ORDINARY MEETING

OF

REGULATORY PROCESSES COMMITTEE

AGENDA

Time: 1.00pm

Date: Thursday, 17 September 2015

Venue: Committee Room 1

Ground Floor, Council Offices

101 Wakefield Street

Wellington

MEMBERSHIP

Mayor Wade-Brown

Councillor Ahipene-Mercer (Chair)
Councillor Foster
Councillor Lee
Councillor Pannett
Councillor Sparrow

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing public.participation@wcc.govt.nz or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.

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AREA OF FOCUS

The Regulatory Processes Committee has responsibility for overseeing Council's regulatory functions.

Quorum: 3 members



TABLE OF CONTENTS 17 SEPTEMBER 2015

Bus	usiness Page		
1.	Mee	ting Conduct	5
	1. 1	Apologies	5
	1. 2	Conflict of Interest Declarations	5
	1. 3	Confirmation of Minutes	5
	1. 4	Public Participation	5
	1. 5	Items not on the Agenda	5
2.	Gen	eral Business	7
	2.1	Proposed Road Stopping - Land Adjoining 78 Newland Road, Newlands	s 7
	2.2	Proposed Road Stopping - Land Ajoining 25 Motueka Street, Ngaio	13
	2.3	Road Closures	19
	2.4	Hearing of objection to the proposed location of a transport shelter outside 204-212 The Parade, Island B	ay 39

1 Meeting Conduct

1.1 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1. 2 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1. 3 Confirmation of Minutes

The minutes of the meeting held on 6 August 2015 will be put to the Regulatory Processes Committee for confirmation.

1. 4 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

1. 5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows:

Matters Requiring Urgent Attention as Determined by Resolution of the Regulatory Processes Committee.

- 1. The reason why the item is not on the agenda; and
- 2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

Minor Matters relating to the General Business of the Regulatory Processes Committee.

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Regulatory Processes Committee for further discussion.

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2. General Business

PROPOSED ROAD STOPPING - LAND ADJOINING 78 NEWLANDS ROAD, NEWLANDS

Purpose

1. The purpose of this report is to recommend that the Council stops 215m² of unformed legal road adjoining 78 Newlands Road, Newlands (refer Attachment 1).

Summary

- 2. The owners of 78 Newlands Road, Newlands, have applied to stop part of the unformed legal road along the frontage of their property.
- 3. The approximately 215m² of legal road to be stopped (the Land) is shown bordered red on the plan in Attachment 1.
- 4. Utility providers, and the Council's internal business units, have been consulted on the road stopping. All support the proposal subject to standard conditions (where required).
- 5. Initial consultation letters have been sent to two adjacent neighbours of the road stopping. At the time of writing this report, no replies had been received.
- 6. If the Council agrees with the recommendation of the Regulatory Processes Committee and proceeds with the road stopping then the proposal will be publicly notified. Neighbours and any other member of the public have the opportunity to make a submission.

Recommendations

That the Regulatory Processes Committee:

- 1. Receives the information.
- 2. Recommends to the Council that it:
 - a. Agrees that approximately 215m² of unformed legal road land on Newlands Road, Newlands, shown as land bordered red on the plan in Attachment 1 (the Land) and adjoining 78 Newlands Road, Newlands (being Lot 15 DP 14870, CFR WN970/65) is not required for a public work and surplus to requirements.
 - b. Agrees to dispose of the Land.
 - c. Delegates to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of sale or exchange, impose any reasonable covenants, and anything else necessary.
- Notes that if objections are received to the road stopping and the applicant wishes to continue, a further report will be presented to the Regulatory Processes Committee for consideration.

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Background

- 7. Newlands Road (then called Horokiwi Road) was originally set out in 1913 (DP3010): the subdivision creating 78 Newlands Road was completed in 1950 (DP14870).
- 8. With the development of Newlands the namesake road was straightened and widened in 1964/65. The legal road corridor is particularly wide outside 78 Newlands Road as a result of the road realignment and related road widening acquisition (SO25297).
- 9. A two storey, c.1970's, dwelling divided into several flats currently occupies 78 Newlands Road.
- 10. The Land is predominantly covered by a gravel driveway and edged by a grass lawn. It is bounded by a wooden fence to the west, and overgrown hedge to the east (Attachment 2).

Discussion

- Road Stopping is provided for under Sections 319(1)(h) and 342(1)(a) of the Local Government Act 1974 (LGA).
- 12. The Council, under section 40 of the Public Works Act 1981 (PWA), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any other public work.
- The Transport Team has confirmed the Land is not required for road or access 13. purposes. No other relevant business units of the Council seek to retain the land. The section 40 PWA report will, otherwise, determine whether an offer back obligation exists.

Options

- 14. The alternative to undertaking the road stopping is to retain the Land as unformed legal road. In the long term this will incur maintenance and retention costs on land that Council no longer requires.
- An encroachment licence could also be issued for the Land, but a lease provides 15. uncertain tenure and limited future development potential for the applicant.

