development (NZS4404: 2010). These are the land development engineering standards for mitigating adverse effects on the environment from earthworks, pedestrian and vehicle networks, wastewater and stormwater drainage, water supply and utility structures unless otherwise agreed in writing by South Wairarapa District Council Planning Office in respect to the relevant standards.

4. No construction shall start prior to the following engineering plans in relation to pedestrian and vehicle access, water supply, stormwater/ wastewater drainage and utility services and structures, being stamped and approved in writing by the Council Planning Office:
  - a. Engineering plans for pedestrian and vehicle access (including Moroa water race culvert)
  - b. Engineering plans for the servicing of the Lots (three waters, telecoms and electricity)
  - c. Engineering plans for utility services and structures (street lights)
  - d. Calculations, specifications and Certifications.

**Note 2:** Certification shall include a design certificate (Schedule 1A NZS4404) certifying each relevant aspect of design and signed by a suitably qualified and experienced professional. A contractor's certificate (Schedule 1B NZS4404) shall be completed and supplied upon completion of work (as per condition 27), certifying that all works required by Council have been completed in accordance with the Council-approved plans (as per Condition 1 above).

#### **Earthworks and sediment control**

5. Hours of construction of the land development earthworks shall be limited to weekdays and Saturdays within the following hours; 7.30am – 6.00pm. Work shall not occur on Sundays and Public Holidays.
6. All areas exposed by earthworks, trenching or building activities shall be appropriately remediated and where necessary re-grassed/hydro-seeded at the earliest possible opportunity following or at the latest within 3 months after, the completion of site works to the satisfaction of Council.
7. The consent holder shall take all practicable steps during construction to ensure that the operation of the approved storm water run-off and sediment control systems retains all sediment on site and avoids adverse effects on surrounding properties and waterways.
8. The consent holder shall ensure all land disturbed by earthworks, trenching or building activities are regularly wetted so as to prevent a dust nuisance.

**Note 3.** The design of stormwater runoff and sediment control systems for earthworks undertaken on this site shall comply with the Wellington Regional Council Erosion and Sediment Control Guidelines for the Wellington Region, dated September 2002 to the satisfaction of Council.

#### **Pedestrian and vehicle access**

9. The consent holder shall design and construct the road to vest (Lot 104) in accordance with Wairarapa Combined District Plan Appendix 5 and NZS 4404: 2010 from the Farley Avenue intersection to the boundary junction with Lot 8 and 9 DP 310. The south end shall have a temporary turning head installed.

**Note 4.** *Adequate street tree planning and planting shall be provided in accordance with Council Urban Tree Policy and NZS4404: 2010 Section 7.*

10. The consent holder shall design and construct the two road to vest vehicle crossings in accordance with the Wairarapa Combined District Plan Appendix 5 Figure 32.2 formed and sealed as per NZS4404. The works shall include any reinstatement of road reserve features that have been disturbed during construction to the satisfaction of Council.
11. The consent holder shall design and construct all Rights of Way in accordance with the Wairarapa Combined District Plan Appendix 5 and NZS4404:2010; formed and sealed for the full length from the edge of the road to vest/ Right of Way junction to each Lot boundary.
12. The consent holder shall design and construct entranceways serving Lots 49 – 52 and 57 – 60, formed and concreted from the edge of the road carriageway to the property boundary at the consent holder's expense and in compliance with the Wairarapa Combined District Plan Appendix 5 – Requirements for Roads, Access, Parking and Loading.
13. The consent holder shall establish each berm within the road reserve with adequate top soil and each shall be grassed to the satisfaction of Council.

#### **Water supply**

14. The consent holder shall provide Lots 49 – 60 each with a separated metered connection to the boundary with a water service pipe connected to a water supply main. An engraved plastic tag reading "WATER SUPPLY MANIFOLD FOR [Street No]" is to be secured to the manifold clearly showing which property is served by the manifold.
15. No water supply pipe(s) shall pass through a new Lot, or cross a proposed boundary between Lots, to serve another Lot being created by the subdivision, except where it is within an associated Right of Way, easement or access lot.

**Note 5:** *Where service valve manifold(s) is/are located so that it can be identified as clearly serving a specific Lot, an engraved plastic tag may not be required.*

16. Water connections to vacant Lots shall be blanked off so that the connection remains unavailable until the owner(s) obtain approval from Council to use.

#### **Stormwater – Disposal to ground**

17. As there is no public gravity stormwater network available, discharge shall be to ground for Road to Vest soak (Lot 104) and Rights of Way. This is to be determined at land development engineering stage.

**Note 6:** *All soak pits are required to be designed based on site-specific soakage testing. It must be demonstrated for private Lots at Building Consent stage that stormwater flows can be controlled such that there is no adverse effect on the environment.*

## Wastewater Connections

18. The consent holder shall provide Lots 49 – 60 each with a direct connection to the public gravity wastewater network at a location approved by conditions 3 and 4.

## Utility services and structures

19. The consent holder shall design and install telecommunications conduit pipe and cable/fibre underground between Road to Vest mains terminating at a connection at the boundary of all Lots in accordance with NZS 4404:2010 and other relevant standards (ie to the body of all rear Lots). The consent holder shall provide confirmation from the appropriate telecommunications authority that reticulated capacity is available and confirmed for Lots 49 – 60.
20. The consent holder shall design and install electrical conduit pipe and cable underground between Road to Vest mains terminating at a connection pillar at the boundary of all Lots 49 – 60 in accordance with NZS4404:2010 and other relevant standards. The consent holder shall provide confirmation from the appropriate electricity authority that reticulated capacity is available and confirmed for each Lot.
21. The consent holder shall design and install an underground street light cable circuit and design and install street lights along the proposed Road to Vest in accordance with AS/NZS 1158 and Greytown Structure Plan requirements. Must include Heritage type lighting columns and luminaire casing and downward facing LED bulbs to specifications approved by Council (including Dark Sky provisions).

## Road naming and street signs

22. ***The consent holder shall apply to name the Road to Vest (Lot 104) in accordance with Council's Policy on Naming of Public Roads, Private Roads and Rights-of-way (adopted 23/08/06) and being registered with Land Information New Zealand at no cost to Council.***

***The applicant has requested a name from the pre-approved list of names from the Greytown Community Board, being 'Stevens Drive' which was approved for this subdivision at Farley Avenue. As the name has been approved by the delegating authority for road naming, the name does not need to go through a formal GCB approval process.***

***Note: A road sign with this new name has been requested at the time of this variation.***

23. A road sign stating the name of the Road to Vest shall be installed at the intersection of the new roads, in accordance with Council's Policy on Naming of Public Roads, Private Roads and Rights-of-way, to the satisfaction of and at no cost to, Council.

## Engineering As-built Plans and inspections

24. At the conclusion of the engineering works undertaken, the consent holder shall submit as-built drawings that meet the requirements of South Wairarapa District Council Code of Practice for Land Development (NZS4404) for pedestrian and vehicle networks, three waters, 'post-earthworks/stormwater infrastructure' and utility services and structures.

**Note 8.** Where possible, all as-built plans are to be submitted in both hard copy (PDF) and electronically. Electronic copies are to be submitted in CAD format (.DWG file) drawn in the NZGD 2000 New Zealand Transverse Mercator coordinate system.

25. Once an as-built plan has been submitted and within one month of completion of the drainage works, the consent holder shall arrange for a final inspection with the Wellington Water Drainage Inspector.
26. Once an as-built plan has been submitted and within one month of completion of the Road to Vest, crossings and Rights of Way, the consent holder shall arrange for a final inspection with the SWDC Rooding Inspector.

#### **s223 Surveying certificate**

27. Lot 104 shall be shown on the survey plan as “Road to Vest” pursuant to Section 238 of the Resource Management Act.
28. The consent holder shall register appropriate Right of Way easements for Lots 49 – 60 and shall be shown in a Memorandum of Easements and the survey plan prior to s223 approval.
29. The consent holder shall provide easements in gross in favour of the South Wairarapa District Council over all waste water and public water supply infrastructure that is located within the Rights of Way.
30. The consent holder shall register appropriate easements over all existing and proposed public and private services and/or service lines at their own cost and these shall be shown on the survey plan and in a Memorandum of Easements and the survey plan prior to s223 approval.

#### **s224(c) Subdivision certificate**

31. Prior to lodging s224 application, the following contributions for 12 Lots are to be receipted by Council (and receipts provided in application):
  - a. 12x reserve fund contribution of 3.0 % of market land value of each Lot (incl. GST) as provided by a suitably qualified and experienced professional **(amount to be confirmed based on valuation as per Note 9)**
  - b. 12x roading contribution of 2.0 % of market land value of each Lot (incl. GST) as provided by a suitably qualified and experienced professional **(amount to be confirmed based on valuation as per Note 9)**
  - c. 12 x water supply connection of \$3,736.83 (incl. GST) **(\$44,841.96)**
  - d. 12 x Septic water of \$11,960 (incl. GST) **(\$143,520)**
  - e. Any administration fees or bonds required

**Note 9.** The consent holder must provide the valuation at no cost to Council. The valuation shall state whether it is GST exclusive or inclusive. The valuation shall be determined based on the approved s223 survey plan and the valuation must not be any older than 3 months at time of application for s224 Certificate.

32. At time of lodging s224c application, the consent holder shall provide the following engineering documentation:

- a. All relevant contractor's certificate's (Schedule 1B NZS 4404) (as per Note 2).
- b. As-built plans that accurately reflect Council-issued engineering plans, the work completed onsite and in accord with Schedule 1D of NZS 4404:2010 (as per condition 25)
- c. All relevant inspections (as per conditions 26-27).

**Note 10:** All other 3<sup>rd</sup>-party documentation listed as required in this consent in order to evidence compliance with the relevant conditions:

- i. Telecommunications (condition 19)
- ii. Electricity (condition 20)
- iii. Street lights (condition 21)

### Consent notices

33. Pursuant to Section 221 of the Resource Management Act 1991, the following condition shall be secured by way of a Consent Notice registered on the Titles for Lots 20 – 25 at no cost to the Council:

*“At time of building within Lots 53 - 56 DP [\*\*\*], a vehicle crossing that meets the District Plan permitted standards shall be shown on the building consent for that Lot. Plans showing construction detail of the vehicle crossing and demonstrating consistency of design with other crossings in the street shall be provided to Council prior to construction. The vehicle crossing must be constructed prior to occupation of the dwelling and at no cost to Council.”*

34. Pursuant to s221 of the Resource Management Act 1991, the following clause of a consent notice shall be registered on Certificates of Title of Lots 59 – 60 DP [\*\*\*]:

*“This property is adjacent to rural activities. Future owners should expect the noise, smell, and activities associated with a working **rural** environment.”*

35. Pursuant to s221 of the Resource Management Act 1991, the following clause of a consent notice shall be registered on Certificates of Title of Lots 49 – 52 and 57 – 60 DP [\*\*\*]:

*“That the owners of Lots ... DP [\*\*\*] are jointly responsible for the on-going maintenance of the post and street sign for [street name], being a named private right-of-way.”*

## **Appendix 2c – 200094**

The proposal would allow for the subdivision creating 4 additional lots. The generous lots would be appropriate within the urban environment and would not adversely affect the amenity of the neighbourhood. There are no other matters considered relevant to the assessment of this proposal.

#### **4.0 CONCLUSION**

##### **4.1 S104 Consideration/recommendation:**

Having considered the application against the provisions set out under the above section, and specifically (i)-(iv) it is my assessment that there are no provisions within any national policy statement, national environment standard, or other regulation that are relevant to this application Pursuant to Section 104A of the RMA and after having considered the application pursuant to section 104, including any actual and potential effects on the environment of allowing the activity, and the relevant provisions of the Regional Policy Statement and District Plan, the proposed activity will be acceptable.

##### **S106 Consideration and recommendation**

Consideration has been given to the matters set out under this section of the Act. The application site is located in the Greytown Moderate Liquefaction Zone. While there are no developments being proposed currently, at the time of application for Building Consent for any future buildings, an assessment may be required to determine if specific foundations are required. This assessment should be undertaken by a suitably qualified geotechnical engineer. There have been no other matters identified within this application which would result in Council refusing this application or granting it subject to conditions in accordance with this section of the Act; therefore, this consent can be granted.

The above assessment confirms that the proposal will be consistent with the purpose and principles of the RMA. It is considered the proposal will have no more than minor adverse effects on the environment, no parties are considered to be adversely affected, and that it is consistent with the relevant objectives, policies and assessment criteria of the Wairarapa Combined District Plan.

#### **5.0 DECISION**

That the South Wairarapa District Council hereby grants Subdivision consent, to application no. **200094v1** pursuant to Section 104A of the Resource Management Act 1991, subject to the following conditions:

##### **CONDITIONS**

##### **Standard Conditions**

1. Except as amended by the conditions below, the subdivision shall proceed in general accordance with:
  - a. The Scheme Plan reference 1735, drawing SC-13 prepared by AdamsonShaw titled "Lots 1 to 5 Being Proposed Subdivision of Proposed Lot 1 of Proposed Subdivision of Lot 9 Deeds Plan 310", dated 27 May 2020, **subject to final survey**.
  - b. Any other information submitted as part of the application.
2. The consent holder shall pay all costs incurred by the Council in respect of the approval and/or Certification of the Survey Plan (S223) and the completion of conditions (S221 and S224(c)) for the subdivision and in the perusal, preparation, execution and registration of any related document(s).

### **Easements**

3. The consent holder shall register appropriate easements over all existing and proposed public and private services and/or service lines at their own cost and these shall be shown on the survey plan prior to s223 approval.
4. Any utility services serving an allotment within the subdivision, that are contained within another allotment of this subdivision, must have appropriate easements duly granted or reserved.
5. The Consent Holder shall provide easements in gross in favour of Council over all public water supply infrastructure that is not located within public land.
6. The Section 223 approval shall be subject to the granting or reserving of the easement(s) set out in the Memorandum hereon. At the time of s224 application, written confirmation is required from the registered surveyor that no changes have been applied to the signed s223 certified survey plans.

### **Engineering Design/Approvals**

7. The consent holder shall obtain written approval for all the engineering works from Council (Roading) and Wellington Water Land Development Team (sewerage, stormwater and drinking water). The engineering designs shall be pre-approved prior to any construction work commencing.
8. A suitably qualified person shall undertake the design and supervision of any works associated with this subdivision and shall certify all of the work on completion. The consent holder or contractor shall arrange for inspections by Wellington Water Land Development Team and Council Roading Engineer and provide evidence of the final compliance.
9. A design certificate (Schedule 1A NZS 4404:2004) shall be completed by a suitably qualified design professional and submitted with construction plans. The certificate shall include a full description of the works to be undertaken.
10. A contractor's certificate (Schedule 1B NZS 4404:2004) shall be completed and supplied with the S224(c) request, certifying that all works required by Council have been completed in accord with the approved plans.
11. As-built-plans in accord with Schedule 1D of NZS 4404:2004 for water supply, wastewater and storm-water drainage (electronic and two hard copies) shall be completed and supplied with the S224(c) request, certifying that all works required by Council have been completed in accord with the approved plans.
12. A "Schedule of Land and Assets" form shall be completed to the satisfaction of Council, detailing any land, infrastructure and other assets that are to transfer to Council ownership.

### **Engineering Standards**

13. The consent holder shall comply with the design, construction and as-built requirements of the SWDC Code of Practice for Land Development (NZS4404). These are the land development engineering standards for mitigating adverse effects on the environment from earthworks, traffic (roading and vehicle access), wastewater and stormwater drainage, water supply and utility structures, unless otherwise agreed in writing by Wellington Water Ltd in respect to the relevant standards.



14. No construction shall start prior to the engineering plans in relation to water supply or wastewater drainage, being accepted in writing by the Wellington Water Land Development Team.
- a. A design statement endorsed by a Chartered Professional Engineer on:
    - Calculations, specifications and design to confirm that there is sufficient water supply pressure and flow for the development to meet the South Wairarapa District Code of Practice for Land Development (NZS4404:2010)
    - Calculations based on pressure logging (for a minimum one-week period) and flow readings taken from the nearest hydrant.
  - b. Engineering plans for the servicing of the subdivision.
  - c. Upgrading of the existing water infrastructure will be required if the Code's requirements cannot be achieved or if the proposal will have a detrimental effect on existing users. Any upgrade to the existing infrastructure to accommodate the development will need to be incurred at the developers cost.

*Advice notes 4, 5, 6 & 7*

#### **As-built Plans**

15. At the conclusion of any engineering works undertaken or where the correct location of private assets are to be identified, 'as-built' plans that meet the requirements of the Code of Practice for Land Development must be supplied to and approved by the Council.
16. At the time of submitting the as-built plan an inventory of water supply and drainage assets to be vested must be submitted. The format in which this must be submitted shall be confirmed with South Wairarapa District Council.

*Advice notes 8 & 9*

#### **Earthworks**

17. A 'Construction and Earthworks Management Plan' (CEMP) must be submitted to the Council for approval at least twenty (20) working days before any construction work authorised by this consent commences. The purpose of the CEMP is to ensure that all construction activities are managed in a way that minimises adverse environmental effects. The CEMP shall include details of:
- a. staff and contractors' responsibilities;
  - b. site representatives;
  - c. environmental incident and emergency management;
  - d. environmental complaints management;
  - e. compliance monitoring;
  - f. corrective actions, if necessary in specified circumstances;
  - g. review procedures;
  - h. the final construction methodologies;
  - i. erosion management and response procedures;
  - j. a schedule of construction activities – including any staging; and
  - k. the finalised design plans for the works.

18. The CEMP shall be implemented and maintained throughout the construction period and shall be updated as necessary by the consent holder to reflect any design changes.
19. During construction, the consent holder shall take all practicable steps to ensure that sediments are contained on site and avoids adverse effects on surrounding properties and waterways.
20. All areas exposed by earthworks, trenching or building activities shall be appropriately remediated and where necessary re-grassed/hydro-seeded at the earliest possible opportunity following or at the latest within 3 months after works are, the completion of site works to the satisfaction of Council.
21. During construction, land disturbed by earthworks, trenching or building activities shall be regularly wetted so as to prevent a dust nuisance.
22. Road reserves disturbed by construction works shall be reinstated and grassed to the satisfaction of Council.
23. Hours of construction shall be:
  - 7.30am – 6.00pm Monday to Friday
  - 8.30am – 12.30pm Saturday
  - No construction work on Sundays or Public Holidays

#### **Water Supply**

24. The consent holder shall construct an appropriately sized main from the 100mm main to be constructed under RC190179 (Stage 4) to serve the development.
25. Where required, the consent holder shall provide fire hydrants with sufficient pressure and flow to service the development in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008.
26. The consent holder shall provide each lot with a separate water supply metered connection to the public main to be installed. An engraved plastic tag reading “WATER SUPPLY MANIFOLD FOR (Street No)” is to be secured to the manifold/meter clearly showing which lot is served by the metered connection.
27. No water supply pipe(s) shall pass through a new lot, or cross a proposed boundary between lots, to serve another lot being created by the subdivision, except where it is within an associated right of way or access lot.
28. The consent holder, at the time of S224 application, shall submit a list of all water meters installed, their serial numbers, meter readings and the Lot numbers served.

*See advice notes 10, 11, 12*

#### **Stormwater – Disposal to Ground – Road/Accessway/ROW**

29. Prior to S224 certification, the consent holder shall provide a stormwater disposal system for stormwater generated from the road. The consent holder shall carry out site specific soakage tests at the proposed location of the soak pit to determine the size of the soakage system.

### **Stormwater – Disposal to Ground – Access way for Lots 4 and 5**

30. Prior to S224 certification, the shared access to serve lots 4 and 5 must be provided with a stormwater disposal system, the consent holder shall carry out site specific soakage test at the proposed location of the soak pit to determine the size of the soakage system.

31. The soakage system(s) in condition 29 and 30 shall be designed and constructed by a suitably qualified engineer who shall also supervise its construction and provide a manual for its regular maintenance, in addition to the following:

- The soak pit system must be designed for all events up to the 10% AEP storm event, 60-minute storm. Where there is no secondary flow path the soak pit must be sized for the 1% AEP event.
- The total road area shall be used in the calculation for the soak pit size and utilise the relevant “C” factor.
- Rainfall intensities are to include climate change.
- To allow for sedimentation of the soak pit, a permeability reduction factor of 0.5 is to be applied to the field permeability rate to derive the design permeability rate.
- Where required the consent holder shall install heavy duty cast iron lids on all new soak pits.
- All connections to the soakage system / soak pit must be trapped to minimise debris entering in the soakage system.
- All soak pits shall be designed and constructed to enable the owners to carry out the regular maintenance of the soak pits as detailed in the maintenance manual.
- Ensure adequate provision has been made to deal with all surface water so as to not cause any nuisance to adjacent land.
- Achieved adequate clearances from structures, boundaries, drains and pipes as per the Regional Standard for Water Services (May 2019).

32. Pursuant to Section 221 of the Resource Management Act 1991, the following condition shall be secured by way of a Consent Notice registered on the Record of Title for Lots 4 & 5 at no cost to the Council:

*The owner(s) of Lots 4 and 5 shall be liable, not the Council, for any damage that may occur downstream as a result of failure to maintain and operate the Stormwater system to its design requirements and capacity.*

### **Stormwater – Disposal to Ground – Individual Lots**

33. Pursuant to Section 221 of the Resource Management Act 1991, the following condition shall be secured by way of a Consent Notice registered on the Record of Title for Lots 1 - 5 at no cost to the Council:

At the time of house construction, the owners of lot 1-5 shall provide a stormwater disposal system on each lot, The owners shall carry out site specific soakage test at the proposed location of the soak pit which should be used to size the soakage system.

*The soakage system(s) must be designed and constructed by a suitably qualified engineer who shall also supervise its construction and provide a manual for its regular maintenance, in addition to the following:*

- *The soak pit system must be designed for all events up to the 10% AEP storm event, 60-minute storm.*

- *The total lot area shall be used in the calculation for the soak pit size and utilise the relevant “C” factor.*
- *Rainfall intensities are to include climate change.*
- *To allow for sedimentation of the soak pit, a permeability reduction factor of 0.5 is to be applied to the field permeability rate to derive the design permeability rate.*
- *Where required the consent holder shall install heavy duty cast iron lids on all new soak pits.*
- *All connections to the soakage system / soak pit must be trapped to minimise debris entering in the soakage system.*
- *All soak pits shall be designed and constructed to enable the owners to carry out the regular maintenance of the soak pits as detailed in the maintenance manual.*
- *Ensure adequate provision has been made to deal with all surface water so as to not cause any nuisance to adjacent land.*
- *Achieved adequate clearances from structures, boundaries, drains and pipes as per the Regional Standard for Water Services (May 2019).*

*The owners of Lot(s) 1 -5 shall operate and maintain the private stormwater system in full working order on an ongoing basis. The owner(s) of Lots 1 -5 will be liable, not the Council, for any damage that may occur downstream as a result of failure to maintain and operate the stormwater system to its design requirements and capacity.*

#### **Wastewater Network**

34. As part of the development of this site, the consent holder shall extend the wastewater main to be constructed under RC190179 (Stage 4) to serve the subject development.

#### **Wastewater Lot Connections**

35. Prior to the issuance of s224 approval, Lots 1 -5 must be provided with a separate and direct connection to the extended gravity wastewater network; at a location approved by the Wellington Water Land Development Team.

#### **Power and Telecommunication**

36. Lots 1-5 shall be provided with separate electricity connection points and, at a minimum, ducting/conduit to the body of the lot. A confirmation of supply notice from a power company (confirming that capacity exists in the system and all work is completed to power company standards), the electrical certificate of compliance, electrical safety certificate and as-built plans showing the location of all electricity service components including ducting/conduit shall be provided prior to application for s224 certificate.
37. All lots shall have adequate ability to connect to a telecommunications network. The consent holder shall provide evidence of compliance to the condition as part of the 224-certification process.

#### **Access – Road to Vest**

38. Roads shall be constructed within proposed Lot 4 (RC200066). Development at this stage is for a half carriageway including the road carriageway, kerb and channel, stormwater drainage, footpaths and street lighting in accordance with plans to be approved by Council prior to construction starting and in accordance with NZS 4404:2004.

**39. A footpath shall be constructed along the half carriageway in this development from the south west corner of proposed Lot 3 to the north east corner of proposed Lot 1 where it adjoins the proposed road to vest Lot 104 as part of Stage 4 Westec Developments RC190179.**

**See advice note 14**

40. Any proposed trees within the the road reserve shall be approved by Council prior to planting.
41. A name shall be given to the new proposed road in accordance with Council's Policy on Naming of Public Roads, Private Roads and Rights-of-way and being registered with Land Information New Zealand at no cost to Council.
42. Road signs stating the name of the roads vested shall be installed at the intersection of the new roads, in accordance with Council's Policy on Naming of Public Roads, Private Roads and Rights-of-way, to the satisfaction of and at no cost to, Council.
43. The applicant shall submit all necessary asset operations and maintenance plans inclusive of an asset register in the format approved by Council. The asset register table shall include a date of construction which is required for depreciation purposes and for calculating asset remaining life. Roading information to be included on the asset register shall include pavement construction and sealing date, a chip seal spray sheet showing, bitumen application rates and hot mix and application rates.
44. The applicant shall enter into an agreement with South Wairarapa District Council noting their responsibility to repair any deficiencies that are due to the negligence of the subdivider or their contractors and that they shall be responsible to rectify any part of the assets vested for a period of 24 months.

#### **Access – Individual Lots**

45. The entranceways serving proposed Lots 1, 2, 3 with the footpath within the berm along their frontage shall be formed and concreted from the edge of the road carriageway to the property boundary at the consent holder's expense and in compliance with the Wairarapa Combined District Plan Appendix 5 – Requirements for Roads, Access, Parking and Loading and in accord with the plans to be approved by Council prior to construction starting.
46. The rights-of-way servicing Lots 4 and 5 shall be formed and sealed for the full length in accordance with the plans to be approved by Council prior to construction starting.
47. Prior to S224 application, the applicant shall arrange for an inspection of the access to this subdivision by the Roading Manager at SWDC and provide confirmation from them that the work has been completed to the appropriate standard and as per the conditions of this consent.

#### **Financial Contributions**

48. That the following infrastructure contributions are paid prior to Council issuing a Section 224 Certificate for the additional lots created:
  - a. Water Supply upgrade contribution of \$3,736.83 including GST for Lots 1, 2, 3, 4 & 5.

- b. Sewerage Disposal upgrade contribution of \$11,960.00 including GST for Lots 1, 2, 3, 4 & 5.
49. The following contributions are paid prior to Council issuing a Section 224 Certificate.
- a. Reserve fund contribution of 3.0% plus GST of the market land value of 4 additional lots.
  - b. Roothing contribution of 2.0% plus GST of the market land value of 4 additional lots.

*See advice note 13*

- c. Greytown Development Area Roothing contribution of \$3,260.00 plus GST per allotment created. This contribution is to be paid for Lots 1, 2, 3, 4, & 5.

#### **Liquefaction**

50. Pursuant to Section 221 of the Resource Management Act 1991, the following condition shall be secured by way of a Consent Notice registered on the Record of Title for Lots 1 - 5 at no cost to the Council:

*Lots 1, 2, 3, 4, and 5 [DP...] are located in the Greytown Moderate Liquefaction Zone. At the time of application for Building Consent, an assessment may be required to determine if specific foundations are required. This assessment should be undertaken by a suitably qualified geotechnical engineer or any related expert deemed suitable.*

#### **Advice Notes:**

- 1. Where possible, all as-built plans are to be submitted in both hard copy (PDF) and electronically. Electronic copies are to be submitted in CAD format (.DWG file) drawn in the NZGD 2000 New Zealand Transverse Mercator' coordinate system.
- 2. This resource consent will lapse if not given effect to in accordance with Sections 125, 223 and 224 of the Resource Management Act 1991.
- 3. All conditions must be complied with before a s224c Resource Management Act Certificate will be issued. The application for s224c Certification must list each condition of consent and advise when the condition was complied with. Where relevant, the name of the person(s) who completed the physical works and their certification of those works shall be provided.
- 4. Scheme and other indicative layout plans, submitted as part of the application will be taken by Council as being for information purposes only. These plans will not be used for granting approval for water supply and drainage works. Approvals will only be given on detailed engineering plans.
- 5. All Public Drainage work is required to be carried out by a suitably experienced Registered Drainlayer; who is employed by a contractor who has an approved Health and Safety Plan and Public Liability Insurance.
- 6. Please note that permission is required prior to using or testing hydrants.
- 7. Where practical all assets to be vested shall be located in public land.

## **Appendix 3 – Lineal Reserve Land Valuation, Cost of Works and Contributions**



28 September 2022

Westec Developments Limited  
20 Newry Place  
**PARAPARAUMU 5032**

Dear Sir / Madam

**RE: PROPERTY AT 104A WEST STREET, GREYTOWN  
CLIENT – WESTEC DEVELOPMENT LIMITED**

At your request we inspected part of your land on 27 September 2022 to assess the current market value of Lot 102 and Lot 105 assuming that the area will yield 8 lots as per a scheme plan prepared by surveyors Adamson Shaw Limited. We report as follows: -

**AREA & LEGAL DESCRIPTION**

2370 square metres being Lots 102 and 105 a subdivision of Lot 7 Deposited plan 70079.

**VALUATION AS AT 27 SEPTEMBER 2022**

<b>TOTAL CURRENT MARKET VALUE</b>	<b>\$</b>	<b>1,065,000</b>
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**ONE MILLION, SIXTY FIVE THOUSAND DOLLARS**  
(Exclusive of GST)

## SCOPE OF WORK

### Valuer Qualifications

Valuer	Qualifications
Michael Clinton-Baker	VFM, Registered Valuer, MPINZ, ANZIV.

- The Registered Valuer is in a position to provide an objective and unbiased valuation.
- The Registered Valuer has no material connection, financial interest, or any other involvement with the subject of the valuation or the party commissioning the valuation.
- The Registered Valuer is competent to undertake the valuation.
- We confirm that the Registered Valuer is a Member of the Property Institute of New Zealand and a Registered Member of the New Zealand Institute of Valuers, holding an Annual Practising Certificate.

### Instructions and Purpose of Valuation

Instructions have been received from Westec Developments Limited to provide a market valuation of the property located at 104A West Street, Greytown, for mortgage security purposes.

