# ORDINARY MEETING

# OF

# CITY STRATEGY COMMITTEE

# AGENDA

**Time:** **9.30am**
**Date:** **Thursday, 22 November 2018**
**Venue:** **Committee Room 1**
**Ground Floor, Council Offices**
**101 Wakefield Street**
**Wellington**

## MEMBERSHIP

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Fitzsimons
Councillor Foster
Councillor Free
Councillor Gilberd
Councillor Lee
Councillor Marsh
Councillor Pannett (Chair)
Councillor Sparrow
Councillor Woolf
Councillor Young

## NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

**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 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about.*

# AREA OF FOCUS

The role of the City Strategy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas of Council, including:

- **Environment and Infrastructure** – delivering quality infrastructure to support healthy and sustainable living, protecting biodiversity and transitioning to a low carbon city
- **Economic Development** – promoting the city, attracting talent, keeping the city lively and raising the city's overall prosperity
- **Cultural Wellbeing** – enabling the city's creative communities to thrive, and supporting the city's galleries and museums to entertain and educate residents and visitors
- **Social and Recreation** – providing facilities and recreation opportunities to all to support quality living and healthy lifestyles
- **Urban Development** – making the city an attractive place to live, work and play, protecting its heritage and accommodating for growth
- **Transport** – ensuring people and goods move efficiently to and through the city
- **Governance and Finance** – building trust and confidence in decision-making by keeping residents informed, involved in decision-making, and ensuring residents receive value for money services.

The City Strategy Committee also determines what role the Council should play to achieve its objectives including: Service delivery, Funder, Regulator, Facilitator, Advocate

The City Strategy Committee works closely with the Long-term and Annual Plan Committee to achieve its objectives.

**Quorum:** 8 members

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# 1 Meeting Conduct

## 1.1 Mihi

The Chairperson invites a member of the City Strategy Committee to read the following mihi to open the meeting.

***Taiō Pōneke[†] – City Strategy Committee***

| **Te wero** | **Our challenge** |
|---|---|
| Toitū te marae a Tāne<br>Toitū te marae a Tangaroa<br>Toitū te iwi<br>Taiō Pōneke – kia kakama, kia māia!<br>Ngāi Tātou o Pōneke, me noho ngātahi<br>Whāia te aratika | Protect and enhance the realms of the Land and the Waters, and they will sustain and strengthen the People.<br>City Strategy Committee, be nimble (quick, alert, active, capable) and have courage (be brave, bold, confident)!<br>People of Wellington, together we decide our way forward. |

[†] The te reo name for the City Strategy Committee is a modern contraction from 'Tai o Pōneke' meaning 'the tides of Wellington' – uniting the many inland waterways from our lofty mountains to the shores of the great harbour of Tara and the sea of Raukawa: ki uta, ki tai (from mountain to sea). Like water, we promise to work together with relentless synergy and motion.

## 1.2 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.

## 1.3 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.

## 1.4 Confirmation of Minutes

The minutes of the meeting held on 15 November 2018 will be put to the City Strategy Committee for confirmation.

## 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 City Strategy Committee.***

The Chairperson shall state to the meeting:

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.

The item may be allowed onto the agenda by resolution of the City Strategy Committee.

***Minor Matters relating to the General Business of the City Strategy Committee.***

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the City Strategy Committee for further discussion.

## 1.6 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.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

## 2. Policy

# FIRE AND SMOKE NUISANCE BYLAW: APPROVAL TO ADOPT

## Purpose

1. This report presents the results of public consultation, and asks the Committee to recommend that the Council adopt the amended Part 3: Fire and Smoke Nuisance of the Wellington City Consolidated Bylaw 2008.

## Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Notes that public consultation was undertaken on a proposed amended Part 3: Fire and Smoke Nuisance of the Wellington City Consolidated Bylaw 2008 by way of a statement of proposal approved by the Committee on 13 September 2018.
3. Notes that public submissions from the consultation and officer responses have been presented to the Committee in a summary of submissions (**Attachment 1** refers).
4. Notes that no additional amendments are proposed as a result of the consultation.
5. Recommends to Council that it:
    a. Adopts the amended Part 3: Fire and Smoke Nuisance of the Wellington City Consolidated Bylaw 2008 (**Attachment 2** refers).
6. Delegates to the Chief Executive and the Portfolio Leader the authority to amend the proposed amended Bylaw to include any amendment agreed by the Committee and any associated minor consequential edits.

## Background

2. On 13 September 2018 the Committee approved a statement of proposal for public consultation on the proposed amended Part 3: Fire and Smoke Nuisance of the Wellington City Consolidated Bylaw 2008. The changes considered in consultation were to:
    - align the Bylaw with the new Fire and Emergency Act 2017 by removing powers relating fire safety and issuing fire permits which Fire and Emergency New Zealand has taken over
    - clarify that Council officers can take reasonable steps to reduce the nuisance caused by fire or smoke, for example by asking for a fire to be extinguished
    - make it clear that the Bylaw has a narrower focus by renaming it the Consolidated Bylaw 2008 Part 3: Fire and Smoke Nuisance.
3. Consultation was open from 28 September to 26 October 2018. Twelve submissions were received. A summary of submissions has been prepared (Attachment 1).

## Discussion

4. Most of the submissions expressed support for the Council continuing to have a bylaw with a focus on fire and smoke nuisance.

5. Two submitters asked if nuisance would be defined. Officers do not recommend adding a definition. Nuisance is defined in the Health Act 1956, and this includes circumstances that are offensive or likely to be injurious to health. This definition applies by virtue of the bylaw being made under the Health Act, so Council officers will be able to rely on these terms when enforcing the proposed Bylaw.

6. A more detailed definition in the Bylaw could limit the ability of Council officers to consider all the circumstances of a particular complaint, and to respond effectively in a range of circumstances.

7. Some submitters asked if safety would be defined, or if specific fire-types were possible without a fire permit. These topics are out of scope of the Bylaw as they are the responsibility of Fire and Emergency New Zealand. Responses have been provided in the summary of submissions based on information from Fire and Emergency New Zealand and from Greater Wellington Regional Council. Information has also been provided directly to the nine submitters who provided an email address.

8. Officers do not recommend any changes to the proposed amended Bylaw on account of the submissions. Overall the submissions indicated support for continuing to have a Bylaw addressing nuisance from fire and smoke, and some lack of awareness of the new rules about fires which the consultation may have helped address.

## Options

9. The paper considered by the Committee on 13 September 2018 noted:

   - If a change option is not progressed any inconsistent bylaw content will have no effect (Local Government Act s152B). The redundant content could be misleading for the public.
   - The Council could revoke the bylaw in its entirety. This option is not recommended as it is still considered useful to have regulatory tool to manage smoke nuisance.

## Next Actions

10. If the Committee agrees to recommend that Council adopts the proposed amended Bylaw, the Council will consider it on 28 November.

11. If Council agrees to the proposed amended Bylaw, it will be come into effect on 29 November.

12. Relevant delegations at the Council are in the process of being updated.

## Attachments



| Authors | Leila Martley, Senior Policy Advisor |
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| | |
|---|---|
| | Geoff Lawson, Principal Advisor |
| Authoriser | Baz Kaufman, Manager Strategy<br>Kane Patena, Director, Strategy and Governance |

# SUPPORTING INFORMATION

**Engagement and Consultation**

Officers have consulted Fire and Emergency New Zealand during the development of the proposed Fire and Smoke Nuisance Bylaw, including about public consultation and submissions.

**Treaty of Waitangi considerations**

There are no Treaty of Waitangi considerations.

**Financial implications**

The proposed amendments will raise no additional costs.

**Policy and legislative implications**

The proposed Bylaw amendments give effect to changes required by legislation. The proposed Bylaw is not part of any wider strategies, and has no bearing on any other Council policies.

**Risks / legal**

The proposed Bylaw, consultation and submission documents have been reviewed by the legal team.

**Climate Change impact and considerations**

There are no climate change impacts.

**Communications Plan**

A communications plan was used for consultation, included social media, online and print consultation documents and a mailout to former fire permit applicants.

**Health and Safety Impact considered**

There are no changes to the status quo. Currently officers do not extinguish fire, and have not needed to as orders to extinguish have been sufficient. If required, the power to extinguish a fire for nuisance related reasons may be exercised by suitably trained individuals.

## Summary of Submissions - Fire and Smoke Nuisance Bylaw

Submissions on the proposed Fire and Smoke Nuisance Bylaw (the Bylaw) were sought from Friday 28 September to Friday 26 October 2018. The submission process was promoted via the Council website. Copies of the statement of proposal were distributed to libraries and were available in the Council service centre. The statement of proposal was also mailed to 156 households and organisations who had applied to the Council for a fire permit in the past.

Twelve submissions were received. Submitter responses to consultation questions are discussed below. Additional points and officer's response are in Table 1. Question responses do not add up to 12 as not all submitters followed the form or responded to the questions.

*Submission Question 1: Did you know the Council no longer issues fire permits?*

Four submitters responded 'yes' (Susan Sturman, Stephanie and Stephan Sole, James Kumar, Sam Thornton), five respondents responded 'no' or that they were unsure (Dr Mark Sherwood, Trevor Bleakley, Sadie Coe, Mirjam Maclean, Moka Sipeli). One submitter noted that they would have found out next time they sought a permit.

Officer's response: No further action is recommended. The result confirms that it was appropriate to send the statement of proposal to people who had previously applied for a permit.

*Submission Question 2: Is the information in the Draft Bylaw about getting fire safety information and permits from FENZ, clear and helpful?*

Five submitters responded 'yes' (Susan Sturman, James Kumar, Trevor Bleakley, Sam Thornton, Sadie Coe) and three said no or that it was not entirely clear (Dr Mark Sherwood, Mirjam Maclean, Moka Sipeli). In some responses it was not clear if submitters were talking about the Fire and Emergency New Zealand website, or the proposed Bylaw.

Officer's response: No further action is recommended. It is not essential to have the information in the proposed Bylaw, but the response indicates the inclusion is helpful.

*Submission Question 3: Do you agree the Council should continue to regulate nuisance fires and smoke?*

Seven submitters responded 'yes' or expressed general support (Susan Sturman, Dr Mark Sherwood, James Kumar, Trevor Bleakley, Mirjam Maclean, Moka Sipeli, Fiona Colquhoun). One submitter responded 'no' (Sam Thornton).

One submitter (Sadie Coe) questioned if Fire and Emergency New Zealand would address nuisance fires and smoke. Another submitter (Dr Mark Sherwood) agreed with regulation, 'in a fair and reasonable way', noting that hāngi and umu are culturally important, neighbours are usually supportive, and good communications and sharing of food helps.

Officer's response: No further action is recommended. The response indicates general support. Regarding the question of whether Fire and Emergency New Zealand respond to nuisance fires; they do not have the legal authority to put out fires that are just a nuisance or causing a non-immediate life threatening issue. Fire and Emergency New Zealand will immediately extinguish all fires that are a threat to life and/or property.

## Table 1: Proposed Fire and Smoke Nuisance Bylaw submissions

| Topic | Submitter | Submission Content | Officer's Response |
|---|---|---|---|
| Defining nuisance and health or safety risks | Sadie Coe | Is there a definition or description of what makes smoke from a fire a nuisance? Some people could think any amount of smoke a nuisance and ask that a BBQ or small fire be put out. A neighbour once burned rubber tyres. | **Noted.** Nuisance is defined in the Health Act 1956 and this includes circumstances that are offensive or likely to be injurious to health. This definition applies by virtue of the Bylaw being made under the Health Act, so Council officers will be able to rely on these terms when enforcing the proposed Bylaw.<br><br>A more detailed definition could limit the ability of Council officers to consider all the circumstances of a particular complaint, and to respond effectively in a range of circumstances. The burning of tyres would clearly be a nuisance as it would release toxic fumes, likely to be injurious to health. A small BBQ by comparison is unlikely to be objectively assessed as offensive.<br><br>Conditions for safely managing all outdoor fire-types are provided by Fire and Emergency New Zealand. Refer: https://fireandemergency.nz/checkitisalright/fire-types/. |
| | Matt Lemmens | Greater clarity required on the situations which would be considered health or safety risks, or nuisances. | |
| Implementation | Matt Lemmens | There should be clarity about what will happen when there is nuisance caused by a fire that has a permit. | **Noted**. Most outdoor fires on private land will not require a permit from Fire and Emergency New Zealand. If a fire that has a permit is reported as creating a nuisance - the Council will work with the permit holder to abate the nuisance under the Bylaw, or will contact Fire and Emergency New Zealand (if the conditions of the permit and other relevant guidance are not being met). |
| | Susan Sturman | An officer may be unlikely to get to a fire in time to verify the nuisance. | **Noted.** Council officers will usually respond immediately if it is suspected that toxic substances are being burned. Complaints most often come in to Council when fires are starting up, as this is when they create the most smoke. Unless toxic fumes are suspected, officers will usually ask that a complainant check if the problem persists for 20 minutes as issues usually resolve in that time. If a fire at a particular location is regularly reported as a nuisance, an officer may attend and provide a response even if the nuisance smoke is not evident when they get there. |
| Burning construction offcuts | Tim Carter | Some householders don't find it practical to carry construction offcuts to the road, they need to burn them. | **Noted.** Untreated timber offcuts may be burnt. Treated timber should never be burnt in an outdoor or indoor fire as it releases toxic fumes. Greater Wellington Regional Council provides guidance and information on how to spot treated timber, and how to manage fires so they are less smoky. Refer: http://www.gw.govt.nz/better-burning/. |

| Topic | Submitter | Submission Content | Officer's Response |
|---|---|---|---|
| **Remaining submission points are out of scope of the Fire and Smoke Nuisance Bylaw – responses are provided to help clarify the new rules** | | | |
| Information | Dr Mark Sherwood | There is good information [about fires]. Please make a video as well. | **Noted.** Fire and Emergency New Zealand have been informed of all submission comments, including this proposal. |
| Fire safety | Susan Sturman | Preferred previous tighter controls about backyard fires stipulating where, when, weather conditions, safety measures and needing to phone in before lighting. | **Noted.** There are safety conditions for all fire-types that should be observed. Conditions are set and managed by Fire and Emergency New Zealand. Anyone planning to light an outdoor fire should check the appropriate Fire and Emergency New Zealand information.<br><br>Refer:<br>https://fireandemergency.nz/fire-seasons-permits/<br>and<br>https://fireandemergency.nz/checkitisalright/fire-types/<br><br>Fire and Emergency New Zealand can also be contacted by phone: 0800658628.<br><br>In general, unless a fire ban in place; charcoal and gas barbeques, cultural fires (including hāngi, umu, braai and lovo), incinerators, chiminea, and wood-fire pizza ovens may be lit without a permit. A small fire on the back lawn to toast marshmallows, and the incineration of paper, are both allowed without a permit. A burn-off and any fire on a beach need a fire-permit. |
| Using an incinerator | Stephanie and Stephan Sole | We believe we are not allowed a fire permit and are disappointed we can no longer burn business documents. Previously we used an incinerator. | |
| Small fires | Susan Sturman | I can't find information on whether I still need a fire permit to toast marshmallows on the back lawn. | |
| Burn-offs | Fiona Colquhoun | Some burn-offs should be allowed to reduce fire risks. | |
| Ban private fireworks | Fiona Colquhoun | Fireworks in residential areas should be banned, due to fire risks to vegetation. | **Noted.** Fireworks are addressed in Part 5: Public Places of the Wellington City Consolidated Bylaw 2008 and in the Hazardous Substances and New Organisms Act 1996. Fire and Emergency New Zealand also provide guidance on use of fireworks Refer: https://fireandemergency.nz/recreational-and-cultural/fireworks/. |
| Green waste collection | Fiona Colquhoun | The Council should do more to help remove green waste, like regular green waste collection services – this would help people avoid taking large loads to the tip - expensive and hard work. | **Noted.** In the short to medium term, residents are encouraged to contract private services for kerbside collection of green garden waste. The company Waste Management offers several options: https://www.wastemanagement.co.nz.<br><br>Longer term, Council will consider options for diversion of household food waste and garden waste under the *Wellington Region Waste Management and Minimisation Plan 2017 – 2023.* |

# Proposed Part 3: Fire and Smoke Nuisance of the Wellington City Consolidated Bylaw 2008

## Introduction

1. Purpose
2. Interpretation
3. Nuisance or health and safety risk from fires or smoke
4. Offences and cost recovery

This part of the Bylaw is made under section 145 of the Local Government Act 2002 and section 64(1)(a) of the Health Act 1956.

Nothing in this part of the Bylaw derogates from the Fire and Emergency New Zealand Act 2017 or any regulations made under that Act. To the extent that it is covered by that Act, nothing in this part of the Bylaw:

- relates to the removal of fire hazards; or
- declares prohibited or restricted fire seasons; or
- prohibits or otherwise regulates or controls the lighting of fires in open air; or
- relates to the prevention of the spread of fires involving vegetation.

These fire safety measures are now regulated by Fire and Emergency New Zealand following the Fire and Emergency Act 2017. All the new rules, fire ban information, and how to apply for a fire permit can be found on the Fire and Emergency New Zealand websites www.fireandemergency.nz and www.checkitsalright.nz or by contacting Fire and Emergency New Zealand on 0800 658 628.

This part was adopted on 16 December 2015 and amended on 29 November 2018.

## 1. Purpose

The purpose of this part of the Bylaw is to protect the public from the nuisance arising from fire and smoke, in regard to aspects other than fire safety.

## 2. Interpretation

In this part of the Bylaw, unless the context otherwise requires:

"**Authorised officer**" means an enforcement officer authorised under the Local Government Act 2002, an environmental health officer under the Health Act 1956, or any other person authorised by Council for the purposes of administering and enforcing this bylaw.

"**Nuisance or risk**" includes potential nuisance or risk.

"**Reasonable steps**" includes but is not limited to issuing a direction to extinguish the fire and/or extinguishing the fire.

## 3. Nuisance or health and safety risk from fires or smoke

3.1 No person may light, or allow to remain lit, any fire that creates a nuisance, health risk, or safety risk to any person or property.

3.2 No person may permit smoke, noxious fumes or any other matter to be emitted in such a way as to create a nuisance, health risk, or safety risk to any person or property.

3.3 If an authorised officer is of the opinion that clause 3.1 or 3.2 has been breached, or is likely to be breached, the officer may take reasonable steps to abate, or cause to be abated, the nuisance or risk.

3.4 To avoid doubt, nothing in this part of the bylaw applies to a fire safety risk to which the Fire and Emergency New Zealand Act 2017, or regulations made under that Act, applies.

## 4. Offences and cost recovery

4.1. Every person commits an offence who:

(a) breaches clause 3.1 or 3.2 of this Bylaw; or

(b) fails to comply with a direction of an authorised officer issued under clause 3.3.

4.2 The Council may recover any costs it incurs as a result of acting under this bylaw. Costs are recoverable from:

(a) the owner of the property on or from which the nuisance or risk originated; and/or

(b) any person who caused the nuisance or risk.

## 3. Monitoring

# UPDATED FORWARD PROGRAMME FOR CITY STRATEGY COMMITTEE MEETING FOR 2018/19

## Purpose

1. This report provides an updated copy of the City Strategy Committee's Forward Programme for 2018/19.

## Summary

2. This updated Forward Programme sets out the strategy, policy and briefing reports that are planned for the City Strategy Committee meetings for 2018/19.
3. The Forward Programme includes both large scale strategy and policy documents, projects, unit work streams, and also a number of operational reports that require committee consideration.
4. The Forward Programme is a working document that is subject to change on a regular basis.
5. A number of items are listed which do not have as yet agreed reporting timeframes. These have been added separately to ensure that the Committee has visibility of the fuller work programme. These will be included as scheduled items, as dates are confirmed.

## Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Notes the attached forward programme.

## Attachments

Attachment 1. Updated CSC Forward Programme 2018/19 ⇩ Page 19

| | |
|---|---|
| Author | Esther Hoskin, Democracy Advisor |
| Authoriser | Penny Langley, Democracy Services Manager<br>Kane Patena, Director, Strategy and Governance |

# SUPPORTING INFORMATION

**Engagement and Consultation**
Not applicable.

**Treaty of Waitangi considerations**
Not applicable.

**Financial implications**
Not applicable.

**Policy and legislative implications**
Timeframes and deliverables are reliant on organisational resourcing and priorities.

**Risks / legal**
Not applicable.

**Climate Change impact and considerations**
Not applicable.

**Communications Plan**
Not applicable.

**Health and Safety Impact considered**
Not applicable.

# CITY STRATEGY COMMITTEE FORWARD PROGRAMME 2018/19:
# THIS IS A WORKING DRAFT, THE CONTENTS ARE SUBJECT TO CHANGE

| Date | Report Title | Description | Officer | ELT | Portfolio leader | Priority |
|---|---|---|---|---|---|---|
| 6 Dec | Oban Street Track | A decision is required on whether a new track should be constructed in Trelissick Park | Myfanwy Emeny | B McKerrow | Cr Gilberd | BAU, Priority 2 |
| 6 Dec | Draft Outer Green Belt Management Plan | Commitee to approve draft plan for consultation | Bec Ramsay | B McKerrow | Cr Gilberd | BAU, Priority 2 |
| 6 Dec | Priority Buildings oral hearing | Submissions open 19 Oct to 23 Nov. | Mike Mendonca / Baz Kaufmann | D Chick | Cr Pannett | Triennium Plan, Priority 1 |
| 6 Dec | City Housing Operational Policy | Social housing policy settings review | Michelle Riwai | B McKerrow | Cr Dawson | Triennium Plan, Priority 1 |
| 6 Dec | Housing Development Update | | John McDonald / Moana Mackey | D Chick | Cr Dawson | Triennium Plan, Priority 1 |
| 6 Dec | Alex Moore Park | Progress on the development project | Sarah Murray / Bec Ramsey | B McKerrow | Cr Gilberd | Triennium Plan, Priority 1 |
| 6 Dec | Report from CCO Subcommittee on Letters of Expectations for CCOs | This was added by Councillors amendment at the CSC meeting 20 Sept 2018 | Warwick Hayes / Danny McComb | Kevin Lavery | Cr Woolf | BAU, Priority 2 |
| 6 Dec | Quarterly 1 Report | Reporting on the first quarter of the FY 2018/19 | Bronwen Green | Andy Matthews / K Patena | Deputy Mayor | Statutory Requirement, Priority 3 |
| 6 Dec | Licence to Occupy | Licence to Occupy 9 Mount Albert Road | Julia Famillton | B McKerrow | Cr Gilberd | |
| 6 Dec | Wastewater Easement and Storm Water Easement | Wastewater easement and storm water easement through reserve adjacent to 22 Glenside Road. | Julia Famillton | B McKerrow | Cr Gilberd | |
| 6 Dec | Formal Proposal Band Rotunda - Cheops Holdings Limited | | Peter Brennan | A Matthews | | |
| 6 Dec | Liquor Control Bylaw final report following consultation | The current bylaw requires review by December 2018 | Jim Lewis | K Patena | Cr Dawson | Statutory Requirement, Priority 3 |
| 6 Dec | Convention Centre | | Danny McComb | K Lavery | Mayor | Triennium Plan, Priority 1 |
| 6 Dec | Amending the Development Contributions Policy | The purpose of this report is to present the changes to the Council's Developments Contributions Policy to the Committee. This report outlines the minor editorial changes to the Policy. A more thorough review of the Policy is to take place during 2018-19 financial year. | Deirdre Reidy | Andy Matthews | Cr Foster | BAU, Priority 2 |
| 6 Dec | Apartment Conversion Projects | Managing future projects | John McDonald / Moana Mackey | D Chick | Cr Dawson | Triennium Plan, Priority 1 |
| 6 Dec | Traffic Resolutions | Round 4 | Lindsey Hill | D Chick | Cr Calvi-Freeman | BAU, Priority 2 |

| Legend | |
|---|---|
| | New or rescheduled paper |
| | Public Excluded item |
| | Separation between weeks and |

| 2019 - First Quarter (Feb - Mar) NO CSC meetings in January | | | | | | |
|---|---|---|---|---|---|---|
| **Date** | **Report Title** | **Description** | **Officer** | **ELT** | **Portfolio leader** | **Priority** |
| 7 Feb | **Mihi Whakatau to welcome Councillors to the new Committee Room before the first CSC meeting** | | Nicky Karu | K Patena | Deputy Mayor | |
| 7 Feb | Community and Recreation Leases on Town Belt | Cook Island Society (N.Z.) Wgtn Branch Inc, Rugby League Park, Newtown | Kristine Ford/ Sarah Murray | B McKerrow | Cr Gilberd / Cr Fitzsimons | |
| 14 Feb | Climate Change Adaption Project - Makara Beach | Final report | Jacqui Hastie | D Chick | Cr Lee / Cr Pannett | LTP / AP |
| 14 Feb | Te reo Action Plan | Following on from the adoption of the policy - this report will outline next steps to operationalise that policy | Nicky Karu | K Patena | Deputy Mayor | Triennium Plan, Priority 1 |

| Date | Report Title | Description | Officer | ELT | Portfolio leader | Priority |
|---|---|---|---|---|---|---|
| 14 Feb | Community and Recreation Leases on Town Belt | Foundation for the National Hockey Stadium, Mt Albert Park, National Hockey Stadium | Bec Ramsey | B McKerrow | Cr Gilberd / Cr Fitzsimons | |

| Legend | |
|---|---|
| | New or rescheduled paper |
| | Public Excluded item |
| | Separation between weeks and |

| 2019 - First Quarter (Feb - Mar) to be scheduled | | | | | | |
|---|---|---|---|---|---|---|
| **Date** | **Report Title** | **Description** | **Officer** | **ELT** | **Portfolio leader** | **Priority** |
| TBC | Civic Precinct Redevelopment | Future options for the Civic Precinct, including the upgrade and redevelopment of the Town Hall, and next steps for Jack Ilott Green. | Ian Pike/ P Brennan | K Lavery | Mayor | Triennium Plan, Priority 1 |
| TBC | Watts Peninsula - purchase of land for road | This item is Public Excluded | John Vriens | B McKerrow | Cr Gilberd / Cr Foster | Triennium Plan, Priority 1 |
| TBC | Draft Parking Policy | for consultation | Geoff Lawson | D Chick | Cr Calvi-Freeman | BAU, Priority 2 |
| TBC | Traffic Resolutions - Electric Vehicles | The report requests approval for approx 35 electric vehicle car park spaces which require traffic resolutions. | Tom Pettit / Lindsey Hill | D Chick | Cr Calvi-Freeman / Cr Lee | BAU, Priority 2 |
| TBC | City Arts and Culture Update | | Jim Robertson | B McKerrow/ K Patena | Mayor / Cr Young | Triennium Plan, Priority 1 |
| TBC | Priority Buildings - financial assistance mechanisms | This was added by Councillors amendment at the CSC meeting 20 Sept 2018 | Mike Mendonca / Baz Kaufmann | D Chick | Cr Pannett | Triennium Plan, Priority 1 |
| TBC | Consolidated Bylaw Pt 1 Review | | Geof Lawson | K Patena | | BAU, Priority 2 |
| TBC | Wellington Urban Cycling Programme - Newtown | Recommendations for Newtown cycleway project | Paul Barker | D Chick | Cr Free | Triennium Plan, Priority 1 |
| TBC | Let's Get Welly Moving | Recommend report go to Council for adoption | Anna Harley | D Chick | Mayor / Cr Calvi-Freeman | Triennium Plan, Priority 1 |
| TBC | Speed Limits - CBD and Suburban | Recommendations on changing speed limits in the CBD and around school areas | Paul Barker | D Chick | Cr Calvi-Freeman | Triennium Plan, Priority 1 |
| TBC | Bus Priority Programme | This was added by Councillors amendment at the CSC meeting 8 March 2018 | Anna Harley | D Chick | Cr Free / Cr Calvi-Freeman | Triennium Plan, Priority 1 |
| TBC | Review of the Shelly Bay Project | This was added by Councillors amendment at the CSC meeting 17 May 2018 | | K Patena | | BAU, Priority 2 |
| TBC | Planning for Growth | Approval to commence engagement | Kate Pascal | D Chick | Cr Foster | LTP/AP |
| TBC | Earthquake Prone Priority Buildings Policy | Post consultation report | Mike Mendonca | D Chick | Cr Pannett | BAU, Priority 2 |
| TBC | Urban Development Agency options | This was added by Councillors amendment at the CSC meeting 8 March 2018 | Ian Pike / Anna Harley | D Chick | Cr Foster | Triennium Plan, Priority 1 |
| TBC | Te Whare Okioki (Wet House) | Paper giving an update on progress by lead agencies | Jenny Raines / Phil Becker | D Chick | Cr Dawson | Triennium Plan, Priority 1 |
| TBC | Regional Land Transport Plan | GWRC develop this plan every three years, in line with the LTP years. As part of implementaiton with the RCA's the plan is constantly reviewed. | Gunther Wild | D Chick | Cr Calvi-Freeman/ Cr Free | BAU, Priority 2 |
| TBC | Footpath Management Policy | Review the footpath management policy following the Public Places Bylaw review | Policy | K Patena | Cr Free | BAU, Priority 2 |
| TBC | Regional Waste Management Bylaw | Approval of the draft regional waste management bylaw as part of the regional waste management strategy | Mike Mendonca | D Chick | Cr Pannett | Triennium Plan, Priority 1 |
| TBC | Trade Waste Charges Policy update | The current policy is out of date | Geoff Lawson | D Chick | Cr Pannett | BAU, Priority 2 |
| TBC | Quarter 2 Report | Reporting on the second quarter of the FY 2018/19 | Bronwen Green | Andy Matthews / K | Deputy Mayor | Statutory Requirement, |
| TBC | Zero Carbon Capital Plan | This was added by Councillors amendment at the CSC meeting 20 Sept 2018 | Tom Pettit | D Chick | Cr Lee | Triennium Plan, Priority 1 |

