



Order Paper for the Meeting of the

Wānaka Community Board

Thursday, 15 August 2019

commencing at 10.00am

In the Armstrong Room, Lake Wānaka Centre,
Wānaka

9.12 ITEMS OF BUSINESS NOT ON THE AGENDA WHICH CANNOT BE DELAYED

A meeting may deal with an item of business that is not on the agenda where the meeting resolves to deal with the item and the Chairperson provides the following information during the public part of the meeting:

- (a) the reason the item is not on the agenda; and
- (b) the reason why the discussion of the item cannot be delayed until a subsequent meeting.

s. 46A (7), LGOIMA

Items not on the agenda may be brought before the meeting through a report from either the chief executive or the Chairperson.

Please note that nothing in this standing order removes the requirement to meet the provisions of Part 6, LGA 2002 with regard to consultation and decision-making.

9.13 DISCUSSION OF MINOR MATTERS NOT ON THE AGENDA

A meeting may discuss an item that is not on the agenda only if it is a minor matter relating to the general business of the meeting and the Chairperson explains at the beginning of the public part of the meeting that the item will be discussed. However the meeting may not make a resolution, decision or recommendation about the item, except to refer it to a subsequent meeting for further discussion.

REFERENCE:

Queenstown Lakes District Council Standing Orders adopted on 15 December 2016.

**Wānaka Community Board
15 August 2019**

Agenda for a meeting of the Wānaka Community Board, to be held in the Armstrong Room, Lake Wānaka Centre, Ardmore Street, Wānaka on Thursday 15 August 2019 commencing at 10.00am.

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Minutes of a meeting of the Wānaka Community Board held in the Lake Hāwea Community Centre, Myra Street, Hāwea on Thursday, 4 July 2019 commencing at 10.00am

Present:

Councillor Quentin Smith (Chair), Ms Rachel Brown, Ms Ruth Harrison, Councillor Calum MacLeod, Councillor Ross McRobie and Mr Ed Taylor

In attendance:

Mr Mike Theelen (Chief Executive), Mr Aaron Burt (Senior Planner, Parks and Reserves), Ms Diana Manson (Reserves Officer) and Ms Jane Robertson (Senior Governance Advisor); two members of the media and seven members of the public

The Chair advised that the Chief Executive had been delayed by heavy traffic leaving Queenstown and had not yet arrived at the meeting. The Chair stated that he wished to adjourn the meeting to allow the Chief Executive some additional time in which to arrive.

On the motion of Councillor Smith and McRobie the Wānaka Community Board resolved that the meeting adjourn.

The meeting adjourned at 10.01am and reconvened at 10.15am. The Chief Executive entered the meeting at 10.16am.

Apologies/Leave of Absence Requests

Ms Jude Battson was on an approved leave of absence.

An apology (potentially for lateness) was received from Councillor MacLeod.

On the motion of Councillor McRobie and Mr Taylor the Wānaka Community Board resolved that the apology be accepted.

The following requests for Leave of Absence were made:

- Mr Ed Taylor: 2-18 August 2019
- Councillor McRobie: 27-30 September 2019

On the motion of Ms Harrison and Ms Brown the Wānaka Community Board resolved that the requests for leave of absence be granted.

Declarations of Conflicts of Interest

No declarations were made.

Matters Lying on the Table

There were no matters lying on the table.

Public Forum

1. Michael Ross, Chair, Wānaka Stakeholders Group

Mr Ross addressed the Board about the Queenstown Airport ('QAC') Statement of Intent ('SOI') and the actions of the previous week where the Council had narrowly voted to receive the SOI. He considered that this was a contradictory decision in light of the climate change decision made earlier in the meeting. He believed that the Wānaka Community Board should have the QAC SOI on its next agenda because its primary role was to act as an advocate for the interests of the community the SOI and impact upon Wānaka was a critical strategic issue for the community that the Board should debate. He also considered that the Wānaka Masterplan should firstly be presented to and agreed by the Board and then presented as at Board recommendation to Council.

Mr Ross stated that there was mounting concern in the Upper Clutha community that Council was not hearing its views.

2. April McKenzie, Chair, Hāwea Community Association

Ms McKenzie advised that she wanted to have a two-way conversation with the Board and she did not consider that speaking in the public forum was engagement. She detailed various matters of concern to the Hāwea community:

- The community had been very disappointed at the government's decision to approve the Hāwea SHA as well as about the Mayor's comments about local opposition to it. This did not bode well for the Proposed District Plan and the contradictory positions in different Council departments (e.g. on housing capacity in the Lake Hāwea township)
- The community had asked the Board to discuss Hāwea wastewater but this subject was not on the agenda. The Council was handling her request for the business case as an official information request, meaning that a reply would take at least a month, which did not show a willingness to be transparent or to share information.
- The Council's Infrastructure Committee had not met since August 2018, which should be of concern to the Board and reflected badly on the Council.
- The community had expected the Board to discuss the recent consent application to discharge wastewater into waterways.

Ms McKenzie also commented on discussions to underground the power poles on Capell Avenue and Lakeview Terrace and a consent application by Spark for a 15m high telecommunication facility near the Lake Hāwea Community Centre.

Confirmation of Agenda

The agenda was confirmed without addition or alteration.

Confirmation of minutes

On the motion of Councillor McRobie and Mr Taylor the Wānaka Community Board resolved that the minutes of the meeting held on 4 April 2019 be confirmed as a true and correct record.

1. Proposal to Vest Land Accessed off Mount Iron Drive in Wānaka, as two Local Purpose (Connection) Reserves and to Offset Reserve Improvement Contributions as Appropriate, per the Development Contributions Policy

A report from Aaron Burt (Senior Planner, Parks and Reserves) presented for the Board's recommendation to Council two Local Purpose (Connection) Reserves and the offset of reserve improvement development contributions to be approved. The reserves were part of a subdivision development near Mount Iron Drive and would serve to facilitate pedestrian and cycle access through the proposed development as well as connecting with existing pedestrian/cycle routes.

The report was presented by Mr Burt. He acknowledged the efforts of the Council's planning team to secure these connecting reserves as they would provide a lot of community benefit. Further, it was likely that due to their shape, the reserves could not be used for anything else.

Councillor McRobie did not agree with the recommended three-year maintenance period, as he did not consider it was long enough. Mr Burt advised that it had been a five-year period until recently, but had been brought back to three years in recognition of the delicate balance between providing reserves without making it too onerous for developers.

Councillor Smith noted that the area in question had been used informally as an access way for some time, albeit over private land. He had some concerns about the minimum legal width recommended as he considered that the track would 'feel' narrow and he would have supported it being wider.

On the motion of Councillor Smith and Ms Harrison the Wānaka Community Board resolved that it:

- 1. Note the contents of this report;**
- 2. Recommend to Council that the vesting of the two Local Purpose (Connection) reserves be approved;**
Alice & Imelda Ltd, Mount Iron Drive, Wānaka – RM181491
 - a) Lot 200 (330m²)**
 - b) Lot 201 (215m²)****subject to the following works being undertaken at the applicant's expense:**
 - i. Consent being granted (as necessary and subject to any subsequent variations) for any subdivision required to formally create the reserves, and to also**

- level out topography (if advised necessary by the Parks & Reserves Planning Manager);
- ii. Such a consent for any reserves shall ensure that in any staged development, the creation of a reserve is bound to the first stage to seek title, or subject to alternate timing requirements deemed necessary by the Parks & Reserves Planning Manager;
 - iii. Presentation of the reserve in accordance with Council's standards for reserves;
 - iv. The submission of a Landscape Plan to Council by the developer for certification as appropriate, including subsequent implementation of landscape and planting for the reserves. The certification of such a plan shall be by the Parks and Reserves Planning Manager.
 - v. The formation of sealed pathways on the reserves to a minimum 2 metre wide width, and to also meet the Grade 2 standard of the QLDC Cycle Trail and Track Design Standards & Specifications (2016);
 - vi. A potable water supply point to be provided at the boundary of the reserve lots;
 - vii. The registration of a fencing covenant under s6 of the Fencing Act 1978 on the reserves to vest in QLDC to protect the Council from liability to contribute towards any work on a fence between a public reserve vested in or administered by the Council and any adjoining land;
 - viii. The registration of a Consent Notice on any land within the development adjoining the reserves, to ensure any fences on land adjoining, or boundaries along any reserve, shall be no greater than 1.2m in height, and be 50% visually permeable;
 - ix. A three year maintenance period by the current landowner commencing from vesting of the reserves;
 - x. A maintenance agreement being prepared and signed by the Parks and Reserves Planning Manager specifying how the reserves will be maintained during the maintenance period; and
 - xi. Vesting of reserves to be undertaken in accordance with the QLDC Vesting of Roads and Reserves Policy.
3. Recommend to Council that any reserve improvement contributions are offset against those payable in

accordance with the Development Contributions Policy current at the time of contributions payment, subject to:

a. Detailed design plans for the reserves to be submitted and the approval of these to be delegated to the Parks and Reserves Planning Manager.

b. Final approval of reserve improvement costs to be delegated to the Parks and Reserves Planning Manager and is subject to the applicant demonstrating the actual costs of the improvements.

4. If the cost of work to construct the approved plans exceeds the contributions available to be credited, the additional cost shall be at the applicant's expense.

2. Chair's report

A report from the Chair updated the Board on actions from the previous meeting and on the following matters:

- The official result of the Visitor Levy referendum;
- Information about the 2019 Election;
- Wānaka Masterplan progress;
- Citizenship Ceremony to be held in Wānaka in November 2019;
- Queenstown Lakes District draft Climate Action Plan; and
- Update of activities at the Wānaka Recreation Centre

Councillor MacLeod entered the meeting at 10.43am.

Councillor MacLeod advised that he had been attending an announcement by Conservation Minister, the Hon. Eugenie Sage of \$7.5million of new funding allocated to Land Information New Zealand (LinZ) over four years to protect some of the South Island's most significant lakes. This would include \$2million a year to control lagarosiphon in Lake Wānaka. He thanked the Minister for this new initiative.

Members reported verbally on their liaison roles with community groups.

It was noted that the Wānaka Chamber of Commerce town centre master plan meeting had been well attended and thanks were extended to Peter Hansby, Tessa Payze, Gabrielle Tabron and their team for doing a very good presentation.

Members also acknowledged the work of Diana Manson (Reserves Officer) in the community, especially her work on the Albert Town Lagoon and as staff representative and minutes secretary for the Upper Clutha Tracks Trust.

