
ORDINARY MEETING

OF

PŪRORO HĀTEPE | REGULATORY PROCESSES COMMITTEE

MINUTES

Time: 9:30am
Date: Wednesday, 8 June 2022
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

PRESENT

Deputy Mayor Free
Councillor Condie (via audiovisual link)
Councillor Day (via audiovisual link)
Councillor Matthews
Councillor O'Neill (Deputy Chair) (via audiovisual link)
Councillor Pannett
Councillor Woolf (Chair)

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1. Meeting Conduct

1.1 Karakia

The Chairperson declared the meeting open at 9.01am and invited members to stand and read the following karakia to open the meeting.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

1.2 Apologies

Moved Councillor Woolf, seconded Councillor Pannett

Resolved

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Accept the apologies received from Mayor Foster for absence and Deputy Mayor Free for lateness and early departure.

Carried

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Confirmation of Minutes

Moved Councillor Woolf, seconded Councillor Matthews

Resolved

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Approve the minutes of the Pūroro Hātepe | Regulatory Processes Committee Meeting held on 18 May 2022, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

Carried

1.5 ITEMS NOT ON THE AGENDA

THERE WERE NO ITEMS NOT ON THE AGENDA.

1.6 PUBLIC PARTICIPATION

1.5.1 JODY SEABRIGHT

ON BEHALF OF THE WELLINGTON CAR CLUB INC, JODY SEABRIGHT ADDRESSED THE MEETING REGARDING ITEM 2.3 PROPOSED ROAD CLOSURES.

1.5.2 MIKE MELLOR

ON BEHALF OF LIVING STREETS AOTEAROA, MIKE MELLOR ADDRESSED THE MEETING REGARDING ITEM 2.4 TRAFFIC RESOLUTIONS.

1.5.3 TONY RANDLE

ON BEHALF OF JOHNSONVILLE COMMUNITY ASSOCIATION, TONY RANDLE ADDRESSED THE MEETING REGARDING ITEM 2.4 TRAFFIC RESOLUTIONS.

1.5.4 KIM DOBCHUK

KIM DOBCHUK ADDRESSED THE MEETING REGARDING ITEM 2.4 BACKGROUND TO ORAL SUBMISSIONS AND DECISION ON OBJECTIONS TO PROPOSED ROAD STOPPING – 24 CAVE ROAD, HOUGHTON BAY.

1.5.5 TIM JONES

TIM JONES ADDRESSED THE MEETING REGARDING ITEM 2.4 TRAFFIC RESOLUTIONS.

1.5.6 RICHARD MURCOTT

RICHARD MURCOTT ADDRESSED THE MEETING REGARDING ITEM 2.4 TRAFFIC RESOLUTIONS.

1.5.7 PATT VINACCIA

PATT VINACCIA ADDRESSED THE MEETING REGARDING ITEM 2.4 TRAFFIC RESOLUTIONS.

1.5.8 LYDIA PACK

LYDIA PACK ADDRESSED THE MEETING REGARDING ITEM 2.5 NAME FOR NEW PRIVATE RIGHT-OF-WAY, KHANDALLAH.

1.5.9 SANDRA HEFFERNAN

A STATEMENT WAS READ ALOUD TO THE MEETING BY THE DEMOCRACY ADVISOR ON BEHALF OF SANDRA HEFFERNAN REGARDING ITEM 2.1 BACKGROUND TO ORAL SUBMISSIONS AND DECISION ON OBJECTIONS TO PROPOSED ROAD STOPPING – 24 CAVE ROAD, HOUGHTON BAY.

1.6.10 PETER AND CHRISTINE FLETCHER

A STATEMENT WAS READ ALOUD TO THE MEETING BY THE DEMOCRACY ADVISOR ON BEHALF OF PETER AND CHRISTINE FLETCHER REGARDING ITEM 2.1 BACKGROUND TO ORAL SUBMISSIONS AND DECISION ON OBJECTIONS TO PROPOSED ROAD STOPPING – 24 CAVE ROAD, HOUGHTON BAY.

