



Otorohanga District Council

AGENDA

22 JANUARY 2019

10.00am

Members of the Otorohanga District Council

Mr. M Baxter (Mayor)
Mrs. K Christison
Mr. R Johnson
Mrs. RA Klos
Mr. P McConnell
Mr. K Phillips
Mrs. D Pilkington (Deputy Mayor)
Mrs. A Williams

Meeting Secretary: Mr. CA Tutty (Governance Supervisor)

OTOROHANGA DISTRICT COUNCIL

22 January 2019

Notice is hereby given that an Ordinary meeting of the Otorohanga District Council will be held in the Council Chambers, 17 Maniapoto Street, Otorohanga on Tuesday 22 January 2019 commencing at 10am.

15 January 2019

DC Clibbery
CHIEF EXECUTIVE

AGENDA

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ITEM 328 REVISION OF ROAD IMPROVEMENT STRATEGY

**To: Mayor and Councillors
Otorohanga District Council**

From: Chief Executive

Date: 22 January 2019

Relevant Community Outcomes

- Ensure services and facilities meet the needs of the Community
 - Promote the local economy and opportunities for sustainable economic development
 - The Otorohanga District is a safe place to live
-

Executive Summary

Changes are proposed to the program of major improvement works to be conducted on the District's road network.

Staff Recommendation

It is recommended that Council resolves:

That public feedback is sought on a proposal to revise the form of Council's road improvement program to the following, effective from the 2019/20 financial year:

- Approximately \$200,000 per annum local share funding to be used for the progressive sealing of unsealed roads in the district, with works prioritised on the basis of both technical and economic (catchment rateable value) factors; and
- Approximately \$200,000 per annum local share funding to be used for the purpose of undertaking widening of sealed roads to meet applicable ONRC standards, with such widening works to be undertaken in conjunction with scheduled pavement renewal works on particular sections of road.

Discussion

The Otorohanga District has had a long history of well managed and progressive road improvements since the original establishment of the Otorohanga County Council in 1922.

An outline of this history from 1922 to 2005, previously prepared by Council's former Engineering Manager, Trevor Skilton, has been previously provided to Councillors.

Trevor identifies three distinct phases of major road improvements that have occurred since 1955, which together with ongoing more minor improvements have produced the road network that we see today. These phases were:

- A first phase from 1955 to 1971 during which 323km of previously unsealed roads were improved and sealed.

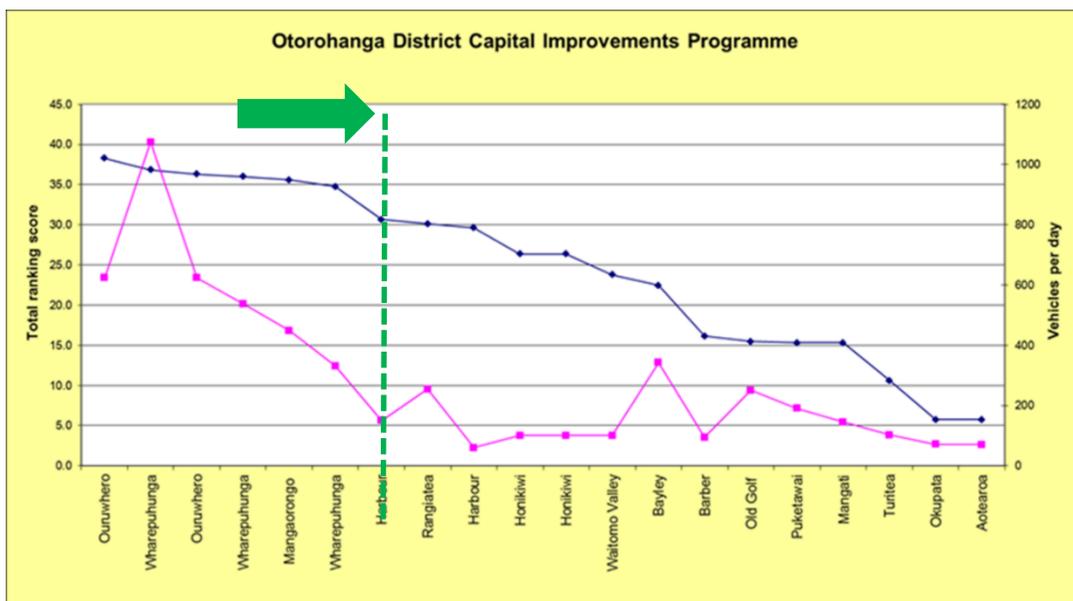
- A second phase from 1984 to 2004, which improved a further 271 km of unsealed roads, and sealed 146km of these.
- A third phase since 2004 that has been mainly focussed on the smoothing (straightening) and widening of existing roads. Seal extensions ceased in 2009 following the withdrawal of NZTA subsidy for such works, and since that time the most of the improvements undertaken have been smoothing and widening of sealed roads.

Road improvements have remained a very significant element of Council's activity, and we have continued to work towards the delivery of a very comprehensive 'aspirational' program of major improvement works that was prepared many years ago, and most recently revised in 2009/10, that prioritised improvements based on a ranking that combined the following factors:

- Traffic volume
- Traffic growth
- Through or no-exit road?
- Availability of alternative routes
- Perceived level of general driver safety
- Level of maintenance needs
- Extent of previous preparation work done (ie previous pavement improvements in preparation for sealing)
- Milk tanker route ?
- School bus route?
- Tourist route ?
- Likely extent of other heavy vehicles
- School on route?
- Dust complaint history
- Potential to serve active development/growth area

The original program encompassed most of the roads in the District, including some with very low traffic volumes and without obvious severe defects that appeared to have been put on this program without any detailed consideration.

The smoothing and widening works of the third phase of the major improvement program have been prioritised based on technical factors considered to reflect need, but a point has now been reached, as shown on the green line on the figure below, where almost all of the high priority works in the existing program have been completed, and many of the remaining projects are on roads with traffic of less than 150 vehicles per day (VPD) which are not by any standards 'busy' roads.



