Infrastructure and Services Committee

Notice of Meeting
A meeting of the Infrastructure and Services Committee will be held in the Council Chamber, Forum North, Whangarei on:

Wednesday
12 June 2013
9.00 am

Committee
Cr G M Martin (Chairperson)
His Worship the Mayor
Cr C B Christie
Cr S J Deeming
Cr A J Edwards
Cr S M Glen
Cr P R Halse
Cr J S Jongejans
Cr B L McLachlan
Cr S L Morgan
Cr K J Sutherland
Cr W L Syers
Cr M R Williams
Cr J D T Williamson
## INDEX

<table>
<thead>
<tr>
<th>Item No</th>
<th>Description</th>
<th>Page No</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Minutes of a Meeting of the Infrastructure and Services Committee held 8 May 2013</td>
<td>1</td>
</tr>
<tr>
<td>2.</td>
<td>Lower Harbour Bridge Naming</td>
<td>3</td>
</tr>
<tr>
<td>3.</td>
<td>Kotuku Retention Dam Update</td>
<td>11</td>
</tr>
<tr>
<td>4.</td>
<td>State Highway Update</td>
<td>17</td>
</tr>
<tr>
<td>5.</td>
<td>Hikurangi Flood Management Scheme Upgrade</td>
<td>20</td>
</tr>
<tr>
<td>6.</td>
<td>Ruakaka South Sewer Extension</td>
<td>23</td>
</tr>
<tr>
<td>7.</td>
<td>Recycling of Plastic</td>
<td>27</td>
</tr>
<tr>
<td>8.</td>
<td>Temporary Road Closure – Rally of the North</td>
<td>29</td>
</tr>
<tr>
<td>9.</td>
<td>Cameron Street Loading Zone</td>
<td>35</td>
</tr>
</tbody>
</table>

---

**Local Government Act 2002 Amendment Act 2012 – Decision Making**

Full consideration has been given to the provisions of the Local Government Act 2002 Amendment Act 2012 in relation to decision making and in particular 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. Consideration has also been given to social, economic and cultural interests and the need to maintain and enhance the quality of the environment in taking a sustainable development approach.

---

Recommendations contained in this agenda are NOT final decisions. Please refer to the minutes for resolutions.
1. **Minutes: Infrastructure and Services Committee**  
**Wednesday, 8 May 2013**

Minutes of a meeting of the Infrastructure and Services Committee of the Whangarei District Council held in the Council Chamber Forum North on Wednesday 8 May 2013 at 9.00 am.

**Present:**  
G M Martin (Chairperson)

His Worship the Mayor M C A Cutforth, Crs S J Deeming, C B Christie, A J Edwards, S M Glen (9.03am), P R Halse, J S Jongejans, B L McLachlan, S L Morgan, K J Sutherland, W L Syers, M R Williams and J D T Williamson

**Apology:**  
Cr Glen (late arrival)

Moved: Cr Martin  
Seconded: Cr Edwards

“That the apology from Cr Glen for late arrival be sustained.”  
**CARRIED**

**In Attendance:**  
Chief Executive Officer (M P Simpson), Group Manager Infrastructure and Services (S Weston), Group Manager Positive Growth (J Thompson), Economic Development Manager (P Gleeson), Roading Engineer (G Monteith), Senior Communications Adviser R Pascoe), Councillor Support (J Crocombe) and Senior Meeting Coordinator (C Brindle)

1. **Confirmation of Minutes of a Meeting of the Infrastructure and Services Committee held on 10 April 2013**

Moved: Cr Martin  
Seconded: Cr Williamson

“That the minutes of the meeting of the Infrastructure and Services Committee held on 10 April 2013, including the confidential section, having been circulated, be taken as read and now confirmed and adopted as a true and correct record of proceedings of that meeting.”  
**CARRIED**

2. **Aquatic Centre – Car Park Time Restrictions**

Moved: Cr Edwards  
Seconded: Cr McLachlan

“That pursuant to the Whangarei District Council Parking and Traffic Bylaw 2009, clause 15, it is hereby resolved that he parking of vehicles for a period greater than 180 minutes be prohibited at all times as described in the schedule below:

Schedule

a) Aquatic Centre Car Park.”  
**CARRIED**

Cr Glen joined the meeting at 9.03am during discussions on Item 2.
3. **Proposed No Stopping Lines – Oakura Road**

Moved: Cr Jongejans  
Seconded: Cr Martin

“That pursuant to the Whangarei District Council Parking and Traffic Bylaw 2007, clause 14, it is hereby resolved that the parking of vehicles be prohibited at all times as described in the schedule below:

Schedule

a) Oakura Road, southern side. From a point 70m from the intersection of Oakura Road and Te Kapua Street to a point 12m west.”