### Bases of Value

We have assessed the market value as defined in International Valuation Standards (IVS) 2022 – Framework, as:

*"The estimated amount for which an asset or liability should exchange on the valuation date between a willing buyer and a willing seller in an arm's length transaction, after proper marketing and where the parties had each acted knowledgeably, prudently and without compulsion."*

### Valuation Date

We confirm we inspected the subject property on 27 September 2022. This is the effective date of valuation.

### Extent of Valuation

A full inspection of the property was undertaken and we have also performed analysis and investigation of relevant sales and review of industry information.

### Information Relied Upon

- All publicly sourced information has been relied on as being correct, this includes the Computer Freehold Register information and resource management plans.
- Wairarapa Property Consultants Limited (WPC Ltd) internal sales analysis database.

### Valuation Assumptions

Assumptions used in the formation of value are contained within the report.

### Valuation Limitations

No limitations or restrictions have been identified to prevent the instructed work to be carried out.

**Restrictions of Report**

The valuation has been prepared for the purpose outlined. We do not accept any responsibility to the Client for this report for any purpose other than for the specific purpose for which it was commissioned.

No person other than the Client may rely on this report for any purpose without the express authority of WPC Ltd. The report is to be read in conjunction with our Statement of Valuation Policies.

**Valuation Standards**

The valuation has been undertaken within the requirements of the International Valuation Standards effective as at 31<sup>st</sup> January 2022 and the Australian and New Zealand Valuation Standards and Guidance Papers as at 1<sup>st</sup> July 2021, with particular reference to:

- IVS – Definitions
- IVS – Framework
- IVS 101 – Scope of Work
- IVS 102 – Investigations and Compliance
- IVS 103 – Reporting
- IVS 104 – Bases of Value
- IVS 105 – Valuation Approaches and Methods
- IVS 400 – Real Property Interests
- NZVGP501 – Goods and Services Tax (GST) in Property

## GENERAL COMMENTS

To assess value, we have employed the hypothetical subdivision method, one that is well recognised and accepted to value block land that is capable of subdivision. This method sums the value of the eight sections to give the gross value. From this, all costs of subdivision are subtracted together with 30% margin of the profit and risk of undertaking the subdivision. Please refer to an Appendix for the subdivision workings.

The market for vacant residential in Greytown is totally inactive. We have had to rely on our assessment of the market, backed up by the opinion from leading local Real Estate Agents. The consensus is that 450-490 m<sup>2</sup> section here would sell in the region of \$340,000 (Incl. GST), \$295,000 (Excl. GST).

Should you require any further information please do not hesitate to contact the writer.

Yours faithfully

**WAIRARAPA PROPERTY CONSULTANTS LTD**



**M Clinton-Baker Dip VFM MPINZ ANZIV**  
**Registered Valuer**

## APPENDIX A – HYPOTHETICAL SUBDIVISION WORKING

Gross Revenue – 8 Lots of 470 m<sup>2</sup> average @ \$295,000 (Excl. GST) \$2,360,000

Less selling and legal expenses (8 x \$18,000) \$144,000

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\$2,216,000

Less profit and risk - 30% \$511,000

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\$1,705,000

Less costs - 8 Lots at \$80,000 \$640,000

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\$1,065,000 (Excl. GST)

[illegible]





Job No: 1738 Stage 2  
Job Name: Westcoast Developments Ltd  
Job Address: 104 West St - Greytown  
Roadwork Services Schedule Stage 2 REV A



ITEMS	SECTION	DESCRIPTION	VALUE
A	PREFABRICATED GENERAL		\$ 3,500.00
B	CONCRETE		\$ 17,827.00
C	STONEMASONRY		\$ 9,650.00
D	SEWER		\$ 18,607.15
E	WATER		\$ 7,200.00
F	ROADWORK		\$ 249,790.00
G	MISCELLANEOUS		\$ 73,600.00
H		Total (incl GST)	\$ 371,742.15
I			\$ (72,724.83)

QUANTITIES AT 31/03/2018	VALUE
A	\$ 187.50
B	\$ 4,000.00
C	\$ -
D	\$ -
E	\$ -
F	\$ 7,700.00
G	\$ -
H	\$ 11,847.50
I	\$ (194.75)
Total (incl GST)	\$ 18,732.25

CLAIM 2 AS AT 31/03/2018	VALUE	TOTAL CLAIMED
A	\$ -	\$ 187.50
B	\$ -	\$ 4,000.00
C	\$ -	\$ -
D	\$ 57,910.00	\$ 57,910.00
E	\$ -	\$ -
F	\$ -	\$ 7,700.00
G	\$ -	\$ -
H	\$ 57,910.00	\$ 58,832.50
I	\$ -	\$ (9,831.30)
Total (incl GST)	\$ 57,910.00	\$ 52,111.20

CLAIM 3 AS AT 31/03/2018	VALUE	TOTAL CLAIMED
A	\$ 2,199.00	\$ 2,485.50
B	\$ 7,210.00	\$ 17,890.00
C	\$ -	\$ -
D	\$ 115,637.08	\$ 115,637.08
E	\$ 1,211.00	\$ 1,211.00
F	\$ -	\$ -
G	\$ 775.00	\$ 775.00
H	\$ 1,650.00	\$ 1,650.00
I	\$ -	\$ -
Total (incl GST)	\$ 118,462.08	\$ 118,462.22

CLAIM 4 AS AT 31/03/2018	VALUE	TOTAL CLAIMED
A	\$ 187.50	\$ 2,673.00
B	\$ -	\$ 17,990.00
C	\$ -	\$ 17,861.00
D	\$ -	\$ 21,790.54
E	\$ -	\$ 2,484.00
F	\$ -	\$ 2,484.00
G	\$ -	\$ 2,484.00
H	\$ -	\$ 2,484.00
I	\$ -	\$ 2,484.00
Total (incl GST)	\$ 118,462.08	\$ 118,462.22

CLAIM 5 AS AT 31/03/2018	VALUE	TOTAL CLAIMED
A	\$ 187.50	\$ 2,673.00
B	\$ -	\$ 17,990.00
C	\$ -	\$ 17,861.00
D	\$ -	\$ 21,790.54
E	\$ -	\$ 2,484.00
F	\$ -	\$ 2,484.00
G	\$ -	\$ 2,484.00
H	\$ -	\$ 2,484.00
I	\$ -	\$ 2,484.00
Total (incl GST)	\$ 118,462.08	\$ 118,462.22

## 1738 Westcoast Stage 2 - Schedule of Quantities

Item	Description	Unit	Amount	Rate	Value
A1	PREFABRICATED GENERAL				
A2	CONCRETE	LS	1	\$ 500.00	\$ 500.00
A3	STONEMASONRY	LS	1	\$ 1,500.00	\$ 1,500.00
A4	SEWER	LS	1	\$ 750.00	\$ 750.00
A5	WATER	LS	1	\$ 350.00	\$ 350.00
A6	ROADWORK	LS	1	\$ 250.00	\$ 250.00
A7	MISCELLANEOUS	LS	1	\$ 250.00	\$ 250.00
A8	NEGOTIATE & COOPERATE WITH LOCAL AUTHORITIES	LS	1	\$ 3,500.00	\$ 3,500.00
SUB TOTAL					





AT 30/4/2020 VALUE	TOTAL CLAIMED	CLAIM 12 AS AT 31/3/2020 VALUE	TOTAL CLAIMED	CLAIM 13 AS AT 30/4/2020 VALUE	TOTAL CLAIMED	CLAIM 14 AS AT 31/7/2020 VALUE	TOTAL CLAIMED	CLAIM 15 AS AT 31/7/2020 VALUE	TOTAL CLAIMED
5,932.00	\$ 3,340.50	\$ -	\$ 3,340.50	\$ -	\$ 3,340.50	\$ 2,200.00	\$ 3,610.50	\$ -	\$ 3,610.50
-	\$ 72,157.00	\$ -	\$ 72,157.00	\$ -	\$ 72,157.00	1,166.00	\$ 72,923.00	\$ -	\$ 72,923.00
-	\$ 99,912.00	\$ -	\$ 99,912.00	\$ -	\$ 99,912.00	\$ -	\$ 99,912.00	\$ -	\$ 99,912.00
-	\$ 223,218.15	\$ -	\$ 223,218.15	\$ -	\$ 223,218.15	\$ 1,000.00	\$ 224,218.15	\$ -	\$ 224,218.15
-	\$ 84,911.82	\$ -	\$ 84,911.82	\$ -	\$ 84,911.82	\$ -	\$ 87,301.82	\$ -	\$ 87,301.82
3,900.00	\$ 157,157.50	\$ 38,151.00	\$ 195,308.50	\$ -	\$ 195,308.50	\$ 31,497.00	\$ 226,805.50	\$ 30,783.00	\$ 257,588.50
2,500.00	\$ 11,794.00	\$ -	\$ 11,794.00	\$ -	\$ 11,794.00	\$ 1,000.00	\$ 12,794.00	\$ -	\$ 12,794.00
13,383.60	\$ 639,119.92	\$ 38,151.00	\$ 677,270.92	\$ -	\$ 677,270.92	\$ 34,813.00	\$ 712,083.92	\$ 33,783.00	\$ 745,866.92
(1,232.30)	\$ (6,425.81)	-10%	\$ (6,425.81)	-10%	\$ (6,425.81)	-10%	\$ (6,425.81)	-10%	\$ (6,425.81)
11,095.10	\$ 597,452.61	Total (end GST)	\$ 670,845.11	Total (end GST)	\$ 670,845.11	Total (end GST)	\$ 705,658.11	Total (end GST)	\$ 739,441.11

Value	Balance	Unit	Amount	Rate	Value	Balance	Unit	Amount	Rate	Value	Balance	Unit	Amount	Rate	Value	Balance
\$ -	\$ (910.00)	LS	0	\$ 500.00	\$ -	\$ (910.00)	LS	0	\$ 500.00	\$ -	\$ (910.00)	LS	0	\$ 500.00	\$ -	\$ (910.00)
\$ -	\$ 202.00	LS	0	\$ 1,398.00	\$ -	\$ 202.00	LS	0	\$ 1,398.00	\$ -	\$ 202.00	LS	0	\$ 1,398.00	\$ -	\$ 202.00
\$ -	\$ -	LS	0	\$ 710.00	\$ -	\$ -	LS	0	\$ 710.00	\$ -	\$ -	LS	0	\$ 710.00	\$ -	\$ -
\$ -	\$ (910.00)	LS	0	\$ 310.00	\$ -	\$ (910.00)	LS	0	\$ 310.00	\$ -	\$ (910.00)	LS	0	\$ 310.00	\$ -	\$ (910.00)
\$ -	\$ 210.00	LS	0	\$ 210.00	\$ -	\$ 210.00	LS	0	\$ 210.00	\$ -	\$ 210.00	LS	0	\$ 210.00	\$ -	\$ 210.00
\$ -	\$ -	LS	0	\$ 210.00	\$ -	\$ -	LS	0	\$ 210.00	\$ -	\$ -	LS	0	\$ 210.00	\$ -	\$ -
\$ -	\$ (48.00)	LS	0	\$ 210.00	\$ -	\$ (48.00)	LS	0	\$ 210.00	\$ -	\$ (48.00)	LS	0	\$ 210.00	\$ -	\$ (48.00)

\$ -	\$ 500.00	LS	0	\$ 500.00	\$ -	\$ 500.00	LS	0	\$ 500.00	\$ -	\$ 500.00	LS	0	\$ 500.00	\$ -	\$ 500.00
\$ -	\$ -	LS	0	\$ 500.00	\$ -	\$ -	LS	0	\$ 500.00	\$ -	\$ -	LS	0	\$ 500.00	\$ -	\$ -
\$ -	\$ -	LS	0	\$ 1,000.00	\$ -	\$ -	LS	0	\$ 1,000.00	\$ -	\$ -	LS	0	\$ 1,000.00	\$ -	\$ -
\$ 5,920.00	\$ (4,207.00)	M <sup>1</sup>	0	\$ 7.00	\$ -	\$ (4,207.00)	M <sup>1</sup>	0	\$ 7.00	\$ -	\$ (4,207.00)	M <sup>1</sup>	0	\$ 7.00	\$ -	\$ (4,207.00)
\$ -	\$ (15,728.00)	M <sup>1</sup>	0	\$ 22.00	\$ -	\$ (15,728.00)	M <sup>1</sup>	0	\$ 22.00	\$ -	\$ (15,728.00)	M <sup>1</sup>	0	\$ 22.00	\$ -	\$ (15,728.00)
\$ 5,920.00	\$ (9,435.00)	M <sup>1</sup>	0	\$ 22.00	\$ -	\$ (9,435.00)	M <sup>1</sup>	0	\$ 22.00	\$ -	\$ (9,435.00)	M <sup>1</sup>	0	\$ 22.00	\$ -	\$ (9,435.00)

\$ -	\$ 1,840.00	M	0	\$ 230.00	\$ -	\$ 1,840.00	M	0	\$ 230.00	\$ -	\$ 1,840.00	M	0	\$ 230.00	\$ -	\$ 1,840.00
\$ -	\$ -	M	0	\$ 191.00	\$ -	\$ -	M	0	\$ 191.00	\$ -	\$ -	M	0	\$ 191.00	\$ -	\$ -
\$ -	\$ -	M	0	\$ 320.00	\$ -	\$ -	M	0	\$ 320.00	\$ -	\$ -	M	0	\$ 320.00	\$ -	\$ -
\$ -	\$ (6,120.00)	No	0	\$ 2,040.00	\$ -	\$ (6,120.00)	No	0	\$ 2,040.00	\$ -	\$ (6,120.00)	No	0	\$ 2,040.00	\$ -	\$ (6,120.00)
\$ -	\$ -	No	0	\$ 3,200.00	\$ -	\$ -	No	0	\$ 3,200.00	\$ -	\$ -	No	0	\$ 3,200.00	\$ -	\$ -
\$ -	\$ (2,040.00)	No	0	\$ 2,040.00	\$ -	\$ (2,040.00)	No	0	\$ 2,040.00	\$ -	\$ (2,040.00)	No	0	\$ 2,040.00	\$ -	\$ (2,040.00)
\$ -	\$ -	Ex	0	\$ 1,620.00	\$ -	\$ -	Ex	0	\$ 1,620.00	\$ -	\$ -	Ex	0	\$ 1,620.00	\$ -	\$ -
\$ -	\$ -	M	0	\$ 5,800.00	\$ -	\$ -	M	0	\$ 5,800.00	\$ -	\$ -	M	0	\$ 5,800.00	\$ -	\$ -
\$ -	\$ (230.00)	M	0	\$ 6,500.00	\$ -	\$ (230.00)	M	0	\$ 6,500.00	\$ -	\$ (230.00)	M	0	\$ 6,500.00	\$ -	\$ (230.00)
\$ -	\$ -	No	0	\$ 6,900.00	\$ -	\$ -	No	0	\$ 6,900.00	\$ -	\$ -	No	0	\$ 6,900.00	\$ -	\$ -
\$ -	\$ 3,700.00	M	0	\$ 37.00	\$ -	\$ 3,700.00	M	0	\$ 37.00	\$ -	\$ 3,700.00	M	0	\$ 37.00	\$ -	\$ 3,700.00
\$ -	\$ (2,810.00)	LS	0	\$ 2,810.00	\$ -	\$ (2,810.00)	LS	0	\$ 2,810.00	\$ -	\$ (2,810.00)	LS	0	\$ 2,810.00	\$ -	\$ (2,810.00)

\$ -	\$ (8,845.00)	M	0	\$ 145.00	\$ -	\$ (8,845.00)	M	0	\$ 145.00	\$ -	\$ (8,845.00)	M	0	\$ 145.00	\$ -	\$ (8,845.00)
\$ -	\$ (12,810.00)	M	0	\$ 120.00	\$ -	\$ (12,810.00)	M	0	\$ 120.00	\$ -	\$ (12,810.00)	M	0	\$ 120.00	\$ -	\$ (12,810.00)
\$ -	\$ -	M	0	\$ 62.00	\$ -	\$ -	M	0	\$ 62.00	\$ -	\$ -	M	0	\$ 62.00	\$ -	\$ -
\$ -	\$ (9,936.00)	M <sup>1</sup>	0	\$ 83.30	\$ -	\$ (9,936.00)	M <sup>1</sup>	0	\$ 83.30	\$ -	\$ (9,936.00)	M <sup>1</sup>	0	\$ 83.30	\$ -	\$ (9,936.00)
\$ -	\$ (4,540.00)	No	0	\$ 4,540.00	\$ -	\$ (4,540.00)	No	0	\$ 4,540.00	\$ -	\$ (4,540.00)	No	0	\$ 4,540.00	\$ -	\$ (4,540.00)
\$ -	\$ -	No	0	\$ 5,170.00	\$ -	\$ -	No	0	\$ 5,170.00	\$ -	\$ -	No	0	\$ 5,170.00	\$ -	\$ -
\$ -	\$ -	No	0	\$ 2,930.00	\$ -	\$ -	No	0	\$ 2,930.00	\$ -	\$ -	No	0	\$ 2,930.00	\$ -	\$ -
\$ -	\$ (830.00)	No	0	\$ 290.00	\$ -	\$ (830.00)	No	0	\$ 290.00	\$ -	\$ (830.00)	No	0	\$ 290.00	\$ -	\$ (830.00)
\$ -	\$ -	No	0	\$ 260.00	\$ -	\$ -	No	0	\$ 260.00	\$ -	\$ -	No	0	\$ 260.00	\$ -	\$ -
\$ -	\$ (1,040.00)	No	0	\$ 260.00	\$ -	\$ (1,040.00)	No	0	\$ 260.00	\$ -	\$ (1,040.00)	No	0	\$ 260.00	\$ -	\$ (1,040.00)
\$ -	\$ -	No	0	\$ 1,100.00	\$ -	\$ -	No	0	\$ 1,100.00	\$ -	\$ -	No	0	\$ 1,100.00	\$ -	\$ -
\$ -	\$ 1,000.00	LS	0	\$ 87,162.15	\$ -	\$ 1,000.00	LS	1	\$ 87,162.15	\$ 1,000.00	\$ (7,411.00)	LS	0	\$ 87,162.15	\$ -	\$ (7,411.00)
\$ -	\$ (10,611.00)	LS	0	\$ 87,162.15	\$ -	\$ (10,611.00)	LS	0	\$ 87,162.15	\$ -	\$ (10,611.00)	LS	0	\$ 87,162.15	\$ -	\$ (10,611.00)

\$ -	\$ (199.80)	M	0	\$ 7.40	\$ -	\$ (199.80)	M	0	\$ 7.40	\$ -	\$ (199.80)	M	0	\$ 7.40	\$ -	\$ (199.80)
\$ -	\$ (2,700.00)	M	0	\$ 30.00	\$ -	\$ (2,700.00)	M	0	\$ 30.00	\$ -	\$ (2,700.00)	M	0	\$ 30.00	\$ -	\$ (2,700.00)
\$ -	\$ 110.00	M	0	\$ 110.00	\$ -	\$ 110.00	M	0	\$ 110.00	\$ -	\$ 110.00	M	0	\$ 110.00	\$ -	\$ 110.00
\$ -	\$ (655.00)	M	0	\$ 113.00	\$ -	\$ (655.00)	M	0	\$ 113.00	\$ -	\$ (655.00)	M	0	\$ 113.00	\$ -	\$ (655.00)
\$ -	\$ 876.00	M	0	\$ 12.00	\$ -	\$ 876.00	M	0	\$ 12.00	\$ -	\$ 876.00	M	0	\$ 12.00	\$ -	\$ 876.00
\$ -	\$ (1,128.00)	No	0	\$ 1,128.00	\$ -	\$ (1,128.00)	No	0	\$ 1,128.00	\$ -	\$ (1,128.00)	No	0	\$ 1,128.00	\$ -	\$ (1,128.00)
\$ -	\$ (1,438.00)	No	0	\$ 1,438.00	\$ -	\$ (1,438.00)	No	0	\$ 1,438.00	\$ -	\$ (1,438.00)	No	0	\$ 1,438.00	\$ -	\$ (1,438.00)
\$ -	\$ -	No	0	\$ 845.00	\$ -	\$ -	No	2	\$ 845.00	\$ 1,690.00	\$ (1,690.00)	No	0	\$ 845.00	\$ -	\$ (1,690.00)
\$ -	\$ -	No	0	\$ 1,690.00	\$ -	\$ -	No	0	\$ 1,690.00	\$ -	\$ -	No	0	\$ 1,690.00	\$ -	\$ -
\$ -	\$ (4,470.00)	No	0	\$ 1,735.00	\$ -	\$ (4,470.00)	No	0	\$ 1,735.00	\$ -	\$ (4,470.00)	No	0	\$ 1,735.00	\$ -	\$ (4,470.00)
\$ -	\$ -	No	0	\$ 210.00	\$ -	\$ -	No	0	\$ 210.00	\$ -	\$ -	No	0	\$ 210.00	\$ -	\$ -
\$ -	\$ (1,532.00)	No	0	\$ 768.00	\$ -	\$ (1,532.00)	No	0	\$ 768.00	\$ -	\$ (1,532.00)	No	0	\$ 768.00	\$ -	\$ (1,532.00)
\$ -	\$ -	No	0	\$ 90.00	\$ -	\$ -	No	0	\$ 90.00	\$ -	\$ -	No	0	\$ 90.00	\$ -	\$ -
\$ -	\$ -	No	0	\$ 180.00	\$ -	\$ -	No	0	\$ 180.00	\$ -	\$ -	No	0	\$ 180.00	\$ -	\$ -
\$ -	\$ -	No	0	\$ 240.00	\$ -	\$ -	No	0	\$ 240.00	\$ -	\$ -	No	0	\$ 240.00	\$ -	\$ -
\$ -	\$ (500.00)	No	0	\$ 210.00	\$ -	\$ (500.00)	No	0	\$ 210.00	\$ -	\$ (500.00)	No	0	\$ 210.00	\$ -	\$ (500.00)
\$ -	\$ 700.00	No	0	\$ 350.00	\$ -	\$ 700.00	No	2	\$ 350.00	\$ 700.00	\$ (64.00)	No	0	\$ 350.00	\$ -	\$ (64.00)
\$ -	\$ (84.00)	No	0	\$ 84.00	\$ -	\$ (84.00)	No	0	\$ 84.00	\$ -	\$ (84.00)	No	0	\$ 84.00	\$ -	\$ (84.00)
\$ -	\$ 704.00	No	0	\$ 352.00	\$ -	\$ 704.00	No	0	\$ 352.00	\$ -	\$ 704.00	No	0	\$ 352.00	\$ -	\$ 704.00
\$ -	\$ -	No	0	\$ 4,170.00	\$ -	\$ -	No	0	\$ 4,170.00	\$ -	\$ -	No	0	\$ 4,170.00	\$ -	\$ -
\$ -	\$ -	No	0	\$ 965.00	\$ -	\$ -	No	0	\$ 965.00	\$ -	\$ -	No	0	\$ 965.00	\$ -	\$ -
\$ -	\$ (10,106.80)	LS	0	\$ 965.00	\$ -	\$ (10,106.80)	LS	0	\$ 965.00	\$ -	\$ (10,106.80)	LS	0	\$ 965.00	\$ -	\$ (10,106.80)

\$ -	\$ (1,250.00)	M	0	\$ 25.00	\$ -	\$ (1,250.00)	M	0	\$ 25.00	\$ -	\$ (1,250.00)	M	0	\$ 25.00	\$ -	\$ (1,250.00)
\$ -	\$ 500.00	M	0	\$ 20.00	\$ -	\$ 500.00	M	0	\$ 20.00	\$ -	\$ 500.00	M	0	\$ 20.00	\$ -	\$ 500.00
\$ -	\$ (16,950.00)	M <sup>1</sup>	0	\$ 35.00	\$ -	\$ (16,950.00)	M <sup>1</sup>	0	\$ 35.00	\$ -	\$ (16,950.00)	M <sup>1</sup>	0	\$ 35.00	\$ -	\$ (16,950.00)
\$ -	\$ 7,820.00	M <sup>1</sup>	0	\$ 65.00	\$ -	\$ 7,820.00	M <sup>1</sup>	90	\$ 65.00	\$ 5,850.00	\$ 1,970.00	M <sup>1</sup>	0	\$ 65.00	\$ -	\$ 1,970.00
\$ -	\$ (2,610.00)	M <sup>1</sup>	0	\$ 90.00	\$ -	\$ (2,610.00)	M <sup>1</sup>	0	\$ 90.00	\$ -	\$ (2,610.00)	M <sup>1</sup>	0	\$ 90.00	\$ -	\$ (2,610.00)
\$ -	\$ (1,575.00)	M	0	\$ 45.00	\$ -	\$ (1,575.00)	M	0	\$ 45.00	\$ -	\$ (1,575.00)	M	0	\$ 45.00	\$ -	\$ (1,575.00)
\$ -	\$ -	M	0	\$ 43.00	\$ -	\$ -	M	0	\$ 43.00	\$ -	\$ -	M	0	\$ 43.00	\$ -	\$ -
\$ -	\$ 1,480.00	M	0	\$ 43.00	\$ -	\$ 1,480.00	M	0	\$ 43.00	\$ -	\$ 1,480.00	M	0	\$ 43.00	\$ -	\$ 1,480.00
\$ -	\$ 3,235.00	M <sup>1</sup>	999	\$ 29.00	\$ 28,871.00	\$ 24,244.00	M <sup>1</sup>	0	\$ 29.00	\$ -	\$ 24,244.00	M <sup>1</sup>	1049	\$ 29.00	\$ 30,421.00	\$ (6,177.00)
\$ -	\$ 9,180.00	M <sup>1</sup>	308	\$ 30.00	\$ 9,180.00	\$ -	M <sup>1</sup>	0	\$ 30.00	\$ -	\$ -	M <sup>1</sup>	0	\$ 30.00	\$ -	\$ -
\$ -	\$ 9,890.00	M <sup>1</sup>	0	\$ 46.00	\$ -	\$ 9,890.00	M <sup>1</sup>	0	\$ 46.00	\$ -	\$ 9,890.00	M <sup>1</sup>	8	\$ 46.00	\$ 368.00	\$ 9,430.00
\$ 3,900.00	\$ -	Ex	0	\$ 1,910.00	\$ -	\$ -	Ex	0	\$ 1,910.00	\$ -	\$ -	Ex	0	\$ 1,910.00	\$ -	\$ -
\$ -	\$ (85.00)	M <sup>1</sup>	0	\$ 85.00	\$ -	\$ (85.00)	M <sup>1</sup>	0	\$ 85.							