This, combined with an absence of well-defined patterns of crashes or public complaints at particular locations makes it increasingly difficult to formulate appropriately targeted and justifiable plans for these types of improvement work on the roads of the District.

A further factor that does not support such works is a recent change to the funding policies of NZTA that reduces potential for subsidy of smoothing projects, creating the probability that at least 75% of overall project costs would have to be locally funded.

These matters together led to it being indicated in Council's 2018-28 Long Term Plan that a review would be undertaken of the road improvement strategy and program, and this is the subject of this report, which follows the recent workshop held with Councillors on this topic.

Road Capacity and Safety Issues

In 2007 an investigation was conducted of the potential need to improve the vehicle carrying capacity of roads in the District. This concluded that with the exception of three narrow winding roads on Pirongia Mountain that had been the target for significant subdivision, no such capacity improvements could be justified, and it is believed that this conclusion is still valid today.

This conclusion reflected what is believed to be fairly obvious from practical experience on local roads, which is that there is nothing approaching real traffic slowing congestion anywhere on our road network. Our roads are characterised by low traffic flows, where one can often drive significant distances without encountering other vehicles.

The frequency of serious crashes on ODC's local roads is low, and in recent times the incidence of serious accidents on the ODC road network has taken an increasing random nature, reflecting that in the large majority of cases (typically around 90%) incidents are not primarily dependent on road factors, and often occur on sections of road which are of a relatively high standard, and are simply due to driver error. It is therefore extremely difficult to predict where such incidents are likely to occur.

Whilst noting this difficulty of prediction, there are however some obvious factors that influence the probability of an accident that has a really serious or even fatal outcome, the most important of which is the likelihood that when the driver makes the error, that there is something substantial in very close proximity – typically either another vehicle or a large tree – that the driver's vehicle collides with.

A brief calculation suggests that if cars are driving on a typical ODC road which carries 200 vehicles per day, a vehicle travelling along that road may on average spend only 1% of their total travelling time within 150 metres of an oncoming vehicle.

If other things were considered as being equal this might be interpreted as meaning that if a driver of vehicle was to make an error that for example placed that vehicle into the oncoming lane on a random basis, there is only a 1 in 100 chance that an oncoming vehicle would be present in that lane to create the possibility of a head on collision.

This would be a very different situation to on a State Highway, such as SH3 which carried 5000 vehicles per day. Here a similar calculation would suggest that the probability of an oncoming vehicle being present in such a situation might be as high as 25%.

Furthermore the large number of vehicles travelling on the State Highway further compounds the likelihood that somebody will have such an accident on that road, suggesting that on this very theoretical basis the probability of a head-on collision occurring on a section of SH3 might be as much as 500 times higher than on a local 200 vehicle per day road. In this context the current emphasis of NZTA on installing median barriers on State Highways is understandable.

This theoretical low probability of multi-vehicle collisions on local roads is also reflected in the actual accident statistics, with such collisions on local roads being very rare, and almost never due to unsatisfactory road conditions.

This very low frequency of vehicle interactions on our local roads that might lead to the most severe crashes, combined with large extent of possible locations where such interactions could potentially occur does however make this issue one for which it is very difficult to find a cost-effective solution.

Road Improvement Costs

ODC spends very substantial amounts on road improvements, both major (generally based on the well-defined long term schedule of projects described previously) and minor (lesser works, such as sight benching and other small projects, that are typically undertaken on a more reactive basis).

The budgets currently allocated for road improvements in the first three years of the 2018-28 LTP are shown in the table below.

Current Budget Allocations					
Description	2018/19	2019/20	2020/21	3 year total	Local share value
Minor improvements	\$514,354	\$580,659	\$462,459	\$1,557,472	\$654,138
Sealed Smoothing	\$672,676	\$694,075	\$787,852	\$2,154,603	\$2,154,603
Preventive maintenance	\$15,847	\$16,221	\$16,624	\$48,692	\$20,450
				Total local share	\$2,829,192

As previously noted, an important difference between the Minor Improvements and Major Works (Sealed Smoothing) categories is that the former is subsidised at 58%, whilst the latter is unsubsidised, making the 'local share' cost far greater.

By our Council's standards the amounts being spent on major works are very large. To put those numbers in context, consider that the total annual operating costs of the Swimming Pool Complex and Library Services – two activities to which Council has often paid much attention – are both around \$350,000 each.

No other Council activity has had such a relentless year-on-year expenditure on improvements.

It is suggested that if Council is to continue spending large amounts on further major improvements to our (generally already well regarded) roads, that very careful consideration needs to be given to what benefit is being obtained, and that Council is not just spending money for the sake of it.

Public Perceptions of Road Improvement Projects

The improvement projects that remain on the original program are offering decreasing levels of value to diminishing numbers of ratepayers, and it is also suspected that the public perceptions of those benefits to ratepayers are often not only of limited extent and localised, they may also be relatively temporary.

Except in a few cases where improvements are conducted to the most heavily trafficked and central of our roads - such as recent projects on Wharepuhunga, Rangiatea and Ouruwhero Roads – it is likely that only a small proportion of ratepayers will become aware of or value those improvements.

These improvements have generally not been driven by active requests from ratepayers or other external parties - they have instead merely been enabled by a lack of ratepayer objection to them.

Similarly most of the improvement works undertaken have not been motivated by significant accident histories on that section of road, or by external pressures from the likes of the NZTA. No signals have been sent by parties such as NZTA or RATA that suggest our roads are inadequate or unsafe.

It is however recognised that many people question the practice of using previous accident history as a basis of prioritising road improvements, saying that improving the road only after an accident has occurred is a case of 'closing the door after the horse has bolted' and that a more proactive approach should be taken.

Such views do perhaps fail to recognise the difficulty that is attendant in identifying sections of roads where accidents are more likely to occur, and recent national vehicle accident statistics also suggest that traditional forms of road improvement such as smoothing or widening may not necessarily reduce serious accident rates beyond a certain point.