CARRIED

The meeting closed at 9.13am

Confirmed this 12th day of June 2013

G M Martin (Chairperson)
2. Lower Harbour Bridge Naming

Reporting officer  Simon Weston (Group Manager Infrastructure & Services)
Date of meeting  12 June 2013

Vision, mission and values

This item is in accord with Council's vision, mission and values statement as it supports sustainable land use management and transportation, providing a quality environment and protecting those assets that contribute to community health and well being.

Introduction

Construction of the Lower Harbour bridge project is nearing completion and consideration of a name for the bridge structure is required.

Naming of the approach road is a separate matter and is a specific requirement of the WDC land use consent issued for the project. A separate submission regarding the road name has been forwarded to the Council's District Living Committee for consideration as required by the consent condition.

Public Submissions

Management of the Lower harbour Bridge Project has been undertaken on behalf of Council by the Lower Harbour Bridge Project Control Group which was a Committee of Councillors and Senior Staff appointed by the Infrastructure and Services Committee.

The Project Control Group called for public submissions for the naming of the Road and Bridge Structure separately. Attachment 1 shows a summary of the public submissions received.

Iwi Consultation

As part of the public submission process Council consulted with local Iwi over the bridge naming process and met with a panel of kaumatua representing Te Parawhau (Taipari Munro), Ngati Kahu O Torongare (Richard Shepherd), Ngati Wai (Te Warihi Heteraka) and Buster Whautere representing Urban Maori.

The panel of kaumatua proposed a number of bridge names for the structure but finally settled on their preferred name for the Bridge being ‘Te Matau a Pohe’ (The fish hook of Pohe)

The justification or significance of this proposed name provided by the Iwi representatives is:

The area of Pohe Island lies within Ngati Kahu O Torongare territory. Wiremu Pohe was a chief of Ngati Kahu. He was also related closely to the hapu of Parawhau whose territory lies on the eastern side of the Hatea River or the Port Road side of the river. Pohe is the chief who welcomed the first English settlers to Whangarei. He was very skilled in manufacturing fish hooks using traditional materials and styles. His hooks were so practical, many of the settlers used his hooks in preference to the standard English hooks made of steel. He was also instrumental in building bridges between the two cultures during the first years of English settlement amongst Maori. Pohe used his ranking to protect many of the first settlers from being killed.

Martin Knight Architect

Martin Knight is the UK Architect that designed the bridge as part of the Transfield / McConnell Dowell lead Joint Venture which has designed and built the bridge project. In the original presentation to Council when Martin Knight presented his proposal for the design, he indicated the Maori fish hook shape was an inspiration in the development of his final design. Also in that presentation he mentions the word “He Matau” which is the Maori term for fish hooks (plural), as opposed to “Te Matau” which is a singular fish hook, (see Attachment 2).
Summary
The Project Control Group has met and considered the public submissions for naming the bridge structure and resolved to recommend to Council that the preferred name for the Bridge being ‘Te Matau a Pohe’ (The fish hook of Pohe) best represents the historical and cultural interests of the site and relate particularly to the design and theme of the bridge structure.

Recommendation
That the name for the lower harbour bridge crossing be ‘Te Matau a Pohe’ (The fish hook of Pohe).

Attachments
1. Summary of Public Submissions for the Lower Harbour Bridge and Road naming
2. Martin Knight Architect design proposals for the Lower Harbour Bridge
1. Lower Harbour Bridge and Road Naming

Reporting officer  J Devine (Roading Manager)
Date of meeting  22 May 2013

Introduction

Condition 4 of the Whangarei District Council land use consent issued for the construction of the Hatea River Bridge Crossing Project requires:

"... The consent holder shall submit three proposed road names for the new road. In accordance with Whangarei District Council's “Road Naming policy” the three names are to be specified in order of preference, with justification for each name as it relates to historical, geographical or cultural significance. This information is to be supplied to the Whangarei District Council's Subdivision Officer for presentation to the Whangarei district Council for their consideration."

A copy of the WDC Road Naming Policy is attached for your information.

The Project Control Group has also been tasked with recommending to Council for adoption a separate name, or names, if desired for the bridge structure although this is not a consent requirement.

The project Control Group decided to call for public submissions on proposed names for the new road and separately if desired for the stand alone bridge structure. The list of public submissions received is shown below.

Public Submissions

The following is a summary of the public submissions received for the naming of the road across Pohe Island and a separate name for the bridge structure if desired. Full details of individual submissions are shown in the attachment.