Next Actions

- 16. Conclude a section 40 PWA investigation.
- 17. Prepare a survey legalisation plan and Sale and Purchase agreement for the Land.
- 18. Initiate the public notification process.

Attachments

Attachment 1. Proposed Road Stopping - 78 Newlands Road Page 11 Attachment 2. Photo - 78 Newlands Road Page 12

Author	Brett Smith, Property Advisor
Authoriser	Greg Orchard, Chief Operating Officer

Item 2.1 Page 8

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SUPPORTING INFORMATION

Consultation and Engagement

Community

In July 2015 letters were sent to two adjacent neighbours of the Newlands Road Land. At time of writing no replies had been received.

Utility Provider and Council Business Units

The applicant is obliged to obtain comment from utility providers prior to submission of the application. None objected to the road stopping and/or have provided conditional support subject to the creation of relevant easements.

Several relevant Council business units were consulted: Parks, Sport & Recreation, Transport, District Plan Policy, Planning, Vehicle Access, Urban Design & Heritage, and Wellington Water.

None objected to the road stopping.

Conditional support was given by the Planning Team, who requested amalgamation of the Land with the applicant's site. The Transport Team Transport requested that the road stopping extend no further than 12.5m from the centerline of Newlands Road, or 8m from the curb; whichever is greater. Isolation strips were also requested on the side boundaries.

Treaty of Waitangi considerations

Iwi groups have not been consulted. The land is not located in a Māori Precinct, or other area identified as significant to Māori. The land is not being disposed on the open market, and will not become a standalone allotment (amalgamation is proposed).

Financial implications

There are no financial considerations related to this recommendation. Any costs associated with the disposal of the Land are borne by the applicant or subtracted from sale proceeds per the 2011 cost sharing initiative.

In August 2011 a new cost sharing incentive for road stoppings was approved by the Council. The rebate amount will be determined at the end of the road stopping process, when all of the costs are known.

Policy and legislative implications

The recommendations of this report are consistent with policies of the Council; the road stopping is also being undertaken in accordance with legislative requirements.

This is not a significant decision. This report sets out the Council's options under the relevant legislation and under the Council's 2011 Road Encroachment and Sale Policy.

This proposed road stopping has no significant impact on the Long Term Plan

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Risks / legal

The road stopping process is consistent with legislative, and the Council's, requirements. Any legal agreement, or action in the Environment Court, will be overseen by the Council's lawyers.

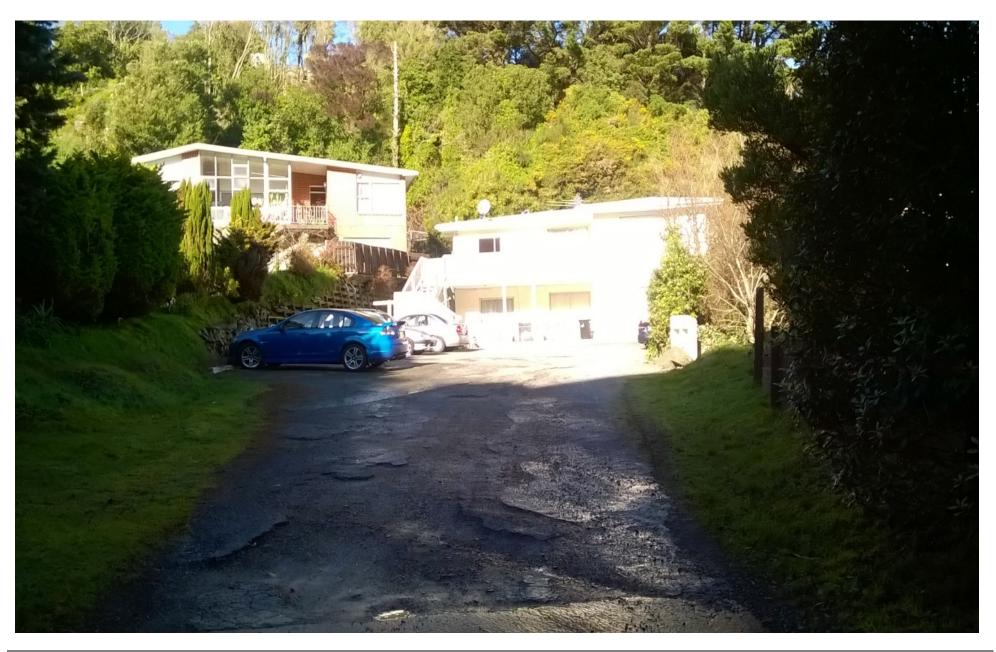
Climate Change impact and considerations

There are no climate change implications for this road stopping.

Communications Plan

Public consultation in accordance with the Tenth Schedule of the LGA will be carried out later in the road stopping process.