Maximising NZTA Subsidy

The maximisation of NZTA subsidy has in the past had a significant effect on determining the form of road improvements conducted in the District. The approach taken has in some cases arguably had a primary focus of getting as much physical work done as possible for the ratepayer dollar, with the road user benefits of the particular works perhaps being a secondary issue.

It has been previously suggested to Council that if maximising such 'bang for buck' in respect of physical works is the primary objective, that a revised approach could be adopted that takes advantage of the recent change in NZTA funding policy in respect of Minor Safety Improvements – now termed 'Low Cost, Low Risk' works. This new approach would focus on widening roads to the standards set in NZTA's 'One Network' road classification conducted in conjunction with pavement rehabilitation works, which would enable NZTA subsidy at 58% to be obtained on the majority of these costs.

This availability of subsidy would obviously result in this new form of improvement project yielding much greater – probably twice as much - 'bang for buck' in respect of the associated works that would be achievable with the type of smoothing improvements that were previously conducted.

This greater 'bang for buck' would offer options of doing more work using the same local budget as had been indicated previously, or doing a comparable or lesser amount of work for much lower cost.

A fundamental question that should however also be considered is whether this type of improvement work is warranted, even if only 42% or less of the cost had to be met locally.

As stated previously there is little to suggest that any real capacity issues on the ODC network, and there is as yet no mandatory requirement for roads to be constructed to the widths indicated in the 'One Network' Classification, and it appears very unlikely that these standards will become mandatory in the foreseeable future, because of the issues that this would create, since there are many roads throughout the country that do not meet those standards.

The primary reason that has been proposed for widening our roads is that it will make them more suitable for use by increasingly large heavy vehicles. Whilst it is recognised that vehicle numbers and sizes may have increased on some roads, the magnitude of these increases is however generally relatively small, and it not believed that this necessarily represents a clear trigger for initiation of road improvements.

A question that could be asked is how broadly spread is the benefit of having these larger vehicles on Council's local roads amongst ratepayers? Most of the very heavy vehicles coming through the Otorohanga District or serving the urban communities make use of the State Highways, not local roads.

The group of vehicles that might benefit most from a program of road widening is almost certainly dairy tankers, but the companies operating those vehicles, such as Fonterra, are not telling Council that our existing roads are inadequate.

Council's improvement of roads is not a 'one off' project, it is a continuing activity. At currently forecast levels of expenditure more than \$7 million – a figure in excess of the total external debt of Council at present – would be spent on major road improvements alone over a 10 year LTP period. Such expenditure is by Council standards big money – it equates to around \$100 per year per rateable property per year on average. Is it really worth spending this much to add an extra metre of width to some roads in the district?

Whilst it is appreciated that the balance of both roading Rates income and benefits of road widening are likely to be weighted towards rural ratepayers (ie rural people pay most, and therefore should get more benefit) this does not address the question of whether the work is economically justifiable. A dairy farmer's rates contribution towards road improvement works will be much greater than the ratepayer average, and the question still needs to be asked whether that farmer is obtaining sufficient benefit from those works to justify that cost.

As stated previously it seems unlikely that such improvements could be justified on the grounds of traffic safety based on the existing low accident rates on these roads. It also appears questionable whether the associated benefits to the local economy are sufficient to support these works.

The type of improvements being proposed may make the affected sections of road a little easier to drive, and may permit slightly higher vehicle speeds in a few places that result in a few seconds of travelling time being saved, but are those few seconds worth an ongoing expenditure of hundreds of thousands of dollars per year?.

We are also in a time when a focus is increasingly being placed on lowering traffic speeds to reduce the potential for really serious or fatal accidents, and it is arguable that straightening sections of road enables higher speeds that are not in the overall interest of safety.

Seal Extensions

As noted previously, Council resolved to cease undertaking seal extensions in 2009, in response to NZTA withdrawing subsidy for such works.

That such subsidy was withdrawn almost certainly reflects the fact that NZTA believed that such improvements were generally not justifiable in terms of readily quantifiable cost/benefit.

Seal extensions have significant capital costs (probably around \$200,000 per km, most of which is associated with preparing the road for sealing, rather than the placement of the seal surface itself) and it is also now generally accepted that sealing a section of road typically results in a significant increase in long term costs (perhaps in the order of between \$3,000 and \$5,000 per kilometre per year) which may not be fully compensated for through the associated cost savings to road users if the road in question is only lightly trafficked.

That ODC ceased to undertake seal extensions after subsidy was withdrawn was an example of the previously described approach of seeking maximum 'bang for buck' in respect of physical works.

It is however recognised that even if the issue of the non-availability of NZTA subsidy for seal extensions was put aside, such works in our District would still have been difficult to justify in quantifiable cost/benefit terms because the roads in question have extremely low traffic volumes, nearly all 50 vehicles per day or less. This is reflected in the fact that in the 2009/10 long term program the seal extension with the highest assessed priority was only ranked 19th overall, and as such was unlikely to be completed within the next 10 years.

Despite seal extensions failing to rank highly when assessed against the previously adopted technical prioritisation criteria and probably being difficult to justify in quantifiable cost/benefit terms it is however considered that there are factors which do perhaps warrant consideration of undertaking further such works.

It is strongly suspected that the sealing of a previously unsealed section of road is perceived by road users as being the most tangible and significant form of road improvement that can be made. A seal extension represents a fundamental change to the nature of the road that is likely to be seen as real progress towards higher levels of service, whereas most subsequent improvements, such as the smoothing and widening of sealed roads are probably seen as just being 'fine tuning'.

As such it is probable that the perceived (non-quantifiable) value to road users of seal extensions is very high, and that in terms of overall perceived benefit that this may to a significant degree counteract the fact that the number of users of such roads is very low.

In recent times Council has received few requests from ratepayers for improvements to rural roads, and this almost certainly reflects that fact that much of the District's road network has now been improved to a relatively high standard. A small exception to this has however been that there have been some continuing requests for Council to give consideration to seal extensions, and it is recognised that some property owners on unsealed roads at the eastern and western fringes of the district may feel that they have been forgotten.