Ms Brown advised that she had recently facilitated the local Responsible Camping Forum and participants wanted it to continue. The group had appreciated her

contribution and she asked for it become one of the community roles filled by a Board member after the election. In addition, she encouraged the Board to continue having a liaison role with the Wānaka Alcohol Group.

Ms Brown asked when the Council would provide responses to Annual Plan submissions, particularly as the Council had adopted the Plan on 27 June.

The Chair noted that at the Council meeting held on 27 June the Council had adopted a Climate Change Draft Action Plan for public feedback and agreed to declare a climate and ecological emergency in the district. He asked the Board to consider whether it wished to offer its official support to the Council on this matter.

Councillor McRobie advised of his support for this course of action. He commended the report writer for an outstanding paper. Councillor MacLeod echoed these sentiments and suggested that an assessment of climate change impacts was needed as a standard part of each Council report. He also supported the Council lobbying government for legislative change to raise building standards and highlighted the challenge to the Council of the carbon sequestration caused by Coronet Forest.

Ms Harrison also expressed support for the Council declaring a climate change emergency. Ms Brown expressed the view that as advocates for the local community the Board should consider the draft Action Plan itself and provide feedback.

Mr Taylor acknowledged the concerns about climate change but was of the view that declaring an emergency was tokenism. He stated that consideration of it and its effects should simply be a part of all Council business.

Ms Brown commented favourably on the introduction of te reo to reports.

The Chair stated that he would take each part of the recommendation separately.

On the motion of Councillor McRobie and Mr Taylor the Wānaka Community Board resolved that the report be noted.

On the motion of Councillor Macleod and Ms Brown the Wānaka Community Board resolved that it support the Council's declaration of a climate and ecological emergency and adoption of a draft Climate Action Plan for public feedback.

The meeting concluded at 11.20 am.

WĀNAKA COMMUNITY BOARD

4 JULY 2019

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Confirmed as a true and correct record:

Chairperson

DATE

**Wānaka Community Board
15 August 2019**

Report for Agenda Item | Rīpoata moto e Rāraki take: 1

Department: Property & Infrastructure

Title | Taitara Wānaka Town Centre Masterplan and Wānaka Integrated Transport Programme Business Case

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

The purpose of this report is to provide an update to the WCB on progress of the Wānaka Town Centre Masterplan and Wānaka Integrated Transport Programme Business Case.

RECOMMENDATION | NGĀ TŪTOHUNGA

That the Wānaka Community Board:

1. **Note** the contents of this report.

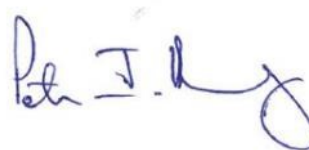
Prepared by:



Tony Pickard
Transport Strategy Manager

31/07/2019

Reviewed and Authorised by:



Pete Hansby
GM Property and Infrastructure

1/08/2019

CONTEXT | HOROPAKI

- 1 As part of the Way to Go (W2G) strategic transport programme, the dual projects in Wānaka have progressed substantially through the programme to business case level. Technical reviews are now underway and the final documents are being refined. Officers are keen to share the specific progress of both documents, and to provide insight to the WCB on the remaining steps.
- 2 It has been noted that a significant amount of feedback has been received from a mixture of consultation and engagement. Given the strength of comments and the volume in relation to certain elements of the plans, a summary is provided.
- 3 The next steps are also identified, including how the project team will respond to the themes raised in consultation and engagement. This includes a consideration to accommodate the progression of Stage 2 of the Lakefront Development Plan.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

- 4 The draft Masterplan (and elements of the ITPBC) were presented to the Community from 13-28 June 2019. The purpose of this engagement was to inform the community on the progress of the Wānaka Town Centre Masterplan and Wānaka Integrated Transport Programme Business Case preferred options. Feedback was sought on the community's support or opposition to the overall direction of the Masterplan, with open questions to allow people to identify what they liked or did not like.
- 5 QLDC received 1297 submissions:
 - a. 86% were from residents
 - b. 11% were from occasional residents
 - c. 1% were from domestic visitors, international visitors or not stated
 - d. 33% were from people under 45 years of age
 - e. 63% were from people over 45 years of age
- 6 Respondents were asked whether they supported the overall direction of the draft Wānaka Town Centre Masterplan and the response varied by age:
 - a. Under 30 tending to be more supportive
 - b. 30 – 44 being equally divided between those who supported and those who opposed
 - c. 45 + age bracket tending to be more opposed
- 7 Several key themes (mentioned by around 10% or more of respondents) emerged where people were asked “what do you think we got right?” and “what do you think we got wrong or was missing?”

- a. **Golf Course Road bypass** - 39% of respondents identified Golf Course Road bypass as something we got wrong. Concerns were primarily associated with the land having been gifted for the use of golf, and that many value the asset (for recreation and green open space) and do not want to see it changed. Of those who answered yes in terms of support for the overall direction, 23% of those thought the Golf Course Road bypass was something we got wrong. Of those who answered no regarding support for the overall direction, 50% gave this as one of or the only reason for opposing.
- b. **Parking** - 30% of respondents did not support the parking proposals. Concerns included how the elderly, disabled and families would access the town centre and lakefront with 4% mentioning this. There were also concerns about the impact of Three Parks on the viability of businesses in the town centre if access is less convenient. However, others thought Three Parks would be beneficial for access to the town centre as traffic flows would be reduced. 22% of respondents supported the parking proposals. Comments included overall support for the town centre changes, as well as support for removal of lakefront parking and relocating it because of the negative impact on views of the Lake and the way it generates traffic. There was also support for the provision of additional parking.
- c. **Shared Space/Pedestrianisation** - 14% mentioned shared space/pedestrianisation as something we got right, 13% as something we got wrong. Some felt we got it wrong as we didn't go far enough – they wanted it completely closed, others had concerns about how it would work safely in practice. Others thought it was a good compromise to accommodate those concerned about full closure.
- d. **Pembroke Park** - The views of the changes to Pembroke Park were balanced, with 10% in support and 10% opposed. Those in support liked the idea of connecting the park to the lakefront whereas those opposed felt distances would be too great to walk from the new parking area to the Lakefront.
- e. **Cycleways** - 9% mentioned cycleways as something we got right, 5% as something we got wrong – but primarily because they wanted more facilities for cyclists.

Project response

- 8 Through several engagement events in June 2019, members of the business community in particular, sought a greater input into the Masterplan and many highlighted that they were not supportive of some of the core elements. Business representatives sought assurances from Council that there would be further opportunities to have input into the decision-making processes and outcomes. At these events, Council management provided assurances to participants that the Masterplan would function as an overarching framework, and further engagement and affected party consultation would be undertaken as core Masterplan elements were investigated and developed. Feedback from the June 2019 Community Engagement has informed development of the next steps in developing the Town Centre and wider Wānaka transport plans.

Next steps – consultation and engagement

- 9 **Golf Course Road bypass** - Further analysis and modelling needs to be undertaken to explore more palatable options for the community regarding the location of a town centre bypass. This would include detailed discussions with potentially affected parties (as part of an Indicative or Single Stage Business Case) to arrive at a solution that can be supported by most of the community.
- 10 **Parking** - There is support and desire to progress the Parking Management Strategy immediately, with many raising concerns about how parking is managed in the town. As part of the next stage of work for this activity, concerns around protecting some parking for residents could be addressed (for example) by developing a residents parking permit that could allow residents to park for free or in allocated time restricted areas. Campervan and boat trailer parking also need to be a part of this strategy.
- 11 **Shared Space/Pedestrianisation & Pembroke Park** - The shared space/pedestrianisation proposals for the town centre appeared divisive, but in fact only 14% noted support and 13% were opposed, with others not mentioning this at all. This was the same for Pembroke Park, with only 20% of respondents noting this, and equal numbers in support and opposed. It could be that these matters were overshadowed by opposition to the Golf Course Road bypasses and comments on the parking changes. It is proposed to talk to the community again about Pembroke Park and the town centre pedestrianisation after resolving the bypass option and Parking Management Strategy.

Next steps - progressing the business cases and interventions

- 12 An outline of the proposed stages of work is provided below and will be complemented by Low Cost Low Risk (Minor Improvement) Projects as quickly as they are identified and allocated funding.

Parking Management Strategy 2019 - 2020

- 13 A parking management strategy is a high priority as it will allow many of the issues that were identified by the community to be further explored and addressed. This will include considering campervan and boat trailer access and parking, as well as ensuring sufficient parking is provided close to the town centre and lakefront for those who need it the most. The purpose of the strategy is to understand and quantify demand and make the best use of the existing parking supply.

Network Optimisation Single Stage Business Case 2019 - 2020

- 14 The Network Optimisation Single Stage Business Case (SSBC) will focus on delivering the overarching transport elements within the town centre and surrounds to ensure the network is operating efficiently and effectively. Many of these elements are interdependent and enable future town centre placemaking improvements, but it is expected that placemaking would proceed in the longer term. Other elements provide high priority safety and efficiency improvements to support the operation of the transport network to address the continued and future growth. Key interventions to be included

within this SSBC are centred around achieving optimal traffic flows on Brownston Street, SH84 (on approach to the town centre), and exploring the need for, and possible location of, the town centre bypass.

Walking and Cycling SSBC 2021 - 2024

15 Walking and cycling are already popular in Wānaka, and the recommended option includes providing a high-quality cycle network, cycle parking and electric bike charging points to support further uptake of cycling for commuters, students and visitors. Routes will be provided from new developments to key destinations so that cycling or walking continues to be a real choice, even when traffic volumes increase as a result of growth.

Public Transport SSBC 2021 - 2024

16 The preferred option includes the introduction of a public transport service in Wānaka to provide independent access for young people and the ageing population and to enable the changes to the town centre arising from the Masterplan. The preferred option provides for bus services to local urban areas as well as connections to outlying settlements.

Town Centre Masterplan SSBC 2024 - 2027

17 The Wānaka Town Centre Masterplan and Integrated Transport Programme Business Case (PBC) provide a potential vision and framework for the town centre and wider Wānaka through this time of change. While it incorporates ideas and feedback from stakeholders and the Community, more investigation work and engagement with the Community is needed, if it is to be developed further.

Funding and integration

18 Funding of \$510,000 has been allocated and approved within the NLTP 2018-21 to progress the Network Optimisation SSBC. Beyond this, there are no other specific funding allocations set aside by Council or NZTA to invest in core improvements. However, the purpose of the ITPBC was to identify the scope and scale of investment required to address agreed problems and better plan for the future and so will inform the 2021 LTP.