Job No.: 1735 Stage 3 Lot 48-48  
Job Name: Westcoast Development Ltd.  
Job Address: 104 A West St - Greytown  
Bidding & Services - Schedule Stage 3 (43-48)

ITEMS	SECTION	DESCRIPTION	UNIT	AMOUNT	RATE	VALUE
A	PRELIMINARY AND GENERAL					
B	STORMWATER					
C	SEWER					
D	WATER					
E	MISCELLANEOUS					
F						
G						
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JG						
JH						
JI						
JJ						
JK						
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JM						
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LI						
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LK						
LM						
LN						
LO						
LP						
LQ						
LR						
LS						
LT						
LU						
LV						
LW						
LX						



Job No : 1735 Stage 3B & 4  
Job Name : Westec Developments Ltd  
Job Address : Farley Avenue - Greytown  
Roading & Services - Schedule Stage 3B & 4



Contractor Name: Pope and Gray Contractors Ltd

ITEMS SECTION	DESCRIPTION	VALUE
A	PRELIMINARY AND GENERAL	\$ 4,050.00
B	EARTHWORKS	\$ 50,990.00
C	STORMWATER	\$ 82,699.20
D	SEWER	\$ 112,428.00
E	WATER	\$ 78,541.00
F	ROADING	\$ 375,029.50
G	WATER RACE	\$ 37,200.00
H	POWER & TELECOMMUNICATIONS	\$ 6,515.00
I	MISCELLANEOUS	\$ 48,800.00
	Total (excl GST)	\$ 800,252.70

CLAIM 12 AS AT 30 June 2022	TOTAL CLAIM
VALUE	
\$ -	\$ 3,550.00
\$ -	\$ 70,182.50
\$ -	\$ 83,827.20
\$ -	\$ 136,716.00
\$ 880.00	\$ 61,674.00
\$ 6,165.00	\$ 331,342.50
\$ -	\$ 37,200.00
\$ -	\$ 7,409.00
\$ -	\$ -
\$ 7,045.00	\$ 731,901.20
\$ (704.50)	\$ (73,190.12)
Total (excl GST)	\$ 6,340.50 \$ 658,711.08

Payment Claim #12 at 30 June 2022

Item	Description	Unit	Amount	Rate	Value
A	PRELIMINARY & GENERAL				
A1	Establishment	LS	1	\$ 500.00	\$ 500.00
A2	Insurance	LS	1	\$ 2,050.00	\$ 2,050.00
A3	Setting Out	LS	1	\$ 750.00	\$ 750.00
A4	Constants	LS	1	\$ 250.00	\$ 250.00
A5	As Built	LS	1	\$ 250.00	\$ 250.00
A6	Negotiate & cooperate with Local Authorities	LS	1	\$ 250.00	\$ 250.00
	SUB TOTAL				\$ 4,050.00

Unit	Amount	Rate	Value	BALANCE
LS	0	\$ 500.00	\$ -	\$ -
LS	0	\$ 2,050.00	\$ -	\$ -
LS	0	\$ 750.00	\$ -	\$ -
LS	0	\$ 250.00	\$ -	\$ 250.00
LS	0	\$ 250.00	\$ -	\$ 250.00
LS	0	\$ 250.00	\$ -	\$ -
			\$ -	\$ 500.00

Unit	Previously Claimed	Claimed for Month	Total Claimed	Total Complete
LS	1	0	1	\$ 500.00
LS	1	0	1	\$ 2,050.00
LS	1	0	1	\$ 750.00
LS	0	0	0	\$ -
LS	0	0	0	\$ -
LS	1	0	1	\$ 250.00
				\$ 3,550.00

B	EARTHWORKS				
B1	Stormwater & silt control	LS	1	\$ 500.00	\$ 500.00
B2	Dust Control	LS	1	\$ 1,000.00	\$ 1,000.00
B3	TORSSOL				
B3A	Strip and stockpile topsoil on site to place on berms & lots	M²	540	\$ 9.50	\$ 5,130.00
B3B	Strip and stockpile topsoil on site	M²	625	\$ 9.50	\$ 5,937.50
B4	CUT AND FILL				
B4A	Dispose of excess material off site (from roads, trenches & water race)	M²	615	\$ 22.50	\$ 13,837.50
B4B	Cut new water race to fit existing water race & form low bund	M²	150	\$ 34.90	\$ 5,235.00
B4C	Excavate & dispose off site unsuitable material (Provisional item)	M³	850	\$ 22.50	\$ 19,125.00
	SUB TOTAL				\$ 50,990.00

LS	0	\$ 500.00	\$ -	\$ 500.00
LS	0	\$ 1,000.00	\$ -	\$ 1,000.00
M²	0	\$ 9.50	\$ -	\$ 570.00
M²	0	\$ 9.50	\$ -	\$ -
M²	0	\$ 22.50	\$ -	\$ (11,272.50)
M²	0	\$ 34.90	\$ -	\$ -
M³	0	\$ 22.50	\$ -	\$ (9,900.00)
			\$ -	\$ (19,192.50)

LS	0	0	0	\$ -
LS	0	0	0	\$ -
M²	480	0	480	\$ 4,560.00
M²	625	0	625	\$ 5,937.50
M²	1116	0	1116	\$ 25,110.00
M²	150	0	150	\$ 5,235.00
M³	1304	0	1304	\$ 29,340.00
				\$ 70,182.50

C	STORMWATER				
C1	PPIPES				
C1A	225mm dia uPVC SN16 lead, include all connections to sumps and soakpits	M	28	\$ 282.00	\$ 7,896.00
C1B	300mm dia uPVC SN16 lead, include all connections to sumps and soakpits	M	5	\$ 295.00	\$ 1,475.00
C1C	100mm dia subsoil drain - complete with filter cloth bedding & backfill	M	194	\$ 23.80	\$ 4,617.20
C2	SUMPS				
C2A	Sumps, back entry to local authority standard	No	5	\$ 2,085.00	\$ 10,425.00
C2B	Sumps, back entry to local authority standard - double	No	1	\$ 4,170.00	\$ 4,170.00
C2C	Sumps, heavy duty yard	No	2	\$ 2,040.00	\$ 4,080.00
C3	SOAKPITS				
C3A	Boulder filled pit (No 13 & 14)	Ea	2	\$ 3,200.00	\$ 6,400.00
C3B	1050mm dia (No 10, 10a, 11, 11a, & 12)	Ea	5	\$ 7,214.00	\$ 36,070.00
C5	SWALE				
C5A	Form and shape swale	M	194	\$ 39.00	\$ 7,566.00
	SUB TOTAL				\$ 82,699.20

M	0	\$ 282.00	\$ -	\$ (1,128.00)
M	0	\$ 295.00	\$ -	\$ -
M	0	\$ 23.80	\$ -	\$ (0.00)
No	0	\$ 2,085.00	\$ -	\$ -
No	0	\$ 4,170.00	\$ -	\$ -
No	0	\$ 2,040.00	\$ -	\$ -
Ea	0	\$ 3,200.00	\$ -	\$ -
Ea	0	\$ 7,214.00	\$ -	\$ -
M	0	\$ 39.00	\$ -	\$ -
			\$ -	\$ 1,128.00

M	32	0	32	\$ 9,024.00
M	5	0	5	\$ 1,475.00
M	194	0	194	\$ 4,617.20
No	5	0	5	\$ 10,425.00
No	1	0	1	\$ 4,170.00
No	2	0	2	\$ 4,080.00
Ea	2	0	2	\$ 6,400.00
Ea	5	0	5	\$ 36,070.00
M	194	0	194	\$ 7,566.00
				\$ 83,827.20

D	SEWER				
D1	PPIPES				
D1A	225mm dia uPVC SN16 main	M	32	\$ 244.00	\$ 7,808.00
D1B	150mm dia uPVC SN16 main	M	290	\$ 177.00	\$ 51,330.00
D1C	100mm uPVC SN16 Lateral	M	80	\$ 165.00	\$ 13,200.00
D2	MANHOLES: complete with base, riser, lid and cast iron cover. Items to include all connections and haunching				
D2A	600mm dia 0.6m deep (H1)	No	1	\$ 3,900.00	\$ 3,900.00
D2B	1050mm dia 1.3 to 1.7m deep (E3, G1, & I1)	No	3	\$ 4,994.00	\$ 14,982.00
D2C	1200mm dia 2.0 to 2.3m deep (E2 & F1)	No	2	\$ 6,724.00	\$ 13,448.00
D3	CONNECTIONS				
D3A	100mm dia onto 150mm	No	10	\$ 215.00	\$ 2,150.00
D3B	100mm dia onto Existing MH	No	2	\$ 190.00	\$ 380.00
D3C	225mm dia onto Existing MH	No	1	\$ 240.00	\$ 240.00
D4	BOUNDARY CONNECTION				
D4A	Boundary Connection including inspection point & box	No	16	\$ 265.00	\$ 4,240.00
D5	CCTV				
D5A	CCTV new mains	No	1	\$ 750.00	\$ 750.00
	SUB TOTAL				\$ 112,428.00

M	0	\$ 244.00	\$ -	\$ -
M	0	\$ 177.00	\$ -	\$ (7,788.00)
M	0	\$ 165.00	\$ -	\$ (16,500.00)
No	0	\$ 3,900.00	\$ -	\$ -
No	0	\$ 4,994.00	\$ -	\$ -
No	0	\$ 6,724.00	\$ -	\$ -
No	0	\$ 215.00	\$ -	\$ -
No	0	\$ 190.00	\$ -	\$ -
No	0	\$ 240.00	\$ -	\$ -
No	0	\$ 265.00	\$ -	\$ -
No	0	\$ 750.00	\$ -	\$ -
			\$ -	\$ 24,288.00

M	32	0	32	\$ 7,808.00
M	334	0	334	\$ 59,118.00
M	180	0	180	\$ 29,700.00
No	1	0	1	\$ 3,900.00
No	3	0	3	\$ 14,982.00
No	2	0	2	\$ 13,448.00
No	10	0	10	\$ 2,150.00
No	2	0	2	\$ 380.00
No	1	0	1	\$ 240.00
No	16	0	16	\$ 4,240.00
No	1	0	1	\$ 750.00
				\$ 136,716.00

E	WATER				
E1	PPIPES				
E1A	2500 PE100 water lateral	M	80	\$ 12.00	\$ 960.00
E1B	63 OD PE100 SDH11 rider main	M	95	\$ 28.60	\$ 2,717.00
E1C	100mm dia SN16 uPVC main	M	64	\$ 98.00	\$ 6,272.00
E1D	150mm dia uPVC SN16 main	M	199	\$ 128.00	\$ 25,472.00
E2	VALVES				
E2A	Supply & install 50mm gate valve	No	2	\$ 722.00	\$ 1,444.00
E2B	Supply & install 50mm scour valve	No	2	\$ 1,022.00	\$ 2,044.00
E2C	Supply & install 300mm resilient seated sluice valve	No	2	\$ 1,350.00	\$ 2,700.00
E2D	Supply & install 150mm resilient seated sluice valve	No	2	\$ 1,850.00	\$ 3,700.00
E3	FIREHYDRANTS				
E3A	Supply and install 100mm dia	No	1	\$ 1,960.00	\$ 1,960.00
E3B	Supply and install 150mm dia	No	1	\$ 2,240.00	\$ 2,240.00
E4	FITTINGS				
E4A	Thrust blocks	No	8	\$ 310.00	\$ 2,480.00
E4B	Dead end cap 100mm	No	1	\$ 310.00	\$ 310.00
E4C	Dead end cap 150mm	No	1	\$ 390.00	\$ 390.00
E5	CONNECTIONS ONTO NEW MAINS				
E5A	25mm onto 50mm dia	No	9	\$ 128.00	\$ 1,152.00
E5B	25mm onto 100mm dia	No	2	\$ 185.00	\$ 370.00
E5C	25mm onto 150mm dia	No	5	\$ 267.00	\$ 1,335.00
E5D	50mm dia onto 100mm dia	No	2	\$ 440.00	\$ 880.00
E5E	100mm dia onto 150mm dia	No	1	\$ 1,450.00	\$ 1,450.00
E5F	150mm dia onto 150mm dia T	No	1	\$ 1,625.00	\$ 1,625.00
E5G	150mm dia onto existing main on Farley Ave	No	1	\$ 960.00	\$ 960.00
E5H	150mm dia onto existing main on Westwood Ave	No	1	\$ 960.00	\$ 960.00
E5I	Testing & chlorination	No	1	\$ 1,760.00	\$ 1,760.00
E6	TOBY & TOBY BOXES				
E6A	Supply and install new toby boxes includes Boxes, Smart meters and Nil Flow Restrictor	No	16	\$ 960.00	\$ 15,360.00
	SUB TOTAL				\$ 78,541.00

M	0	\$ 12.00	\$ -	\$ 24.00
M	0	\$ 28.60	\$ -	\$ (143.00)
M	0	\$ 98.00	\$ -	\$ (490.00)
M	0	\$ 128.00	\$ -	\$ 11,776.00
No	0	\$ 722.00	\$ -	\$ -
No	0	\$ 1,022.00	\$ -	\$ -
No	0	\$ 1,350.00	\$ -	\$ -
No	0	\$ 1,850.00	\$ -	\$ -
No	0	\$ 1,960.00	\$ -	\$ -
No	0	\$ 2,240.00	\$ -	\$ -
No	0	\$ 310.00	\$ -	\$ 620.00
No	0	\$ 310.00	\$ -	\$ (310.00)
No	0	\$ 390.00	\$ -	\$ -
No	0	\$ 128.00	\$ -	\$ 128.00
No	0	\$ 185.00	\$ -	\$ -
No	0	\$ 267.00	\$ -	\$ 267.00
No	0	\$ 440.00	\$ -	\$ -
No	0	\$ 1,450.00	\$ -	\$ 1,450.00
No	0	\$ 1,625.00	\$ -	\$ 1,625.00
No	0	\$ 960.00	\$ -	\$ 960.00
No	0	\$ 960.00	\$ -	\$ 960.00
No	0.5	\$ 1,760.00	\$ 880.00	\$ -
No	0	\$ 960.00	\$ -	\$ -
			\$ 880.00	\$ 16,867.00

M	78	0	78	\$ 936.00
M	100	0	100	\$ 2,860.00
M	69	0	69	\$ 6,762.00
M	107	0	107	\$ 13,696.00
No	2	0	2	\$ 1,444.00
No	2	0	2	\$ 2,044.00
No	2	0	2	\$ 2,700.00
No	2	0	2	\$ 3,700.00
No	1	0	1	\$ 1,960.00
No	1	0	1	\$ 2,240.00
No	6	0	6	\$ 1,860.00
No	2	0	2	\$ 620.00
No	1	0	1	\$ 390.00
No	8	0	8	\$ 1,024.00
No	2	0	2	\$ 370.00
No	4	0	4	\$ 1,068.00
No	2	0	2	\$ 880.00
No	0	0	0	\$ -
No	0	0	0	\$ -
No	0	0	0	\$ -
No	0	0	0	\$ -
No	0.5	0.5	1	\$ 1,760.00
No	16	0	16	\$ 15,360.00
				\$ 61,674.00

F	ROADING				
F1	SUBGRADE PREPARATION				
F1A	8.4m wide Farley Avenue	M	185	\$ 25.00	\$ 4,625.00
F1B	5.7m wide Road 5	M	55	\$ 20.00	\$ 1,100.00
F1C	3.0m wide Rights of way 6 & 7	M	115	\$ 13.30	\$ 1,529.50
F2	RIVER RUN (below subbase), size 120mm down				
F2A	Supply & place 120mm down river run 300mm deep (provisional item)	M³	850	\$ 49.00	\$ 42,140.00

M
---

F3	BASECOURSE				
F3A	Supply and place AP65 Sub-base 250mm deep	M <sup>3</sup>	720	\$ 70.00	\$ 50,400.00
F3B	Supply and place AP40 basecourse 100mm deep	M <sup>3</sup>	400	\$ 125.00	\$ 50,000.00
F5	KERB & CHANNEL				
F5A	Install 450mm wide mountable kerb and channel	M	467	\$ 50.00	\$ 23,350.00
F5B	Install 450mm wide dish channel	M	91	\$ 50.00	\$ 4,550.00
F5C	Install 150mm wide nib kerb	M	104	\$ 45.00	\$ 4,680.00
F6	SEALING				
F6A	30mm Mx10 Asphaltic Concrete	M <sup>2</sup>	2142	\$ 32.00	\$ 68,544.00
F7	CONCRETE				
F7A	100mm thick concrete footpath on 100mm basecourse 20MPa. Bedding included in F3B	M <sup>2</sup>	1250	\$ 47.00	\$ 58,750.00
F7B	150mm thick Exposed aggregate concrete strip over culvert 20MPa (bedding included in F3B)	M <sup>2</sup>	23	\$ 80.00	\$ 1,840.00
F7C	150mm thick Exposed aggregate concrete turning head x 2 20MPa (bedding included in F3B)	M <sup>2</sup>	168	\$ 79.00	\$ 13,272.00
F7D	150mm thick concrete Crossings x 3 ( bedding included in F3B)	M <sup>2</sup>	62	\$ 77.00	\$ 4,774.00
F7E	Pram crossing	Ea	3	\$ 170.00	\$ 510.00
F7F	130mm Thick Exposed Reinforced Footpath	M <sup>2</sup>	364	\$ 75.00	\$ 27,300.00
F8	BERMS				
F8A	Place topsoil from stockpile to berms, shape & sow	M <sup>2</sup>	1845	\$ 7.00	\$ 12,915.00
F8B	Spread topsoil from stockpile to lots, shape & sow	M <sup>2</sup>	3500	\$ 2.50	\$ 8,750.00
	<b>SUB TOTAL</b>				\$ 379,029.50

G	WATER RACE				
G1	PIPES				
G1A	Supply & install 600mm dia RCRN class 4 culvert complete with precast concrete headwalls (12.0m)	Ea	1	\$ 6,450.00	\$ 6,450.00
G1B	630 OD (S30 ID) SN4 Euroflow pipe	M	50	\$ 575.00	\$ 28,750.00
G1C	Inlet alignment & commissioning (Provisional)	LS	1	\$ 2,000.00	\$ 2,000.00
	<b>SUB TOTAL</b>				\$ 37,200.00

H	POWER & TELECOMMUNICATIONS				
H1A	Lay telecom cable in trench	M	490	\$ 2.00	\$ 980.00
H1B	Place Telecom hand holes	No	9	\$ 100.00	\$ 900.00
H1C	Excavate & reinstate combined trench for electricity HV 1.0m deep (Provisional Item)	M	150	\$ 10.50	\$ 1,575.00
H1D	Excavate & reinstate combined trench for electricity LV 0.7m deep (Provisional Item)	M	340	\$ 9.00	\$ 3,060.00
H1E	Install street lights				
	<b>SUB TOTAL</b>				\$ 6,515.00

I	MISCELLANEOUS				
I1	DAYWORKS				
I1A	Labour (all classes)	M <sup>3</sup>	80	\$ 40.00	\$ 3,200.00
I1B	Tracked excavator (5-8 tonnes)	M <sup>3</sup>	40	\$ 120.00	\$ 4,800.00
I1C	Tracked excavator (15-22 tonnes)	M	40	\$ 140.00	\$ 5,600.00
I1D	Truck (7m3)	M <sup>3</sup>	40	\$ 130.00	\$ 5,200.00
I2	CONTINGENCY	PS	1	\$ 30,000.00	\$ 30,000.00
	<b>SUB TOTAL</b>				\$ 48,800.00

	VARIATIONS				
Item	Description	Unit	Amount	Rate	
D2A	600mm dia 0.6m deep (H1)	No	1	\$ 3,900.00	\$ 3,900.00
H1E	Install street lights	No	5	\$ 3,900.00	\$ 19,500.00
F7F	130mm Thick Exposed Reinforced Footpath	M <sup>2</sup>	364	\$ 75.00	\$ 27,300.00

M <sup>3</sup>	0	\$ 70.00	\$ -	\$ 14,700.00
M <sup>3</sup>	0	\$ 125.00	\$ -	\$ (250.00)
M	0	\$ 50.00	\$ -	\$ 900.00
M	0	\$ 50.00	\$ -	\$ (1,000.00)
M	0	\$ 45.00	\$ -	\$ 405.00
M <sup>2</sup>	0	\$ 32.00	\$ -	\$ (1,184.00)
M <sup>2</sup>	-455	\$ 47.00	\$ 21,385.00	\$ 20,398.00
M <sup>2</sup>	0	\$ 80.00	\$ -	\$ 400.00
M <sup>2</sup>	0	\$ 79.00	\$ -	\$ -
M <sup>2</sup>	0	\$ 77.00	\$ -	\$ -
Ea	0	\$ 170.00	\$ -	\$ -
M <sup>2</sup>	364	\$ 75.00	\$ 27,300.00	\$ (27,300.00)
M <sup>2</sup>	0	\$ 7.00	\$ -	\$ 9,765.00
M <sup>2</sup>	100	\$ 2.50	\$ 250.00	\$ 3,450.00
			\$ 6,165.00	\$ 20,387.00

Ea	0	\$ 6,450.00	\$ -	\$ -
M	0	\$ 575.00	\$ -	\$ -
LS	0	\$ 2,000.00	\$ -	\$ -
			\$ -	\$ -

M	0	\$ 2.00	\$ -	\$ 256.00
No	0	\$ 100.00	\$ -	\$ (200.00)
M	0	\$ 10.50	\$ -	\$ (504.00)
M	0	\$ 9.00	\$ -	\$ 54.00
No	0	\$ 100.00	\$ -	\$ -
			\$ -	\$ (394.00)

M <sup>3</sup>	0	\$ 40.00	\$ -	\$ 3,200.00
M <sup>3</sup>	0	\$ 120.00	\$ -	\$ 4,800.00
M	0	\$ 140.00	\$ -	\$ 5,600.00
M <sup>3</sup>	0	\$ 130.00	\$ -	\$ 5,200.00
PS	0	\$ 30,000.00	\$ -	\$ 30,000.00
			\$ -	\$ 48,800.00

M <sup>3</sup>	510	0	510	\$ 35,700.00
M <sup>3</sup>	402	0	402	\$ 50,250.00
M	449	0	449	\$ 22,450.00
M	111	0	111	\$ 5,550.00
M	95	0	95	\$ 4,275.00
	0	0	0	\$ -
M <sup>2</sup>	2179	0	2179	\$ 69,728.00
M <sup>2</sup>	1271	-455	816	\$ 38,352.00
M <sup>2</sup>	18	0	18	\$ 1,440.00
M <sup>2</sup>	168	0	168	\$ 13,272.00
M <sup>2</sup>	62	0	62	\$ 4,774.00
Ea	3	0	3	\$ 510.00
M <sup>2</sup>	0	364	364	\$ 27,300.00
M <sup>2</sup>	450	0	450	\$ 3,150.00
M <sup>2</sup>	2020	100	2120	\$ 5,300.00
				\$ 331,342.50

Ea	1	0	1	\$ 6,450.00
M	50	0	50	\$ 28,750.00
LS	1	0	1	\$ 2,000.00
				\$ 37,200.00

M	362	0	362	\$ 724.00
No	11	0	11	\$ 1,100.00
M	198	0	198	\$ 2,079.00
M	334	0	334	\$ 3,006.00
No	5	0	5	\$ 500.00
				\$ 7,409.00

M <sup>3</sup>	0	0	0	\$ -
M <sup>3</sup>	0	0	0	\$ -
M	0	0	0	\$ -
M <sup>3</sup>	0	0	0	\$ -
PS	0	0	0	\$ -
				\$ -

Total Value Completed	\$ 731,901.20
Less Retentions	\$ (73,190.12)
Subtotal	\$ 658,711.08
Less Previously Certified	\$ 652,370.58
Net Value Completed	\$ 6,340.50
Total Amount due Including GST	\$ 7,291.58
Payment Due 20th July 2022	



FROM  
Tim Kinvig  
Erecta Fence  
436 Belyvedere Road  
Carterton 5791  
[www.erectafence.co.nz](http://www.erectafence.co.nz)  
PHONE  
**0272477990**  
GST NUMBER  
127-259-542

FOR  
AdamsonShaw  
TO  
Mike Shaw

QUOTE NUMBER  
2081

DATE  
6 April 2022

VALID UNTIL  
5 May 2022 at 12:00PM

[Download PDF](#)

## Lot 60 Farley Ave Greytown - Westec Ltd

18pe	144.00
<b>1.8 mtr economy paling</b>	x 27
Southern boundary: Supply & erect a 1.8 metre economy paling fence with capping on top, three 100x50 rails bolted to 100x100mm posts concreted into place.	3,888.00
-----	
Subtotal	3,888.00
GST 15%	583.20
<b>Total NZD including GST</b>	<b>\$4,471.20</b>

**Note:**

The above rate is for a clear and unencumbered fence line. It does not include any demo and removal of existing fences, concrete or trees/plants etc. If required this would be an additional cost.

**Note:**

Payment is expected and due on completion of work.

- All goods remain the property of Erecta Fence until paid in full.
- All care taken, but no responsibility for underground services and boundaries unless clearly marked.
- Quotes are valid for 30 days. After 30 days all pricing is subject to supplier price increases.
- All quantities quoted are subject to final measure.

**Payment can be made by direct credit to:**

BNZ Masterton 02-0688-0235448-00

With the invoice number as the reference

## Ask a Question

**This quote has expired.**



The following financial contributions are payable by the developer for the three consents subject to this paper:

Stage 3B - Lots 20-25 (6 lots) RM 190031

Water - \$19,496.63 + gst

Sewerage - \$62,400 + gst

3% Reserves - \$66,480 + gst

2% Roothing - \$44,320 + gst

Stage 4 - Lots 49-60 (12 lots) RM 190179

Water - \$38,993.01 + gst

Sewerage - \$124,800.00 + gst

3% Reserves - \$134,790.00 + gst

2% Roothing - \$89,860.00 + gst

Stage 5 - Lots 1-5 (5 lots) RM 200094

Water - \$16,247.09 + gst

Sewerage - \$52,000.00 + gst

3% Reserves - \$45,360.00+ gst

2% Roothing - \$30,240.00 + gst

**Total to be invoiced - \$724, 986.73 + GST**

**Developed as part of Stage 2 and not previously vested**

**• 3.6m Cycle Way**

○B3A - Topsoil Strip, 108m cube @ \$7.00 = \$756

○F3B - AP40 compacted base, 54m cube @ \$90 = \$4,860

○F7F - Exposed Ag Concrete, 1 layer mesh, 3.6m wide, 305m square @ \$75/m  
= \$22, 875.00

**Sub total: 28,491.00**

**Stage 3A:**

**• 3.6m Cycle Way**

○B3A - Topsoil Strip, 97m cube @ \$7.00 = \$679

○F3B - AP40 compacted base, 48.6m cube @ \$125 = \$5,625.00

○F7E - Exposed Ag Concrete, 1 layer mesh, 3.6m wide, 270m square @ \$75/m  
= \$20,250.00

**• Water Race**

○G1A-G1E, claimed for the stage, \$53,931

**Sub total \$80,485.00**

**Stage 3B, 4:**

- **Earthworks**

- B3A - Topsoil Strip, 184.6m cube @ \$9.50 = \$1,753.70
- B4A - Cut Waste - Western Pipe section, 36m cube @ \$22.50 = \$810
- B4B - Excavate new/fill exist, 150m cube @ \$34.90 = \$5,235

- **Stormwater**

- C1C - 100mm subsoil in swale within Linear Reserve, 194m @ \$23.80 = \$4,617
- C5A - Form and shape Swale within Linear Reserve, 194m @ \$39.00 = \$7,566

- **3.6m Cycle Way**

- F3B - AP40 compacted base, 92m cube @ \$125 = \$11,542
- F7F - Exposed Ag Concrete, 1 layer mesh, 3.6m wide, 346m square @ \$75/m = \$27,300

- **Water Race**

- F7B - 150mm exposed ag 20 mpa concrete strip over culvert, 18m cube @ \$80.00 = \$1,440
- G1A - G1C, claimed for the stage, \$37,200

- **Lineal Reserve**

- F8A - Topsoil Spread, shape and sow, 450m square claimed @ \$7.00 = \$3,150

- **43 Wood Street - works within site on water race realignment.**

- Culvert Grate and Housing, \$2,000
- Fencing - Erecta Fence Quote 6/4/2022, \$3,888.00

- **Additional Fees - AdamsonShaw**

- Planning, Surveying, Engineering - Design, setout, construction supervision, Land Transfer Surveying, Liaise Council and adjoining owner to obtain permission to carry out works within 43 Wood Street, \$12,500

**Sub total: \$111,002.00**

**Total Development Costs Stages 2, 3A, 3B, and 4: \$227,978.00**

**Valuation lost development potential Lots 102 and 105: \$1,065,000.00 (+GST)**

**Total land and development costs – Lineal Reserve: 1,292,991.27 (+GST)**

**Net compensation: \$1,292,978.00(+GST) - \$724,986.73 = \$567,991.27 (+GST)**

## Revocation of the Wairarapa Consolidated Bylaw 2019, Part 11: Speed

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### 1. Purpose

This report seeks Council approval to revoke the Wairarapa Consolidated Bylaw 2019, Part 11: Speed and its corresponding Speed Bylaw Schedules.

### 2. Recommendations

Officers recommend that the *Council*:

- a) Notes that Waka Kotahi provides advice to inform decisions on setting speed limits in the South Wairarapa District;
- b) Notes that speed limits in the South Wairarapa District are available in the National Speed Limit Register which is the legal instrument for registering speed limits;
- c) Notes that the changes set out in the Land Transport Rule: Setting of Speed Limits 2022 effectively replaces the Wairarapa Consolidated Bylaw 2019, Part 11: Speed;
- d) Notes that the changes set out in the Land Transport Rule: Setting of Speed Limits 2022 do not automatically revoke Council's speed bylaws;
- e) Notes that Carterton District Council will consider this decision on 15 February 2023;
- f) Resolves to revoke the Wairarapa Consolidated Bylaw 2019, Part 11: Speed and its corresponding Speed Limit Schedules effective from 20 February 2023; and
- g) Resolves to make minor amendments to the other parts of the Wairarapa Consolidated Bylaw 2019 to reflect the revocation of Part 11: Speed and its corresponding Speed Limit Schedules effective from 20 February 2023.

### **3. Executive Summary**

The Land Transport Rule: Setting of Speed Limits 2022 (2022 Rule) came into force on 19 May 2022 and replaced the Land Transport Rule: Setting of Speed Limits 2017. The 2022 Rule changes the way speed limits are set throughout New Zealand.

The 2022 Rule is being rolled out as part of the Waka Kotahi (NZ Transport Agency) Road to Zero – New Zealand’s Road Safety Strategy 2020-2030. This strategy underpins the Waka Kotahi vision that no one dies or is seriously injured in road crashes on New Zealand roads.

Under the 2022 Rule, Waka Kotahi (NZ Transport Agency) are responsible for governing the setting of speed limits on all New Zealand roads. In addition to this, the National Speed Limit Register (NSLR) is the legal instrument for setting speed limits. The NSLR is an online register with a geospatial map that provides a single source of truth for speed limits on all New Zealand roads. Council has migrated its speed limit data into the NSLR.

Councils are required to have Speed Management Plans. Council is developing a Speed Management Plan for the South Wairarapa District that sets out our approach for managing speed and safety. This information will then be merged into a Wellington regional Speed Management Plan. Any further speed limit changes that arise from the development of the South Wairarapa District Speed Management Plan and other council plans will also be migrated to the NSLR.

One key change under the 2022 Rule, is that rather than each Council managing local road speed limits through their own individual bylaws, Waka Kotahi advises and determines safe and appropriate speeds on roads for Councils to follow, as part of their speed management plans. This means that Council’s Speed Bylaw will no longer be used to set speed limits in the South Wairarapa District.

The three Wairarapa District Councils have a Wairarapa Consolidated Bylaw 2019, Part 11: Speed (Councils Speed Bylaw) that sets out speed limits in each district (excluding State Highways). Each Council has a separate Speed Bylaw Schedule.

Even though the legislative changes made in the 2022 Rule effectively replaces Council’s Speed Bylaw, it does not automatically revoke it. Councils are responsible for revoking their own speed bylaw.

Approval is now being sought from Council to revoke the Wairarapa Consolidated Bylaw 2019, Part 11: Speed and corresponding Speed Bylaw Schedules. In addition to this, if Part 11: Speed is revoked, minor amendments need to be made to other parts of the Wairarapa Consolidated Bylaws 2019 that refer to Part 11. In addition to amendments being made that relate to Part 11: Speed, updates have been made to Part 1: Introductory to reflect legislative change since the Wairarapa Consolidated Bylaws 2019 were last adopted. Refer Attachments 1-3 to reflect the proposed track changed amendments.

Part 11: Speed and the Speed Bylaw Schedule of the Wairarapa Consolidated Bylaws 2019 will be revoked with effect from 20 February 2023, following resolutions from each of the three Wairarapa District Councils.

## **4. Context**

### ***Wairarapa Consolidated Bylaw 2019***

Section 145 of the Local Government Act 2022 (LGA) states that territorial authorities can make bylaws for its district for one or more of the following purposes:

- protecting the public from nuisance,
- protecting, promoting, and maintaining public health and safety,
- minimising the potential for offensive behaviour in public places.

The three Wairarapa District Councils have a set of Consolidated Bylaws, with 12 parts that cover:

1. Introductory
2. Public Places
3. Selling of goods or services in public places
4. Prevention of nuisance from fire and smoke
5. Water Supply
6. Keeping of animals, poultry and bees
7. Cemeteries and crematoria
8. Wastewater
9. Trade waste
10. Traffic
11. Speed
12. Beauty therapy, tattooing and skin piercing

In addition to this, the Councils also have standalone bylaws.

### ***Wairarapa Consolidated Bylaw 2019, Part 11: Speed***

Controls are required to manage the safe and efficient operation of the local road network. The three Wairarapa District Councils, as road controlling authorities, have been legally required to have a bylaw to set the speed limits on all roads within their jurisdiction other than State Highways controlled by Waka Kotahi.

Part 11: Speed (Speed Bylaw) provides the necessary regulatory framework to manage speed limits in each district (excluding State Highways).

All three Wairarapa District Councils maintain separate Speed Bylaw schedules for their respective districts.