| Date | Report Title | Description | Officer | ELT | Portfolio leader | Priority |
|---|---|---|---|---|---|---|
| TBC | Naming Policy | This was added by Councillors amendment at the CSC meeting 14 June 2018 | Geoff Lawson | K Patena | Cr Gilberd, Deptuy Mayor and Cr Foster | BAU, Priority 2 |
| TBC | Revoking sections of the Local Public Health bylaw | The passing of the food Act requires the Council to revoke redundant conditions in this bylaw | Policy | K Patena | Cr Dawson | Statutory Requirement, Priority 3 |
| TBC | Climate Adaption Action Plan | Adapting to climate driven change - toward a framework and approach for making long-term decisions such as locating, upgrading or moving key infrastructure and defending or abandoning assets) that will be affected by future climate change | Tom Pettit | D Chick | Cr Lee | Triennium Plan, Priority 1 |
| TBC | Community and Recreation Leases on Town Belt | Club Kelburn (formally NZ Squash Inc), Kelburn Park | Bec Ramsey | B McKerrow | Cr Fitzsimons | |
| TBC | Smokefree Action Plan and approach to litter in Wellington | The current plan has a limited timeframe and needs to reflect the 2025 commitment | Leila Martley | K Patena | Cr Dawson | Triennium Plan, Priority 1 |
| TBC | PAG and AAG Advisory group six month report | The reporting period from June 2018 to the start of 2019. This will bring annual reporting periods into alignment with the other two Advisory Groups - Youth Council | Democracy Services | K Patena | Deputy Mayor | BAU, Priority 2 |
| **2019 - Second Quarter (April to June)** | | | | | | |
| TBC | Advisory and Reference Group Annual Reports | Reporting will cover the June 2018 to June 2019 period | Penny Langley | K Patena | Deputy Mayor | BAU, Priority 2 |
| TBC | Child Friendly Framework and Positive Aging Strategy | These strategies are being reviewed and aligned. This was added by Councillors amendment at the CSC meeting 7 Dec 2017 | Geof Lawson | K Patena | Deputy Mayor / Cr Dawson | Triennium Plan, Priority 1 |
| TBC | Miramar Peninsula (Watts and Strathmore Park) | Planning for the development of Miramar Peninsula | Ian Pike / Paul Andrews | D Chick | Cr Foster | BAU, Priority 2 |
| TBC | Coastal Resilience Strategy and sea level rise | Resilence strategy for the city's/regions coast, including next steps for Island Bay's seawall and The Esplanade, as well as a SLR pilot in Makara Beach. | Jacqui Hastie / Mike Mendonca | D Chick | Cr Lee/ Cr Sparrow/ Cr Pannett | BAU, Priority 2 |
| TBC | Quarter 3 Report | Reporting on the third quarter of the FY 2018/19 | Bronwen Green | Andy Matthews / K | Deputy Mayor | Statutory Requirement, |
| TBC | Community Water Resilence (for households) | This was added by Councillors amendment at the CSC meeting 17 May 2018 | Wellington Water LTD | D Chick | Cr Sparrow / Cr Pannett | Triennium Plan, Priority 1 |
| TBC | Alcohol Management Strategy | This was added by Councillors amendment at the CSC meeting 23 August 2018 | | B McKerrow | Cr Fitzsimons / Cr Dawson | BAU, Priority 2 |
| TBC | Leisure Card Review | To present the review of the lesiure card and seek approval to move forward with the recommendations | Ali Whitton | B McKerrow | Cr Fitzsimons | BAU, Priority 2 |
| TBC | Review of Terms of Reference for Advisory and Reference Groups | Paper asking for approval to review all Advisory and Reference Group Terms of Reference - to update and improve consistency | Carolyn Dick / Crispian Franklin | K Patena | Deputy Mayor / Cr Calvert | BAU, Priority 2 |
| **2019 - Third Quarter (Aug-Sept) NO meetings in July (pre-election period begins in August)** | | | | | | |
| TBC | Annual Report | | Bronwen Green | Andy Matthews / K Patena | Cr Foster | Statutory Requirement, Priority 3 |
| TBC | Regional Waste Management and Minimisation Plan | Papers on implementation actions of WMMP, including regional bylaw, optimal waste collection services etc. | Emily Taylor Hall | D Chick | Cr Pannett | Triennium Plan, Priority 1 |
| TBC | Remuneration Authority Report | Reporting to the Authority on governance pool remuneration and related issues | Democracy Services | K Patena | Deputy Mayor | BAU, Priority 2 |
| **2019 - Fourth Quarter (Oct to Dec) NO meetings from mid-December (Election in October)** | | | | | | |
| TBC | Wellington Biosolids Disposal | Options for the future disposal of Wellington's biosolids. Options under investigation with Wellington Water, currently consented to 2026 | Emily Taylor Hall | D Chick | Cr Pannett | Triennium Plan, Priority 1 |

| Legend | |
|---|---|
| | New or rescheduled |
| | Public Excluded item |
| | Separation between weeks and quarters |

## 4. Operational

# HAWKINS HILL RIGHT OF WAY

## Purpose

1. This report asks the City Strategy Committee to consider and agree on a range of issues relating to a Right of Way (the RoW) over Council reserve land at Hawkins Hill in Brooklyn.
2. There is a RoW across Council owned reserve land that is deteriorating as a result of increased use. There is no agreement in place with businesses and residents with a legal interest in the RoW. Nor what standard the RoW should be and who will pay to fix and maintain it.
3. The RoW users have a legal obligation to contribute costs associated with their access to their properties across the reserve.

## Summary

4. The Hawkins Hill Right of Way (RoW) provides access to approximately 22 privately owned lots beyond the Brooklyn Hill wind turbine, in addition to Airways infrastructure, a Kiwirail communication site and access for a few private businesses.
5. Wellington City Council owns the land. The RoW legal documents were created in the 1960s, but do not detail access road specification, or maintenance, or how costs will be shared.
6. There are no formal agreements in place for financial contributions towards the maintenance and operation of the RoW.
7. Rural subdivisions and unrestricted public vehicle access has increased the use of the RoW. This is having an impact of the condition of the RoW carriageway and making the area less safe for recreational users, as well as impacting on other legitimate users of the road.
8. To help identify a fit for purpose level of service for the Right of Way a ‘Service Levels and Maintenance Review’ has been prepared.
9. Engagement with RoW users in the area has been ongoing.
10. This report provides (and recommends) a number of options and methodologies for apportioning costs to RoW users that have a legal interest in the RoW. These users have a legal obligation to share reasonable costs towards the RoW.
11. Some of the capital costs will need to be accounted for in future Annual and Long-term Plans.
12. The area can be made safer to all users by recommissioning the automatic gate at the wind turbine and setting a speed limit along the RoW to manage vehicle use.
13. There is also a private subdivision (boundary adjustment) that requires a formal RoW between Hawkins Hill and Southernthread RoWs to be authorised by Council because it sits within the area managed as reserve within the Outer Green Belt.

14. Officers are aware that some landowner's are obtaining vehicle access to their properties via reserve land at Wrights Hill. This needs to cease as no RoW exists over this public Reserve Land.

## Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Directs officers to:
    a) Enter into negotiations and formal agreements with landowners with a legal interest in the RoW and commercial users for financial contributions towards the improvements and maintenance of the Hawkins Hill Right of Way (RoW) – as outlined in Option 2;
    b) Finalise detailed design and finalise estimate costs for 'minor improvements to Hawkins Hill Right of Way as recommended in the Tonkin and Taylor Report, Service Levels and Maintenance Review – August 2018 (**Attachment 5** refers);
    c) Quantify the amount of funding to be considered as part of the 2019/20 Annual Plan and 2021/31 Long-term Plan for the Council's contribution to improvements and maintenance of the Hawkins Hill Right of Way;
    d) Recommission an automated security gate at the Meridian wind turbine car park, as well as complete the required consultation and regulatory process to designate a speed limit (30km/h) for the Hawkins Hill Right of Way;
    e) Progress negotiations to formalise two new Rights of Way – A and B (shown in **Attachment 3**, *Schedule of proposed easements*) to enable legal access over the formed carriageway from Hawkins Hill to Southernthread RoW; and
    f) Close access to residents crossing reserve land at Wrights Hill Reserve to the suburb of Karori, noting that Long Gully has the option of alternative access to South Karori Road.

## Background

15. Hawkins Hill Right of Way (the RoW), is approximately 6.2km long. It starts from Aston Fitchett Drive, Brooklyn, and leads to the Meridian wind turbine on Brooklyn Hill. It then continues along the prominent ridgeline to Hawkins Hill and the Airways radar dome (Radome) navigational infrastructure for Wellington International Airport.
16. This section of RoW is on Council land and is administered under the Outer Green Belt Management Plan.
17. From approximately 700m beyond the Radome, public access along the ridge passes over private land. Wellington City Council has legal right to access over this private land providing public access to Te Kopahou Reserve. Refer **Attachment 1**, Map of Hawkins Hill RoW sections and other tracks.
18. For a description of each section refer **Attachment 2**, Description of RoW Sections A–E.
19. In 1961, an easement was gazetted over the farm track (sections A–D) under the Public Works Act (1928) for the purpose of an aerodrome *N.Z. Gazette, 21 Dec. 1961,*

*No. 82, page 1953*. This requires Airways *"…to maintain, repair, and keep open the said Right of Way for the purpose of providing access to the land…".*

20. In 1969, an easement was approved (*TE783083*) to establish access over (sections A–D) the Council land (held for landfill) for the farmer at Long Gully Station.

21. Since then, subdivision has occurred over the years, as well as other developments, including the wind turbine installation. The turbine is a popular destination for visitors to Wellington and locals.

22. Recreation use has also increased, being a significant part of the southern Outer Green Belt and a key entrance to Te Kopahou Reserve and the South Coast. The area provides pedestrian and cycle access to the reserve.

23. The RoW provides an accessible point of access and offers outstanding views and recreational opportunities.

24. Access to Hawkins Hill can be divided into sections A–E as follows:

- Section A – Ashton Fitchett Road to wind turbine car park
- Section B – Wind turbine carpark to Southernthread Road intersection
- Section C & D – Southernthread Road intersection to Hawkins Hill Radome
- Section E – Hawkins Hill Radome to Te Kopahou Reserve over private land

25. Traffic counts were most recently taken in June 2018 in sections. The counts are two way traffic numbers.

**Table 1 – Traffic numbers – A – E June 2018**

| Section | A – Aston Fitchett to wind turbine | B – Wind turbine to Southern-thread Road | C & D – Southern-thread Road to the radome | E – Beyond the radome (mostly private RoW) |
|---|---|---|---|---|
| **Night** | 38 | 31 | 7 | 3 |
| **Day** | 217 | 123 | 47 | 11 |
| **24 Hours** | **254** | **154** | **54** | **14** |

*Note: The gate at the start of Section 1 closes at 5pm (winter hours) hence low numbers at night.*

26. Earlier data from November 2014 (when the wind turbine gate was secured) recorded traffic numbers for section A and B, as follows:

**Table 2 – Traffic numbers –A – B November 2014**

| Section | A – Aston Fitchett to wind turbine | B – Wind turbine to Southernthread Road |
|---|---|---|
| **Night** | 9 | 8 |
| **Day** | 200 | 99 |
| **24 Hours** | **209** | **107** |

27. On average, over the last four years vehicle movements have increased by 46 vehicles a day (over 24 hours) for both sections A and B.

28. Current users with legal interest in the ROW include:

- Airways Corporation of New Zealand Ltd (management and operation of the Radome);
- Meridian Energy who they have a lease for the turbine and interpretation centre area;
- All property owners originating from Long Gully Station Trust subdivision (some lots remain in the Trust ownership);
- Shenval Holdings Ltd ('the Castle' – where Woofingtons boarding kennels operates) and Shenval Wind Farm & Development Ltd;
- Property owners of two (2 and 3 lots) rural life-style blocks subdivisions
- Wellington Natural Heritage Trust; and
- KiwiRail.

29. Other current users of the RoW include:
    - Recreational users, walkers, runners, cyclists, including downhill mountain bikers etc;
    - Recreational users of Long Gully Station eg hunters, motorbikes;
    - Other parties with informal access agreements to Long Gully Station to access the south coast e.g. bach owners;
    - Seal Coast Safari Tours.
30. The first meeting between residents along Hawkins Hill RoW and Council officers occurred in November 2016. Matters discussed included: road safety and maintenance; requests by some residents to make the RoW a legal road; and the impact of Council's pest control in the area.
31. After the meeting Council installed more signage to improve safety, provided residents with the legal process for legalising the RoW to road, and addressed concerns about pest control.
32. In early 2017, the gate at the wind turbine became non-operational.
33. Later that year a further meeting was held. An Memorandum of Understanding (MoU) was presented to landowners to resolve the RoW maintenance issues. This was not accepted by all the landowners and it was agreed that a better understanding of all the options for improving the condition of the RoW was needed.
34. Further engagement occurred in May this year when lot owners and businesses were surveyed about their use and future preferences for the management of the RoW.

**Implications of past subdivisions**

35. A 15 lot fee simple subdivision was granted to Long Gully Station Trust in 2013 by Wellington City Council. When the Certificates of Titles were issued they included a legal Right of Way over Hawkins Hill RoW (as per the approved subdivision consent SR254721).
36. Since Long Gully Station has been subdivided there has been an increase in the number of private vehicles using the RoW. The additional traffic has impacted on the condition of the RoW from trucks and vehicles accessing the RoW to construct building platforms, build new dwellings and new residents.

37. Some of the additional traffic beyond section A is a result of the gate at the wind turbine no longer functioning, allowing public access in private vehicles along the private RoW through the reserve.

38. Currently, there are no funding arrangements in place with those with a legal interest in the RoW or users that benefit from the use of the RoW beyond the Meridian wind turbine car park.

39. Historically, the owner of Long Gully Station maintained the sealed road from the electronic gate, to what is now known as Southernthread Road. This included some tar sealing of the road shoulder, some repair of potholes and improving sightlines at a few corners.

40. More recently Council and Airways have spent approximately $70,000 (shared cost) resealing the worst sections of the RoW.

41. All land owners that access off Hawkins Hill RoW and Southernthread Road have a legal right to pass and repass along the ROW to access their property. They also have a legal obligation to contribute to the maintenance of the RoW (including those established as part of the 2013 subdivision of Long Gully Station)

42. The legal documents associated with the RoW do not elaborate on what the RoW must look like or how the costs to maintain will be shared.

**Gate Access – At Meridian wind turbine car park**

43. Until 2016, Long Gully Station paid the maintenance costs for a secured electronic gate. Users paid Long Gully Station $100 annual fee to use the gate (going towards road and gate maintenance costs). Cell phones would go on a list that could then automatically open the gate. There was also a key pad access number that people could use on an informal basis. Council, Airways, their contractors and other permanent residents had vehicle access. Private vehicles wanting to access the RoW were supplied a code to access the gate. Public on foot and bikes had unrestricted access via a small side gate.

44. In 2016 the gate was removed by Long Gully Station. Council and Airways agreed to cost share a new gate for approximately $30,000. This gate is yet to become operational and as such public vehicle access along the private RoW beyond the wind turbine into the reserve is open to anyone.

45. Council Officers and Airways would like to recommission the gate to stop the general public having private vehicle access beyond the Meridian wind turbine. This would not prevent the public walking or cycling access.

46. Having a secured gate will reduce vehicles traffic along the RoW and provide the following benefits: better recreation user experience; improved access for RoW holders; and enhanced RoW management. It also provides better security for Airways infrastructure.

47. By preventing public vehicles access to the remote areas beyond the wind turbine, there will also be a lower risk of vandalism, graffiti, rubbish dumping, lighting of fires and the risks of fire spreading to the surrounding reserve areas, freedom camping and other illegal activities, such as motor cross-bikes and hunting in the reserve.

**Two additional Right of Ways to be established – Hawkins Hill to Southernthread Road**

48. At the time of issuing the Certificate of Titles for the 2013 subdivision of Long Gully Station, access off Hawkins Hill RoW was not fully legally established.

49. Though Southernthread Road adjoins the Hawkins Hill RoW, the formed carriageway used was never formalised as a legal 'Right of Way'. This is because the formed road does not follow the legal RoW boundaries.

50. An owner of one of the newly developed lots requires a new RoW to be created to complete a boundary adjustment. This boundary adjustment was consented by Council in September 2017.

51. Two new Rights of Way require formalising – A and B. Refer **Attachment 3**, Schedule of Proposed Easements.

## Discussion

52. The Hawkins Hill RoW sits within the Southern Landfill site and is managed under the Outer Green Belt Management Plan (currently under review). The RoW is a main entry point to the Outer Green Belt, Te Kopahou Reserve and the south coast.

53. The RoW also provides access to approximately 22 lifestyle blocks and homes, commercial entities, as well as Airways New Zealand and Kiwirail essential communications infrastructure.

54. The Outer Green Belt Management Plan is the governing policy document for this area. **Section 5.7.2.2 - Access** includes the following objectives:

    1. *To maintain full public access for walking and biking along Hawkins Hill Right of Way and towards the south coast and public vehicle access only as far as the wind turbine at Brooklyn.*

    2. *To clarify all existing access rights to the Hawkins Hill Right of Way, establish a clear policy on the provision of private access and to ensure current vehicle use is consistent with public use of the road.*

55. Policy Objective 1 above is partly achieved; however, while the gate remains open, the public can access a remote area beyond the wind turbine in vehicles. Unnecessary traffic movements along the RoW impede safe access for recreation users, safety of other private RoW users, as well as having more impact on the carriageway surface and maintenance costs.

56. These matters can be addressed by recommissioning the gate at the Meridian wind turbine during daylight hours.

57. Policy Objective 2 is yet to be addressed and is further complicated by the increased traffic generated by the subdivision of Long Gully Station land.

58. This subdivision resulted in more vehicles using the RoW and increases the potential impact on public safety and use of the RoW by reserve users.

59. Council officers have met numerous times with RoW users and residents that have legal access over the RoW. There has been a general consensus that a resolution is needed regarding the condition of the RoW and how long-term maintenance is to be addressed and funded.

60. Officers have sought legal advice on whether, and how Council, can apportion costs to each land owner that has access to the RoW. The response is:

    *"Council is legally entitled to recover reasonable costs from each user, however this may be difficult to quantify. All users (despite taking their rights from different instruments) are required to contribute a reasonable proportion to maintenance*

*costs. There will, however, be a number of complexities in determining what is reasonable. The Council should factor in the following things:*

*(a) Not all stakeholders use all parts of the Right of Way;*

*(b) The degree of use by members of the public may not be easily ascertainable (if it is ascertainable at all), but will need to be factored into Council's share of costs somehow;*

*(c) Meridian is responsible for maintenance costs incurred through members of the public accessing the turbine, but Council is responsible for costs caused by other members of the public. This may be a difficult distinction to accurately draw;*

*(d) Use by the public may be unauthorised, but may still contribute to deterioration of the condition of the Right of Way; and*

*(e) All stakeholders may not agree on the standard to which the Right of Way is to be maintained".*

61. To address issues raised above (a–e), officers propose the following solutions:

    a) Divide the ROW into sections and attribute costs based on sections used, or part thereof.

    b) Wellington City Council (attributing to the public recreational right to access over the RoW) and Airways NZ making a shared contribution towards maintenance.

    c) Section A is removed from the apportioned cost associated with land owners as it is used by the general public.

    d) Ensure private vehicles (members of the general public) don't have access to the ROW beyond the wind turbine by reinstating the gate.

    e) Develop a road standard beyond the turbine that meets the needs of residents who use it as their driveway and enables ongoing public recreation use.

62. In June this year, Council completed a survey of the RoW users and residents to help gain a better understanding of individual needs and concerns. Refer **Attachment 4**, Summary of Consultation – June 2018.

63. To identify a fair road standard for the RoW (as well as help allocate maintenance costs fairly across numerous users) Council commissioned Tonkin and Taylor to advise on the appropriate standard based on the current number of users. Refer **Attachment 5**, Tonkin and Taylor Service Levels and Maintenance Review.

64. This report focused on the following items:

    - Road width;
    - Pavement condition;
    - Markings and signage;
    - Gradients;
    - Sight distances;
    - Traffic volumes;
    - Walking and cycling;
    - Drainage; and

- Slope stability.

65. Before the report was commissioned a traffic count of the area was completed at locations along the RoW. The traffic movements along sections A to E are shown in Table 1 (page 3).

66. The average speeds of vehicles along the RoW between Ashton Fitchett Drive and Southernthread Road (sections A and B) was recorded at over 50km/h (85 percentile). The traffic report suggests this is a result of no official speed limit restriction(s) in the area and the inference of a 50km/h limit.

67. The Tonkin and Taylor report recommends making 'Minor improvements' (for Sections A and B) opposed to 'doing minimum' or 'major improvements'. Improvements include:

    a) Improve safety measures to help reduce speed limits eg road humps on the first section (Ashton Fitchett Dr and the wind turbine);

    b) Erect and maintain appropriate signage and traffic control devices, including passing bays and better sightlines;

    c) Reinstall the gate to reduce 'unauthorised' vehicles, which will reduce vehicle numbers using the RoW beyond the wind turbine. Refer section 3.6 of the Attachment 5;

    d) Gazette length of RoW (sections A–D) to restrict speed limit (under a Bylaw) – Refer section 3.7 of the Attachment 5;

    e) Defining a shared path for walkers and cyclist along the carriageway along section B.

68. For sections C and D the report states that traffic volumes drop significantly beyond the rural subdivision of Southernthread Road. The report says, unless access is restricted during the day it would be appropriate to do 'minor improvements' in Section C and D. As such, Officers support only 'minimal improvements' for Section C & D, and support secured gate access.

69. Recently, the Tonkin and Taylor report was provided to residents and RoW users in the area for their comments and feedback. The report and the proposed improvements to the RoW were received positively by residents. Feedback included:

    - *Contributions should be attributed in part sections, opposed to full sections;*
    - *Commercial users of the road should be levied a commercial rate;*
    - *Support Council paying for pedestrian/cycleway access improvements;*
    - *Proposed timeframe for improvements are too long, urgent repairs are needed now;*
    - *Support payment by lot owners (with options for payment types eg all 20 years contribution upfront and yearly contributions), and;*
    - *Secure the wind turbine gate immediately.*

**Gate Access – Beyond wind turbine car park**

70. Despite the increase in traffic using the RoW since the 2013 subdivision it is important the Council ensures this RoW meets the needs of recreational users as outlined in the Outer Green Belt Management Plan.

71. The Council has received legal advice that we can install the gate without agreement from users of the RoW, but would rather follow a course of action with agreement from the majority of users.

72. Because the area is managed as reserve, it is unlikely a Court would see the recommissioning of the gate as an unreasonable means to balance the rights of the accessible access for the recreating public, and the private land owners to pass over the RoW.

73. From consultation with RoW users and residents – 8 supported the gate at the wind turbine being re commissioned, 6 did not support this, and 1 did not know.

74. Officers consider that recommissioning the gate at the wind turbine carpark is essential to limit the amount of unnecessary public vehicles using the RoW through the reserve and maintain appropriate recreation access and experiences.

**Two additional Rights of Way to be established – Hawkins Hill and Southernthread Road**

75. The Council, as a private land holder, is under no obligations to grant rights of way over its land. The Council can also decline requests for Right of Way users to have additional rights granted, providing them with access to their properties.

76. The Council need to consider any polices it has around the granting of rights of way over Council reserve land. To this end subdivision consent has been granted, though it could be considered in conflict with the Outer Green Belt Management Plan policy, as stated in Section 5.7.2.2 above ie *'restricting private access'*, as well as *'maintaining full public access for walking and biking along Hawkins Hill Right of Way'*.

77. If the Council is to grant a Right of Way – it would be a 'new Right of Way with no variation. However, as this involves the granting of an easement, an entirely new instrument would need to be registered, and this could include terms limiting the number of dwellings that the new Right of Way can service.

78. The Council's own Code of Practice for Land Development – 2012, notes that a private way is not allowed to serve more than 12 household units or 6 properties.

79. The decision of whether the Council requires payment as consideration for the granting of the new Rights of Way would be a matter that would form part of the negotiations.

80. New Rights of Way can contain any provisions that parties agree to. It is possible to include more specific provisions than the current implied terms, eg limiting width of the formed RoW or number of users.

81. Restrictions may also be imposed at the regulatory stage of the process under Section 348 of the Local Government Act 1974.

## Options

82. This section of the report considers options to manage and maintain the RoW and how to apportion costs.

**Option 1: Not Recommended**

83. Do nothing. This option does not solve any problems that currently exist for all RoW users. The carriageway surface will continue to deteriorate and safety issues raised in the Tonkin and Taylor report will not be addressed.

84. The existing situation of the RoW presents an increased risk for all users. Better control of access and implementing minor improvements and maintenance is needed.

85. All users are required to contribute a reasonable cost towards maintenance. Doing nothing does not clarify who should be paying and what they are paying for.

86. This option does not meet either of the two policy objectives under Section 5.7.2.2 under the Outer Green Belt Management Plan.

87. This option is not recommended.

**Option 2: <u>Recommended</u>**

88. Implement recommendations from the Tonkin and Taylor Report – Service Levels and Maintenance Review August 2018, in relation to 'minor improvements' for Section A and B and 'minimal improvements' for Section C and D:

    - Improve safety measures to help reduce speeds eg speed humps on the first section (Aston Fitchett Dr and Wind turbine car park);
    - Erect and maintain appropriate signage and traffic control devices;
    - Implement passing bays at strategic locations and improve sightlines;
    - Reinstalling the automated security gate during daylight hours at the Meridian wind turbine car park; and
    - Gazette length of RoW to be restricted speed limit (under a Bylaw).

89. This will ensure the RoW is fit for purpose and make the RoW safer for all users.

90. Recommissioning the gate will ensure only vehicles with legal interest in the RoW (including their visitors, contractors etc) can access the RoW through the reserve. This will reduce the number of vehicles accessing the RoW and not unduly restrict the legitimate RoW users and residents. Benefits include:

    - Secure and reduce the risk of vandalism to the Radome infrastructure;
    - Reduces the risk of vandalism, rubbish dumping and fire to Te Kopahou Reserve and the bush (buffer zone) surrounding the Southern Landfill;
    - Less vehicles on the RoW, making it safer for all users; and
    - Less impacts from vehicles on the RoW surface, reducing maintenance cost.

91. Option 2 requires approximately $1.488 million in capital costs. This will bring the RoW to a standard acceptable for ongoing use as a private driveway and for recreation use. This option also requires approximately $1.735 million in Opex for maintenance cost over 20 years (including depreciation and interest).

92. Council has a legal entitlement to recover reasonable costs from each user of the RoW.

93. To ensure costs are fairly apportioned for the improvements and maintenance of the RoW it is considered that costs are shared into thirds. This is laid out in Table 3 below. Refer Attachment 6 – Apportionment Summary, for additional information.

94. Section A - All costs attributed to WCC ('minor improvements' and 'maintenance'). This section is removed from the apportioned cost associated with land owners as it is used by the general public during the day and accesses the Brooklyn wind turbine and public car parking, as well as access to the wider reserve. This includes Wellington City Council and Airways cost sharing implementing and maintenance for the secured gate beyond the wind turbine car park.

95. Section B - 'Minor improvement' and 'maintenance' attributed into thirds (WCC, Airways, 22 Lot owners (plus Woofingtons and Coastal Seal Safari). This section is the most heavily used by land owners in the area and is proposed to have restricted

access to vehicles as well as pedestrians and road cyclists. Wellington City Council will pay for improvements for walking and cycling (approximately $62,000).

96. Section C (up to Woofingtons) - 'Minimal improvement' and 'maintenance' attributed into 3rd (WCC, Airways, 5 Lot owners (plus Woofingtons and Coastal Seal Safari).

97. Section D - 'Minimal improvement' and 'maintenance' attributed into 3rd (WCC, Airways, 4 Lot owners, including Coastal Seal Safari).

