



GREYTOWN COMMUNITY BOARD

Agenda

NOTICE OF MEETING

An ordinary meeting will be held in the WBS Room, Greytown Town Centre, 89 Main Street, Greytown on Wednesday, 28 April 2021 at 6:30pm.

MEMBERSHIP OF THE COMMUNITY BOARD

Ann Rainford (Chair), Shelley Symes, Graeme Gray, Simone Baker, Cr Alistair Plimmer, Cr Rebecca Fox and Aimee Clouston (youth representative)

PUBLIC BUSINESS

1. EXTRAORDINARY BUSINESS:

2. APOLOGIES:

3. CONFLICTS OF INTEREST:

4. ACKNOWLEDGMENTS AND TRIBUTES:

5. PUBLIC PARTICIPATION:

5.1 None advised

6. ACTIONS FROM 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.

7. CHIEF EXECUTIVE AND STAFF REPORTS:

7.1 Naming of a New Private Road at Wood Street Report

Pages 1-5

8. CHAIRPERSON'S REPORT:

8.1 Chairperson Report

Pages 6-19

GREYTOWN COMMUNITY BOARD

28 APRIL 2021

AGENDA ITEM 7.1

PROPOSED NAMING OF A NEW PRIVATE ROAD, AT 71 WOOD STREET, IN GREYTOWN

Purpose of Report

To seek the Greytown Community Board's consideration and approval of the name "Whiteman Way" for a proposed private road/right of way to access a 14 lot subdivision by *Waingawa Property Holdings Limited*.

Recommendations

Officers recommend that the Greytown Community Board:

1. *Receive the Proposed Naming of a New Private Road, at 71 Wood Street, in Greytown Report.*
2. *Consider and approve the Proposed Naming of "Whiteman Way" for the proposed private road at 71 Wood Street Greytown.*

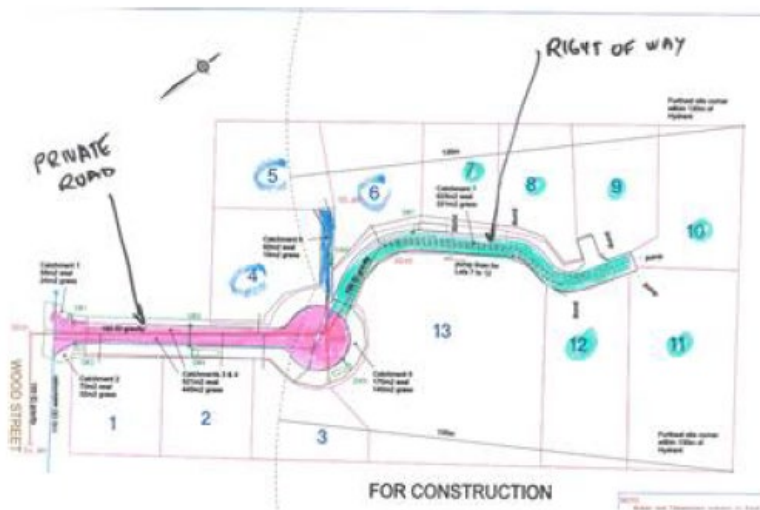
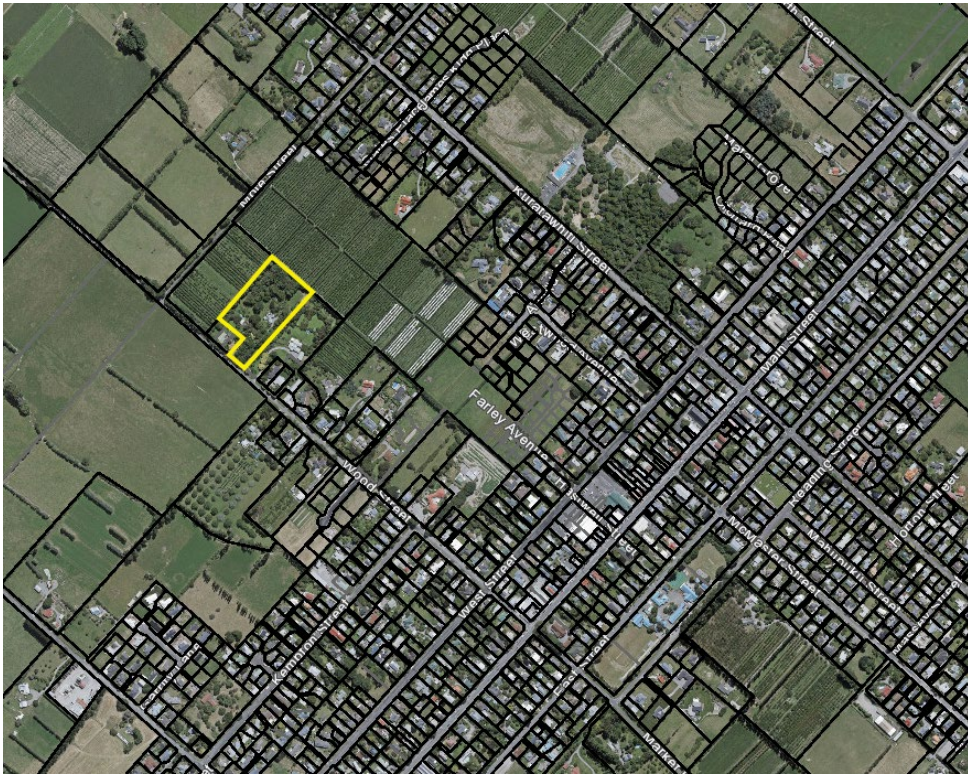
1. Background

