

Full Council

27 November 2025

Report for Agenda Item | Rīpoata moto e Rāraki take [6]

Department: Strategy & Policy

Title | Taitara: Adoption - Draft Traffic and Parking Bylaw 2025 | Kā Waeture Huarahi kā Tūka Waka 2025

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to:

- a. provide information regarding the draft Traffic and Parking Bylaw 2025 | Kā Waeture Huarahi kā Tūka Waka 2025 (**the draft bylaw – Attachment A**);
- b. provide information relating to Hearing Panel (**Panel or the Panel**) deliberations and recommendations;
- c. present options to Council so that it can make decisions on adopting the draft bylaw.

Executive Summary | Whakarāpopototaka Matua

Queenstown Lakes District Council's (QLDC or Council's) Traffic and Parking Bylaw 2018 (**the current bylaw**) (**Attachment B**) is due for renewal. The current bylaw will lapse if a new bylaw is not adopted before 13 December 2025. If the bylaw lapses, Council will be unable to implement or enforce local traffic and parking controls across the district.

The current bylaw plays an important role in enabling Council to regulate behaviour on roads throughout the district. It does this through providing the process and necessary legal mechanisms for Council, or delegated committees and officers, to establish traffic and parking controls. These controls help promote public safety, address obstructions and balance road use between different users.

The current bylaw is best understood as high-level enabling tool that gives Council the regulatory powers and framework to implement traffic and parking controls, most of which are enacted on a case-by-case basis by resolution. For this reason, the bylaw does not detail the design of specific controls, nor dictate their implementation. These details are typically designed in other documents or as part of wider infrastructure upgrades or programmes. The high-level nature of the bylaw, and powers under the bylaw, is designed to give Council the necessary flexibility to adapt to changing contexts, priorities and issues in district.

Council commenced the development of a new bylaw on 17 April 2025. On 13 May 2025, Council and Wanaka Upper Clutha Community Board workshopped potential changes to the current bylaw, and on 31 July 2025 Council endorsed a draft Traffic and Parking Bylaw 2025 | Kā Waeture Huarahi kā Tūka Waka 2025 (**draft bylaw**) for public consultation (**Attachment C**). Council also nominated councillors to a hearing panel to receive submissions and deliberate proposed changes. No proposed changes to the bylaw were opposed by submitters during public consultation. Many submitters commented on detailed controls in the district or areas of work outside of the bylaw review – these submissions were pass on to relevant Council business units.

This report should be read in association with the draft bylaw at Attachment A. Attachment A shows all proposed amendments to the draft bylaw including additional minor officer recommended amendments after the hearing panel deliberations and external review of the bylaw.

In summary, the changes proposed in the draft bylaw are minor and focus on further clarifying clauses, ensuring alignment with Council plans, national legislation and rules overseen by the New Zealand Transport Agency (NZTA). There are also proposed changes in the draft bylaw to enable future controls in areas of interest/development, such as electric vehicles and micromobility devices and better enabling controls to be made in shared spaces.

Recommendation | Kā Tūtohuka

That the Council:

1. **Note** the contents of this report;
2. **Note** that on 17 April 2025, Council determined, pursuant to section 155(1) of the Local Government Act 2002, that a bylaw is the most appropriate way of addressing perceived problems related to traffic and parking in the district; and on 31 July 2025, Council determined, pursuant to sections 155(2)(a) and (b) of the Local Government Act 2002, that the draft Traffic and Parking Bylaw 2025 | Kā Waeture Huarahi kā Tūka Waka 2025 is the most appropriate form of bylaw, and does not give rise to any implications under the New Zealand Bill of Rights Act 1990;
3. **Adopt** the draft Traffic and Parking Bylaw 2025 | Kā Waeture Huarahi kā Tūka Waka 2025 with the changes recommended as an outcome of the consultation process and review;
4. **Determine** that amendments made to the draft Traffic and Parking Bylaw 2025 | Kā Waeture Huarahi kā Tūka Waka 2025 in response to public consultation and officer recommendations are the most appropriate form of bylaw and still the most appropriate way to address perceived problems, pursuant to section 155(1)(2)(a)(b), and do not give rise to any implications under the NZ Bill of Rights Act 1990;
5. **Resolve** that the draft Traffic and Parking Bylaw 2025 | Kā Waeture Huarahi kā Tūka Waka 2025 will come into effect on 8 December 2025 and that the Traffic and Parking Bylaw 2018 is revoked on 8 December 2025; and