98. Section E – This has not been apportioned at this stage as the majority is on private land.

**Table 3 Hawkins Hill Estimate Cost Summary**

| | Section A | Section B | Section C | Section D | Dep. and interest | Total |
|---|---|---|---|---|---|---|
| **Total Capital cost** | **789,000** | **440,000** | **171,000** | **88,000** | | **1,488,000** |
| **Total Opex cost** | **55,232** | **32,637** | **37,658** | **12,553** | **1,597,205** | **1,735,285** |
| Airways cost per year | | 6,844 | 3,444 | 1,659 | | 11,947 per annum |
| **Airways over 20 years** | | **136,879** | **68,886** | **33,184** | | **238,949 over 20 years** |
| Each lot owner per year | | 285 | 383 | 332 | | |
| **Each lot owner over 20 years** | | **5,730** | **7,654** | **6,637** | | **19,994** |
| **Combined lot holders cost over 20 years** | | **136,879** | **68,886** | **33,184** | | **238,949 over 20 years** |

*Note: The total Opex cost $1,735,285 (far right hand column) includes depreciations and interest, Costs will need to be inflation adjusted over time*

99. Some lot owners hold multiple lots and would be required to pay for each lot they held.

100. Officers considered the above apportionment of costs the fairest because it provides the best long term outcomes for the RoW and other users. The costs are apportioned according to use and considered 'reasonable' as required by law when reaching RoW cost share agreement.

101. Noting the general public and Airways are not the primary users of the RoW beyond the turbine. At this point it is primary a driveway provided via a RoW through a public reserve.

102. This option best meets the policy objectives of the Outer Green Belt.

103. Option 2 is recommended.

**Option 3: Not Recommended**

104. Make the Hawkins Hill RoW a legal road - as requested by some residents.

105. The estimated cost to implement and maintain this is over $4.8million over 20 years.

106. Implications of turning the RoW into a legal road include:

    a. The RoW would need to be completely formed and brought up to an appropriate standard satisfactory to Council's Transport team. The cost of such an upgrade should conceivably be payable by those users receiving the

greatest benefit from the RoW becoming legal road, but in reality collection of the costs may be difficult.

b. Council is responsible for maintenance and upkeep of the road. The current obligation for a reasonable contribution towards maintenance and repair costs from users of the RoW would be extinguished. Council would need to look to set targeted rates for those properties along Hawkins Hill Road and Southernthread Road ie generally maintenance cost only.

c. In declaring the area of the RoW as road, the nature of the land' recreational reserve status would need to be considered. The Minister of Conservation needs to consent to the RoW being made legal road which cannot be guaranteed, and potentially considered unlikely under the policy objectives of the Outer Green Belt Management Plan (as mentioned previously).

d. Under the Public Works Act, all parties with a legal interest in the area need to consent to it being declared to be road (which in the case of the neighbouring landowners requires their unanimous consent). It is considered to be unlikely to achieve this agreement.

107. As with option 3, this option does not meet either of the two policy objectives under Section 5.7.2.2 under the Outer Green Belt Management Plan.

108. This option is not recommended.

## Next Actions

109. Inform all RoW users and residents of council's decision on what option has been approved for road standard and ongoing maintenance. Seek legal agreement to cost recovery from all Parties with a legal interest in the RoW.

110. If Council agree to the all the recommendations in the report the following tasks will occur:

- Reinstall the gate and implement the procedures for speed restriction to ensure safer passage along the RoW;
- Progress with detailed design and finalise estimate costs for implementing the preferred improvements; and
- Progress negotiations and cost recovery with lot owners and RoW business users for the proposed improvements and maintenance of the RoW.
- Implement minor improvements over 3 years 2019/20-2022/23 – subject to Council decision on additional funding in the 2019/20 Annual Plan or the 2021 – 31 Long-term Plan.

## Attachments

| | |
|---|---|
| Author | Joel de Boer, Recreation and Parks Planner |
| Authoriser | Bec Ramsay, Manager Open Space and Recreation Planning<br>Paul Andrews, Manager Parks, Sport and Recreation<br>Barbara McKerrow, Chief Operating Officer |

# SUPPORTING INFORMATION

**Engagement and Consultation**

Ongoing engagement and correspondence with land owners and RoW users in the area has continued for quite some time as outlined in the report.

Feedback and comments over the specific measures and options have been sought from land owners and RoW users in the area.

Engagement on the Tonkin and Taylor report and the proposed improvements received positive feedback from residents. There was a consensus by residents to move forward and enter into agreements for making contributions towards improvements of the RoW for the section(s) (or part thereof) of the RoW they use.

**Treaty of Waitangi considerations**

No engagement with mana whenua or iwi entities has occurred or deemed necessary.

**Financial implications**

The recommended option, 'minor and minimal improvements' are approximately $1.488m over 20 years. Noting the Council is the sole contributor to Section A and the cycle and pedestrian improvements proposed along Section B, as well as a third shared of costs for improvements maintenance for Section B - D.

In addition, the operating costs, including depreciation and interest, are approximately $1.735million. If successful in gaining capital recovery and maintenance contributions from all parties with a legal interest, this figure will reduce by approximately $477,898 over 20 years or about $24,000 per annum.

**Policy and legislative implications**

The Outer Green Belt Management Plan is the key policy driver for this area and has been considered in the recommendations made.

**Risks / legal**

The major risks at this stage are:

1. The property owners and other RoW users refuse to enter into discussion around the proposed works. Council could go ahead as Landowner under the Property Law Act 2007 and complete the work on the basis it is necessary to bring the RoW up to an appropriate standard. However it is desirable to have as much involvement from the property owners and RoW users given that the proposed work will naturally affect their use of the RoW during the relevant works period.
2. The property owners and other RoW users are unwilling to contribute towards the relevant costs of the works. If Council continues with the proposed works then the costs from those parties unwilling to contribute would have to be recovered by Council obtaining a court order. There will be a significant cost involved in obtaining a court order in relation to the respective costs expected to be paid by individual property owners or other RoW users.

Otherwise all negotiation with property owners and other RoW users will be conducted with assistance from Council's legal team.

**Climate Change impact and considerations**

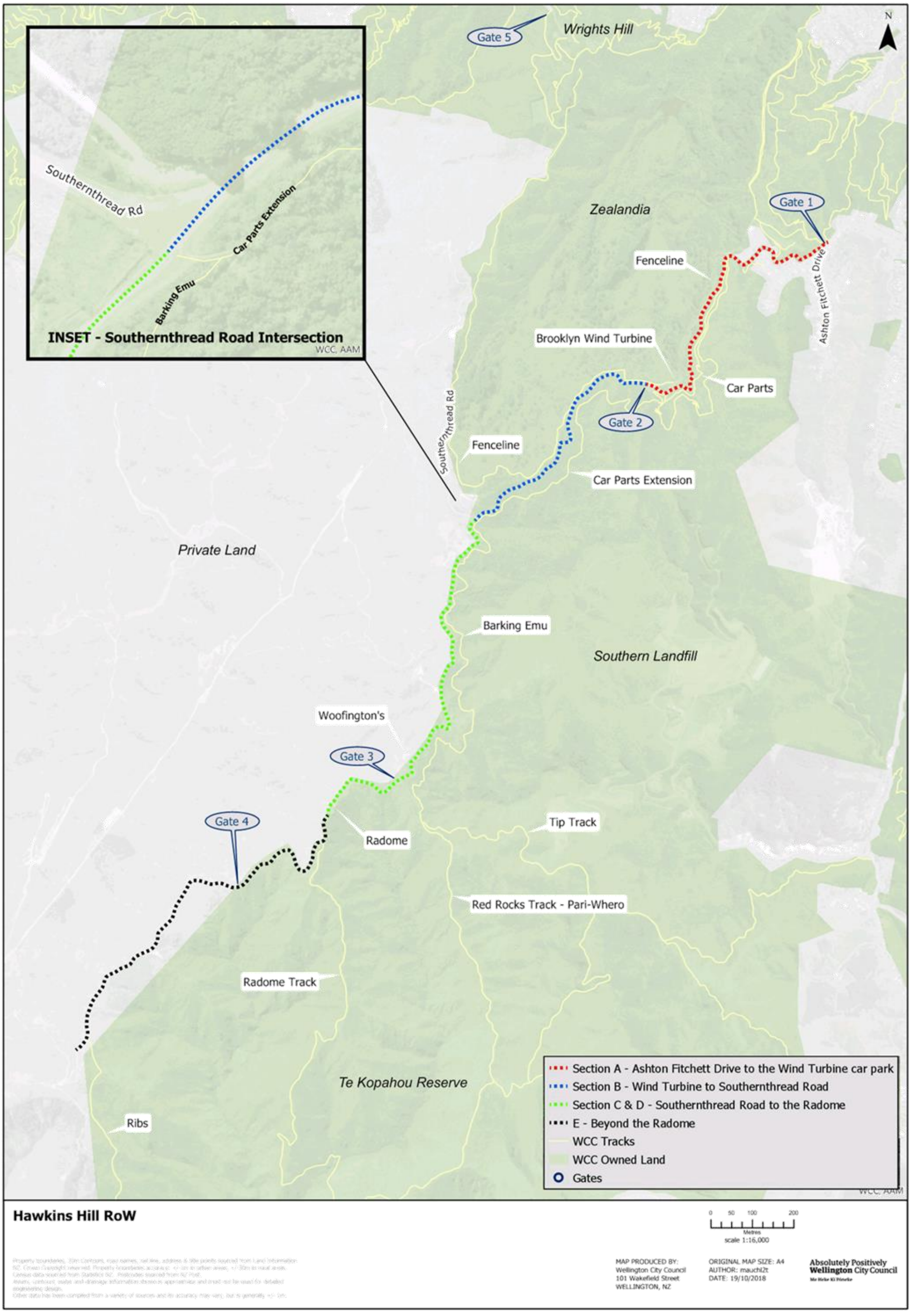
This is not considered applicable.

**Communications Plan**

Once recommendations are approved by Council, officers will inform the affected land owners and RoW users of the outcome and what our next steps will be before any further work is done.

**Health and Safety Impact considered**

Not implementing the recommendations of this report will result in heightened health and safety risks for all users of the RoW eg speeding vehicles, and the conflicts between motor vehicles and recreation users (pedestrians/cyclists) in the area.


INSET - Southernthread Road Intersection
WCC, AAM
Southernthread Rd
Car Parts Extension
Barking Emu
Gate 5
Wrights Hill
N
Zealandia
Gate 1
Fenceline
Ashton Fitchett Drive
Brooklyn Wind Turbine
Car Parts
Gate 2
Fenceline
Car Parts Extension
Southernthread Rd
Private Land
Barking Emu
Southern Landfill
Woofington's
Gate 3
Gate 4
Radome
Tip Track
Red Rocks Track - Pari-Whero
Radome Track
Te Kopahou Reserve
Ribs
Section A - Ashton Fitchett Drive to the Wind Turbine car park
Section B - Wind Turbine to Southernthread Road
Section C & D - Southernthread Road to the Radome
E - Beyond the Radome
WCC Tracks
WCC Owned Land
Gates
WCC, AAM
Hawkins Hill RoW
0 50 100 200
Metres
scale 1:16,000
MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ
ORIGINAL MAP SIZE: A4
AUTHOR: mauchl2t
DATE: 19/10/2018
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

## Attachment 2 - Description of road sections A – E

**A. Ashton Fitchett Road to wind turbine car park – 1.6km**

- This section is sealed. Public vehicles access is limited to daylight hours; 7am-5pm from 1 April to 30 September, and 7am-8pm from 1 October to 31 March. (Landowners with a legal Right of Way go through the gate after hours using a system of registered phone numbers that can 'call the gate' to open it)
- The Council carry out maintenance as and when needed. Meridian[1] is the only party other than the Council that contributes to maintenance cost to this section ie clearing sumps along this section of carriageway.
- There is a large carpark at the Meridian wind turbine. Tour buses use the site in addition to members of the public visiting the turbine or walking/running or cycling from the carpark further along the ridge. The car park is a readily accessible part of the Outer Green Belt where people can get high into the hills with very little effort, therefore a popular destination.
- Because of the high level of vehicle use of this section, pedestrians and cyclists are directed to use the recreation track rather than the RoW. Many people do use the RoW as it is easy to ride, run and walk up and down, and a more direct route.
- There are two walking and cycling tracks from Ashton Fitchett to the wind turbine running parallel with this section of RoW. These include the Zealandia 'Fenceline' and 'Car Parts' tracks.

**B. Meridian wind turbine carpark to Southernthread Road intersection - 1.2km**

- This section is sealed. It follows along Hawkins Hill Ridge and runs parallel with the southern extent of the Zealandia 'Fenceline' track.
- At the start of this section there is a gate at the Meridian wind turbine car park. In the past this gate has prevented public vehicle access to the RoW. Land owners with legal RoW could drive beyond the gate with a key pad access.
- Currently, there are approximately 22 properties that access off the RoW beyond the turbine gate car park. Seal Coast Safari Tours and Woofingtons are two known business to use this section of RoW.
- The RoW sits on land owned by the Council. This section (as well as section C & D) is held for waste purposes and also managed under the Outer Green Belt Management Plan recognising the Council owns and manages the land for both landfill (down in the gullies) and reserves (long the ridges and upper gullies). Most access their properties off Southernthread Road and others continue along the Hawkins Hill RoW.
- Recent carriageway sealing at the two ends of this section ie just after the Meridian wind turbine carpark, and just prior to the Southernthread Road intersection, have improved the condition of the RoW.
- This section provides easy walking and biking access along the ridgeline. The Zealandia 'Fenceline' is on the western side to the RoW. There is also the 'Car Parts Extension' track that runs on the eastern side to the RoW –

[1] Meridian pay an annual lease fee of approximately $15,500 (in addition to maintenance) for the land at the turbine and access to it.

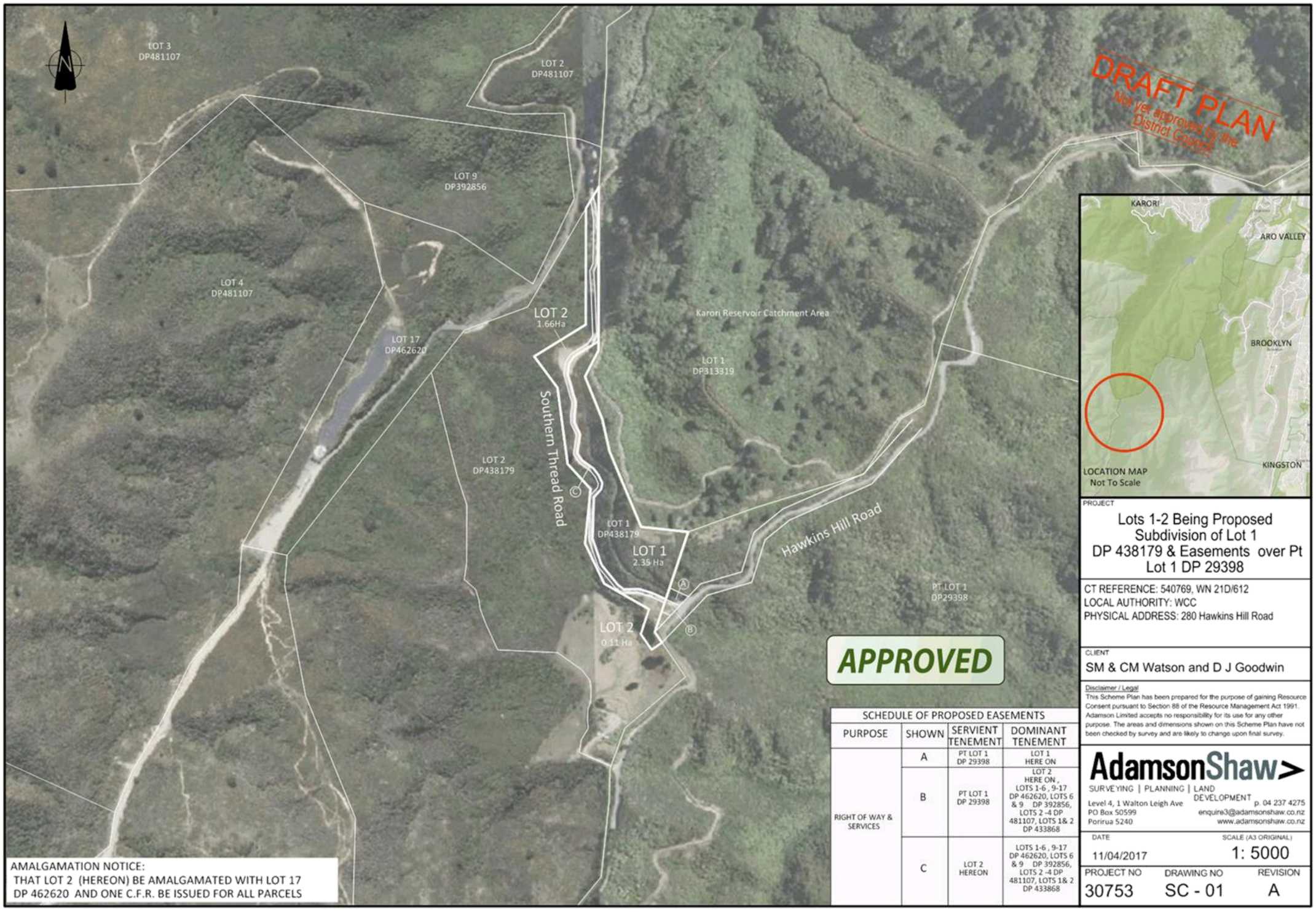
both generally used by mountain bikers, as well as some keen walkers and runners.

**C & D. Southernthread Road intersection to Hawkins Hill Radome - 2.1 km**

- This section is sealed, but is a narrower carriageway that continues along the Hawkins Hill ridgeline. The RoW provides access to Airways Radome sites, KiwiRail radio communication antenna, Woofingtons (dog kennels), 2 private dwellings and 5 undeveloped rural lifestyle properties (4 of these properties are beyond this section (section E) and all held by one private owner).
- This section provides public access for walkers, runners and cyclists to Te Kopahou Reserve and the south coast, including Te Rimurapa/Sinclair Head, Pariwhero/Red Rocks and Happy Valley Road.
- There is also the 'Barking Emu' track that runs parallel to the RoW – generally used by mountain bikers, as well as some keen walkers and runners.

**E. Hawkins Hill Radome to Te Kopahou Reserve over private land – 1.3km**

- This section is sealed for the first 600m then unsealed beyond that. The sealed and unsealed areas are in reasonable condition and suitable for public recreation access.
- The Council (and its contractors) have a RoW over this private land, as well as providing public access (non-vehicular) through to Te Kopahou Reserve and the south coast.




SCHEDULE OF PROPOSED EASEMENTS

| PURPOSE | SHOWN | SERVIENT TENEMENT | DOMINANT TENEMENT |
|---|---|---|---|
| RIGHT OF WAY & SERVICES | A | PT LOT 1 DP 29398 | LOT 1 HERE ON |
| | B | PT LOT 1 DP 29398 | LOT 2 HERE ON , LOTS 1-6 , 9-17 DP 462620, LOTS 6 & 9 DP 392856, LOTS 2 -4 DP 481107, LOTS 1& 2 DP 433868 |
| | C | LOT 2 HEREON | LOTS 1-6 , 9-17 DP 462620, LOTS 6 & 9 DP 392856, LOTS 2 -4 DP 481107, LOTS 1& 2 DP 433868 |

PROJECT
Lots 1-2 Being Proposed Subdivision of Lot 1 DP 438179 & Easements over Pt Lot 1 DP 29398

CT REFERENCE: 540769, WN 21D/612
LOCAL AUTHORITY: WCC
PHYSICAL ADDRESS: 280 Hawkins Hill Road

CLIENT
SM & CM Watson and D J Goodwin

Disclaimer / Legal
This Scheme Plan has been prepared for the purpose of gaining Resource Consent pursuant to Section 88 of the Resource Management Act 1991. Adamson Limited accepts no responsibility for its use for any other purpose. The areas and dimensions shown on this Scheme Plan have not been checked by survey and are likely to change upon final survey.

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| DATE | SCALE (A3 ORIGINAL) |
|---|---|
| 11/04/2017 | 1: 5000 |

| PROJECT NO | DRAWING NO | REVISION |
|---|---|---|
| 30753 | SC - 01 | A |

# Hawkins Hill Right of Way: Summary of survey results

## 1. Responses

- 15 out of 20 respondents completed the survey.

## 2. Use of Right of Way (RoW)

- 9 use the RoW at least once a day;
- 2 use it several times a week;
- 3 at least once a month and;
- 1 less than once a month.

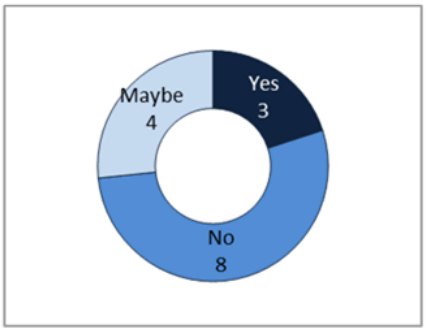
## 3. When asked 'Who should make financial contributions to the Right of Way'

- All 15 respondents agreed that Wellington City Council (WCC) should contribute financially to the upkeep and maintenance of the right of way;
- 7 respondents thought that WCC should be the sole contributer;
- 5 respondents believed that all the groups listed should contribute (WCC, individual land owners, concessions/commercial activities, private business activities and Airways);
- 2 respondents selected all groups (see above) except individual land owners, and;
- 1 respondent selected only 'Airways' in addition to WCC.

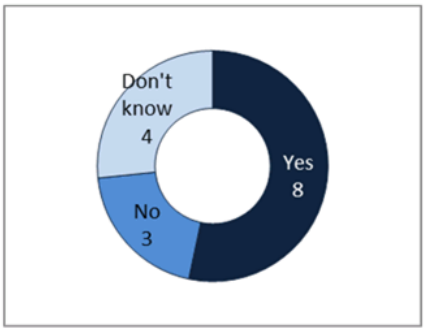
Several comments were left in regard to other groups respondents felt should be contributing to the cost of maintenance and upkeep. Groups mentioned in these comments not included the question were:

1. Local residents (not individual landowners) who regularly use the RoW
2. Meridian Energy
3. Residents who were not land owners

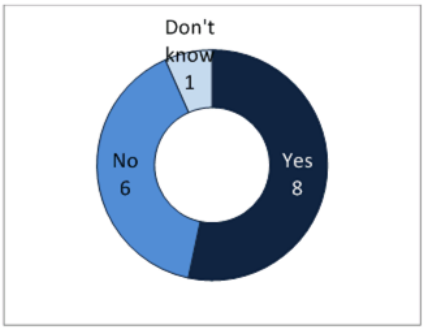
When asked: 'Should construction projects using the RoW be charged or bonded for potential damage'?



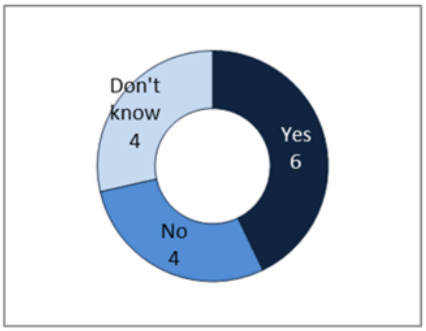

When asked: 'Are there currently problems with unauthorised access and vehicles using the RoW past the wind turbine'?




When ask: 'Do you support the commissioning and operation of an automated gate at the wind turbine'?




When asked: 'Would you like to see this gate open at night when the Meridian gate at Ashton Fitchett Drive was closed'?




## 4. When ask: 'who should operation of gate at Ashton Fitchett Drive'

- 4 respondents thought it should be operated by WCC;
- 10 were not bothered if Meridian or WCC operated it, and;
- 1 respondent did not answer this question.

## 5. Verbatim Comments: Summary

The following points are a summary of the key themes mentioned by respondents in the three open-ended questions included in the survey.

**Almost all respondents mentioned that the current condition of the right of way is not suitable for current use with several safety concerns raised.**

*"Presently the road needs to be widened, sage passage for pedestrians/cyclists, and also reflective signage on corners needs to be put in."*

**Several stated that there is a need for better separation between for foot and bike traffic, away from motor traffic with some giving examples of recent incidents**

*"There needs to be sufficient space and a road surface that is conducive to safe multi use."*

*"I think that an off road shared path for walkers, bikers etc. would be a great addition to the area"*

**A few respondents mentioned that a lesser amount of maintenance would be required if use was restricted however, they and others all thought that realistically use was more likely to increase rather than decrease in the future.**

**Given that use has been increasing, and the expectation it would continue to increase, several respondents felt that the right of way should become a road.**

*"Hawkins Hill Road is essentially a public road with open access for the public to use. For this reason the road should be treated as a public road including the cost of maintenance."*

*"This should be a council road managed by the roading division of the council. It should be a designated road like all other access roads in the region."*

**Concerns over current use of the right of way focused on the legitimacy and fairness of the use and payment towards this use.**

*"There are activities taking place on private land that participants can only access via the RoW."*

*Similar to commercial rates, commercial users need to pay a far larger portion, as they use the road more often."*

"Each title has an equal contribution

**Most respondents wanted to see a user pays system; one that was equitable, monitored and enforced.**

*"There is no point in granting consents with conditions if they are not followed up for compliance."*

*"Any commercial activities that have their clients/customers access via the right of way could have a special permit tacked to their business that captures some funds to be appropriated to the roading budget for specific upkeep of Hawkins Hill Road."*

*"WCC should pay the majority of the cost (50%. After that – a user pays system seems the fairest."*

*"Proportionate to use. This could be calculated using individual access codes at the gate."*

**Some concerns were raised about those operating outside of the consenting process or exploiting loop holes in rules.**

*"There may appear to be fewer houses (and thus residents) than there actually are as unconsented dwellings are present on many properties and are rented out. They are making use of a loophole for 'tiny houses'"*

REPORT

Tonkin+Taylor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## Document Control

| Title: Hawkins Hill Right of Way | | | | | |
|---|---|---|---|---|---|
| **Date** | **Version** | **Description** | **Prepared by:** | **Reviewed by:** | **Authorised by:** |
| Jun 18 | 1 | Draft issue for client review | BLR/AG/TB | | |
| Aug 18 | 2 | Client Issue | AG/TB | RJD | HEC |
| Aug 18 | 3 | Client Issue (Final) | AG | RJD | HEC |
| | | | | | |
| | | | | | |
| | | | | | |

**Distribution:**

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## Table of contents

## Executive summary

Hawkin's Hill Road is a narrow, sealed, public right of way (RoW) owned by Wellington City Council (WCC) that provides key walking and cycling links from Ashton Fitchett Drive through the Outer Green Belt to the Meridian Wind Turbine, the 700 ha Te Kopahou Reserve, and the south coastal areas. There are a number of well used cycle trails and walking tracks that are accessed from the RoW as well as private residences and businesses.

Access for vehicles is limited with an automatic sliding gate at the start which is closed during the hours of darkness to allow authorised access only. Public vehicles can reach the car park at the Meridian Wind Turbine during the day but should be prevented from driving further south by another gate.

It appears that public access has not been restricted for some time and as a result, inappropriate volumes of traffic have been recorded along the sealed length of the RoW. This, combined with water ingress into the pavement is affecting the service life of the roadway and necessitating intervention to maintain an appropriate level of service.

WCC have received complaints from residents and legitimate users (pedestrians and cyclists) that the volumes and speeds of traffic are creating an unsafe environment.

Through active management of the sliding gates, it will be possible to restrict public vehicle access to the car park during daylight hours, thereby reducing the maintenance burden on the RoW and increasing overall safety of users.

A number of levels of intervention have been assessed for the future level of service and maintenance of the RoW as follows:

**Table 1.1: Treatment Options**

| Option | Indicative Cost | Assessment |
|---|---|---|
| Do Minimum<br>Minor maintenance and signage upgrades | $380K Capital<br>$120K Maintenance<br>($500K 20 year) | Does not meet policy, stakeholder, or public requirements, does not address risks or liabilities in long term |
| Minor Improvement<br>Safety and efficiency improvements, improved walking & cycling facilities | $1.1M Capital<br>$700K Maintenance<br>($1.8M 20 year) | Meets stakeholder and public requirements and exceeds policy requirements, offers optimum level of service and long term resilience of asset |
| Major Improvement<br>Significant improvements to level of service and walking and cycling facilities | $3.5M Capital<br>$1.3M Maintenance<br>($4.8M 20 year) | Exceeds requirements and significantly over-delivers on level of service, possibly increasing maintenance liability |

In terms of value for money and long term appropriateness of the form and function of the RoW, the minor improvement option is considered to be the most appropriate.

Three potential delivery options are suggested:

a Long term upgrade which progressively delivers the whole programme over a 20 year period

b Targeted investment approach which prioritises Sections A and B and progressively improves the remainder through maintenance activities over a 20 year period

c Priority investment which implements improvements to Sections A and B and then provides minimum targeted maintenance over the 20 year period.

A priority investment approach (Scenario C) could offer best value for money for WCC as it upgrades the most used Sections A and B within the first four to six years. Upgrade of the remaining sections could be deferred (on an 'as needs' basis) and only essential maintenance activities undertaken over the remaining 14 years.

Costs are approximately $850k (annually: $200k in years 1 and 2; $130K in years 3 and 4; $80k in years 5 and 6), residual maintenance costs are in the order of $250K or approximately $18k per year.

Total cost is likely to be in the order of $1.1M over the 20 year period.