Waingawa Property Holdings Limited seeks to name a new Private Road which is part of a 13 lot residential subdivision (RC 190150) at *71 Wood Street, in Greytown* (see appended plan in Appendix 1).

Council has authority to accept or reject suggested names of roads/rights of way in the South Wairarapa pursuant to Section 319(1)(j) of the Local Government Act 1974.

There is a pre-approved list of road names for Greytown however the applicant has chosen not to select from this list. The proposed name is "Whiteman Grove" which is the applicants preferred option for this new private road however Grove as a suffix does not meet the policy for naming private roads therefore the recommended road name for approval is "Whiteman Way". The applicant was advised to select three different name options for this report however refused to supply options other than Whiteman. The three options all reference the name Whiteman with difference suffixes. The road name has significance to the developer's family and local area and therefore they have requested this name to be considered for this development. The applicant has contacted Land Information NZ (LINZ) who have confirmed the road name can be used for the private road and extend to the Right of Way which services 6 of the lots. Council has delegated to community boards the authority to approve road names. This report is required to give the Greytown Community Board and opportunity to review and approve the proposed road name.

Subdivision location:



2. Discussion

2.1 Legal situation

Under Council's guidelines (Clause 4.2) for road naming, owners are requested to suggest at least three possible road names.

The names are to be listed in order of preference with a brief statement of their significance.

The applicant has requested that the following names are considered for approval;

1. Whiteman Grove
2. Whiteman Way
3. Whiteman Lane

The applicant was informed that as per the policy, three different names should be put forward however the applicant refused to supply other name options and insisted this name be put forward for the Community Board to consider. Despite the applicants first option being Whiteman Grove, Whiteman Way has been recommended to the Community Board to consider as the suffix meets the policy requirements for private roads as described below in Section 2.2 (4.3.6).

2.2 Assessment of Councils Policy

Council's criteria for Naming of Public Roads, Private Roads and Rights-of-Way (the Policy), includes the following;

4.3.1 There must not be another road with the same name in the South Wairarapa District emergency services area; this includes the same road names with a different suffix. However, existing roads with the same names as of the date of adoption of this Policy are allowed.

There are no existing roads or right of ways which include "Whiteman Way", or "Whiteman Lane" or "Whiteman Grove", within the Wairarapa.

4.3.2 Identical names with different spellings will not be accepted (e.g. Beach, Beech).

No issue identified.

4.3.3 The name should have significant local content or meaning.

The application has set out why the preferred names have been selected. The following information has been copied directly from the road name application completed by the applicant.

The Whiteman family were one of the first settlers to come into the Wairarapa from Whitemans Valley in Upper Hutt. They were known for their saw milling skill and milled trees around the Wairarapa, but most notably the area over the Admiral Hill. The developer's (Jason Carruthers) great-grandmother (Whiteman) on father's side used to ride out to the hill to take the wages to the workers every several months. A grand-uncle (Jack Whiteman) was given the second name Admiral after one of these visits.