ATTACHMENTS

- 1 JODY SEABRIGHT
- 2 SANDRA HEFFERNAN - CAVE ROAD
- 3 PETER AND CHRISTINE FLETCHER - CAVE ROAD

Secretarial note: the meeting adjourned at 10.26am and resumed at 10.41am with all members present.

2. General Business

2.1 Background to oral submissions and decision on objections to proposed road stopping – 24 Cave Road, Houghton Bay.

Moved Councillor Woolf, seconded Councillor Matthews

Resolved

That the Pūroro Hātepe | Regulatory Processes Committee:

- 1) Receive the information.
- 2) Thank all oral submitters.
- 3) Recommend to Council that it:
 - a. Does not uphold any of the objections to the proposal to stop 135m² of legal road in Cave Road adjoining 24 Cave Road, Houghton Bay (the Land).
 - b. Delegate to the Chief Executive Officer the power to approve and conclude any action relating to Environment Court proceedings, if required.

Carried

2.2 Decision on objections to proposed road stopping - 117 Seatoun Heights Road, Miramar

Moved Councillor Woolf, seconded Councillor Matthews

Resolved

That the Pūroro Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Recommend to Council that it:
 - a. Does not uphold any of the objections to the proposal to stop 93m² of legal road in Seatoun Heights Road adjoining 117 Seatoun Heights Road, Miramar (the Land).
 - b. Delegate to the Chief Executive Officer the power to approve and conclude any action relating to Environment Court proceedings, if required.

Carried

2.3 Proposed Road Closures

Moved Councillor Woolf, seconded Deputy Mayor Free

Resolved

That the Pūroro Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Agree to close the following road for this event (as listed below) to vehicles and cyclists including motorised scooters, subject to the conditions listed in the proposed Road Closure Impact Reports.
 - a. Kilbirnie Christmas Parade
 - b. Johnsonville Christmas Parade
 - c. Shelly Bay Sealed Sprint
 - d. A Very Welly Christmas
 - e. Alexandra Hill Climb
 - f. Cuba Dupa 2023
 - g. St James Theatre Re-opening
- 3) Recommendations in this report should not be amended without first carrying out further consultation with affected parties and verification from the council's Traffic Engineers that the amendment is not likely to cause unreasonable impact on traffic.

Carried

Secretarial note: The meeting adjourned at 11.20am and resumed at 11.29am with all members present.

Moved Councillor Woolf, seconded Councillor Matthews

Resolved

2.4 Traffic Resolutions

That the Pūroro Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021:
 - a. TR50-22 Donald Street, Karori – School Bus Stop time limit change
 - b. TR51-22 Station Road, Khandallah – No Stopping At All Times
 - c. TR52-22 Tinakori Road, Thorndon - No Stopping At All Times
 - d. TR53-22 Ganges Road, Khandallah - Time Restricted change to Loading zone Parking
 - e. TR54-22 Waru Street, Khandallah - No Stopping At All Times
 - ~~f. TR56-22 Wellington Central, Wellington – Increase in metered parking time restrictions~~
 - g. TR57-22 Braemar Terrace, Johnsonville – No Stopping At All Times
 - h. TR58-22 Chaffers Street, Te Aro – Bus layover parking
 - i. TR62-22 View Road, Houghton Bay – No Stopping At All Times
 - j. TR63-22 Highbury Road, Highbury – No Stopping At All Times
 - k. TR64-22 Wade Street, Wadestown - No Stopping At All Times (Amended)
 - ~~l. TR 65-22 – Hobson Street, Thorndon – Proposed P120 parking changes~~
 - m. TR66-22 Karepa Street, Brooklyn – No Stopping At All Times
 - n. TR67-22 – Kellsmere Crescent, Island Bay – No Stopping At All Times
 - o. TR68-22 Kelburn Parade, Kelburn – Bus Stop #4915 relocation
 - ~~p. TR69-22 – Barnett Street Carpark – Increase of time restrictions and operating hours of metered parking spaces~~
 - q. TR70-22 Marine Parade, Seatoun - No Stopping At All Times
 - r. TR71-22 Chesterton Street– No Stopping At All Times
 - s. TR72-22 Park Road, Miramar – Motorcycle Parking
 - t. TR73-22 The Terrace, Wellington Central – Metered Mobility Parks
 - u. TR74-22 Wakefield Street, Te Aro – Metered Mobility Parks
 - v. TR075-22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces; Remove one P120 parking space
 - w. TR77-22 Newtown Avenue, Newtown – Loading Zone
 - x. TR78-22 Rembrandt Avenue, Tawa – No Stopping At All Times