19 The proposed approach above to proceed with the Network Optimisation and Parking Management Strategy workstreams does not provide immediate guidance with regard to the parking requirements of the Lakefront Development Plan (LDP). It is therefore proposed that an interim approach should be taken to assist specifically with the advancement of Stage 2 of the LDP project. This should be limited to actions which are low cost and potentially reversible, but allow the remainder of the LDP works to continue. Traffic Engineering services will be procured to advise this project.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

- 20 This matter is of [high] significance, as determined by reference to the Council's Significance and Engagement Policy because of the level of Community Interest. It should be noted that significant levels of consultation across a wide range of stakeholders and the general public has been completed throughout the suite of related transport workstreams.
- 21 The persons who are affected by or interested in this matter are residents/ratepayers of the Wānaka community, visitors and businesses.
- 22 The Council will continue to consult, including to individual property owners and stakeholders as necessary, through the progressive Business Case Approach, and through the LTP.

> MĀORI CONSULTATION | IWI RŪNANGA

- 23 The Council has included active consultation and engagement with Tanagata Whenua through the suite of transport projects.

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

- 24 This matter relates to the Community & Wellbeing risk category. It is associated with RISK00012 Community Core infrastructure is Insufficient- Poor infrastructure planning within the QLDC Risk Register. This risk has been assessed as having a low inherent risk rating.

FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

- 25 Funding of \$510,000 has been allocated and approved within the (N)LTP 2018-21 to progress the SSBC.

COUNCIL EFFECTS AND VIEWS | NGĀ WHAKAAWEAWE ME NGĀ TIROHANGA A TE KAUNIHERA

- 26 A large number of Council policies, strategies and bylaws were considered and a full record will be provided when the completed documents are brought back to the WCB.
- 27 This matter is specifically included in the Ten Year Plan.

LOCAL GOVERNMENT ACT 2002 PURPOSE PROVISIONS | TE WHAKATURETURE 2002 O TE KĀWANATAKA Ā-KĀIKA

- 28 The recommended action:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses because it optimises the

Community's wish to address growth, when combined with the alignment with Council and strategic transport partner's funding rounds;

- Can be progressed through current funding under the Ten Year Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

Wānaka Community Board 15 August 2019

Report for Agenda Item | Rīpoata moto e Rāraki take: 2

Department: Planning & Development

Title | Taitara Road Naming Application - Willowridge Developments Limited application to name road 16 within the 'Three Parks' Development

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

The purpose of this report is to consider an application from Willowridge Developments Limited to name one new road located off Sir Tim Wallis Drive within 'Three Parks' Development, Wānaka.

RECOMMENDATION | NGĀ TŪTOHUNGA

That the Wānaka Community Board:

1. **Note** the contents of this report;
2. Either approve, approve in part or decline the application for the following new road name:
 - a. Road 16 – Grace Wright Drive or its alternatives: Appleton Drive or Munktells Drive.

Prepared by:



Rachael Buckingham
Planning & Development
Support

31/07/2019

Reviewed and Authorised by:



David Wallace
Manager, Resource Management
Engineering
Planning & Development

31/07/19

CONTEXT | HOROPAKI

- 1 An application ([Attachment A](#)) has been received to name one new road associated with a commercial subdivision (RM170836) located off Sir Tim Wallis Drive, Wānaka. The site is located at land legally described as Section 2 SO 519746, Wānaka.
- 2 [Attachment B](#) contains the location of the subdivision and a plan of the proposed road to be named.
- 3 The first option put forward for by the applicant for the road name is outside the provisions of the Council's Road Naming Policy (see [Attachment C](#)). This report puts this road name to the Wānaka Community Board for a decision. The name is not considered in poor taste or likely to cause offence.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

- 4 The applicant has put forward the following choices:

Road 16 – Grace Wright Drive

Alternative Choices: Appleton Drive and Munktells Drive

Road Naming Policy

- 5 We have considered the name against the road naming Policy and note the following:
- 6 The first name choice Grace Wright Drive does not meet with policy 5.1, as similar names exist in the district: Graces Terrace, Gracefield Lane.
- 7 First name choice also does not meet section 5.4 of the road naming policy: *"Names should be easy to spell"*. The spelling of Wright could easily be mistaken for Right.
- 8 The name Grace Wright Drive is not in accordance with the policy because the policy under point 5.3b requires the person who is being nominated to have a road named after them being a *'notable'* person from early history who should have had a local association with the area.
- 9 The applicant provided the below background for first name choice (see Attachment A): *"Road 16 - Grace Wright Drive - This road services the new primary school. Grace Wright was appointed as Head Teacher at Wānaka School (which had been renamed from Albert Town School) in 1888 and held that position until 1892. Miss Wright's attributes are described in Barbara Newton's book on Albert Town."*
- 10 While the person in question held the title of head teacher, this was only for four years. It is not clear that the person suggested is notable so it is considered prudent for the Wānaka Community Board to make a decision regarding this road name. The name does not need to meet the road naming policy and can be accepted if considered appropriate by the Board.

- 11 Alternative choices, Appleton Drive and Munktells Drive both comply with policy and objectives of QLDC Road Naming Policy dated 1 August 2016 and follow the Three Parks subdivision theme of tractors. These alternatives can be accepted by the Chief Executive, as delegated by Council, in accordance with the Road Naming Policy.
- 12 If the application for the first choice name is declined, the use of the second choice name can be ratified by the WCB or the Chief Executive as the second choice meets the Road Naming Policy.

Options

Option 1 – Do Nothing.

- 13 The road needs to be named before the applicant can have the titles issued for the subdivision. This is a resource consent condition that the applicant must comply with by way of application to Council.
- 14 Roads need to be named for practical addressing purposes so residents can be located in an emergency and have mail and service connections.
- 15 There are no advantages to doing nothing and the disadvantage is that the new road names cannot be finalised.

Option 2 – Approve or partially approve the application.

Advantages:

- 16 The road name, which is approved, can be formalised immediately post meeting and staff can proceed with updating the Council records and other outside parties with new addressing.

Disadvantages:

- 17 A partial approval will require the applicant to return to either staff or the Community Board with new names, prolonging the processing of the application.

Option 3 – Decline the first name requested in the application and approve the second Choice – Appleton Drive as applied for

Advantages:

- 18 A name that does not meet the road naming policy and that may cause confusion will not be in use.
- 19 A more appropriate name that does meet the policy can be used.

Disadvantages:

- 20 The road naming will be postponed, which will affect the applicant as they will be delayed in progressing with erection of signage, allocation of addressing and finalising the matter.

- 21 This report recommends Option 3 for addressing the matter. As mentioned previously, the alternative names offered are not in use or likely to cause poor taste or offence. The discretion for approval of road names in the Wānaka area outside of the Policy sits with the Wānaka Community Board.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

- 22 This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy because
- The naming of this new road will not have a large impact on the environment, culture and people of the district.
 - The background offered for the road names is outside existing policy and the application has been brought to the Wānaka Community Board for consideration.
 - There is no impact on the Council's capability and capacity in respect to the objectives set out in the Financial Strategy, Ten Year Plan and the Annual Plan.
 - The decision does not relate to the sale or transfer of shareholding of any of the Council's strategic assets.
- 23 The persons who are affected by or interested in this matter are the applicants, the public and the Queenstown Lakes District Council.
- 24 No community consultation has been undertaken in association with this request.

> MĀORI CONSULTATION | IWI RŪNANGA

- 25 The Council has not consulted with local Iwi on this matter.

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

- 26 This matter related to the operational risk OR011A, as documented in the QLDC Risk Register. This matter relates to this risk as it refers to the Council's need to deal with Land Information Memorandum and requests for service using Council records. These rely on location address information being available on our system, TechOne, which is also used for reporting and performance monitoring of our contractors and for dealing with requests from ratepayers. This risk has been assessed as having a moderate inherent risk rating.
- 27 The approval of the recommended option will support the Council by allowing us to implement additional controls for this risk. This shall be achieved by Treating the risk - putting measures in place which directly impact the risk.

FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

28 There are no operational and capital expenditure requirements or other budget or cost implications resulting from the decision.

COUNCIL EFFECTS AND VIEWS | NGĀ WHAKAAWEAWE ME NGĀ TIROHANGA A TE KAUNIHERA

29 The following Council policies, strategies and bylaws were considered:

- The Council’s Road Naming Policy 2016 was considered in association with this application. The Policy objective notes that:

“The Queenstown Lakes District Council is responsible for naming roads within its boundaries. Roads are named to reflect the identity of the local area and to ensure ease of identification for the Council, the public and key services such as emergency, postal and courier services.”

- Road name applications in the Wānaka Area that fall outside the Council’s Road Naming Policy are considered by the Wānaka Community Board.

30 The recommended option is consistent with the principles set out in the named policy/policies.

31 This matter is included in the 10-Year Plan/Annual Plan. Road naming is a regulatory function which relates to Section 319 A of the Local Government Act.

LOCAL GOVERNMENT ACT 2002 PURPOSE PROVISIONS | TE WHAKATURETURE 2002 O TE KĀWANATAKA Ā-KĀIKA

32 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by allowing the Council to allocate site addresses to development occurring in this area;
- Can be implemented through current funding under the Ten Year Plan and Annual Plan;
- Is outside the Road Naming Policy but within the terms of reference for the Wānaka Community Board; and
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

ATTACHMENTS | NGĀ TĀPIRIHANGA

A	Applicants supporting information for road 16 – Grace Wright Drive
B	Location Map – Three Parks, Road Naming Plan
C	Council’s Road Naming Policy 2016



APPLICATION FOR ROAD NAME/S



Application Guide and Form



GENERAL INFORMATION

An applicant requesting to use Maori names for roads will be directed to consult with the IWI prior to seeking Council approval (refer to [Road Naming Policy](#)). Upon receipt of the application, staff will consult with the IWI to ensure consultation has occurred.

A list of road name suggestions is available from QLDC. This list has been compiled by local historic groups and the Council believes they are appropriate names.