The Whiteman family members include grocery shop owners, farmers wives, county council executive county clerks, gift store owners, men's ware shop owners, electrical supply shop owners. The next generation includes market gardeners, fencers at Lake Ferry and milk men in South Wairarapa. A further mill was located at the end of Mikimiki Road Masterton. On the walking track from Mikimiki Road to Kiriwhakapapa Road there is still a rail track that used to bring logs to the mill.

4.3.4 Names are to be selected in proportion to the length of the road. Long names on short cul-de-sac's can be difficult to display on the map

None of the proposed names are too long and can be clearly displayed on a map.

4.3.5 *The end name for the roadway should be one that most accurately reflects the type of roadway that it is.*

The recommended name “Whiteman Way” name is considered consistent with the policy, private road/right of ways having a suffix of Lane or Way. Despite Grove being applicable to the type of road it is not consistent with the policy for private road as stated below.

4.3.6 *All private roads and rights-of-ways serving more than four lots are to have the suffix “Lane” or “Way”.*

The applicant first choice for the road name includes the suffix Grove which is not consistent with this requirement of the policy. Whiteman Way has therefore been chosen as the recommended option which is considered consistent with the policy.

4.3.7 *Where the road is continuation of an existing named road, or will in the future link to an existing named road, then the current road name will automatically apply.*

Not applicable.

2.3 Procedure for Naming Roads of the Naming of Public Roads, Private Roads and Rights-of-Way Policy Review

Section 4.2 will be reviewed and aligned with the community board delegation to name roads when it is next reviewed.

3. Conclusion

The proposed name is consistent with the guideline criteria in the road naming policy. The applicant was advised to select three different name options however has insisted Whiteman be considered by the Greytown Community Board. The applicant has been asked to select their preferred road name, being “Whiteman Grove” however it is recommended the Community Board consider “Whiteman Way” as a more appropriate name as it meets the suffix requirements for private roads as per the road naming policy. The applicant has noted how the proposed name provides local significance. The Greytown Community Board has delegation to approve this road name.