If Part 11: Speed is revoked, Parts 1 and 11 need to be amended to reflect the revoking of this bylaw. In addition to amendments being made that relate to Part 11: Speed, updates have been made to Part 1: Introductory to reflect legislative change since the Wairarapa Consolidated Bylaws 2019 were last adopted. The specific amendment is listing 'Matariki' under the working day explanation in the definitions section of Part 1: Introductory.

Refer Attachments 1-3 for amendments to the affected parts of the Wairarapa Consolidated Bylaw 2019.

### ***Speed Limit Review 2019/20 (Stage 1)***

Prior to the *Land Transport Rule: Setting of Speed Limits 2022 (2022 Rule)* coming into force, Masterton District Council undertook a Speed Limit Review in 2019/20 (Stage 1) that focused on speed around schools, speed in areas with high numbers of vulnerable road users (such as pedestrians and cyclists) and speed limit changes relating to growth and changes in land use. Because it related to the specific matters in the Speed Bylaw schedules as opposed to the main body of the Speed Bylaw, the work was undertaken on a district level basis. Masterton District Council consulted on proposed changes in March-April 2020, with 121 submissions received.

More information is available here: <https://mstn.govt.nz/wp-content/uploads/2020/08/AGENDA-Council-2020-08-05-1.pdf>

### ***Land Transport Rule: Setting of Speed Limits 2022***

The *2022 Rule* came into force on 19 May 2022 replacing the existing Land Transport Rule: Setting of Speed Limits 2017. Key aspects of the *2022 Rule* include:

- It introduces a regional speed management planning approach on a three-year cycle that aligns with the three-year cycle of the National Land Transport Programme.
- The 2022 Rule brings together infrastructure investment decisions and speed management decisions through a speed management planning process aligned with the regional land transport planning process.
- Requires road controlling authorities to use reasonable efforts to reduce speed limits around all schools and kura by 31 December 2027 with an interim target of 40% of schools by 30 June 2024.
- acknowledges the status of Māori as Treaty partners and specifies that Māori are involved in the development of speed management plans and consulted on aspects of the plan that are important to them.
- requires all road controlling authorities that are territorial authorities to include their proposed speed limit changes and safety infrastructure treatments (including proposed safety camera placements) for the coming 10 years into speed management plans.



- introduces a new consultation process that aligns with the three-year regional land transport planning consultation process.
- requires regional transport committees to coordinate input from road controlling authorities in their region to create a regional speed management plan, aligning with the regional land transport plan process.
- requires regional councils to facilitate the administrative function of regional consultation on speed management plans.
- gives the Director of Land Transport at Waka Kotahi responsibility for certifying speed management plans.
- establishes an independent Speed Management Committee to:
  - review the Waka Kotahi draft state highway speed management plan (SHSMP) and provide advice to the Director of Land Transport on that plan
  - oversee the information and guidance on speed management that Waka Kotahi (as regulator) provides all road controlling authorities
  - introduces a new process for setting speed limits outside of speed management plans, and for road controlling authorities that are not territorial authorities
  - removes the requirement to set speed limits through bylaws, enabling a whole of network approach that considers safety-related infrastructure improvements, speed limit changes and safety camera placement together
  - requires all speed limits (other than temporary speed limits) to be entered into a national register which will give legal effect to all speed limits (other than temporary speed limits).

### ***South Wairarapa District Speed Limits***

Under the *2022 Rule* and Land Transport (Register of Land Transport Records - Speed Limits) Regulations 2022, all Council's speed limits must be migrated to the National Speed Limit Register (NSLR). Council's speed limits were migrated to the NSLR in 2021/22, and this went live in September 2022.

Any future speed limit changes are made through the Speed Management Plan, and registered on the NSLR.

## **5. Analysis and Advice**

### ***Drivers for change***

Due to the changes under the *2022 Rule*, the Speed Bylaw and respective schedules are now redundant. However, even though the legislative changes made through the *2022 Rule* effectively replaces Council's Speed Bylaw, the *2022 Rule* does not automatically revoke it. Council must revoke its own bylaw.

Regulation 13 of the Land Transport (Register of Land Transport Records—Speed Limits) Regulations 2022 and guidance from Waka Kotahi state that Council Speed Bylaws should be revoked as soon as practicable. More information on guidance from Waka Kotahi is available here: <https://www.nzta.govt.nz/assets/Safety/docs/speed-management-resources/national-speed-limit-register/process-to-revoke-speed-limit-bylaws.pdf>

Ordinarily, under section 156 of the Local Government Act 2002 and section 22AB of the Land Transport Act 1998, Council must consult with the community when revoking a traffic bylaw. However, the requirement to consult in this case has been disapplied by section 168AAA(2) of the Land Transport Act 1998 and regulation 13 of the Land Transport (Register of Land Transport Records - Speed Limits) Regulations 2022. The Speed Bylaw may therefore be revoked by a Council resolution.

## 6. Options Considered

A summary of the options considered is included in the table below.

Option	Advantages	Disadvantages
<p>1 Councils <b>approve</b> revoking the Wairarapa Consolidated Bylaw 2019, Part 11: Speed and corresponding Speed Bylaw Schedules</p> <p>Councils <b>approve</b> minor amendments to other parts of the Wairarapa Consolidated Bylaws 2019 that refer to Part 11: Speed and minor amendments to Part 1: Introductory that relate to legislative change since the Wairarapa Consolidated Bylaw 2019 were last adopted.</p>	<p>Follows legislation and Waka Kotahi guidance.</p> <p>Minimises the risk of confusion as the community will refer to the NSLR as the “single source of truth”.</p> <p>Keeps Part 1: Introductory up to date ahead of the 2024/25 bylaw review.</p>	<p>It may take time for the community to become familiar with the new process of using the NSLR as opposed to the bylaw for speed limits.</p>

2	<p>Councils <b>do not approve</b> revoking the Wairarapa Consolidated Bylaw 2019, Part 11: Speed and corresponding Speed Bylaw Schedules</p> <p>Councils <b>do not approve</b> minor amendments to other parts of the Wairarapa Consolidated Bylaws 2019 that refer to Part 11: Speed and minor amendments to Part 1: Introductory that relate to legislative change since the Wairarapa Consolidated Bylaw 2019 were last adopted.</p>	<p>The community can keep referring to the speed bylaw for information on our speed limits instead of using the NSLR.</p> <p>Hold off making minor amendments and include as part of the 2024/25 bylaw review.</p>	<p>Does not follow legislation and Waka Kotahi guidance.</p> <p>Council will need to consistently maintain two instruments for speed limits.</p> <p>Speed limits in the NSLR supersedes a speed limit in a pre-existing bylaw.</p> <p>If we keep the bylaw and it is different to the speed limits in the NSLR, the NSLR trumps the bylaw which risks confusion.</p>
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## 6.1 Recommended Option

Option 1 is recommended.

Under the *2022 Rule* and Land Transport (Register of Land Transport Records - Speed Limits) Regulations 2022, all Council's speed limits must be migrated to the National Speed Limit Register (NSLR). Council's speed limits were migrated to the NSLR in 2021/22, and this went live in September 2022. Even though the legislative changes made in the *2022 Rule* effectively replaces Council's Speed Bylaw, it does not automatically revoke it. Councils are responsible for revoking their own speed bylaw. Any future speed limit changes are made through the Speed Management Plan, and registered on the NSLR.

If all three Wairarapa District Councils resolve to revoke the Speed Bylaw, the revocation will be effective from 20 February 2023.

## **7. Summary of Considerations**

### **Strategic, Policy and Legislative Implications**

Section 145 of the Local Government Act 2022 (LGA) states that territorial authorities can make bylaws for its district for one of more of the following purposes:

- protecting the public from nuisance,
- protecting, promoting, and maintaining public health and safety,
- minimising the potential for offensive behaviour in public places.

The LGA also sets out provisions for reviewing and revoking bylaws.

[Guidance from Waka Kotahi](#) states that Speed Bylaws should be revoked as soon as practicable. The advice goes on to state that *'If the sole reason for the revocation is because the speed limit has been migrated to the NSLR ..... then there is no requirement to consult under section 156 of the Local Government Act 2002 or section 22AB of the Land Transport Act 1998 ..... because of section 168AAA(2) of the Land Transport Act 1998 and regulation 13 of the Land Transport (Register of Land Transport Records - Speed Limits) Regulations 2022'*.

### **Significance, Engagement and Consultation**

There is no legislative requirement to publicly consult on the proposed revocation of this Bylaw. Waka Kotahi have stated that if the sole reason for the bylaw revocation is because the speed limit has been migrated to the NSLR, then there is not requirement for Council's to consult under section 156 of the Local Government Act 2022. It may therefore be revoked by a Council resolution.

### **Financial Considerations**

There are no budgetary implications from revoking the Bylaw apart from notification of Council's resolution if the Bylaw is revoked.

There are no staff resourcing implications from revoking the Bylaw.

### **Implications for Māori**

There are no implications for Māori resulting from the revoking of Council's Speed Limit Bylaw.

### **Communications/Engagement Plan**

Public notification of this resolution will be made via local newspapers, Council's website and Facebook. Council will also promote how the community can access the NSLR.

## **Environmental/Climate Change Impact and Considerations**

There are no environmental/climate change impacts anticipated from revoking the Bylaw.

## **8. Next Steps**

Refer to the Communications/Engagement Plan section of this Report.

## **9. Appendices**

Appendix 1: Amendments to Wairarapa Consolidated Bylaw 2019: Part One: Introductory

Appendix 2: Amendments to Wairarapa Consolidated Bylaw 2019: Part Eleven: Speed

Appendix 3: Amendments to Wairarapa Consolidated Bylaw 2019: Part Eleven: Speed, Speed Bylaw Schedules

Contact Officer: Tim Langley, Roading Manager

Reviewed By: Harry Wilson, Chief Executive Officer

**Appendix 1: Amendments to  
Wairarapa Consolidated Bylaw 2019:  
Part One: Introductory**



**CARTERTON**  
DISTRICT COUNCIL



**SOUTH WAIRARAPA**  
**DISTRICT COUNCIL**  
*Kia Reretahi Tātau*

## Wairarapa Consolidated Bylaw 2019

### Part One Introductory



## Commencement

The Wairarapa Consolidated Bylaw 2019 came into force throughout the Masterton, Carterton and South Wairarapa districts on 8 July 2019.

## Adoption

Council	Bylaw/Amendments	Adoption Date
Masterton District Council	Consolidated Bylaw 2012: Parts One to Eighteen	14 August 2013
South Wairarapa District Council	Consolidated Bylaw 2012: Parts One to Six, Parts 8 and 9, Parts Eleven to Sixteen	31 July 2013
Masterton District Council Carterton District Council South Wairarapa District Council	Wairarapa Consolidated Bylaw 2019: Part One – Introductory	26 June 2019
<u>Masterton District Council</u> <u>Carterton District Council</u> <u>South Wairarapa District Council</u>	<u>Wairarapa Consolidated Bylaw 2019: Parts One and Eleven.</u> <u>Revocation of Part 11: Speed.</u> <u>Amendments to Part 1: Introductory to reflect revoking of Part 11: Speed.</u>	<u>20 February 2023</u>

# Wairarapa Consolidated Bylaw 2019

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## Part 1 – Introductory

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## Referenced Documents

Reference is made in this Part to the following New Zealand legislation:

- Dog Control Act 1996
- Health Act 1956
- Land Transfer Act 2017
- Land Transport Act 1998
- Local Government Act 2002
- Reserves Act 1977
- Reserves and Domains Act 1953

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## Foreword

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The Masterton, Carterton and South Wairarapa District Councils hereby make the following bylaw, pursuant to the Local Government Act 2002 (LGA) and all other legislation, powers and authorities enabling the Council to make bylaws.

This Part of the bylaw draws on the New Zealand Standard Introductory Model Bylaw from the New Zealand Standard 9201 series (NZS 9201). The NZS 9201 series are model bylaws covering various matters under local authority jurisdiction.

This Part contains definitions and provisions of a general nature which apply to all Parts of the Wairarapa Consolidated Bylaw 2019.

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## 1. Title and Commencement

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1.1. The title of this bylaw is the Wairarapa Consolidated Bylaw 2019.

1.2. The bylaw is divided into parts as follows:

Part	Title
1	Introductory
2	Public Places (including Parks and Reserves)
3	Selling of Goods or Services in Public Places
4	Prevention of Nuisance from Fire and Smoke
5	Water Supply
6	Keeping of Animals, Poultry and Bees
7	Cemeteries and Crematoria
8	Wastewater
9	Trade Waste
10	Traffic
11	<del>Speed</del> <i>Part 11: Speed revoked on <del>xx</del>20 February 2023</i>
12	Beauty Therapy, Tattooing, and Skin Piercing

1.3. Except as otherwise provided in this bylaw, the bylaw including Parts 1 to 12 shall come into force throughout the Masterton, Carterton and South Wairarapa districts on 8 July 2019.

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## 2. Repeal

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2.1. The Masterton and South Wairarapa Consolidated Bylaw 2012 is revoked at the time of the Wairarapa Consolidated Bylaw 2019 coming into force.

2.2. All bylaws hereby revoked shall remain in full force and effect so far as relates to any application made, consent given, anything done or any offence committed, penalty incurred, prosecution or proceeding commenced, right or liability accrued, licence used, notice given, or order made, under or against any of the provisions thereof before the coming into force of this bylaw. All licences issued under any revoked bylaw shall, after the coming into operation of this bylaw, be deemed to have been issued under this bylaw and are subject to the provisions thereof.

- 2.3. All inspectors and other officers appointed by Council under, or for the purpose of, any revoked bylaw, and holding office at the time of this bylaw coming into force, shall be deemed to have been appointed under this bylaw.
- 2.4. All fees and charges fixed by resolution of Council in regard to any goods, services, inspections or licences provided for in any revoked bylaw, shall apply under the corresponding provisions of this bylaw until altered by further resolution of Council.

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### 3. Scope

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- 3.1. The purpose of Part 1 is to identify and clearly interpret those terms and expressions that are used throughout all Parts of this bylaw.
- 3.2. This Part outlines serving of orders and notices, powers of delegation and entry, suspension and revocation of licences, removal of works executed contrary to the bylaw dispensing powers, fees and charges, offences and breaches, and penalties for breach of bylaws.

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### 4. Definitions

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- 4.1. The definitions below apply to all Parts of this bylaw, unless otherwise stated. Definitions specific to, or different in the context of, a particular Part of this bylaw, are provided in the relevant Part.

**Agent:** A person or business authorised to act on another's behalf.

**Animal:** Fish, bird, stock, poultry and any other vertebrate animal of any age or sex that is kept in a state of captivity or is dependent upon human beings for its care and sustenance but does not include humans or dogs.

**Approval or Approved:** Means approval or approved in writing by the Council, either by resolution of the Council or by an authorised officer of the Council for that purpose.

**Authorised Agent:** Any person who is not an employee of the Council but is authorised in writing by the Chief Executive or by the Council to act on its behalf.

**Authorised Officer:** Any officer or agent appointed by Council working within their delegations, including any officer for the time being appointed by the Council, as an enforcement officer under the LGA or the Land Transport Act 1998, or an Environmental Health Officer under the Health Act 1956, and includes a member of the police. Authorised Officers have powers of entry as prescribed by sections 171-174 of the LGA.

**Building:** A temporary or permanent, movable or immovable, structure (including a structure intended for occupation by people, animals, machinery, or chattels).

**Carriageway:** That portion of the road, (including any shoulder, edging, kerbing or channelling) devoted particularly to the use of travelling vehicles.

**Cemetery:** Any cemetery vested in or under the control of the Council from time to time but excludes any closed cemetery.

**Cemeteries and Crematoria:** Any crematorium maintained by the Council.

**Certificate of Title:** A certificate registering the freehold ownership of land available to any owner(s) under the Land Transfer Act 2017.

**Chief Executive:** The principal administrative officer of the Council, irrespective of the designation given to the officer, and includes any person for the time being appointed by the Council to perform the duties or a particular duty of the Chief Executive.

**Combustible Material:** Material capable of catching fire and burning.

**Council:** The Masterton, Carterton or South Wairarapa District Council and includes any officer authorised to exercise the authority of the Council.

**Custodian:** Any person for the time being appointed by the Council to control or manage or to assist in the control and management of any land, or premises belonging to, or under the jurisdiction of, the Council.

**Debris:** A collection of loose material derived from rocks or an accumulation of animal or vegetable matter, scattered items, or pieces of rubbish.

**District:** The district of the territorial authority established under the LGA, which has adopted this bylaw.

**Dog:** Includes any bitch, speyed bitch or puppy.

**Dog Control Officer:** A person appointed as a dog control officer pursuant to section 11 of the Dog Control Act 1996.

**Dog Ranger:** A person appointed as a dog ranger by the territorial authority pursuant to section 12 of the Dog Control Act 1996 and includes an honorary ranger.

**Dwelling or Dwelling-house:** Any house, vehicle or other structure, whether permanent or temporary, and whether attached to the soil or not, used in whole or in part for human habitation.

**Emergency Vehicle:** A vehicle used for attendance at emergencies and operated:

- by an enforcement officer:
- by an ambulance service:
- as a fire service vehicle:
- as a civil defence emergency vehicle:
- as a defence force emergency vehicle.

**Enactment:** The whole or part of an Act or regulation.

**Enforcement Officer:** Means:

- a person appointed by a local authority under section 177 of the LGA, to exercise the powers of an enforcement officer in relation to offences against, and infringement offences under the LGA, including enforcement of the bylaws of the local authority; or
- a constable; or
- a Police employee who is not a constable who is authorised for the purpose by the Commissioner of Police; or
- a person who is appointed to that office by warrant under section 208 of the Land Transport Act 1998 or who holds that office by virtue of that Act.

**Environmental Health Officer:** An Environmental Health Officer appointed by the Council in accordance with section 28 of the Health Act 1956.

**Fees and Charges:** The list of items, terms, and prices for services associated with providing Council services, adopted by the Council in accordance with the LGA 2002 and the Local Government (Rating) Act 2002.

**Footpath:** So much of any road as is laid out or constructed by authority of the Council primarily for pedestrian use, and includes the edging, kerbing, and channelling thereof.

**Freight Container:** An article of transport equipment that is:

- of a permanent character and strong enough to be suitable for repeated use;
- specifically designed to facilitate the transport of goods, by one or more modes of transport, without intermediate loading; and
- designed to be secured and readily handled having fittings for these purposes.

**Goods:** Any product or service.

**Heavy Motor Vehicle:** A motor vehicle that has a gross vehicle mass exceeding 3,500kg.

**Household Refuse and Litter:** Sweepings, dust, paper, bottles, bones and waste food, cans, cartons, or other food containers (non-recyclable), or any other refuse arising or resulting from domestic housekeeping operations.

**Infringement Fee:** The amount prescribed by regulations under section 259 of the LGA, for committing an infringement offence.

**Infringement Offence:** An offence for which any person can be punished on conviction, by summary process, or by an infringement process. Infringement offences are specified by regulation made under section 259 of the LGA.

**Kennel:** Any building or structure intended or occupied for use or, used solely or principally as a shelter for a dog or dogs, and includes any enclosed space for a dog run attached or adjacent to such building or structure.

**Licence:** A licence or approval issued under this bylaw.

**Litter:** Any refuse, rubbish, animal remains, glass, metal, garbage, material, debris, dirt, filth, rubble, ballast, stones, earth, or waste matter or any other thing of a like nature.

**Local Authority:** A regional council or territorial authority.

**Long-Term Plan:** A long-term plan adopted under Section 93 of the LGA.

**Memorandum of Encumbrance:** An agreement for the payment by any person or persons, by yearly or periodical payments or otherwise of any annuity, rent, charge, or sum of money other than a debt where land owned by the person or persons is legally defined and used as security should failure to pay occur.

**Metered Area:** Any road or portion of a road or any area of land or any building owned or controlled by the Council, which is authorised by resolution of Council to be used as a parking place, and at which parking meters or multiple space parking meters are installed and maintained.

**Metered Parking Space:** Any part of a road, or a space, within a metered area or multiple space parking meter area, indicated by and lying within, markings made by the Council for parking of vehicles.

**Minor Earthworks:** Any alteration to the contours of the land and includes the excavation, backfilling or recompaction of metal backfill, topsoil or vegetation.



**Mobility Parking Permit:** A permit or concession card, issued by the New Zealand Crippled Children Society (CCS) Incorporated, to persons with physical disabilities for the purpose of its operation mobility programme.

**Mobility Parking Space:** A parking space set aside for use by people who hold a mobility parking permit.

**Motor Vehicle:** A vehicle drawn or propelled by mechanical power, and includes a trailer, but does not include:

- a vehicle running on rails;
- a trailer (other than a trailer designed solely for the carriage of goods) that is designed and used exclusively as part of the armament of the New Zealand Defence Force;
- a trailer running on one wheel and designed exclusively as a speed measuring device or for testing the wear of vehicle tyres;
- a vehicle designed for amusement purposes and used exclusively within a place of recreation, amusement, or entertainment to which the public does not have access with motor vehicles;
- a pedestrian-controlled machine;
- a vehicle that the Agency has declared under section 168A of the Land Transport Act 1998 is not a motor vehicle; or
- a mobility device.

**Nuisance:** Includes actual and potential nuisance. Without limiting the meaning of the term nuisance, a nuisance shall be deemed to be created in any of the following cases, in accordance with section 29 of the Health Act 1956:

- where any pool, ditch, gutter, watercourse, sanitary convenience, cesspool, drain, or vent pipe is in such a state or is so situated as to be offensive or likely to be injurious to health;
- where any accumulation or deposit is in such a state or is so situated as to be offensive or likely to be injurious to health;
- where any premises, including any accumulation or deposit thereon, are in such a state as to harbour or to be likely to harbour rats or other vermin;
- where any premises are so situated, or are in such a state, as to be offensive or likely to be injurious to health;
- where any building or part of a building is so overcrowded as to be likely to be injurious to the health of the occupants, or does not, as regards air space, floor space, lighting, or ventilation, conform with the requirements of this or any other Act, or of any regulation or bylaw under Health Act 1956 or any other legislation;
- where any factory, workroom, shop, office, warehouse, or other place of trade or business is not kept in a clean state, and free from any smell or leakage from any drain or sanitary convenience;
- where any factory, workroom, shop, office, warehouse, or other place of trade or business is not provided with appliances so as to carry off in a harmless and inoffensive manner any fumes, gases, vapours, dust, or impurities generated therein;
- where any factory, workroom, shop, office, warehouse, or other place of trade or business is so overcrowded while work is carried on therein, or is so badly lighted or ventilated, as to be likely to be injurious to the health of the persons employed therein;
- where any buildings or premises used for the keeping of animals are so constructed, situated, used, or kept, or are in such a condition, as to be offensive or likely to be injurious to health;

- where any animal, or any carcass or part of a carcass, is so kept or allowed to remain as to be offensive or likely to be injurious to health;
- where any noise or vibration occurs in or is emitted from any building, premises, or land to a degree that is likely to be injurious to health;
- where any trade, business, manufacture, or other undertaking is so carried on as to be unnecessarily offensive or likely to be injurious to health;
- where any chimney, including the funnel of any ship and the chimney of a private dwelling-house, sends out smoke in such quantity, or of such nature, or in such manner, as to be offensive or likely to be injurious to health, or in any manner contrary to any regulation or Act of Parliament;
- where the burning of any waste material, rubbish, or refuse in connection with any trade, business, manufacture, or other undertaking produces smoke in such quantity, or of such nature, or in such manner, as to be offensive or likely to be injurious to health;
- where any street, road, right of way, passage, yard, premises, or land is in such a state as to be offensive or likely to be injurious to health;
- where any well or other source of water supply, or any cistern or other receptacle for water which is used or is likely to be used for domestic purposes or in the preparation of food, is so placed or constructed, or is in such a condition, as to render the water therein offensive, or liable to contamination, or likely to be injurious to health; or
- where there exists on any land or premises any condition giving rise or capable of giving rise to the breeding of flies or mosquitoes or suitable for the breeding of other insects, or of mites or ticks, which are capable of causing or transmitting disease.

**Occupier:** The inhabitant occupier of any property and, in any case where any building, house, tenement, or premises is or are unoccupied includes the owner.

**Offence:** Any act or omission in relation to this bylaw for which any person can be punished either on conviction or by summary process.

**Owner:** As applied to any land, building, or premises, means any person for the time being entitled to receive the rent for such property, or who would be so entitled if it were let to a tenant at a rack rent, and where any such person is absent from New Zealand, includes their attorney or agent.

**Parking Meter:** A single space parking meter or a multiple space parking meter or a pay and display parking meter (including the stand to which the parking meter is attached) installed under this bylaw being an instrument designed for the purpose of:

- measuring and showing the period of time paid for or which remains to be used; or
- issuing a receipt showing the period of time paid for and accordingly which remains to be used.

**Parking Place:** A place (including a building) where any class of vehicle, may wait, and includes:

- all necessary approaches and means of entrance to, and exit from, any such place;
- all such buildings, ticket offices, waiting rooms, cloak rooms, structures, appliances; and
- any other facilities as the Council considers necessary or desirable for the efficient use of that place for the purpose for which it is provided and the collection of charges in relation to that use.

**Parking Warden:** A parking warden appointed under section 128D of the Land Transport Act 1998.

**Passenger Service Vehicle:** A vehicle used or available for use in a passenger service for the carriage of passengers; but does not include:

- a vehicle designed or adapted to carry 12 or fewer persons (including the driver) provided by one of the passengers being carried; or
- a vehicle specified as an exempt passenger service vehicle in the regulations and rules.

**Person:** A natural person, corporation sole or a body of persons whether corporate or otherwise.

**Potable:** In relation to drinking water, means water that does not contain or exhibit any determinants to any extent that exceeds the maximum acceptable values (other than aesthetic guideline values) specified in the drinking-water standards issued or adopted under section 690 of the Health Act 1956.

**Poultry:** Any live domesticated or farmed bird including but not limited to: fowl, goose, duck, pigeon, turkey, parrot, budgerigar, pheasant, canary, ostrich, guinea fowl, or emu.

**Premises:** Any land, dwelling, storehouse, warehouse, shop, cellar, yard, building, or part of the same, or enclosed space separately occupied, and all lands and associated additions, buildings, and places adjoining each other and occupied together are deemed to be the same premises.

**Private Road:** Any roadway, place, or arcade laid out or formed within a district on private land, by the owner thereof, but intended for the use of the public generally.

**Privateway:** Any way or passage whatsoever over private land within a district, the right to use which is confined or intended to be confined to certain persons or classes of persons, and which is not thrown open or intended to be open to the use of the public generally.

**Public Notice:** In relation to a notice given by a local authority, means

- a notice published in:
  - 1 or more daily newspapers circulating in the region or district of the local authority; or
  - 1 or more other newspapers that have at least an equivalent circulation in that region or district to the daily newspapers circulating in that region or district; and
- includes any other public notice that the local authority thinks desirable in the circumstances.

**Public Place:** A place that:

- is within the territorial authority's district; and
- is open to, or being used by, the public, whether or not there is a charge for admission; and
- includes:
  - a road, whether or not the road is under the control of a territorial authority;
  - any part of a public place; and
  - any aircraft, hovercraft, ship or ferry or other vessel, train, or vehicle carrying or available to carry passengers for reward. (Dog Control Act 1996).

**Reserve or Public Reserve:** Has the same meaning as the Reserves Act 1977, being any land set apart for any public purpose, and includes:

- any land which immediately before the commencement of the Reserves Act 1977 was a public reserve within the meaning of the Reserves and Domains Act 1953;
- any land vested in the Crown which after the commencement of the Reserves Act 1977 is reserved or set apart under Part 12 of the Land Act 1948 or other lawful authority as a reserve, or alienated from the Crown for the purpose of a reserve;
- any land which after the commencement of the Reserves Act 1977 is vested in the Crown by or under the authority of any Act as a reserve;

- d) any land which after the commencement of the Reserves Act 1977 is taken, purchased, or otherwise acquired in any manner whatever by the Crown as a reserve or in trust for any particular purpose;
- e) any land acquired after the commencement of the Reserves Act 1977 in any manner by an administering body as a reserve within the meaning of the Reserves Act 1977, and any land vested in any local authority which, not theretofore being a public reserve, is by resolution of the local authority pursuant to section 14 declared to be set apart as a reserve;
- f) any private land set apart as a reserve in accordance with the provisions of any Act;
- g) any land which immediately before the commencement of the Reserves Act 1977 was a domain or public domain within the meaning of the Reserves and Domains Act 1953;
- h) any land, other than a national park within the meaning of the National Parks Act 1980, administered under the Tourist and Health Resorts Control Act 1908;
- i) any land taken or otherwise acquired or set apart by the Crown under the Public Works Act 1981 or any corresponding former Act, whether before or after the commencement of this Act, for the purposes of a reserve, a recreation ground, a pleasure ground, an agricultural showground, or a tourist and health resort;

but does not include:

- j) any land taken or otherwise acquired or set apart under the Public Works Act 1981 or any corresponding former Act, whether before or after the commencement of this Act, for any purpose not specified in paragraph (i);
- k) any land to which section 167(4) of the Land Act 1948 applies;
- l) any land taken, purchased, or otherwise in any manner acquired, whether before or after the commencement of the Reserves Act 1977, by a local authority, unless the land is acquired subject to a trust or a condition that it shall be held by the local authority as a reserve; or
- m) any Māori reservation.

**Road:** Includes:

- a) a street;
- b) a motorway;
- c) a beach;
- d) a place to which the public have access, whether as of right or not;
- e) all bridges, culverts, ferries, and fords forming part of a road or street or motorway, or a place referred to in paragraph (d); and
- f) all sites at which vehicles may be weighed for the purposes of the Land Transport Act 1998 or any other enactment.

**Roading Authority:** A territorial authority or New Zealand Transport Agency.

**Roadway:** That portion of the road used or able to be used for the time being for vehicular traffic in general.

**Rural Area:** Any area zoned rural in the Wairarapa Combined District Plan, unless otherwise stated.

**Service Delivery Vehicle:** Any vehicle being used for the purpose of delivering goods to the premises of any business or organisation and does not involve the sale of the goods to the general public in any public place.

**Solarium:** A commercial establishment containing one, or more, sun-tanning units. A sun-tanning device emits ultra violet radiation to produce a cosmetic tan.

**Speed Limit: Means:**

- ~~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 vehicle specified in any legislation, regulation or rule;~~
- ~~for a minimum speed limit, the minimum speed at which a vehicle may legally be operated in a specified lane of a road; and~~
- ~~an urban, rural, permanent, holiday, temporary, variable or minimum speed limit.~~

**Territorial Authority (TA):** A city council or district council. Includes South Wairarapa District Council, Carterton District Council and Masterton District Council.