# 1 Context

Wellington City Council (WCC) is the owner of a Right of Way (RoW), known as Hawkin's Hill Road. This RoW is over a key entrance that provides for walking and cycling access to the 700ha Te Kopahou Reserve and Te Kopahou Track. Hawkins Hill Road is not a legal road, legal right of way is granted to the Airways' Radar Dome (Radome) that services Wellington International Airport, the Meridian Wind Turbine and 20 private rural residential lots.

The RoW falls within the Outer Green Belt Management Plan[1] that provides the following policy direction (these are the outcomes WCC wish to achieve):

- To maintain full public access for walking and cycling along Hawkin's Hill Road and public vehicle access as far as the wind turbine car park at Brooklyn;
- To clarify all existing access rights to the Hawkins Hill Road, establish a clear policy on the provision of private access and to ensure current vehicle use is consistent with public use of the RoW.

Recently, a subdivision consent was granted to establish 15 new 'life style' lots in the rural area that accesses over the RoW. A number of dwellings have now been constructed or are in the process of construction, which have legal access over the RoW. This has increased the number of vehicles using the RoW. There are also two known commercial activities including Woofingtons (kennels) and Seal Safari (vehicle based tourism operation) that use the RoW. Council has also recently granted landowner approval (resource consent still to be secured) for a zip line in the area accessing via the RoW (draft license agreement conditions specify no more than 24 movements a day are allowed).

We understand that historically there has been limited investment in RoW maintenance and the most used section of the RoW is between the Meridian wind turbine and Aston Fitchett Drive. WCC are now planning maintenance works on the RoW which will address some of the existing pavement defects and safety concerns. Meridian contribute funds to the upkeep of the RoW section between Ashton Fitchett Drive and the wind turbine.

WCC are to take an Officer's report to Councillors with a recommendation on the future of the RoW, including proposed level of service, potential improvements and ongoing maintenance. From this report, WCC will prepare a cost sharing proposal for ongoing maintenance and management of the RoW, split between those that have a legal interest in the RoW.

## 1.1 Scope of Work

WCC have requested that T+T carry out an assessment of the existing RoW condition, and prepare a summary report which includes recommendations on reactive maintenance and safety improvements, a specification for each section of RoW based on fit for purpose and cost effective ongoing management. We have allowed for the following scope items:

1. Undertake a visual inspection and document the pavement condition assessment for Hawkin's Hill Road for the five separate sections:
   - A. From Ashton Fitchett Drive to the wind turbine;
   - B. The wind turbine to Southernthread Road;
   - C. Southernthread Road to Woofingtons (commercial kennels - a castle shape building on the western side to the RoW);
   - D. Woofingtons to the Radome;
   - E. Radome to Te Kopahou- (private land that Council has RoW over).

[1] Wellington's Outer Green Belt Management Plan, May 2004

2

Make observations on the general RoW alignment and sight distances on curves;

2 Review background traffic data (from WCC traffic counts May 2018), Resource Consent documents for the residential and commercial activities, and information on potential future demand/activities that access the RoW from WCC;

3 Undertake a Level of Service (LoS) assessment for each section of the RoW, which will identify the existing LoS, and define a desired LoS for the sections based on the expected function and level of use, including for suggested safety improvements and upgrades;

4 Identify options including, but not limited to the following:

- a Scheduled and reactive maintenance requirements such as:
  - i Water table improvements required and management of storm water runoff;
  - ii Management of berms e.g. mowing and widening for pedestrian access;
  - iii Pavement and surfacing.
- b Improvement in safety and level of service such as:
  - i Possible widening of RoW, sight distance improvements to reduce risk to all users, including pedestrians and cyclists;
  - ii Possible speed limits and suggested signage improvements, speed controls, safety barriers etc;
  - iii Possible lighting requirements.
- c Do-minimum which involves reactive maintenance on the existing carriageway surface to bring it up to an acceptable minimum standard.
- d Feasibility of making the RoW a public road.

2 Rough order cost estimates for:

- a The identified options;
- b A legal road standard (WCC Code of Practice) upgrade for comparison with the options identified above;
- c Long term maintenance requirements of all the identified options.

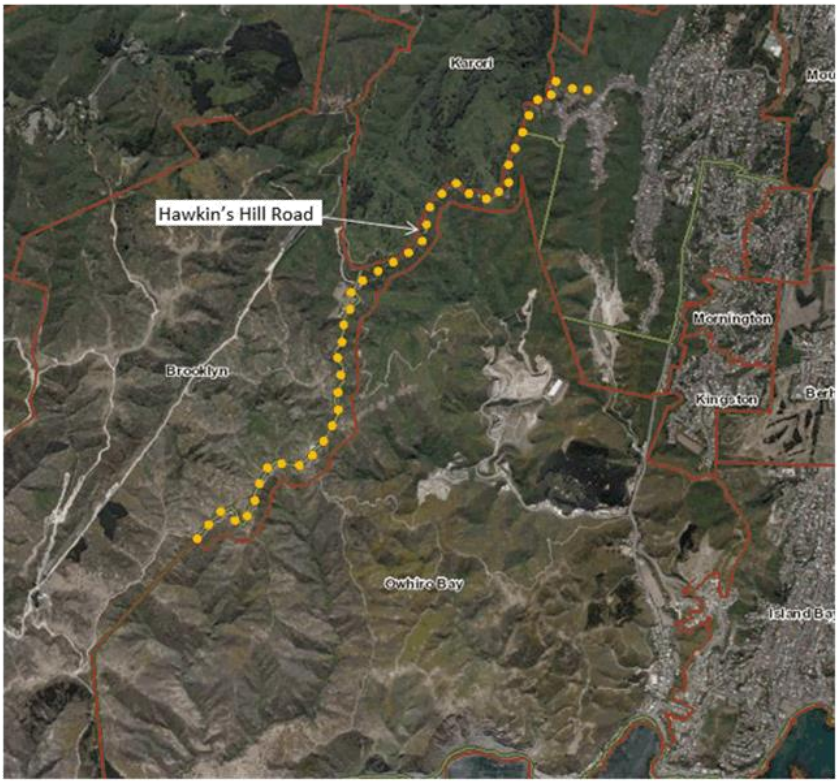
## 2 Site Description

The Hawkins Hill Right of Way (RoW) extends approximately eight kilometres along a ridgeline from Ashton Fitchett Drive, Brooklyn to Te Kopahou peak on Wellington's south coast. The location and extent is shown in Appendix A.

The RoW provides public access to the wind turbine and walking and cycling tracks within Polhill Reserve at the north end and Te Kopahou Reserve at the south end. Public vehicle access is provided during daylight hours to the wind turbine, with access after-hours via a keypad code for authorised users.

There is a gate (not operational during our site visit) at the wind turbine that used to prevent vehicles from accessing the RoW past the wind turbine carpark.

The RoW provides access for residents and businesses operating within the RoW.




Note: Extent of WCC RoW denoted by orange dotted line

*Figure 2.1: Hawkin's Hill Road Locality (source WCC)*

# 3 Condition Assessment

The following section describes in detail the individual elements of the RoW and their current condition and use. The RoW has been split into five sections (A to E) based on the different levels of access and natural break points, such as gated sections. The sections are as follows and are shown in Appendix A on Drawing 1006626-01:

| | |
|---|---|
| Section A | Ashton Fitchett Drive to the wind turbine |
| Section B | Wind turbine to Southernthread Road |
| Section C | Southernthread Road to Woofingtons |
| Section D | Woofingtons to the Radome |
| Section E | Radome to Te Kopahou |

## 3.1 Section A - Ashton Fitchett Drive to the wind turbine

This sealed 1.6km section of the RoW provides public access to the Brooklyn Wind Turbine. It follows a reasonably steady gradient on the east side of the natural ridgeline. An automatic gate near the junction with Ashton Fitchett Drive restricts public access to daylight hours only, with access for residents provided after hours via a keypad code. Two properties (46 and 54 Hawkins Hill Road) access this part of the RoW (in the same ownership with one residential dwelling).

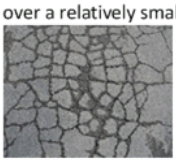
Tables 3.1 and 3.2 below provide an overall description of this section of the RoW. Additional details are also provided on Drawings 1006626-10 to 12 attached in Appendix A.

**Table 3.1: Existing RoW Condition (Section A)**

| Item | Description |
|---|---|
| Carriageway width | The RoW has a chip sealed surface varying in width from 4.0m on straight sections up to approximately twice that around tight horizontal curves where the widened areas are metalled but traversable.<br>The automatic gate near the junction with Ashton Fitchett Drive opens to a maximum width of 3.5m. |
| Pavement condition | A visible vehicle path in the centre of the pavement indicates a single lane of traffic during normal operation. Flushing[2] is evident within the wheel tracks.<br>Some crocodile cracking[3] evident near the wind turbine indicates poor pavement condition for an approximately 10m length of pavement (Otherwise pavement appears in generally good condition with little rutting or cracking evident. |

[2] Flushing is a term referring to when smooth patches of bitumen appear on the carriageway surface instead of the more usual rough stone chip texture.

[3] Crocodile cracking is a term likening the appearance of the cracked surface to crocodile skin – appears heavily cracked over a relatively small area, almost "scaly".



| Item | Description |
|---|---|
| | No potholes were observed in this section.<br>Especially around corners, edge break is visible along the edge of the seal where vehicles cross to allow passing. In some places the seal is up to 50mm above the adjacent eroded dirt surface. |
| Markings and signage | There are no pavement markings except within the sealed parking area adjacent to the turbine.<br>Signage includes;<br>□ PW-43.1 '*Road Narrows*' and PW-23 '*Winding Road*' (with advisory speed 25 km/h) signs for both directions of traffic.<br>□ PW-29 '*Pedestrians Ahead*' signs and green cycle surfacing at tracks crossing (at approx. 1300m up the RoW).<br>□ Signage for alternate walking and cycling route (see below).<br>Until recently a 30km/h sign was present at the start of the RoW although we understand this has been removed as the limit is technically unenforceable. |
| Gradients | The RoW climbs steeply from Ashton Fitchett Drive to the wind turbine on the ridgeline, at gradients typically varying between 4% (1 in 25) and 10% (1 in 10). This section of the RoW has a maximum calculated gradient of 12% (1 in 8). |
| Sight distance | Five corners do not meet the Stopping Sight Distance (SSD)[4] of 49.2m for an operating speed of 50 km/hr[5] due to:<br>□ restriction by a slope on the inside of the corner, and<br>□ restriction by overgrown vegetation on the inside of the corner. |
| Traffic volumes | Traffic counts undertaken in May 2018 recorded a seven day average of 254 vehicle movements per day on this part of the RoW, including an average of seven heavy vehicle movements (2.6% of the total traffic movements).<br>Marked parking spaces for 39 vehicles is provided in a sealed parking area adjacent to the wind turbine.<br>Most vehicles (88%) exceeded the 30 km/h inferred speed limit on this part of the RoW, with the 85th percentile recorded speed being approximately 54 km/hr. |
| Walking and cycling | There are three options for walking and cycling access to the Wind Turbine:<br>1. The unsealed Zealandia perimeter track;<br>2. The "Car Parts" mountain bike track and;<br>3. The edge of seal and berm of the RoW.<br>Whilst there is no separate provision for walking or cycling along the RoW, multiple pedestrians were observed walking up the edge of the RoW during the site inspection.<br>Signage recommends an alternate walking and cycling route is available via the Zealandia perimeter track. Although a similar distance (1,400m versus 1,350m via the RoW), pedestrians are still observed using the RoW, likely because;<br>□ An additional 20m of climbing are required as the perimeter track follows the ridgeline rather than the adjacent contours.<br>□ Parts of the perimeter track are steep, assessed as exceeding 1 in 4 (25%). The RoW reaches a maximum gradient of 1 in 8 (12%).<br>□ The perimeter track is roughly formed with loose aggregate on the surface, requiring more concentration when walking. |

[4] Austroads Guide to Road Design Part 3: Geometric Design (2016) Stopping Sight Distance is the minimum forward visibility to allow a driver to observe and safely react to a hazard, SSD has been determined for low volume 'mountainous' roads, which is considered appropriate for this location.

[5] The default speed environment is assumed to be 50km/h based on the observed traffic speeds and semi-rural location.

| Item | Description |
|---|---|
| | ☐ The perimeter track is not visible from the RoW for extended periods, which could lead to concerns regarding safety and being unknown.<br>It is unlikely that the mountain bike track would be used in the uphill direction by walkers and recreational cyclists due to the likelihood of high speed downhill users. |
| Drainage | There is no formal drainage along the RoW, and it is likely that there is significant water flowing down the inside of the carriageway during rainfall events. There is no evidence of scour or extended lengths of failed pavements. |
| Slope stability | Superficial slumping is evident on the grassed batters east of the RoW, typically less than 0.4m depth and up to five cubic metres in volume. |

**Table 3.2: Existing RoW Photos (Section A)**

*Photograph 3-1: Typical RoW section*

*Photograph 3-2: Horizontal curves below the wind turbine carpark*

*Photograph 3-3: Zealandia perimeter track*

*Photograph 3-4: Pavement cracking*

## 3.2 Section B - Wind turbine to Southernthread Road

Beyond the gate at the southern end of the wind turbine car park, the RoW becomes narrower and is signed as unsuitable for pedestrians and *"authorised vehicles only"*, although there is no physical restriction on access currently enforced. This section is approximately 1.3km in length and sealed.

All residents that live beyond the gate at the wind turbine access their properties over this section of the RoW.

The approach to Southernthread Road lies in a hollow and has recently been resurfaced.

Southernthread Road is a partly sealed private RoW that skirts the southern boundary of Zealandia and provides access to a number of dwellings.

Tables 3.3 and 3.4 below provide an overall description of this section of the RoW. Additional details are also provided on Drawings 1006626-10 to 12 attached in Appendix A.

**Table 3.3: Existing RoW Condition (Section B)**

| Item | Description |
|---|---|
| Carriageway width | The RoW has a chip sealed surface approximately 3.5m in width with some sections widening to approximately 5m to provide informal passing places with a combination of seal widening and metalled surface.<br>The gate at the southern end of the wind turbine car park is approximately 3m wide. |
| Pavement condition | A visible vehicle path in the centre of the pavement indicates a single lane of traffic during normal operation. Flushing is evident within the wheel tracks. And a large proportion of the RoW has been patched along the edges.<br>Significant crocodile cracking, edge break and pot holes are evident at most corners along this section suggesting significant pavement deterioration due to overrunning and water ingress.<br>A number of patches and pavement repairs were in progress between the gate and the first corner at the time of the inspection. |
| Markings and signage | There are no pavement markings except within the sealed parking area adjacent to the turbine.<br>There is little signage evident with a solitary *'cyclists ahead'* warning sign northbound from Southernthread Road intersection, and a curve warning and supplementary 20 km/h advisory in advance of the first bend. |
| Gradients | The RoW follows the ridgeline and climbs steadily from the car park to Southernthread Road (no data on gradient). |
| Sight distance | Several corners do not meet the Stopping Sight Distance (SSD) of 49.2m for the speed environment of 50 km/hr with a mix of sight distance restricted by a cut slope or vegetation growth on the inside of corners. |
| Traffic volumes | Traffic counts undertaken in May 2018 recorded a seven day average of 152 vehicle movements per day on this part of the RoW, including an average of 5 heavy vehicle movements (4% of the total traffic movements).<br>The recorded 85$^{th}$ percentile speed is approximately 48 km/hr. |
| Walking and cycling | There is no separate provision for walking or cycling along this section of the RoW which is signed as *"unsuitable for pedestrians"* at its start point. However, we understand that a number of walkers and cyclists use this section to access the reserve and mountain bike tracks.<br>A small number of pedestrians were observed walking up the edge of the RoW during the site inspection.<br>No alternative sealed path exists for pedestrians or cyclists, however there is a track for mountain bikers *(Car Parts Extension track)* that runs parallel to the section, as well as the Zealandia fence line perimeter track (pedestrians and cyclists) which extends approximately two thirds along the RoW from the wind turbine carpark. |
| Drainage | There is no formal drainage along the RoW, and it is likely that there is significant water flowing down the inside and across the carriageway during rainfall events. There is |

| Item | Description |
|---|---|
| | evidence of scour on some of the berms and roadside banks as well as pavement failures on corners that can be in part attributed to water ingress. |
| Slope stability | There is no obvious evidence of slope failure or soil creep along this section although a number of batter slopes are in excess of 2m in height with a severe slope angle. |

**Table 3.4: Existing RoW Photos (Section B)**

*Photograph 3-5: Gate at start of right of way with large seal repair*

*Photograph 3-6: Cracking and edge break*

*Photograph 3-7: Crazing, edge break and overrun of berm*

*Photograph 3-8: Southernthread Road intersection looking north*

## 3.3 Section C - Southernthread Road to Woofingtons

From the intersection at Southernthread Road the RoW continues uphill through an open farm gate to the south, it reaches a crest in the ridgeline, and then falls towards Woofingtons. This section is approximately 1.5km in length and sealed.

Currently two residential dwellings (320 and 380 Hawkins Hill Road) access this part of the RoW, plus Woofingtons Ltd.

Tables 3.5 and 3.6 below provide an overall description of this section of the RoW. Additional details are also provided on Drawings 1006626-10 to 12 attached in Appendix A.

**Table 3.5: Existing RoW Condition (Section C)**

| Item | Description |
|---|---|
| Carriageway width | The RoW has a chipsealed surface approximately 3.5m in width.<br>The RoW section at the intersection with Southernthread Road has recently been resurfaced with asphalt 4m in width. |
| Pavement condition | A visible vehicle path in the centre of the pavement indicates a single lane of traffic during normal operation. Flushing is evident within the wheel tracks. And a large proportion of the RoW has been patched along the edges.<br>Significant crocodile cracking, edge break and pot holes are evident at most corners along this section suggesting significant pavement deterioration due to overrunning and water ingress.<br>A number of patches and pavement repairs have been marked in preparation for maintenance. |
| Markings and signage | There are no pavement markings and little signage evident |
| Gradients | The RoW climbs steadily from Southernthread Road to a crest then falls towards Woofingtons. |
| Sight distance | Several corners do not meet the Stopping Sight Distance (SSD) of 49.2m for a speed environment of 50 km/hr with a mix of sight distance restricted by a cut slope or vegetation growth on the inside of the corner. |
| Traffic volumes | Traffic counts undertaken in May 2018 recorded a seven day average of 54 vehicle movements per day on this part of the RoW, including an average of 2 heavy vehicle movements (3% of the total traffic movements).<br>The recorded 85$^{th}$ percentile speed is approximately 50 km/hr. |
| Walking and cycling | There is no separate provision for walking or cycling along this section of the RoW. However, we understand that a number of walkers and cyclists use this section to access the reserve and mountain bike tracks. No alternative sealed path exists for pedestrians or cyclists, however there is a track for pedestrians and mountain bikers *(Barking Emu track)* that runs parallel to the section. However, this is remote from the roadway and may not be as popular with less confident users. |
| Drainage | There is no formal drainage along the RoW, and it is likely that there is significant water flowing down the inside and across the carriageway during rainfall events. There is evidence of scour on some of the berms and roadside banks as well as pavement failures on corners that can be in part attributed to water ingress. |
| Slope stability | There is some evidence of minor slope failure in some of the more exposed rocky sections of the RoW, although this is not significant and, apart from minor debris, does not appear to signify any underlying instability. |

**Table 3.6: Existing RoW Photos (Section C)**

| | |
|---|---|
|  *Photograph 3-9: View south from Southernthread Road* |  *Photograph 3-10: Typical alignment showing patching to edge break* |
|  *Photograph 3-11: Sharp corner with limited sight distance showing edge break and overrun* |  *Photograph 3-12: View south towards Woofingtons with limited sight distance and gravel overrun* |

## 3.4 Section D - Woofingtons to the Radome

From a closed gate immediately south of Woofingtons' entrance the RoW continues as a sealed track climbing out of the hollow along the ridgeline for a further 500m to the Radome installation.

There are no known residential dwellings past Woofingtons Ltd.

Tables 3.7 and 3.8 below provide an overall description of this section of the RoW. Additional details are also provided on Drawings 1006626-10 to 12 attached in Appendix A.

**Table 3.7: Existing RoW Condition (Section D)**

| Item | Description |
|---|---|
| Carriageway width | The RoW has a chip sealed surface approximately 3.5m in width with some sections widening to approximately 5m to provide informal passing places |
| Pavement condition | A visible vehicle path in the centre of the pavement indicates a single lane of traffic during normal operation. Flushing is evident within the wheel tracks. And a large proportion of the RoW has been patched along the edges.<br>Significant crocodile cracking, edge break and pot holes are evident at most corners along this section suggesting significant pavement deterioration due to overrunning and water ingress.<br>A number of patches and pavement repairs are evident. |
| Markings and signage | There are no pavement markings.<br>There is little signage evident. |
| Gradients | The RoW climbs steeply from Woofingtons to the Radome |
| Sight distance | Several corners do not meet the Stopping Sight Distance (SSD) of 49.2m for a design speed of 50 km/hr with a mix of sight distance restricted by a cut slope or vegetation growth on the inside of the corner. |
| Traffic volumes | Traffic counts undertaken in May 2018 recorded a seven day average of 54 vehicle movements per day on this part of the RoW[6], including an average of 2 heavy vehicle movements (3% of the total traffic movements).<br>The recorded 85$^{th}$ percentile speed is approximately 50 km/hr. |
| Walking and cycling | There is no separate provision for walking or cycling along this section of the RoW. However, we understand that a number of walkers and cyclists use this section to access the reserve and mountain bike tracks.<br>No alternative sealed path exists for pedestrians or cyclists, however there is a track for pedestrians and mountain bikers *(Barking Emu track)* that runs parallel to the section until Woofingtons where it meets two additional pedestrian and mountain bike tracks *(the 'Tip Track' and Red Rocks track).* |
| Drainage | There is no formal drainage along the RoW, and it is likely that there is significant water flowing down the inside and across the carriageway during rainfall events. There is evidence of scour on some of the berms and roadside banks as well as pavement failures on corners that can be in part attributed to water ingress |
| Slope stability | There is some evidence of minor slope failure in some of the more exposed rocky sections of the RoW, although this is not significant and, apart from minor debris, does not appear to signify any underlying instability |

[6] Note that the count did not differentiate between Section C and Section D, whilst it is likely that volumes in this section are lower than in the previous, there is no evidence at the time of writing

**Table 3.8: Existing RoW Photos (Section D)**

*Photograph 3-13: Farm gate immediately south of Woofingtons*

*Photograph 3-14: RoW south towards Radome, metalled widening on corner with repaired edge break*

*Photograph 3-15: Sight distance restricted by bank with minor slippage*

*Photograph 3-16: Typical ridgeline section*

## 3.5 Section E - Radome to Te Kopahou

From the Radome, the sealed RoW drops toward the south and ends 600m away, approximately 100m before the RoW continues as an unsealed track to a locked farm gate at the boundary of Long Gully Station. Beyond this only pedestrian access to Te Kopahou is available through a narrow gap to the right of the gate. The RoW continues for a further 1.8km as an unsealed farm track with rocky outcrops.

There are no known residential dwellings past the Radome.

Tables 3.9 and 3.10 below provide an overall description of this section of the RoW. Additional details are also provided on Drawings 1006626-10 to 12 attached in Appendix A.

**Table 3.9: Existing RoW Condition (Section E)**

| Item | Description |
|---|---|
| Carriageway width | The RoW has a chip sealed surface approximately 3.5m in width. |
| Pavement condition | The pavement appears to be in reasonable condition, considering its age with little evidence of failure along its length. There is significant edge break at the interface with the unsealed gated section 100m before the end of the RoW. |
| Markings and signage | There are no pavement markings with little signage evident |
| Gradients | The RoW falls from the Radome to the end of seal, the unsealed track beyond follows the ridgeline towards Te Kopahou |
| Sight distance | Several corners do not meet the Stopping Sight Distance (SSD) of 49.2m for a design speed of 50 km/hr with a mix of sight distance restricted by a cut slope or vegetation growth on the inside of the corner |
| Traffic volumes | Traffic counts undertaken in May 2018 recorded a seven day average of 14 vehicle movements per day on this part of the RoW, including an average of 1 heavy vehicle movements (6% of the total traffic movements).<br>The recorded 85$^{th}$ percentile speed is approximately 42 km/hr. |
| Walking and cycling | There is no separate provision for walking or cycling along this section of the RoW. However, we understand that a number of walkers and cyclists use this section to access the reserve and mountain bike tracks.<br>A small number of pedestrians were observed walking up the edge of the RoW during the site inspection.<br>There are three tracks for pedestrians and mountain bikers associated with this section. The Radome Track starts near the beginning of this unsealed section; The Te Kopahuo Track follows this section of RoW then links up with Ribs Track that drops down to Te Rimurapa/Sinclair Head. |
| Drainage | There is no formal drainage along the RoW, and it is likely that there is significant water flowing down the inside and across the carriageway during rainfall events. There is evidence of scour on some of the berms and roadside banks as well as pavement failures on corners that can be in part attributed to water ingress. |
| Slope stability | There is some evidence of minor slope failure in some of the more exposed rocky sections of the RoW, although this is not significant and, apart from minor debris, does not appear to signify any underlying instability. |

**Table 3.10: Existing RoW Photos (Section E)**

| | |
|---|---|
|  <br>*Photograph 3-17: Retaining wall under construction at access to radome* |  <br>*Photograph 3-18: Edge break at start of unsealed RoW section* |
|  <br>*Photograph 3-19: First 100m of unsealed RoW ending at farm gate* |  <br>*Photograph 3-20: Typical view of remaining farm track RoW to access the reserve* |

# 4 Qualitative assessment and potential improvement options

The assessment has been undertaken in accordance with the following reference documents;

- Wellington City Council Code of Practice for Land Development 2012 (WCC COP);
- New Zealand Standards 4404:2010 Land Development and Subdivision Infrastructure (NZS 4404:2010);
- Wellington Water Regional Standard for Water Services 2012 (WW Standard);
- Current legislation and;
- Austroads and NZTA standards and guidance documents.

Potential improvement options are described for each section to overcome a particular issue such as safety, accessibility and maintenance and are described section by section in the context of current and recommended levels of access for pedestrians, cyclists and vehicular traffic.