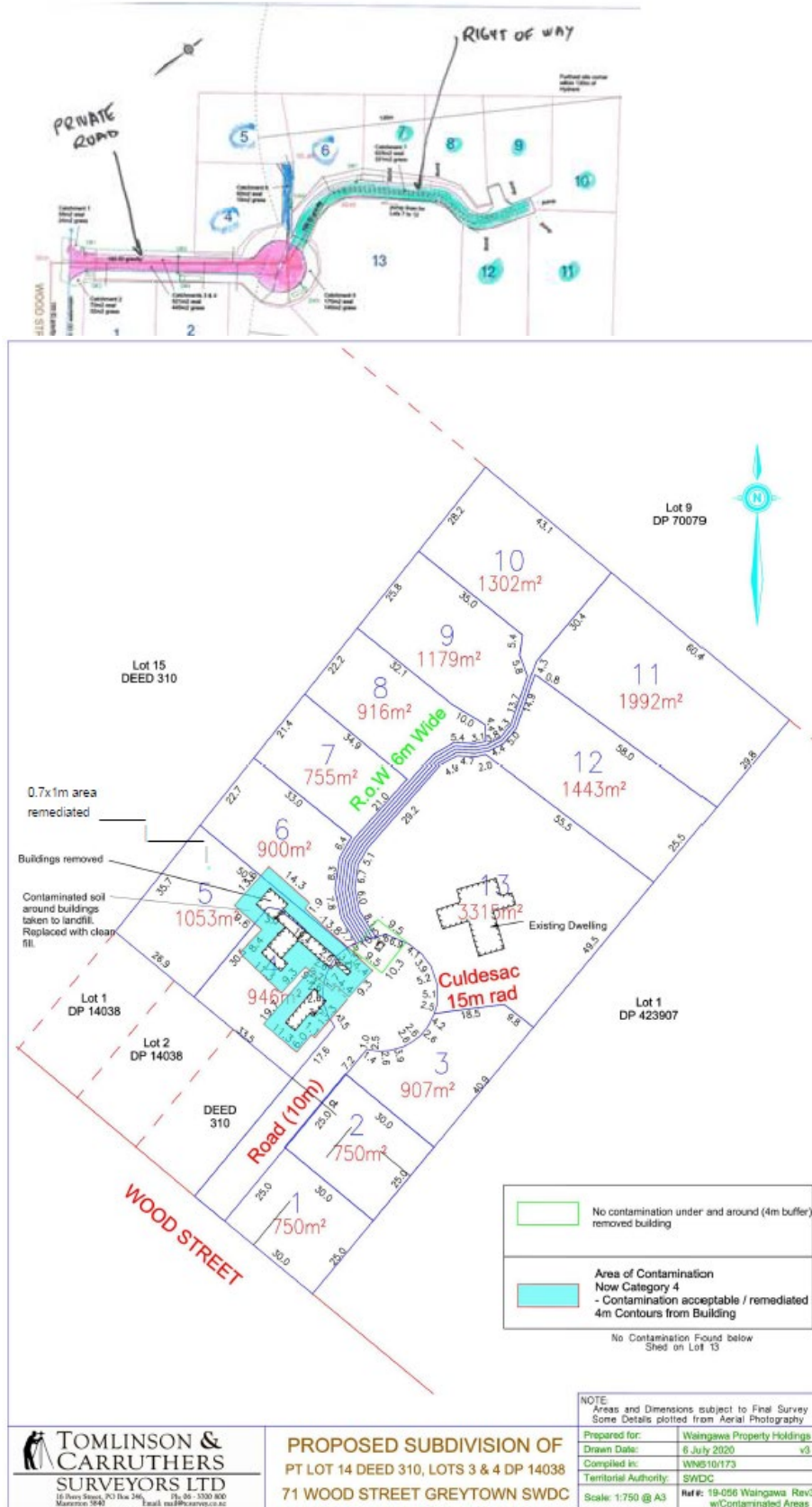
4. Appendices

Appendix 1 - Subdivision Scheme Plan

Prepared by/Contact Officer: Harriet Barber, Planner

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

Appendix 1 - Scheme Plan



AGENDA ITEM 8.1

CHAIRPERSON REPORT

Recommendations

The chairperson recommends that the Community Board:

1. *Receive the information.*
2. *Approve the Greytown Community Board submissions to the 2021/31 SWDC Long Term Plan and Spatial Plan (to be tabled).*
3. *Agrees to forward the Chairs Report on Safety Issues on Main Street and Vehicle Closure to part of McMaster Street to the Assets and Services Committee for consideration.*
4. *Recommends the Assets and Services Committee:*
 - a) *Considers the closure of the top part of McMaster Street from north of the Library Carpark and the rear entrance to Pinocchio restaurant for a trial period.*
 - b) *Requests NZTA consults in Greytown concerning raised pedestrian crossings and the removal of car parks on Main Street.*
 - c) *Undertakes a review of car and pedestrian management in Greytown.*
 - d) *Requests NZTA is approached regarding their appetite for an Innovating Streets Programme in Greytown.*
5. *Endorses the seating proposal as put forward by the Greytown Heritage Trust.*
6. *Endorses the locations of sites identified by Greytown Heritage Trust for seats as follows: Opposite 21 Udy Street by Tree, Wood Street by Heritage Fence by 35 Wood, outside 27 Kempton Street on edge of footpath, Corner of Cotter and Humphries Street (left side), Corner Horton and Jellicoe Streets by Black Fence No 25 Jellicoe, under tree at 21 McMaster under Copper Beech tree, 21 or 11 Mahupuku Street, Corner Farley and West Street by 100 West, Opposite No1 West Street in front of tin fence, corner East Street and Papawai Road in shadows of tree left of rocks.*
7. *Consider whether seat donations and/or locations for seats outside of the Greytown Heritage Trust proposal should be discouraged.*

1. Topic 1 – Long Term Plan and Spatial Plan

Due to time constraints the submissions for both plans will be tabled at the Greytown Community Board meeting.

2. Topic 2 – Safety Issues on Main Street and Vehicle Closure to part of McMaster Street

At the Greytown Community Board meeting on 7 April 2021 approximately 30 members of the public attended for discussion on safety issues on Main Street and vehicle closure to the top part of McMaster Street.

There were four speakers. A full copy of the report from the public meeting is attached as Appendix 2.