- 3) Defer TR56-22 Wellington Central – Increase in metered parking time and TR69-22 Barnett Street Carpark to the Finance and Performance Committee of 16 June 2022.
- 4) Agree that TR075-22 Frankmoore Avenue, Johnsonville is carried out without loss of car parking, while still meeting accessibility standards, noting that if measurements cannot be achieved on site the removal of one P120 parking space will be implemented.

Carried

Attachments

- 1 Mobility parking - Frankmoore St

Secretarial note: The motion was put with changes as marked in red.

Secretarial note: With the leave of the meeting, the committee agreed to strike TR65-22 Hobson Street, Thorndon – Proposed P120 parking changes from the recommendations, to be amended and brought back to the Pūroro Hātepe | Regulatory Processes committee in August 2022.

2.5 Name for New Private Right-of-Way, Khandallah

Moved Councillor Woolf, seconded Councillor O'Neill

Resolved

That the Pūroro Hātepe | Regulatory Processes Committee:

- 1) Receives the information;
- 2) Agrees to name the new private right-of-way being developed off Kabul St in Khandallah, **Ara Koa**, as shown on F Plan 3121A.

Carried

2.6 Forward Programme

Moved Councillor Woolf, seconded Deputy Mayor Free

Resolved

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Receive the information.

Carried

2.7 Actions Tracking

Moved Councillor Woolf, seconded Deputy Mayor Free

Resolved

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Receive the information.

Carried

The meeting concluded at 12.04pm with the reading of the following karakia:

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana, te wairua	Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind
I te ara takatū	
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

Authenticated: _____

Chair

ORDINARY MEETING

OF

PŪRORO HĀTEPE | REGULATORY PROCESSES COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9:30am
Date: Wednesday, 8 June 2022
Venue: Ngake (16.09)
Level 16, Tahiwī
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1.6 Public Participation

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| 2. Sandra Heffernan - Cave Road | 13 |
| 3. Peter and Christine Fletcher - Cave Road | 15 |

2.3 Proposed Road Closures

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WELLINGTON CAR CLUB (INC.)

P O Box 9072
WELLINGTON

www.carclub.co.nz

Road to reduction of fossil fuel use in Wellington City

Report to Maria Taumaa, and Wellington City Council -
in support of the motorsport events Wellington Car Club run in the city.
Being Alexandra Road Seal Hillclimb and Shelly Bay Seal Sprint.

As an organisation that started in 1936, Wellington Car Club has supported the council's long term objectives over an extended period. Currently this includes the policy to reduce fossil fuel use in transport across the city. We agree that there is no quick fix to this issue, however we will continue to support and encourage new initiatives where they become available.

In this respect we are pleased to be able to highlight significant developments that have been announced over the last 12 months.

Motorsport New Zealand Environment Sustainability Fund –

Motorsport New Zealand, working with the FIA (motorsport's world governing body the Fédération Internationale de l'Automobile), have announced an environment sustainability fund to help offset the sport's carbon emissions. This assists MSNZ in gaining the full 3-stars of environmental accreditation under the FIA structure. The sustainability fund aims to deliver environmental projects that will offset the carbon-dioxide emissions produced in motorsport. Initially, event organisers will opt-in to contributing to the sustainability fund. Wellington Car Club will be working proactively with MSNZ to invest in the sustainability fund.

Electrical Vehicle Participation in Motorsport Events –

In October 2021 MSNZ released its electric vehicle guidelines. Our governing body has been working with electrical engineers, battery experts, EV manufacturers, Fire and Emergency NZ, Member Clubs and other industry experts to develop the guidelines, which will allow the safe inclusion of electric vehicles in motorsport events.