PROPOSED ROAD STOPPING - LAND AJOINING 25 MOTUEKA STREET, NGAIO

Purpose

1. The purpose of this report is to recommend that the Council stop 95m² of unformed legal road adjoining the frontage of 25 Motueka Street, Ngaio (refer Attachment 1).

Summary

- 2. The owners of 25 and 27 Motueka Street, Ngaio, have applied to stop an area of unformed legal road along the frontage of 25 Motueka Street.
- 3. The approximately 95m² of legal road proposed to be stopped and vested (the Land) is shown bordered red on the plan in Attachment 1.
- 4. Utility providers, and the Council's internal business units, have been consulted on the proposed road stopping. All support the proposal subject to standard conditions (where required).
- 5. Initial consultation letters have been sent to the two adjacent neighbours of the road stopping. At the time of writing this report no replies had been received.
- 6. If the Council agrees with the recommendation of the Regulatory Processes Committee and proceeds with the road stopping then the proposal will be publicly notified. Neighbours and any other member of the public have the opportunity to make a submission.

Recommendations

That the Regulatory Processes Committee:

- 1. Receives the information.
- 2. Recommends to the Council that it:
 - a. Agrees that approximately 95m² of unformed legal road land on Motueka Street, Ngaio, shown as land bordered red on the plan in Attachment 1 (the Land) and adjoining 25 and 27 Motueka Street, Ngaio (being Lots 38-39 and Part Lot 51 DP 2254, CFR WN289/22) are not required for a public work and surplus to requirements.
 - b. Agrees to dispose of the Land.
 - c. Delegates to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of sale or exchange, impose any reasonable covenants, and anything else necessary.
- Notes that if objections are received to the road stopping and the applicant wishes to continue, a further report will be presented to the Regulatory Processes Committee for consideration.

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Background

- 7. Motueka Street was originally laid down in 1909 by DP 2254. The legal road corridor in the area has remained unchanged since that time.
- 8. The Land is predominantly covered by a grass lawn; a metalled driveway edges the western boundary (Attachment 2).

Discussion

- 9. Road Stopping is provided for under Sections 319(1)(h) and 342(1)(a) of the Local Government Act 1974 (LGA).
- 10. The Council, under section 40 of the Public Works Act 1981 (PWA), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any other public work.
- 11. The Transport Team has confirmed the Land is not required for road or access purposes. No other relevant business units of the Council are seeking to retain the Land. Section 40 PWA report will, otherwise, determine whether an offer back obligation exists.

Options

- 12. The alternative to undertaking the road stopping is to retain the Land as unformed legal road. In the long term this will incur maintenance and retention costs on land that Council no longer requires.
- 13. An encroachment licence could also be issued for the Land, but a lease provides uncertain tenure and limited future development potential for the applicant.

Next Actions

- 14. Conclude a section 40 PWA investigation.
- 15. Prepare a survey legalisation plan and Sale and Purchase agreement for the Land.
- 16. Initiate the public notification process.

Attachments

Attachment 1.	Proposed Road Stopping - 25 Motueka St - Aerial	Page 17
Attachment 2.	25 Motueka Street - Photo	Page 18

Author	Brett Smith, Property Advisor
Authoriser	Greg Orchard, Chief Operating Officer

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SUPPORTING INFORMATION

Consultation and Engagement

Community

In August 2015 letters were sent to the two nearest neighbours of the Motueka Street Land. At the time of writing this report no replies had been received.

Utility Provider and Council Business Units

The applicant is obliged to obtain comment from utility providers prior to submission of the application. None objected to the road stopping and/or have provided conditional support subject to the creation of relevant easements.

Several relevant Council business units were consulted: Parks, Sport & Recreation, Transport, District Plan Policy, Planning, Vehicle Access, Urban Design & Heritage, and Wellington Water.

None objected to the road stopping.

Conditional support was given by the Planning Team, who requested amalgamation of the Land with the applicant's site. The Transport Team requested that the road stopping be no closer than 2.7m from the existing curb. An isolation strip on the easternmost boundary was also requested.

Treaty of Waitangi considerations

Iwi groups have not been consulted. The land is not located in a Māori Precinct, or other area identified as significant to Māori. The land is not being disposed on the open market, and will not become a standalone allotment (amalgamation is proposed).

Financial implications

There are no financial considerations related to this recommendation. Costs associated with the disposal of the Land are either borne by the applicant or subtracted from the sale price (per the 2011 cost sharing rebate).

In August 2011 a new cost sharing incentive for road stoppings was approved by the Council. The rebate amount will be determined at the end of the road stopping process, when all of the costs are known.

Policy and legislative implications

The recommendations of this report are consistent with policies of the Council; the road stopping is also being undertaken in accordance with legislative requirements.

This is not a significant decision. This report sets out the Council's options under the relevant legislation and under the Council's 2011 Road Encroachment and Sale Policy.