Speakers discussed safety issues in the CBD area and the increasing number of near misses associated with the junction of McMaster Street, the Main Road and the adjacent public crossing on Main Street. Speakers highlighted the need to provide a safe pedestrian precinct and public space in the town centre. This issue was first raised 20 years ago but with increased population in Greytown, increased traffic and visitors to Greytown and the considerable associated safety issues outlined, the closure of the top part of McMaster Street was necessary.

The evidence presented led to the following results:

- There was support at the Greytown Community Board meeting for the closure of the top part of McMaster Street from North of the Library Car Park and the rear entrance to Pinocchio restaurant
- Euan Stitt, SWDC Group Manager of Partnerships and Operations, stated that NZTA would consult from July concerning safety on State Highway 2 through Greytown and that there was an ongoing speed review
- Participants requested a review of car and pedestrian management in Greytown
- The Mayor stated that he would raise with NZTA the appetite for an Innovating Streets Programme in Greytown.

3. Topic 3 – Seating in Greytown

On 17 February 2021, the Community Board considered a seating proposal put forth by Greytown Heritage Trust and supported the proposal in principle subject to a sketch of proposed seat locations being provided.

We have received a letter from Greytown Heritage Trust (Appendix 3) which identifies potential locations for the seats to be placed. The design of the seat (Appendix 4) has been approved by the SWDC Amenities Manager.

The Community Board need to consider whether they approve the identified seating, locations of the sites for seats, and endorse the proposal as put forward by the Greytown Heritage Trust.

Members of the community will be asked to donate cash for the seating, they may prefer to donate a cheaper /alternative seat, or want the seat placed in an alternative location.

Does the Community Board wish to endorse the approved seat and the locations for seats identified, or would they prefer further consultation with Greytown Heritage and the Greytown community on this issue.

4. Topic 4 – Christmas in the Park

The draft plan is presented in Appendix 5. Graeme to give an update.

5. Appendices

Appendix 1 – Submissions to the Long Term Plan and Spatial Plan

Appendix 2 – Report on Safety Issues on Main Street and Vehicle Closure to part of McMaster Street

Appendix 3 – Letter from Greytown Heritage Trust

Appendix 4 – Proposed seat design

Appendix 5 - Christmas in the Park 2021 Draft Plan

Ann Rainford

Chair

Greytown Community Board

Appendix 1 – Submissions to the Long Term Plan and Spatial Plan

Appendix 2 – Report on Safety Issues on Main Street and Vehicle Closure to part of McMaster Street

GREYTOWN COMMUNITY BOARD

Report

Safety Issues on Main Street

And

Closure to Part of McMaster Street to Vehicles

General Introduction

On Wednesday 7th April 2021 there was a turnout of approximately 30 residents at the Greytown Community Board meeting. They engaged in the public forum section and outlined the current safety problems on Main Street Greytown and supported the closure to vehicles of part of McMaster Street.

There were four main speakers (written presentations attached). They outlined the history of the problem, present safety issues involving pedestrian crossings, car parking hindering visibility and the possibility of closing off the top end of McMaster Street for pedestrian use only.

The latter has the support of the **Greytown Heritage Trust**. In considering the visual –as well as the safety-improvement of the Town Centre, they suggested that the areas outside the Pinocchio Restaurant, the Greytown library and part of McMaster Street could be turned into a safe pedestrian centre, within the Greytown CBD.

Dinah Edridge, stated that 20 years ago her husband Max, a famous local architect, had envisioned that the closure of the top end of McMaster Street would enable this area to be a pedestrian precinct and the hub of the CBD. At that stage the owner of The Orchards on Reading Street had opposed the proposal.

With increased traffic and visitors to Greytown and the considerable associated safety issues, Dinah stated that the closure of the top of McMaster Street should now take place.

Lizzie Catherall talked about the huge changes in Greytown which is now a destination town. Successful growth has impacted hugely on traffic movements in the retailing/café section of Main Street, between the intersections of Kuratawhiti/Jellicoe Street and Hassell Street. There has been many near misses at the pedestrian crossing near McMaster Street. Cars going

North and South swing off McMaster Street into Main Street. The present bus route, with buses swinging across Main Street into McMaster, presented further accident potential. Safety issues are compounded by the proximity of this intersection to the Library, Greytown Kindergarten and Greytown School and the Greytown Lolly Jar, immediately across the crossing.