**Traffic Control Device:** A device used on a road for the purpose of traffic control; and includes any:

- sign, signal, or notice;
- traffic calming device; or
- marking or road surface treatment.

**Urban Area:** Any area zoned residential, commercial or industrial in the Wairarapa Combined District Plan, unless otherwise stated.

**Vehicle:** Has the same meaning as in the Land Transport Act 1998 being:

- a contrivance equipped with wheels, tracks, or revolving runners on which it moves or is moved; and
- includes a hovercraft, a skateboard, in-line skates, and roller skates;
- but does not include:
  - a perambulator or pushchair;
  - a shopping or sporting trundler not propelled by mechanical power;
  - a wheelbarrow or hand-trolley;
  - a pedestrian-controlled lawnmower;
  - a pedestrian-controlled agricultural machine not propelled by mechanical power;
  - an article of furniture;
  - a wheelchair not propelled by mechanical power;
  - any other contrivance specified by the rules not to be a vehicle for the purposes of this definition; or
  - any rail vehicle.

**Wastewater Authority (WWA):** The Masterton District Council, Carterton District Council or South Wairarapa District Council, including their authorised agents, responsible for the collection, treatment and disposal of sewage.

**Water Supply Authority (WSA):** The Masterton District Council, Carterton District Council or the South Wairarapa District Council, or their authorised agents.

**Working Day:** Any day of the week other than:

- A Saturday, a Sunday, Waitangi Day, Good Friday, Easter Monday, ANZAC Day, **Matariki**, the Sovereign's birthday, Labour Day; and day in the period commencing with the 25<sup>th</sup> day of December in a year and ending with the 2<sup>nd</sup> day of January in the following year.

**Working Dog:** Has the same meaning as in the Dog Control Act 1996, being:

- any disability assist dog; and
- any dog:
  - kept by the Police or any constable, the Customs Department, the Ministry of Agriculture, the Ministry of Fisheries or the Ministry of Defence, or any officer or employee of any such Department of State solely or principally for the purposes of carrying out the functions, powers, and duties of the Police or the Department of State or that constable, officer, or employee;
  - kept solely or principally for the purposes of herding or driving stock;
  - kept by the Department of Conservation or any officer or employee of that Department solely or principally for the purposes of carrying out the functions, duties, and powers of that Department;
  - kept solely or principally for the purposes of destroying pests or pest agents under any pest management [plan] under the Biosecurity Act 1993;
  - kept by the Department of Corrections or any officer or employee of that Department solely or principally for the purposes of carrying out the functions, duties, and powers of that Department;
  - kept by the Aviation Security Service established under section 72B(2)(ca) of the Civil Aviation Act 1990, or any officer or employee of that Service solely or principally for the purposes of carrying out the functions, duties, and powers of that Service;
  - certified for use by the Director of Civil Defence Emergency Management for the purposes of carrying out the functions, duties, and powers conferred by the Civil Defence Emergency Management Act 2002;
  - owned by a property guard as defined in section 9 of the Private Security Personnel and Private Investigators Act 2010 or a property guard employee as defined in section 17 of that Act, and kept solely or principally for the purpose of doing the things specified in section 9(1)(a) to (c) of that Act; or
  - declared by resolution of the territorial authority to be a working dog for the purposes of this Act, or any dog of a class so declared by the authority, being a dog owned by any class of persons specified in the resolution and kept solely or principally for the purposes specified in the resolution.

**Writing, Written or Similar Term:** Words, written, printed, painted, engraved; lithographed, or otherwise traced or copied.

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## **5. Interpretation**

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- 5.1. In this bylaw the singular includes the plural and the plural includes the singular.
- 5.2. Words referring to any district, locality, place, person, office, officer, functionary, party or thing means each district, locality, place, person, office, officer, functionary, party, thing, to whom or to which the provision applies.
- 5.3. Every schedule to this bylaw forms part of this bylaw.
- 5.4. For the purposes of the bylaw, the word 'shall' refers to practices that are mandatory for compliance with this bylaw, while the word 'should' refers to practices which are advised or recommended.
- 5.5. If any Part of this bylaw includes a reference to a repealed enactment, it shall be read as a reference to its replacement.

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## **6. Officers to Continue in Office**

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- 6.1. All officers appointed by the Council at the time this bylaw takes effect, are deemed to have been appointed under this bylaw.

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## **7. Serving of Orders and Notices**

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- 7.1. Except as otherwise provided for in any other enactment, where any notice, order, or other document is required to be served on any person for the purposes of this bylaw, service may be affected by delivering it personally to the person or by sending it by registered post to that person's last known residential or business address.
- 7.2. If the person is absent from New Zealand, the order, notice, or other document may be served on the person's agent in the manner referred to in clause 7.1.
- 7.3. If the order, notice, or other document relates to land or buildings, then the order, notice, or other document should be served on the person who owns that land or buildings. However, if that person is not known, or is absent from New Zealand, or has no known agent in New Zealand, the order or notice may be:
  - a) served on the person who is occupying the land or buildings; or
  - b) if there is no person in occupation, put up on some conspicuous part of the land or buildings.
- 7.4. If a notice is issued under clause 7.3, it is not necessary in that notice to name the occupier or the owner of that land or buildings.
- 7.5. Where an order or notice is sent by registered post, the order or notice shall be sent so as to arrive no later than the latest time on which such order or notice is required to be served.
- 7.6. Any order or notice issued shall state the time within which the remedial action is to be carried out, and may be extended from time to time by written authority of an authorised officer.



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## **8. Powers of Entry**

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- 8.1. Except where provided for under any other enactment, sections 171, 172, 173, and 182 of the LGA apply in relation to any power of entry under this bylaw.

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## **9. Licences**

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- 9.1. Any person doing, or proposing to do, anything or to cause any condition to exist for which a licence from the Council is required under this bylaw, shall first obtain a licence from the Council or any authorised officer.
- 9.2. Every application for a licence shall be accompanied by the relevant fee. If the application for the licence is declined, the fee shall be refunded less any reasonable processing costs.
- 9.3. No application for a licence, and no payment of, or receipt for, any fee paid in connection with such application, confers any right, authority or immunity on the person making that application or payment.
- 9.4. Any licence is deemed to be issued in compliance with this bylaw if it is issued by an authorised officer, and every licence is subject to such conditions as may be imposed.
- 9.5. Unless this bylaw provides otherwise, every licence and every application for a licence shall be in such form as may be prescribed from time to time by the Council.
- 9.6. Unless this bylaw provides otherwise, a licence is not transferable, and no such licence authorises any person other than the licence holder to act in any way under its terms or conditions.
- 9.7. If, following a request for payment, any licence fee due remains unpaid, the licence shall immediately cease to have effect.

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## **10. Suspension and Revocation of Licences**

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- 10.1. Unless this bylaw provides otherwise, should the licence holder be convicted of any offence relating to the holder's suitability as a licensee, the Council may immediately revoke or suspend the licence for any specified time.
- 10.2. The Council may by notice in writing call upon the licence holder to appear before the Council and give reasons why the licence should not be revoked or suspended, if any of the following are brought to the notice of the Council:
- a) that the licence holder:
    - (i) has acted or is acting in a manner contrary to the true intent and meaning of this bylaw;
    - (ii) has failed to comply with any of the conditions of the licence;
    - (iii) is in any way unfit to hold the licence;
  - b) that the premises for which the licence was issued is being used for any purpose other than that stated in the licence, or is in a state of disrepair contrary to the terms of the licence; or
  - c) that the bylaw is not being properly observed.

- 10.3. The Council may, if it considers the allegations correct or if there is no appearance by the licence holder, revoke or suspend the licence for any specified time.
- 10.4. A person whose licence has been suspended under this clause, and any premises for which that licence has been so suspended is, during the period of that suspension, deemed to be unlicensed.

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## **11. Dispensing Power**

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- 11.1. Where in the opinion of the Council, full compliance with any of the provisions of this bylaw would needlessly or injuriously affect any person, or the course or operation of the business of, or bring loss or inconvenience to any person without any corresponding benefit to the community, the Council may, at its discretion, dispense with the full compliance with the provisions of this bylaw, provided that any other terms or conditions (if any) that Council may deem fit to impose shall be complied with by that person.

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## **12. Forms**

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- 12.1. Wherever forms are prescribed in bylaws, slight deviations, but to the same effect and not calculated to mislead, do not invalidate those forms.

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## **13. Fees and Charges**

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- 13.1. The Council may, by resolution publicly notified, prescribe fees to be charged for any certificate, authority, approval, permit, or consent from, or inspection by, the Council.
- 13.2. The setting of any fees or charges shall be in accordance with section 150 of the LGA.
- 13.3. Where a fee has been paid for a service that has not been given, the Council may provide a refund, a remission, or waiver of any such fee, or portion of it as the Council may determine.

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## **14. Removal of Works**

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- 14.1. Where a notice served under section 7 of this Part of the bylaw has not been complied with, the Council, or any authorised officer or agent of the Council, may:
- a) remove or alter any work or thing constructed in breach of this bylaw (refer section 163 of the LGA); and/or
  - b) seize and impound property (refer sections 164, 165, 167 and 168 of the LGA).
- 14.2. The Council may recover from any person responsible for a breach of this bylaw, all expenses incurred by it in connection with such removal or alteration (refer section 163 of the LGA). This includes the cost of debt collecting and legal fees.
- 14.3. The exercise of this authority does not relieve any such person from liability for any penalty for erecting or permitting the continued existence of any such work, material or thing.

- 14.4. If, however the breach is such that public health, or safety considerations, or risk of consequential damage to Council assets is such that delay would create unacceptable results, the Council may take immediate action to rectify the defect, and recover all reasonable costs, as set out in clause 15.2.
- 14.5. On payment of all Council's costs, including storage where applicable, the lawful owner may claim any object, material or thing removed under clause 14.1.
- 14.6. If not claimed within a reasonable time, the Council may dispose of any object, material or thing as it sees fit and apply the proceeds to meet any outstanding costs. The lawful owner shall be entitled to claim any residual sum.

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## **15. Offences and Penalties**

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- 15.1. Any person who breaches this bylaw commits an offence and may be liable for a penalty, as set out in section 242 of the LGA or under another enactment where a penalty for a particular breach of bylaw is specified.
- 15.2. Any person commits a breach of this bylaw who:
- a) does, or causes to be done, or knowingly permits or suffers to be done anything whatsoever contrary to or otherwise than as provided by this bylaw;
  - b) omits or neglects to do, or knowingly permits or suffers to remain undone, anything which ought to be done under this bylaw by that person at the time and in the manner provided by this bylaw;
  - c) knowingly permits or suffers any condition of or things to exist contrary to any provision contained in this bylaw;
  - d) obstructs or hinders any authorised officer of Council in the performance of any duty to be discharged by that officer under or in the exercise of any power conferred upon that officer by this bylaw; or
  - e) fails to comply with any notice or direction given under this bylaw.
- 15.3. Where it is suspected that any person has committed a breach of this bylaw, that person shall, on the direction of an authorised officer, provide their full name and address.
- 15.4. The Council may apply to the District Court for an injunction to restrain a person from committing a breach of this bylaw (refer section 162 of the LGA).

**Appendix 2: Amendments to  
Wairarapa Consolidated Bylaw 2019:  
Part Eleven: Speed**



**CARTERTON**  
DISTRICT COUNCIL



**SOUTH WAIRARAPA**  
**DISTRICT COUNCIL**  
*Kia Reretahi Tātau*

~~Wairarapa Consolidated Bylaw 2019~~

## Part Eleven

### Speed

## Commencement

The Wairarapa Consolidated Bylaw 2019 came into force throughout the Masterton, Carterton and South Wairarapa districts on 8 July 2019.

## Adoption

Council	Bylaw/Amendments	Adoption Date
Masterton District Council	Consolidated Bylaw 2012: Parts One to Eighteen	14 August 2013
South Wairarapa District Council	Consolidated Bylaw 2012: Parts One to Six, Parts 8 and 9, Parts Eleven to Sixteen	31 July 2013
Masterton District Council Carterton District Council South Wairarapa District Council	Wairarapa Consolidated Bylaw 2019: Part Eleven — Speed	26 June 2019

# ~~Wairarapa Consolidated Bylaw 2019~~

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## ~~Part 11 – Speed~~

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### ~~Referenced Documents~~

Reference is made in this document to the following:

#### ~~New Zealand Legislation~~

- — Land Transport Act 1998
- — Land Transport (Offences and Penalties) Regulations 1999
- — Land Transport (Road user) Rule 2004
- — Land Transport Rule: Setting of Speed Limits 2003
- — Local Government Act 2002



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## **Foreword**

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This Part of the bylaw is made under section 22AB of the Land Transport Act 1998, and section 145 of the Local Government Act 2002 (LGA). This Part of the bylaw draws from the New Zealand Standard 9201-part 28. NZS 9201-series are model bylaws covering various matters under local authority jurisdiction.

Reference should be made to the Wairarapa Consolidated Bylaw 2019: Part 1 Introductory for any definitions not included in this part.

If any provision of this Part is inconsistent with Part 1—Introductory, then the provisions of this Part prevail.

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## **1. Scope**

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- 1.1. The purpose of this Part of the bylaw is to set speed limits on any road within the jurisdiction of the local authority, other than state highways controlled by New Zealand Transport Agency (NZTA).

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## **2. Setting of Speed Limits**

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- 2.1. The roads or areas described in the Masterton, Carterton or South Wairarapa District Council's speed schedules, or as shown on a map referenced in the schedules, are declared to have the speed limits specified in the schedules and maps.
- 2.2. The speed limits come into force on the date specified in the speed schedules.

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## **3. Offences and Penalties**

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- 3.1. Any person who breaches this Part of the bylaw commits an offence and may be liable to a penalty under section 22AB of the Land Transport Act 1998, schedule 1B of the Land Transport (Offences and Penalties) Regulations 1999, or section 242 of the LGA. Refer to Wairarapa Consolidated Bylaw 2019 Part 1: Introductory (Section 15) for details of what constitutes a breach of this Part.

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## **4. Power to Amend by Resolution**

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- 4.1. The Council may by resolution publicly notified:
  - a. add schedules;
  - b. make additions or deletions from the schedules; or
  - c. substitute new schedules.
- 4.2. Where Council intends to make a resolution under clause 4.1, consultation will be undertaken in accordance with requirements of the New Zealand Transport Agency's Land Transport Rule: Setting of Speed Limits 2017.

- 4.3. ~~After making a resolution under clause 4.1, the Council shall:~~
- ~~a) record the matter in its Speed Schedules; and~~
  - ~~b) mark the roads and install signs in accordance with the Land Transport Rule: Setting of Speed Limits 2017.~~

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## ~~5. Speed Schedules~~

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- 5.1. ~~The Masterton, Carterton and South Wairarapa District Councils will maintain schedules of the speed limits in their respective districts.~~

**Appendix 3: Amendments to  
Wairarapa Consolidated Bylaw 2019:  
Part Eleven: Speed, Speed Bylaw  
Schedules**

## **MASTERTON DISTRICT COUNCIL PART 11A: SPEED BYLAW SCHEDULES**

### **SCHEDULE A1—10km/h**

The roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to have a speed limit of 10km/h.

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
		(Nil sites)			

### **SCHEDULE A2—20km/h**

The roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to have a speed limit of 20km/h.

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
S2/01	20km/h	Memorial Drive, from the Dixon St intersection to the south eastern end of Memorial Drive	1 September 2013	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S2/02	20km/h	All roadways, parking areas and public places contained within the Henley Lake site area bounded by Te Ore Ore Road, Colombo Road, the Ruamāhanga River and Waipoua River	1 September 2013	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012

### SCHEDULE A3—30km/h

The roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to have a speed limit of 30km/h.

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
S3/01	30km/h	All the roads within Riversdale and Castlepoint urban traffic area marked on the map "Speed Restriction Plan Masterton District" numbered MDC-1095/2020 and identified in the legend as closely populated localities or an urban traffic area having a speed limit of 30km/h	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S3/02	30km/h	Queen Street, from a point 72m northeast of Bruce Street intersection to a point 32m northeast of Worksep Road intersection	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S3/03	30km/h	Bruce Street, from Queen Street to Dixon Street	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S3/04	30km/h	King Street, from Queen Street to SH2 Chapel Street	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S3/05	30km/h	King Street Service Lane in its entirety	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S3/06	30km/h	Park Street, from Queen Street to Dixon Street	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012

Reference- Number	Speed- Limit	Description	Date Speed- Limit Comes into Force	Legal- Instrument	Previous Legal Instrument
S3/07	30km/h	Lincoln Road, from- Queen Street to SH2- Chapel Street	5 August 2020	Wairarapa- Consolidated- Bylaw 2019	Masterton and- South Wairarapa- District Council- Consolidated Bylaw- 2012
S3/08	30km/h	Church Street, from- Queen Street to Dixon- Street	5 August 2020	Wairarapa- Consolidated- Bylaw 2019	Masterton and- South Wairarapa- District Council- Consolidated Bylaw- 2012
S3/09	30km/h	Church Street Service- Lane in its entirety	5 August 2020	Wairarapa- Consolidated- Bylaw 2019	Masterton and- South Wairarapa- District Council- Consolidated Bylaw- 2012
S3/10	30km/h	Perry Street, from- Queen Street to SH2- Chapel Street	5 August 2020	Wairarapa- Consolidated- Bylaw 2019	Masterton and- South Wairarapa- District Council- Consolidated Bylaw- 2012
S3/11	30km/h	Cricket Street in its- entirety, from Dixon- Street to Dixon Street.	5 August 2020	Wairarapa- Consolidated- Bylaw 2019	Masterton and- South Wairarapa- District Council- Consolidated Bylaw- 2012
S3/12	30km/h	Bannister Street, from Queen Street to Dixon Street	5 August 2020	Wairarapa- Consolidated- Bylaw 2019	Masterton and- South Wairarapa- District Council- Consolidated Bylaw- 2012
S3/13	30km/h	Jackson Street, from- Queen Street to SH2- Chapel Street	5 August 2020	Wairarapa- Consolidated- Bylaw 2019	Masterton and- South Wairarapa- District Council- Consolidated Bylaw- 2012
S3/14	30km/h	Queen Street, from- Grayne Street- Intersection to High- Street (Kuripuni CBD)	5 August 2020	Wairarapa- Consolidated- Bylaw 2019	Masterton and- South Wairarapa- District Council- Consolidated Bylaw- 2012
S3/15	30km/h	First Street, from SH2 Opaki Road to Cooper Street	5 August 2020	Wairarapa- Consolidated- Bylaw 2019	Masterton and- South Wairarapa- District Council- Consolidated Bylaw- 2012

## SCHEDULE A4 – 40km/h

The roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to have a speed limit of 40km/h.

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
S4/01	40km/h	Intermediate Street, from a point 38m northwest of the Intersection with SH2 High Street to a point 40m northeast of the Pownall/York Street intersection	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S4/02	40km/h	Lowes Place in its entirety	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S4/03	40km/h	Daniell Street in its entirety	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S4/04	40km/h	Cole Street, from a point 40m northwest of the Pownall Street intersection to a point 20m northeast of Essex Street intersection	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S4/05	40km/h	Kummer Crescent, in its entirety	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012



## SCHEDULE A5—50km/h

The roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to be urban traffic areas that have a speed limit of 50km/h, except for those roads or areas that are:

- a.—Described as having a different speed limit in the appropriate schedule of this Bylaw; or  
Shown on a map as having a different speed limit, as referenced in the appropriate schedule of this Bylaw.

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
S5/01	50km/h	All the roads within the area marked on the map "Speed Restriction Plan Masterton District" numbered MDC-1095/2020 and identified in the legend as closely populated localities or an urban traffic area having a speed limit of 50km/h, except for State Highways and those roads or areas marked on the said map and identified in the legend as having a different speed limit, as referenced in the appropriate schedule of this Bylaw	1 September 2013	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S5/02	50km/h	Masterton Castlepoint Road, from a point 90m north of Otahome Road intersection to a point 66m south of Otahome Road intersection	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S5/03	50km/h	Mace Street in its entirety (Tauweru Township)	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S5/04	50km/h	Duncan Street in its entirety (Tauweru Township)	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
S5/05	50km/h	Old Main Road in its entirety (Tauweru Township)	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S5/06	50km/h	Gilligan Street in its entirety (Tauweru Township)	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S5/07	50km/h	Masterton Castlepoint Road, before Castlepoint township, route position 61.465 to 61.665 (200m)	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012

#### SCHEDULE A6—60km/h

The roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to have a speed limit of 60km/h.

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
S6/01	60km/h	Upper Waingawa Road, Unsealed section, 1.47km northwest of the intersection with Falloon Settlement Road to end of road	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S6/02	60km/h	South Road from the South Belt intersection, to the south western end of South Road	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S6/03	60km/h	Te Ore Ore Road from a point 240m south east of Gordon Street to a point 135m east of the Te Ore Ore Road—Bideford Road intersection	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012

## SCHEDULE A7—70km/h

The roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to have a speed limit of 70km/h.

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
S7/01	70km/h	Willow Park Drive, from the State Highway 2 intersection to the north-eastern end of Willow Park Drive	1 September 2013	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S7/02	70km/h	Ngaumutawa Road from a point 360m northeast of the intersection with Upper Plain Road to the intersection with Akura Road	1 September 2013	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S7/03	70km/h	Akura Road from the intersection with Ngaumutawa Road for a distance of 500m measured in a northwesterly direction	1 September 2013	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S7/05	70km/h	High Street from a point 320m west of South Belt to the northeastern abutment of the Waingawa River Bridge	1 September 2013	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012

## SCHEDULE A8—80km/h

The roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to have a speed limit of 80km/h.

Reference- Number	Speed- Limit	Description	Date Speed- Limit Comes into Force	Legal Instrument	Previous Legal Instrument
S8/01	80km/h	Gordon Street from a point 475 metres measured north-easterly from the Roberts Road intersection to the north-eastern end of the road	1 September 2013	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S8/03	80km/h	Upper Plain Road from a point 70 metres measured north-westerly from the Kibblewhite Road intersection to a point 1400 metres, measured north-westerly from Kibblewhite Road	1 September 2013	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S8/04	80km/h	Ngaumutawa Road from the intersection with Upper Manaia Road to a point 45m southwest of the intersection with Cornwall Street	1 September 2013	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S8/05	80km/h	Te Whiti Road from a point 90m south of the intersection with River Road to a point 500m southwest from the intersection with Homebush Road	1 September 2013	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S8/07	80km/h	Boundary Road in its entirety from the intersection with Upper Manaia Road to the intersection with West Bush Road	1 September 2013	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S8/08	80km/h	Donalds Road in its entirety from the intersection with Boundary Road to the intersection with West Bush Road	1 September 2013	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
	80km/h	Chamberlain Road from a point 480m southwest of the intersection with Upper Plain Road to the	1 September 2013	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
		intersection with West Bush Road			Consolidated Bylaw 2012
S8/10	80km/h	Lees Pakaraka Road in its entirety from the intersection with Masterton Stronvar Road to the intersection with Te Whiti Road	1 September 2013	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S8/11	80km/h	Tararua Drive in its entirety	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S8/12	80km/h	Evans Road in its entirety	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S8/13	80km/h	Skeets Road in its entirety	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S8/14	80km/h	West Bush Road in its entirety from the intersection with Ngaumutawa Road to the intersection with Skeets Road	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S8/15	80km/h	Totara Park Drive in its entirety	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S8/16	80km/h	Upper Manaia Road in its entirety	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S8/17	80km/h	Masterton Castlepoint Road from a point 30m northwest of the intersection with Mace Street to a point 678m northeast of the intersection with Te Parae Road	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012

## SCHEDULE A9—90km/h

The roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to have a speed limit of 90km/h.

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
		(Nil sites)			

## SCHEDULE A10—100km/h

The roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to have a speed limit of 100km/h.

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
S10/01	100km/h	<p>All Masterton District Council roads outside an urban traffic area listed in schedule 5 have a speed limit of 100km/h except for roads or areas which are:</p> <p>a) Described as having a different speed limit in the appropriate schedule of this Bylaw; or</p> <p>b) Shown on a map as having a different speed limit as referenced in the appropriate schedule of this Bylaw.</p>	1 September 2013	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012

## SCHEDULE A11—Variable Speed Limits

The roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to have a variable speed limit as specified in this schedule.

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
S11/01	40km/h-Variable	Upper Plain Road (Fernridge School) from a point 1000m northwest of the intersection Kibblewhite Road to a point 530m southeast of the intersection Evans Road	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S11/02	40km/h-Variable	Ngaumutawa Road (Solway School) from a point 67m south of the intersection Upper Manaia Road to a point 130m north of the intersection SH2, High Street	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S11/03	40km/h-Variable	Johnstone Street (childcare and Makera College) from a point 140m southwest of the intersection on Colombo Road to a point 50m southeast of the intersection with River Road. Including 345m of Makera Road southwest of the intersection of Johnstone Street	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S11/04	40km/h-Variable	South Road (Masterton Primary School), from a point 25m northeast of the intersection Short Street to a point 90m northeast of the intersection with Millard Ave	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012
S11/05	40km/h-Variable	Te Ore Ore Road (Lakeview School) from a point 60m northwest of the intersection Colombo Road to a point 85m southeast of the	5 August 2020	Wairarapa Consolidated Bylaw 2019	Masterton and South Wairarapa District Council Consolidated Bylaw 2012



Reference- Number	Speed- Limit	Description	Date Speed- Limit Comes into Force	Legal- Instrument	Previous Legal Instrument
		intersection with- Churchill Ave			
S11/06	40km/h- Variable	Colombo Road- (Lakeview School)- from the intersection- with Te OreOre Road- to a point 250m- southwest of- intersection with Te- OreOre Road	5 August 2020	Wairarapa- Consolidated Bylaw 2019	Masterton and- South Wairarapa- District Council- Consolidated Bylaw- 2012
S11/07	40km/h- Variable	Langdale Road north- (5.940m) and south- (6.520m) of the- school, total distance- 580m	5 August 2020	Wairarapa- Consolidated Bylaw 2019	Masterton and- South Wairarapa- District Council- Consolidated Bylaw- 2012

### SCHEDULE A12—Holiday Speed Limits

The roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to have a holiday speed limit as specified in this schedule.

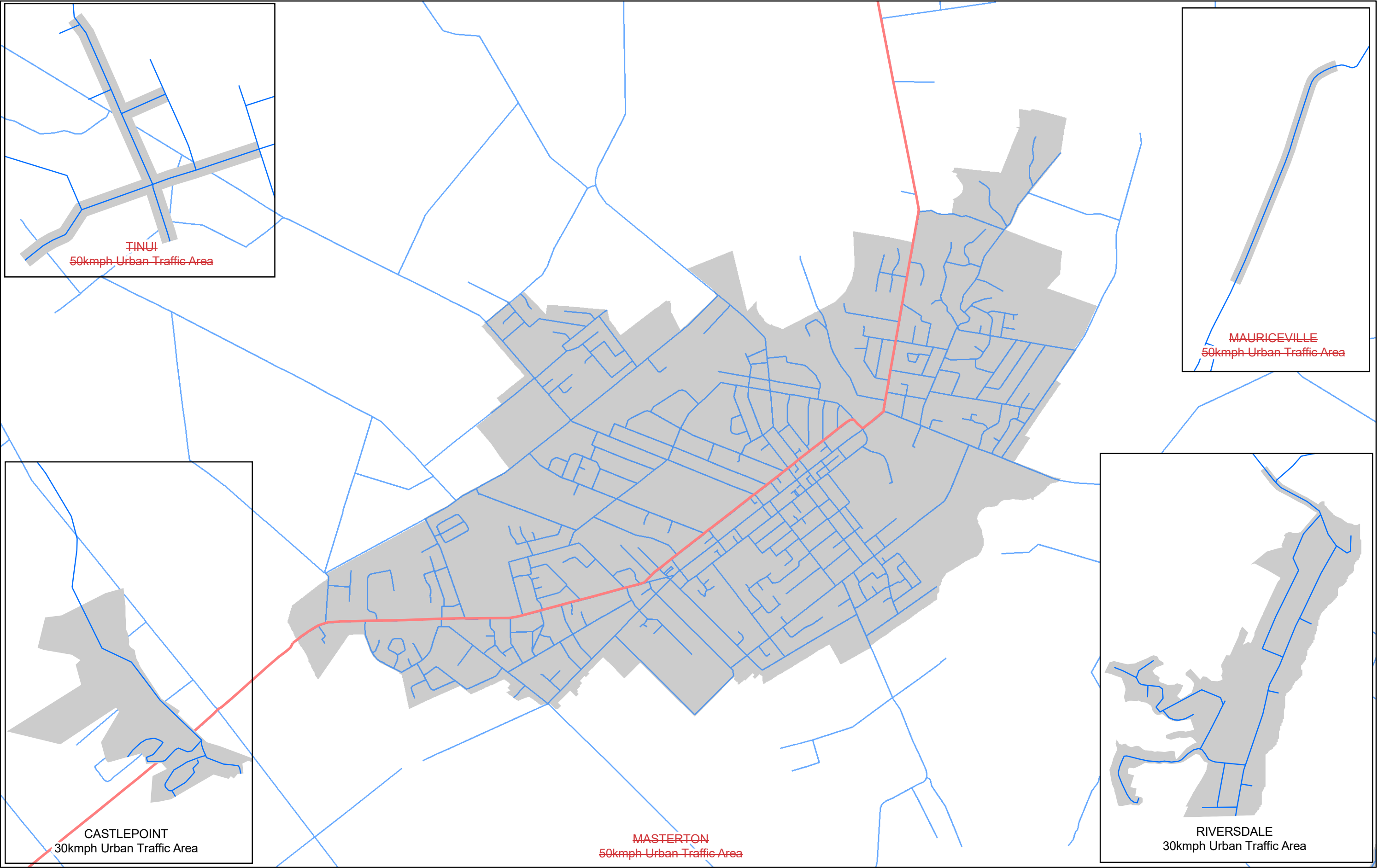
Reference- Number	Speed- Limit	Description	Date Speed- Limit Comes into Force	Legal- Instrument	Previous Legal Instrument
		(Nil sites)			



### SCHEDULE A13—Minimum Speed Limits

The roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to have a minimum speed limit as specified in this schedule.