This proposed road stopping has no significant impact on the Long Term Plan

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Risks / legal

The road stopping process is consistent with legislative, and the Council's, requirements. Any legal agreement, or action in the Environment Court, will be overseen by the Council's lawyers.

Climate Change impact and considerations

There are no climate change implications for this road stopping.

Communications Plan

Public consultation in accordance with the Tenth Schedule of the LGA will be carried out later in the road stopping process.





ROAD CLOSURES

Purpose

1. To seek approval of the Regulatory Processes Committee for the temporary closure of roads in Wellington city for events.

Summary

- 2. The Wellington City Council has received an application from each of the following event organisers:
 - Newtown Festival
 - Thorndon Fair
 - Robbie Williams

Recommendations

That the Regulatory Processes Committee:

- 1. Receive the information.
- 2. Agree to close the roads (as listed in Attachement 1, 2 and 3) for the above events to vehicles only, subject to the conditions listed in the Proposed Temporary Road Closure Impact Report (see Attachment 1, 2 and 3).
- 3. Note that any amendments to the recommendations in this report will require further consultation with affected parties and verification from the Council's traffic engineer.

Background

- 3. The Council receives numerous requests throughout the year for public roads to be closed for events. These requests are processed and a detailed traffic impact report is prepared for each as attached. This report to the Committee has been prepared, in accordance with the procedures that were approved by the Committee on 15 December 2010.
- 4. Approval is required from the Regulatory Processes Committee to allow the temporary closure of roads in the Wellington district for an event supported by the Wellington City Council. This will ensure that the Wellington City Council is complying with the requirements of the Local Government Act 2002 for the temporary closure of roads within it jurisdiction.

Discussion

5. There are a number of road closure requests for different events being brought to the Committee. All the information is in the impact report attached.

Options

6. N/A

Next Actions

7. N/A

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Attachments

Attachment 1. Newtown Proposed Road Closure Page 22
Attachment 2. Thorndon Fair Road Closure Page 27
Attachment 3. Robbie Williams Road Closures Page 34

Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Warren Ulusele, Manager City Planning and Design

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SUPPORTING INFORMATION

Consultation and Engagement

Affected stakeholders were notified of the Council's intention to consider the proposed temporary road closures through an advertisement in the Dominion Post. This advertisement requested the public to make submissions on the proposed road closures.

The New Zealand Police and the Ministry of Transport have also been consulted with. Any correspondence received in response to the proposed closures has been included in the attached impact report.

Approval of a traffic management plan for the event will address and show how any objections raised are to be managed.

The City Events Team has assessed the proposed events with regard to their contribution towards Council's strategies and policies. The proposed events support the Council's strategy of being the "events capital" and will contribute to the economic success of the city.

Treaty of Waitangi considerations

There are no Treaty of Waitangi implications

Financial implications

The administration of events is manged under project C481. There are no unforeseen costs associated with these events.

Policy and legislative implications

A Council Traffic Engineer has assessed the proposed closures with regard to the expected inpact on traffic. The Traffic Engineer has provided a professional opinion as to whether the resulting impact on traffic is likely to be reasonable or unreasonable.

The Proposed closures, if implemented according to an approved traffic management plan and in accordance with specific conditions set by the Traffic Engineer, will enable the safe running of the event and minimise the impact on traffic. If, in the opinion of the Council, the closure may impede or does impede traffic unreasonably, any approval granted by the Council may be revoked and the event organiser may be required to open the road at the direction of the Council's Traffic Engineer.

Risks / legal

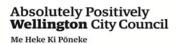
Nil

Climate Change impact and considerations

N/A

Communications Plan

Road closures will be advertised in the Dominion Post and affected parties will be notified by the event organiser.



REGULATORY PROCESSES COMMITTEE



PROPOSED TEMPORARY ROAD CLOSURE - IMPACT REPORT

NEWTOWN

FESTIVAL 6 MARCH

2016

1. Description of Event

The Annual Newtown Festival and Fair is a successful community event attracting very large crowds. The event in 2016 will see the fair celebrating its twentieth year.

The proposed road closures, to vehicular traffic only, are for Sunday 6 March 2016, from 6.00am to 8.00pm.

The proposed road closures are as follows;

- · Arney Street (All)
- Colombo Street (in front of community centre)
 Constable Street (between Riddiford Street and Daniell Street)
- Donald Mclean Street (between Riddiford Street and Ferguson Street)
- Emmett Street (All)
- · Florence Street (All)
- · Gordon Place (All)
- · Gordon Street (All)
- Hall Street (Riddiford Street to number 10)
- Newtown Avenue (Riddiford Street and 100 metres east)
- Normanby (Riddiford Street and 80 metres east).
- Riddiford Street (between Mein Street and Rhodes Street)
- Rintoul Street (Riddiford Street to number 23
- Wilson Street (Riddiford Street to number 17 including off street public carpark. Wilson Street will be closed till 10.30pm to facilitate the removal of fair infrastructure).
- Proposed temporary one-way traffic to bypass the fair:
- Daniell Street (One-way south from Mein Street to Constable Street)
- Owen Street (one-way from Mein Street to Constable Street)

As part of the contingency for wet weather, the community space in the following street will be used for performances and other fair activities. It will require an additional closure to safely manage the increase flow of pedestrians in this area.