These factors have previously led Councillors to indicate a willingness to consider reinstating a limited ongoing program of seal extensions, based on the believed value of such works in terms of rural ratepayer perceptions, rather than on robust cost/benefit analysis.

It is stressed that only a very modest progressive program of seal extensions is being suggested (perhaps at a rate of around 1 kilometre per year) and there should be no expectation that all of the unsealed roads in the District (of which there is currently 270km – approximately 34% of the total length of the District's road network) will be sealed in the foreseeable future.

This would be a similar approach to what has been adopted by a number of other rural local authorities, and one that recognises that a many of these unsealed roads are extremely little used.

Prioritising Seal Extensions

As has been previously discussed with Council, it is believed that when consideration is given to improvements on very low volume roads, another factor that should be taken account of in prioritising the various projects is the associated extent of local economic activity.

There are for example some unsealed roads that despite their relatively low traffic volumes serve a collection of properties that collectively have very high rateable value, and it would not appear unreasonable to give the sealing of these roads a higher priority than other unsealed roads that provide access to land with much lower rateable value, for example those roads which run through extensive areas of native bush.

It is therefore suggested that the prioritisation of roads for seal extensions should take account of both the traditional 'technical' criteria (as for example applied in development of the 2009/10 improvement program) and the level of economic activity on that road, as reflected by rateable value.

An initial attempt to rank roads on both technical and rateable value (and an overall combination of the two criteria) is presented in the table below, using the technical data on which the 2009/10 program was based, and current cumulative rateable values of properties served by particular unsealed roads.

Road	Rankings		
	Economic	Technical	Combined
Ranginui	1	1	1
Tauraroa	3	3	2
Huirimu	2	6	3
Mangati	9	2	4
Aotearoa	5	9	5
Hone	4	13	6
Owhiro	6	12	7
Newman	14	7	8
Okupata	10	11	9
Honikiwi	18	4	10
Te Raumoa	13	10	11
Te Raumauku	7	16	12
Kaimango	16	8	13
Raglan	20	5	14
Otoru	11	17	15
Owawenga	8	20	16
Te Oro	15	15	17
Hoddle	19	14	18
Tolley	12	21	19
Tapuae	17	18	20
Bonner	21	19	21

This analysis, whilst by no means precise (and no form of such prioritisation is ever likely to be completely comprehensive and reliable) does suggest that there is some degree of correlation between the two types of criteria, and that there are a few roads – in particular Ranginui, Tauraroa, Huirimu, Mangati and Aotearoa Roads – that appear to be strongly positioned as warranting the highest overall priorities for sealing.

Whilst recognising that some unsealed roads serve properties with greater rateable values than others, it should however also be noted that there are not any of these roads where the 'take' of Council rates for Land Transport from properties along that road are sufficient to fund the complete sealing of those roads within a relatively short period of time.

Even in the best case it appears that even if all the land transport rates taken off a particular unsealed road were used exclusively to fund the sealing of that road (without making any contribution to the cost of operating and maintaining other roads in the District) it would still take around 40 years to gather sufficient funds to seal all of that road.

As such the sealing of the remaining unsealed roads should not be considered as something that is 'owed' by Council to the property owners on those roads, as some have in the past suggested.

Proposed Approach – Future Major Road Improvements

As discussed previously, there does not appear to be strong justification on simple cost/benefit terms for any ongoing program of major road improvements, but it is however believed that a case can be made for some such improvements based on public perceptions.

It appears that the most appropriate form for such major ongoing road improvements would be seal extensions and/or widening of sealed roads (without smoothing). The justification for both types of work is however constrained by the lack of apparent technical benefits, and in the case of seal extensions, the likely inability to obtain NZTA subsidy.

Because of this weakness of justification, it is suggested that the previously indicated levels of local share expenditure on these works – upwards of \$700,000 per year – may not be appropriate, and that a more modest level of expenditure, perhaps around \$400,000 per year, should instead be considered.

A further factor that is considered to support reducing the overall extent of expenditure on road improvements is a decreasing level of competition for Council's physical works contracts. The numbers of tenders being received for such works has very substantially reduced (in a number of cases only 1 tender has been received) and where multiple tenders have been received the variability of prices has been large, but with the lowest received price still significantly exceeding the engineers estimate.

In such a situation it becomes difficult to be confident that good value is being obtained from these tenders, and that the contractor is not taking a relatively large profit margin. Whilst the tender process defines what the market price is for these works, it does not automatically follow that this is good value, and it would seem sensible to be cautious about the extent of non-essential construction contracts that are awarded whilst such conditions prevail.

It is therefore proposed that a suitable program of road major improvement works might be based upon local share funding of approximately \$200,000 per annum for seal extensions, and a further \$200,000 of local share funding (likely to provide around \$480,000 in total when NZTA subsidy is included) per year for widening of sealed roads to meet ONRC standards, with these works being carried out in conjunction with other scheduled pavement rehabilitation works.

An average annual local share expenditure of approximately \$200,000 per annum on seal extension works is probably sufficient to seal around 1km of road in typical circumstances. In the interests of maximising cost efficiency it may in some cases be desirable to consolidate such expenditure over 2 years to conduct a larger scale project on a particular road to achieve economies of scale.

A possible seal extension program for the next 10 years might therefore be as follows, recognising that:

- a) Ranginui Road appears to be the prime candidate for such an extension, based on both technical and economic criteria; and
- b) The different unsealed lengths of the roads in question.

2020/21 – Ranginui Road (\$400,000 – accumulated from 2019/20 and 20/21 years)

2021/22 – Tauraroa Valley (\$200,000)

2023/24 - Huirimu Road (\$400,000 – accumulated from 2022/23 and 23/24 years)

2024/25 – Mangati Road (\$200,000)

2026/27 – Aotearoa Road (\$400,000 – accumulated from 2025/26 and 26/27 years)

2028/29 – Ranginui Road (\$400,000 – accumulated from 2027/28 and 28/29 years)

It is stressed that such a program of particular roads is only a suggestion, that values are approximate and that further refinement may be required regarding which sections of road are to be sealed.