6. **Note** that in accordance with section 157 of the Local Government Act 2002, public notice will be given of the draft Traffic and Parking Bylaw 2025 | Kā Waeture Huarahi kā Tūka Waka 2025, advising:
- a. that the Traffic and Parking Bylaw 2025 | Kā Waeture Huarahi kā Tūka Waka 2025 will come into force on 8 December 2025; and
 - b. that copies of the Traffic and Parking Bylaw 2025 | Kā Waeture Huarahi kā Tūka Waka 2025 may be inspected, without fee, at all Council offices.

Prepared by:



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7 November 2025

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7 November 2025

Context | Horopaki

1. The draft bylaw has now reached the stage where it is ready for adoption by Council. The bylaw development process was initiated at the beginning of the year and followed the stages set out in **figure 1** required by the Local Government Act 2002 (LGA)/ Key Council fixtures are also below in **table 1**.

Figure 1 Bylaw development process



Table 1 Key fixtures for bylaw development process

Dates	Meeting Fixture	Purpose
17 April 2025	Council meeting	Determine that a bylaw is the most appropriate way to address the perceived problem/s (or issues) with traffic and parking in the district (s.155 LGA).
13 May 2025	Council & Wānaka-Upper Clutha Community Board workshop	Provide input into options for a draft bylaw before public consultation.
31 July 2025	Council meeting	Adopt a statement of proposal (SOP) and draft Traffic and Parking Bylaw 2025 for public consultation and appoint hearing panel members (three to four councillors).
7 August to 7 September 2025	Public consultation	Public input on proposed bylaw via special consultative procedure (SCP).
26 September 2025	Hearing panel meeting	Hearing panel receives submissions, deliberates and recommends a final form of the draft bylaw to Council.
14 November 2025	Council workshop	Explain the bylaw process using T&P bylaw as an example.
27 November 2025	Council meeting	Council asked to adopt new bylaw to replace the Traffic and Parking Bylaw 2018 (this must occur before 13 December 2025).
8 December 2025	N/A	Implement new bylaw and updated fee schedule to reflect changes.

Bylaw scope and characteristics

2. The purpose of the bylaw is to enable Council to regulate parking and the use of vehicles, or other traffic, on roads and other public places. The bylaw does this by acting as a tool which gives Council the necessary powers to introduce regulatory controls (i.e. traffic and parking rules) under the Land Transport Act 1998 (LTA) and other legislation.
3. Regulatory controls (such as no stopping signs and other local traffic rules) are typically passed by Council resolution¹, however, some controls are detailed in the body of the bylaw itself. These two types of controls are referred to as ‘self-contained controls’ and ‘framework controls’:
 - **‘Self-contained controls’** are where all the details of the control are in the body of the bylaw. For example, *‘no person must park a vehicle on any road which unreasonably obstructs the footpath’* (clause 22.2(b)). This clause enables Council parking officers to issue infringements across the entire district to vehicles breaching this control.
 - **‘Framework controls’** are where details of the control are determined by Council making a resolution on a case-by-case basis. For example, clause 16.1 of the bylaw allows Council to restrict parking on Council land by resolution. On its 13 February 2025, meeting Council used this clause to restrict overnight parking at the Queenstown Events Centre to address perceived problems of parking availability and to respond to community concerns. These types of controls tend to apply to specific Council locations (i.e. they are specific to a street or section of road).
4. Of the 20 topic areas regulated under the draft bylaw, 14 are regulated by framework controls. Most local controls with which people interact day-to-day are framework controls. For example, parking zones (e.g. P30) are a common example of a framework control used in Town Centres to encourage turnover in high demand spaces.
5. Controls can be passed through resolution, or they can also be introduced as part of the adoption of wide plans/strategies and infrastructure upgrades. QLDC’s draft Parking Management Plans (set to be introduced in 2026) propose to introduce resident parking permits, as well as several additional parking controls and zones across the district. Controls and permits in the Parking Management Plan will be enabled by the proposed bylaw if adopted.
6. Self-contained controls differ from framework controls in that they are require a formal review process to change, as the controls details are details in the bylaw itself. Self-contained controls also tend to act on a specific issue across the entire district, as opposed to a specific street or road. These characteristics make them harder to enforce consistently or change in response to community feedback. During the options analysis presented to councillors and Wānaka-Upper Clutha Community Board on 13 May 2025, it was recommended that using framework