Colombo Street (closed for approximately 80 metres west from its intersection with Rintoul Street)

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Parking restrictions are proposed on the above and some surrounding streets. A one-way system for eastern and some southern bus services will operate on Daniell Street and Owen Street via Mein Street, which remains two-way at all times. Buses to and from Island Bay will be diverted to the number 4 route which runs via Adelaide Road. The traffic diversion, emergency procedures and the fair footprint is an established format that Council officers, the local community, emergency services and the traffic management company have collectively reviewed and used eaHear.

Road closure notification signs will be in place at least one week prior to the event, as well as electronic variable message boards on the event day. Residents and local businesses will receive a letter drop advising them of the event, the road closures and the parking restrictions. The event is also extensively advertised by posters in local shops, a variety of other media and an advertisement in the Wellingtonian in the week preceding the fair. The event is to be traffic managed by a qualified traffic management company and emergency services will have immediate access to the area if required. Public transport operators have been notified and consulted with over the road closures. It is agreed that the proposed temporary bus stops and detour routes are a suitable alternative for the event.

Events Directorate Support

The Newtown Festival is a long running community event and is regarded as the most successful festival of its type in the city. Wellington City Council provides support for the event through a community Festivals Grant and additional funding from the Events Business Unit.

2. Proposal Notice and Consultation

The public notice notifying that the Council is proposing to consider this closure was published in the following newspaper:

Dominion Post Saturday 22 August 2015

The New Zealand Police and the Ministry of Transport have also been consulted with.

Objections

There have been NO objections to this closure request.

4. Traffic Impact Assessment

Prior Closures

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

In the opinion of Stephen Harte Programme Manager Transport Network Development, acting as the Council's Traffic engineer, the proposed closure, if implemented according to the plans provided, will

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Impede traffic flows on several major routes. The proposed conditions below will go to some way to mitigate the expected traffic congestion during the road closures. The expected congestion during the road closures is considered acceptable to facilitate a public event and ensure the safety of the general public. An approved traffic management plan is required and will attempt to minimise disruption. Further conditions listed below will also be required to be adhered to assist in managing the event. However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:

Signed

Stephen Harte

- The event organiser is to publicly notify the event via letter drop, newspaper advertisement, advanced signage and media releases.
- The event organiser is to ensure that the emergency services (Police, Fire, and Ambulance Services) have been consulted with and that the Traffic Management Plan includes all of their specific requirements.
- The event organiser is to ensure that the affected property owners and businesses along the road closures are consulted with and access options are arranged for affected parties.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised (in particular the road closures at the ends of Riddiford Street, Constable Street and Rintoul Street).
- Detour routes are to be provided and clearly signed during the road closure period.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops.
- The event organiser is to provide further details of the Traffic Management Plan to Council for approval prior to the event, including details of detour routes.
- The event organiser is to provide Variable Message Signs on major routes to advise drivers of the road closures,in particular routes between the CBD and the Airport and the Regional Hospital

5.	Attachments	
:	Map of proposed closure Copy of proposal notice from the news	spaper
Prepa	mared By: Maria Taumaa Street Activities Coordinator	authoffsed By Warrick Dent Manager Mty-Œvents!

Programme Manager Transport Network Development





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Proposed road closures - Newtown Festival

The Regulatory Processes Committee will meet on 17 September 2015 to consider the following road closures for the Newtown Festival street fair on Sunday 6 March 2016.

It is proposed to close all of the following streets between 6am and 5pm:

Arney Street (ALL)

Colombo Street (in front of community centre)

Constable Street (between Riddiford Street and Daniell Street) Donald Mclean Street (between Riddiford Street and Ferguson Street)

Emmett Street (ALL)

Florence Street (ALL)

Gordon Place (ALL)

Gordon Street (ALL)

Hall Street (Riddiford Street to number 10)

Newtown Avenue (Riddiford Street and 100 metres east)

Normanby Street (Riddiford Street and 80 metres east)

Riddiford Street (between Mein Street and Rhodes Street)

Rintoul Street (Riddiford Street to number 23)

Wilson Street (Riddiford Street to number 17 including the offstreet public carpark. Wilson Street will be closed till 10.30pm for pack-down.

Proposed temporary one-way traffic to bypass the fair: Daniell Street (one-way north from Constable street to Mein Street)

Owen Street (one-way south from Mein Street to Constable Street)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 4 September 2015.