Have you enclosed:



A copy of the subdivision plan highlighting the road/s



A location map



Application fee of \$56.25 per road name (Please give three suggestions for each Road)



APPLICANT DETAILS

Name of Applicant:

Postal Address:

Post code:

Phone Numbers: Work:

Home:

Mobile:

Email Address:



ROAD NAME DETAILS

// The Council has requested you must provide three choices for each name

First Choice	Second Choice	Third Choice



LEGAL DESCRIPTION OF ROAD/S // please state if it is Private or to Vest in QLDC

Legal Description of Road/s

Background details explaining the reasons for the preferred name/s:

SIGNATURE

Signature:

Date:



1

POLICY AND OBJECTIVES

ROAD NAMING POLICY

The objective of this policy is to provide a consistent and comprehensive approach to the naming of roads in the District. This revised policy combines Queenstown Lakes District Council's policy "Road Naming and Numbering Objectives, Policies and Procedures" of July 1995, and the resolution on road naming passed at the Regulatory and Hearings Committee on 3 December 2002 and the amendment passed at the Regulatory and Hearings Committee on 2 September 2003.

The Queenstown Lakes District Council is responsible for naming roads within its boundaries. Roads are named to reflect the identity of the local area and to ensure ease of identification for the Council, the public and key services such as emergency, postal and courier services. The procedures under which the Council wishes to achieve these objectives are set out below. The Council is empowered to name roads under Section 319 A of the Local Government Act 1974. The power is delegated by Council jointly to the Regulatory Committee in respect of roads in the Wakatipu part of the district and the Wanaka Community Board in respect of roads in the Wanaka part of the district.

2

SCOPE

The Council's policy will apply to new or unnamed roads including roads with existing names that are not officially recognised. The policy also includes areas that require an official address for identification purposes such as private rights of way, service lanes and pedestrian access ways.

3

PROCEDURE FOR NAMING A LEGAL ROAD

1. When a new road is formed the applicant will submit a written application on the approved form to the Council requesting the Council's formal approval for the name of the road. Each written application shall be accompanied by:-
 - a) Preferred name plus two alternatives listed in order of preference.
 - b) Legal description of the road and a copy of the subdivision plan highlighting the road.
 - c) A location map.
 - d) A background to the names, their origins and their link with the area.
 - e) The applicants address and contact phone number.
 - f) Road naming application fee.
2. The Council receives the application and checks the suitability of the preferred and alternative names against its Policy.
3. The Council approves, amends or declines the name for the road by way of a formal resolution of the appropriate Council committee.
4. The Council advises the applicant in writing of the Council's decision.
5. If the Council approves the name of the road, the Council will require the applicant to erect street signs showing the name of the road. All costs associated with the creation and erection of such signs are borne by the applicant, and such signs shall be erected as soon as practicable after the date of the Council's resolution. The sign must conform to Council's street sign specification.
6. Immediately after the Council approves the name of any road, the Council will advise the Electoral Office, Land Information NZ, Valuation NZ, Quotable Value, NZ Post, Council's rating and GIS departments and all emergency services in the area of the name of the road.
7. Council's subdivision engineers will ensure that the road naming process is completed and the signs installed before the Section 224C certificate is prepared for issue. Performance bonds are not acceptable.



PROCEDURE FOR NAMING OF PRIVATE ROADS AND RIGHTS OF WAYS

Names for private roads and rights of way must be submitted for consideration on the approved form and will go through the same process as for legal roads. The approved name will then be recorded in Council's GIS system and flagged as a private road or right of way. The street sign must have the word "Private" under the street name and the applicant is required to pay for the signage. (Refer to the Signs Bylaw for exact specifications).

RIGHTS OF WAYS

Where more than five allotments are served by a private right of way the council requires the ROW be named, and numbered accordingly. The name of the right of way must be submitted to Council for approval following the process set out above.

Where five or less allotments are served by a private right of way the ROW may be officially named following the procedures set out in this policy.

GUIDELINES FOR THE SELECTION OF NEW ROAD NAMES

1. There must not be another street name the same in the Queenstown Lakes District emergency services area.
2. Identical names or homophones will not be accepted. If the road name consists of more than one word (excluding the suffix) then the significant part of the word must not be the same as the significant part of any other road name i.e. Coronet Peak Road and Peak View Ridge are fine, but Coronet Peak Road and Coronet Drive would not be accepted
3. The name has significant local content or meaning. The name should reflect one of the following:

A) COMMON OR ESTABLISHED THEME

Where more than one road is being created in a subdivision, a common theme is recommended for the names. If a naming theme is already established in a suburb, the names for that suburb should remain consistent with that theme.

B) HISTORICAL PERSON OR EVENT

The name of a notable person or event from early history should ideally have a local association with the area.

C) SIGNIFICANT FEATURE

It is appropriate to name a road after a significant feature in the area (for example, geographical feature, landscape, flora, or fauna). Naming after features which do not exist in the area should be avoided (for example, naming after native trees or plants that are not evident in the area or views that cannot be identified).

D) TRADITIONAL OR APPROPRIATE MAORI NAME

If the name suggested is a Maori name, then the name will have to be checked by the applicant with Southern and Otago Runanga to ensure that it is not offensive to manawhenua and Maori and is appropriate, spelt correctly and interpreted correctly. There is no formal requirement to check a Maori name, however a Maori road or street name will not be considered unless the following have been consulted with:

1. Kai Tahu ki Otago Ltd (KTKO Ltd) (Otago Iwi)
2. Te Ao Marama Incorporated (Southern Iwi)

It is also a courtesy to consult with local whanau.

1. Te Huatanga O Wakatipu Whanau (Wakatipu Whanau Goup)
c/o Leah Webster
2. Wanaka Whanau Group c/o Alex Banse

E) PERSONAL NAME FOR SPECIAL SERVICE

This can be for conservation, sport, community service or other sphere of activity with local association which can be duly recognised. Naming after persons living or recently deceased should generally be avoided.



4. Names should be easy to spell and pronounce and have an appropriate meaning.
5. The name should not be considered to be in poor taste or likely to cause offence.
6. Full names may only be used where the name is of a reasonable length and the first name needs to be used to correctly identify the individual being commemorated. Full names that are longer than 15 letters (including the space between the names, but not including the "road type") will not usually be considered.
7. The end name for the roadway should be the one that most accurately reflects the type of roadway that it is. A list of suggested end names and meanings for these names is included with Council's list of available street names. Note that this list is not exclusive – other end names can be used where their application is appropriate.
8. A name can also be taken off Council's list of street names if it is appropriate for that area. This list will be given out with application forms.

6

COUNCILS LIST OF STREET NAMES

There is a list of names which have been accepted by Council that the applicant can utilise if it falls within the policy. These names have come from:

- war memorials in the district.
- nominations from individuals or societies.
- surveyed and named streets which have never been formed.

COUNCIL'S LIST OF SUGGESTED END NAMES

ALLEY	A narrow street or passage, usually enclosed on either side.
AVENUE	A roadway with trees or other objects at regular intervals
BOULEVARD	A broad main street with rows of trees along it
CIRCLE	A street surrounding a circular or oval shaped space
CLOSE	A short enclosed roadway ie a cul-de-sac
COMMON	A street with a reserve or public open space along one side
COURT	A short enclosed roadway ie a cul-de-sac
CRESCENT	A street of houses in a crescent shape
CREST	A roadway running along the top or summit of a hill
DRIVE	An especially scenic road or street
ESPLANADE	Level piece of ground especially one used for public promenade
GREEN	As for Common, but not necessarily bounded by a reserve
GROVE	A roadway which often features a group of trees standing together
HEIGHTS	A roadway traversing high ground
LANE	A narrow street or road, may be single passage only
LOOKOUT	A roadway leading to or having a view of fine natural scenery
MEAD	Mowed land
MEWS	A roadway having houses grouped around the end
PADDOCK	Turf enclosure adjoining a racecourse
PARADE	A public promenade or roadway
PLACE	A short sometimes narrow enclosed roadway
RIDGE	A roadway along the top of a hill
RISE	A roadway going to a higher place of position
ROAD	A roadway forming a means of communication between one place and another
ROW	A roadway with a line of professional buildings on either side
SQUARE	A street surrounding a square or rectangular shaped space
STREET	A township carriageway that has houses on both sides
TERRACE	A roadway usually with houses on either side raised above the road level
TRACK	A narrow country street that may end in pedestrian access
VIEW	A roadway commanding a wide panoramic view across the surrounding areas
WAY	A track or path for passing along





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 19 Reece Crescent
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 T 03 443 0110
 E wanaka@ppgroup.co.nz

Client & Location:
Willowridge Developments Ltd
Three Parks Stage C1
Wanaka

Purpose & Drawing Title:
Road Naming Plan
RM170836

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Checked by:	sjd				DO NOT SCALE
Approved by:					
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				Date Created:	11/04/2018



Attachment C

QUEENSTOWN LAKES DISTRICT COUNCIL

ROAD NAMING POLICY

1 AUGUST 2016

1. Policy and Objectives

The objective of this policy is to provide a consistent and comprehensive approach to the naming of roads in the District

The Queenstown Lakes District Council (QLDC) is responsible for naming roads within its boundaries. Roads are named to reflect the identity of the local area and to ensure ease of identification for the Council, the public and key services such as emergency, postal and courier services. The procedures under which the Council wishes to achieve these objectives are set out below. The Council is empowered to name roads under Section 319 A of the Local Government Act 1974.

2. Scope

The Council's policy will apply to new or unnamed roads including roads with existing names that are not officially recognised, changes in road names, and it also includes areas that require an official address for identification purposes such as private rights of way, service lanes and pedestrian access ways.

3. Procedure for Naming a Legal Road

1. When a new road is formed the applicant will submit a written application on the approved form to the Council requesting the Council's formal approval for the name of the road. Each written application shall be accompanied by:-
 - a) Preferred name plus two alternatives listed in order of preference.
 - b) Legal description of the road and a copy of the subdivision plan highlighting the road
 - c) A location map.
 - d) A background to the names, their origins and their link with the area with confirmation that the same name does not exist within the Queenstown Lakes District or within 30km of the Queenstown Lakes District boundary.
 - e) The applicants address and contact phone number.
 - f) Road naming application deposit fee. Note charges incurred will be charged at a pro rata basis and will therefore reflect the complexity of the application and information provided
 - g) Signed copies of the APA (Affected Parties Approval) form, from each party affected by the proposed road name change, in cases where the subject road to be named has inhabited properties along it at the time of the application.
 - h) If APA is not received from all parties submissions from those parties will be provided with the application or evidence will be provided of written communication with or from the parties identifying that they are either not in support or are indifferent to the proposal and do not wish to comment.