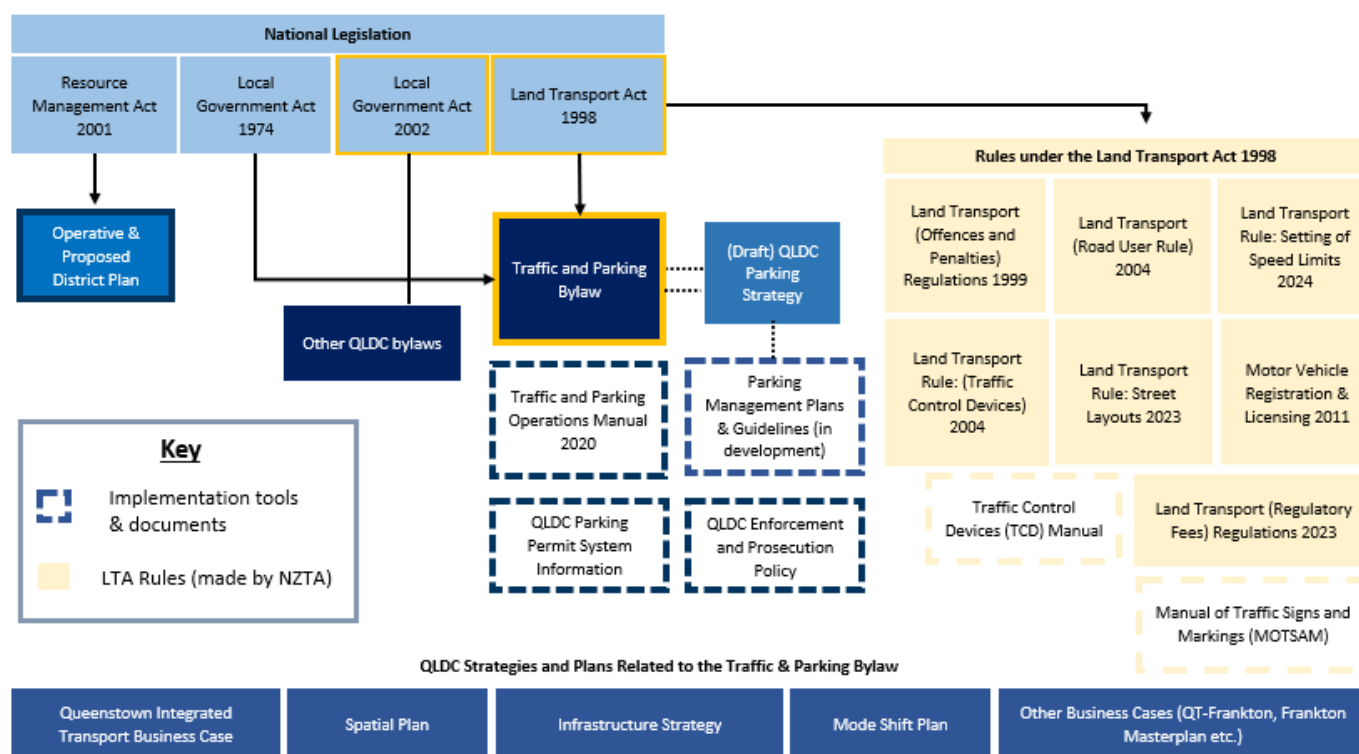
¹ Resolution refers to Council, or a delegated committee of Council, making an official statement/decision.

controls is the preferred method of addressing the majority of perceived problems regarding traffic and parking in the district. This is due to their flexibility to community feedback, ability to regulate specific sites, as well as intention for controls to support the implementation wider plans and infrastructure developments.