Please send correspondence to Maria Taumaa, at mailing address bew, by fax 04 801 3009 or by email maria.taumaa@wcc.govt.nz

Wellington City Gouncil 101 Wakefield Street PO Box 2199, Wellington 6140 Wellington.govt.nz

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REGULATORY PROCESSES COMMITTEE



PROPOSED TEMPORARY ROAD CLOSURE - IMPACT REPORT

THORNDON FAIR SUNDAY 6 DECEMBER 2015

Description of Event

Thorndon School have organised this popular event with stallholders, shopkeepers, arts and craft enthusiasts and entertainers for over 25 years. The fair is the major fund raising vehicle for the school and is held each year on the first Sunday in December. This year's fair is proposed for Sunday 6 December 2015. As in previous years, the organisers wish to close Tinakori Road (between Bowen Street and Harriet Streets) and Hill Street (between Tinakori Road and British Embassy) from 6.00am to 6.00pm

Approved public information signage will be in place well ahead of the event, with the organisers planning to advertise the Fair via media releases on radio and television, community papers, a web site, bridge banners, posters and signs. Residents and local businesses will receive several letter drops (beginning in late October, then middle of November, 1 week out from the event) and a letter drop on cars the last two Saturday's before the fair advising them of the event.

The proposed road closures are as follows;

Tinakori Road (between Bowen Street and Harriett Street)

Hill Street (between Tinakori Road and approximately 100 meters east)

Events Directorate Support

The Event directorate has no connection with, and no objection to, this event.

2. Proposal Notice and Consultation

The public notice notifying that the Council is proposing to consider this closure was published in the following newspaper:

Dominion Post Saturday 18 July 2015

The New Zealand Police and the Ministry of Transport have also been consulted with.

Objections

There have been NO objections to this closure request.

4. Traffic Impact Assessment

Prior Closures

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

In the opinion of Stephen Harte Programme Manager Transport Network Development, acting as the Council's Traffic engineer, the proposed closure, if implemented according to the plans provided is not likely to impede traffic unreasonably subject to the conditions listed below. However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:

- The road closure will start at 6.00am to 6.00pm.
- The event organiser is to provide a detailed Traffic Management Plan for approval by Council
 prior to the event. (The event organiser is responsible for safety pedestrian and traffic within
 the closed area.)
- The event organiser is to ensure that the Public Transport Operators, Police, Fire and Ambulance Services have been consulted with and that the Traffic Management Plan includes all of their specific requirements.
- The event organiser is to ensure that the affected property owners along the road closures are Consulted with (in particular Retailers and Residents within the road closure area).
- The event organiser is to provide marshals at all road closures ends to ensure that public safety (interaction of traffic and spectators) is not compromised.
 The detour route is to be provided and clearly signed during the road closures.
 The event The event organiser is responsible for the maintenance of the temporary traffic management plan during the road closure.



Stephen Harte
Programme Manager Transport Network Development

Attachments

- Map of proposed closure
- Copy of proposal notice from the newspaper

Item 2.3 Attachment 2

Prepared By:

Maria Taumaa
Street Activities Coordinator

Manager City Events



Road Closure

Bidwill Street closed to through traffic Monday 22 July- Friday 18 September

Contractors will be constructing a retaining w U opposite 41-43 Bidwill Street, Mount Cook. Hours of work will be between 7am-6pm, Monday-Saturday.

For any queries please contact Hans Anderson at Retaining and Civil Construction Itd, 04 586 9922 or 027 546 9660.

Wellington City Council

101 Wakefield Street PO Box 2199, Wellington 6140 Wellington govt.nz

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Proposed Road Closure

The Regulatory Processes Committee will meet on Thursday 17 September 2015 to consider the following proposed temporary road closure for events:

Thorndon Fair 6am - 6pm, Sunday 6 December 2015

Tinakori Road between Bowen Street and Harriett Street. Hill Street between Tinakori Road and approximately 100 metres past Selwyn Terrace towards Molesworth St.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, 31July 2015. Please send correspondence to Maria Taumaa at the mailing address below, by fax 04 801 3009 or by email to maria.taumaa@wcc.govt.nz

Wellington City Council

101 Wakefield Street PO Box 2199, Wellington 6140 Wellington.govt.nz

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REGULATORY PROCESSES COMMITTEE



PROPOSED TEMPORARY ROAD CLOSURE - IMPACT REPORT

ROBBIE WILLIAMS SATURDAY 31 OCTOBER 2015

1. Description of Event

The Robbie William concert is being promoted by Chugg entertainment in conjunction with Positively Wellington Venues. PWT would like to see the basin being utilised for events where crowd numbers are expected to be in the vicinity of 11,000 people.

The road closures for this event will enable food trucks and extra toilet facilities to be placed in Cambridge Terrace and allow patrons to move safely around the Basin Reserve.

The proposed road closures are: Saturday 31 October 2015.