As a result, our club is actively working to ensure that electric vehicles are able to compete at our events. We see it is important to be able to demonstrate to the public, at a local level, how electric vehicles compare in the real world, thereby showing their full potential.

Apart from these initiatives, that will have a significant impact on the reduction or mitigation of fossil fuel use, there are a number of local actions that Wellington Car Club is undertaking.

Current Use of Electric Vehicles –

At the Alexandra Rd Hillclimb held earlier this year, we used an Outlander PHEV vehicle provided by Gazley Mitsubishi as our course clearing / safety car. This vehicle traverses the course most often and as a result this initiative had the greatest impact in reducing fossil fuel use of any one vehicle during the day. Our club will be looking to use this in future events where possible.

Affiliated to MotorSport New Zealand (Inc.)

Public Transport –

In respect of the Alexandra Road event, our club works closely with Metlink to ensure that the bus service to the Mt Victoria lookout is able to be maintained. We have altered our traffic management plan in recent years to ensure that buses can turn around and maintain this valuable service, on an important tourist route.

Ride Sharing –

For both events we encourage spectators and officials to share transport when they attend. Apart from reducing the number of vehicles on the road, parking at the venues is limited, so this serves a number of purposes.

Fuel Use in Context –

A number of years ago a detailed study estimated that the fuel used in motorsport competition is 0.0003% of the total fuel used in the country (based on 1 million litres used in motorsport, against 3 billion litres used through the country). Even accounting for spectators, officials and volunteers, this would still be less than 0.0008%. As a result it is entirely likely that the fuel used in motorsport is less than the fuel used for each of golf, rugby, recreational fishing, and the like.

It is also noted that for the Shelly Bay event, the number of vehicle movements along the road by competitors and officials is significantly less than for normal Sunday traffic. With traffic movement data released as part of assessments for changes to the road in the area, it can be demonstrated that the fossil fuel used for this motorsport event is less than if the road was not closed and was used normally by the public.

Although we do not have traffic movement data for Alexandra Road, it is highly likely that a similar effect would be found. Meaning these motorsport events create a reduction in local emissions on those roads.

Reduction and Recycling of Consumables –

For many years now, our club has been reducing waste and recycling the materials used to run the events. This includes barriers, temporary fencing, signage, way finding, competition numbers, documentation, and the like.

Minimal rubbish is collected at each event as all competitors are encouraged to take their rubbish with them, allowing them to recycle or manage their waste at home, and utilise the established council bin systems.

In Conclusion –

The motorsport community is acutely aware of the issues that society faces from emissions into the atmosphere. At a national level, all organisers and clubs are being supported by MSNZ with significant tools to encourage the reduction and mitigation of the effects our sport has. At a local level Wellington Car Club, in association with the other motorsport clubs in the region, is working to reduce waste and share resources.

As a sport, we are uniquely positioned to be able to influence and create conversations around alternatives to fossil fuels. The ability to be able to provide local access to events that can demonstrate the power and potential of these alternatives, in a safe environment, is important in providing a very accessible way for the public to engage with new technology and future energy sources. It can act as a catalyst to others who may otherwise be slow or reluctant adopters of newer technology.

It is agreed that there is no quick fix to the issue of reducing fossil fuel use, and just like the public at large, it will take time for the motorsport fleet of vehicles to change to alternative fuels. But it can be seen that it is important for the Alexandra Rd and Shelly Bay events to continue, so that these opportunities are not missed or reduced, and in fact can and should be used as a way to encourage change.

Alexandra Road Seal Hillclimb 2022



Mitsubishi Outlander PHEV – supplied by Gazley Mitsubishi.

Item 1.6 Attachment 1

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MOTORSPORT NEW ZEALAND ESTABLISHES SUSTAINABILITY FUND

April 14, 2021 [MOTORSPORT NEW ZEALAND, NEWS](#)

MotorSport New Zealand has established an environment sustainability fund to help offset the sport's carbon emissions, with Otago Rally the first to offset its competitors' carbon emissions.