## 4.1 Section A - Ashton Fitchett Drive to the wind turbine

**Table 4.1: Qualitative assessment and potential improvement options (Section A)**

| Item | Description |
|---|---|
| Level of Service | RoW Width<br>The current RoW width of 3.5m is technically unsuitable for the recorded traffic volumes (254 vpd), and this is evidenced by the edge break along the roadside where vehicles cross the berm to pass opposing traffic.<br>Given the traffic volumes and potential increase in traffic from the consented activities (e.g. Woofingtons and uptake of rural residential sections), this section of the RoW will need to be improved to cater for the increasing demands for two way traffic. Published standards suggest that it should be upgraded to a two lane two way road. (See section 4.8 below)<br>However, it is more appropriate that the RoW is considered a single track road in this section due to the nature of the surrounding reserve. Maintaining the current alignment with limited widening to approximately 4.5m through sealing localised areas of berm overrun would seem appropriate, if combined with widening of appropriate corners, to allow passing places with good inter-visibility.<br>Future widening to 5.5m minimum width two-way road may be appropriate if the RoW was to be upgraded to public road status to cater for any future increase in traffic volumes beyond those currently approved by Council.<br>Intersection with Ashton Fitchett Drive<br>The RoW access to Ashton Fitchett Drive, currently formed as a driveway, is not ideally suited for the traffic volumes and the safe and efficient operation of the RoW.<br>Ideally, it may be more appropriate to realign it as a formal intersection with Ashton Fitchett Drive, removing the section of path across the RoW, installing no-stopping lines, give way markings, signage, and a street name sign adjacent. The RoW should also be realigned slightly to increase the approach angle closer to 90 degrees and improve visibility to the south along Ashton Fitchett Drive for exiting vehicles.<br>As a minimum, widening of the access should be considered to allow opposing vehicles to enter and exit the RoW without blocking the lanes of Ashton Fitchett Drive.<br>Automatic Gate<br>The automatic gate is currently wide enough for a single vehicle only. It is operational during evenings and is accessible only to those residents and businesses who have the access code. Maintaining this feature is important to reinforce the RoW nature of the road and to prevent inappropriate night time access. |

| Item | Description |
|---|---|
| | Increasing the width would allow opposing vehicles to pass through the gate at the same time although this is considered unnecessary as the current facility is fit for purpose.<br>Ideally, widening a short length of the road to 5.5m should be considered on either side of the gate to provide a passing bay and minimise conflict between opposing vehicles. Edge marking should also be considered to guide vehicles through the gate, as well as priority signage in a southbound direction.<br>Turbine Car Park Gate<br>The gate at the southern extent of the car park prevents unauthorised vehicle access beyond the area considered applicable for public vehicles during the day (i.e. the RoW up to the wind turbine car park).<br>It appears that this gate may be left open. Closing this gate during the day will reduce the level of unwanted vehicle access to the upper sections of the RoW. It would be beneficial if this gate were automatically controlled in the same manner as the main gate at Ashton Fitchett Drive |
| Safety | Speed<br>The traffic monitoring results show most vehicles exceeding the 30km/h inferred speed limit, some by a significant amount (typically 50 km/h). Under the current rules[7], the road controlling authority is required to "aim for" compliance within 10%. This gives a de-facto speed limit of 33km/h and given the public attitude to speed limits it would be advisable to apply a design speed of 40km/h for any significant improvements to reflect this. Considering the recorded 85$^{th}$ percentile speed of 54km/h, it is reasonable to assume that drivers consider the speed environment to be between 40 and 50km/h[8].<br>Regardless of the design speed of any improvements, a posted speed limit should be officially introduced as 30km/h within this publicly accessible section. Drivers are clearly exceeding the posted limit, and the primary consideration should be improving compliance rather than increasing the standard. Any significant upgrade of the RoW to improve or enhance the speed environment would likely result in even higher vehicle speeds and significantly increased risks.<br>30km/h repeater signs should be used along the length of the RoW to reinforce the limit at a minimum of 500m spacing. This could be reinforced by painting "30" markings on the carriageway.<br>Traffic Calming<br>The width and geometry of the current RoW act as a form of passive traffic calming in that drivers are unable to gain sufficient speed to present a significant danger due to the risk of conflict with an opposing vehicle or losing control on a tight bend. However, it is acknowledged that the average speeds encountered are excessive given the volume of traffic and likelihood of vulnerable users on the RoW.<br>Low profile speed humps could be considered to control vehicle speeds, especially if pedestrians and cyclists continue to share the space with vehicles although these could prove hazardous to cyclists and motorcyclists travelling downhill.<br>Based on the assumption that the majority of walkers and cyclists will use the off road paths, the use of speed humps would be appropriate, particularly in this high trafficked and publicly accessible section.<br>To improve awareness of the humps advance warning PW-39 signage should be used, with reflective posts or bollards at each hump location.<br>Care should be taken to prevent issues with ponding of surface water when positioning humps.<br>The use of localised narrowing can be effective in reducing speeds, although the roadway is already narrow and a further restriction may actually increase conflict |

[7] Land Transport Rule 54001/2017 "Setting of Speed Limits 2017"
[8] Speed Limits New Zealand (2003) Table SLNZ3

| Item | Description |
|---|---|
| | between opposing drivers to get through the restriction first. This could be managed using priority signage. Any narrowing would need to be on a straight section with good visibility and carefully designed so that it was not a hazard to cyclists or pedestrians or to drivers at night.<br><u>Sight Distance</u><br>Sight distance does not meet Austroads requirements for a one lane road as noted previously in Section 2.1. Whilst the RoW is not an official road, it would likely be regarded as one by casual users gaining access to the car park. There are a number of interventions that could be used to improve safety:<br>☐ A permanent but high cost solution would be to increase the carriageway width to approximately 5m on tight corners, the sight distance issue would be overcome and localised passing opportunities could be provided. Painted centre lines could be marked around curves where sight distance is limited.<br>☐ Targeted slope cutting "benching" and vegetation trimming would be appropriate to improve sightlines within this higher trafficked section. Using SSD for a 30km/h speed environment of approximately 25m minimises the extent of cutting work necessary to achieve a safe minimum.<br>☐ Sight rails may be beneficial on some of the corners to improve driver awareness and give a clear indication of the alignment of the RoW. Whilst they are not designed to prevent vehicles from leaving the carriageway in the way that standard roadside barriers do, they are an inexpensive way of defining a carriageway layout where the risk of crashing is low.<br>  <br>☐ Roadside barriers are a higher cost preventative measure that are not justified on this site due to low traffic volumes and no history of vehicles leaving the carriageway. It may be beneficial to review the level of risk.<br>  <br>☐ A third alternative would be to use "safe hit" edge marker posts which are typically used along the length of rural highways.<br>  |

| Item | Description |
|---|---|
| | Lighting<br>The RoW is currently unlit, conversion to a public road would likely necessitate lighting to WCC standards if the road were to remain open to the public during the hours of darkness.<br>Providing lighting on the closed RoW may suggest to the public that the road should be open and accessible and may attract unwanted nocturnal activity. Lighting would also create undesirable light pollution on the Wellington skyline and rural belt.<br>Edge lines<br>Providing edge lines may improve corridor safety under poor visibility conditions, they will however provide a 'shy line' pushing vehicles closer to the centre of an already narrow roadway. Given the likelihood of consistent overrunning, markings would not be very durable and would need repainting regularly. Road markings tend to increase driver confidence and it may result in higher speeds. A further risk is that a marked shoulder, however narrow, may be considered to be a cycle or walking lane, giving a false sense of safety for vulnerable users. |
| Pavements | In general, the RoW pavement appears to be in reasonable condition.<br>A short section below the wind turbine showing cracking, evidence of weak or wet subbase layers. This section is likely to continue to require frequent patching and resealing unless pavement reconstruction is undertaken (full localised dig out, sub base improvement, base course, reseal, and drainage improvement as required).<br>Carriageway widening to seal the areas of overrun (approx. 0.5m), will significantly reduce (or eliminate) the ongoing edge break. As a further control, an unsealed shoulder 0.5m in width could be constructed along the edge of the seal to support any vehicle wheels crossing into the berm.<br>Flushing is not currently a significant issue and future resealing regimes will remove it. |
| Walking and cycling | Both the WCC COP and NZS 4404:2010 do not require specific provisions for cyclists for roads with a design speed of 40 km/hr or below, although the introduction of speed management should improve pedestrian and cyclist safety overall.<br>Separate pedestrian and cyclist facilities are already available in the form of the Zealandia perimeter track and "Car Parts" mountain bike track, it is acknowledged that pedestrians and cyclists also use the sealed carriageway.<br>Ideally, a 2.5m wide continuous shared footway/cycleway would be provided, separated from the carriageway by a vertical/visual difference, (such as a kerb or a small grassed strip). However, the cost of this is likely to be prohibitive for its likely usage and funding would be better invested in improving the RoW environment.<br>The alternate routes via the Zealandia perimeter track or the Car Parts track are unlikely to attract all pedestrians and cyclists from the RoW without significant improvement to gradients and surface regularity, especially given its separated nature from the RoW. Although improved signage and wayfinding may help. |
| Drainage | There is no formal drainage along the RoW, except in specific locations where a culvert conveys flows from existing outlets beneath the RoW.<br>The lack of drainage infrastructure does not appear to be resulting in significant issues along this section. However, any widening of the carriageway should incorporate drainage improvements where gradients and cross falls would cause flow of water across the carriageway. This will be particularly important if speed humps are installed.<br>Ideally, berms should be reshaped to allow better run off from the seal to shallow roadside ditches where there is sufficient space. |
| Slope stability | Ongoing small slumping is likely to occur within the grassed batter slopes. These shallow slumps are unlikely to affect the structural integrity of the slope but may be unsightly until the areas re-vegetate, and may also result in spoil within the berm and edge of the seal. |

| Item | Description |
|---|---|
| | The frequency at which slumping occurs could be reduced by either reducing the batter angle or planting with shrubs/trees (noting this will impact sight distance). |
| Ongoing Maintenance | Inspections should be carried out annually with a focus on vegetation growth, pavement condition and drainage function.<br>Apart from cyclic maintenance (vegetation control, drain cleaning, sign cleaning & removal of minor slip debris) the only interventions would be repairs to edge break or potholes and chip sealing to retain pavement integrity – probably in a 10 year cycle. |

## 4.2 Section B - Wind turbine to Southernthread Road

**Table 4.2: Qualitative assessment and potential improvement options (Section B)**

| Item | Description |
|---|---|
| Level of Service | RoW Width<br>The current single traffic lane width of 3.5m is generally considered unsuitable for the recorded traffic volumes (154 vpd), when the previously stated standards are referred to. There is evidence of extensive edge break along the carriageway where vehicles are travelling along the berm to pass opposing traffic or sweep wide around corners to gain sight distance.<br>As with the previous section, it would be appropriate to retain the current alignment and widen localised areas on corners and seal areas of overrun to improve sight distance and provide short passing places at strategic locations.<br>Considering that the level of daily traffic is excessively high when compared to the number of dwellings and legitimate businesses on (and beyond this RoW section, traffic management would be the first and most appropriate option towards the longevity and ongoing safety of the route.<br>Removing casual visiting vehicles would reduce demand by something in the region of 80%, based on the comparison between daytime and night time traffic (when the lower gate is shut).<br>By using this as the baseline traffic condition, the alignment becomes appropriate for the level of traffic and the need for upgrade is significantly reduced. |
| Safety | Speed<br>Whilst there is no official speed restriction, the inferred speed limit is likely to be 50km/h as this is the default for a constrained narrow "urban fringe" or semi-rural road. This is reflected by the observed 85$^{th}$ percentile speed of traffic. With an introduction of a statutory limit in the lower sections it can be inferred that the default speed environment is 30km/h without formally introducing one in this section. Restriction of traffic access to this section will significantly reduce risk through exclusion of all casual visitors and therefore limiting users to those who are familiar with the route and its conditions.<br>Sight rails may be beneficial on some of the tighter corners with drop offs to assist drivers recognising the potential hazard well in advance.<br>Sight Distance<br>Sight distance does not meet Austroads minimum requirements for SSD on three corners. By increasing the carriageway width to approximately 5m on tight corners, the sight distance issue can be overcome and localised passing opportunities can be provided. Painted centre lines could be marked around curves where sight distance is limited.<br>Targeted slope cutting and vegetation trimming on corners and achieve sightlines and could be done in lieu of actual carriageway widening to reduce costs. |

| Item | Description |
|---|---|
| Pavements | In general, the pavement appears to be in a reasonable condition. However a considerable length is showing evidence of edge beak and overrun onto the berm. Most corners are showing signs of cracking and pot holes symptomatic of weak or wet subbase layers.<br>Minor widening to repair edge break would also significantly reduce the ongoing edge break observed. An additional unsealed shoulder 0.5m in width could also be provided along the edge of the seal to support any vehicle crossing into the berm, although this is not necessary if vehicle access is restricted during the day.<br>Corners are likely to continue to require frequent patching and resealing unless pavement reconstruction is undertaken (full localised dig out, sub base improvement, base course, reseal, and drainage improvement as required).<br>Flushing is not currently a significant issue and future resealing regimes will remove it.<br>The intersection and approaches to Southernthread Road have recently been sealed in asphalt to a width of between 4.5 and 5m, this exceeds the minimum requirements for the RoW and is unlikely to need any further treatment for several years under current traffic conditions. |
| Walking and cycling | There is a high demand for pedestrians and cyclists using this section of RoW. Typically, it is anticipated that the majority of cyclists will be recreational mountain-bikers using the RoW as an easy climb to the start of the downhill single track sections. Therefore the need to cater for higher speed downhill cyclists in this section is likely to be low.<br>A separate shared footway/cycleway would be considered appropriate if the traffic volumes were to remain unchecked during the day. However, with a throttling of vehicle access, the traffic volumes, speeds and risk to pedestrians and cyclists will be significantly reduced. However, with the consented developments, daytime traffic would still be relatively high (roughly 100 vpd).<br>In this instance, with the alternative routes being somewhat disconnected from the RoW, an on-road facility would be an appropriate option. Widening the carriageway by between 1 and 2m would allow a shared use cycle/footway "lane" to be installed between the turbine car park and Southernthread Road. If there are residual concerns over safety due to lack of separation then safe hit posts could be used as well as the shared path signage along the route.<br>A suitable access point would be required for pedestrians and cyclists to bypass the gate at the car park when it is closed during the day. |
| Drainage | There is no formal drainage along the RoW, except in specific locations where a culvert conveys flows from existing outlets beneath the RoW.<br>The lack of drainage infrastructure appears to be contributing to premature failure of the carriageway surface on corners where flows cross over and through the pavement layers, combined with the additional stresses of turning vehicles and overrun into the berm. In these areas water should be prevented from entering the pavement layers by intercepting flows upstream and conveying them past or under the carriageway to a suitable downstream discharge point.<br>As a minimum berms should be reshaped to allow better run off from the seal to shallow roadside ditches where there is sufficient space.<br>If kerbing is installed to support a footpath, more formal drainage (sumps etc.) will be required to control increased surface flows. |
| Slope stability | Ongoing small slips are likely to occur within the steep batter slopes. These are unlikely to affect the structural integrity of the slope but result in spoil within the berm and edge of the seal.<br>The frequency at which slips occur could be reduced by either reducing the batter angle, planting with shrubs/trees (noting this will impact sight distance), or using some form of retaining structure (high cost). |

| Item | Description |
|---|---|
| Ongoing Maintenance | Inspections should be carried out annually with a focus on vegetation growth, pavement condition and drainage function.<br>Apart from cyclic maintenance (vegetation control, drain cleaning, sign cleaning & removal of minor slip debris) the only interventions would be repairs to edge break or potholes and chip sealing to retain pavement integrity – probably in a 10 year cycle. |

## 4.3 Section C - Southernthread Road to Woofingtons

**Table 4.3: Qualitative assessment and potential improvement options (Section C)**

| Item | Description |
|---|---|
| Level of Service | RoW Width<br>Traffic volumes drop significantly beyond the rural subdivisions on Southernthread Road. The current single traffic lane width of 3.5m is generally considered appropriate for the recorded traffic volumes (54 vpd), when the previously stated standards are referred to. However, there is evidence of extensive edge break along the carriageway where vehicles are travelling along the berm to pass opposing traffic or sweep wide around corners to gain sight distance.<br>As with the previous section, it would be appropriate to retain the current alignment and widen localised areas on corners and seal areas of overrun, unless access is restricted during the day. |
| Safety | Speed<br>In the absence of a posted speed limit, the default is assumed to be 50km/h based on the observed driver behaviour.<br>The introduction of a formal 30km/h speed limit on Section A could be interpreted as a de-facto or inferred limit for this section given the constrained nature. However, it is unlikely that many drivers would adhere to that limit.<br>Daytime closure of the gate at the Turbine car park would remove casual visitors and therefore reduce the risk of unfamiliar drivers being on this section of the RoW.<br>Sight rails may be beneficial on some of the tighter corners with drop offs to assist drivers recognising the potential hazard well in advance.<br>Sight Distance<br>Sight distance does not meet Austroads requirements for SSD. By increasing the carriageway width to approximately 5m on tight corners, the sight distance issue can be overcome and localised passing opportunities can be provided. Painted centre lines could be marked around curves where sight distance is limited.<br>Targeted slope cutting and vegetation trimming will be necessary to widen corners and achieve sightlines. |
| Pavements | In general, the pavement appears to be in a reasonable condition. However a considerable length is showing evidence of edge beak and overrun onto the berm. Most corners are showing signs of cracking and pot holes symptomatic of weak or wet subbase layers.<br>Minor widening to repair edge break and seal areas of overrun (as proposed above) will also significantly reduce the ongoing edge break observed. An additional unsealed shoulder 0.5m in width could also be provided along the edge of the seal to support any vehicle crossing into the berm, although this is not necessary immediately.<br>Corners are likely to continue to require frequent patching and resealing unless pavement reconstruction is undertaken (full localised dig out, sub base improvement, base course, reseal, and drainage improvement as required).<br>Flushing is not currently a significant issue and future resealing regimes will remove it. |

| Item | Description |
|---|---|
| Walking and cycling | With the significant drop off in vehicle activity, this section does not have such a high level of risk to pedestrians and cyclists, and with an active daytime traffic management, the risk to vulnerable RoW users would be significantly reduced.<br>A continuous shared footway/cycleway would be ideal although cost constraints for construction in difficult terrain are likely to be prohibitive. Similarly, an informal unsealed shoulder could be developed along the length that would provide a relatively sheltered area for people to walk and cycle. However, given the gradients involved, cyclists are likely to continue to use the RoW although a shoulder would provide additional space for vehicles to pass safely.<br>The most cost effective solution relies on the introduction of active traffic management and is essentially retaining the status quo. Pedestrians and cyclists share the RoW space with vehicles with appropriate signage to warn drivers along the route. An appropriate pedestrian access adjacent to the field gate south of Southernthread Road (at the start of this section) should be provided to provide unrestricted access to walkers and cyclists during the times the RoW is closed to vehicles. |
| Drainage | There is no formal drainage along the RoW, except in specific locations where a culvert conveys flows from existing outlets beneath the RoW.<br>The lack of drainage infrastructure appears to be contributing to premature failure of the carriageway surface on corners where flows cross over and through the pavement layers, combined with the additional stresses of turning vehicles and overrun into the berm. In these areas water should be prevented from entering the pavement layers by intercepting flows upstream and conveying them past or under the carriageway to a suitable downstream discharge point.<br>As a minimum berms should be reshaped to allow better run off from the seal to shallow roadside ditches where there is sufficient space.<br>If kerbing is installed to support a footpath, more formal drainage (sumps etc.) will be required to control increased surface flows. |
| Slope stability | Ongoing small slips are likely to occur within the steep batter slopes. These are unlikely to affect the structural integrity of the slope but result in spoil within the berm and edge of the seal.<br>The frequency at which slips occur could be reduced by either reducing the batter angle, planting with shrubs/trees (noting this will impact sight distance), or using some form of retaining structure (high cost). |
| Ongoing Maintenance | Inspections should be carried out annually with a focus on vegetation growth, pavement condition and drainage function.<br>Apart from cyclic maintenance (vegetation control, drain cleaning, sign cleaning & removal of minor slip debris) the only interventions would be repairs to edge break or potholes and chip sealing to retain pavement integrity – probably in a 10 year cycle. |

## 4.4 Section D - Woofingtons to the Radome

**Table 4.4: Qualitative assessment and suggested improvement options (Section D)**

| Item | Description |
|---|---|
| Level of Service | RoW Width<br>Beyond Woofingtons access is limited to sporadic use by visitors to the station and maintenance activities at the Airways installations. The current single traffic lane width of 3.5m (widening to 4.0m at the Radome) is generally considered appropriate for the recorded traffic volumes (14 vpd), when the previously stated standards are referred to. However, there is evidence of edge break along the carriageway where vehicles are cross the berm or sweep wide around corners to gain sight distance. |

| Item | Description |
|---|---|
| | As with the previous section, it would be appropriate to retain the current alignment and widen localised areas on corners. Areas of overrun should be reconstructed as unsealed shoulder and minor edge break repaired. |
| Safety | Speed<br>In the absence of a posted speed limit, the default is assumed to be 50km/h based on the observed driver behaviour.<br>The introduction of a formal 30km/h speed limit on Section A could be interpreted as a de-facto or inferred limit for this section given the constrained nature. However, it is unlikely that many drivers would adhere to that limit.<br>Daytime closure of the gate at the Turbine car park would remove casual visitors and therefore reduce the risk of unfamiliar drivers being on this section of RoW.<br>Sight rails may be beneficial on some of the tighter corners with drop offs to assist drivers recognising the potential hazard well in advance.<br>Sight Distance<br>Sight distance does not meet Austroads requirements. By increasing the carriageway width to approximately 5m on tight corners, the sight distance issue can be overcome and localised passing opportunities can be provided. Painted centre lines could be marked around curves where sight distance is limited.<br>Targeted slope cutting and vegetation trimming will be necessary to widen corners and achieve sightlines. |
| Pavements | In general, the pavement appears to be in a good condition. Some of the RoW length is showing evidence of edge beak and overrun onto the berm. There is little sign of cracking and no major potholes.<br>Little work is needed other than minor patching to repair edge break. Widening on corners would be beneficial to improve sightlines and provide pavement area for passing although this could be in the form of unsealed shoulder. |
| Walking and cycling | This section does not have a high level of risk to pedestrians and cyclists, no work other than warning signage and berm maintenance is considered necessary. An appropriate pedestrian access adjacent to the field gate south of Woofingtons should be provided to provide unrestricted access to walkers and cyclists during the times the RoW is closed to vehicles. |
| Drainage | There is no formal drainage along the RoW, except in specific locations where a culvert conveys flows from existing outlets beneath to RoW.<br>The lack of drainage infrastructure appears to be contributing to premature failure of the carriageway surface on corners where flows cross over and through the pavement layers, combined with the additional stresses of turning vehicles and overrun into the berm. In these areas water should be prevented from entering the pavement layers by intercepting flows upstream and conveying them past or under the RoW to a suitable downstream discharge point.<br>As a minimum berms should be reshaped to allow better run off from the seal to shallow roadside ditches where there is sufficient space.<br>If kerbing is installed to support a footpath, more formal drainage (sumps etc.) will be required to control increased surface flows. |
| Slope stability | Ongoing small slips are likely to occur within the steep batter slopes. These are unlikely to affect the structural integrity of the slope but result in spoil within the berm and edge of the seal.<br>The frequency at which slips occur could be reduced by either reducing the batter angle, planting with shrubs/trees (noting this will impact sight distance), or using some form of retaining structure (high cost). |
| Ongoing Maintenance | Inspections should be carried out annually with a focus on vegetation growth, pavement condition and drainage function. |

| Item | Description |
|---|---|
| | Apart from cyclic maintenance (vegetation control, drain cleaning, sign cleaning & removal of minor slip debris) the only interventions would be repairs to edge break or potholes and chip sealing to retain pavement integrity – probably in a 10 year cycle. |

## 4.5 Section E - Radome to Te Kopahou

**Table 4.5: Qualitative assessment and suggested improvement options (Section E)**

| Item | Description |
|---|---|
| Level of Service | RoW Width<br>The current single traffic lane width of 3.5m is generally considered appropriate for the recorded traffic volumes (14 vpd), when the previously stated standards are referred to. As with the previous section, it would be appropriate to retain the current alignment and widen localised areas on corners. Areas of overrun should be reconstructed as unsealed shoulder and minor edge break repaired. |
| Safety | Speed<br>In the absence of a posted speed limit, the default is assumed to be 50km/h based on the observed driver behaviour.<br>The introduction of a formal 30km/h speed limit on Section A could be interpreted as a de-facto or inferred limit for this section given the constrained nature. However, it is unlikely that many drivers would adhere to that limit.<br>Daytime closure of the gate at the Turbine car park would remove casual visitors and therefore reduce the risk of unfamiliar drivers being on this section of RoW.<br>Sight rails may be beneficial on some of the tighter corners with drop offs to assist drivers recognising the potential hazard well in advance.<br>Sight Distance<br>Sight distance does not meet Austroads requirements. By increasing the carriageway width to approximately 5m on tight corners, the sight distance issue can be overcome and localised passing opportunities can be provided. Painted centre lines could be marked around curves where sight distance is limited.<br>Targeted slope cutting and vegetation trimming may be necessary to widen corners and achieve sightlines. |
| Pavements | In general, the pavement appears to be in a good condition. Some of the RoW length shows evidence of repair to historic edge break. There is little sign of cracking and no potholes.<br>Little work is needed other than sealing the transition from sealed RoW and the start of the unsealed farm track. Ideally this should be sealed for approximately 3m to provide a safe and durable transition. Widening on corners would be beneficial to improve sightlines and provide pavement area for passing although there does not appear to be any need to address this with the current traffic levels.<br>Beyond the farm gate the track is unsealed and within private land, no vehicle access is possible other than residents and official farm visitors. The track is considered fit for purpose and no work is necessary to maintain public walking and cycling access. |
| Walking and cycling | This section does not have a high level of risk to pedestrians and cyclists, no work other than warning signage and berm maintenance is considered necessary on the sealed section. Improved pedestrian gateway should be provided at the farm gate plus improved wayfinding and access signage (currently the sign on the gate implies that public access is prohibited). |
| Drainage | There is no formal drainage along the RoW, except in specific locations where a culvert conveys flows from existing outlets beneath to road. |

| Item | Description |
|---|---|
| | The lack of drainage infrastructure appears to be contributing to premature failure of the carriageway surface on corners where flows cross over and through the pavement layers, combined with the additional stresses of turning vehicles and overrun into the berm. In these areas water should be prevented from entering the pavement layers by intercepting flows upstream and conveying them past or under the carriageway to a suitable downstream discharge point.<br>Where appropriate, berms should be reshaped to allow better run off from the seal to shallow roadside ditches where there is sufficient space.<br>Beyond the end of seal no work is necessary. |
| Slope stability | Ongoing small slips are likely to occur within the steep batter slopes. These are unlikely to affect the structural integrity of the slope but result in spoil within the berm and edge of the seal.<br>The frequency at which slips occur could be reduced by either reducing the batter angle, planting with shrubs/trees (noting this will impact sight distance), or using some form of retaining structure (high cost). |
| Ongoing Maintenance | Inspections should be carried out annually with a focus on vegetation growth, pavement condition and drainage function.<br>Apart from cyclic maintenance (vegetation control, drain cleaning, sign cleaning & removal of minor slip debris) the only interventions would be repairs to edge break or potholes and chip sealing to retain pavement integrity – probably in a 10 year cycle.<br>Beyond the end of seal only safety inspections and review of wayfinding signage would be necessary on an annual basis. |

## 4.6 Traffic Management

The automatic gate at the start of Hawkins Hill Road at Ashton Fitchett Drive is understood to be closed, with authorised access only, between the hours of 5pm and 7am during the winter months (April to September) and between 8pm and 7am during the summer (October to March).

This restricts access during the hours of darkness to authorised maintenance activities and residents. This also means that traffic will be low and generally RoW users will be experienced in the location and hazards, the same way that they would be within a long private roadway.

The sliding gate at the start of Section B at the turbine car park is not operational. As a result unauthorised vehicle access further along the RoW is not prevented. This is reflected in the traffic counts obtained.

Maintaining the two gate system where the main gate opens during the day, and the car park one remains closed is a highly effective way of managing traffic and therefore safety of authorised users (pedestrians, cyclists and residents etc.).

It may be necessary to automate the second gate to increase daytime compliance with access limitations.

The typical winter counts, in Table 4.6 below show that daytime activity is spread along the length of the sealed RoW which indicates that access control beyond the turbine car park is not normally in place.

**Table 4.6: Two –Way traffic measured during May 2018**

| Section | A | B | C[1] | D | E |
|---|---|---|---|---|---|
| Night | 38[2] | 31 | 7 | | 3 |
| Day | 217 | 123 | 47 | | 11 |
| 24 hour | 254 | 154 | 54 | | 14 |

Note:

1. Sections C and D counted as single length
2. This is likely to include a number of vehicles leaving at 5pm just as the gate closes

## 4.7 Speed Limit

We understand that a 30km/h speed restriction was originally sign posted at the start of section A. According to WCC this was not an official restriction and the signs were removed. There are two significant risks with this course of action: firstly, drivers on the right of way will have no guidance as to the constrained and challenging nature of the road environment; and secondly the RoW will adopt a default speed limit, in this area it could be considered rural, meaning that legally people can drive at 100km/h.

Whilst the status of the current restriction is uncertain, removal because of legal technicality is likely to result in higher speeds than are already observed and increase the risk of a speed related incident.

The default speed environment can be described as what drivers feel comfortable with. Based on recorded traffic, the 85$^{th}$ percentile speed is in the region of 50km/h. According to Speed Limits New Zealand (2003), this suggests that the recorded speed is generally within 10km/h of the speed limit. Therefore in this instance the speed "limit" can be inferred as between 40 and 50km/h. When the RoW environment is assessed against the SLNZ "Roadway Rating", the speed environment defaults to 50km/h with a proviso that a lower speed limit can be introduced within a traffic calmed area.

Being a RoW and not a public road poses a challenge for enforcement unless it is declared a public road or the speed limit is approved by NZTA and its location notified in the Gazette.

Current legislation allows WCC to set speed limits within their network through a bylaw, provided that it meets the criteria in the 2016 NZ Speed Management Guide. In this instance the guide is unclear as the RoW is not a shared use public road in an urban area which would attract a limit of 30km/h, neither is it a low usage, low access, rural road which would default to 60km/h. The closest parallel in Table 2.1 is park and car park with recommended speeds of 20km/h and 10km/h respectively.

However, when the factors relating to road function and classification are considered, it is apparent that the RoW shares many of the aspects common to all low speed classifications:

- Narrow width, steep grades and tight corners;
- Shared use with a single track being used by motor vehicles, pedestrians and cyclists;
- Primarily recreational in function;
- Low traffic volumes;
- Restricted access.

Given the nature of the RoW, its location, geometry and usage, a 30km/h speed limit would be the most appropriate.

To make this a legal speed limit that is enforceable, WCC will need to:

- Gazette the length of RoW to be restricted;

- Consult with key stakeholders and user groups;
- Carry out public consultation;
- Create a bylaw;
- Erect and maintain appropriate signage and traffic control devices.

## 4.8 Upgrade RoW to Public Road

A permanent solution to access and use restrictions would be to upgrade the RoW to meet current WCC standards for a public road. Given the usage, the most appropriate length would be Section A from Ashton Fitchett Drive to the wind turbine car park, beyond this there would be limited benefit in upgrading for the benefit of a relatively low number of dwellings and restricted access businesses.

Primarily, the RoW would need to be designed as a two lane, two way urban facilities with a speed environment of 40km/h. However, the posted speed limit should be a maximum of 30km/h.