Some recent feedback from the NZTA suggests that they would be comfortable with this proposed approach, since their objectives in respect of local roads are increasingly focussed on sustainability, and a strong rehabilitation program is key to maintaining our roads in good condition.

The approach suggested above would also result in an overall reduction of expenditure from Council's roading account, which might be used to constrain rates increases and/or address other funding needs.

Decision Making

What is sought from Council at this point is a general decision on whether or not ODC's road improvement program should be changed away from the current focus on sealed road smoothing to a combination of seal extensions and sealed pavement widening conducted in conjunction with rehabilitation works. Whilst some potential targets for such seal extensions have been suggested, it is not believed that policy decisions should be based on them, and the selection of particular roads should come from an accepted prioritisation methodology, such as that suggested.

As stated previously there appears to have been limited public interest in ODC's road improvement program in recent times, but it is nevertheless believed that the proposed change is a significant one, and that as such the public should be provided with the opportunity to express their views on it.

For this reason it is suggested that it would be appropriate to undertake some limited public consultation on the proposal, through placement of notices as below in the press and on social media.

Dave Clibbery
CHIEF EXECUTIVE

Invitation for Public Feedback –

Proposed Revision of Road Improvement Program

Otorohanga District Council has a long history of progressively improving the local roads of the District. In recent times the focus of these improvement works has been on easing corners on sealed roads, but our roads have now been improved to the point where it has become difficult to justify further improvements of this type.

Council is therefore proposing to revise the form of its road improvement program, reducing overall expenditure and focussing its efforts on a combination of:

- a). Widening existing narrow sealed roads in conjunction with scheduled pavement reconstruction works; and*
- b). Reinstating a gradual program of sealing unsealed roads, prioritising these works based on a combination of technical and economic factors that are likely to favour sealing of roads that are busier and/or service areas of land with higher rateable values.*

Further details of the proposed approach are available from Council on request.

Council invites feedback on this proposal. Such feedback should be made in writing before 8 February 2019 and addressed to:

*The Chief Executive
Otorohanga District Council
PO Box 11
OTOROHANGA*

ITEM 329 APPLICATION FOR TEMPORARY ROAD CLOSURE – HAMILTON CAR CLUB – NGUTUNUI HILLCLIMB 2019

**To: His Worship the Mayor and Councillors
Otorohanga District Council**

From: Engineers Representative

Date: 22 January 2019

Relevant Community Outcomes

- Provide for the unique history and culture of the District
- Promote the local economy and opportunities for sustainable economic development
- Foster an involved and engaged Community
- Recognise the importance of the Districts rural character
- Increase a wider focus on the entire Otorohanga District

Executive Summary

An application has been received from Hamilton Car Club for the following road closures within the Otorohanga District, to enable, Hamilton Car Club to hold the Hamilton Car Club 2019 Ngutunui Hill Climb event.

Staff Recommendation

It is recommended that:

Purpose: Hamilton Car Club Ngutunui Hill Climb 2019
Date: Sunday 10 March 2019

Details of Closure: Pekanui Road from Ngutunui Road to Pirongia West Road
0900 am to 1700 pm

With the following conditions imposed:

1. Persons will be allowed through the closure in the event of an emergency.
2. Hamilton Car Club is to pay an application fee of \$400.00 towards the administration of the road closure to Otorohanga District Council.
3. Hamilton Car Club is to pay for all advertising costs to the appropriate newspapers. Public notice advertisements are to be published in the Waitomo News.
4. Hamilton Car Club is responsible for obtaining public liability insurance (and paying the cost thereof) to a minimum value of \$2,000,000. This is required to indemnify Council against any damage to the property or persons as a result of rally activities during the road closure period.
5. Hamilton Car Club is to comply with the objection provisions contained in the Transport (Vehicular Traffic Road Closure) Regulations 1965.

6. Hamilton Car Club is to liaise, and provide evidence of liaison with all operators and businesses that may be affected by the road closures.
7. Hamilton Car Club is to consult with all residents of all properties on the roads intending to be closed and also the residents on roads connecting with roads intending to be closed, including any, no exit roads. Two mail drops to residents are to be carried out. All initial mail drops to residents are to be approved by Council staff before distribution commences. The subsequent mail drop is to be completed no later than ten full days before the proposed closures.
8. Hamilton Car Club is solely responsible for signposting and policing of the roads to be closed, to ensure that only vehicles connected with the event have access to the road closure areas. This includes arranging the delivery, erection and staffing of all road closure barriers and the removal thereof after closures. All gates and entranceways are to be taped and to ensure its removal thereafter.
9. Signs advising of the road closures are to be erected at the start and end of the closed portions of the roads and on each intersecting road two weeks prior to the road closure. All signs are to be removed immediately after the closure. A Hamilton Car Club representative is to meet with Council Engineering staff regarding the required signs format, size, location and quantity of signs for approval before they are manufactured and erected.

Report Discussion

Hamilton Car Club have applied for this road closure pursuant to the Tenth Schedule of the Local Government Act 1974.

They are prepared to comply with the objection provisions contained in the Transport (Vehicular Traffic Road Closure) Regulations 1965. Hamilton Car Club, are in the process of obtaining consents from residents of the affected areas, indicating agreement for the road closures. They have also conducted an initial letter drop and will carry out a reminder mail drop no later than ten full days before the proposed closure.

This event is also a major fundraising event for Ngutunui School, who provide an off-road venue, sausage sizzle and catering for the competitors and visitors to the school and the event.

The Hamilton Car Club will also give Ngutunui School a donation of \$5.00 per entry and share of the profit from the catering. A couple of people from the area will also be given the opportunity to experience a ride in a rally car.