<table>
<thead>
<tr>
<th>Bridge Name</th>
<th>Road name</th>
<th>Submission No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hatea Bridge</td>
<td></td>
<td>55</td>
</tr>
<tr>
<td>Hatea South</td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>The Hinge on Hatea</td>
<td></td>
<td>24</td>
</tr>
<tr>
<td>Pohe Bridge</td>
<td>William Carruth Road</td>
<td>7, 59</td>
</tr>
<tr>
<td>Pohe Island Bridge</td>
<td>William Fraser Drive</td>
<td>9, 11, 21, 45,</td>
</tr>
<tr>
<td>Te Pohe Island Bridge</td>
<td>Island Way Drive</td>
<td>51</td>
</tr>
<tr>
<td>Pohe Wai Passage</td>
<td>Bascule Byway</td>
<td>68</td>
</tr>
<tr>
<td>William Fraser Bridge</td>
<td>Pohe Avenue</td>
<td>8, 60, 63</td>
</tr>
<tr>
<td>William Fraser Memorial Bridge</td>
<td>William Fraser Memorial Drive</td>
<td>79</td>
</tr>
<tr>
<td></td>
<td>Fraser Rd</td>
<td>28</td>
</tr>
<tr>
<td></td>
<td>William Fraser Drive</td>
<td>9</td>
</tr>
<tr>
<td>Cobham Bridge</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Goodison Drive Bridge</td>
<td>Goodison Drive</td>
<td>17</td>
</tr>
<tr>
<td>The David Culham Bridge</td>
<td></td>
<td>18, 34</td>
</tr>
<tr>
<td>The David Cullen Memorial Bridge</td>
<td></td>
<td>20</td>
</tr>
<tr>
<td>Culham Bridge</td>
<td>Culham Rd</td>
<td>57</td>
</tr>
<tr>
<td>Culham-Howe Bridge</td>
<td></td>
<td>61</td>
</tr>
<tr>
<td>The Lloyd Trigg Memorial Bridge</td>
<td>Victoria Cross Drive</td>
<td>29</td>
</tr>
<tr>
<td>Springford Bridge /Crossing</td>
<td></td>
<td>30</td>
</tr>
<tr>
<td>The Ralph Trimmer Memorial Bridge</td>
<td>Opau Rd</td>
<td>40</td>
</tr>
<tr>
<td>The Caledonia Bridge</td>
<td></td>
<td>37</td>
</tr>
<tr>
<td>Bridge Name</td>
<td>Road name</td>
<td>Submission No.</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>------------------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Rememberance Bridge</td>
<td></td>
<td>65</td>
</tr>
<tr>
<td>Gallipoli Parade Bridge</td>
<td>Gallipoli Parade</td>
<td>72</td>
</tr>
<tr>
<td>Gateway Bridge</td>
<td>Gateway Road</td>
<td>14</td>
</tr>
<tr>
<td>Manaia Gateway Bridge</td>
<td>Whangarei Heads Arterial Drive</td>
<td>27</td>
</tr>
<tr>
<td>The Gate</td>
<td>The Gate Express Way</td>
<td>32</td>
</tr>
<tr>
<td>Seagate (or Sea Gate)</td>
<td>Sea Gate Way</td>
<td>64</td>
</tr>
<tr>
<td>Oceangate (or Ocean Gate) Bridge</td>
<td>Ocean Gate Way or Gate Way</td>
<td>65, 80</td>
</tr>
<tr>
<td>Moana Gate</td>
<td>Pohe Portal</td>
<td>65</td>
</tr>
<tr>
<td>River Mouth Bridge</td>
<td></td>
<td>80</td>
</tr>
<tr>
<td>Ocean Doorway</td>
<td></td>
<td>80</td>
</tr>
<tr>
<td>Ocean Portal</td>
<td></td>
<td>80</td>
</tr>
<tr>
<td>Portal Bridge</td>
<td></td>
<td>80</td>
</tr>
<tr>
<td>Portal Craft Bridge</td>
<td></td>
<td>80</td>
</tr>
<tr>
<td>Horizon Bridge</td>
<td>Horizon Approach</td>
<td>22, 44</td>
</tr>
<tr>
<td>Beach Bridge</td>
<td>Bay Escape Rd</td>
<td>25</td>
</tr>
<tr>
<td>Hi-Way Bridge</td>
<td></td>
<td>26</td>
</tr>
<tr>
<td>The Flyer</td>
<td>Fraser Rd</td>
<td>28</td>
</tr>
<tr>
<td>Hatea River-Watch Bridge</td>
<td></td>
<td>36</td>
</tr>
<tr>
<td>River-Watch Bridge</td>
<td></td>
<td>36</td>
</tr>
<tr>
<td>Heron Bridge</td>
<td>Heron Bridge Rd</td>
<td>39</td>
</tr>
<tr>
<td>Te Matau a Pohe</td>
<td>Pohe Island Dr</td>
<td>23</td>
</tr>
<tr>
<td>Te Matau Bridge</td>
<td>Te Hononga Dr</td>
<td>13</td>
</tr>
<tr>
<td>Hei Matau 0 Manaia</td>
<td>Matau district</td>
<td>19, 69</td>
</tr>
<tr>
<td>Matau (fish hook)</td>
<td>Taniwha Drive</td>
<td>10, 38</td>
</tr>
<tr>
<td>Hei Matau Bridge</td>
<td>Hei Matau South (the South Fish</td>
<td>43, 69</td>
</tr>
<tr>
<td></td>
<td>Hook Approach)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge Name</td>
<td>Road name</td>
<td>Submission No.</td>
</tr>
<tr>
<td>-------------------------------------------------</td>
<td>----------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Here Te Taonga O Whangarei Ki Manaia</td>
<td></td>
<td>67</td>
</tr>
<tr>
<td>Te Puawai O Whangarei Ki Parihaka</td>
<td></td>
<td>67</td>
</tr>
<tr>
<td>Tu Kaha Ki Parihaka Mo Tatou</td>
<td></td>
<td>67</td>
</tr>
<tr>
<td>Hikuwai</td>
<td>Hikuwai Road</td>
<td>70</td>
</tr>
<tr>
<td>Wairangi</td>
<td></td>
<td>71</td>
</tr>
<tr>
<td>Kai Ora Taniwha</td>
<td></td>
<td>74</td>
</tr>
<tr>
<td>Tirarau Bridge</td>
<td>Tirarau Drive</td>
<td>75</td>
</tr>
<tr>
<td>Te Tirarau Kukupa Bridge</td>
<td></td>
<td>75</td>
</tr>
<tr>
<td>Whiti Taniwha</td>
<td>Taniwha Drive</td>
<td>76</td>
</tr>
<tr>
<td>Whangarei o Hatea Whititoru Bridge</td>
<td>Whiti Pohe Island Drive</td>
<td>77</td>
</tr>
<tr>
<td>Flash Bridge</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Freedom Bridge</td>
<td>Get Away Drive</td>
<td>54</td>
</tr>
<tr>
<td>Smoke Free Bridge</td>
<td></td>
<td>58</td>
</tr>
<tr>
<td>Long Awaited Bridge</td>
<td></td>
<td>59</td>
</tr>
<tr>
<td>Waka Bridge</td>
<td></td>
<td>59</td>
</tr>
<tr>
<td>Tranquility</td>
<td></td>
<td>62</td>
</tr>
<tr>
<td>Deep Bridge</td>
<td>Hillary Lane</td>
<td>73</td>
</tr>
<tr>
<td>Sunshine Bridge</td>
<td>Bridge Lane</td>
<td>73</td>
</tr>
<tr>
<td>Silver Bridge</td>
<td>Rocky Road</td>
<td>73</td>
</tr>
<tr>
<td>Blue Bridge</td>
<td>Crown Street</td>
<td>73</td>
</tr>
<tr>
<td>Jaw Bridge</td>
<td></td>
<td>80</td>
</tr>
<tr>
<td>Condyle/Condyloid Bridge</td>
<td></td>
<td>80</td>
</tr>
<tr>
<td>Mandible/Mandibular Bridge</td>
<td></td>
<td>80</td>
</tr>
<tr>
<td>Kauae Bridge (Jaw Bridge)</td>
<td></td>
<td>81</td>
</tr>
<tr>
<td>Heads Highway Bridge</td>
<td></td>
<td>50</td>
</tr>
<tr>
<td>Welcome Bridge</td>
<td>Haere Mai Drive</td>
<td>47</td>
</tr>
<tr>
<td>Harmony</td>
<td></td>
<td>52</td>
</tr>
<tr>
<td>Made in China</td>
<td>Arohatia Way</td>
<td>35</td>
</tr>
<tr>
<td>Bieber Bridge</td>
<td>Fancy Drive</td>
<td>73</td>
</tr>
<tr>
<td>Eurotranz</td>
<td></td>
<td>82</td>
</tr>
<tr>
<td></td>
<td>Keith Urban Drive</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>Link Rd</td>
<td>65</td>
</tr>
<tr>
<td></td>
<td>Bascule Rd</td>
<td>3</td>
</tr>
</tbody>
</table>