Where the draft bylaw sits in the wider regulatory ecosystem

- The draft bylaw is secondary legislation and therefore must align with legislation introduced by parliament or the New Zealand Transport Agency (NZTA). A simplified diagram below outlines the regulatory ecosystem regarding traffic and parking in Queenstown Lakes region. National legislation plays an important role in empowering both local bylaws and Land Transport 'Rules' administered by NZTA – shown in yellow on the right.

Figure 2. Diagram showing a simplified version of the regulatory ecosystem



- Land Transport Rules play a significant role in the system and establish several processes, standards and controls. For example, the Land Transport Rule (Traffic Control Devices) 2004, stipulates requirements for traffic-related sign size, placement and symbols used. Road Controlling Authorities (such as QLDC) must abide by these rules when enacting and communicating local controls passed under its bylaw.
- QLDC's Enforcement Strategy and Prosecution Policy 2021, and Parking Management Plans (due to be presented to Council in 2026) are also included in **figure 2**. They are both key examples of plans and strategies that sit outside the bylaw but influence how it is implemented on the ground in the district. They are shown in dotted boxes to represent their role in implementing legislation.

Key findings from the bylaw development process

10. In general, the current bylaw was found to be working as intended and most clauses have been carried over to the draft bylaw. Many of the concerns raised throughout the development process were regarding specific controls, such as on a street or road. It is worth noting that the focus of the bylaw development process is to ensure that the bylaw is still an appropriate high-level tool, not to detail and review the appropriateness of specific controls themselves. Communicating that this process was focused as the bylaw's role as a high-level enabling tool was a key learning outcome of this process.
11. Options for proposed changes to the current bylaw were presented to Council and Wānaka-Upper Clutha community board workshop for input on 13 May 2025, and then to full Council on 31 July 2025 before undertaking public consultation. In response to councillor feedback during the workshop, clauses regarding bicycle parking were included as part of the review.
12. In summary, the main changes made in the draft bylaw that went out for consultation with the community were:
 - To update and simplify the current bylaw to ensure alignment with national legislation and 'the rules' overseen by NZTA (throughout the draft bylaw);
 - Incorporate new definitions into the draft bylaw to facilitate controls in emerging areas of interest (e.g. addition of electric vehicles in interpretation section – clause 4);
 - Amend the resolution process to ensure Council considers relevant Council strategies and plans when making resolutions under the bylaw (clause 5.2);
 - Facilitate the regulation of shared zones² and shared paths³ as they are becoming more common in the district through additional framework clauses (new clauses 11 and 12);
 - Enable Police to enforce the fitting of snow chains on vehicles (particularly on the Crown Range) by updating delegations register under the bylaw (clause 16);
 - Clarify bike and recreational device (e.g. e-scooter) parking rules to increase parking flexibility as well as reduce obstructions on paths/walkways (clause 24.2);
 - Clarify exemptions for bylaw controls are for enforcement officers (Police or Council) only for the purposes of duty or function (clause 27.4).

² A Shared zone is where pedestrians, cyclists and motorised traffic share the same road space

³ Shared path means an area of road that may be used by some or all of the following persons at the same time: pedestrians, cyclists, riders of mobility devices and riders of wheeled recreational devices (TCD Rule).

13. Minor amendments proposed in response to public feedback and deliberations were:

- An explanatory note in the body of the bylaw to explain the role of the bylaw better as a high-level tool used to introduce controls;
- Additional definitions for clarity and minor amendments for readability (additional terms in the interpretation section e.g. road margin, wheeled recreational device);
- Clarifications to clauses regarding obstructions to the footpath/road margin regarding kerbside collection (clause 24.3).