- Slipway between Buckle Street and Ellice Street (6.00am to 12am)
- Buckle Street leading to Cambridge Terrace and Cambridge Terrace to Vivian Street. (10.00pm to Midnight)
- Inside lane closure around the Basin Reserve includes Buckle Street, Dufferin Street, Rugby Street and Sussex Street (6am to midnight)

Residents and local businesses will receive a letter drop advising them of the road closures and parking restrictions. The closure is also to be advertised in the Wellingtonian in the week preceding the event. The event will be managed by a qualified traffic management company. Pedestrian access will not be restricted and emergency services will have immediate access to the area if required.

2. Events Directorate Support

The Events Directorate actively supports Robbie William concert.

3. Proposal Notice and Consultation

The public notice notifying that the Council is proposing to consider this closure was published in the:

Dominion Post Saturday 15 August 2015

The New Zealand Police and the Ministry of Transport have also been consulted with.

4. Objections

There have been NO objections to this closure request.

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Traffic Impact Assessment

Prior Closures

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

In the opinion of Stephen Harte Programme Manager Transport Network Development, acting as the Council's Traffic Engineer, the proposed closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below. However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:

- · The road closure will start at 6.00am and reopen midnight
- The event organiser is to obtain Council approval on the details of a traffic management plan prior to the event.
- Organiser is to ensure that the Public Transport Operators, Police, Fire and Ambulance Services have been consulted with and that the Traffic Management Plan includes all of their specific requirements.
- The event organiser is to notify the public of the event via newspaper advertisement, letter drop, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closures ends to ensure that public safety (interaction of traffic and spectators) is not compromised.
- The event organiser is to consult and gain approval from emergency services to provide access for emergency vehicles.
- The event organiser is to work with the Public Transport operators to provide alternative public transport route and bus stops.

Signed		3
	Stephen Harte Programme Ma	nager Transport Network Development

Attachments

- Map of proposed closure
- Copy of proposal notice from the newspaper

Prepared By:

Maria Taumaa

Street Activities Coordinator

Endorsed By: ..

Manager City Events

Warrick Den



MidStarton Holli 14 August 2015 to 4 Saytambar 2015.

Proposed road closures

The Regulatory Processes Committee will meet on Thursday 17 September 2015 to consider the following proposed temporary y road closure for events.

Robbie Williams at Basin Reserve Saturday 31October2015

Full closures

Garn-midnight - slipway between Buckle Street and Ellice Street **10pm-midnight** - Buckle Street leading to Cambridge Terrace
and Cambridge Terrace leads to Vivian Street. Pedestrian
management will be in place.

Lane closure only

Garn-midnight - Inside an earound the Basin Reserve (includes Buckle Street, Dufferin Street, Rugby Street and Sussex Street).

Any person objecting to a proposed road closure must contact the city Council in writing before 4pm, 28 August 2015. Please send correspondence to Maria Taumaa at the mailing address below, by fax 04 801 3009 or by email to maria.taumaa@wcc.govt.nz

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HEARING OF OBJECTION TO THE PROPOSED LOCATION OF A TRANSPORT SHELTER OUTSIDE 204-212 THE PARADE, ISLAND BAY

Purpose

This report sets out the situation and legal requirements for the proposed establishment of a transport shelter for bus passengers outside 204-212 The Parade, Island Bay. The neighbouring land owner has objected to the proposal under section 339 of the Local Government Act 1974. The Committee must decide if the objection is to be upheld or dismissed or if the proposal is to be modified.

Summary

- 2. The Council has decided to implement a traffic improvement scheme along The Parade in Island Bay which will provide high quality connected bike lanes, new pedestrian crossings and improved bus stops.
- 3. One element of this scheme is to relocate a bus shelter to ouside 204-212 The Parade. The neighbouring land owner has objected to this proposal.
- 4. It is the Officer's view that there are no reasonable grounds to amend the proposed relocation. Accordinly it is recommended that the relocation of the bus shelter proceeds as per the proposal.

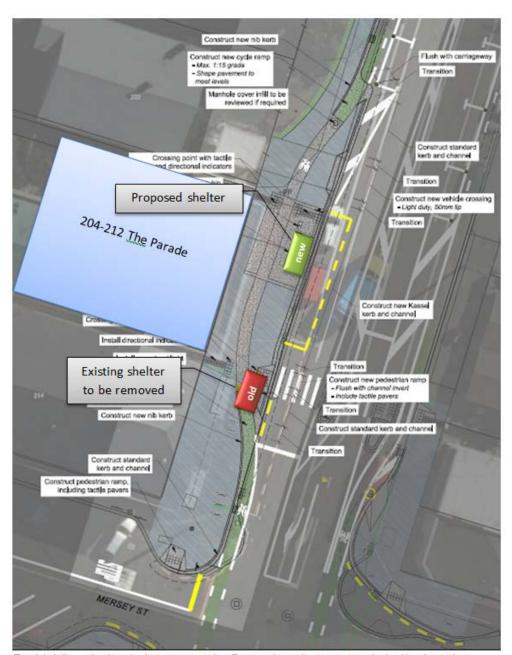
Recommendations

That the Regulatory Processes Committee:

- 1. Receive the information.
- 2. Agree to dismiss the objection and proceed with the proposal to relocate a bus shelter to ouside 204-212 The Parade.