**Recommendation**

a) That the following three road names be submitted to Council for the road crossing Pohe Island:

1
2
3

b) That the following name(s) be submitted to council for naming of the bridge structure:

1

**Attachments:**

1. Public submissions – Lower Harbour Bridge and Road Naming (trim 13/25176)
2. WDC Road Naming policy (trim 09/53114)
3. Kotuku Retention Dam Update

**Reporting officer** Greg Monteith (Senior Roading Engineer)

**Date of meeting** 12 June 2013

**Vision, mission and values**

*This item is in accord with the Council’s Mission, Vision, and Values statement as it supports sustainable land use management and transportation, providing a quality environment and protecting those assets that contribute to community health and well being.*

**Introduction**

At the Whangarei Council Meeting on the 27 March 2013 an agenda item “Kotuku Dam” was presented with the following recommendation:

“*That construction of the Kotuku Dam be supported subject to Northland Regional Council updating the cost/benefit analysis of the dam using final design parameters*” and

“*That the closing of legal roads to allow the construction of the Kotuku Dam be supported subject to provision for a future road link between Kokutu Street and Raumanga Valley Road be included in the design.*”

The purpose of this Agenda Item is to report back to council on the above mentioned recommendations.

**Roading Update**

The Council Roading department met with Northland Regional Council and their consultants (Riley) on the 12 April 2013 to discuss and determine a future route to link Kotuku Road and Raumanga Valley Road.