2018 MotorSport New Zealand gained a 2-star environmental accreditation motorsport's world governing body the Fédération Internationale de l'Automobile (FIA). During this process, the environmental sustainability fund was identified as the next step to gaining the full 3-stars of environmental accreditation.

The sustainability fund aims to deliver environmental projects that will offset the carbon-dioxide emissions

roduced in motorsport. These environmental projects will vary between the purchasing of carbon credits and activities such as planting trees.

Initially, event organisers will opt-in to contributing to the sustainability fund. Future plans for the sustainability fund include rolling it out at an individual level so competitors can choose to off-set their carbon emissions for a price of around \$2-\$3 when entering events, similar to schemes currently run by airlines.

MotorSport New Zealand Acting CEO Elton Goonan says events such as the New Zealand Rally Championship has led the way towards other sustainability initiatives such as E85 bio-ethanol fuel, and was delighted to see Otago Rally putting its hand up to contribute to the new fund.

The motorsport community here and around the world has been lucky enough to experience events set against the spectacular backdrop of New Zealand's pristine landscapes, and it's only right that we help ensure these continue to be enjoyed by generations to come.

"The global perception of transport (particularly cars) is changing with a shift towards minimising emissions and as a sport, we need to support that."

As a New Zealand-first for the sport, Otago Rally has pledged to contribute to the fund by offsetting all competitor carbon emissions for the duration of this weekend's Rally – the first round of the Brian Green Property Group New Zealand Rally Championship – as well as the two days of competitor renaissance.

"We're proud to support this important MotorSport New Zealand initiative and we hope to lead other events towards contributing to the scheme," says event organiser Roger Oakley.

"We all have a role to play in creating a more environmentally sustainable New Zealand and this is an important step from the motorsport community."

Further details of the MotorSport New Zealand environmental sustainability fund will be made available to clubs shortly.

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MOTORSPORT NEW ZEALAND APPROVES ELECTRIC VEHICLES FOR MOTORSPORT IN NEW ZEALAND

October 7, 2021 [MOTORSPORT NEW ZEALAND, NEWS](#)

MotorSport New Zealand has released the first version of its electric vehicle guidelines which will enable electric vehicles to compete at motorsport events in New Zealand.

The governing body for motorsport in New Zealand has been working with electrical engineers, battery experts, manufacturers, Fire and Emergency NZ, Member Clubs and other industry experts to develop the guidelines

which will allow the safe inclusion of electric vehicles in motorsport events.

Electric vehicles present unique risks in terms of vehicle construction and safety, battery safety, environmental safety, event safety and human safety. The guidelines address these risks and outline requirements to eliminate or mitigate them.

"We're really proud to be publishing the EV guidelines," said Elton Goonan, CEO of MotorSport New Zealand.

Electric and hybrid vehicles are a part of our future and there is a growing interest from our competitors who want to use them for competition in addition to a number of member clubs who are keen to allow EV's to compete, particularly at ClubSport events.

"This is the first edition of the guidelines, and it will evolve as we all gain more experience in the use of EVs in a competition environment. We encourage clubs and licence holders to work with us as we see the introduction of this new technology into New Zealand motorsport."

Electric vehicles have an ever-growing presence on New Zealand roads and are becoming more common in motorsport globally. Just like famous New Zealand motorsport engineer Bruce McLaren, a new era of 'tinkerers' are also beginning to modify and build their own electric vehicles to push the boundaries with this new technology.

While electric vehicles are now able to compete at motorsport events, competitors and event organisers are required to work with MotorSport New Zealand if they intend to run electric vehicles to ensure all safety measures are in place.

The MotorSport New Zealand electric vehicles guidelines are available at www.motorsport.org.nz/technical/ev and as part of Schedule A of the MotorSport Manual.