Marion Fleming

ENGINEERS REPRESENTATIVE

ITEM 330 PLANNING REPORT FOR OCTOBER TO DECEMBER 2018

**To: His Worship the Mayor & Councillors
Otorohanga District Council**

From: Environmental Services Manager

Date: 22 January 2019

Relevant Community Outcomes

- Manage the natural and physical environment in a sustainable manner
 - Protect the special character of our harbours and their catchments
 - Recognise the importance of the Districts rural character
-

Executive Summary

Reporting on Resource Consents granted under Delegated Authority for the period 1 October to 24 December 2018.

Staff Recommendation

It is recommended that:

The Planning Report for the final quarter of 2018 be received.

Report Discussion

October to December 2018: During this quarter 30 consents (12 Land Use, 6 Permitted Boundary Activities and 12 Subdivision) were granted under Delegated Authority as set out in the table below. These approvals compare with 20 consents (14 Land Use, 7 Subdivision) granted in the final quarter of 2017.

Decisions by Ward – October to December 2018

	Land Use	Boundary Activity	Subdivision
Wharepuhunga	1	1	0
Kio Kio Korakonui	1	1	6
Waipa	0	1	1
Otorohanga	3	1	1
Kawhia Tihiroa	7	2	4
Total	12	6	12

Highlights of 2018: Notable projects granted approval during 2018 were the Outline Plan of Works for the construction of the new facilities at Waikeria Prison and the land use consent for the Otorohnaga Medical Centre. During the year Council approved 99 consents (40 land use, 23 permitted boundary activities and 36 subdivision). This is marked increase in approvals from 2017 when 55 land use consents and 27 subdivision consents were granted.

AR Loe
ENVIRONMENTAL SERVICES MANAGER

Attachment: Resource Consent Decisions - 1 October to 24 December 2018

No	Applicant/Location/Proposal	O/S	Decision
180067	Department of Corrections Waikeria Prison S127 application to vary RM170041 (Earthworks)	LU ARL GDA	3/10/18
180076	KE Prole 146 Maukutea Drive Build a dwelling within 100m of archaeological sites.	LU PS GDA	4/10/18
180069	River Run Products Ltd Rangiatea Road (RP805) Establish and Operate a Quarry	LU PS GDA	5/10/18
180040	U J Buchmann 11 Thomson Avenue Earthworks for Dwelling	LU ARL GDA	9/10/18
180068	JV Phillips 1 Bledisloe Avenue Second dwelling on one title	LU PS GDA	24/10/18
180078	A B Proffitt 87 Davies Drive Dwelling sited in the front yard	LU PS GDA	26/10/18
180081	LH & AK Martin 17 Phillips Avenue Build a second dwelling and garage	LU PS GDA	1/11/18
180089	J Sabini 474 Maukutea Dve Site a dwelling within 100 metres of an Archaeological site.	LU PS GDA	9/11/18
180079	R W and V Roberts 572 Waitomo Valley Road Operate Limestone Quarry (Renewal)	LU PS GDA	13/11/18
180094	Kahotea Marae Trustees 50 Kahotea Road Kahotea Marae - Construct a Wharemoae and ablution block.	LU PS GDA	28/11/18
180098	G Boggiss 360 Rosamond Terrace Storage shed sited within the other yard setback.	LU PS GDA	28/11/18
180099	WI & ML Apiti 528 Aotea Rd Dwelling located within 100 metres of an archaeological site	LU PS GDA	18/12/18
<u>Total for Land Use</u>			<u>12 consents</u>

180083	LR Rangitaawa 6 Orahiri Terrace Site a garage within the 3.0m Other yard	PB PS GDA	23/10/18
180085	JP and TR Barnett 992 Te Kawa Road Build a Shed within the 15 metre wide Other yard	PB PS GDA	8/11/18
180087	R E Sircombe 136 Ouruwhero Rd Build a dwelling and shed within the 15m wide Other yard.	PB PS GDA	8/11/18
180075	J M Clow 60C Mangati Road Site a garage 5.0m from the Other yard boundary	PB ARL GDA	13/11/18
180093	K M Weir 212 Mangawhero Road Site a shed within the 15 metre wide Other yard	PB PS GDA	14/11/18
180103	R W Paul 925 Ngaroma Rd Build a Dwelling and Garage within the 15 metre Other yard	PB PS GDA	19/12/18

Total for Permitted Boundary Activity 6 consents

180043 W A Telfer SB PS GDA 9/10/18
207 Kio Kio Station Rd Create seven additional lots in two stages.

180070 R and D Cera SB PS GDA 9/10/18
Te Raumauku Road Create one additional lot.

180073 KI and VM Davis SB PS GDA 12/10/18
316 Mangaorongo Road Create one additional Lot.

180056 Harlaw Farms Limited SB PS GDA 18/10/18
Cnr Pokuru Rd and Te Kawa Rd Create five additional Lots
and undertake Boundary Relocation

180065 CR Payne & FW Rawlings SB PS GDA 25/10/18
36A Kio Kio Station Road Create a Right of Way (s348 LGA)

180080 PJ & MR Eveleigh SB PS GDA 30/10/18
14 Blucks Road Boundary Relocation

180091 T Haswell SB ARL GDA 31/10/18
874 Owhiro Road S226 Application to create one additional lot

180082 Thomson Pastoral Limited SB PS GDA 8/11/18
246 248 Awatane Road Create two additional lots and boundary relocation

180092 A M Bigham SB PS GDA 20/11/18
93 Ngahape Road Boundary Relocation

180077 B L Wood SB PS GDA 22/11/18
38-42 Orahiri Tce Create six additional lots and build two dwellings on one lot.

180090 DL and NE Morrison SB ARL GDA 22/11/18
Morrison Rd, Aotea (RP465) Create Right of Way and Seawall Easement (s348 LGA)

180086 JD and WW Hollis SB PS GDA 23/11/18
877 Puketawai Road Create one additional lot

Total for Subdivision 12 consents

ITEM 331 ANIMAL CONTROL OFFICERS REPORT FOR OCTOBER TO DECEMBER 2018

**To: His Worship the Mayor & Councillors
Otorohanga District Council**

From: Environmental Services Manager

Date: 22 January 2019

Relevant Community Outcomes

- The Otorohanga District is a safe place to live
 - Ensure services and facilities meet the needs of the Community
 - Recognise the importance of the Districts rural character
-

Executive Summary

A report from the Environmental Services Manager on Dog and Animal Control activities in the District for the period October to December 2018.