At this meeting a possible route was identified crossing in front of the dam which Riley Consultants undertook a brief investigation into the feasibility of (refer attachment 1). From this report it has been determined a future link is achievable in front of the Dam.

In addition to the agreement of the proposed route Northland Regional Council has agreed to an increased road corridor being set aside (refer to attachment 2) to allow future designers some flexibility on exactly where the road may be located.

**Waste and Drainage Update**

Further to the Waste and Drainage department request NRC have undertaken a review of the cost benefit analysis and confirmed the exercise has demonstrated the project has achieved a positive benefit. The Waste and Drainage Department have now withdrawn their request to be heard. A review of the analysis will be undertaken by the Urban Whangarei Rivers Flood Management Liaison Committee as part of the review process.

**Conclusion**

NRC have demonstrated a future road link is possible to the satisfaction of the Roading Department.

NRC have undertaken a review of the cost benefit analysis and confirmed a positive benefit has been achieved.

It is proposed the construction of the Kotoku Dam be supported.

**Recommendation**

To support the proposed road stopping of Kotuku Street/Raumanga Valley Road and in turn the creation of the new road reserve and the construction of the proposed retention dam.

**Attachments**

1) Riley Consultants Feasibility of Link Road between Kotuku Street and Raumanga Valley Road

2) Road Reserve plan
Northland Regional Council  
Private Bag 9021  
Whangarei 0140  

Attention: Mr Bruce Howse

Dear Sir

PROPOSED KOTUKU DETENTION DAM  
FEASIBILITY OF FUTURE LINK ROAD  
BETWEEN KOTUKU STREET AND RAUMANGA VALLEY ROAD

Riley Consultants Ltd (RILEY) has been requested by Northland Regional Council (NRC) to consider the feasibility of a possible future link road between Kotuku Street and Raumanga Valley Road. We understand that Whangarei District Council (WDC) may consider this option at a future date, and WDC consider it desirable that the detention dam project, when constructed, does not preclude this possibility.

As discussed at a meeting on 12 April 2013 with representation of RILEY, NRC, and WDC, the alignment to be considered crosses the left abutment spillway. The maximum preferred longitudinal gradient is 10%.

RILEY has prepared an indicative plan and long section of a possible alignment, which is attached. The main design features are discussed below:

- Significant filling is required from the present road end at Raumanga Valley Road. A bridge abutment retaining wall is likely required.

- The majority of the alignment is on an elevated bridge structure where it crosses the stream and the spillways on each abutment. Piers will be required to be constructed within the spillway channels.

- In order to maintain clearance at the upper part of the left abutment spillway, the initial gradient from Kotuku Street must be slightly greater than 10% for a short distance.

This plan and long section indicates that a feasible solution is possible in geometrical terms. However, the possible impact on the safe performance of the spillways also requires consideration.

In general, road bridges over spillway channels (where necessary) are located at the entrance or control point, where velocities are low. It is unusual to construct bridge piers within the high velocity section of a spillway. This is because of the uncertain hydraulic effects on the high velocity flow created by the piers (i.e., increased turbulence, wave creation, etc.) compared to a uniform channel cross section. The scour effects on the piers themselves can be mitigated by engineering design; for example deep piles and/or specific scour protection. For the spillway channel itself, freeboard may need to be increased and also likely increased erosion protection to allow for potentially increased flood levels and erosion potential.
As a high potential impact category dam, the safe performance of the spillways is essential. We expect that this amendment to the spillway would require independent peer review and additional Building Consent for the dam when a decision has been made to proceed to road construction, as the spillway is an appurtenant structure to the dam. This would be in addition to the Building Consents and Resource Consents required for the roadway/bridge construction.

Limitation

This report has been prepared solely for the benefit of Northland Regional Council as our client with respect to the brief. The reliance by other parties on the information or opinions contained in the report shall, without our prior review and agreement in writing, be at such parties' sole risk.

If you have any queries, please contact the undersigned.

Yours faithfully

RILEY CONSULTANTS LTD

Prepared by: Reviewed by:

Vaughan Martin Don Tate
Civil Engineer Director, CPEng

16 April 2013
Riley Consultants Ltd
POSSIBLE ROAD LONG SECTION
SCALE 1:1000 NOR & VERT.
4. State Highway Update

**Reporting officer**  Greg Monteith (Senior Roading Engineer)

**Date of meeting**  12 June 2013

**Vision, mission and values**

*This item is in accord with the Council’s Mission, Vision, and Values statement as it supports sustainable land use management and transportation, providing a quality environment and protecting those assets that contribute to community health and well being.*

State Highway 1 and 14 Update

**Introduction**

Following the successful completion of Central Ave improvements NZTA is now focusing efforts to the upgrade of State Highways 1 and 14. NZTA has confirmed funding for this project has been committed.

Improvements to the intersection of State Highway 1 and 14 include widening of the intersection and upgrading traffic signalling to improve traffic flows. Additional lanes will be added including left slip lanes on each approach to reduce congestion at peak times and the installation of raised barriers will improve safety of all road users.