14. In response to an external review of the bylaw, some further clarifications are recommended by Council officers to further align the bylaw with the Land Transport Act 1998, these are to:

- Increase the maximum penalties issued from \$500 to \$1,000 in clause 26.4 of the draft bylaw to ensure consistency with the Land Transport Act Section 22AB and future proof the bylaw to accommodate potential future national reforms (to infringements and fees, etc.);
- Alter definitions in the draft bylaw to align with the Land Transport Act 1998 to refer to 'authorised officer' as a term to encompass powers of Council, or Council appointed parking wardens, as well as enforcement officers (Police). This updated definition will ensure consistency of terms throughout the bylaw and with other legislation.

Key findings from public consultation and deliberations

15. There were 22 submissions were received during the public consultation period, 11 were related to the proposed bylaw changes, and 11 regarding traffic and parking issues more generally. Three submitters spoke at the hearings. No submitters who commented on bylaw changes opposed any of the proposed changes to the bylaw in the statement of proposal.

16. During the consultation process it was evident that many members of the public wished to comment on specific traffic and parking controls, not the proposed changes to the bylaw. For this reason, the option was given to allow the public to comment on traffic and parking issues more generally, as well as proposed changes to the bylaw.

17. Of the 11 submissions received regarding traffic and parking more generally, the most prominent issues were:

- Lack of parking availability, particularly in the Queenstown Town Centre (6 submissions mentioned this issue);
- Issues with specific traffic-related signage, lines and controls (5 submissions);
- Traffic disruption due to road works (2 submissions).

18. Of the 11 submissions on the proposed changes in the draft bylaw:

- Eight were in support of proposed changes in the bylaw, three were neutral, no submitters were opposed to any proposed changes.

19. The most prominent themes in bylaw-related submissions were to:

- better use the bylaw to promote mode shift by altering specific clauses, such as promoting cyclists' safety etc. (6 submissions);
- some submissions called for initiatives outside of the scope of the bylaw – such as more bike lanes and increasing use of technology/number plate recognition by Council;
- Other submissions called for specific changes to parking controls, particularly in Queenstown Town Centre, to increase parking availability (two submissions).

20. Feedback regarding specific traffic and parking issues/controls was forwarded to relevant Council business units to address during routine maintenance or to inform the development of other traffic and parking related Council initiatives, such as the development of Parking Management Plans.

21. During the deliberations, minor changes were recommended in response to public input. These included adding an explanatory note into the draft bylaw to better explain its overall role, as well as to clarify a clause regarding kerbside collection and obstructions. The Statement of Proposal (presented to the public), the Hearing Pack and minutes from the deliberations can be referred to as Attachments C, D and E respectively.

22. The tracked draft bylaw shows changes made during this process for ease of comparison and is at Attachment A. Additional officer recommended changes are signalled in this attachment. These changes are minor and have been made for clarification, to facilitate future controls in areas of interest, or to ensure alignment with other legislation (as indicated above). Attachment B is a clean version of the draft bylaw for formal adoption by Council.

Analysis and Advice | Tatāritaka me kā Tohutohu

Options and analysis

23. This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002.

24. **Option 1:** Adopt the Traffic and Parking Bylaw 2025 | Kā Waeture Huarahi kā Tūka Waka 2025 that went out for consultation with no further amendments.

Advantages	Disadvantages
- Adopting the bylaw would allow Council to continue to enforce traffic and parking controls and implement new controls. - Council would have fulfilled its obligations under the LGA by facilitating the timely completion of the bylaw development process.	The draft bylaw would not respond to community views received through public consultation process and external review.

25. **Option 2 (recommended option):** Adopt the draft Traffic and Parking Bylaw 2025 | Kā Waeture Huarahi kā Tūka Waka 2025 with the changes recommended as an outcome of the consultation process.

Advantages	Disadvantages
- Adopting the bylaw would allow Council to continue to enforce traffic and parking controls and implement new controls. - Adopting the bylaw with further clarifications regarding fees will align the bylaw with fee limits under the Land Transport Road User Rule 2004, enforcement roles/definitions in other legislation. - Council would have fulfilled its obligations under the LGA through the timely completion of the bylaw development process. - The changes proposed in the draft bylaw were supported by all submitters, reflecting community support for changes. - The bylaw development process has comprehensively identified and addressed a range of improvements and clarifications to the bylaw. Adoption of the bylaw would ensure that these (in the view of the Panel) have been considered and addressed.	The recommended amendments may not align or address all community views received through submissions.