Staff Recommendation

It is recommended that:

The Environmental Services Manager's report on Dog and Animal Control activities for the fourth quarter of 2018 be received.

	Oct	Nov	Dec
1. No. of Registration Notices issued	8	8	9
2. No. of Property visits for Registration Checks - Rural	18	12	15
3. No. of Property visits for Registration Checks –Urban	19	19	12
4. No. of Property visits for SOS	1	1	1
5. No. of Property visits for Two Dog Permit	0	0	0
6. No. of Complaints – Dogs Actioned	15	21	19
7. No. of Complaints – Stock Actioned	6	2	2
8. No. of Street Patrols Night – Otorohanga	4	4	4
9. No. of Street Patrols Day – Otorohanga/Kawhia	25	29	32
10. No. of Enquiries – Registration/Dog Control/General	21	22	25
11. No. of Dogs Impounded	6	3	8
12. No. of Stock Impounded	1	0	0
13. No. of Written and Verbal Warnings	11	18	12
14. No. of Infringement Notices Issued	3	4	0
15. No. of Verbal Warnings – Dog Control	6	5	7

Registration Update

At the end of December 2018 the tally of registered dogs had risen to 2480. We currently have 46 dogs on our database that are not registered. Eight of these dog owners have entered into time payment agreements. Their dogs become registered once the fees are paid in full. Enforcement action is ongoing with regard to the remaining defaulters.

There are currently 42 menacing dogs registered in Otorohanga District.

AR Loe

ENVIRONMENTAL SERVICES MANAGER

ITEM 332 BUILDING CONTROL REPORT FOR OCTOBER TO DECEMBER 2018

**To: His Worship the Mayor & Councillors
Otorohanga District Council**

From: Environmental Services Manager

Date: 22 January 2019

Relevant Community Outcomes

- Ensure services and facilities meet the needs of the Community
-

Executive Summary

A report on building control statistics covering the period from 1 October to 31 December 2018.

Staff Recommendation

It is recommended that:

The Building Control activity report for the fourth quarter of 2018 be received.

Report Discussion

October to December 2018: The building consents issued during the quarter are detailed in the table below.

Type of Work	2017	\$Value of Work	2018	\$Value of Work
Dwellings, Transportable dwellings	9	2,771,824	14	5,563,131
Other Residential Alterations, Garages, Fireplaces Relocated second hand dwellings	23	1,124,884	22	1,075,000
Farm Buildings Dairy Sheds, Barns, Sheds	7	182,658	13	1,045,630
Commercial, Education Infrastructure	3	510,000	6	1,858,700
Demolition	1	1,000	0	0
Total consents issued	53	4,971,378	55	9,542,461
Applications received	53	6,500,150	54	7,487,709
CCC's Issued	76	8,604,092	65	8,842,969

During the calendar year 2017 Council granted 254 consents with a total value of \$29,173,301. The total for 2018 is 262 consents issued for building work valued at \$34,464,136.

Annual totals for the various categories are tabled below

Type of Work	<i>2017</i>	<i>\$Value of Work</i>	2018	\$Value of Work
Dwellings, Transportable dwellings	<i>51</i>	<i>17,881,536</i>	53	18,569,445
Other Residential Alterations, Garages, Fireplaces Relocated second hand dwellings	<i>140</i>	<i>4,573,697</i>	141	5,777,349
Farm Buildings Dairy Sheds, Barns, Sheds	<i>47</i>	<i>4,733,068</i>	60	5,103,862
Commercial, Education Infrastructure	<i>13</i>	<i>1,954,000</i>	17	4,997,480
Demolition	<i>3</i>	<i>31,000</i>	2	16,000
Total consents issued	<i>254</i>	<i>29,173,301</i>	273	34,464,136

AR Loe
Environmental Services Manager

Attachment: Summary of Building Consents Issued for 1/10/18 to 31/12/18

Applicant Name	Location	Proposal	Estimated Value
TG Dykes and Associates Architects	136 Jervois Street	Stage 2 Boutique Hotel	1560000
EBC	19 Ormsby Crescent	Addition to dwelling	100000
Otewa Developments Ltd	Lot 10, Otewa Road	Three bedroom dwelling	247500
HBC Design Ltd	1 Wooster Road	Four bedroom dwelling	300000
Murray Stephens	118 Lawton Drive	Garage / workshop	40000
New Vision Architecture	699 Rangiatea Road	Dwelling with attached garage	990000
Nicholas Heppenstall	151 Honikiwi Road	Relocated 3 bedroom house	70000
Shedit NZ Ltd	60C Mangati Road	Garage	27000
Alpine Buildings NZ Ltd	5569 State Highway 31	Workshop / garage	175000
GJ Gardner Homes	3 Sunset Close	Dwelling with attached garage	393552
Glenn Mark Pools Ltd	305 Te Tahi Road	Swimming pool	56000
Collaborative Architecture	Ngahape Road	Four bedroom dwelling	530000
Nicholas Heppenstall	23 Gradara Avenue	Timber deck	20000
Hauturu Primary School	614 Harbour Road	Temporary Marquee	3700
New Vision Architecture	699 Rangiatea Road	New 2-bay shed with lean-to	40000
Nicholas Heppenstall	87 Davies Drive	Relocated 3 bedroom house	80000
Bryce & Tanya Roebuck	24 Wharepuhunga Rd	Swimming pool	20000
WTS Homes Limited	233 Kio Kio Station Rd	Five bedroom dwelling	420000
Duncan & Rhonda Oliver	1013 Owawenga Rd	Farm Shed	20000
Nicholas Heppenstall	11 Mace Crescent	Addition to dwelling	80000
Select Homes Ltd	474 Maukutea Drive,	Dwelling with attached Garage	370350
DHJ & JJ Hughes	227 Mangaorongo Rd,	Re-site garage	8000
Whitmarsh Architects	400 Ngutunui Road	Addition to classroom	200000
Totalspan	45 Ireland Road	Farm shed	26630
Roger Ramsey Building	1265a Pokuru Road	Relocate dwelling	40000
Versatile	6 Orahiri Terrace	Garage workshop	27000
E & P Bourke	485x Te Tahi Road	Pole shed	12000
Shedit NZ Ltd	114 Wall Road	Pole shed	60000
Dairytech	894 Rangiatea Road	Dairy Shed	350000
K M Weir	212 Mangawhero Rd	Relocate shed	15000
Nicholas Heppenstall	98 Waitomo Valley Rd	Dwelling alterations	40000
Otewa Developments Ltd	Lot 7, Otewa Road	Three bedroom dwelling	245000
BCD Group Ltd	Te Waireka Road	Seismic strengthening of building	57000
Otewa Developments Ltd	Lot 6, Otewa Road	Three bedroom dwelling	245000
New Vision Architecture	404 Te Raumauku Rd	Dwelling with attached garage	950000
Zeala Ltd	1443 Te Kawa Road,	Pole shed	49000
Pratts Group	524 Paewhenua Road	Stanford 10 Diesel Burner	9000
Singleton and Hansen	1328 Waipapa Road	Contessa fireplace	6000
Paul Rattray Builders Ltd	134 Te Kura Road	Pole shed	50000
Andrew Day Design Ltd	284 Owaikura Road	Dwelling	180000
Gavin Boggiss	360 Rosamond Tce	Pole shed	26000
New Vision Architecture	992 Te Kawa Road	New Outbuilding	150000
A1 Homes Waikato	343 Lurman Road	Four bedroom dwelling	418729