Current road minimum standards recommend the following:

- The WCC COP indicates the RoW should be considered as a Residential Local Long Cul-de-sac, with a design speed of 40 km/hr, two 2.5m wide traffic lanes and two 1.5m footpaths.
- NZS 4404:2010 indicates the RoW should be considered Suburban Primary Access to Housing (Figure E12) with a design speed of 40 km/hr, 5.5-5.7m wide carriageway and a 1.5m wide footpath on one side.
- In order to achieve a layout suitable for a Residential Collector (Figure E13), two 3.5m wide traffic lanes, two 1.5m wide cycle lanes and two 1.5m wide footpaths would be required to meet guidance requirements.

Given its usage, the most appropriate cross section would likely be:

- two 2.5m wide traffic lanes
- kerbed both sides with a single 1.5m footway on one side

To achieve this, the following steps would be necessary:

i The current RoW would need to be widened by approximately 2.5m with SSD of approximately 50m (to allow for 10% speed variance). It will be necessary to cut into the hillside extensively and retaining structures will be required both to support the road and retain the cut slopes in certain areas.

ii Guardrail would be necessary to restrain vehicles at drop offs on corners.

iii Drainage improvements would be required due to increased catchment and reduced berm area for run off. The introduction of formal pedestrian paths would likely necessitate the use of kerb and channel, therefore increasing the need for some form of drainage reticulation and control of the velocity of water running down the road.

iv The automatic gate would be removed, and the access onto Ashton Fitchett Drive fully reconstructed to form an intersection. Lighting is recommended as the new public road would have 24 hour access.

v Physical restraints to control vehicle speeds, such as narrowing and road humps, would be necessary to increase compliance with the posted speed limit.

The cost of implementation, for Section A only, would be in the region of $1.5M.

To declare this section as a public road, WCC would need to carry out extensive stakeholder consultation and the road section would need to undergo the same procedures as a private development road in order to be accepted. Access would still need to be restricted south of the wind turbine car park as there is no public benefit in providing unrestricted vehicle access beyond.

Creating a new road will increase maintenance liabilities for WCC as the level of access will be unrestricted; it will allow unrestricted night time access to a relatively remote car park which could

result in inappropriate and dangerous activities; a wider road will result in a higher speed environment and an increased risk of loss of control crashes; lighting will impact on the night time skyline of the reserve and green belt.

Overall there is no overriding need to upgrade Section A to public road. There are however significant dis-benefits and liabilities associated with it and, as such, this option has not been included in the overall options assessment.

## 5 Options Assessment

This section sets out and assesses different levels of treatment that might be applied to each section of the RoW.

### 5.1 Treatment Options

Based on the observations and qualitative assessments set out in the previous sections; three possible levels of treatment have been identified for each section of the RoW:

| | |
|---|---|
| *Do Minimum* | which involves bare minimum repairs to areas of seal with immediate risk of failure and low level safety improvements. |
| *Minor Improvement* | which includes the lowest level of appropriate upgrade to safety and effectiveness of the RoW including minor widening to form passing places, seal repairs and drainage upgrade. This would be applied progressively on an 'as needs' basis to coincide with maintenance activities and within budget constraints. |
| *Major Improvement* | which upgrades the RoW progressively, depending on level of traffic, to achieve appropriate standards for level of service progressively with a two way public access road at the start of the RoW reducing in scale along its length as activity declines (note, this is not public road standard). |

These treatment level options, as they relate to each section of the RoW are set out in Table 5.1.

Walking and cycling (accessibility and safety) is addressed separately in Table 5.2

Cyclic maintenance activities are included in the overall assessment based on the scale of the option being assessed (i.e. do minimum ongoing maintenance is lower than the improvement options, etc.).

Rough order cost estimates for each level of treatment along each RoW section are provided in Tables 5.1 and 5.2. Costs are based on the rates provided in the WCC Physical Works Supplier Panel, adjusted to reflect the scale of works for each level of treatment. These estimates are provided for the purpose of comparison of the options developed in this report only. They are indicative only and are subject to variables including cost escalation, construction timeframes and contractor availability. At this level they are not suitable for budgeting or other purposes.

**Table 5.1: Treatment options by section**

| Activity | Section A | Section B | Section C | Section D | Section E |
|---|---|---|---|---|---|
| **Do Minimum** | Repair potholes and edge break; reconstruct overrun areas as unsealed shoulder. | | | Complete retaining wall to Radome access. | Repair edge break at interface between seal and unsealed section. |
| **Minor Improvement** | Reconstruct pavement failures on corners; widen seal into areas of berm overrun; widen seal on bends to 5m width; widen entry to Ashton Fitchett Drive and create a passing bay at the gate; provide sight rails on sharp corners with drop off; consistent warning and advisory signage; 30km/h speed limit with repeater signage and pavement markings; Road humps at regular intervals; Provide passing bays on straight sections; upgrade turbine car park gate to automatic gate. | Reconstruct pavement failures on corners; improve drainage on corners; provide unsealed shoulder in areas of berm overrun; widen seal or shoulder on bends to 5m width; provide passing bays at regular intervals; provide sight rails on sharp corners with drop off; consistent warning and advisory signage. | | Complete retaining wall to Radome access; provide sight rails on sharp corners with drop off. | Extend seal transition by 3m into unsealed RoW section; provide sight rails on sharp corners with drop off. |
| **Major Improvement** | Widen RoW to form access road with 5.5m wide seal for its full length; provide 2m sealed path; provide upgraded drainage system; realign access at Ashton Fitchett Drive into formal | Widen RoW seal to 4m for its full length with 0.5m unsealed shoulders; extend widening to 5.5m on bends to provide sight distance and passing places; improve drainage on bends. | Widen RoW with 0.5m unsealed shoulders; reconstruct pavement failures on corners; improve drainage on corners; widen seal on bends to 5m seal width to improve sightlines and | Complete retaining wall to Radome access; widen RoW with 0.5m unsealed shoulders; reconstruct pavement failures on corners; improve drainage on corners; widen seal on bends to | Improve drainage on corners; widen seal on bends to 5m seal width to improve sightlines and provide passing opportunities; provide sight rails on sharp corners with drop off; |

| Activity | Section A | Section B | Section C | Section D | Section E |
|---|---|---|---|---|---|
| | intersection; upgrade turbine car park gate to automatic gate.<br>Consider lighting if road is to be publicly accessible 24 hours. | | provide passing opportunities; provide sight rails on sharp corners with drop off. | 5m width to improve sightlines and provide passing opportunities; provide sight rails on sharp corners with drop off. | seal start of farm track 5m. |
| **Walking & Cycling - Do Minimum** | Improve wayfinding for existing walking track adjacent to Zealandia fence line; Enhanced warning signage and wayfinding. | Improve wayfinding for existing walking track adjacent to Zealandia fence line; Enhanced warning signage and wayfinding. | Walking on berm and cycling on carriageway. Enhanced warning signage and wayfinding. | | |
| **Walking & Cycling - Minor Option** | Improve wayfinding for existing walking track adjacent to Zealandia fence line; Enhanced warning signage and wayfinding. | Widen seal to provide 1.5m sealed shoulder as shared path up to Southernthread Road; Enhanced warning signage and wayfinding. | Walking on berm and cycling on carriageway. Enhanced warning signage and wayfinding. | Walking and cycling on carriageway under most conditions. Enhanced warning signage and wayfinding.<br>Walking and cycling on carriageway under most conditions. Enhanced warning signage and wayfinding. | |
| **Walking & Cycling - Major Option** | Improve wayfinding for existing walking track adjacent to Zealandia fence line; construct 2.5m unsealed shared path up to wind turbine car park; Enhanced warning signage and wayfinding. | Construct 2.5m unsealed shared path up to Southern Thread Road; Enhanced warning signage and wayfinding. | Walking on berm and cycling on carriageway. Enhanced warning signage and wayfinding.<br>Widen seal to provide 2.0m shoulder as walking and cycling facility if traffic volumes increase. | Walking and cycling on carriageway under most conditions. Enhanced warning signage and wayfinding. Provide 1.0m metalled shoulder for walkers if traffic volumes increase. | Walking and cycling on carriageway under most conditions. Enhanced warning signage and wayfinding. Provide 1.0m metalled shoulder for walkers if traffic volumes increase (up to end of seal). |
| **Maintenance - Initial** | Reduce berm height to provide run off in strategic locations; grass cutting; trim back vegetation on corners and at driveways; inspect and clear out drainage channels and pipes; clear slip material and batter back unstable slopes | | | | |
| **Maintenance - Six Monthly** | Grass cutting berms; clean signs | | | | |

| Activity | Section A | Section B | Section C | Section D | Section E |
|---|---|---|---|---|---|
| **Maintenance - Annual** | Safety inspection, condition inspection, check drainage systems; re-paint markings where necessary; repair edge break and potholes if evident; clear slip material from berm and visually assess slope stability. | | | | |
| **Maintenance +5 years** | Reseal | | | | |
| **Maintenance +10 years** | Replace road humps if necessary | Reseal | | | |
| **Maintenance +15 years** | Reseal | | Reseal | | |
| **Maintenance +20 years** | Replace road humps if necessary | Reseal | | Reseal | Reseal |

**Table 5.2: Option costing by section**

| Activity | Section A | Section B | Section C | Section D | Section E |
|---|---|---|---|---|---|
| **RoW Upgrade:** | | | | | |
| **Do Minimum** | $128,000 | $85,000 | $64,000 | $52,000 | $31,000 |
| **Minor Improvement** | $388,000 | $196,000 | $194,000 | $155,000 | $86,000 |
| **Major Improvement** | $1,024,000 | $659,000 | $448,000 | $393,000 | $222,000 |
| **Walking & Cycling:** | | | | | |
| **Do Minimum** | $9,000 | $7,000 | $2,000 | $1,000 | $1,000 |
| **Minor Option** | $13,000 | $62,000 | $4,000 | $1,000 | $1,000 |
| **Major Option** | $333,000 | $232,000 | $175,000 | $1,000 | $1,000 |
| **Maintenance:** | | | | | |
| **Annual** | $2,200 ($44k for 20 years) | $1,300 ($26k for 20 years) | $1,500 ($30k for 20 Years) | $500 ($10k for 20 years) | $500 ($10k for 20 years) |
| **+5 years** | $154,000 | | | | |
| **+10 years** | $15,000 | $91,000 | | | |
| **+15 years** | $154,000 | | $105,000 | | |
| **+20 years** | $15,000 | | | $35,000 | $35,000 |
| **20 Year costs** | **$384,200** | **$118,300** | **$136,500** | **$45,500** | **$45,500** |

## 5.2 Assessment of Options

A Multi-criteria Assessment (MCA)[9] process has been used to score each treatment option for comparative assessment. This process, and the results obtained, are described in the following sections.

### 5.2.1 Objectives

The assessment has been made by considering the alignment of the different options with the objectives of the project. The following objectives are considered to be important to the appropriateness and success of any improvement work that is to be undetaken:

- Meeting Stakeholder expectations;
- Minimisation of maintenance liabilities;
- Safety and serviceability;
- Minimisation of environmental impacts and concerns/fit of the RoW in the environment;
- Alignment with walking and cycling needs and priorities;
- Compatibility with constraints within the reserve (visual amenity, access, etc.);
- Practicality/buildability
- WCC strategies/ investment objectives;
- Cost/Affordability (whole of life);
- Management of future development potential;
- Consistent with appropriate access and use/discourages inappropriate use.

#### 5.2.1.1 WCC Strategies and objectives

There are 4 objectives in the 2004 Outer Green Belt Management Plan that specifically relate to Hawkins Hill Road:

- Maintaining full public access for walking and cycling and vehicle access as far as the wind turbine
- Clarify existing access rights and establish a clear policy on private access
- Complete link to Sinclair Head
- Improve links to Careys Gully, Polhill and Waimapihi Reserves

Three of the four "Wellington Towards 2040" overarching goals provide a clear direction for option alignment and assessment:

- Eco City, by increasing the offering for walking and cycling facilities
- Connected City, though improving walking and cycling links to important reserve locations and recreational areas.
- People-Centred City, through contributing to active, healthy and safe communities

Under the Operative District Plan, Hawkins Hill Road runs along a ridgetop between rural land to the west and Open Space B to the east. Open space B is considered to be the natural environment and the DP discourages any activity that changes this appearance such as artificial constructs. The

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[9] *A MCA is the method by which different options can be assessed against a list of criteria. Those options which have the best overall score (ratio of positive to negative criteria) and have no fatal flaws are continued through each stage of the MCA. The final outcome identifies a small number of options to be continued as a short list.*

primary objective is to retain the open and natural aspect and to protect any ecological qualities. Rural land has very similar rules which protect the character and visual appearance.

We understand that there is no specific access and use policy for the RoW at the time of writing and this should be considered during the future stages of the improvement and asset management process.

#### 5.2.1.2 Stakeholder expectations

Stakeholders for the RoW include, but are not limited to:

- Local residents; lifestyle blocks and farm
- Official businesses that either operate from or make use of the RoW; Woofingtons, Seal Safari, Zip Line
- Partner organisations with an interest in maintaining access; Meridian Energy, Airways

We understand that the key expectations for stakeholders are:

- Safety of RoW users through improving level of service and safety improvements
- Managing access through reducing unrestricted public vehicle
- Improving the level of service through maintenance and improvement activities

These objectives have been distilled into a number of criteria for scoring in the MCA process. These criteria are set out in Tables 5.5 and 5.6 below for the treatment options for the RoW and walking and cycling access respectively.

### 5.2.2 Scoring

The MCA scores each option against each objective on a five-point scale as set out in Table 5.3. Options with the strongest alignment with the selected criteria/objectives receive the highest scores. The scores for individual criteria are then summed to identify the options with the best overall alignment with project objectives. Results in the tables are colour coded to assist in the ease of assessment across the options and criteria.

**Table 5.3: Objective assessment scale**

| | |
|---|---|
| 2 | Strong Alignment |
| 1 | Minor Alignment |
| 0 | Neutral |
| -1 | Minor Detraction |
| -2 | Strong Detraction |

The MCA also scores each option against cost on a three-point scale as set out in Table 5.4. This was determined by rough order scale of costs and affordability. Results are colour coded to assist in the ease of assessment across the options and criteria.

**Table 5.4: Cost assessment scale**

| | |
|---|---|
| $0,000 | High (>$500k) |
| $0,000 | Medium ($100k - $500k) |
| $0,000 | Low (<$100k) |

Table 5.5 below shows the MCA assessment for the different levels of treatment for the RoW for each section. The "Walking & Cycling" options are scored separately in Table 5.6 and can be added to any of the three RoW intervention strategies or introduced as a standalone investment.

### 5.2.3 Results

In all sections the do minimum for both the RoW and walking and cycling improvements fundamentally fails the test for meeting stakeholder expectations, level of service and safety for users. The minor improvement options provide an appropriate level of benefits on an "as needs basis" and should retain the character of the RoW without compromising safety or accessibility. The major improvements provide some additional benefits but also introduce some drawbacks in the areas of strategic alignment and buildability, would provide a higher level of service than is required and are likely to be cost prohibitive. The best value for money outcomes are assessed to be achieved from the minor improvement options on all sections for both Row and walking and cycling improvements.

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**Table 5.5: MCA RoW Road Option Assessment**

| | | Section A | | | Section B | | | Section C | | | Section D | | | Section E | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Theme | Criteria | Do minimum | Minor Improvement | Major Improvement | Do minimum | Minor Improvement | Major Improvement | Do minimum | Minor Improvement | Major Improvement | Do minimum | Minor Improvement | Major Improvement | Do minimum | Minor Improvement | Major Improvement | Notes |
| Strategic Alignment | Overarching 2040 Goals for WCC | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | improvements will align partly with 2040 goals |
| | Plan alignment (District, Reserves, Other) | -1 | 2 | 0 | -1 | 2 | 1 | -1 | 2 | 1 | -1 | 2 | 1 | -1 | 2 | 1 | larger infrastructure will detract from visual and environmental goals although will enhance public access |
| Objectives | Fit for Purpose (access and use) | -2 | 2 | 1 | -1 | 2 | 1 | -1 | 2 | 1 | 0 | 2 | 1 | 0 | 2 | 1 | major option significantly exceeds requirements (current and consented) and will encourage additional traffic |
| | Stakeholder expectation | -2 | 1 | 2 | -2 | 1 | 2 | -1 | 1 | 2 | -1 | 1 | 1 | 0 | 1 | 1 | at this stage it is assumed that stakeholders want a fully formed road |
| | Level of Service | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Safety | -1 | 1 | 2 | -1 | 2 | 1 | -1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | wider roads will encourage higher speeds |
| | Supports Walking & Cycling | -1 | 0 | 2 | -1 | 2 | 2 | -1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | larger option will include wider lanes, minor and major options both restrict access beyond the Meridian car park |
| Liability | Buildability | 2 | 1 | -2 | 2 | 1 | -2 | 2 | 1 | -2 | 2 | 1 | 0 | 2 | 1 | 0 | major infrastructure in difficult terrain |
| | Whole Life Cost | -1 | 0 | -1 | -1 | 0 | 0 | 0 | -1 | -1 | 0 | -1 | -1 | 0 | -1 | -1 | larger infrastructure will require more maintenance, similarly no improvement will incur higher ad hoc repairs |
| MCA Score | | -6 | 9 | 7 | -5 | 12 | 8 | -3 | 10 | 7 | 0 | 8 | 5 | 1 | 8 | 5 | |
| Cost | Construction cost ($000) | $128 | $388 | $1,024 | $85 | $196 | $659 | $64 | $155 | $448 | $52 | $155 | $393 | $31 | $86 | $222 | |
| | Maintenance costs (20 year) ($0,000) | $46 | $384 | $738 | $27 | $118 | $135 | $31 | $136 | $273 | $10 | $45 | $56 | $10 | $45 | $56 | |
| | Whole Life Cost ($0,000) | $174 | $772 | $1,732 | $112 | $314 | $895 | $95 | $331 | $721 | $62 | $200 | $449 | $41 | $131 | $278 | |
| **Rank** | | **3** | **1** | **2** | **3** | **1** | **2** | **3** | **1** | **2** | **3** | **1** | **2** | **3** | **1** | **2** | |

**Table 5.6: MCA RoW Walking & Cycling Option Assessment**

| | | Section A | | | Section B | | | Section C | | | Section D | | | Section E | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Theme | Criteria | Do minimum | Minor Improvement | Major Improvement | Do minimum | Minor Improvement | Major Improvement | Do minimum | Minor Improvement | Major Improvement | Do minimum | Minor Improvement | Major Improvement | Do minimum | Minor Improvement | Major Improvement | |
| Strategic Alignment | Overarching 2040 Goals for WCC | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | improvements will align partly with 2040 goals |
| | Plan alignment (District, Reserves, Other) | 1 | 2 | 0 | -1 | 2 | 1 | -1 | 2 | 1 | -1 | 2 | 1 | -1 | 2 | 1 | larger infrastructure will detract from visual and environmental goals although will enhance public access |
| Objectives | Fit for Purpose (access and use) | -1 | 2 | 2 | -1 | 2 | 2 | -1 | 2 | 2 | 0 | 2 | 2 | 0 | 2 | 2 | major option significantly exceeds requirement and may increase higher cycling speeds on road |
| | Stakeholder expectation | -1 | 1 | 2 | -1 | 1 | 2 | -1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | at this stage it is assumed that stakeholders want a fully separate cycleway |
| | Level of Service | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | larger option has separate facility |
| | Safety | -2 | 1 | 2 | -2 | 2 | 2 | -1 | 2 | 2 | 0 | 2 | 2 | 0 | 2 | 2 | closure of gate will significantly enhance safety beyond the Meridian car park, it is assumed this will happen in all scenarios other than Do Minimum, hence low safety score |
| | Supports Recreational Access | 1 | 1 | 2 | -1 | 2 | 2 | -1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | current alignment has high risk beyond the Meridian car park due to unrestricted vehicle access |
| Liability | Buildability | 2 | 2 | -2 | 2 | 1 | -2 | 2 | 1 | -2 | 2 | 1 | 0 | 2 | 1 | 0 | major infrastructure in difficult terrain |
| | Whole Life Cost | 0 | 0 | -1 | -1 | 0 | 0 | 0 | -1 | -1 | 0 | -1 | -1 | 0 | -1 | -1 | larger infrastructure will require more maintenance, similarly no improvement will incur higher ad hoc repairs |
| MCA Score | | 0 | 11 | 8 | -5 | 12 | 10 | -3 | 10 | 8 | 1 | 10 | 8 | 1 | 10 | 8 | do minimum scores assume that no RoW works will be carried out and therefore have lower safety and amenity scores |
| Cost | Construction cost (0,000) | $9 | $13 | $333 | $7 | $62 | $232 | $2 | $4 | $175 | $1 | $1 | $1 | $1 | $1 | $1 | |
| | Maintenance costs (included above) | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | |
| **Rank** | | **3** | **1** | **2** | **3** | **1** | **2** | **3** | **1** | **2** | **3** | **1** | **2** | **3** | **1** | **2** | |

## 6 Recommended Options

The assessment in Section 5 indicates that the recommended option should consist of a suite of interventions for the incremental upgrade of the RoW to address; accessibility, safety, walking and cycling, and maintenance activities. Each RoW section has different demands and therefore each section has a different treatment and maintenance regime.

The outcome of the MCA demonstrates that "do minimum" does not address the needs of users and stakeholders for the majority of the length of the RoW, whereas the "major improvement option" exceeds these needs but is, in turn, prohibitively expensive.

Generally, the greatest level of benefit can be achieved through the "minor improvement option", or a combination of minor improvement and do minimum, which is described in detail in the subsequent section 6.1 to 6.5, conceptual layout plans of this option are included in Appendix B

### 6.1 Section A - Ashton Fitchett Drive to the wind turbine

**Table 6.1: Recommended options (Section A)**

| Item | Description |
|---|---|
| Improvements | Realign entry to Ashton Fitchett Drive to provide space for 2-way traffic, widen south of automatic gate to create passing bay, erect priority signage.<br>Cut inner slope face on corners to provide additional road width and sight distance.<br>Construct passing places for opposing traffic flows |
| Safety | Introduce 30km/h speed restriction and erect repeater signage for 30 km/h speed limit with painted "30" in road at regular intervals.<br>Install speed humps and warning signs.<br>Provide sight rails on tight corners with drop offs.<br>Trim slope/vegetation on corners to improve sight distance. |
| Access Control | Modify gate at southern end of turbine car park to be automated with keypad entry. |
| Walking and cycling | Provide warning signage.<br>Provide improved wayfinding for existing perimeter track footpath link. |
| Drainage | Trim berm level to allow surface water to drain freely. |
| Slope stability | Geotechnical walkover to determine any risks. |
| Cyclic Maintenance | Monthly – cut grass berms and roadside vegetation to maintain sight distance.<br>Annual – visual condition inspection of road and drainage; clear sumps and pipes.<br>10 years – reseal pavement (chip seal) full length – can be split over successive years. |
| Reactive Maintenance | Edge break and pot holes where they appear – this may be symptomatic of increased traffic.<br>Clear any slip material. |

### 6.2 Section B - Wind turbine to Southernthread Road

**Table 6.2: Recommended options (Section B)**

| Item | Description |
|---|---|
| Improvements | Cut inner slope face on corners to provide additional sight distance;<br>Construct passing places for opposing traffic flows;<br>Repair potholes and edge break where necessary; |

| Item | Description |
|---|---|
| | Widen seal into areas of regular berm overrun. |
| Safety | Provide sight rails on tight corners with drop offs;<br>Trim slope/ vegetation on corners to improve sight distance. |
| Walking and cycling | Widen seal to provide 1.5m wide unsealed footway/cycleway "shoulder" for full length (1.3km);<br>Provide shared use signage and markings. |
| Drainage | Trim berm level to allow surface water to drain freely. |
| Slope stability | Geotechnical walkover to determine any risks. |
| Cyclic Maintenance | Monthly – cut grass berms and roadside vegetation to maintain sight distance;<br>Annual – visual condition inspection of road and drainage; clear sumps and pipes;<br>10 - 15 years – reseal pavement (chip seal) full length – can be split over successive years. |
| Reactive Maintenance | Edge break and pot holes where they appear – this may be symptomatic of increased traffic.<br>Clear slip material. |

## 6.3 Section C - Southernthread Road to Woofingtons

**Table 6.3: Recommended options (Section C)**

| Item | Description |
|---|---|
| Improvements | Cut inner slope face on corners to provide additional sight distance;<br>Repair potholes and edge break where necessary;<br>Widen into areas of regular berm overrun as unsealed shoulder. |
| Safety | Provide sight rails on tight corners with drop offs;<br>Trim slope/ vegetation on corners to improve sight distance. |
| Walking and cycling | Provide pedestrian and cyclist warning signage as well as wayfinding signs. |
| Drainage | Trim berm level to allow surface water to drain freely. |
| Slope stability | Geotechnical walkover to determine any risks. |
| Cyclic Maintenance | Monthly – cut grass berms and roadside vegetation to maintain sight distance and provide safe refuge for pedestrians and cyclists to avoid vehicles.<br>Annual – visual condition inspection of road and drainage; clear sumps and pipes.<br>10 -15 years – reseal pavement (chip seal) full length – can be split over successive years. |
| Reactive Maintenance | Edge break and pot holes where they appear – this may be symptomatic of increased traffic.<br>Clear slip material. |

## 6.4 Section D - Woofingtons to the Radome

**Table 6.4: Recommended options (Section D)**

| Item | Description |
|---|---|
| Improvements | Cut inner slope face on corners to provide additional sight distance;<br>Repair potholes and edge break where necessary; |

| Item | Description |
|---|---|
| | Widen into areas of regular berm overrun as unsealed shoulder; |
| Safety | Provide sight rails on tight corners with drop offs;<br>Trim slope/ vegetation on corners to improve sight distance. |
| Walking and cycling | Provide pedestrian and cyclist warning signage as well as wayfinding signs. |
| Drainage | Trim berm level to allow surface water to drain freely. |
| Slope stability | Geotechnical walkover to determine any risks. |
| Cyclic Maintenance | Monthly – cut grass berms and roadside vegetation to maintain sight distance and provide safe refuge for pedestrians and cyclists to avoid vehicles.<br>Annual – visual condition inspection of road and drainage; clear sumps and pipes.<br>10-15 years – reseal pavement (chip seal) full length – can be split over successive years. |
| Reactive Maintenance | Edge break and pot holes where they appear – this may be symptomatic of increased traffic.<br>Clear slip material. |

## 6.5 Section E - Radome to Te Kopahou

**Table 6.5: Recommended options (Section E)**

| Item | Description |
|---|---|
| Improvements | Extend seal for 3m into the farm track at the end of the sealed section to control edge break and increase pavement life.<br>Sight benching on corners to provide additional sight distance for opposing traffic flows and walkers and cyclists in the road;<br>Repair potholes and edge break where necessary;<br>Widen into areas of regular berm overrun as unsealed shoulder. |
| Safety | Provide sight rails on tight corners with drop offs;<br>Trim slope/ vegetation on corners to improve sight distance. |
| Walking and cycling | Provide pedestrian and cyclist warning signage as well as wayfinding signs. |
| Drainage | Trim berm level to allow surface water to drain freely. |
| Slope stability | Geotechnical walkover to determine any risks. |
| Cyclic Maintenance | Monthly – cut grass berms and roadside vegetation to maintain sight distance and provide safe refuge for pedestrians and cyclists to avoid vehicles.<br>Annual – visual condition inspection of road and drainage; clear sumps and pipes.<br>10 - 15 years – reseal pavement (chip seal) full length – can be split over successive years. |
| Reactive Maintenance | Edge break and pot holes where they appear – this may be symptomatic of increased traffic.<br>Clear slip material. |

## 7 Cost Estimates

At this stage the options are conceptual and derived from brief visual site examination and reference to WCC documents. Therefore cost estimates are not based on any design or measurement and are indicative only.

A high level of contingency has been applied to reflect this uncertainty.

The elemental breakdown of the Minor Improvement option for upgrade of the RoW and Walking & Cycling Facilities is summarised in the table below:

**Table 7.1: RoW Construction Costs – Minor Improvement Option**

| | Section A | Section B | Section C | Section D | Section E |
|---|---|---|---|---|---|
| Preliminary and General | $35,000 | $20,000 | $15,000 | $10,000 | $5,000 |
| Earthworks | $84,300 | $75,595 | $53,400 | $75,650 | $27,030 |
| Pavement | $99,150 | $49,725 | $57,375 | $19,125 | $19,125 |
| Drainage | $5,000 | $5,000 | $5,000 | $5,000 | $5,000 |
| Line Marking and Signage | $6,600 | $5,760 | $1,800 | $600 | $600 |
| Landscaping | $11,650 | $10,975 | $6,125 | $5,375 | $5,375 |
| Accommodation Works | $66,600 | $30,875 | $13,000 | $4,550 | $5,200 |
| **Sub total** | **$308,300** | **$197,930** | **$151,700** | **$120,300** | **$67,330** |
| Contingency | $92,490 | $59,379 | $45,510 | $36,090 | $20,199 |
| **Total** | **$400,790** | **$257,309** | **$197,210** | **$156,390** | **$87,529** |
| | | | | | |
| Reseal | $154,000 | $91,000 | $105,000 | $35,000 | $35,000 |
| Annual Cyclic maintenance | $2,200 | $1,300 | $1,500 | $500 | $500 |

**Whole RoW improvement cost $1,099,228**

**Whole RoW cost (20 years)[10] $1,824,000**

Comparative costs:

| | Improvement | 20 Year |
|---|---|---|
| Do Minimum | $380,000 | $500,000 |
| Major Improvement | $3,488,000 | $4,836,000 |

Further development of the proposed scope of works and refinement of these costs is required for derivation of costs for budgeting purposes.