26. **Option 3:** Do not adopt the draft Traffic and Parking Bylaw 2025 | Kā Waeture Huarahi kā Tūka Waka 2025 or propose a different way forward.

Advantages	Disadvantages
Council may not incur implementation costs associated with the adoption of a new bylaw.	- If Council elects not to adopt a bylaw, it will lapse, and enforcement officers will be unable to issue infringements for traffic offences throughout the district. This will impact Council's ability to fulfil its role as a Road Controlling Authority. - Unregulated roads and other Council land activities may result in serious harm or death, as well as obstructions, travel delays and other issues. - Council will not have tools to adopt various plans and strategies, such as Parking Management Plans, or introduce and enforce permit systems. - All submitters supported changes to the bylaw, not adopting a bylaw may damage Council's reputation in the district by going against community and panel member recommendations.

27. This report recommends that Council proceed with **Option 2**, that it adopts the draft Traffic and Parking Bylaw 2025 | Kā Waeture Huarahi kā Tūka Waka 2025 with the changes recommended as an outcome of the consultation process and review.
28. Option 2 enables Council and Police to:
- continue to appropriately regulate traffic and parking in the district;
 - respond to the feedback received through the consultation process from submitters;
 - comply with the special consultative procedure requirements in the LGA.

Next steps

29. If Council adopts the draft bylaw, it is proposed that it would commence on 8 December 2025. There would be public notification of the outcome of the bylaw development process, and submitters would be notified.

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka

30. This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy 2024. In particular, the following matters were considered:

- Importance to the Queenstown Lakes District – The bylaw includes regulations which manage activities on roads and public places. This makes it important to the social, economic, environmental and cultural wellbeing of the community, as well as facilitating economic and commercial activities.
- Community interest – The community in general has a high level of interest in traffic offenses (shown in high rates of RPF requested made regarding traffic and parking). However, the community has shown lower levels of interest in this bylaw development process. As mentioned previously this may be due to the bylaw's technical nature and that its role is to act as a high-level framework, not to determine details of specific controls.
- Consistency with existing policy and strategy – There is no inconsistency with existing policy and strategy.
- The impact on the Council's capability and capacity - The draft bylaw does not propose any changes to Council operations that would require additional funding. Existing resources and/or a reallocation of resources will address any regulatory functions required to implement amendments in the bylaw.
- Climate change – The recommended amendments are not inconsistent with Council's Climate & Biodiversity Plan 2025-28, including its action plan and outcomes. The amendments may help forward actions regarding mode shift, particularly regarding the regulation of shared paths and greater flexibility regarding bicycle parking in the district.

31. The persons who are affected by or interested in this matter are commercial operators and business – particularly businesses located in the Town Centre, community organisations advocating for mode shift, and the general public. Council has engaged with Council contractors regarding roading, NZ Police, and the general public at various stages in the bylaw development process. All parties, including commercial operators in the Town Centre and community groups, were able to submit on the proposed changes to the bylaw.

Māori Consultation | Iwi Rūnaka

32. Council has not undertaken direct consultation with Iwi, but the opportunity to make a submission during the consultation period was available to Iwi and Rūnaka.

Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

33. This matter relates to the Regulatory/Legal/Compliance risk category. It is associated with RISK10026 Ineffective enforcement within the QLDC Risk Register. This risk has been assessed as having a moderate residual risk rating.
34. The approval of the recommended option will allow Council to implement additional controls for this risk. This will be achieved by ensuring QLDCs traffic and parking bylaw provides the most efficient and effective clauses for it to fulfil its obligations under the Land Transport Act 1998.

Financial Implications | Kā Riteka ā-Pūtea

35. The costs associated with developing the draft bylaw including staff time and advertising will be met within current budgets. The draft bylaw does not propose any changes to Council operations in relation to monitoring, enforcement and compliance that would require additional funding.