She stated that the centre of the Main Street should no longer be used by locals as a quick choice of route to local destinations and that the closure of access into and from McMaster Street was a positive solution for safety reasons.

Millie Blackwell discussed the danger of vehicles parking across the dotted yellow lines on the South side of the crossing, by McMaster Street, used as a short term parking space, which reduced the visibility of pedestrians. She suggested that if the top part of McMaster Street was closed then there should be an extension to the concrete barrier to prevent parking, thus keeping increased pedestrian traffic safe.

Craig Thorburn for Greytown Heritage Trust spoke in support of the proposal to close off the top section of McMaster Street. He voiced the need for a central point to Greytown, a pedestrian precinct and public space in the town centre. He provided examples of other towns with town centres, and potential uses of a precinct.

Other issues of concern

Several other comments were raised suggesting a need to review car and pedestrian management:

- Cars travelling at speed entering Greytown from the North
- The high camber of Main Street with high gutters
- Encourage Main Street workers to park away from Main Street
- Encourage Main Street residents with limited off-street parking not to park outside retail outlets
- Highlight alternative local parking facilities
- Educate public and youth on pedestrian crossing rules.

Results

There was support at the Community Board meeting for the closure of the top part of McMaster Street from North of the library car park and the rear entrance to Pinocchio restaurant.

Euan Stitt stated that NZTA would consult in Greytown from July concerning raised pedestrian crossings and the removal of car parks on the Main Street.

The Mayor stated that he would raise with NZTA the appetite for an Innovating Streets programme in Greytown.

Conclusion

It was agreed that a report of the meeting would be tabled at the Greytown Community Board meeting on 28th April 2021, to be forwarded to the next Assets and Services Committee for consideration.

Appendix 3 – Letter from Greytown Heritage Trust



P.O. Box 169 Greytown 5712
greytownheritagetrust@gmail.com
www.greytownheritagetrust.co.nz

30 March 2021

Ann Rainford
Greytown Community Board

Dear Ann

SEATING IN GREYTOWN

Thank you for your support of the seats in the streets which is a combined project with Greytown Heritage and South Wairarapa District Council

The approved locations of potential sites for street seats by the Roading Manager of SWDC are listed below.

- Opposite 21 Udy Street by Tree
- Wood Street by Heritage Fence by 35 Wood
- Outside 27 Kempton Street on edge of footpath
- Cnr Cotter and Humphries Streets – Left side
- Cnr Horton and Jellicoe Streets by Black Fence No 25 Jellicoe
- Under tree at 21 McMaster under Copper Beech tree
- 21 or 11 Mahupuku Street
- Cnr Farley and West Street by 100 West
- Opposite No1 West Street in front of tin fence

- Cnr East Street and Papawai Road in shadows of tree left of rocks

As for the question of alternative seats. It was my understanding from Bryce Neems that we Greytown Heritage Trust had to submit a seat that would be available in the long term future and that both Bryce and the Trust weren't keen to see any alternative styles.

Regards
Vivienne O'Reilly
Chair Greytown Heritage Trust

Appendix 4 – Proposed seat design



Appendix 5 – Christmas in the Park 2021 Draft Plan

Christmas in the park 2021- Proposed date Saturday December 11th



1= float parking 2= stage 3= stalls/food under the trees 4 =small games 5 = Lions obstacle course

Notes from initial discussions Steve (Lions) Graeme (GCB) Jackie (GCSLS) 19th April

- Date to be confirmed with Rotary but tentatively discussed as 11th December to get in before school holidays
- Xmas Parade will have amended route for floats to end up at Soldiers Memorial Park, possibly parking at the West end on the field by the Scout Den.
- Event extended time frame after the parade of 1pm-3pm.
- The concept of having a after parade party in the park consisting of but not limited to: Truck stage for Music groups & performances, fun activities like traditional games for the kids (egg & spoon, sack races, wooden horse races), Lions to run an inflatable obstacle course, Sport & Leisure to coordinate some ripper rugby or mini football games for adults & kids, also a possible community tug of war with the loan of a rope from Kuranui college.
- Opportunity for families to have a picnic in the park but with a sausage sizzle, scones etc fundraiser on the side.
- Jackie to share with Steve, Graeme & Ann Rainford to filter ideas out to all groups seeking interest.