2. The Council receives the application and checks the suitability of the preferred and alternative names against its Policy.
3. If in accordance with policy it is approved by a Council officer. If not in accordance with the policy it will go to Property Sub Committee, Wanaka Community Board or full Council for approval.
4. The Council approves, declines or amends the name for the road by way of a formal resolution of the appropriate Council committee or Council Officer.
5. The Council advises the applicant in writing of the Council's decision.
6. If the Council approves the name of the road, the Council will require the applicant to erect street signs showing the name of the road. All costs associated with the creation and erection of such signs are borne by the applicant, and such signs shall be erected as soon as practicable after the date of the Council's decision. The sign must conform to Council's street sign specification.
7. Immediately after the Council approves the name of any road, the Council will advise the Electoral Office, Land Information NZ, Valuation NZ, Quotable Value, NZ Post, Council's rating and GIS departments and all emergency services in the area of the name of the road.
8. Council's subdivision engineers will ensure that the road naming process is completed and the signs installed before the Section 224C certificate is prepared for issue. Performance bonds are not acceptable.

4. Procedure for Naming of Private Roads and Rights of Ways

Names for private roads and rights of way must be submitted for consideration on the approved form and will go through the same process as for legal roads. The approved name will then be recorded in Council's GIS system and flagged as a private road or right of way. The street sign must have the word "Private" under the street name and the applicant is required to pay for the signage. (Refer to the Signs Bylaw for exact specifications).

Rights of Ways

Where more than five allotments are served by a private right of way the council requires the ROW be named, and numbered accordingly. The name of the right of way must be submitted to Council for approval following the process set out above.

Where five or less allotments are served by a private right of way the ROW may be officially named following the procedures set out in this policy.

5. Guidelines for the selection of new road names.

1. There must not be another street named the same in the Queenstown Lakes District emergency services area or within 30km of the QLDC district boundary.
2. Identical names or homophones in the District or within 30km of the District boundary, will not be accepted. If the road name consists of more than one word (excluding the suffix) then the significant part of the word must not be the same as the significant part of any other road name i.e. Coronet Peak Road and Peak View Ridge are fine, but Coronet Peak Road and Coronet Drive would not be accepted



3. The name has significant local content or meaning. The name should reflect one of the following:

a) Common or established theme

Where more than one road is being created in a subdivision, a common theme is recommended for the names. If a naming theme is already established in a suburb, the names for that suburb should remain consistent with that theme.

b) Historical Person or Event

The name of a notable person or event from early history should ideally have a local association with the area.

c) Significant feature

It is appropriate to name a road after a significant feature in the area (for example, geographical feature, landscape, flora, or fauna). Naming after features which do not exist in the area should be avoided (for example, naming after native trees or plants that are not evident in the area or views that cannot be identified).

d) Traditional or appropriate Maori name

If the name suggested is a Maori name, then the name will have to be checked by the applicant with Southern and Otago Runanga to ensure that it is not offensive to manawhenua and Maori and is appropriate, spelt correctly and interpreted correctly. There is no formal requirement to check a Maori name, however a Maori road or street name will not be considered unless the following have been consulted with:

1. Kai Tahu ki Otago Ltd (KTKO Ltd) (Otago Iwi)
2. Te Ao Marama Incorporated (Southern Iwi)

It is also a courtesy to consult with local whanau.

e) Personal name for special service

This can be for conservation, sport, community service or other sphere of activity with local association which can be duly recognised. Naming after persons living or recently deceased should generally be avoided and will not be considered unless that person has made a noteworthy contribution to that locality.

4. Names should be easy to spell and pronounce and have an appropriate meaning.
5. The name should not be considered to be in poor taste or likely to cause offence.
6. Full names may only be used where the name is of a reasonable length and the first name needs to be used to correctly identify the individual being commemorated. Full names that are longer than 15 letters (including the space between the names, but not including the "road type") will not usually be considered.
7. The end name for the roadway should be the one that most accurately reflects the type of roadway that it is. A list of accepted end names and meanings for these names is included with Council's list of available street end names.
8. A name can also be taken off Council's list of street names if it is appropriate for that area. This list will be given out with application forms.



6. Councils List of Street Names

There is a list of names which have been accepted by Council that the applicant can utilise if it falls within the policy. These names have come from:

- war memorials in the district.
- nominations from individuals or societies.
- surveyed and named streets which have never been formed.

7. Costs / Fees for Road Naming Applications

The cost of processing different types of road naming applications will be set by Council from time to time. The rate charged will be for administration support as outlined in the QLDC Fees and Charges schedule found by following the link below.

<http://www.qldc.govt.nz/assets/Uploads/Forms/Resource-Consents/Resource-Consent-Engineering-Initial-Fees-and-Other-Charges.pdf>



Council's list of accepted end names

Alley	A narrow street or passage, usually enclosed on either side.
Arcade	Covered walkway with shops along the sides.
Avenue	A roadway with trees or other objects at regular intervals.
Boulevard	A broad main street with rows of trees along it.
Circle	A street surrounding a circular or oval shaped space.
Close	A short enclosed roadway ie a cul-de-sac.
Court	A short enclosed roadway ie a cul-de-sac.
Crescent	A street of houses in a crescent shape.
Drive	An especially scenic road or street.
Esplanade	Level piece of ground especially one used for public promenade.
Glade	Roadway usually in a valley of trees.
Green	As for Common, but not necessarily bounded by a reserve.
Grove	A roadway which often features a group of trees standing together.
Highway	Main thoroughfare between major destinations.
Lane	A narrow street or road, may be single passage only.
Loop	Roadway that diverges from and rejoins the main thoroughfare.
Mall	Wide walkway, usually with shops along the sides.
Mews	A roadway having houses grouped around the end.
Parade	A public promenade or roadway.
Place	A short sometimes narrow enclosed roadway.
Promenade	Wide flat walkway, usually along the water's edge.
Quay	Roadway alongside or projecting into water.
Rise	A roadway going to a higher place of position.
Road	A roadway forming a means of communication between one place and another.
Square	A street surrounding a square or rectangular shaped space.
Steps	Walkway consisting mainly of steps.
Street	A township carriageway that has houses on both sides.
Terrace	A roadway usually with houses on either side raised above the road level.
Track	A narrow country street that may end in pedestrian access.
Walk	Thoroughfare for pedestrians.
Way	A track or path for passing along.
Wharf	A roadway on a wharf or pier.

**Wānaka Community Board
15 August 2019**

Report for Agenda Item | Rīpoata moto e Rāraki take: 3

Department: Planning & Development

Title | Taitara Licence to Occupy Road Reserve – 1 Highfield Ridge, Wānaka

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

The purpose of this report is to consider granting a Licence to Occupy Road Reserve to the property owners at 1 Highfield Ridge, Wānaka for landscaping within road reserve.

RECOMMENDATION | NGĀ TŪTOHUNGA

That the Wānaka Community Board:

1. **Note** the contents of this report;
2. **Grant** a licence to occupy Highfield Ridge road reserve to the property owners of 1 Highfield Ridge, Wānaka for landscaping subject to the following conditions;
 - a. The licence shall remain at Council's pleasure.
 - b. All services including phone, power and gas within the road reserve and any water, sewer and storm water services must be identified and catered for and no compromise shall be made to Council Infrastructure or access to same.
 - c. Council takes no responsibility for rectifying the landscaping in the event it requires access to its infrastructure.
 - d. Landscaping is to be maintained by the Licensee so that it remains in good appearance and at a height of no more than 1.1m above the access driveway to ensure no safety hazard is created from overgrowth blocking sight lines from the residential property access.
 - e. The Licensee consents to a Covenant in Gross being recorded against the title of Lot 26 DP 412843 to ensure the recommended terms and conditions of the Licence continue in perpetuity for all future owners of the property.

Prepared by:



Blake Hoger
Property Advisor
APL Property
25/07/2019

Reviewed and Authorised by:



David Wallace
Manager for Resource
Management Engineering
6/08/2019

CONTEXT | HORPOAKI

- 1 The owners of 1 Highfield Ridge, Wānaka, legally described as Lot 26 DP 412843 purchased the property in August 2016. Since construction of the dwelling on site, landscaping has been undertaken which has encroached on 2 areas of legal road reserve totalling approximately 270m².
- 2 This activity was noted by QLDC's Monitoring and Enforcement team who alerted the owners that such use of the road reserve was not permissible without Council's approval.
- 3 The owners, (herein referred to as "the Applicants"), have subsequently applied to QLDC for a Licence to Occupy the Road Reserve for their landscaping and, as part of that application, undertaken to maintain the landscaping going forward.
- 4 The area is planted with a number of shrubs, native grasses and covered with small rocks to act as a deterrent to the local rabbit population. The owners have commented that the landscaping looks aesthetically much better than the roadside verges in the vicinity which are inundated with rabbits.
- 5 A water main runs below the landscaping.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

- 6 Council's Engineers have been consulted in respect to the landscaping and have expressed no significant concern other than to request that a condition of approval be included which limits QLDCs responsibility for rectifying the landscaping if servicing / repair is required to the water main and restriction in height of landscaping to ensure sight lines from the access are not impeded.
- 7 Council's Urban Verge Mowing Policy 2007 assumes most verges are grassed and places the civic responsibility of maintaining grassed verges on the adjacent property owner.
- 8 QLDC does not currently have a policy in place for Licences to Occupy Road Reserve. QLDC have however granted licences for landscaping in the past under similar conditions proposed in this report.
- 9 Option 1 Grant the Licence to Occupy Road Reserve application subject to the conditions proposed above.

Advantages:

- 10 The applicants will be able to retain their landscaping which will avoid the expense of removing it and replanting with grass.

Disadvantages:

- 11 Council may need to expend resources in enforcing the terms and conditions of the licence if not adhered to.
- 12 An area of public road will be encumbered for private purposes.

13 Option 2 Decline the Licence to Occupy Road Reserve application.

Advantages:

14 Private use of the road reserve will be removed.

15 Council will not need to monitor the licence area to ensure adherence with the terms and conditions.

Disadvantages:

16 A member of the public will need to go to the expense of reverting their landscaping to grass.

17 This report recommends **Option 1** for addressing the matter as approval can be granted under terms and conditions deemed appropriate by Council's roading engineers and it will avoid the expense of replacing the landscaping.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

18 This matter is of [medium] significance, as determined by reference to the [Council's Significance and Engagement Policy](#) as it relates to Council's roading network which is identified as a significant asset.

19 The level of significance determines the level of compliance necessary with the decision making requirements in sections 76-78 of the [Local Government Act 2002](#). A higher level of compliance must be achieved for a significant decision.