This project will be undertaken in two parts:

- Enabling works June to August 2013
- Main works September 2013 to April 2014.

**Enabling works: June – August 2013**

Some enabling work has already taken place over the last twelve months, including the removal of a number of properties, and the upgrade of the traffic signals at the intersection.

From early June a temporary intersection layout will be in place and an existing water pump station will be replaced. The proposed temporary intersection layout will allow the main construction work to be carried out while still maintaining existing traffic flow at the intersection.

Once the enabling work is completed the construction work will begin.

**Main Works: September 2013 – April 2014**

The work will consist of widening of the intersection to allow new pedestrian islands, additional lanes in each direction, upgrading of the footpaths and improved road surface.

**Update on Future Works**

**Kensington / Manse**

It is proposed to construct a roundabout at this intersection with a free flow slip lane for north bound traffic. The design is currently being reviewed by NZTA Network Operations team. Once this review is completed and the final design agreed NZTA will apply for designation. NZTA having been discussing the proposed roundabout with the Parks departments to reach agreement on the land required from Kensington Park, how this will be replaced and additional planting. It is planned to start construction September 2014

**Selwyn Ave**

Upgrade to this intersection is to be similar to the Central Ave improvements. Construction is planned to start 2014/2015 after the Kensington / Manse project.
Fourth Ave

This project involves the four laning between Central Ave and State Highway 1 and 14 intersection. As part of this project WDC will be undertaking works at the Fourth Ave intersection which will include the realignment of Fourth Ave onto SH 1 and connecting Fourth Ave and Kauika Road (Attachment 1) The project is going through the process of obtaining resource consent. Construction for the NZTA portion of the project is expected to start in 2014/2015 after Kensington to Manse. For the WDC portion this is planned to start 2013/2014 pending approvals.

Tarewa Road Intersection

It is planned to start the design phase for this project 2015/2016 and construction to start 2016/2017.

Open Day

An open day was held at Kensington Stadium on the 30 May 2013 from 9:30am to 12:30pm and from 2:00pm to 7:00pm

Recommendation

That the information be received

Attachment

Fourth Ave intersection plan
5. Hikurangi Flood Management Scheme Update

Reporting officer Andrew Carvell (Waste and Drainage Manager)
Date of meeting 12 June 2013

Vision, mission and values
This item is in accord with Council's vision, mission and values statement as managing the Hikurangi Swamp Scheme for the benefit of its targeted community is in keeping with the Council mission of creating the ultimate living environment.

1. Background

The Hikurangi Swamp Scheme drains over 60,000 hectares of catchment, providing flood protection of some 5300 hectares of dairy farming land to reduce pasture loss during storm events. The scheme operates through a targeted rate and comprises 64 kilometres of stop banks, seven pump stations and twenty pumps. Many of these pumps are original to the scheme and upwards of thirty-five years old.

The scheme was granted resource consent in 2010 with a number of conditions requiring capital works to be undertaken to reinstate scheme spillways and stop banks to design levels. The validity of this consent has been challenged by a group of swamp farmers.

This agenda item provides an update of the status of the scheme including its operation; capital works programme, and challenge to the validity of the consent.

2. Operation

The scheme is operated by Council staff and its main contractor, Hydrotech Drainage Ltd. A working party, the Hikurangi Swamp Work Group, provides high level direction to the schemes operation. The working group have been meeting at approximately six weekly intervals. Significant operational outcomes associated with this group over the last year are discussed below.

Pump replacement programme
During the March 2013 meeting Council staff presented a discussion document to the working group that recommended that the existing pumps (Pleugers) be maintained rather than replaced as planned in the 2012/22 LTP. Pump replacements are expensive due to the large cost in rearranging the layouts of the station.

On the basis of the recommendations presented the proposed change to the work programme, taking into account the financial model used in the 2012/2022 Long Term Plan, would allow the scheme to attain a positive debt position seven years earlier than forecast, saving the scheme over $650,000 in finance costs.

The recommendations presented to the group included that an 80hp pleuger be sent to SAAW be rewound as a spare this financial year and funded from the Opex budget. And that the pump stations be modified to assist removal underwater.

Since the March meeting the 80hp Pleuger repair has been completed.

Given the strong operational budget position this year a 240hp pump is also scheduled to be rewound and financed out of the Opex budget in 2012/13 and 2013/14.

Drain Cleaning
Approximately 12km of drains were cleaned this year by a Hydrotech subcontractor Pike Drainage. Prioritisation of drains was co-ordinated through the working group. Pike Drainage is a new contractor on the scheme and feedback on his performance was that the work has been done well.
Stock in Waterway Restriction

In November 2012 notification was sent to those grazing Council land that Council would enforce one of its grazing licence conditions, that is, to protect wildlife. Council advised that by 1 March 2013 Licensees failing to adequately restrict stock access to waterways will be considered to be in breach of their licence conditions and subject to having their licence cancelled.