Reference- Number	Speed- Limit	Description	Date Speed- Limit Comes into Force	Legal- Instrument	Previous Legal Instrument
		(Nil sites)			

MAP SHOWING SPEED LIMITS - SCHEDULE A



		<p><b>Speed Restriction Plan Masterton District</b></p> <p><b>MDC 1095/2020</b></p> <p>159</p>	<p><small>DISCLAIMER: The Masterton District Council accepts no responsibility for actions or projects undertaken or loss or damages incurred, by any individuals or company, or agency, using all or any of the information presented on this map.</small></p> <p><small>The Masterton District Council does not provide interpretation of this information or advice on how to interpret, or utilise this information.</small></p> <p><small>Your own independent and appropriate professional advice should be sought. The information displayed on this map may contain errors or omissions or may not have the spatial accuracy required for some purposes.</small></p>	<p>0 375 750 1,500 m</p> <p>Scale = 1:30,000</p> <p>Date: 9/11/2021</p>
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## Greytown Wheels Park – Contract Engagement

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### 1. Purpose

The purpose of this report is to seek Council approval of a recommendation to formally enter a contract with a preferred provider to build the Greytown Wheels Park.

### 2. Recommendations

Officers recommend that the *Council*:

1. Approve the contract being awarded to the preferred provider to build the Greytown Wheels Park with Council contribution of \$1,000,000 as per the Long-Term Plan (LTP).
2. Delegate the physical contract signing (as per point 1) to the Chief Executive Officer.

### 3. Executive Summary

Following on from the 2021 – 2031 LTP a request for proposal was sent out to build the Greytown Wheels Park (see appendix 1).

Tenders for the Greytown Wheels Park were received and evaluated by a panel of three Council officers and an external person who has been involved with this project. The tender evaluation was guided by MBIE documents and templates and is consistent with the SWDC Procurement Policy. The outcome of the tender evaluation has resulted in a joint tender from RICH Landscapes and Angus McMillian Concrete being selected as the preferred provider. They have been notified as preferred supplier pending Council approval, but no wider communication of the company names has occurred.

The size of the contract to be awarded is \$1,000,000 and requires approval from Council to enter a contract as it is outside of the Chief Executive's delegation.

The following groups should receive this paper for information.

- ☐ Māori Standing Committee
- ☐ Featherston Community Board
- ☒ Greytown Community Board
- ☐ Martinborough Community Board
- ☒ Infrastructure and Services Committee

## 4. Background

The Partnerships and Operations Team (Amenities) helps bring together those areas of the Council's business that have a direct interface with the community's wellbeing. The development of the Greytown Wheels Park directly supports the Council's "Social Wellbeing" strategic driver to help ensure that "residents are active, healthy, safe, resilient, optimistic and connected."

Due to the park's proximity to the other towns in the South Wairarapa it is anticipated the park will be enjoyed by all in the district. With this in mind, public feedback was sought in the development of the 2021 – 31 LTP and the community identified a number of considerations in the park's development. Based on this feedback a concept drawing was shared with the community and following considerable feedback the design was refined further.

Public engagement ran from 19 April 2022 – 2 May 2022 and a request for proposal was sent out to build the Greytown Wheels Park. The project has seed funding from Council of \$1,000,000 with community fundraising of approx. \$2,000,000 needed to complete the full design. The development will be phased in order to allow completed stages of the park to be used prior to full completion of the park.

Tenders were received and evaluated by a panel of three officers and an external person who has been involved with this project. The tender evaluation was guided by MBIE documents and templates. The outcome of the tender evaluation has resulted in a joint tender from RICH Landscapes, and Angus McMillian Concrete being selected as the preferred provider.

### 4.1 Strategic alignment

How does this align with strategic outcomes?

- ☐ Spatial Plan
- ☒ Long Term Plan
- ☐ Annual Plan

## 5. Strategic Drivers and Legislative Requirements

### 5.1 Significant risk register

- ☐ Relationship with iwi, hapū, Māori
- ☐ Climate Change
- ☐ Emergency Management
- ☐ IT architecture, information system, information management, and security
- ☒ Financial management, sustainability, fraud, and corruption
- ☐ Legislative and regulative reforms
- ☒ Social licence to operate and reputation
- ☒ Asset management

☐ Economic conditions

☐ Health and Safety

## 6. Consultation

### 6.1 Communications and engagement

The persons who are affected by or interested in this matter are the general public, rate payers, and the users of the Council controlled land. The project has already been consulted on and as stated, this paper seeks Council approval to engage in a contract.

### 6.2 Partnerships

Have you completed a communications plan for the work described/project to engage/communicate with partners/key stakeholders e.g. Waka Kotahi, Kainga Ora, community groups, particular individuals etc?

☐ Yes ☒ No

If no, is a communications plan required?

☒ Yes ☐ No

This will be part of the project management carried out by the preferred provider.

## 7. Financial Considerations

The approved budget for the first phase of the build is \$1,000,000 as per the LTP. Additional funding of approx. \$2,000,000 to complete further phases of the build will come from community fundraising.

	Yes/No/NA
Inclusion in the AP/LTP? (if no – provide commentary)	Yes
Confirmed cost code	9886020205
Cost code owner	Manager, Partnerships and Operations (James O'Connor)
Manager responsible / delegations	Manager, Partnerships and Operations (James O'Connor)
OPEX or CAPEX	CAPEX
Considered/endorsed by ELT	Yes
Procurement process	Yes – completed

## 8. Appendices

Appendix 1 – Request for Proposal – Greytown Wheels Park

Contact Officer: James O'Connor, Manager Partnerships and Operations

Reviewed By: Harry Wilson, Chief Executive Officer

# **Appendix 1 – Request for Proposal Greytown Wheels Park**



# Request For Pricing

Greytown Wheels Park  
South Wairarapa District Council  
PROPOSALS DUE BY: 1<sup>st</sup> August

## Company Background

South Wairarapa District Council serves three rural towns of Featherston, Greytown, and Martinborough and several other smaller communities, Edged by the Rimutuka/ Tararua ranges and hundreds of Kilometres of coastline.

## Project Overview

South Wairarapa District Council is looking for a company that can demonstrate the capability and experience to design and build a skate and wheels park in the South Wairarapa town of Greytown that the whole community can enjoy. Though we have a design it is possible that this will need amending to some degree until a final design is agreed on. This is a design and build project and the contractor will need to liaise with the skate community during this build to ensure those that will be using the park have a say in the facilities.

To include carpark & Toilets, playground, skate park, wheels track, half basketball court, lighting to comply with dark sky reserve and cameras. The council has current funding of \$1 million and an estimated budget is \$3 million, with the extra \$2 million to be raised by the community. As Greytown was once known as the fruit bowl of the Wairarapa some reference to this would be a good element.

## Project Goals

To have a new integrated play facility that all ages can enjoy but more emphasis on the older skating age group as they have no facilities in town currently.

The goals of this project include:

- i. To provide a cohesive area for people to enjoy
- ii. To provide facilities that the community is engaged with.
- iii. To use sustainable practices where possible to reduce the effect on the environment.

To reach these goals, South Wairarapa District Council is now accepting bids in response to this Request for Proposal.

## Scope of Work

To design and build a skate/ Wheels Park at 2-4 Pierce Street, Greytown including car parking, roundabout and traffic calming measures, skate area, raised bowl half basketball court, playground for younger children, green space incorporating pump track, toilets, sunshades, lighting possibly on a sensor for later evening use in the winter, cameras, bins, and fruit tree planting. Fencing was high on the priority list from feedback received and no plants or ground cover that causes issues for skaters/ scooters.

## Target Deliverable Schedule

Timing would depend on the community funding aspect, and we understand that materials and workers are in short supply, but if we could at least start the project infrastructure this would be a bonus.

## Final Project Due:

As above would depend on the availability of workers and funding for the remainder of the project.

## Existing Roadblocks or Technical Issues.

As above the community need to raise funding for the rest of the project, unsure of how long this may take.

## Budget Constraints

Council has \$1 million to start the project, and estimated construction costs were at \$3 million, so a further 2 million needs to be raised by the community.

## Evaluation Metrics

South Wairarapa District Council will evaluate bidders and proposals based on the following criteria:

- You must have the capability to undertake the project including formalising the final design, project management, and completion of the construction.
- The resources appropriate to undertake the work.
- The design capability to deliver from supplied design through to final construction ensuring that the design meets all relevant codes and regulations.
- The ability to provide a fixed price contract for the works- as a complete set of work or as a staged process.
- Experience and technical expertise.
- Responsiveness and answers to questions in the next section.

## Questions

- i. How do you propose to work with the issues regarding the community fundraising and the time this may take?
- ii. What stage can you complete for the initial \$1 million?
- iii. Considering the uncertainty of the building industry how long do you think the project may take?

## Submission Requirements

Bidders must adhere to the following guidelines to be considered:

- Proposals must be sent in by 1<sup>st</sup> August 2022
- Include samples and references with your proposal if you have not already supplied them.
- A proposed schedule must also be included and clearly expressed

## Contact Information

For questions or concerns connected to this RFP, please contact me at:

[ensysadvisor@swdc.govt.nz](mailto:ensysadvisor@swdc.govt.nz)

Mandy DeRitter – Environmental Sustainability Advisor, South Wairarapa District Council.

## Triennial Agreement

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### 1. Purpose

To consider a draft Triennial Agreement for the Wellington Region 2022-25.

### 2. Recommendations

Officers recommend that the Council:

1. Enter into the draft Triennial Agreement 2022-25 in Appendix 1.
2. Delegate to the Mayor the authority to make any minor amendments required as a result of minor changes requested by other local authorities in the region as part of the adoption process.
3. Authorises the Mayor to sign the Triennial Agreement on behalf of Council.

### 3. Executive Summary

This paper seeks Council agreement to enter into a Triennial Agreement for the Wellington Region 2022-25 to assist region-wide cooperation throughout the triennium. The agreement is a legislative requirement.

### 4. Background

Section 15 of the Local Government Act 2002 requires all local authorities within a region to enter into an agreement every triennium providing:

- protocols for communication and co-ordination among the local authorities
- a statement of the process by which the local authorities will deal with proposals for new regional council activities; and
- processes and protocols through which all local authorities can participate in identifying, delivering and funding facilities and services of significance to more than one district.

In essence, the Triennial Agreement is a set of protocols to assist region-wide cooperation for the duration of the triennium.

The Triennial Agreement is required to be agreed by 1 March after each local authority election.

The role of administering authority for the Agreement is shared across the nine councils in the Wellington region. The role is passed from one local authority to the next at the start of each triennium and includes providing secretarial services and acting as the contact for media and other communications. Carterton District Council is servicing the 2022-2025 agreement.

#### **4.1 Te Tiriti obligations**

Tāngata whenua are not party to the agreement under the Act. There are no implications for tāngata whenua.

#### **4.2 Strategic alignment**

The Triennial Agreement is a legislative requirement.

### **5. Discussion**

The 2022-2025 draft Agreement builds on the 2019-2022 Agreement. The key changes are:

- modernising the language of the Agreement
- adding the Wellington Region Climate Change Working Group and the Wellington Regional Leadership Committee to the list of regional and sub-regional forums
- removing the old Wellington Regional Strategy Committee which was disestablished on 27 May 2021. Its duties and responsibilities have been taken over by the Wellington Regional Leadership Committee.

### **6. Strategic Drivers and Legislative Requirements**

- ☐ Relationship with iwi, hapū, Māori
- ☐ Climate Change
- ☐ Emergency Management
- ☐ IT architecture, information system, information management, and security
- ☐ Financial management, sustainability, fraud, and corruption
- ☒ Legislative requirements
- ☐ Social licence to operate and reputation
- ☐ Asset management
- ☐ Economic conditions
- ☐ Health and Safety

#### **6.1 Policy implications**

No policy implications have been identified.

## **7. Consultation**

### **7.1 Communications and engagement**

The matters for decision in this report are not considered to be of significance under the Council's Significance and Engagement Policy.

## **8. Financial Considerations**

There are no financial considerations on the Council from the Agreement.

## **9. Appendices**

Appendix 1 - Draft Wellington Regional Triennial Agreement 2022-2025

Contact Officer: Amanda Bradley, General Manager Policy and Governance

Reviewed By: Harry Wilson, Chief Executive Officer



# **Appendix 1 – Draft Wellington Regional Triennial Agreement 2022- 2025**

# **Wellington Regional Triennial Agreement**

**2022-2025**

## **1. Scope**

- 1.1 This agreement is drafted in order to meet the requirements of section 15 of the Local Government Act 2002 (the Act).
- 1.2 The Local Government Act 2002 is intended to provide the necessary flexibility for councils to work co-operatively and collaboratively together and with other public bodies to advance community goals and to improve community wellbeing. The scope of this agreement includes the current co-operative and collaborative projects already in place in the Wellington Region and work being undertaken to establish structures and protocols associated with specific issues, and aims to build on these.

## **2. Purpose**

- 2.1 The parties to this agreement commit to working for the good governance of their city, district or region by acting co-operatively and collaboratively. It is intended that this agreement will ensure that appropriate levels of consultation and co-ordination are maintained between the councils of the Wellington Region. It is intended that the process of arriving at this agreement, as well as its ongoing operations, should continue to strengthen regional relationships.

## **3. Parties to Agreement**

- 3.1 The parties to this agreement are:
  - Carterton District Council
  - Greater Wellington Regional Council
  - Hutt City Council
  - Kāpiti Coast District Council
  - Masterton District Council
  - Porirua City Council
  - South Wairarapa District Council
  - Upper Hutt City Council
  - Wellington City Council
- 3.2 In accordance with the requirements of the Act, and in the spirit of collaboration that they wish to foster within the region, the parties agree to work in accordance with the protocols outlined in this agreement.

#### **4. Protocols**

- 4.1 The councils of the Wellington Region will work together on issues where it is agreed that the Region and the communities within it will benefit from a regionally collaborative approach.
- 4.2 The councils of the Wellington region will work together in line with the protocols and principles outlined in the Wellington Region Strategy Multilateral Agreement in regard to the Wellington Regional Strategy.
- 4.3 When a council has a significant disagreement with the position of others, the group will make every effort to accommodate, acknowledge or at least fairly represent the dissenting view.
- 4.4 The councils of the Wellington Region will proactively present their case to the Government and other councils from other regions to ensure that the Wellington region's interests are protected and enhanced.
- 4.5 When a significant decision or issue affects a particular council, or its population, then that council should have the lead role in formulating the Region's response.
- 4.6 Where facilities and services of significance benefit more than one district, and are intended to be funded by more than one district, those districts that intend to participate shall be involved in identifying, delivering, and funding the facility or service. One council shall take the lead for the project, appointed by the participating councils.
- 4.7 The agreement acknowledges each council's unique accountability.
- 7.8 The councils agree to act in good faith on issues of information and disclosure.
- 4.9 The councils agree to work collaboratively in an open and transparent manner.
- 4.10 The councils agree to build on work currently being undertaken within the region and to continue to address issues of co-ordination, roles and responsibilities.
- 4.11 As signatories to this agreement all councils will ensure the provision of the following:
  - a) Early notification to affected councils, through the distribution of draft documentation, of major policy discussions which may have implications beyond the boundaries of the decision-making council. This specifically includes the development of consultation policies and policies on significance.
  - b) Opportunities for all councils in the region to be involved in early consultation on the development of each other's draft Annual Plan and draft Long Term Plan and other significant policy consultation processes.
  - c) The application of a 'no surprises' policy, whereby early notice will be given over disagreements between councils concerning policy or programmes, before critical public announcements are made.

## 5. Consultation

5.1 Consultation in relation to this agreement will be undertaken within the following groups:

- a) A meeting of the Mayors, Regional Council Chair and the Chief Executives will occur at least once every six months to discuss general policy business and to review the performance of the agreement.
- b) Existing regional and sub-regional forums such as:
  - The Wellington Regional Mayoral Forum
  - The Joint Wairarapa Councils' Meeting
  - The Wellington Regional Transport Committee
  - LGNZ Zone Four
  - Regional Civil Defence Emergency Management
  - Wellington Regional Leadership Committee
- c) Meetings between staff as necessary to achieve communication and co-ordination on issues identified in the agreement.

5.2 Section 15(2) of the Act requires a statement of the consultation process that will apply to proposals for new Regional Council activities. The following process applies:

- a) Where a proposed new Regional Council activity is significant in terms of the Wellington Regional Council's policy on significance, the process will be as set out in s.16 of the Act.
- b) Where a proposed new Regional Council activity is not significant in terms of the Wellington Regional Council's policy on significance, the Regional Council undertakes to notify all other councils in the region prior to commencing any public consultation, in line with the principles of 'no surprises', transparency and good faith.
- c) Where the parties to this agreement are unable to agree, dispute procedures set out in s. 16 (4)-(7) of the Act will apply.

5.3 The following consultation process will apply to any change, variation, or review of the Regional Policy Statement for the Wellington region, and the preparation of any future Regional Policy statement:

The Regional Council will seek the input of territorial authorities into the review of the Regional Policy Statement for the Wellington region.

The Regional Council will make available to all local authorities, for discussion and development, draft copies of:

any change or variation of to the Regional Policy Statement  
any proposed Regional Policy Statement

- c) Territorial authorities will be given a reasonable period of time, but no less than 30 working days, to respond to any such proposal. The Regional Council agrees to consider fully any submission and representations on the proposal made by territorial authorities within the region.

## **6. Other issues**

- 6.1 The parties agree that, in addition to the general consultation obligations of this agreement, the councils of the Wellington region will continue to meet together in various forums to develop common and collaborative approaches on issues identified as priorities for the region.

The region faces a number of challenges over the next few years, and the councils within the Wellington region will work collaboratively in the areas of:

- Regional spatial planning including housing
- Transport
- Climate change
- Resilience
- Regional economic development
- Waste
- Reforms;
  - Three Waters
  - Resource Management Reforms
  - Future For Local Government
  - Civil Defence Emergency Management

### ***Collaboration within the region***

The Mayoral Forum will:

- Be the vehicle for oversight of projects, such as collaboration projects. Noting projects may have their own governance arrangements.
- Review existing collaboration and shared services arrangements as necessary to ensure that current arrangements remain relevant and optimal.
- Identify new opportunities for collaboration and shared services for consideration by the councils.

## **7. Servicing**

- 7.1 The parties agree that responsibility for servicing this agreement shall be shared, with responsibility passing from local authority to local authority at the start of each triennium. Servicing involves:
- Providing those secretarial services required

- Within the limits outlined in the protocols and principles above, acting as a media and communications contact (including the provision of information to the public on request) in relation to matters covered in the agreement.
- 7.2 The parties agree that Carterton District Council will be the council responsible for servicing this agreement for the 2022-2025 triennium, after which it shall pass to the remaining local authorities as listed in appendix one, unless otherwise agreed.
- 7.3 The parties also agree that responsibility for servicing, and making media comment on behalf of, existing specific regional and sub-regional forums, will lie within those specific forums.

**8. Review of the agreement**

- 8.1 The parties agree to review the terms of this agreement in accordance with s.15(4) of the Act within four weeks of a request by one of the councils made in writing to the council delegated responsibility to service the agreement.

**9. Dispute resolution**

- 9.1 In event of a disagreement over the terms of this agreement, the parties agree to refer the issue of disagreement to arbitration for non-binding resolution. If no agreement on an arbitrator will be appointed by the President of the Wellington Branch of the New Zealand Law Society.

## Appendix One: Servicing Responsibility

Party Responsible	Triennium
Masterton District Council	2007-10
Porirua City Council	2010-13
South Wairarapa District Council	2013-16
Upper Hutt City Council	2016-19
Wellington City Council	2019-22
Carterton District Council	2022-25
Greater Wellington Regional Council	
Hutt City Council	
Kāpiti Coast District Council	

Servicing involves:

- Providing those secretarial services required
- Within the limits outlined in the protocols and principles above, acting as a media and communications contact (including the provision of information to the public on request) in relation to matters covered in the agreement.

The responsible party should also ensure that a process is in place for the drafting, and subsequent signing, of the triennium's agreement.

This agreement is signed on this \_\_\_\_\_ day of \_\_\_\_\_ 2023, by the following on behalf of their respective councils:

Carterton District Council

\_\_\_\_\_  
Ron Mark - Mayor

Greater Wellington District Council

\_\_\_\_\_  
Daran Ponter - Chair

Hutt City Council

\_\_\_\_\_  
Campbell Barry - Mayor

Kāpiti Coast District Council

\_\_\_\_\_  
Janet Holborow - Mayor

Masterton District Council

\_\_\_\_\_  
Gary Caffell - Mayor

Porirua City Council

\_\_\_\_\_  
Anita Baker - Mayor

South Wairarapa District Council

\_\_\_\_\_  
Martin Connelly - Mayor

Upper Hutt City Council

\_\_\_\_\_  
Wayne Guppy - Mayor

Wellington City Council

\_\_\_\_\_  
Tory Whanau - Mayor



# ITEM D1

## CHIEF EXECUTIVE'S REPORT

8 February 2023



**SOUTH WAIRARAPA  
DISTRICT COUNCIL**

*Kia Reretahi Tātau*



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## Statement from the Chief Executive

Kia ora koutou

Our Council has a range of core activities it must deliver, which we do each day to the best of our ability and resourcing. However, other agencies and organisations also have their priorities and often rely on councils such as ours to support them to ensure the success of their endeavours. One such event this year will be [Census 2023](#). Stats NZ undertakes a 5-yearly census and although a legally binding requirement of all residents, it can be difficult to attract the commitment needed. This is where we can be of help, and as such, have started a promotional campaign to, initially, encourage locals to offer their time to become collectors. This is a paid job, both part-time and full-time. We will follow this with further promotion that encourages residents to complete the form on Census day, 7 March 2023. This data collection is valuable information that helps us in a range of ways, including our district planning efforts.

It was very exciting to hear that the International Dark Sky Association certified South Wairarapa and Carterton districts as the newest international dark

sky reserves. Patience and 5 years of hard work by a small group of volunteers has led to this result. I am pleased with the role our Council played together with other local councils, iwi, community groups, and astronomical societies in helping achieve this status.

The Greytown Community Board by-election has commenced, and we hope to have a clear result on 17 February. If it is too close to call, then the result may be delayed by a day or so for special votes to be counted. Historically, by-elections have attracted fewer votes than local government elections. We have commenced a reasonably heavy communications push this time to encourage more Greytown locals to vote.

We have been in the media recently for various reasons. Although we provide quite well-scripted responses to media inquiries, we have no control over how that information is used. As a result, some of the media's positioning of these messages works well for us, but sometimes it does not. We were pleased with the messages highlighted on the bullying and threats staff get from some members of the general public. Social media feedback was reasonably positive and seemed to suggest that although not everyone liked some of the decisions Council has to make, they did not condone this type of behaviour towards staff. Our response to the severe weather event which caused widespread flooding and slips, notably at Little Tora, in rural parts was also reported well in the most part.

Lastly, the Annual Report audit is expected to be prioritised by Audit NZ for a March completion. This will require an extraordinary Council meeting in April for adoption, all going well. This is likely to put staff under some pressure as a considerable number of changes need to be made to the version that was tabled at Council, which then requires proofing/editing and laying out. We will put in every effort to ensure this is completed as planned.

Ngā mihi

Harry Wilson  
CHIEF EXECUTIVE

# Reforms and central government updates

## Three Waters

### Legislative Update

Several significant milestones were achieved in December with the Water Services Entity Bill receiving royal assent on 14 December 2022 and the introduction of two further bills to select committee (Finance & Expenditure) on the 8 December 2022: the Water Services Legislation Bill and the Water Services Economic Efficiency and Consumer Protection Bill.

The Water Services Legislation Bill sets out the Water Service Entities' functions, powers, obligations, and oversight arrangements.

The Economic Regulation Bill regulates the price and quality of water infrastructure services and protects consumers. For more information visit: <https://www.dia.govt.nz/Three-Waters-Reform-Programme>

### Roadmap to Day 1

As a result of these legislative achievements several activities were initiated in the overall Three Waters reform programme and an Integrated Roadmap to Day 1 has been shared by government with council so we can monitor, provide feedback on, contribute to, and assess the various workstreams. Our focus remains the impact on council activities during the transition process and the understanding of what council will look like post transition from 1 July 2024.

## Review into the Future for Local Government

The Department of Internal Affairs has released the draft report, [He mata whāriki, he matawhānui](#).

This is the second of three reports, and follows the interim report, *Ārewa ake te Kaupapa*, which was released in September last year. You can read the draft report [here](#). The submissions portal is now open until 28 February 2023 at [submissions.futureforlocalgovernment.govt.nz](https://submissions.futureforlocalgovernment.govt.nz)

## Resource Management Reform

The reform of Aotearoa New Zealand's resource management system has reached a significant milestone with new legislation introduced to Parliament last month.

The Spatial Planning Bill and Natural and Built Environment Bill are the result of an intensive work programme over the past three years, informed by valuable input from the Ministry for the Environment's partners and stakeholders.

## Resource Management Implementation

### National Policy Statement for Highly Productive Land (NPS-HPL) 2022 guidance

Councils, landowners, resource consent applicants, planners, Māori landowners and others will be able to better understand how the National Policy Statement for Highly Productive Land affects them following the release of guidance this month.

The Ministry for the Environment (MfE) and the Ministry for Primary Industries (MPI) have released:

1. [The National Policy Statement for Highly Productive Land: Implementation Guide \(Part One\) on Consenting and Rezoning](#). This guide will help local authorities, landowners, applicants, and planners interpret and implement the policy.
2. An updated version of [the National Policy Statement for Highly Productive Land: Information on what it means for Māori and Māori land](#).
3. [Information on changing the status and rezoning of Māori land National Policy Statement for Highly Productive Land](#).

The implementation guide is part one of a two-part series; part two will be released in the first quarter of 2023 and will focus on the requirements for mapping, and changes to regional policy statements and district plans.

For more information on the policies please click [here](#).

Information for councils can be found [here](#).

Please email [HighlyProductiveLand@mfe.govt.nz](mailto:HighlyProductiveLand@mfe.govt.nz) with any questions.

## Climate Change

In November the Ministry for the Environment released a new guidance note on how local government should use the national adaptation plan and emissions reduction plan when preparing or changing regional policy statements, regional plans, and district plans under the RMA.

These provisions became a legal requirement from 30 November 2022 to ensure that RMA planning nationwide is in line with New Zealand's long-term climate strategies and goals.

An MfE December webinar gives a further overview and can be accessed [here](#).

Download and read the full guidance note [here](#).

You can email [adaptation@mfe.govt.nz](mailto:adaptation@mfe.govt.nz) with any questions on the national adaptation plan or [mitigation@mfe.govt.nz](mailto:mitigation@mfe.govt.nz) with questions on the emissions reduction plan.

## Freshwater

### Amendments to Essential Freshwater and National Environmental Standards for Freshwater (NES-F)

The Government has amended parts of the Essential Freshwater 2020 regulations to provide a consent pathway relating to wetlands, a clearer wetland definition and improvements to the low slope map for stock exclusion. It has also amended other parts of the regulations.

The amendments follow several Ministry for the Environment consultations after concerns were raised by some sectors about their inability to seek consent for new operations, or to provide important materials (like rock and gravel for infrastructure) where natural inland wetlands may be impacted.

Necessary urban development and infrastructure will have a consent pathway, subject to appropriate controls and offsetting to ensure ongoing strong protection for wetlands. Changes will also clarify

what a natural wetland is and make it easier to restore and maintain a wetland.

The consent pathways, including extraction of aggregate and minerals and landfills or clean-fill areas, recognise that further activities may need to occur in natural inland wetland areas to achieve the objectives of the National Policy Statement for Urban Development.

The National Environmental Standards for Freshwater (NES-F) has also been amended so its wetland provisions no longer apply in the coastal marine area. Wetlands in the coastal marine area will continue to be protected by regional coastal plans and by the National Policy Statement for Freshwater Management (NPS-FM).

Within the Stock Exclusion Regulations, a map of low slope land identifies areas where beef cattle and deer must be excluded from water bodies from 1 July 2025. Improvements to this map have been made to address concerns that the map was capturing land not intended to be included. The revised map uses the more advanced 'local terrain averaging' to identify low slope land without averaging across land parcels.

All changes will come into effect on 5 January 2023, affecting the following instruments:

- [National Policy Statement for Freshwater Management 2020](#)
- [Resource Management \(National Environmental Standards for Freshwater\) Regulations 2020](#)
- [Resource Management \(Stock Exclusion\) Regulations 2020](#)

## Waste

The Ministry for the Environment have two funds available for projects that reduce waste.

**Te Pūtea Whakamauru Para – the Waste Minimisation Fund (WMF)** is focused on accelerating New Zealand's transition towards a low-emissions and low-waste circular economy.

The latest funding round targets projects that minimise waste from food scraps, green waste, paper and wood. Investments will be targeted at:

kerbside collection assets, infrastructure and support for the roll-out of services for household food scraps and green waste  
organic waste processing facilities  
resource recovery infrastructure including construction and demolition facilities, and transfer station upgrades to enable resource recovery, particularly for organics.

Click [here](#) for information, and to apply.

**Te Tahua Pūtea mō te Kirihoi Auaha – Plastics Innovation Fund.** This supports projects that minimise plastic waste and its harm on the environment. The latest funding round targets projects that reduce or eliminate soft plastics such as flexible plastics, bags, packaging and films.

Click [here](#) for more information.

**Supported project – Ngāti Whātua Ōrākei is taking their Ōrākei Hapori Parakore commitment to the next level.**

Zero Waste has been embedded in the culture and practices of Ngāti Whātua Ōrākei for more than 20 years. Supported by funding from the WMF, plans are underway to expand the delivery of wananga to increase waste diversion and improve waste data collection. These efforts will create greater awareness around reducing waste and circular thinking in their community.

[Read more about Ngāti Whātua Ōrākei on their website](#)

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## Legislative Updates

*Progress of relevant bills currently in the house*

### [Interim State Highway Speed Limit Plan](#)

This plan sets out proposed speed limit changes and safety improvements included in the current 2021-2024 National Land Transport Programme (NLTP) period and precedes the full state highway speed management plan that will cover the next NLTP period.

For more information, please visit: [Tackling Unsafe Speeds programme](#)

### [Natural and Built Environment Bill](#)

First of two Bills giving effect to RMA reform. This focuses the setting of environmental limits, environmental and land use planning, and the governance of those activities.

### [Spatial Planning Bill](#)

The second of two Bills giving effect to RMA reforms. This one focuses on regional spatial strategies and the governance of these activities.