Council Effects and Views | Kā Whakaaweawe me kā Tirohaka a te Kaunihera

36. The following Council policies, strategies and bylaws were considered:
- a. Our Strategic Framework and Investment Priorities;
 - b. Significance and Engagement Policy 2024;
 - c. Enforcement Strategy and Prosecution Policy 2021.
37. The recommended option is consistent with the principles set out in the above-mentioned policies.

Legal Considerations and Statutory Responsibilities | Ka Ture Whaiwhakaaro me kā Takohaka Waeture

38. Council is bound by the LGA when making or reviewing bylaws. The base determination, notification, and consultation procedures set out under sections 155, 156 and 157 of the LGA apply.
39. Section 160A of the LGA automatically revokes any bylaw two years after the last date it was eligible for review. If Council does not adopt a new bylaw, the existing bylaw will be revoked on 13 December 2025. It is therefore recommended that Council revoke the current bylaw, effective 8 December 2025, and adopt the Traffic and Parking Bylaw 2025 | Kā Waeture Huarahi kā Tūka Waka 2025 to come into effect.
40. Consultation on the draft bylaw followed the requirements of the special consultative procedure outlined in sections 83 and 86 of the LGA.

41. The preparation of a traffic and parking bylaw must be in accordance with the Land Transport Act 1998 and relevant associated national traffic and parking rule set by NZTA. The draft bylaw and associated documents have been reviewed to ensure they give effect to the Land Transport Act 1998 and associated rules.

Determinations

42. Before making or reviewing a bylaw, Council must make the determinations required under sections 155(1) and (2) of the LGA, as well as ensure consistency with the NZ Bill of Rights Act 1990 (NZBORA). While these determinations regarding the draft bylaw were made by Council during its July 2025 meeting, additional amendments have been recommended by the Panel because of public consultation, and further advice has been provided to officers. It is therefore appropriate that Council makes this determination again, considering these changes.
43. Additional changes (listed above under ‘Key findings from bylaw development process’) are minor amendments for clarification or to ensure alignment with legislation.
44. An analysis of the draft bylaw, as well as the additional changes made a result of the consultation process, has found them to be:
- The most appropriate way to address perceived problems in the district under Section 155 (1) of the LGA;
 - Having the appropriate structure and powers to sufficiently exercise councils’ powers as a Road Controlling Authority to address perceived problems, this is a determined under the LGA Section 155 (2)(a);
 - Providing staff and Council necessary tools and flexibility to respond to issues as they occur through the either framework or self-contained controls, another determination regarding the form of bylaw, LGA Section 155 (2)(a);
 - Be consistent with the New Zealand Bill of Right Act 1990 (NZBORA) under the LGA Section 155 (3).

Local Government Act 2002 Purpose Provisions | Te Whakatureture 2002 o te Kāwanataka ā-Kiaka

45. Section 10 of the Local Government Act 2002 states the purpose of local government is to enable democratic local decision-making and action by, and on behalf of, communities and to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. Adopting the draft bylaw will deliver on this purpose as it will ensure QLDC is managing roads and public places to give effect to section 145 of the LGA and Section 22AB of the Land Transport Act 1998.
46. It is considered that the recommendation in this report is appropriate and within the ambit of Section 10 of the Local Government Act.

47. The recommended options:

- Can be implemented through current funding under the Long Term Plan and Annual Plan;
- Are consistent with the Council's plans and policies; and
- Would not significantly alter 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 | Kā Tāpirihaka

A	Traffic and Parking Bylaw 2025 Kā Waeture Huarahi kā Tūka Waka 2025 (tracked changes)
A1	Traffic and Parking Bylaw 2025 Kā Waeture Huarahi kā Tūka Waka 2025 (clean version)
B	Traffic and Parking Bylaw 2018 (the current bylaw)
C	Statement of Proposal
D	Hearing Pack (including hearing report, bylaw as consulted and submissions but omitting Statement of Proposal and Traffic and Parking Bylaw 2018)
E	Minutes of Hearing and Deliberations on bylaw (26 September 2025)
F	Memo sent to panel members in response to proposed changes to bylaw during deliberations

Attachments are presented separately.