Background

- 5. The Council has decided to implement a traffic improvement scheme along The Parade, Island Bay. It will provide good quality connected bike lanes, new pedestrian crossings and improved bus stops.
- 6. As depicted in the following diagram, works near the intersection of Mersey Street, include providing extra car parking in the side road, a new pedestrian crossing and clearly marked bike lanes through the intersection. In order to make these changes the existing bus stop must be moved northwards some 15 metres. Accordingly, the existing bus shelter must be removed from its current position in order to provide protection for waiting bus passengers. It is therefore proposed to move the shelter to outside 204-212 The Parade.



Red (old) - shelter to be removed Green (new) - proposed shelter location

- 7. In this case three approvals are required:
 - A traffic resolution to relocate the bus stop
 - A Resource Consent for the third-party advertising on the Adshel bus shelter
 - Approval under section 339 of the Local Government Act 1974.
- 8. The Council, at its meeting on 24 June 2015, agreed to the traffic resolutions to move the bus stop.
- 9. Under the District Plan, a bus stop shelter at this site is a permitted activity on legal road. A Resource Consent is required for the third-party advertising. This consent has been granted.
- 10. Section 339 of the Local Government Act 1974 states "The council may erect on the footpath of any road a shelter for use by intending public-transport passengers or taxi

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passengers: provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road."

- 11. The neighbouring land owner has objected to the proposal under this provision stating "The proposed location will impact on the visibility of existing businesses in the building" (Attachment 1).
- 12. Officers have explained to the objector that the reasons given for the objection are not grounds for objection under the provisions of The Act. However, the objector wishes to be heard in this matter.

Discussion

- 13. It is logical to relocate an existing shelter to a position adjacent to the new bus stop in order to provide protection for waiting bus passengers. The neighbour has objected to this proposal for reasons not considered by the provision of The Act. The Act requires that a proposal not unreasonably prevent access to any land having a frontage to the road. A generously wide footpath is maintained through the area and no vehicle access is currently required to service the existing development. Therefore access is not unreasonably prevented.
- 14. The objector's concern that "the proposed location will impact on the visibility of existing businesses in the building" is not a matter to be considered under section 339 of The Act.
- 15. Officers consider that the objector's concern is not merited as the proposed shelter is relatively small and will only partially obstruct visibility of his building. As an observer moves along the adjacent roadway, the full frontage will come and go from potential observers' fields of view. Given there is an existing shelter is a similar position, albeit clear of the objector's frontage, it nevertheless similarly partially obstructs views of the frontage. Overall, this negative effect is considered to be minor.
- 16. The neighbouring building provides a large verandah over the public footpath. It is located some distance back from a good position for waiting passengers. So, while it is an option not to provide any shelter at this site and rely on the existing verandah, this is not an option supported by officers because of the relatively poor level of shelter that would be provided. This is a significant consideration given that typically over 200 people use this bus stop every day.

Options

17. The Committee "may either dismiss the objection or decide not to proceed with the proposal or make such modifications to the proposal to which the objection relates as it thinks fit" Local Government Act 1974, s339 (5).

Attachments

Attachment 1. Objection to Transport Shelter Outside 204 to 212 The Parade Page 43

Author	Joe Hewitt, Cycling - Principal Engineer
Authoriser	Warren Ulusele, Manager City Planning and Design

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SUPPORTING INFORMATION

Consultation and Engagement

Officers have been in communication with the objector but have been unable to reach agreement on this matter.

Treaty of Waitangi considerations

None.

Financial implications

None.

Policy and legislative implications

The Council has a policy of providing transport shelters at bus stops. The site has an existing shelter. Choosing not to relocate the shelter to align with the new bus stop would be inconsistent with The Council's transport policy directions.

Risks / legal

None.

Climate Change impact and considerations

None.

Communications Plan

The objector will be notified of the Committee's decision.

Item 2.4 Attachment 1

REGULATORY PROCESSES COMMITTEE 17 SEPTEMBER 2015

Absolutely Positively **Wellington** City Council Me Heke Ki Pōneke

From: gino.maresca@gmail.com Sent: Mon 22/12/2014 3:03 p.m.

To: Joe Hewitt Cc: Amadee Rose

Subject: Formal objection to council proposal to install bus shelter.

Dear Joe

This email is to formally object, under section 339 (2) of the local Government Act 1974, to the proposed relocation of the existing bus shelter from its current position to the front of 204-212 the parade. The proposed location will impact on the visibility of existing businesses in the building.

Our lawyer has been copied into this email, so that we/she can determine what action is to be taken.

Regards

Gino Maresca