[10] 20 year costs include capital expenditure for upgrade plus reseals and cyclic maintenance (20 x annual cost)

## 7.1 Staged Approach

It is not necessary to commit to an "all or nothing" approach to achieve the full benefits of investment in the recommended minor improvement option. A staged approach over a period of years can be implemented which will reduce the up-front financial burden and allow works to progress on an 'as needs' basis to suit budgets and maintenance activities.

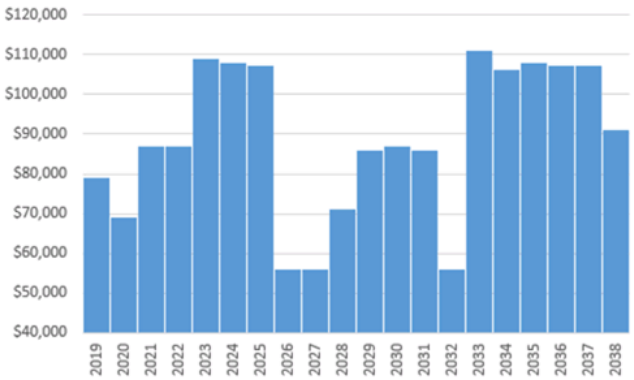
A programme of works over 20 years can therefore be established that will incrementally upgrade and maintain the whole RoW. Three suggested scenarios are outlined below.

It is important to note that these scenarios are for illustrative purposes and any number of combinations can be developed to meet the needs and budget constraints.

**Scenario A: Long Term Upgrade**

By using the approximate 20 year cost of $1.8m (see Section 7), this could be budgeted at between $50 and $110k per year to suit specific activities and funding sources. An indicative 20 year budget is shown in Figure 7.1 below:

*Figure 7.1: Indicative cost by year: Scenario A*




This will mean that the works to upgrade section A and B would take approximately 12 years with upgrades and maintenance over the remaining 8 years on a progressive basis. An indicative programme is shown on Table7.2 below. (Note: some maintenance drops to year 21 so not shown on the programme)

**Table 7.2: Indicative Programme: Scenario A**

| | | Year | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| Section A | Improvement | | | | | | | | | | | | | | | | | | | | |
| | Walking & Cycling | | | | | | | | | | | | | | | | | | | | |
| | Maintenance | | | | | | | | | | | | | | | | | | | | |
| Section B | Improvement | | | | | | | | | | | | | | | | | | | | |
| | Walking & Cycling | | | | | | | | | | | | | | | | | | | | |
| | Maintenance | | | | | | | | | | | | | | | | | | | | |
| Section C | Improvement | | | | | | | | | | | | | | | | | | | | |
| | Walking & Cycling | | | | | | | | | | | | | | | | | | | | |
| | Maintenance | | | | | | | | | | | | | | | | | | | | |
| Section D | Improvement | | | | | | | | | | | | | | | | | | | | |
| | Walking & Cycling | | | | | | | | | | | | | | | | | | | | |
| | Maintenance | | | | | | | | | | | | | | | | | | | | |
| Section E | Improvement | | | | | | | | | | | | | | | | | | | | |
| | Walking & Cycling | | | | | | | | | | | | | | | | | | | | |
| | Maintenance | | | | | | | | | | | | | | | | | | | | |

**Scenario B: Targeted Upgrade**

A targeted investment approach to upgrade Sections A to B within the first six years (including a full reseal of section A and all walking and cycling initiatives within the first four years) could be adopted at a cost of approximately $850k (annually: $200k in years 1 and 2; $130K in years 3 and 4; $80k in years 5 and 6), with progressive maintenance and upgrades on all other sections in years 7 to 20. Overall cost remains $1.8M over the initial 20 years. Table 7.3 shows an indicative programme for this approach with expenditure shown in Figure 7.2.

*Figure 7.2: Indicative cost by year: Scenario B*

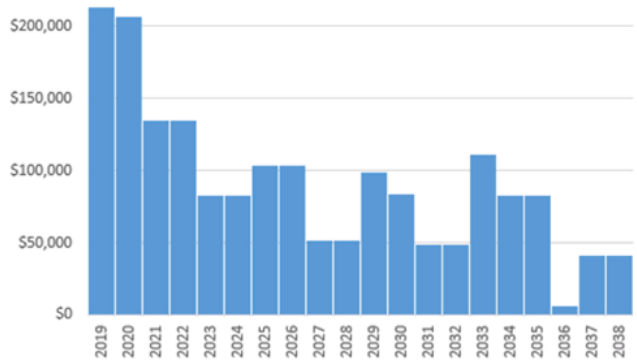


**Table 7.3: Indicative Programme: Scenario B**

| | | Year | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| Section A | Improvement | | | | | | | | | | | | | | | | | | | | |
| | Walking & Cycling | | | | | | | | | | | | | | | | | | | | |
| | Maintenance | | | | | | | | | | | | | | | | | | | | |
| Section B | Improvement | | | | | | | | | | | | | | | | | | | | |
| | Walking & Cycling | | | | | | | | | | | | | | | | | | | | |
| | Maintenance | | | | | | | | | | | | | | | | | | | | |
| Section C | Improvement | | | | | | | | | | | | | | | | | | | | |
| | Walking & Cycling | | | | | | | | | | | | | | | | | | | | |
| | Maintenance | | | | | | | | | | | | | | | | | | | | |
| Section D | Improvement | | | | | | | | | | | | | | | | | | | | |
| | Walking & Cycling | | | | | | | | | | | | | | | | | | | | |
| | Maintenance | | | | | | | | | | | | | | | | | | | | |
| Section E | Improvement | | | | | | | | | | | | | | | | | | | | |
| | Walking & Cycling | | | | | | | | | | | | | | | | | | | | |
| | Maintenance | | | | | | | | | | | | | | | | | | | | |

**Scenario C: Priority Investment Only**

This would follow the same investment profile as Scenario B, with sections A and B completed within 6 years. Upgrade of the remaining sections will be deferred and only essential maintenance activities undertaken over the remaining 14 years.
Initial investment is approximately $850K spread over years 1 to 6, with residual maintenance costs in the order of $250K over the next 14 years or approximately $18k per year. The indicative expenditure is shown in figure 7.3, with the associated programme in Table 7.4 below.
Total cost is likely to be in the order of $1.1M over the 20 year period.

*Figure 7.3: Indicative cost by year: Scenario C*

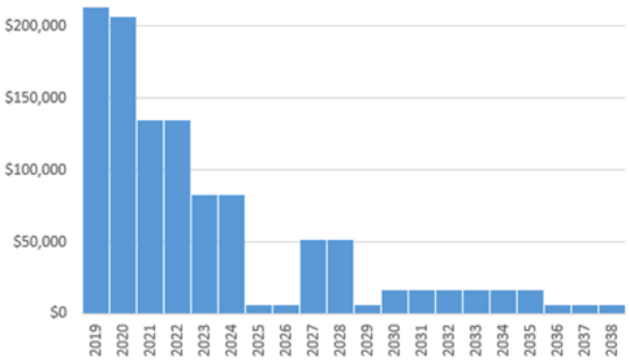


**Table 7.4: Indicative Programme: Scenario C**

| | | Year | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| Section A | Improvement | | | | | | | | | | | | | | | | | | | | |
| | Walking & Cycling | | | | | | | | | | | | | | | | | | | | |
| | Maintenance | | | | | | | | | | | | | | | | | | | | |
| Section B | Improvement | | | | | | | | | | | | | | | | | | | | |
| | Walking & Cycling | | | | | | | | | | | | | | | | | | | | |
| | Maintenance | | | | | | | | | | | | | | | | | | | | |
| Section C | Improvement | | | | | | | | | | | | | | | | | | | | |
| | Walking & Cycling | | | | | | | | | | | | | | | | | | | | |
| | Maintenance | | | | | | | | | | | | | | | | | | | | |
| Section D | Improvement | | | | | | | | | | | | | | | | | | | | |
| | Walking & Cycling | | | | | | | | | | | | | | | | | | | | |
| | Maintenance | | | | | | | | | | | | | | | | | | | | |
| Section E | Improvement | | | | | | | | | | | | | | | | | | | | |
| | Walking & Cycling | | | | | | | | | | | | | | | | | | | | |
| | Maintenance | | | | | | | | | | | | | | | | | | | | |

# 8 Next Steps

In order to provide a fully informed Asset Management Plan and Case for future investment, the following steps are considered necessary to refine costings and reduce the risk of cost escalation, constructability and accessibility issues:

## 8.1 Asset Condition Assessment

- Formal assessment of pavement condition;
- Review of pavement structural integrity;
- Survey of drainage;
- Assessment of slope stability.

## 8.2 Safety Assessment

- Confirm sight distances;
- Road user safety assessment/safety audit of existing.

## 8.3 Access and Use Review

- Confirm consent conditions with respect to access and use;
- Review of regulatory changes (if any);
- Warrant for speed limit (if required);
- Confirm changes to access conditions (if any);
- Consultation with residents and stakeholders;
- Draft access and use policy for RoW.

## 8.4 Option Confirmation and Development

- Confirm preferred option, legal requirements, and funding requirements;
- Further develop scope and timing of options and refine costs and programme.

## 9 Applicability

This report has been prepared for the exclusive use of our client Wellington City Council, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

Tonkin & Taylor Ltd

Report prepared by:

.....

Alan Gregory

Principal Transport Planner

Authorised for Tonkin & Taylor Ltd by:

.....

Hugh Cherrill

Project Director

Reviewed by:

.....

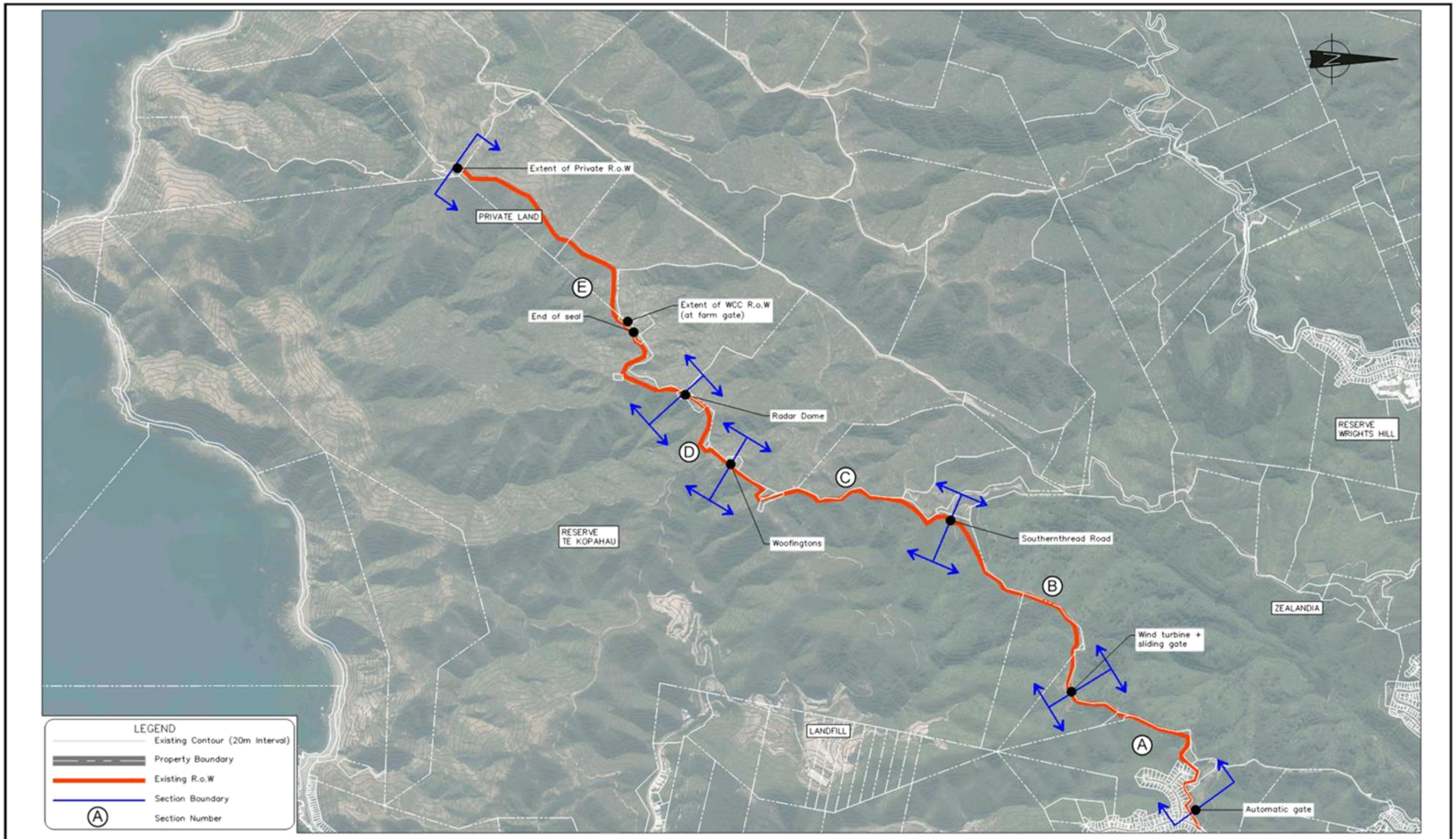
Ryan Dunn

Senior Transportation Engineer

BLR
\\ttgroup.local\corporate\wellington\tt projects\1006626\1006626.1000\workingmaterial\hawkins hill row - service levels and maintenance review (revision 3-1) final draft 270818.docx

# Appendix A: Existing Layout Plans

- Drawing 1006626-01 - Overall Plan Layout
- Drawing 1006626-10 - Existing Plan Layout - Sheet 1
- Drawing 1006626-11 - Existing Plan Layout - Sheet 2
- Drawing 1006626-12 - Existing Plan Layout - Sheet 3

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| DRAFTING CHECKED : | | |
| CADFILE : \\1006626-01.dwg | | |
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WELLINGTON CITY COUNCIL
HAWKINS HILL

TITLE
MAINTENANCE ASSET MANAGEMENT REVIEW
Overall Plan Layout

| SCALES (AT A3 SIZE) | DWG. No. | REV. |
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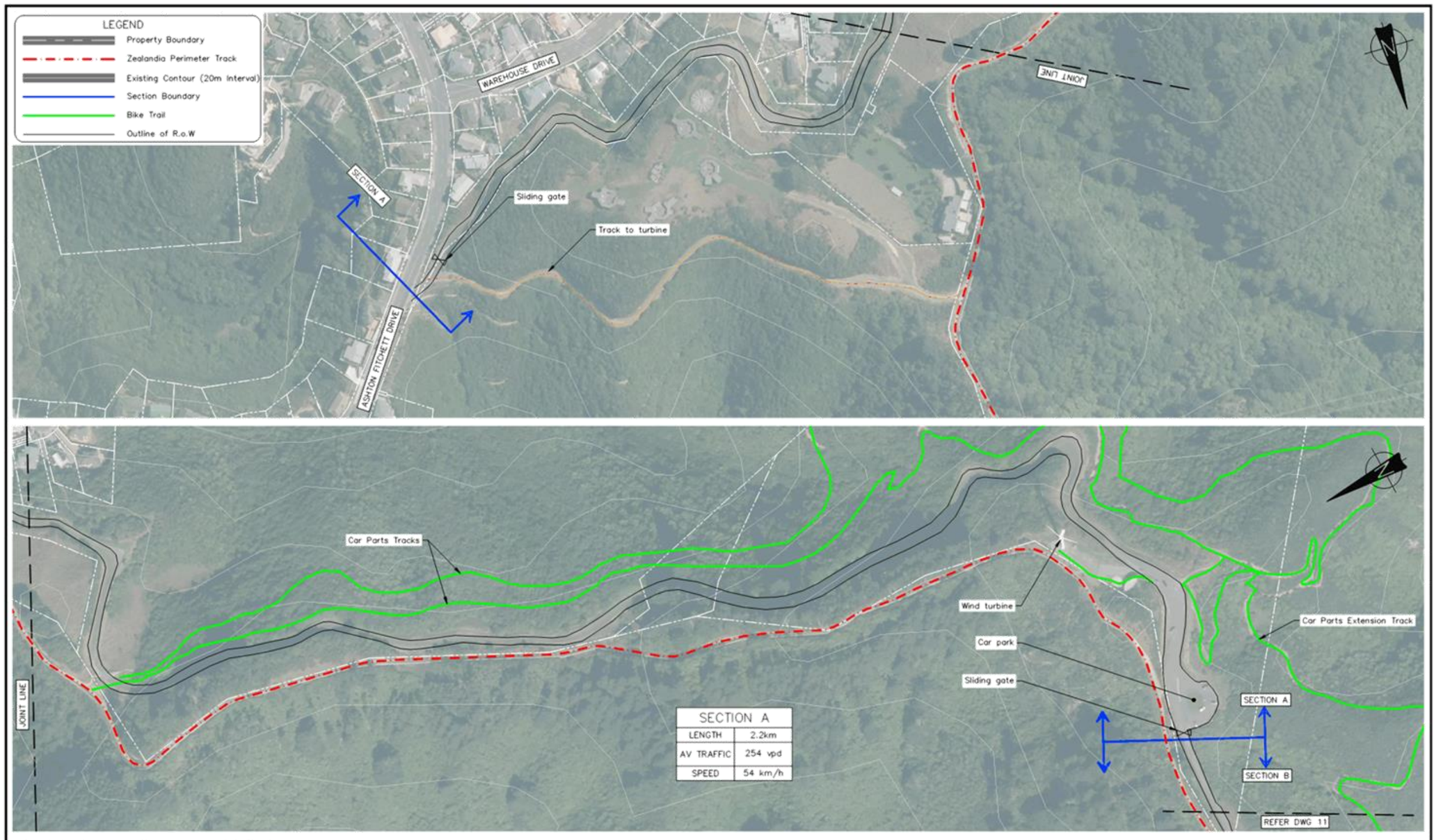


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MAINTENANCE ASSET MANAGEMENT REVIEW
Existing Plan Layout – Sheet 1

| SCALES (AT A3 SIZE) | DWG. No. | REV. |
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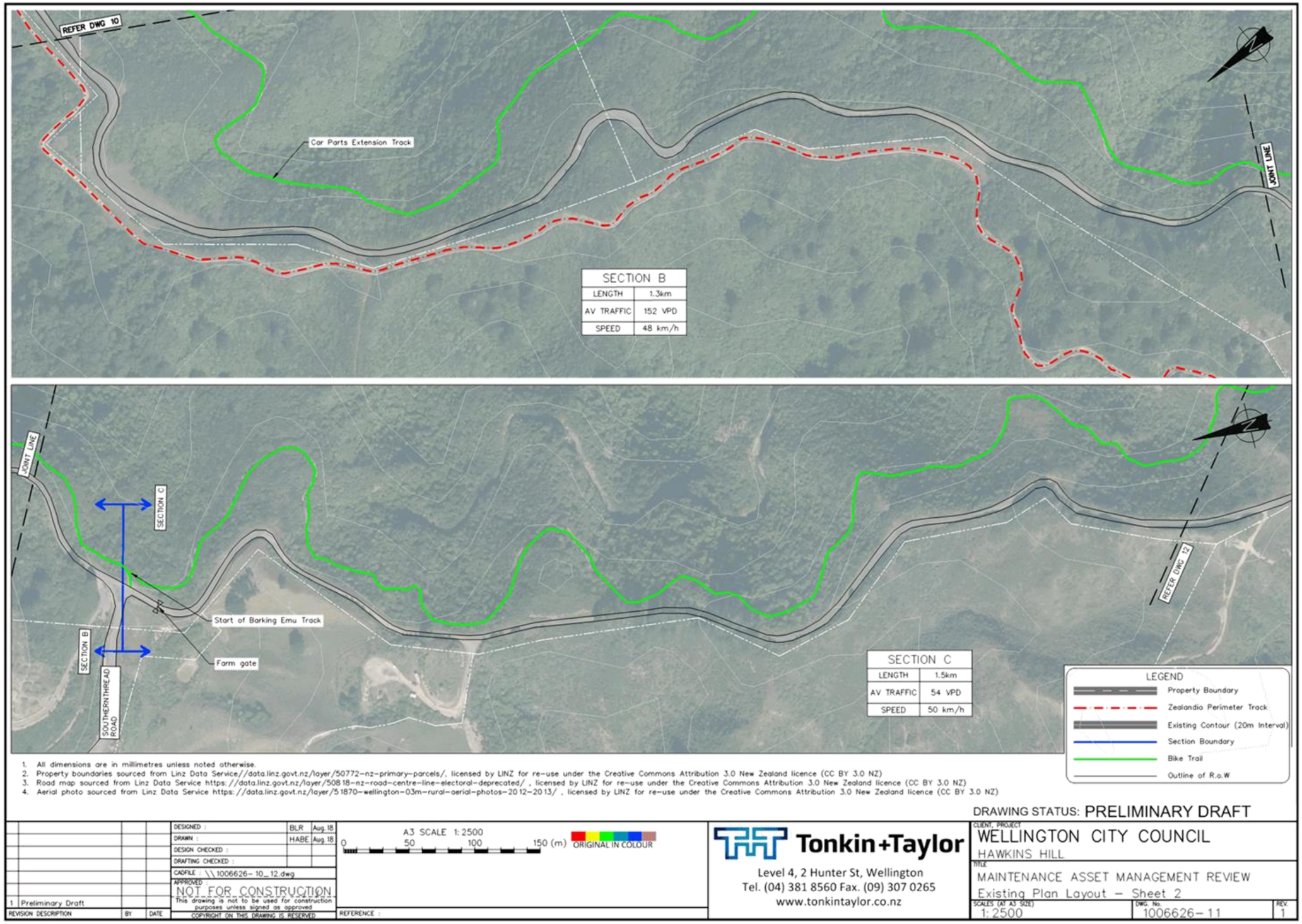


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Existing Plan Layout – Sheet 2

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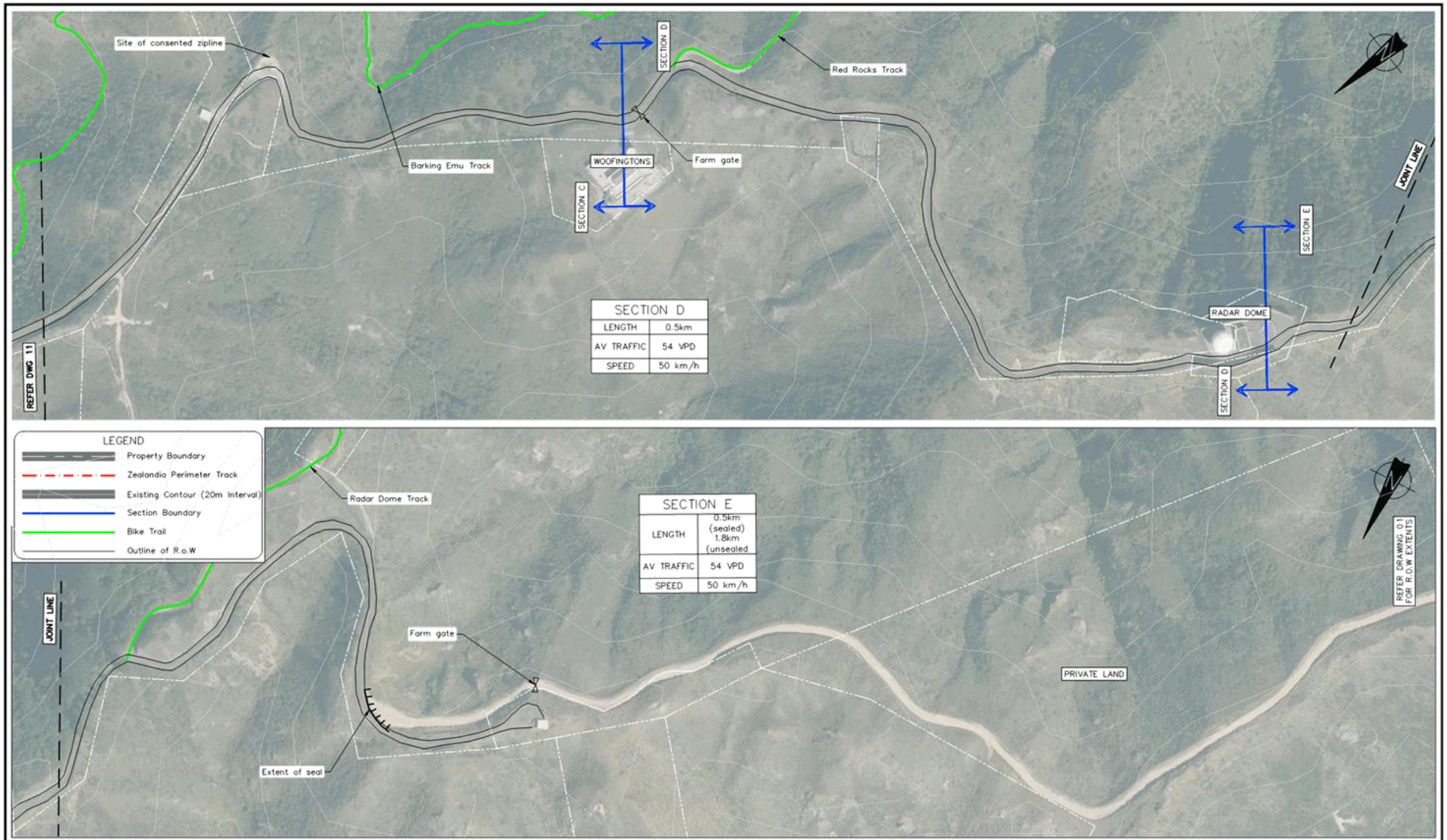


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TITLE: MAINTENANCE ASSET MANAGEMENT REVIEW
Existing Plan Layout – Sheet 3
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DWG. No. 1006626- 12
REV. 1

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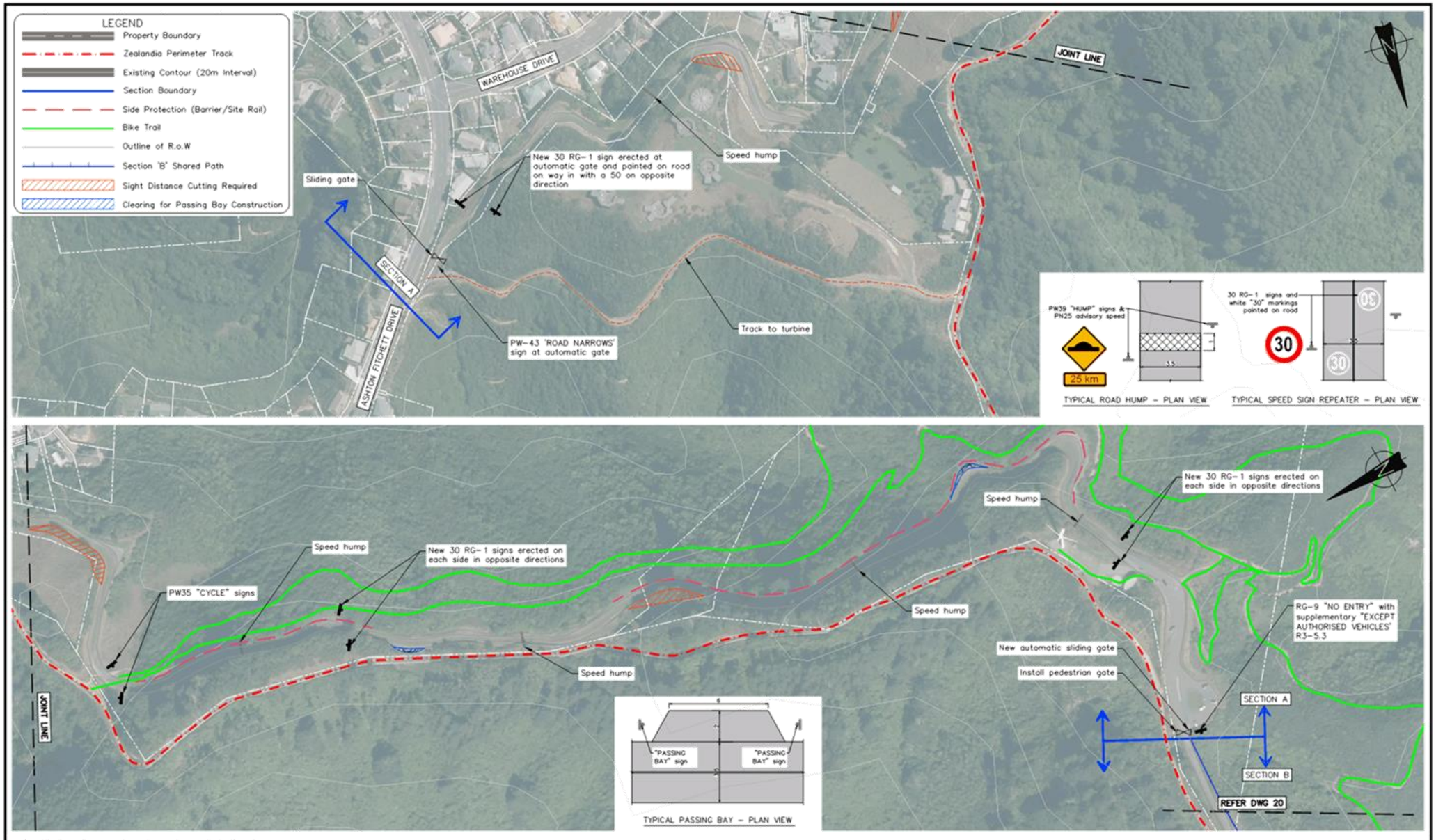
# Appendix B: Proposed Layout Plans