### [Local Government Official Information Act Amendment Bill](#)

This bill makes changes to law governing disclosure of information about natural hazards on LIMS.

### [Sale and Supply of Alcohol \(Community Participation\) Amendment Bill](#)

This bill aims to improve communities' ability to influence alcohol regulation in their area by making targeted changes to the alcohol licensing process provided for in the Sale and Supply of Alcohol Act 2012.

### [Sale and Supply of Alcohol \(Harm Minimisation\) Amendment Bill](#)

Part 1 of the Bill abolishes appeals on local alcohol policies. Part 2 removes the advertising link between sport and alcohol by banning alcohol sponsorship and advertising of all streamed and live sports and bans alcohol sponsorship at all sporting events.

For the full list of bills currently in progress, please visit: <https://www.parliament.nz/en/pb/bills-and-laws/bills-proposed-laws/>

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## Bills on the horizon

### Climate Adaptation Bill

This bill will introduce the legal framework for managed retreat and other climate response matters.

### Building Amendment Bill

Bill will introduce energy ratings for buildings and waste minimisation plans to support Aotearoa New Zealand's climate change goals. (Hat tip: Mark form Hamilton)

### Royal Commission into Covid-19 response

The overall lessons learned from the pandemic response including the economic response.

### Sale and Supply of Alcohol (Cellar Door Tasting) Amendment Bill

This Bill allows winery cellar doors to charge visitors for the samples of their own wine and adds an off-licence category for wineries holding an on-licence.

Note - this is a Private Members Bill that is waiting first reading. Details about consultation will only be known if and when the Bill gets a first reading.

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## Current central government consultations

*The following relevant Government initiatives (related to the local government sector) are currently open for public submissions:*

### Water Services Legislation Bill

**Agency engaging:** Finance and Expenditure Committee

**Due date:** Submissions due 12/02/2023

**Description:** Second of two Bills giving effect to water reform. Bill will cover powers, funding and pricing, links to land use planning, and amendments to LGA (including LTP 2024).

### **Planned action:**

☒ Taitura or LGNZ submitting on local government sector behalf

### Water Services Economic Efficiency and Consumer Protection Bill

**Agency engaging:** Finance and Expenditure Committee

**Due date:** Submissions due 12/02/2023

**Description:** Gives effect to Government decisions to introduce economic and consumer protection regulation for the three waters services.

### **Planned action:**

☒ Taitura or LGNZ submitting on local government sector behalf

### Natural and Built Environment Bill

**Agency engaging:** Environment Select Committee

**Due date:** Submissions due 05/02/2023 (Committee will consider extensions on case-by-case basis)

**Description:** First of two Bills giving effect to RMA reform. This focuses the setting of environmental limits, environmental and land use planning, and the governance of those activities.

### **Planned action:**

☒ Taitura or LGNZ submitting on local government sector behalf

### Spatial Planning Bill

**Agency engaging:** Environment Select



Committee

**Due date:** Submissions due 05/02/2023

**Description:** First of two Bills giving effect to RMA reform. This focuses the setting of environmental limits, environmental and land use planning, and the governance of those activities.

**Planned action:**

☒ Taitura or LGNZ submitting on local government sector behalf

**Local Government Official Information Act Amendment Bill**

**Agency engaging:** Governance and Administration Select Committee

**Due date:** 03/02/2023.

**Description:** This bill makes changes to law governing disclosure of information about natural hazards on LIMS.

**Planned action:**

☒ Taitura or LGNZ submitting on local government sector behalf

*For the full list of initiatives, please contact:*  
[governance@swdc.govt.nz](mailto:governance@swdc.govt.nz)

## Regional strategic updates

**Wairarapa Library Service**

The Wairarapa Library Service (WLS) operates as a shared service across four sites in Carterton District and South Wairarapa District Councils. Library membership provisions access to the collections of both Councils' branches plus the wider SMART collaboration of public and tertiary libraries.

**Highlights**

The joint WaiWord and WLS author talk by Johanna Knox was followed by a fully registered writer workshop. The popular Stringbean Puppet show toured all four libraries and played to over 200 people. Staff member Kiri Carroll has been awarded a Library and Information Association of New Zealand Aotearoa (LIANZA) scholarship to begin her professional studies.

Significant marketing about all Wairarapa libraries being closed for the Christmas/New Year fortnight, saw a sustained increase in people stocking up on reading prior to 23 December. No doubt exacerbated by the extremely wet weather, some complaints were received about the libraries not being open. In the first three days after reopening, libraries processed over 3,200 issues and 3,500 returns.

**Coming up in January /February**

Australian author and performer Deano Yipadee is booked for two events (Carterton and Martinborough) on 26th January. Wai Word and WLS are hosting NZ's Poet Laureate Chris Tse in mid-February for a public event and writing workshop. The popular pre-school story time, Wa Korero, and Homelink runs to homebound customer begin again from mid-February.

**Positive Ageing Strategy**

Nuku Ora is working with our Positive Ageing Strategy Coordinator, Lisa Matthews, to bring the Senior Regional Games to the Wairarapa.

The Senior Regional Games is an annual event, held in Wellington, that provides older adults with the opportunity to participate in a wide variety of fun, light-exercise sports, and activities in a safe, non-competitive environment. The free event helps kaumātua build confidence and celebrate physical activity, no matter their age, fitness, or physical ability. The event also offers the chance to socialise with friends, meet new people, and learn more about the activities which are regularly available in the community.

Nuku Ora is working with our Coordinator, Lisa and other Wairarapa organisations to bring this fun event to the Wairarapa for the first time. It will be held 30 March 2023 at the Trusthouse Recreation Centre. An earlier attempt to have the Games in the Wairarapa



was cancelled due to Covid. To see more about the Wellington Games held last November, click [here](#).

Lisa is supporting Age Concern Wairarapa with the Aging with Attitude Expo 2023 on 17 March. The Co-ordinator will host a display table alongside the Masterton Library. Masterton is also supporting with some funding and the co-ordination of the Mayors' attendance. The Expo is a showcase of services and information targeted at older people and their quality of life. The purpose of the Expo is to inform older persons about services and opportunities in the community, bring people together, showcase the value that older people bring to the community, and support young and old with planning for the future.

Finally, Lisa is organising for the first Wairarapa Community Network Hui for Kaumātua/Kuia hui March 14 to be an opportunity to report back on progress and gain information to expand the workplan for 2023.

### Community Development

#### **Pack the Bus 2022**

In December 2022 the three Wairarapa Councils, alongside Transit, Media Works, Property Brokers and Mitre 10 worked to deliver Pack the Bus 2022. Pack the Bus drives around the Wairarapa to pack a bus full of gifts and food items donated by the community to distribute to families in need during Christmas.

The bus started in the Featherston, and throughout the week visited a number of locations in Martinborough, Greytown, Carterton and Masterton.

The gifts were sorted and re-distributed to families in need by Emerge Aotearoa and social agencies involved. In total the campaign was able to help over 900 families across our region. This number increased by a third from the 600 families that received donations last year.

This would not have been possible without all the time and effort made by our valued sponsors and local businesses, such as Craggy Range, and our generous community, including our schools whānau go out of their way to support by collecting and contributing gifts year after year.



### **Heartland Services expansion into South Wairarapa**

Community Development together with Pou Māori have been engaging with Ministry of Social Development regarding Heartland Services expansion into South Wairarapa. Martinborough has been selected as a location for a new Heartlands Service.

Heartlands support communities and whānau living in rural and isolated areas to receive equitable access to government and non-government services.

Heartlands will provide support in a way that is consistent with the communities' social, economic, political, cultural and spiritual values.

Heartlands service providers will be required to recognise and provide support to the specific needs of their local communities. This will include all communities including (but not limited to) Māori, Pacifica, disability, ethnic, cultural and linguistically diverse communities and all other communities. In doing so, Heartlands will consider the unique needs of community groups, including Māori whānau and ensure the pathway to local services is clear and accessible.

The Heartlands Request for Proposal (RFP) will be released on Tuesday 24 January 2023 via the Government Electronic Tendering system (GETs).



Amanda Cuff has been working at the Council as the Community Development Coordinator for the Mayors Taskforce since the end of October. Working together with Ella Brown from the Wairarapa Whānau Trust we

have successfully placed people in roles in Retail, Farming and Traffic Management.

Exciting and Sustainable Opportunities are on the horizon in the Olive Industry following our first placement with a local business. We have also achieved a sustainable placement in the Agricultural Industry.

A challenge faced across the region is finding workers who match the roles available. We will look to work closely with the local business community to address these challenges, finding opportunities to support those industries which need workers the most.

For more information about the MTFJ network, please visit: <https://www.mtfj.co.nz/>

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## Partnerships

The Pou Māori is working towards improving and strengthening relationships with mana whenua, this requires networking and relationship building. This includes working with mana whenua to identify a clear process for communication, allowing for open and transparent communication the enables mana whenua participation.

### *Treaty Settlement*

Both the Rangitane Settlement Trust -Tū Mai Ra~ [Our Structure – tumaira.nz](https://www.tumaira.nz) and the Ngati Kahungunu ki Wairarapa Tamaki Nui-a rua Treat Trust NKKWTNaR are both recognised as consulting mana whenua entities on matters of mana whenua throughout the whole Wairarapa alongside iwi, marae and hapū.

Of recent the bills for both the Ngati Kahungunu ki Wairarapa Tamaki Nui- a- Rua Settlement and the Te Rohe o Rongokako Joint Redress ( Includes both NKKWTNaR and Rangitane ) have both recently been passed through parliament and will require our attention as matters of importance in regard to statutory obligations and as well as supporting mana whenua with partnership, participation and protection.

Most specifically for the Wairarapa Moana under the Te Rohe o Rongokako Joint Redress Act 2022, is the development and support for the Wairarapa Moana Statutory Board.

[Te Rohe o Rongokako Joint Redress Act 2022 No 76, Public Act – New Zealand Legislation](#)

### *Part 3, Section 45*

*The purpose of the Statutory Board is to act as a guardian of Wairarapa Moana and the Ruamahanga River catchment, for the benefit of present and future generations, by—*

*(a)*

*being the administering body of each Wairarapa Moana reserve—*

*(i)*

*for the purpose of the reserve's classification under the Reserves Act 1977 and in accordance with the appropriate provisions of that Act and this Act; and*

*(ii)*

*for the purpose of protecting and enhancing its cultural, spiritual, and ecological values; and*

*(b)*

*being the manager of the Wairarapa Moana marginal strips as if it were appointed under section 24H(1) of the Conservation Act 1987; and*

*(c)*

*providing leadership on the sustainable management of Wairarapa Moana and the Ruamahanga River catchment; and*

*(d)*

*promoting the restoration, protection, and enhancement of the social, economic, cultural, environmental, and spiritual health and well-being of Wairarapa Moana and the Ruamahanga River catchment to the extent that those matters relate to natural resources.*

### *Eels and Hinaki at Waihinga Centre*

In early December an eels and hinaki (net) artwork was unveiled in Martinborough's Waihinga Centre. A karakia and mihi led by local mana whenua blessed the

work by sculptor Sam Ludden and weaver Violet Edwards-Hina. It was gifted to the community by the Waihinga Charitable Trust, a (now defunct) group that fundraised for the centre's construction. The work depicts eels (a traditional food source for Māori) being released from a hinaki net. The design references the Māori Waihinga settlement near Martinborough and the need to protect our waterways.

## Strategy/Policy updates

The following governance policy instruments are currently under- going review:

- Revenue and Financing Policy (Rating Review)
- Grants Policy
- Wairarapa Local Alcohol Policy (research phase)
- Wairarapa Smoke and Vape Free Policy
- Psychoactive Substances Local Approved products Policy
- Local Easter Sunday Shop Trading Policy
- Dangerous and Insanitary Buildings Policy
- Control of Dogs Policy and Bylaw.

## Upcoming engagement and consultation

South Wairarapa District Council is preparing for engagement and consultation on the following initiatives:

- Featherston Masterplan
- Featherston Wastewater Project
- Representation Review
- Annual Plan 2023/24
- Revenue and Financing Policy (Rating Review)
- Control of Dogs Policy and Bylaw
- Local Easter Sunday Trading Bylaw.

## Significant projects

### Governance

#### Representation Review

**Summary: No change from December 2022 report** - Determines the optimal number of councillors, the way they are elected and the geographical ward boundaries.

**Next immediate milestones:** Community engagement.

PROJECT STATUS:



## Finance

### Rating Review

**Summary:** Rating review workshops continuing - timetable for project as follows

Step	Dates	
	Start	Finish
1. New Council to confirm the step one assessment	31-Oct-22	28-Nov-22
2. Model & assess the initial rates impact on the funding needs analysis (Step 1)	1-Feb-23	28-Feb-23
3. Modify and update the funding needs analysis based on the step two principles	1-Mar-23	31-Mar-23
4. Consider the use of remission and or postponement policies	1-Apr-23	30-Apr-23
5. Model and confirm the preferred rates allocation option	1-Apr-23	30-Apr-23
6. Draft Revenue & financing policy and supporting rating policies	1-Apr-23	31-May-23
7. Draft the proposal and supporting information for consultation	1-Jun-23	30-Jun-23
8. Carry out community consultation	1-Jul-23	1-Aug-23
9. Hear submissions	15-Aug-23	31-Aug-23
10. Update rates and amend policies after considering submissions	1-Sep-23	30-Sep-23
11. Adopt new policies	1-Oct-23	30-Oct-23
12. Set the rates	1-Jun-24	30-Jun-24
13. Implement new rating system	1-Jul-24	

**Next immediate milestones:** Stage 2 Workshop on modelling to held February 2.

PROJECT STATUS:



## Corporate Services

### IT architecture, disaster recovery and security

**Summary:** Historical levels of under investment in our IT systems architecture and information management, a reliance on maintaining hard copy documents and a lack of strategic long-term planning that reflects our evolving and complex technology needs; has left Council with inefficient ways of managing information and workflows, a reliance on increased exposure to cyber-attacks and a much-reduced ability to recover essential information after a crisis.

PROJECT STATUS:



**Next immediate milestones:** Work has been progressing on schedule for the upgrades to our IT architecture. This month, discussions have been held on the appropriate site for our long-term cloud and physical storage needs and disaster recovery server. We have also made more progress in transitioning away from our previous IT vendor, to allow for all IT services to be managed under a single umbrella, effectively managing our IT risk and ensuring that we maintain responsiveness to business needs as they arise. Whilst overall this work continues track, the costs associated with our disaster recovery needs including moving our software to the cloud as opposed to be loaded onto servers, means that our CAPEX hardware and software fees are lower and our OPEX fees are higher. The activities and associated spend is being tightly managed, and a mid-year review of the forecast year end overspend is being planned.

## Planning and Regulatory Services

### Combined District Plan Review

**No change as of December 2022 update**

**Summary:** The review, led through the advisory groups and WCDP Review Committee, considers the extent of change needed for chapters, alongside the national planning standards, national direction. The project extends from 2021-2023 with appeals work in 2024.

Final drafts provided to the committee include:

- Strategic Direction
- Natural Hazards
- General Rural Zone
- Future Urban Zone
- Open Spaces/Natural Open Space/Sport and Active Recreation Zones

- Notable Trees
- Historic Heritage
- Network Utilities.

Further drafts to come include:

- Tangata Whenua, Sites of Significance to Māori
- Town Centre, Mixed Use and Industrial
- Contaminated land, Transport
- Noise, Subdivision.

**Next immediate milestones:** Release of draft plan for engagement in late October. The draft plan has been sent out for informal feedback, the feedback will be considered to inform the proposed District Plan.

**PROJECT STATUS:**



### Spatial Plan and Featherston Masterplan

**No change as of December 2022 update**

**Summary:** Council approved the development of a Featherston Masterplan following adoption of the Spatial Plan in 2021. The project involves engagement, foundation discussion document, reporting a draft plan, consultation and feedback, refinement work and compilation of a final plan. The final plan will help inform the new District Plan, the Long-Term Plan and Council and central government projects.

**Next immediate milestones:** Compilation of a draft, further engagement/formal consultation, finalisation of the plan, which will also include an implementation plan.

**PROJECT STATUS:**



### Dog Pound

**No change as of December 2022 update**

**Summary:** Earthworks for access have been completed. Construction of the modular system is well advanced with delivering on-site expected in the near future. Remaining deliverables are under construction and/or awaiting delivery on site.

**Next immediate milestones:** Future opening of the dog pound.

**PROJECT STATUS:**



### *Roading Summary*

**Hinekura Road** investigation and economic and route analysis is ongoing.

**ECOREEF** – more pods are being manufactured, crews have been diverted to climatic event response.

**Cyclone Hale** – there has been extensive damage to the east coast area that will trigger an Emergency Work Funding application to Waka Kotahi.

**Bidwill Cutting / Five Rivers Hospital** footpath works have been completed.

### **Pavement Reseal**

KPI of 5% of network will not be met due to market rate increases.

### *Three Waters*

#### Featherston Wastewater Treatment Plant Consent Project

**No change as of December 2022 update**

**Summary:** Council is working with Wellington Water Limited (WWL) to seek a new consent for Featherston wastewater treatment plant. The proposed consent will incorporate upgrades to improve the performance of the plant. It will



allow time to trial and implement innovative treatment systems and supporting the transition to land-based treatment overtime. Council is working with WWL and mana whenua to refine the proposal ahead of lodging a consent application in January 2023.

**Next immediate milestones:** Environmental monitoring is being used to further inform design work, pre-application meetings continue with GWRC and their technical advisors, Assessment of Environmental Effects (AEE) report being drafted.

**PROJECT STATUS:**



*Project expenditure is tracking in line with planned spend, with earlier delays now recovered. Additional costs have been approved to undertake an odour assessment to inform the application. There remains a significant amount of work to complete to meet the deadline for consent application and the project team are focussed on producing the most appropriate and complete application incorporating feedback from stakeholders.*

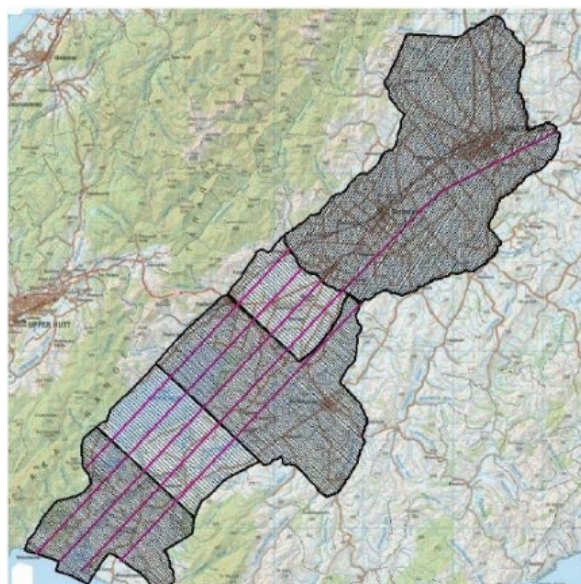
### Provincial Growth Funded SkyTEM Aerial Water Survey Project

**No change as of December 2022 update**

**Summary:** The Provincial Growth Fund invested funds to conduct the Ruamāhanga Groundwater Aerial Electromagnetic Survey to gain a clearer picture of the region's water resources. It aims to create a clearer picture of how the entire system interacts.

**Next immediate milestones:** Flying the aerial survey over summer, starting late January 2023, noting it is expected to take 6-8 weeks to fly (weather dependent). Following the aerial survey outputs (3D mapping) are expected in mid-2025.

**Proposed flight path orientations and spacings:**



**PROJECT STATUS:**



## Community Development

### Welcoming Communities Programme

**Summary:** Welcoming Communities is a new programme for SWDC, giving us an opportunity to identify and address how welcoming, inclusive and accessible our communities are for our new community members. The funding agreement with Immigration NZ was signed on 1 July 2022, however the programme officially started with the commencement of the Welcoming Communities Coordinator, Michaela Lloyd, on 17 October 2022.

Q4 of 2022 was spent:

- getting up to speed with the programme
- building relationships with council staff, our newly elected Council members, Community Boards, external stakeholders and the Welcoming Communities national network
- developing a draft project plan

**Next immediate milestones:** Q1 of 2023 represents the start of the "stock-take" phase where we will seek input and feedback from a range of internal and external sources to assess how welcoming, inclusive and accessible our communities are. To achieve this several back-end processes are required, such as

creating: a webpage on the SWDC website, a newcomer survey, an email list for interested parties and a socializing pamphlet and posters. As 2023 progresses a core working group/ advisory group will be established to create the Welcoming Plan.

#### PROJECT STATUS:



## **Partnerships and Operations (Amenities) Updates**

### **Tauherenikau Bridge**

In late December, the Greytown Trails Trust advised the stiffening work on the Tauherenikau walk/cycle bridge has been completed. The bridge, and off-road access trails to either side, are now fully ready for use. There will be an official opening of the bridge held in 2023.

The Five Towns Trail Tauherenikau Link (Featherston to Greytown) is not yet officially open. The Five Towns Trail team are working on governance, website and maps before the full 11 km trail itself will be opened in due course. In the meantime, carparks are available to access the bridge (not suitable for large/long vehicles motorhomes etc) at both ends of Underhill Road, or by utilising public roads, you are able to cycle/walk between Featherston & Greytown. Public have been advised to be aware of safety if choosing to utilise these roads – standard road rules apply.

### **Greytown Wheels Park**

Tenders for the Greytown Wheels Park were received and evaluated by a panel of three Council officers and an external person who has been involved with this project. The tender evaluation was guided by MBIE documents and templates and consistent with the SWDC Procurement Policy. The outcome of the tender evaluation has resulted in a joint tender being selected as the preferred provider (company name's withheld while awaiting Council approval).

The size of the contract to be awarded is \$1,000,000 and requires approval from Council to enter a contract as it is outside of the Chief Executive's delegation. A paper will be presented to Council at the February meeting.

## **Financial update**

Anticipated total revenue 2022/23 (all income streams)	<b>\$30.0m</b>
Revenue year to date as at end of Dec 2022 (all income streams)	<b>\$16.3m</b>
Anticipated total operating expenditure 2022/23	<b>\$27.0m</b>
Operational spend year to date as at end of Dec 2022	<b>\$15.6m</b>
Anticipated total capital expenditure 2022/23	<b>\$15.8m</b>
Capital spend year to date as at end of Dec 2022	<b>\$3.9m</b>

*\*Note: These figures are subject to change. Final financial*

## **People and Capability**

Council continues to have a low attrition rate when compared to like sized organisation across the sector. Since the last report, we have had one employee leave our employ. We have three vacancies currently all of which are in professions that are notoriously difficult to recruit into. Whilst the media reports on salary expectations slowing and vacancies lowering, we are not experiencing this while hiring new talent.

Managers are undertaking their mid-year performance reviews with staff, which are expected to be completed soon. There are a few areas for concern across the business where historical under or reprioritised resourcing has led to the risk of staff feeling under appreciated. In areas such as our Bylaws and Animal Control team, which is operational 24

hours a day/7 day a week, the two Officers have higher than ideal levels of accrued annual leave, which poses a risk to Council both from a wellbeing perspective and financially.

A new Te Tiriti o Waitangi/Treat of Waitangi training programme is being launched in March and April for all staff to attend. The programme is mandatory for all staff and split into 5 cohorts, as the organisational seeks to lift its responsiveness to the needs of Māori in our communities.

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## Crisis and Emergency Management

Our Business Continuity and Crisis Management Plans are now active. Both documents were designed to be iterative, and as such will be refined as we learn from responding to any crisis that we experience and help manage in our communities across the District.

Recently the Crisis Management Plan was utilised when responding to Ex Cyclone Hale that affected many of our rural communities, but most significantly in Tora. The coordination of the effort saw regular and effective communication with residents, and a fantastic operational response from our Roving team.

Workshops have been arranged with Community boards to explore the subject of community resilience in our three main towns. This will be alongside an emergency management health check exercise, where Council Officers will work with the Boards and relevant groups in the community to explore resourcing needs so, we are well equipped in times of a crisis or a declared emergency.

In addition, a combined workshop will be held with the Climate Change and Risk and Assurance Committees on the subject of 'Emergency & Crisis Mitigation and Response'. The purpose of this workshop will be to table the various risks, whether they be as a result of natural hazards or other civil emergencies and discuss the role of those in governance in preparing and responding to those risks.

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### WHAKAPĀ MAI CONTACT US

#### Address:

19 Kitchener Street, Martinborough 5711  
PO Box 6, Martinborough 5741  
New Zealand

**Telephone:** 06 306 9611

**Email:** [enquiries@swdc.govt.nz](mailto:enquiries@swdc.govt.nz)

**Media enquiries:** [media@swdc.govt.nz](mailto:media@swdc.govt.nz)

Our customer service is available to help with any enquiry.

**Open:** 9:00am – 4:00pm Monday to Friday

### SERVICE REQUESTS AND FEEDBACK

Our [Get It Sorted](#) online form can be used to report issues to Council.

Urgent matters should be phoned straight away to Council on (06) 306 9611.

Council's [compliments and complaint policy](#) is located on our website – feedback is welcome and can be provided using the online [form](#).



## **Council Action Items**

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### **1. Purpose**

To present the Council with updates on actions and resolutions.

### **2. Executive Summary**

Action items from recent meetings are presented to Council for information. The Chair may ask the Chief Executive for comment and all members may ask the Chief Executive for clarification and information through the Chair.

If the action has been completed between meetings it will be shown as 'actioned' for one meeting and then will remain in a master register but no longer reported on. Procedural resolutions are not reported on.

### **3. Appendices**

Appendix 1 – Action Items to 8 February 2023

Contact Officer: Amy Andersen, Committee Advisor  
Reviewed By: Harry Wilson, Chief Executive Office

## **Appendix 1 – Action Items to 8 February 2023**

Number	Raised Date	Responsible Manager	Action or Task details	Open	Notes
739	10-Feb-21	R O'Leary	<p>COUNCIL RESOLVED (DC2021/07):</p> <ol style="list-style-type: none"> <li>1. To receive the Recommendations from Planning and Regulatory Committee Report. (Moved Cr Fox/Seconded Cr Hay) Carried</li> <li>2. To endorse the methodology used to establish the value of a 7000m2 section of legal, unformed road reserve (part of Hickson Street) contained within the property at 185 Boundary Road, Featherston.</li> <li>3. To agree to sell and transfer that section of road to the owner of 185 Boundary Road, Featherston for the price of \$53,550 and all other costs relating to the stopping of the road, sale, and transfer to be met by the purchaser.</li> <li>4. To stop that section of road in accordance with Section 342 and Schedule 10 of the Local Government Act 1974. (Moved Cr West/Seconded Cr Vickery) Carried</li> </ol>	Open	<p>31/3/21: Council decision presented to owner for consideration.  12/11/21: Officers to check in with owners on their intention.  29/03/2022: Still progressing in terms of payment considerations by purchaser.  06/04/22: Officers to make contact with owners.  11/05/22: Officers awaiting response from the owners. Email sent 05/05/22.  20/06/22: No new updates.  30/06/22: Officer update at DC meeting - contact made with resident via letters, meetings, emails. Members requested further contact giving a timeframe for response and the proposal of a payment plan.  8/07/22: Further payment request has been sent to owner seeking payment for the subject portion of land; legal advice is being requested should there be no response from the owner.  10/08/22: Noted the owner has been given timeframe to respond to communication from Council; report on progress to Council expected at next meeting in September.  08/09/22: Conveyancing agreement for sale and purchase, currently occurring between lawyers for applicant and Council involved. Road stopping aspect will occur after signing of agreement. Brandon Property Lawyers confirmed Council cannot enforce any arrangement to pay for the stopped road unless a written agreement has been entered into by both parties.  7/12/22: No new updates  31/01/23: No new updates</p>
420	15-Sep-21	S Corbett	<p>Provide reporting on roading asset management planning, particularly around heavy vehicle use (e.g. logging trucks) on smaller rural roads; info is to be directed into ratings review.</p>	Open	<p>28/03/22: Need to revisit and request clarification on what is required and why this information is being sought to produce the information required.  11/05/22: Officers request clarification on what is required and why this information is being sought to produce the information required. Council requested to provide more specifics.</p>

Number	Raised Date	Responsible Manager	Action or Task details	Open	Notes
					<p>18/05/22: Members clarified required info at meeting re: forestry, logging trucks and impacts on rural roads, e.g. safety, future costs. GWRC to give more info, David Boone has been contacted. NZTA may also provide further info on road safety.</p> <p>20/06/22: No new updates.</p> <p>01/08/22: No new updates.</p> <p>13/09/22: No new updates. Clarification on whether this item can be closed has been requested.</p> <p>7/12/22: No new updates.</p> <p>14/12/22: H Wilson/K Ashforth provided verbal update on rating review, work is underway on this will be combined with work on the next LTP.</p>
534	10-Nov-21	R O'Leary	Distribute information on infill design guides with a view to a future decision report being presented to Council.	Open	<p>29/03/22 - Design guides are to be considered within the Wairarapa Combined District Plan (WCDP) review - there will be a further update as the WCDP progresses.</p> <p>11/05/22: No new updates.</p> <p>20/06/22: No new updates.</p> <p>13/09/22: No new updates.</p> <p>21/09/22: Council Officers to investigate further with Boffa Miskell and provide information to new Council.</p> <p>31/01/23: No new updates.</p>
552	17-Nov-21	H Wilson	Consider the budgetary impact of removing Featherston wastewater and water races away from Wellington Water as the provider	Open	<p>14/02/2022 - S Corbett continuing to work with WWL to fully understand the impact</p> <p>28/03/2022 - Still open and actively being progressed.</p> <p>18/05/22 - Report back to council shortly. Workshop coming up for this.</p> <p>20/06/22 - Workshop completed in June 22.</p> <p>30/06/22: Further work on budgets with WWL required prior to next council meeting.</p> <p>13/07/22: Reported to Assets and Services.</p>

Number	Raised Date	Responsible Manager	Action or Task details	Open	Notes
					25/07/22: Featherston WWTP re-consenting project has been agreed to stay with WWL. Further work needed to resolve the location of water races management. 21/09/22: Action to remain open. Workshops for MSC to be held next week. 31/01/23: No new updates
559	3-Nov-21	R O'Leary	PLANNING AND REGULATORY RESOLVED (P&R2021/21): 1.To receive the South Wairarapa District Dog Pound Report. (Moved Mayor Beijen/Seconded Cr West) Carried 2.To recommend that officers progress the dog pound through procurement as long as a suitable South Wairarapa location can be sourced and the costs do not exceed the budget allocated. (Moved Mayor Beijen/Seconded Cr West) Carried Cr Plimmer voted against	Open	6/12/21: Reviewing possible land options for the establishment of the pound. 1/6/22: Land investigation completed; procurement currently in progress. 11/08/22: Funding approved through Council. Build in progress. 11/01/22: Action reassigned to Council action items following implementation of new committee structure.
137	6-Apr-22	S Corbett	Schedule workshop to discuss the future of housing for pensioners.	Open	11/05/22: To be further discussed with Mayor Beijen re: expectations/attendees. 20/06/22: No new updates. 09/09/22: Meeting scheduled with Council Officers week of 12/09/22. 21/09/22: Meeting with officers held, next steps TBC.
227	18-May-22	TBC	Greytown Community Board to provide an update on the relocation of the information centre to Cobblestones.	Open	20/06/22: No new updates. 30/06/22: Action updated. Noted, deciding bodies need to confirm the location change before an update can be provided by GCB. 13/09/22: No new updates. 23/09/22: Awaiting further information on this matter, as the Cobblestones' board must communicate their decision to the Greytown Community Board. Council officers to discuss further with Cobblestones to ascertain progress.