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PADDON RALLYSPORT GROUP DEVELOPS WORLD-FIRST ELECTRIC RALLY CAR WITH HYUNDAI NEW ZEALAND

August 20, 2019 [NEWS](#)

The multi-championship winning rally team, Paddon Rallysport, has revealed they are undertaking a ground-breaking new project – the design, development and construction of the world's first electric rally car that will be

able of running full length rallies.

headed by New Zealand's most successful rally driver, Hayden Paddon, the Hyundai Kona EV rally car project is being undertaken at Paddon Rallysport Group's (PRG) headquarters at the Highlands Innovation and Technology Park in Cromwell, Central Otago, New Zealand.

Paddon is passionate about the project which will showcase PRG's capabilities with their new way of thinking about electric vehicle technologies and how these can be applied to the sport of rallying.

Paddon says: "This first EV rally car from the new PRG division Alternative Energy Motorsport Development (EMD) will be a showstopper in terms of performance and will do things differently to electric-powered competition vehicles seen to date."

Hyundai Kona forms the foundation of the EV rally car, thanks to Paddon's long-term commercial partner Hyundai New Zealand.

The team is only eight months away from their first major milestone – having the first prototype running by April 2020 – but where did the idea come from?

Early in 2018, Paddon and his father Chris were thinking about what PRG's future would be – national or international? What sort of vehicles would be used in competition in five to ten years?

Paddon: "Alternative energy powerplants are very quickly evolving in the consumer-focused automotive sector, but the same developments are not as widespread in motorsport and certainly not in rallying. A friend and I discussed the concept of electric-powered rally cars. Not unlike most motorsport enthusiasts and their first impressions of the concept, I thought 'not EV!' But the more I thought about it, the more potential I could see to align top tier rallying with the technology aims of major vehicle manufacturers."

Serious planning commenced, looking at the organisation's structure, personnel requirements and location. Next, Paddon approached possible commercial partners.

With their support, we were able to develop the concept through to the planning stages and formally involve our best people. Then came the vital technical partnerships with Stohl Advanced Research and Development (STARD) Austria and the University of Canterbury Engineering Facility, through their University of Canterbury Motorsport (UCM) project team."

The Hyundai EV rally car project requires a number of engineering challenges to be resolved. "From some of the latest technology that already exists, performance is already there – some cars have up to 1000bhp (745kW). It's how you harness that performance for rallying, for example with torque vectoring for gravel/low grip situations and the range needed to complete a full day's rallying."

Ensuring that the EV rally car produces sound is also vital. "I'm committed to making sure our car creates the kind of noise a rally fan enjoys. From an entirely practical point of view, a rally car needs to create a loud and distinctive sound for the safety of officials, marshals, media and spectators out viewing the rally action."

PRG is also working on fire and safety systems, safety processes for rally event personnel and charging systems.

Rallying opens up more challenges compared to circuit racing in terms of range, charging systems and sound, and when we find solutions for these elements, many will be applicable to the general road user/EV car owner."

Hyundai New Zealand General Manager Andy Sinclair says: "We are excited to be involved in the development of the world's first electric rally car with Paddon Rallysport. As the number one new EV brand in New Zealand we are committed to being at the forefront of innovation and championing the EV industry here, so this project aligns with us leading the way."

With April 2020 the target to complete the first prototype Hyundai EV rally car, PRG will continue testing and developing the car, and run it smaller domestic events through the rest of 2020. Moving into 2021, PRG will focus on expanding the EV rally car's range so it's capable of running in full length rallies. This is a key challenge that underpins all the development work since the project started. During that year, the second prototype will also be in development.

As New Zealand's most successful rally team, Paddon Rallysport has a proven heritage with motorsport development projects. They created the first Hyundai AP4 rally car in the world – built to New Zealand's very successful AP4 regulations – a car which helped Hyundai New Zealand to secure the first-ever rallying manufacturer's title for Hyundai anywhere in the world. This alternative energy motorsport development project is an exciting evolution of the team which offers global opportunities.

Follow Paddon Rallysport by joining Paddon's Pack at <https://www.paddonspack.co.nz> or follow the team on social media: Facebook, Twitter or Instagram.

Photo: Jack Smith.