- Drawing 1006626-20 - Proposed Plan Layout - Sheet 1
- Drawing 1006626-21 - Proposed Plan Layout - Sheet 2
- Drawing 1006626-22 - Proposed Plan Layout - Sheet 3

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Proposed Plan Layout - Sheet 1
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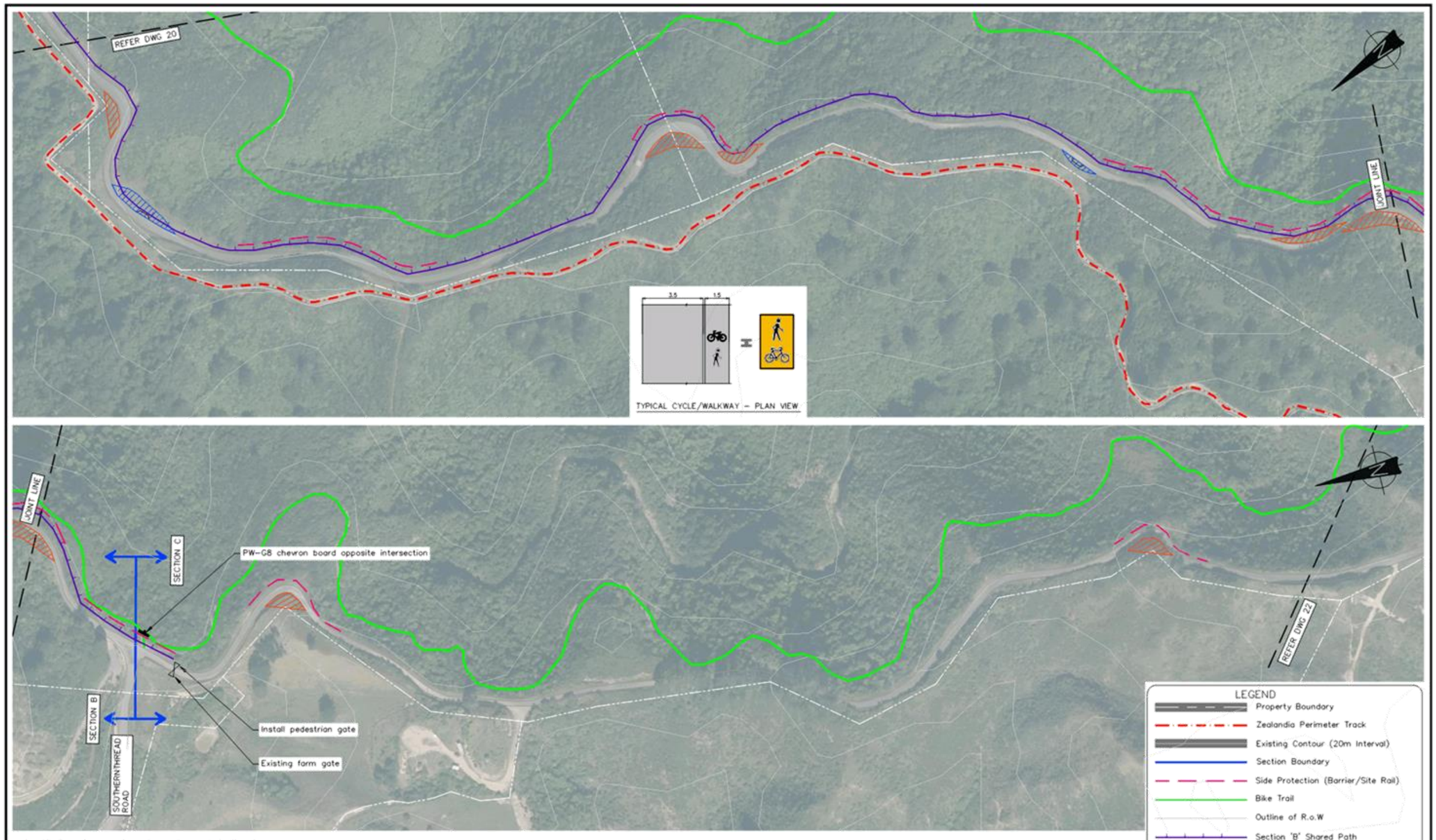


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Proposed Plan Layout – Sheet 2

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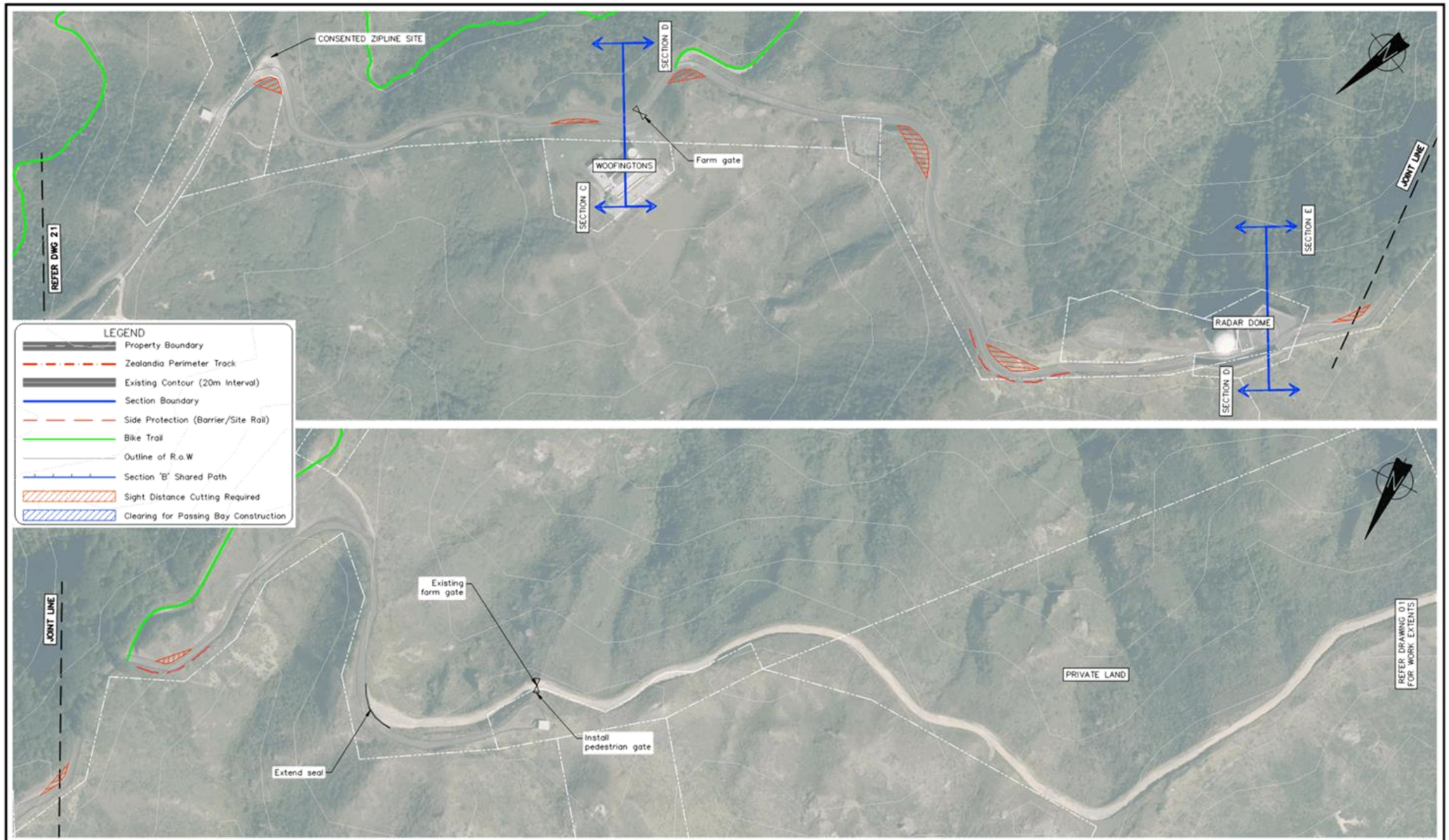


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Proposed Plan Layout – Sheet 3

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## Apportionment Summary

| Proposed Improvemnets | Minor | Minor | Minimal | Minimal | | Total |
|---|---|---|---|---|---|---|
| Section | A | B | C | D | | |
| *Total Capex* | *789,000* | *440,000* | *171,000* | *88,000* | - | *1,488,000* |
| Capex Only Per Year (does not reflect real timing) | 789,000 | 188,000 | 58,333 | 30,000 | - | 1,065,333 |
| WCC Opex | 55,232 | 10,879 | 12,553 | 4,184 | | 82,848 |
| WCC Depreciation | | | | | 1,217,500 | 1,217,500 |
| WCC Interest On Borrowings for Caped | | | | | 379,705 | 379,705 |
| Total | 55,232 | 10,879 | 12,553 | 4,184 | 1,597,205 | 1,680,052 |
| Per Annum | 2,762 | 544 | 628 | 209 | 79,860 | 84,003 |
| | | | | | | |
| Airways Capex | - | 126,000 | 56,333 | 29,000 | | 211,333 |
| Airways Opex | - | 10,879 | 12,553 | 4,184 | | 27,616 |
| Total | - | 136,879 | 68,886 | 33,184 | - | 238,949 |
| Per Annum | - | 6,844 | 3,444 | 1,659 | - | 11,947 |
| Capex Only Per Year | - | 6,300 | 2,817 | 1,450 | - | 10,567 |
| Opex | | 544 | 628 | 209 | | 1,381 |
| | | | | | | |
| Lot Holders Capex | - | 126,000 | 56,333 | 29,000 | | 211,333 |
| Lot Holders Opex | - | 10,879 | 12,553 | 4,184 | | 27,616 |
| Total 20 Years | - | 136,879 | 68,886 | 33,184 | - | 238,949 |
| Per Annum | - | 6,844 | 3,444 | 1,659 | - | 11,947 |
| Per Lot Holder PA | - | 285 | 383 | 332 | | 1,000 |
| Lot Holder Over 20 Years | - | 5,703 | 7,654 | 6,637 | | 19,994 |

# NEW LEASE FOR THE WELLINGTON CANINE OBEDIENCE CLUB UNDER THE WELLINGTON TOWN BELT ACT 2016: AN EXISTING LEASE

## Purpose

1. This report asks the City Strategy Committee to recommend that the Council approves a new lease to the Wellington Canine Obedience Club Incorporated.

## Summary

2. The *Leases Policy for Community and Recreation Groups* (available at https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/leases-policy-for-community-and-recreational-groups) sets out the Council's role in granting leases on Council-owned land and/or buildings.
3. Section 17 of the *Wellington Town Belt Act* (**WTBA**) *2016* (available at http://www.legislation.govt.nz/act/local/2016/0001/25.0/whole.html) permits the Council to grant leases in respect of the Wellington Town Belt.
4. The proposed lease is a continuation of an existing occupancy since 1963.
5. The proposed lease terms and conditions set out in this paper are based on Officers' assessment of the Clubs' applications using the seven Assessment Criteria in the Leases Policy, the WTBA and the Wellington Town Belt Management Plan (available at https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/wellington-town-belt-management-plan).
6. Based on Officers' assessment, it is recommended that a new ground lease be approved to the Wellington Canine Obedience Club Incorporated for a five year term with one renewal term of five years under the Wellington Town Belt Act 2016.
7. Historically there have been noise concerns from local residents which resulted in restrictions limiting operating hours to Wednesdays 7pm-10pm and Sundays 10am-1pm. Based on the Club's actions to reduce noise and be a responsible neighbour, it is recommended that the operating hour restrictions are lifted to enable the Club flexibility to respond to growing demand.

## Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Recommends to Council that it:
    a. Grants a new ground lease for a five year term with one renewal term of five years under the Wellington Town Belt Act 2016 to the Wellington Canine Obedience Club Incorporated for an area of 162.2m$^2$ contained in part of the Wellington Town Belt known as part Lot 1 on Deposited Plan 8519 and contained in part of Computer Freehold Register 742962.
    b. Notes that the new lease will include the following Special Provision:

*The Lessee is to comply with District Plan requirements to ensure noise levels at the land are kept to a reasonable level by adhering to the following conditions:*

*i. The Lessee will only operate within the following hours: Monday–Friday 8am–9pm and Saturday–Sunday 10am–7pm.*
*ii. Class sizes are restricted to ten dogs per instructor.*
*iii. Puppy and Grade 1 classes will only be provided within the following hours: Saturday–Sunday 10am–12pm, and two evenings per week between 5pm–8:30pm.*
*iv. The Lessee will ensure that no more than 40 dogs will be on site at any one time, except when there is an annual event such as a competition.*

c. Notes that approval to grant the leases on Wellington Town Belt is conditional on:
   i. Appropriate iwi consultation;
   ii. Public consultation as required under section 16 of the Wellington Town Belt Act 2016;
   iii. No sustained objections resulting from the above consultation and notification; and
   iv. Legal and advertising costs being met by the lessee (where applicable).

## Background

8. The Wellington Canine Obedience Club Incorporated (the Club) has owned and occupied the buildings, which are situated on Wellington Town Belt land located on part of 130 Alexandra Rd, Newtown since 1963.

9. The land is part of the Wellington Town Belt, held under the WTBA, and is legally described as part Lot 1 on Deposited Plan 8519 and contained in part of Computer Freehold Register 742962.

10. The leased area measures approximately 162.2m$^2$, including arena area, floodlights, Clubrooms and a storage garage (**Attachment 1** refers).

11. The previous lease expired on 11 October 2017 and was for a term of five years with one renewal of five years.

12. The Club provides training for dogs and handlers which promote responsible dog ownership, as well as providing social and recreational activities for dogs and their owners.

13. Due to historical complaints from nearby residents regarding noise levels, restrictions were placed on the Club's operating hours.

14. The Club has new activities it aims to run and a growing wait list, however the tight operating hour restrictions has meant it has been unable to cater for increased demand.

15. The Club engaged with neighbouring properties to obtain feedback regarding the potential to increase hours and three concerns were received, which related to noise and parking.

16. The Club is motivated to be a good neighbour and has taken steps to control barking noise and parking issues.

17. This paper outlines further controls the Club will be required to take to keep noise to a reasonable level.

18. In December 2017, the Club submitted an application for a new lease. Council officers assessed the application using the criteria in section 7 of the *Leases Policy for Recreation and Community Groups* and the provisions of the WTBA and the Wellington Town Belt Management Plan (the **Management Plan**).

19. Based on Officers' assessment of the Club's application it is recommended that the Committee approve a ten year lease and lift the current operating hour restrictions to enable the Club flexibility to respond to growing demand for membership.

## Discussion

20. In 1988, after two meetings with the Club, neighbours and the Council, a "Resolution of Dispute" was drafted. The resolution was put in place in response to disputes between local residents and the Club. The resolution, dated 11 August 1988, stated that a five year lease with a right of renewal for a further five years was to be drafted and would include a clause covering unreasonable noise and nuisance, as well as placing restrictions on the Club's hours of operation and ability to increase its area.

21. This lease has since expired, however the new lease issued in 2007 had the same restrictions. Since 2002 there were multiple complaints from one neighbour regarding noise with the last one being received in 2012.

22. The Club has requested the operating hour restrictions be lifted so it can have more flexibility to respond to growing demand and offer further classes and activities.

23. The Club engaged with the residents at 1, 3, 5, 11 and 12 Douro Ave; 9, 10, 11/1, 11/2 and 12 Corunna Ave; and 1, 3, 5 and 7 Seddon Tce on Sunday 24 June. The purpose of the engagement with neighbours was to seek feedback about the possibility of increasing operating hours in the future. The Club did a "door knock" and no one spoken to had any concerns about the activities of the Club or proposed additional training times. For those not at home, a letter was left (**Attachment 2** refers). One resident contacted the Club following the letter drop, and two residents contacted the Council. The resident who contacted the Club direct was the same resident referred to above who has laid complaints since 2002.

24. The concerns were regarding parking and noise. The Club is motivated to be a good neighbour and has responded to the noise and parking concerns by implementing the following measures:

    - Continue to alert all members to keep their dogs from barking;
    - Work individually with breeds more susceptible to barking, such as Huntaways;
    - Programme the earliest classes as a senior class with generally quiet dogs who have had significant obedience training;
    - Setting up group exercises as soon as dogs arrive to classes so the dogs are kept busy and quiet;
    - Teaching dogs to bark on the command "speak" and then they are able to teach them not to bark by saying "no speak";
    - Continue to reinforce with members to park up on Alexandra Rd; and

- Making the grounds available for instructors to park their cars.

25. To enable the Club to grow and respond to increasing demand, as well as ensure better utilisation of the land and buildings, this paper recommends the restrictive operating hours are removed.

26. This paper recommends that the following measures are put in place to ensure that the Club complies with District Plan requirements to ensure noise levels at the land are kept to a reasonable level:

    - Classes can be held only within the following hours: Mon-Fri 8am-9pm and Sat-Sun 10am-7pm.
    - Class sizes are restricted to ten dogs per instructor.
    - Puppy and Grade 1 classes will only be provided within the following hours: Sat-Sun 10am-12pm, and two evenings per week between 5pm-8:30pm (Puppies and Grade 1 classes generally have noisier dogs).
    - The Lessee will ensure that no more than 40 dogs will be on site at any one time, except when there is an annual event such as a competition.

27. The three residents above will be directly consulted with once the Committee has made its recommendations as part of the requirements under the Wellington Town Belt Act.

28. The Council assesses any application for a new lease on Town Belt under the requirements of the:

    - Wellington Town Belt Act (WTBA) 2016
    - Wellington Town Belt Management Plan 2017 (Management Plan)
    - Leases Policy for Community and Recreation Groups 2012

29. The WTBA permits the Council to grant leases in respect of the Wellington Town Belt, and sets out requirements and limits. There is a particular emphasis on limiting built infrastructure within the Town Belt to only that which is necessary, and appropriately used. This enables appropriate protection of the open space and natural values of the Town Belt as intended in the original Deed, and articulated in the WTBA and Management Plan.

30. Under the Leases Policy, new leases are considered against seven criteria:

    a. Strategic fit;
    b. Group's organisation structure;
    c. Membership sustainability;
    d. Financial and maintenance obligations;
    e. Optimal use of resources;
    f. Environmental impact; and
    g. Demonstrated need from the community.

31. The information submitted by the Club was assessed as performing satisfactorily under each of these above criteria:

**A. Strategic fit** – *The group's purpose and activities must be consistent with the Council's strategic direction to promote healthy lifestyles and build strong communities.*

32. The Canine Club teaches dog owners to train dogs to be obedient as well as providing a social environment for dog owners. The Club aims to promote public safety through running education and obedience courses for dogs. The training classes are small so that the learning experience for the handler and dog are enhanced.

33. The Club provides the Grade 2 Certificate which is accepted by the Council for the Responsible Dog Ownership application. This year, the Club aims to start delivering the "Canine Good Citizen Award" which is a regime aimed at training dogs to be well behaved in most situations in residential areas, e.g. around children, buses and distractions. The Club is aligned with the Council's Wellington Dog Policy in that they are actively promoting the responsible ownership of dogs.

**B. Group's organisation structure –** *The group must be an incorporated society or trust.*

34. The Canine Club is an incorporated society which is governed by a committee consisting of eight members, including five obedience trainers. In March this year the committee was invigorated with new members. The Committee formally meet six times per year and the AGM is open to all paid members and held each March.

**C. Membership sustainability** – *The group must be sustainable in terms of membership and/or users of the services for the term of the lease.*

35. Club membership has grown by 47% (28 people) and the Club now has 80 members and 7 life members. The Club has seen a surge in membership this year and has record numbers in the puppies, and the grade's 1 and 2 domestic. The Club has waiting lists for future classes. Over the past five years, the Club has introduced digital marketing through its website and Facebook, which has increased both the membership and trainee numbers. The Club is planning to provide more events such as group dog walks and have evening social meetings with invited speakers.

36. The Club would like to grow further and it has future ideas for advertising and events but it is constrained by the expired lease's opening restrictions, which are Sundays 10am-1pm and Wednesdays 7pm-10pm. With the Club's recent growth, these restrictions have meant that it is now at maximum use. This paper recommends that these restrictions are relaxed so the Club can be more flexible in its training times.

37. The Club has an open membership policy and all members of the public are welcome to join the Club.

**D. Financial and maintenance obligations** –*The group must be in a financial position to fulfil its lease obligations for the term of the lease, including but not exclusive to rent, insurance and building and grounds maintenance.*

***Financial***

38. The Club's income for year end 31 December 2016 was $8199, less expenditure of $6911 resulting in a net profit of $1287. The Club's accumulated funds/net assets is $38,071.92.

39. The Club's annual subscriptions and training fees make up the bulk of its income, representing 90% of total income.

***Maintenance***

40. The Club has submitted detailed 5-year Asset Maintenance and Asset management plans.

41. The Club has recently undertaken significant maintenance of the outdoor areas. Exotic trees have been removed from the northern boundary and have been replaced with natives. A wooden retaining wall has been built and new gates installed. The Club has also recently erected a new modern and updated sign. Working bees have been organised to address cosmetic issues and do some planting. The Club has engaged a builder to provide a survey of the buildings to enable it to be more informed in prioritising work on the buildings.

42. Future maintenance projects include resurfacing of the arena and replacing and repairing the external and internal fences. The Club also plan on repainting the exterior of the building and fixing cracked windows.

**E. Optimal use of resources –** *The land and/or buildings must be utilised to the fullest extent practicable.*

43. Currently the Club only use the clubrooms and grounds twice per week due to the operating hour restrictions on the lease. The Club do use the clubrooms for bimonthly committee meetings and annual competitions.

44. The Club also work with the other dog school in Wellington – Central Allbreeds and make its clubrooms available for them to use when requested.

45. As stated above it is recommended that the restrictions are lifted so the land and buildings are used more extensively.

**F. Environmental impact –** *The activity cannot have the potential to adversely affect open space values or other legitimate activities.*

46. Through the Club's obedience training and education, dogs and people can safely interact while sharing public spaces. The Club is also considering facilitating social activities where members meet to walk their dogs through the City's parks, reserves and Town Belt.

47. As stated above the Club recently worked with the Council arborist team to remove the exotic pines from the northern boundary and replant the area with natives.

**G. Demonstrated need from the community –** *There must be demonstrated support and need within the community for the activity.*

48. The Club is a long established dog obedience club and has had a lease with Council since 1963. It is one of two dog obedience clubs in Wellington, with the other being Central Allbreeds. There are private dog obedience training facilities, who charge substantially more than the Canine Obedience Club.

49. There is currently an unmet demand for the obedience classes evidenced by the growing waitlist of the Club. As stated above, this paper recommends that the operating hour restrictions are lifted so the Club has the flexibility to respond to these demands. Members are very keen to ensure they can properly control their dogs – not only leading to happier and confident owners but it ensures the public can feel safer around dogs that have been trained by the Club.

**Conclusion**

50. On the basis of the above assessment, the following terms are recommended:

    a. Five year lease, with one renewal term of five years.
    b. The Lessee is to comply with District Plan requirements to ensure noise levels at the land are kept to a reasonable level by adhering to the following conditions:

        i. The Lessee will only operate within the following hours: Mon-Fri 8am-9pm and Sat-Sun 10am-7pm.

        ii. Class sizes are restricted to ten dogs per instructor.

        iii. Puppy and Grade 1 classes will only be provided within the following hours: Sat-Sun 10am-12pm, and two evenings per week between 5pm-8:30pm.

        iv. The Lessee will ensure that no more than 40 dogs will be on site at any one time, except when there is an annual event such as a competition.

    c. The Lessee will report to the Council annually on the following:

        i. Membership numbers and usage rates;

        ii. How the land and/or buildings are used;

        iii. Financial information;

        iv. Maintenance and upgrades to Land and/or Buildings;

        v. Health and safety information;

        vi. Confirmation of building compliance and insurance.

## Next Actions

51. If the recommendations in this report are accepted, the following will occur:

    a. Public consultation of the proposed lease as required under the Wellington Town Belt Act 2016;

    b. The outcome of consultation will be reported back to Committee, if necessary;

    c. The Committee's recommendations will be referred to the Council for approval; and

    d. If the Council approves the lease, the lease document will be negotiated, drafted and signed.

52. Approval to grant the lease on Wellington Town Belt is conditional on:

    a. Appropriate iwi consultation;

    b. Public consultation as required under section 16 of the Wellington Town Belt Act 2016;

    c. No sustained objections resulting from the above consultation and notification; and

    d. Legal and advertising costs being met by the lessee (where applicable).

## Attachments



| | |
|---|---|
| Authors | Kristine Ford, Community Recreation Leases Lead<br>Kobie Cadle, Community Recreation Leases Advisor |
| Authoriser | Sarah Murray, Customer and Community Partnerships Manager<br>Paul Andrews, Manager Parks, Sport and Recreation<br>Barbara McKerrow, Chief Operating Officer |

# SUPPORTING INFORMATION

**Engagement and Consultation**

As reported in this paper the Club has engaged with local residents to obtain feedback about the possibility of obtaining flexibility of operating hours. Three neighbours requested more information and will be directly consulted with if the recommendations in this report are approved.

Public consultation will be undertaken as required under section 16 of the *Wellington Town Belt Act* and section 6 of the *Leases Policy for Community and Recreation Groups*.

All submissions received will be taken into account.

**Treaty of Waitangi considerations**

There are no Treaty of Waitangi considerations.

**Financial implications**

There are no significant financial considerations.

**Policy and legislative implications**

The recommendations in this report are consistent with relevant Council Policy – the *Leases Policy for Community and Recreation Groups* and legislation – the *Wellington Town Belt Act.*

**Risks / legal**

The proposal will be subject to the Wellington Town Belt Act.

**Climate Change impact and considerations**

There are no specific climate change impacts and considerations.

**Communications Plan**

Not applicable.

**Health and Safety Impact considered**

The lease work is entirely administrative and is a normal function of Council Officers.

The Canine Obedience Club is focused on promoting responsible and safe dog ownership and welfare.


WCC, AAM
Wellington Canine Obedience Club Inc.
Leased Area
Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.
0 5 10 20
Metres
scale 1:700
MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ
ORIGINAL MAP SIZE: A4
AUTHOR: presto2j
DATE: 7/11/2018
Absolutely Positively Wellington City Council
Me Heke Ki Pōneke
Path: Z:\Open_spaces_and_environment\Parks_Analysis_Projects\Leases\Projects\Parks Leases\Parks Leases.aprx

Wellington Canine Obedience Club Inc

Club grounds, Alexandra Rd, Mt Victoria
PO Box 14032, Kilbirnie, Wellington 6241
web. wellingtondogtraining.nz

Dear Neighbour,

As the occupier/owner of a property that neighbours our training ground on Mt Victoria we contacting you to seek any feedback you might have on the Club's activities that might impact on you.

The Club currently trains owners of dogs, with their dogs, in obedience and responsible dog ownership and welfare.

We currently use the grounds on Sunday mornings and Wednesday evenings. Classes currently run on Sundays from 9 am to 1 pm, and on Wednesday evenings from 7pm to 8pm. Once a year we hold a "ribbon trial" event that involves competition activities on one Saturday in September that could go through to 3pm, depending on the number of participants.

We have no immediate intention of increasing the days that we use the grounds. However we would like flexibility to do so in the future, because of increasing numbers of people who wish to train with us. That might involve extending our Sunday class times and possibly taking classes at other times, say Saturday afternoons. It might also include having a lecture series - on responsible dog ownership etc - running once a month, in the evening for up to two hours, that does not involve the dogs being present. Any change would not happen this year.

The purpose of this letter is to hear from you if you have any current concerns about the activities of the club impacting on you, and whether you foresee any in the future, so that we may address these in our planning, as we wish to be a good neighbour in the community.

Please contact:

Margaret Harrop 027 418 3777, or

Simon Casey 021 339 610

We have attached a small card for you to pin somewhere so that you have contact details for us in the future.

Yours faithfully,

The Committee
Wellington Canine Obedience Club

# 5. Public Excluded

## Recommendation

That the City Strategy Committee:

1. Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

| General subject of the matter to be considered | Reasons for passing this resolution in relation to each matter | Ground(s) under section 48(1) for the passing of this resolution |
|---|---|---|
| 5.1 Control and management of a future reserve | 7(2)(i)<br>The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). | s48(1)(a)<br>That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7. |