Since this date a large part of the scheme has been fenced or farmers have put in controls to restrict stock access to waterways, including putting in alternative water supplies. To date Council has not been notified of any breaches. It has also asked its contractors to monitor this rule.

Fishery Management

In the last year Council has been involved with NIWA and local hapu in developing an understanding of the eel fishery within the scheme and undertaking mitigating works at pumps stations to enhance fish passage of both juvenile eels (elvers) and migrant eels.

Work undertaken has included tagging and releasing of migrant eels, installation of aerial loops and electric repellent systems at Mountain pump station to detect eel movements through pumps, and modification of floodgates to improve passage. This financial year approximately $10,000 has been spent undertaking this work.

Opex Budgets

The current forecast end of year position or the scheme is an $80,000 under spend. This is largely due to the lack of floods in 2012/2013 and associated savings in reduced electricity and contractor expenses. This end of year forecast includes provision for payment of unplanned legal fees (as discussed below) and extensive pump repair work.

Emergency Stop Bank Cuts

In extreme wet weather events damage to pasture in flooded pockets can be reduced by releasing the water ponding on paddocks quickly by cutting holes in the schemes stop banks. This has historically occurred, with the last time being during ex tropical cyclone Wilma in 2011.

This activity is not allowed for by the scheme’s resource consent, however has been legalised on one occasion through application of an emergency works provision in the Resource Management Act.

Through the Working Group the Regional Council has advised that the practice of cutting through the bank can no longer be legalised as previous. Any further cuts would likely result in enforcement action from them against the person undertaking the works and any associated parties.

To legalise the cuts Council is required to modify its consent. However due to the current challenge on the consent’s validity no changes will be considered until this matter is resolved.

Council staff will no longer authorise any stop bank cuts without changes to the consent. This position will be communicated to relevant farmers.

Spillway damage repairs

During a site visit earlier this year it was clear that significant damage had occurred to one of the recently adjusted spillways as a result of stock pugging. The licensee responsible for the damage was required to undertake repairs of the spillway at his cost to the same specification as constructed. The initial repair has been completed, however subsequent checks by Council staff indicated more work was needed to meet the tolerances. Further adjustments, and all monitoring of the work, will be at the cost of the Licensee.

3. Pump Replacements

Two pumps were replaced within the scheme in the last twelve months, a large 240 hp pleuger at Te Mata station was replaced with a similar sized KSB, and a small 80hp pleuger at Mountain station was replaced with a similar sized KSB. The new pumps are vertical axis pumps that allow access to the pumps for maintenance during a storm event.

Both pumps have been installed successfully and are operational. However due to the lack of flood events there has been insufficient water for them to run for any length of time and adequately assess their performance.
4. Consent challenge

A group of four farmers have made a challenge to the High Court over the validity of the Scheme’s resource consent held by the Whangarei District Council. While there are a number of claims, the essence of their case is that they contend the Regional Council made a procedural error in the consent notification process which disadvantaged them. The case is against the Regional Council and the Whangarei District Council is second respondent.

The current resource consent allows the Scheme to operate as it was initially designed until 2045. It requires Council to re-establish balancing of flood water between the seven pockets of the scheme to achieve the distribution that was intended in the original design. This is done by adjusting the pocket spillways and rebuilding up stop banks that have lowered over time. The consent requires Council to monitor the distribution of the water during actual flood events and adjust spillways as required to establish an even balance of flooding between pockets.

The spillway adjustments are complete and monitors are in place. The stop bank adjustments are scheduled in the 2013/2014 financial year.

Should the case against the Regional Council be successful there are a number of possible outcomes one of which could be that the consent be re-notified and re-heard. Re-notifying the consent and subsequent processing and hearing (and possible appeals) will take considerable time and money. The previous consent took nine years to obtain from the date of application and cost over $360,000.

Given the uncertainty and cost that is likely should the case against the Regional Council be successful, it is in the wider interest of the scheme ratepayers, that Council defend its position as it is best able. Legal costs to date are around $21,000 (GST excl) with around $5,000 associated with professional advice. The forecast expenditure associated with the case this financial year is $60,000 - $70,000. Further costs are likely next financial year associated with the High Court hearing. This will be funded via the Hikurangi Swamp targeted rate.

The status of the case is that parties are compiling affidavits, due to be filed and served 10 June 2013. Reply affidavits by the claimants are to be filed by 24 June. A hearing date will be set by the presiding judge after review of the case after all affidavit evidence has been filed.

Given the current court proceedings the following activities have been placed on hold until the future of the consent and its conditions are established:

- Application for any changes to the consent, for example to allow stop bank cuts;
- Capital works associated with stop bank adjustments.

Recommendation

That this report be received.
6. Ruakaka South Sewer Extension

Reporting officer Andrew Carvell (Waste and Drainage Manager)
Date of meeting 12 June 2013

Vision, mission and values
This item is in accord with Council’s vision, mission and values statement as extending the wastewater reticulation network to Ruakaka South community is in keeping with the Council mission of creating the ultimate living environment.