20 There are no persons, other than the applicants, identified who are adversely affected by or would be significantly interested in this matter.

21 The Council has not consulted members of the public or any other groups on this matter.

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

22 This matter relates to the Community & Wellbeing risk category. It is associated with RISK00009 within the [QLDC Risk Register](#). This risk has been assessed as having a High inherent risk rating.

23 This matter relates to this risk because a property right contained in the road reserve does carry risk to Council for any future works. The risk has been mitigated by retaining the right to terminate the licence at short notice.

FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

24 The Applicants have paid a fee for their application to be processed which includes the preparation of the licence document if successful.

25 Should legal review of the licence be required, Council's legal costs will be recovered from the applicant.

26 Council’s legal costs to have the Licence recorded against the applicant’s title by a Covenant in Gross will be recovered from the applicant.

COUNCIL EFFECTS AND VIEWS | NGĀ WHAKAAWEAWE ME NGĀ TIROHANGA A TE KAUNIHERA

27 The following Council policies, strategies and bylaws were considered:

- Significance and Engagement Policy 2014
- Council’s Urban Verge Mowing Policy 2007

28 The recommended option is consistent with the principles set out in the named policy/policies.

29 This matter is not included in the Ten Year Plan/Annual Plan as the cost of the licence will be met by the applicant

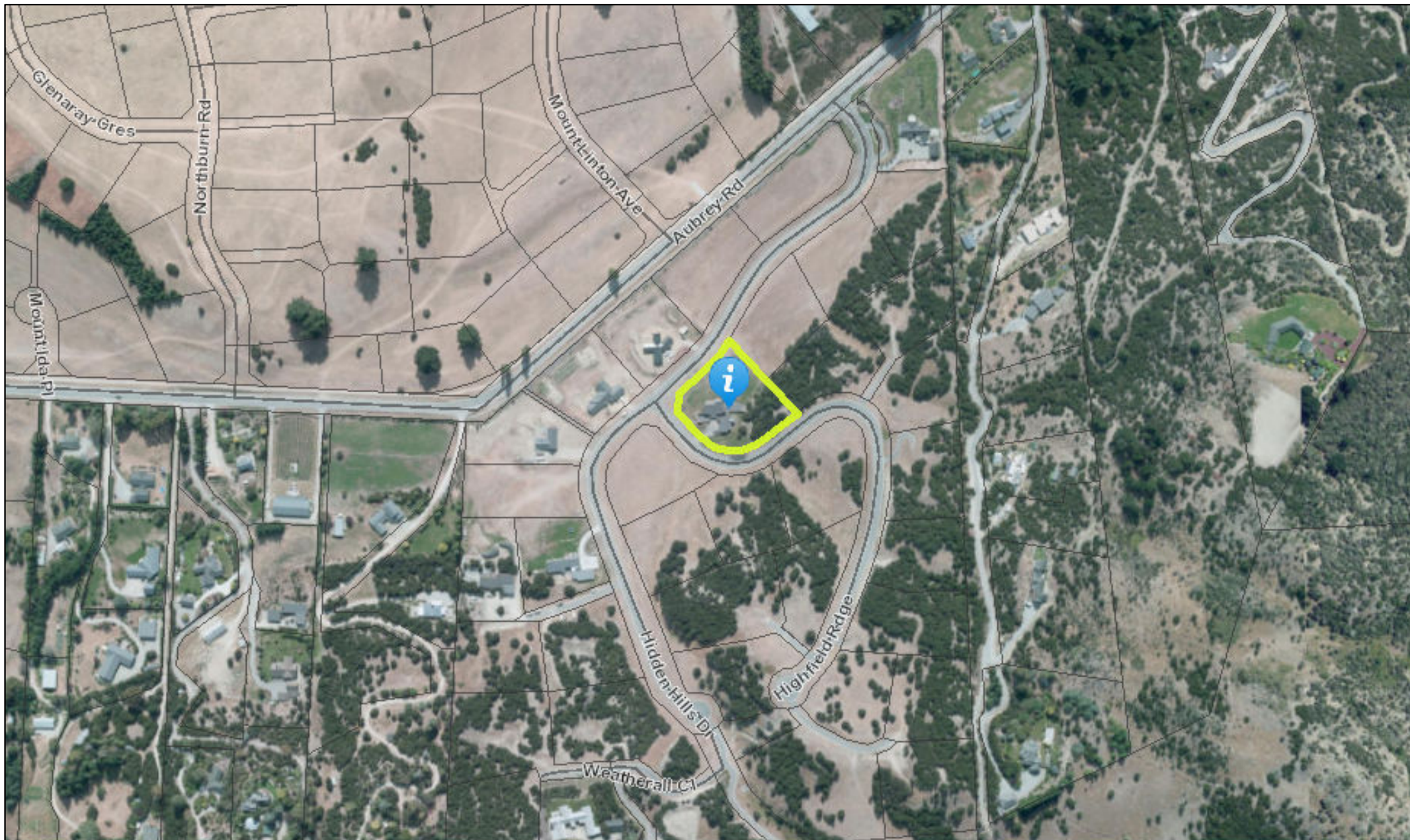
LOCAL GOVERNMENT ACT 2002 PURPOSE PROVISIONS | TE WHAKATURETURE 2002 O TE KĀWANATAKA Ā-KĀIKA

30 The recommended option:

- Is consistent with the Council's plans and policies; and
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

ATTACHMENTS | NGĀ TĀPIRIHANGA

A	Location Plan
B	Site Aerials
C	Photographs of landscaping



The map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, the Queenstown Lakes District Council, their employees, agents and contractors will not be liable for any costs, damages or loss suffered as a result of the data or plan, and no warranty of any kind is given as to the accuracy or completeness of the information represented by the GIS data. While reasonable use is permitted and encouraged, all data is copyright reserved by Queenstown Lakes District Council. Cadastral information derived from Land Information New Zealand. CROWN COPYRIGHT RESERVED



Attachment C: Photographs of landscaping



**Wanaka Community Board
15 August 2019**

Report for Agenda Item | Rīpoata moto e Rāraki take: 4

Department: Property & Infrastructure

Title | Taitara Licence to Occupy Road Reserve – 221 Lakeside Rd, Wanaka

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

The purpose of this report is to consider granting a Licence to Occupy Road Reserve to the property owners of 221 Lakeside Rd, Wanaka for landscaping within road reserve.

RECOMMENDATION | NGĀ TŪTOHUNGA

That the Wanaka Community Board:

1. **Note** the contents of this report;
2. **Grant** a licence to occupy Lakeside Road road reserve to the property owners of 221 Lakeside Rd, Wanaka for landscaping subject to the following conditions;
 - a. All services including phone, power and gas within the road reserve and any water, sewer and storm water services must be identified and catered for and no compromise shall be made to Council Infrastructure or access to same.
 - b. Landscaping is to be maintained by the Licensee so that it remains in good appearance and no safety hazard is created from overgrown landscaping on to the footpath or road kerbing.
 - c. Any planting in the area marked with an 'X' on Appendix D (the area where sight lines can be blocked) shall be of a species that does not grow beyond a maximum of 1m in height at maturity – i.e. low lying shrubs or grass.
 - d. The Licensee consents to a Covenant in Gross being recorded against the title of Lot 17 DP 11990 to ensure the recommended terms and conditions of the Licence continue in perpetuity for all future owners of the property.
 - e. The licence shall remain at Council's pleasure.

Prepared by:



Blake Hoger
Property Advisor
APL Property
12/07/2019

Reviewed and Authorised by:



David Wallace
Manager for Resource
Management Engineering
22/07/2019

CONTEXT | HORPOAKI

- 1 The owners of 221 Lakeside Road, Wanaka, legally described as Lot 17 DP 11990 have recently constructed a house on their property. As part of the construction they landscaped around the building, including an area of legal road reserve approximately 150m².
- 2 This activity was noted by QLDC's Monitoring and Enforcement team who alerted the owners that such use of the road reserve was not permissible without Council's approval.
- 3 The owners, (herein referred to as "the Applicants"), have subsequently applied to QLDC for a Licence to Occupy the Road Reserve for their landscaping and, as part of that application, undertaken to maintain the landscaping going forward.
- 4 The applicants have apologised for undertaking the works before seeking approval and noted that they had not realise this was necessary.
- 5 The applicants have advised that the intention of the landscaping was to clean up the road frontage and leave it maintenance free for both themselves and QLDC. Prior to this work, they state that the area was difficult to maintain due to the unevenness of the land which contained weeds, rabbit holes, potholes and protruding rocks.
- 6 The landscaping installed consists of approximately 200 native ground cover plants and Griselinia. The area is irrigated and has had mulch added to suppress weed growth.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

- 7 Council's Engineers have been consulted in respect to the landscaping and have expressed no significant concern other than to note;
 - a. Council must retain the right to remove the landscaping should it need. It was considered possible that Council may need to improve the footpath in this area and possibly the drainage, both of which have the potential to affect the planting.
 - b. The applicants would need to undertake adequate maintenance of the landscaping to prevent the safety hazards, such as overgrowth onto the footpath.
- 8 Griselinia can grow up to 3m in height. As the property is on an intersection, it is possible that they may affect sightlines.
- 9 Council's Engineers have prepared an aerial photo plan with a line shown through the intersection where clear line of sight is required. To maintain sightlines no planting with a mature height greater than 1m should be planted in this area. The height of any planting must be relative to the pavement level so if the ground is elevated from the road planting shall be chosen to ensure no plant at maturity is higher than 1m above the pavement which is representative of the eye level of someone sitting in a car. The applicants have confirmed that they have not planted any Griselinia in this area however it is recommended that any licence granted contain a condition in regard to ensuring not planting will breach these requirements when it is mature.

- 10 Council's Urban Verge Mowing Policy 2007 assumes most verges are grassed and places the civic responsibility of maintaining grassed verges on the adjacent property owner. While the applicant notes that the landscaping has minimised the maintenance required by Council, if the area was grassed, the responsibility would have remained with the owner regardless, in accordance with the bylaw.
- 11 QLDC doesn't currently have a policy in place for Licences to Occupy Road Reserve. QLDC have however granted licences for landscaping in the past under similar conditions proposed in this report.
- 12 Option 1 Grant the Licence to Occupy Road Reserve application subject to the conditions proposed above.

Advantages:

- 13 The applicants will be able to retain their landscaping which will avoid the expense of removing it and replanting with grass.