Nicholas Heppenstall	107 Maniapoto Street	Steel framed canopy	30000
Peddlethorp Architects	95 Phillips Avenue	Timber canopy and deck	92000
Collaborative Architecture	761 Otewa Road,	Alteration & addition dwelling	30000
A Riddleston-Barrett	82 Gradara Avenue	Alterations to dwelling	50000
P Tukua	201 Hoturoa Street,	Temporary marquee	8000
PLB Construction Group	182 Lawton Drive	Transportable dwelling	23000
Zeala Ltd	406 Kio Kio Station Rd	Pole shed	90000
SG Hardley	17 Phillips Avenue	Transportable 1 Bedroom Unit	60000
The Old Hall Limited	1100 State Highway 31	Change of Use to Dwelling	10000
ARTO Architects	1251 Pokuru Road	Bathroom alterations	50000
A & A Reilly	1174 Pokuru Road	Metro fire place	2000
Roger Ramsey Building	1314 State Highway 3	Dwelling extensions	200000

ITEM 333 ROAD NAMING OF OTEWA ROAD SUBDIVISION

**To: His Worship the Mayor and Councillors
Otorohanga District Council**

From: Land Management Officer

Date: 22 January 2019

Relevant Community Outcomes

- Ensure services and facilities meet the needs of the community.
-

Executive Summary

Approval is sought to apply the road name 'Sargent Place' to the Subdivision near completion at Otewa Road, Lots 1-20 being a Subdivision of Lot 1 DP 407415.

Staff Recommendation

It is recommended that;

1. Pursuant to Section 319 (1)(j) of the Local Government Act 1974 the Otorohanga District Council resolves that the name Sargent Place is acceptable for the land shown as Lot 19 on the Land Transfer Plan 529629 that is to be vested in Council as public road.

Report Discussion

The 20 Lot Subdivision, consisting of 17 house Lots in the urban section of Otewa Road is near completion and the developers have requested for Council to proceed with the process to name the road so they can connect services and identify addresses for future occupancy of the houses completed so far. The developer and his family have requested the new road within the Subdivision to be named Sargent Place after their family name.

The Council has power and obligation under the Local Government Act to name a new road and also has the power and obligation to allocate property numbers along the new road.

The name requested by the developers has been checked by Council staff to ensure there are no identical or similar existing road names within the area with the only existing similar road name found being at Sargents Road, Aria. Council staff do not expect this to raise an issue with the NZ Geographical Board due to the slight difference in name, being the 's' on the end of 'Sargents'; it being a 'road', not a 'place' and Aria being a significant distance from Otorohanga.

After Council approval for the new road to be named Sargent Place, Council staff will then need to proceed through the road naming process with Land Information NZ and the NZ Geographical Board. Once the Land Transfer Plan has been deposited and the new Certificate of Registration has been issued, the land shown as Lot 19 on Title Plan LT 529629 will be vested in Otorohanga District Council as public road.

All future correspondence, rating, etc will then be referenced to the new road name and the allocated property numbers. No public notification is required when first naming a new road and a new road name blade will need to be erected.

Patricia Ambury
LAND MANAGEMENT OFFICER

Attachment

Plan of Otewa Road Subdivision showing Lot 19 which is to be vested as road and named Sargent Place



LOT 1 - 20
 DISTRICT COUNCIL
 DISTRICT COUNCIL
 DISTRICT COUNCIL

Lot 1 - 20 Being a Subdivision of Lot 1 CP 407/415

Survey Date: 19/01/15

Title Plan
 LT 529020
 DRAFT

7.19

ITEM 334 ODC MATTERS REFERRED FROM 11 DECEMBER 2018

**To: His Worship the Mayor and Councillors
Otorohanga District Council**

From: Engineers Representative

Date: 22 January 2019

CHIEF EXECUTIVE– 18 SEPTEMBER 2018

- 1) To consider potential seal extensions and minor safety works in a workshop situation.

ENGINEERING MANAGER– 11 DECEMBER 2018

- 1) To prepare a report identifying the costs involved in progressively installing lights at the busiest intersections of rural local roads in the Otorohanga District.

**CA Tutty
GOVERNANCE SUPERVISOR**

GENERAL