Number	Raised Date	Responsible Manager	Action or Task details	Open	Notes
259	18-May-22	A Bradley	COUNCIL RESOLVED (DC2022/39) to: 1.Receive the Partnership Funding Request 2021-2022 Report. (Moved Cr Hay/Seconded Cr Colenso) Carried 2. Defer making a decision on partnership funding with Greytown Sport and Leisure until further information is received. (Moved Cr Olds/Seconded Cr Hays) Carried	Open	20/06/22: Greytown Sport and Leisure notified of decision and advised of suggested next steps. 13/09/22: No new updates. Noted there were no requests received for the latest round of grant funding. Request to close action. 29/11/22: In progress - GSL are working with Council Officers as their funding situation isn't guaranteed long term and they are currently exploring at options. Paper to Council expected February 2022.
409	10-Aug-22	A Bradley	Destination Wairarapa to provide more detailed data on tourism expenditure in next quarterly financial report.	Open	13/09/22: No new updates. 7/12/22: No new updates.
488	21-Sep-22	S Corbett	Provide overview of work completed / work in progress to increase road safety on rural roads throughout South Wairarapa in 2022/23.	Open	7/12/22 – See CEO report for roading summary.
587	14-Dec-22	S Corbett	Members requested that updates relating to Warren Woodgyer's presentation on operational matters be followed up through relevant updates to the Infrastructure Committee	Open	14/12/22: Information provided to S Corbett for ICS committee reporting.

## Report from the Mayor

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### 1. Purpose

To update Council on activities and issues which have arisen since my last report to Council.

### 2. Recommendations

The Mayor recommends that the *Council*:

1. Approve the following appointments:
  - a. Mayor Connelly to the Lower Ruamāhanga Valley Flood Management Advisory Committee.
  - b. Deputy Mayor Melissa Sadler-Futter to the Featherston Community Board.
  - c. The Mayor to the Wairarapa Safer Community Trust.
2. Agree that any report which includes financial considerations for expenditure from any committee, must have the signed comments from the Chief Financial Officer.

### 3. Appointments

#### 3.1 Lower Ruamāhanga River Floodplain Management Advisory Committee

The Lower Ruamāhanga River Floodplain Management Advisory Committee of the Wairarapa Committee (refer to Appendix 1 for Terms of Reference). It is comprised of the Greater Wellington Regional Council Councillor for the Wairarapa constituency and the Chair of the Environment Committee, one elected member nominated by South Wairarapa District Council, one member nominated by Kahungunu ki Wairarapa, one member nominated by Rangitāne ō Wairarapa, and eight members nominated by the existing scheme committees, whom are all appointed by Council.

The Advisory Committee provide oversight of the development, implementation and review of the Lower Wairarapa Valley Development Scheme and Floodplain Management Plans for the Lower Ruamāhanga Valley floodplains.

#### 3.2 Featherston Community Board

Councillor Colin Olds stepped down from his membership on the Featherston Community Board as of 18 January 2023. I thank Councillor Olds for his many years of service and valuable contributions to the Featherston Community Board.



Deputy Mayor Melissa Sadler-Futter has agreed to the proposed appointment to the Featherston Community Board.

### **3.3 Wairarapa Safer Community Trust (WSCT)**

Wairarapa Safer Community Trust is a non-profit organisation which was historically Southern Wairarapa Safer Community Council. They are a team of people that have been working in the Wairarapa community for over 17 years, with commitment and passion for those who seek our assistance, working with young people / rangatahi, families / whanau; they offer Budgeting and Parent Education & Support, as well as agency for Wairarapa Foodbanks and access to Emergency Foodbank. I propose to be appointed to the Wairarapa Safer Community Trust.

## **4. Reports to Council**

For assurance that reports which include financial considerations have been reviewed accordingly, it is proposed that a section with signed comments from the General Manager Finance is included in all decision reports to committees and Council. This is to ensure that General Manager Finance has oversight of any significant requests or changes to budgets, for example.

Prepared By: The Mayor, Martin Connelly

## **Appointment Report**

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<b>Member Name</b>	Councillor Plimmer
<b>Appointment</b>	Wairarapa Road Safety Council (WRSC)
<b>Meeting Date</b>	8 December 2022
<b>Appendices</b>	<ol style="list-style-type: none"> <li>1. WRSC Road Safety Manager's Report</li> <li>2. WRSC Projects Coordinator Report</li> </ol>

# **Appendix 1 - Wairarapa Road Safety Council, Road Safety Manager's Report**



## **Road Safety Managers Report**

**Meeting held 1pm on 8<sup>th</sup> December 2022**

**REAP House Masterton**

Welcome board members to the last WRSC meeting for 2022.

Another challenging year for us & road safety partners due to the 'COVID tail', extreme weather events, staff changes in govt. agencies, & student absences in our colleges.

Currently there are 'loud' conversations around Waka Kotahi speed reduction plans, the state of the roads, local body Councils speed reviews & plans, the lack of delivery of Road 2 Zero targets, & road deaths in 2022

### **TOTAL ROAD DEATHS WAIRARAPA 2000-2022(November)**

( Years are not recorded if there were nil fatal crashes)

Year	Carterton	Masterton	South Wairarapa	Total
2000	3	1	3	7
2001	1	2	3	6
2002	3		2	5
2003	2	5	4	11
2004	1	4		5
2005	2			2
2006	1	3	2	6
2007	2	2	3	7
2008		1	2	3
2009	1	2	3	6
2011		3	1	4
2013	3	4	2	9
2014		1	2	3
2015	1	1		2
2016		5	3	8
2017	1	2	2	5
2018	1	4	1	6
2019	1	2	1	4
2020	3	1		4
2021			1	1
2022		2	1	3

Locally, 3 road deaths have been recorded till 17 November 2022.

(5 year trends for small datasets are better analysed as opposed to year on year data, to see if there is a downwards trend. This appears to be the case apart from years 2008-2012).

Nationally we are on track to having the highest road toll in more than 10 years ( around 370?) which is very sobering considering we are wanting to reduce DSIs by 40% by 2030. ( 2022 road deaths till December are listed on the next page). The vast majority of these fatalities occurred in 100km/h zones.

No surprises that impaired driving, speed, distraction, nil seatbelts worn are all involved in these preventable deaths.

## NZ Road Deaths as at 30 November 2022:

Crash month	2018	2019	2020	2021	2022
January	36	32	21	18	29
February	28	26	32	28	25
March	39	33	31	34	32
April	26	45	9	25	38
May	31	29	23	31	27
June	37	27	29	37	32
July	22	14	32	16	25
August	32	23	23	20	27
September	27	24	28	29	36
October	28	19	32	29	34
November	38	36	29	21	37
Total	344	308	289	288	342

Age group	2018	2019	2020	2021	2022
0 - 14	15	22	9	13	9
15 - 19	35	15	22	26	28
20 - 24	50	33	34	31	42
25 - 39	71	63	69	79	86
40 - 59	79	98	79	74	82
Over 60	94	77	76	65	94
	0	0	0	0	1
Total	344	308	289	288	342

Role	2018	2019	2020	2021	2022
Pedestrian	39	27	29	22	37
Cyclist	6	13	11	7	18
Motorcyclist	40	45	48	41	45
Motorcycle pillion	3	2	1	1	0
Driver	175	154	143	149	185
Passenger	81	67	57	68	57
Total	344	308	289	288	342

### **Communities at Risk Register 2022:**

The annual register from Waka Kotahi helps local body communities identify road users that are over represented in terms of road safety risk, and where road safety focus should be applied.

The latest register can be found at;

<https://www.nzta.govt.nz/assets/resources/communities-at-risk-register/docs/communities-at-risk-register-2022.pdf>

Activities that should still of concern ( to all road safety partners) are:

- Speed too fast for conditions-**MDC**
- Rural road loss of control & head on crashes-**MDC**
- No seatbelts worn-**MDC**
- Rural intersections-**CDC**
- M/cycle involved-**MDC & SWDC**

### **Safe speeds:**

#### **Why is tackling unsafe speeds so important & why do we support this?**

In the 2020/21 financial year, 58 percent (1488) of all DSIs (208 deaths and 1364 serious injuries) occurred on roads where the speed limit is higher than the maximum safe and appropriate speed for the road represented. DSIs in 2020/21 totalled 2728. In 2020 there were 622 DSIs (113 deaths and 509 serious injuries) from crashes where driving too fast for the conditions was a contributing factor. In the same year, driving too fast for the conditions was a contributing factor to 32 percent of fatal crashes.

There is strong evidence that a decrease in the mean travel speed on a road is associated with a decrease in the number of crashes, as well as their severity. At lower speeds, vehicles have shorter braking distances and people have more time to react and take action to avoid a crash. When crashes do occur, lower travel speeds mean the crash impact energy is lower, reducing the severity. Tackling unsafe speeds has been a dominant focus in other jurisdictions that have made significant and sustained road safety gains. For example, the number of traffic deaths per 100,000 inhabitants in Sweden has fallen by 68% between 2000 and 2019.<sup>3</sup>

### **State Highway speed reviews:**

New speed reductions on S.H.2 will likely be in force before the end of the first quarter in 2023 after a long consultation period & a law change to enact the new speed changes.

The final document outlining the signed off speed reductions will be released shortly, but the following link to Waka Kotahi's proposed plan clearly shows what is likely to be the final speed management plans.

[www.nzta.govt.nz/projects/sh2-wairarapa-highway-improvements/speed-review](http://www.nzta.govt.nz/projects/sh2-wairarapa-highway-improvements/speed-review)

There is now also a public consultation document out for the Featherston to Ngauranga speed review. It also captures the proposed speed review north of Masterton to Paierau Rd, the Remutaka Hill Rd, & around schools on SH2 & SH53 Wairarapa.

The following link takes you to that document & how to make submissions.

<https://www.nzta.govt.nz/assets/Safety/docs/interim-state-highway-speed-management-plan/draft-ismmp.pdf>

### **Wairarapa Councils local road speed reviews:**

MDC will have their draft speed review ready for consultation by March 2023.

The combined CDC/SWDC speed review team are well underway & will have their draft consultation review perhaps by the end of the year.

### **Speeds around schools-why lower them?**

The following table shows a problem in terms of DSIs ( deaths & serious injuries), highlighting that there have still been an average of 136 crashes a year over the last decade involving school-aged children outside schools, where a child has been injured or killed.

However there are also other considerations. Less than 1/3 of children walk or cycle to school compared to around 54% back in the 1990's. We know that physical activity is essential for kids health, attention & engagement in class.

We know parents feel it is unsafe currently to let their kids walk/cycle to school, which translates into congestion around schools ( potentially a safety issue) & increased carbon emissions.

Having safe speeds around schools could support a transport mode shift which is good for our environment, increased health, school attendance & learning outcomes.

### ***Below data from M.O.T. Tackling unsafe speeds report***

**Table 2: Number of crashes within 250m of a school involving school-aged children**

Year	Crashes* within 250 m of a school involving school-aged children (5-17 years) where a child was injured or killed		
	Fatal crashes	Serious injury crashes	Minor injury crashes
2008	1	28	146
2009	0	29	152
2010	0	14	169
2011	1	17	144
2012	1	21	132
2013	2	21	98
2014	0	17	101
2015	0	21	108
2016	1	29	104
2017	1	22	125
2018	1	25	111
2019	0	24	143
2020	0	12	123
2021**	2	17	102

\* Limited to crashes occurring between 6:30-9am and 2-4:30pm on weekdays (excludes January due to school holidays).

\*\* Data extracted from CAS database on 09/12/2021.

Waka Kotahi plans to have all Aotearoa schools/kura ( 2,500) under permanent or variable reduced speed zones by the end of 2027, however want to have between 80-120 schools under the new speed regime by mid 2024.



Proposed reduced speeds for schools on Wairarapa S.H.2 & SH53 are as follows:

State highway	School	Existing speed limit (km/h)	Proposed new speed limit (km/h) *variable
2	St Patrick's School (Masterton)	50	50/30*
2	Hadlow Preparatory School	50	50/30*
2/53	Featherston School	50	50/30*
59	Pukerua Bay School	50	50/30*

Wairarapa school speed zones on our local roads will be part of public consultation once the plans are finalised and publicly available.

**Mstn-Carterton safety improvements update:** Following link is for the latest November update from Waka Kotahi:  
<https://nzta-sh2mastertontofeatherston.cmail19.com/t/ViewEmail/t/E4A983189F52C9D22540EF23F30FEDED/4C8981012FDD9562148F9D201EEB5695?alternativeLink=False>

The journey between Masterton & Carterton is tiresome for those that travel the stretch of SH2 several times a day, however crashes have dried up virtually ( apart from a minor nose to tail recently), due to the reduced speed zones.

Unfortunately it will be some time before the infrastructure improvements are completed. The good news is that lengthy settled weather should be imminently upon us.

We continue to pass on speed concerns to our local road Policing officers who follow up on these concerns.

Our speed trailer is up & running & to be deployed around schools from Term 1 2023.

#### **Fatigue/Distracted:**

We continue to promote strategies/tips/legal consequences, around the dangers of distraction & fatigue. This is crucial moving into the summer holiday period, where people drive distances in hot summer conditions & peak traffic flows.

I have prerecorded radio interviews around holiday/summer driving, which places emphasis on planning your journey times, building in refreshment stops, sharing the driving, getting

ample sleep, quiet in-car conditions which do not distract the driver, & of course putting cellphones away, or using a 'do not disturb' app on phones when driving.

These messages will be part of our next billboard rotation on local roads, and a full page advertorial in local papers will be inserted prior to Xmas/New Year holidays.

We intend to conduct our annual illegal cellphone use survey on 6<sup>th</sup> December & report back with results.

#### **Restraints:**

Seatbelt non-compliance unbelievably is still issue in crashes across the motu, with around 1/3 of fatal & serious injuries resulting from unrestrained occupants.

A high percentage of impaired drivers who crash are unrestrained as well.

I look forward to increased penalties ( & demerit points) for non compliant vehicle occupants following on from the fines/demerits review.

We hope to conduct our annual front seat occupant seatbelt compliance survey across our 5 x townships on 6<sup>th</sup> December & report back with results.

We continue to promote seatbelt wearing as life saving, and the quickest & easiest thing to do, to stop a fatality or serious injury in case of a crash no matter who is at fault.

Our tagline has always been....*'belt up....everybody.....every trip.....every time!*

Our restraint clinics are still very popular, and Hollys' child restraint expertise is in high demand. She will report back around these & the restraint 'amnesty'.

Holly & I ran our annual child restraint drive through event on Sat 26<sup>th</sup> November at The Warehouse. Holly will report back at the meeting.

Restraints will be part of the next billboard rotation on our local roads.

#### **Young Drivers/Driver licensing:**

CDMP: A total of 267 students/clients have passed their restricted licences since programme started & 52 restricted passes & full licence passes in 2022. We feel these results are exceptional, especially given COVID effects on the programme & high rates of non-attendance.

We secured our funding via Waka Kotahi & our 3 x Councils for 2022/23 which enabled us to buy a 5<sup>th</sup> programme car which has now been signwritten & the auxiliary brake fitted.

This will be assigned to Chanel College who will manage their own bookings alleviating booking pressures through REAP.

Our CDMP management team met with the Wairarapa College Principal late November to discuss how we can 'ramp up the programme at WaiColl to get more students involved as we have mentor capacity. There will be a new careers teacher in 2023 & we will work closely with this person to hopefully increase outcomes.

We are hosting our last CDMP luncheon on 9<sup>th</sup> December to celebrate the committed work from our incredible community volunteers.

I have a further 3 x mentors to train up in late January & assign to our colleges.

I was involved in a hui arranged by the Wairarapa Economic Development Strategy EA-Natasha Kyd & Hanga-Aro-Rau ( the NZ Workplace Development Council), brainstorming how we can support local business(es) in regard to driver licensing, particularly heavy vehicles.

The heavy transport industry is facing a huge shortage of trained drivers which affects supply chains, which affect us all.

One of the issues is a lack of a local experienced training provider in the heavy transport space, and the capacity of local business(es) to take on 'newbies' & assign mentors etc

I was also involved in a local Rangitahi/Youth Focus group zoom hui, looking at the met/unmet health & wellbeing needs of Wairarapa youth & views of entities delivering opportunities to them such as our CDMP.

I 'zoomed' with 'Red Cross pathways to settlement management' & the Manager of 'Changemakers Resettlement Forum' around sourcing funding to employ a permanent community support person working with our Indian refugees in Masterton, to teach them safe driving skills & attain driver licences. This is one of the biggest barriers for assimilation into our community.

Our current mentors are all assigned to our colleges & cannot take on this new cohort. My role was to explain the programme & offer our services from the CDMP.

Holly was involved in presenting brilliant road safety sessions to year 8 students in late November, at Kuranui College promoting 'drive', making safe choices whether as a driver or passenger, SADD, safe driving tips/advice, basic car maintenance & the CDMP in Kuranui. These sessions are age appropriate for kids about to enter colleges where they start to explore their driving journey & making safe choices around getting into cars with their peers.

#### RYDA:

Planning has been well underway for RYDA at the Solway showgrounds over the week March 6 – 10.

All colleges will be involved & Wairarapa College will attend after a 'hiatus' for the last 3 years.

This is our flagship young driver annual event & we are looking forward to arm all Year 12 Wairarapa students with the tools to make the safe decisions on our roads, to look after themselves & their friends.

Board members are welcome to attend the day/part day/a couple of hours...just let us know for H&S & catering please.

We are trying to lock in facilitators prior to the end of the year. Police will inform me of their assigned officer.

#### **Impaired Driving:**

In collaboration with Care NZ, we ran a recidivist drink/drive workshop for probation referral clients at REAP in November, with 14 participants.

The '4 Carmen' video & resources we supply are very impactful & one of the most significant 'takeaways' for the group according to their feedback.

We would like to see more workshops during the year but Care NZ capacity is a consideration.

I am in ongoing discussions with Sgt Roger Newton around bringing this workshop to local Marae.

We look forward to more Police alcohol checkpoints across Wairarapa over the summer holidays as this is a focus for Police as reported in the media.

Our print/radio/social media messaging over the festive season includes making alternative plans to get home safely when celebrating, not driving the 'next morning' if you haven't had at least 12 hours since the last drink & are also fatigued from little sleep. Messaging also includes caution with driving on prescription medications which can cause drowsiness.

#### **Older Drivers:**

Our planned staying safe workshops for the older driver was cancelled in November due to lack of registrations.

I have supplied Age Concern with Waka Kotahi booklets for their clients around safe driving, renewing their licences, road rules etc, so hopefully these are being made available at Age Concern coffee mornings & events.

I have offered my services to deliver 'mini' 'Carfit' sessions to clients at coffee mornings as well.

I delivered a stock of senior driver pamphlets to Citizens Advice Bureau after requests from their clients.

#### **Motorcycle Safety:**

Our m/cycle safety spring campaign has netted very positive results with 23 locals completing 'ride forever' courses as at this meeting date. ( Initiative runs till end of Feb 2023).

Many more courses have been set aside in Wairarapa through to end of February.

We have drawn three very happy winners of \$250 prize vouchers so far as part of this initiative. These people signed up and completed 'ride forever' courses in Wairarapa.

One of the retailers, 'Evolved Performance' has taken the campaign to another level as they organise regular rides from their clients/friends already. They have teamed up with 'Roadsafe', a Wellington m/c safety training provider who come over & meet riders at Evolved Performance to start the day course.

Many of our tote bags with rider accessories have been snapped up as riders take up the 'free' m/c safety checks part of the campaign.

M/cycle DSIs are still proportionately high in MDC & SWDC areas which is the reason for our focus/spend for this road user group.

**Safer Vehicles:**

In December Waka Kotahi will update vehicle safety ratings on their 'rightcar' website. Extra crash avoidance features will be published too, making the website an even better source to find the safest, cleanest, most efficient vehicle you can afford.

For the first time you'll also be able to see what key crash avoidance features are in used imported vehicles in New Zealand. Previously crash avoidance features information was only available for New Zealand-new vehicles.

Remember, with all the star ratings published on Rightcar (safety, air pollution, carbon emission and fuel economy) - the more stars the better. With safety ratings for example, you are more than twice as likely to survive a crash in a 5-star vehicle than you are in a 1-star vehicle. Go to [www.rightcar.govt.nz](http://www.rightcar.govt.nz) & find out how your car rates.

**Community issues/engagement:**

As always, there are plenty of issues/concerns raised via online enquiries, phone calls or emails.

Some I can discuss & provide information & others I refer to road safety partners.

There are some concerns around Carterton District roads & intersections ( which rank highly in the Communities at Risk register as earlier mentioned

Some concerns involve speeders using Hughes Line as a 'rat run' because of the SH2 roadworks, & some involve certain intersections.

I involved CDC & regional road Policing in these conversations. Police will begin to actively monitor Hughes Line & CDC roading team have arranged for rumble strips here also.

An intersection of concern was East Taratahi RD/Hughes Line, where there was a near miss reported which could have been potentially fatal, with a vehicle failing to stop at the stop at high speed sign on Hughes Line, narrowly missing a car on East Taratahi Rd. A local online chat group describes a number of near misses as well.

I requested better road markings on approach & consideration given to a solar powered flashing light used by local bodies in Canterbury rural roads, to alert drivers there is an upcoming intersection where they are required to stop.



These were trialled by Waka Kotahi till 2017 after which an evaluation should have been completed. It has not. Selwyn District Council tell me they continue to use them.

I have forwarded this to CDC roading Manager for his views.

I assisted Whareama school in November with a rural bus stop survey as MOE are to audit the school, as they receive DC ( direct funding) from MOE as they run their own services.

I approached SWDC roading & requested more 'share the road' type signage along Underhill Rd after receiving complaints from F/Ston cyclists around speeding cars kicking up gravel/dust as they passed cyclists too close as well.

We continue to be involved in Community Network regular meetings as well as Walking/Cycling forums.

We are to meet with the new ( temporary till Feb)) Wairarapa area prevention Manager in late December to discuss areas of concern on our local roads.

Brad Allen has already instilled daily deployment meetings & we will regularly provide him with any road safety thoughts/locations/new & emerging trends etc, to assist Police in their patrols.

**Rail Safety:**

We are part of the newly formed Wellington Rail Safety Working Group & also met with the project managers of the Wairarapa rail safety upgrades initiative looking at upgrading level crossings.

A couple of signalled intentions is looking at closing the level crossing to vehicular traffic at Judds Rd. This will be contentious & will be up for public consultation after final plans are released.

We will report back in due course.

**Health & Safety:**

Nil issues arising.

## **Appendix 2 - Wairarapa Road Safety Council, Road Safety Project Coordinator's Report**



### STP Update

- Pedal Ready small number of bookings Term 4, two schools booked. Most have pushed out to Term 1 2023.
- Kiwirail - working with Kiwirail on school communications especially around those that are located near the rail corridor.
- Moving On at Kuranui College - ran 3 x 1 hour workshops with a total of 60 year 8 students looking at automotive options for school subjects and future careers. Taught how to check your car, run some SADD activities and utilised the Drive Resources. it was a really engaging day and have been asked to facilitate again in 2023.



- Road Patrol Pool Party - 270 students, 30 adults all took part in our annual event. Huge thanks to our partners for supporting. MDC Mayor Gary Caffell attended, FENZ ran the bbq (until the call out). Our usual sponsors all jumped on board to support once again. A really great day for all involved. In the 9 years we have been running these pool parties, we have engaged with over 2,500 students!



- Scooters - Julie Orr from Police is still taking training this term. Just waiting on numbers.
- Featherston BIS skills track opening 19th September. Was a great (early) event. Working with the school on signage. They have received funding from bike on Charitable Trust for bi-lingual signage.





- Bikes in School National Network - Brooke Hopkinson. Assisting in research project. She is gathering information from regions with a growing number of bikes in schools facilities that have opened up. Now that it is gaining popularity, the focus is being brought back to maintenance.
- Planning is underway for the 2023 School Bike Safety & Maintenance Day. Invitations to go out end of this year inviting student leaders and teachers from schools with cycling infrastructure to be part of what is hoped to be an annual day much like the road patrol pool party but based around training and networking across the schools to help build their leadership skills, maintenance abilities and work with Rob our cycling instructor to build a maintenance programme with each school for the year. The goal is to keep what is happening at schools going, looking after their gear, in-school focus on maintenance (not just prompts from us) and with a bonus of funding for each school from Bike in Charitable trust, each school can hold a community bike fix up day to encourage conversations on cycling, family cycling and possible whanau and work-based skill sessions being booked - and more work for our instructors. Also looking at funding to come from Greater Wellington Regional Council and any short fall to hopefully be gained from Te Manawa Funding (through Nuku Ora).
- Mailchimp Term 4 was sent in September was sent out to schools end of Term 3 and 2023 Programme Newsletter is in the design process to roll out prior to end of the school year.
- ECE - Carterton Kindy Helmets workshop. Spent an hour working with pre-schoolers on safe helmet wearing. The centre is looking at working with me to create an ECE resource to be shared around safe cycling and scooting for little kids and possibly a "licence system" that means you can only ride if you are wearing a helmet. Will be great to work together and share across our ECE network.
- Movin' March School Registrations as at 30/11/2022 for the 2023 campaign are at 13 which is an increase of 3 schools compared to last year.



### **SADD Update**

- FENZ Visit - Our October meeting was held at the Masterton Fire Station where 20 students attended a workshop. This went through identifying good driving behaviours, tools to overcome peer pressure and looking at what the main causes of crashes are. It was fun and interactive with lot's of student input. A Big thank you to Paul Carline from FENZ we are very lucky to have you supporting Kaitiaki o Ara in Wellington and Wairarapa on our journey to preventing loss on

our roads.



- SAFER September - Jeremy Leveridge from Makoura College coordinated a month long campaign in the Wairarapa MidWeek sharing road safety articles written by our SADD members. Schools all ran activities over the month. Students handed out resources to senior students they had previously packed in August (650 young driver packs). Students also had two radio ads and interviews that ran over the month.
- Summer Campaign - Keep summer great - Look out for your mates! Students are designing videos and posts to go on facebook over the summer period.



- SADD National Stakeholders Report to Board. Head office take notice of the work being done in Wairarapa especially around where students are working with local agencies in collaboration. A small report was presented to the board along with 2 reports from our 2 national leaders.
- End of year function and awards - Held at Masterton bowling alley. Another great year with 80% of schools having secured leaders for 2023.



**Promotional Website & Social Media Capabilities:**

- Rail safety Week - tik tok video that was delivered by Track safe, Kiwi Rail and SADD/kaitiaki o Ara at a national level.
- SAFER September - see SADD section report
- motorcycle awareness campaign - web and social media
- Roadworks updates - weekly
- What about u - safety around alcohol consumption (ongoing)
- The year that was - Schools campaign
- Cyclist vs car door - Social media campaign
- 4 radio interviews re SADD, Restraints, Back to School Term 4



An opportunity to work with local roading engineers and their comms and marketing people to share local road works updates as the SH2/53 works is shared weekly by Waka kotahi and it would be good to see this at a more local level to share with the community and also assist in providing safety messages and awareness.

### **Child Restraints**

- November awareness month - around 40 expired car seats have been collected this month in Masterton and 12 handed in to be recycled in Featherston
- Clinic numbers and enquiries.
  - September Clinic - 10
  - October Clinic - 9
  - November Clinic - 14(MDC) 3(SWDC)
  - December Clinic - 17
- Expired car seats - 40 (MDC) 12(SWDC)
- Pepe Ora 2 clinics
- Seat Smart - now have a semi permanent set up at the Featherston Community Centre with two crates that hold car seats ready for collection to be recycled. These will remain there until SWDC Community have handed in 40 seats to be recycled. Looking at opportunities for a Wairarapa wide initiative so that there is a funded option for whanau to hand in seats to be recycled rather than go to local landfill. This is a topic for discussion in early 2023 with the Waste minimization coordinator Cody Field.
- Carterton Littlies checkpoint with Police. Checked 12 vehicles after a concerned staff member noticed children riding without car seats.
- Checkpoints have been hard to arrange due to staff shortages with Police. Looking at resurrecting the checkpoints in 2023.
- New car seat technician has relocated to Greytown after residing in Auckland. Will be having discussions in the early new year around her potentially setting up a hire service which we have not had for many years. This would be a fantastic initiative to support whanau in Wairarapa.
- Drive through car seat clinic event at the Warehouse saw 28 seats checked. 10 seats were given as replacements. The Warehouse donated 10 car seats through their #hereforgood fund and from the event, we have purchased an additional 8 cars seats for whanau



### **Professional Development**

- ARSC Conference - September 27-30th.



### **Walking and Cycling Space:**

- Cycling Survey - 298 participants
- 529 Garage
- Community Bike work / fix ups and funding
- College Bike and Scooter count
- Really interested in seeing similar groups established in SWDC and MDC. I believe a lot rides on these groups such as the communication and collaboration opportunities in safe routes to school and town planning. I will be pushing for these to be functional in 2023.
- Working alongside Sandra Burles to give input on the 3 districts walking and cycling strategy review and making a document that is combined. This will then allow the 3 districts to create their own implementation plans.
- Joining the Te Hapori skatepark group to try and set up a monthly bike fix up opportunity for community. Still in discussion phase but would like to see this happen over spring summer months.