Disadvantages:

- 14 Council may need to expend resources in enforcing the terms and conditions of the licence if not adhered to.
- 15 An area of public road will be encumbered for private purposes.
- 16 Option 2 Decline the Licence to Occupy Road Reserve application.

Advantages:

- 17 Private use of the road reserve will be removed.
- 18 Council will not need to monitor the licence area to ensure adherence with the terms and conditions.

Disadvantages:

- 19 A member of the public will need to go to the expense of reverting their landscaping to grass.
- 20 This report recommends **Option 1** for addressing the matter as approval can be granted under terms and conditions deemed appropriate by Council's roading engineers and it will avoid the expense of replacing the landscaping.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

- 21 This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy as it relates to Council's roading network which is identified as a significant asset.

22 There are no persons, other than the applicants, identified who are adversely affected by or would be significantly interested in this matter.

23 The Council has not consulted members of the public or any other groups on this matter.

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

24 This matter relates to the Community & Wellbeing risk category. It is associated with RISK00009 within the QLDC Risk Register. This risk has been assessed as having a High inherent risk rating.

25 This matter relates to this risk because a property right contained in the road reserve does carry risk to Council for any future works. The risk has been mitigated by retaining the right to terminate the licence at short notice.

FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

26 The Applicants have paid a fee for their application to be processed which includes the preparation of the licence document if successful.

27 Should legal review of the licence be required, Council's legal costs will be recovered from the applicant.

28 Council's legal costs to have the Licence recorded against the applicant's title by a Covenant in Gross will be recovered from the applicant.

COUNCIL EFFECTS AND VIEWS | NGĀ WHAKAAWEAWE ME NGĀ TIROHANGA A TE KAUNIHERA

29 The following Council policies, strategies and bylaws were considered:

- Significance and Engagement Policy 2014
- Council's Urban Verge Mowing Policy 2007

30 The recommended option is consistent with the principles set out in the named policy/policies.

31 This matter is not included in the Ten Year Plan/Annual Plan as the cost of the licence will be met by the applicant

LOCAL GOVERNMENT ACT 2002 PURPOSE PROVISIONS | TE WHAKATURETURE 2002 O TE KĀWANATAKA Ā-KĀIKA

32 The recommended option:

- Is consistent with the Council's plans and policies; and
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

ATTACHMENTS | NGĀ TĀPIRIHANGA

A	Location Plan
B	Site Aerials
C	Photographs of landscaping
D	Sightline Plan

Attachment A: Location Plan



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Attachment C: Photographs of landscaping





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**Wānaka Community Board
15 August 2019**

Report for Agenda Item | Rīpoata moto e Rāraki take : 5

Title | Taitara: Chair's Report

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO


The purpose of this report is to provide the Board with an update on projects of interest and previous actions and to address other matters not listed elsewhere on the agenda.

RECOMMENDATION | NGĀ TŪTOHUNGA

That the Wānaka Community Board:

1. **Note** the contents of this report.

Prepared by:



Quentin Smith

Chair, Wānaka Community Board

06/08/2019

CONTEXT | HOROPAKI

Wānaka Masterplan

- 1 This update is brief on the basis that a more comprehensive update has been provided as a formal agenda item.
- 2 Community feedback on the draft Masterplan was gathered 10-28 June 2019. Results of the 1297 survey submission received were released to the public on 12 August with the WCB Agenda Item providing an update on the implications of the results on the Masterplan and Integrated Transport Programme Business Case.

Anderson and Aubrey Roads: Cycle and Pedestrian Improvements – Status Update

- 3 The Board has agreed a concept design and proposed phasing of works. Opus have now been engaged to begin consultation and detailed design. A Communications Plan has

been prepared. Key stakeholders have been contacted with wider community outreach planned from mid-August including a public drop in session in the week of 26 August.

- 4 NZTA has been asked to review the proposal and consider interface options to SH84. It is noted that there are NZTA budget constraints in this area and a risk that the minimum viable option may need to be funded by this project.
- 5 There is a potential synergy and/or dependency identified with the Three Waters Program with there being a possible need for a 500mm water pipeline on the lower section of Anderson Road. Phasing options are being considered.

Wānaka Recreation Centre

- 6 The following is a general update on recent activities at the Wānaka Recreation Centre ('WRC'):
 - Term 3 activities at WRC have begun well; these include badminton (adults and juniors), social volleyball, 'Super Seniors' sessions, basketball and futsal (adults and juniors).
 - Eight 'aqua mats' have been purchased for the pool which allow core and yoga-style exercises; a free 3-week trial is due to start later this month.
 - The Health and Wellness Independent Business Case (IBC) is nearing completion with the report due this month; this will provide recommendations and options for proposed facilities at WRC, including whether to have them or not.
 - We are seeking a proposal for a Gymsports Feasibility Study to identify options/solutions for facilities in both Wanaka and Queenstown; key stakeholders have been made aware (including Aspiring Gymsports and Gymnastics NZ) and are supportive of the approach and a report is due in October.
 - Minor landscaping works (primarily levelling) are currently taking place at WRC; designed to improve safety and aesthetics these are located north-east of the car park beside the path and are due for completion mid-August.

Action Items from Previous Meeting

- 7 Actions on items considered at the previous Board meeting have been progressed as detailed below.

Agenda item	Update
Proposal to Vest Land Accessed off Mount Iron Drive in Wānaka, as two Local Purpose (Connection) Reserves and to Offset Reserve Improvement Contributions as Appropriate, per the Development Contributions Policy	Underway: Recommendation to be presented for Council approval. Once approved, the matter is ongoing and dependent upon timing of subdivision completion.

Attachments

- A Infrastructure Team Summary Report
- B Minor Improvement Words

A Parks and Reserves Capex update will be available for the next Board meeting.

3 WATER CAPEX PROGRAMME SUMMARY REPORT

REPORT ISSUED ON : 22 July 2019



Very Low	Under QS Review	Fully Realised	On Track	○ Strategic Business Case / Programme Business Case
Low	No Incidents	Partially Realised	At Risk	◐ Indicative Business Case
Moderate	Near Miss	Not Realised	Overdue	◑ Detailed Business Case
High	Reportable			◒ Implementation Phase
Very High	Over Budget			◓ Project Close Out

Bundle #	Project #	Project Name	RISK PROFILE (RP)	H&S STATUS FOR PERIOD (HS)	FINANCIAL STATUS (FS)	PRACTICAL COMPLETION DATE	Expected to Realised benefits from BBC	OVERALL PROJECT STATUS (OPS)	COMMENT	Current Activities / Major Milestone	PERCENTAGE OF COMPLETION	Ward
108	108	Luggate new WWPS & Cxn to Project Pure	Low	No Incidents	On Budget	10 September 2019	Fully Realised	◓	Construction in final stages	Pump Testing ongoing	96%	Luggate
109	109	Hawea WTP minor upgrades	Low	No Incidents	On Budget	23 July 2019	Fully Realised	◓	OPS: Turbidity monitoring installation planned.		99%	Hawea
111	111	Capell Ave Hawea Watermain extension	Low	No Incidents	On Budget	15 November 2019	Fully Realised	◓	OPS: Detailed design complete.	Procurement for construction underway	65%	Hawea
1	1.1	Beacon Point new Reservoir - Design	High	Near Miss	At Risk	11 February 2020	Fully Realised	◑	OPS: Design underway. Concept design complete. RP: Land acquisition discussions ongoing.	Concept Design approved on PCG the 16th of July	27%	Wanaka
2	2.1	Beacon Point new Reservoir	High	Near Miss	At Risk	21 September 2020	Fully Realised	◑			0%	Wanaka
3	3.1	Hawea WW Cxn to Project Pure WWTP - Design	High	Near Miss	At Risk	13 February 2020	Fully Realised	◑	Detailed Design underway		23%	Hawea
3	3.2	North Wanaka new WW conveyance scheme - Design	High	Near Miss	At Risk	13 February 2020	Fully Realised	◑	Detailed Design underway		14%	Wanaka
4	4.1	Wanaka Water Trunk Main stage 1 - Design	High	Near Miss	At Risk	23 March 2020	Fully Realised	◑	Detailed Design underway	Concept Options report under review	20%	Wanaka
4	4.2	Wanaka Water Trunk Main stage 2 - Design	High	Near Miss	At Risk	14 October 2020	Fully Realised	◑	Detailed Design underway	Concept Options report under review	14%	Wanaka
5	5.1	Hawea WW Cxn to Project Pure WWTP	High	Near Miss	At Risk	7 January 2021	Fully Realised	◑	OPS: Design Contract Awarded		0%	Hawea
5	5.2	North Wanaka new WW conveyance scheme	High	Near Miss	At Risk	22 September 2021	Fully Realised	◑			0%	Wanaka
5	5.3	Wanaka Water Trunk Main stage 1	High	Near Miss	At Risk	14 December 2020	Fully Realised	◑			0%	Wanaka
5	5.4	Wanaka Water Trunk Main stage 2	High	Near Miss	At Risk	14 March 2022	Fully Realised	◑	Construction dependant on demand (still being evaluated through masterplanning requirements)		0%	Wanaka
6	6.1	Beacon Point new Water Treatment Plant - Design & Build	High	Near Miss	At Risk	N/A	Fully Realised	○	RP: Designation process may take 12 months. Land Acquisition requires HoA with landowners. OPS: Masterplanning for Wanaka Water Supply network is required before any further major network investment decisions can be made.	16th July PCG decision to progress with Two Mile ahead of Beacon Point to allow Wanaka Masterplan completion.	12%	Wanaka
9	9.1	Bremner Park Rd - Lake new SW outlet - Design	High	Near Miss	At Risk	10 August 2020	Fully Realised	○	OPS: Progress with development of new Catchment Management Plan to prioritise stormwater bundle of works. Due mid September 2019. FS: Risk that overall LTP budget may not align with prioritised	As above		0.1 Wanaka
9	9.2	Wiley Rd - Beacon Pt new SW outlet - Design	High	Near Miss	At Risk	10 August 2020	Fully Realised	○	As above.	As above		0.1 Wanaka
9	9.3	Mt Aspiring College SW drainage upgrade - Design	High	Near Miss	At Risk	10 August 2020	Fully Realised	○	As above.	As above	10%	Wanaka
9	9.4	Bills Way SW pipeline replacement - Design	High	Near Miss	At Risk	10 August 2020	Fully Realised	○	As above.	As above	10%	Wanaka
9	9.5	Aubrey Rd Rec Reserve SW detention pond - Design	High	Near Miss	At Risk	10 August 2020	Fully Realised	○	As above.	As above	10%	Wanaka
9	9.6	Three Parks catchment new SW outlet - Design	High	Near Miss	At Risk	10 August 2020	Fully Realised	○	As above.	As above	10%	Wanaka
9	9.7	Luggate WW reticulation extension - Design	High	Near Miss	At Risk	17 August 2020	Fully Realised	○	OPS: business case to be developed to review financial case. Council to develop a Pressure Sewer policy in line with national guidance.	June 2019: Prepare business case.	4%	Luggate
9	9.8	Luggate New WTP,PS & pipeline to airport - Design	High	Near Miss	At Risk	2 October 2020	Fully Realised	○	OPS: Undertaken test bores at 2 x Luggate sites. Business case to be developed to review financial case.	June 2019: Prepare business case.	28%	Luggate
10	10.1	Bremner Park Rd - Lake new SW outlet	High	Near Miss	At Risk	2 February 2021	Fully Realised	○			0%	Wanaka
10	10.2	Wiley Rd - Beacon Pt new SW outlet	High	Near Miss	At Risk	2 February 2021	Fully Realised	○			0%	Wanaka
10	10.3	Mt Aspiring College SW drainage upgrade	High	Near Miss	At Risk	2 February 2021	Fully Realised	○			0%	Wanaka
10	10.4	Bills Way SW pipeline replacement	High	Near Miss	At Risk	2 February 2021	Fully Realised	○			0%	Wanaka
10	10.5	Aubrey Rd Rec Reserve SW detention pond	High	Near Miss	At Risk	2 February 2021	Fully Realised	○			0%	Wanaka
10	10.6	Three Parks catchment new SW outlet	High	Near Miss	At Risk	2 February 2021	Fully Realised	○			0%	Wanaka
10	10.7	Luggate WW reticulation extension	High	Near Miss	At Risk	21 May 2021	Fully Realised	○			0%	Luggate
10	10.8	Luggate New WTP,PS & pipeline to airport	High	Near Miss	At Risk	16 August 2021	Fully Realised	○			0%	Luggate
11	11.1	Project Pure FOG Treatment facility - Design	High	Near Miss	At Risk	21 October 2020	Fully Realised	◑	O & M team reviewing FOG Strategy		1%	Wanaka
11	11.2	Project Pure WWTP upgrade - Design	High	Near Miss	At Risk	1 September 2020	Fully Realised	◑	IBC complete	Workshop options with QAC	6%	Wanaka
12	12.1	Project Pure FOG Treatment facility	High	Near Miss	At Risk	28 June 2022	Fully Realised	◑			0%	Wanaka
12	12.2	Project Pure WWTP upgrade	High	Near Miss	At Risk	9 May 2022	Fully Realised	◑			0%	Wanaka