Media release: Kate Gordon-Smith, Media Manager, Paddon Rallysport Group

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Proposed Road Stopping at 24 Cave Road, Houghton Bay, Wellington

Sandra Heffernan & John Ashton. A statement to be read aloud by the Chairperson at the 8/6/22 Pūroro Hātepe | Regulatory Processes Committee meeting.

Our primary concerns are road safety and long wheelbase vehicle access at the sharp, steep bend to the south east of 24 Cave Road. The bend has been a hazard and safety risk worthy of improvement for decades. The proposed stopping of a 5 metre strip adjacent to 24 Cave Road will cut down the options for the necessary improvements and make them more complex and expensive.

The deficiencies in the road design at the bend are obvious. It is a steep blind bend where 2 small cars cannot easily pass. Most vehicles take the simple option of driving on the wrong side of the road. Larger vehicles rule out any passing at all. Pedestrians have to walk on the road alongside or straight at motor vehicles. Cyclists have the same problems. The bend's radius and steepness mean that long wheelbase vehicles, in particular fire engines cannot round it; such vehicles have ended up stuck on the road surface. We have witnessed a fire brigade exercise where the fire fighters practise walking up from the bend.

Every problem on the bend is exacerbated by ill considered parking above and below the bend.

The volume of traffic of all kinds in Cave Road has increased greatly over the past 30 years. There have been at least 8 new dwellings accessed from Cave Road above the bend in this time, with the majority of all dwellings now having multiple vehicles. The number of home deliveries by vehicle has increased notably NZ Post, online grocery shopping and takeaway couriers. Also the number of rubbish and recycling vehicles and the frequency of their visits has multiplied. There are now more residents to drive, walk and cycle in the area and the life cycle of Cave Road has mean that younger families with children are taking over from the previous older residents. Given the sight lines and vegetation shorter people and children can become invisible to drivers.

As part of the WCC road stopping evaluation process Paul Davidson sent us a WCC Transport Unit Plan showing the proposed stopping and possible footpaths and road widening that could nevertheless go ahead. In our view the optimum safety improvement would be to widen the road on the bend and approaches to the greatest extent and to provide a footpath. The plan shows that if the stopping proceeds it will reduce the possible extent of road widening. It will also mean that a retaining wall would be necessary to hold the road (and footpath if it were built on that side of the road) above the stopped strip. This will reduce the width of the potential widening, make the work more complex and expensive to build so therefore, less likely to proceed. If the stopping does not happen the road and footpath could be held be a simple sloped bank over the proposed stopping strip. Finally, if the footpath were built on the outside of the bend the plan shows it would be necessary to cut into a vertical wall of unstable rock, possibly necessitating a retaining wall which would make the safety improvements more complex to build and less likely to be implemented.

We suggest that the proposed road stopping decision is postponed until the optimum safety improvement can be implemented at the most economical cost.

From: [Leteicha Lowry](#)
To: [Alisi Puloka](#)
Subject: Fwd: Sale of road reserve Cave Road, Houghton Bay
Date: 07 June 2022 17:11:01

Good afternoon Leteicha,

We are Christine and Peter Fletcher, owners and occupiers of 29 Cave Road and part of the small delegation that met with your representatives on site a while ago concerning the proposed sale of part of the road reserve adjacent to 24 Cave Road.

Cave Road has become increasingly congested over time, parking on both sides of the road (including on the footpath) has restricted traffic flow to a single lane which is often too narrow for larger vehicles such as a Fire Engine or Ambulance. On the corner in question (outside 24 Cave Road), uphill traffic is forced into the middle of the road where it is very likely to meet down hill traffic navigating the blind bend .

We are still of the opinion that this corner represents a danger to pedestrians and vehicles, both in terms of the absence of a footpath, the constrained road geometry and very poor sight lines due to the overhanging vegetation. Narrowing of the road reserve will reduce the options available for future improvements and we object to the proposed sale on those grounds.

Please ask the chair of tomorrow's meeting to read out this email for the consideration of the committee.

Thank you, Peter and Christine Fletcher

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Item 2.3 Attachment 1