Attachment B

Wanaka Ward - Roading Minor Improvement List

Project Name	Problem / Opportunity	Road	Estimated Cost	Proposed solution	Notes
Footpath upgrade near medical centre	A request to upgrade the gravel footpaths around the medical centre and the retirement home also down McDougall St.	GOLF COURSE ROAD	\$230,000	AC or chip seal existing gravel footpath. widen to a 2.5m wide.	Works in progress - prep completed. Asphalt and top soiling to be done in Sept.
Lake Hawea Dam Structure - CAPELL AVENUE guard rail	Recent crashes into the wire fence have highlighted safety concerns with this corner.	CAPELL AVENUE	\$125,000	Replace wire rope fence with guardrail, with appropriate access points to the dam.	Opus Design in Progress. Services located - quote for works to follow.
Cardrona Valley Rd footpath	No formal pedestrian accessway along Cardrona Valley Road. Increased pedestrian traffic and verge planting resulting in pedestrians on road shoulder in a 70km/hr zone - Request ID: RD19/0647	CARDRONA VALLEY ROAD	\$70,000	Create simple gravel footpath from X to Y. Potential need to relocate fence at 2372 Cardrona Valley Road CARDRONA 9382	Downer quote to be provided for this work.
Brownston St raising drainage grates	Drain grates into sumps are very low compared to the road level and can catch out drivers and are dangerous for cyclists.	BROWNSTON STREET (EAST)	\$8,000	Investigate drainage requirements and raise grates.	Scheduled with Downer to deliver
Morven Ferry Road intersection	Ensuring that southbound vehicles on Arrow Junction Road are aware of the curve that leads up the intersection and sorting out what appear to be anomalies with the levels through the intersection to ensure that it drains properly and does not leave standing water.	MORVEN FERRY ROAD	\$75,000	Realigning the angled T intersection of Morven Ferry Road and Arrow Junction Road and installing priority control on the Arrow Junction Road leg of the intersection. The intersection is currently uncontrolled.	Safety Audit and design completed. With Downer to quote.
Beacon Pt-Penrith Park speed advisories	Crashes in northerly direction at curve. Crash report recommends speed advisories and associated signs for both directions.	BEACON POINT ROAD	\$10,000	Curve advisory analysis including speed test. Curve signs must also show intersecting road. Chevron boards to be included, and edge lining to match solid center line length.	Quote provided
Beacon Pt-Penrith Park Rds intersection light	Crash report identified lack of lighting at this intersection	BEACON POINT ROAD	\$10,000	Intersection flag light.	Subject to lux survey
Stone St flag light	Street light needed	CARDRONA VALLEY ROAD	\$3,000	Install new Street light	Subject to lux survey
Cardona Valley Rd at medical center footpath connections	Check new intersection design for new side road See attached email. The Wanaka medical center has identified that there are poor pedestrian connections outside the medical center. This applies to both sides of the road and includes the crossing of Stone St	CARDRONA VALLEY ROAD	\$20,000	Check new intersection design for new side road Review of pedestrian paths and crossing points.	
Wanaka general signs and Lines	Need a bucket of money to do minor signs and lines	ARDMORE STREET	\$25,000	Install signs and lines	
Old Wanaka Lighting Upgrade	Poor Street lighting in general old Wanaka	MANUKA CRESCENT	\$30,000	Street lighting improvements	Subject to lux survey
Lighting Lagoon Ave path south of Bernard	New footpath has been put in which goes around mailboxes and power pole, but at night it is too dark to see and pedestrians are effectively directed to walk into the mailboxes. Also SL19/0171	LAGOON AVENUE	\$10,000	Investigate extra lighting after the LED upgrade. .	Subject to lux survey
Rodeo Dr flag light	Flag street light needed. possibly look at lighting all of Golf Course Rd.	GOLF COURSE ROAD	\$3,000	Install new street light	
Aubrey Rd cycle/walkway sealing - Part 1	Track is currently unsealed and not wide enough for cyclists and pedestrians	AUBREY ROAD	\$200,000	Existing track sealed to 2.5m width based on land Dev Guide widths.	Consulation and Detailed design underway (in parallel with Anderson Road).
Kingan Rd footpath	Luggate Community association, through the mayoral meetings with the community, has identified the lack of a footpath along Kingan Rd to the reserve.	KINGAN ROAD	\$10,000	Footpath along full length of Kingan Rd	
Ballantyne Rd - New Streetlight	Safety of Pedestrians walking along road reserve.	BALLANTYNE ROAD	\$10,000	Install street light. Take into account any planned works associated with a new 3 Parks entrance at this location.	Subject to lux survey
Old Wanaka Firestation kerb upgrade	The old Wanaka Firestation is now retail and car parking is being reinstated. The dish channel to allow vehicles to cross the footpath is no longer required, and wheel stops are needed instead until new kerbing can be installed.	ARDMORE STREET	\$2,500	Replace the dish channel with vertical faced kerb and channel (matching profile further down Ardmore St). Also upgrade the kerb and channel to standard vehicle crossing form for the entrance to the QLDC carpark.	
Monley Lane footpath	Raised in AP submission	MONLEY LANE	\$15,000	footpath	\$856,500.00
Path-Golf Course Rd to 3 Parks	Gap in the sealed path network between Golf Course Rd with sealed path associated with the 3 Parks development.	BALLANTYNE ROAD	\$250,000	Link 2.5m wide sealed path up to Golf Course Rd with sealed path associated with the 3 Parks development.	
McLennan Rd sharp corner signs	Sharp right hand bend with trees on the corner reducing vision.	MCCLENNAN ROAD	\$1,000	Sharp right hand bend and 25 km/h speed plates	
Frederick St sight distance	Sight distance issues leaving Fredrick St onto Ballantyne. failing to meet sight distance requirements.	BALLANTYNE ROAD	\$1,000	Not a mirror. remove parking and/or reduce the speed limit.	
Rata St traffic calming	Rata St was designed before the development went in. Does not meet LD&S-COP standards.	RATA STREET	\$100,000	Traffic calming to reduce operating speeds to 50 km/h or less.	
Capell Ave at Domain Rd intersection upgrade	Confusing layout of intersection with 3 give ways.	DOMAIN ROAD (LAKE HAWEA)	\$700,000	Redesign intersection	
Luggate pedestrian bridge repaint	request for the Luggate footbridge to get an aesthetic repaint.	STATE HIGHWAY 6 NZTA	\$1,000	Repaint the bridge.	
Studholme Road streetlighting	No street lightning on road; busy holiday park located at end of road	STUDHOLME ROAD(NORTH)	\$20,000	Install street lighting	
Bill poster for sales/events	AP submission requesting public places to put up information on sales/events etc.	HELWICK STREET	\$1,500	Posts or boards in prominent public places that allow unrestricted bill posting.	
Nichol to Grandview footpath connection	A path has been completed between 1 and 7 Grandview Rd and there is a shared driveway on QLDC land that comes of Nichol St, but there needs to be a footpath connection between the two to complete the pedestrian network.	NICHOL STREET	\$2,000	Construct footpath to match width of existing footpath.	
Timaru Creek Rd shoulder drop-out fix	Shoulder drop out requires shoring up.	TIMARU CREEK ROAD	\$50,000	Structural work to shore-up shoulder and prevent further shoulder drop out. Check drainage is adequate and improve if required.	
Nook Rd and Hawea Back Rd intersection upgrade	Current design has created a sweeping, narrow, blind corner from Hawea Back Rd into Nook Rd	NOOK ROAD	\$100,000	Realigning of the intersection to ensure vehicles slow down turning into and out of Nook Rd.	Safety Audit and design completed. With Downer to quote.
					<u>\$1,226,500.00</u>
					<u>\$ 2,083,000</u>

Key
Proposed Short List
Proposed Long List