Summary
This agenda item provides a summary of the Ruakaka South sewer extension project that, subject to minor reinstatement work, was completed at the end of May 2013. The project was the culmination of many years of work by the community and Council, to firstly get the project initiated and then make it as affordable as possible by making use of the Ministry of Health Sanitary Sewer Subsidy and using innovative technology and contractual models.

The project involved installation of individual pumping units on private property and its success relied heavily on the co-operation of the residents. This was initially a challenge as, even though subsidised, the cost per homeowner was substantial at $10,200 per household. Council worked hard on a case by case basis to address issues of affordability.

The project addressed a significant public health issue that was caused by failing septic tanks. It also provided certainty to the ongoing operation of Northlands largest campground that contributed heavily to the project.

The efforts of the lead contractor (Fulton Hogan), pump supplier (Ecoflow), the many local contractors, and many Council staff who worked on the $9.5M project over the last 16 months is recognised in delivering this project successfully.

The Subsidy
Following a request by the Ruakaka Ratepayers Association, Council worked with the community to develop a scheme for the Ruakaka South community. The initial scheme proposal in 2007 Scheme garnered substantial support from a community poll and Council developed the proposal such that it could be used as part of the application to the Ministry of Health for subsidy.

Council subsequently applied to the government for a subsidy through the Ministry of Health’s Sanitary Works Subsidy Scheme (SWSS) in 2009 and included it in the 2009 – 2019 LTCCP.

The initial proposal to the MoH was for a traditional gravity sewer with an estimated cost of over $13M. Following feedback from other advisors Council investigated a pressure sewer system to help reduce costs. The final subsidy application, based on this innovative technological, reduced the project cost by $3.5M to $9.5M.

It took longer than anticipated to get the subsidy approved following the Christchurch earthquakes and it required concerted efforts by the MP for Whangarei, Phil Heatley, the Mayor, Chief Executive Officer and Council Staff to ensure the Ruakaka South community could obtain the subsidy.

The subsidy was approved in June 2011 at 71.7% of the project cost up to a maximum of $6.79 million plus GST. There were conditions on the subsidy including that the funding be drawn down by 30th of June 2013.

This required Council to plan delivery of the project, consult the community and implement the scheme within two years.
**Project Funding**

The first part of the project was to determine the cost per ratepayer. The total cost to connect to the scheme before applying subsidies was estimated to be $28,200 per household unit. After applying the Ministry of Health subsidy the cost was reduced to $15,200 per household unit. Council considered that the cost to connect to the scheme was still too high to residents, and resolved to offer an additional $5,000 subsidy towards the treatment and disposal costs to each residential household unit.

This reduced the cost to $10,200 per residential property. To further reduce the hardship, Council offered homeowners an option to pay the scheme as instalments over five year period.

Council included the funding Plan in the 2012-22 LTP.

**Community Consultation and communication**

In parallel to developing the funding plan Council staff started to discuss the scheme with the community. This included development of information brochures, web site information, mail outs, site visits and public meetings.

Council completed the public consultation process in January 2012 when it requested that the community provide indication of their support or rejection of the scheme. The poll returned approximately 77% support for the project and Council resolved to proceed with the project in February 2012.

Common questions by property owners were:

- What if I cannot afford the cost of connecting to sewerage?
- Can I decommission my on-site system?
- Can I use the decommissioned on-site system for rainwater storage?

Many of those who did not support the scheme identified financial affordability as the main reason for their opposition. To work through all the affordability issues, Council provided a dedicated staff from Finance Department to discuss possible payment options with the concerned homeowners.

Council communicated with the community and kept people updated through public meetings, direct mails, local media (fortnightly Bream bay News article) and fortnightly project updates which were sent to the local councillors and WDC customer services staff.

Council provided a fulltime staff on the project site office in Ruakaka to help liaison with the homeowners and Council. This arrangement worked well as someone was always locally available to address homeowners’ concerns quickly.

The scheme had a particularly big impact on the campground as it was identified to be contributing the equivalent of 48 households of waste, requiring a contribution from them of $730,000. Fortunately the campground owner, Department of Conservation, and its operators were able to come to an agreement to meet this contribution.

**Contractual Models and Delivery**

Council staff split the project in two parts, supply of the equipment and design and construct, valued at $2.5M and $7.0M respectively. The construction tender was a two stage process which involved short listing and then submission of a detailed proposal which was judged on quality as well as price. The successful contractor was Fulton Hogan who have a strong presence in Whangarei, with local managers and ground staff.

The equipment supplier was a critical aspect as the pumps would remain as Council property and therefore be an ongoing concern. The successful supplier, Eco Flow, was able to demonstrate a very good product history in New Zealand and excellent support.

At the beginning of the project Fulton Hogan and Council staff set up a partnership model that included having Council staff permanently working with the contractor. The aim was to provide a single point of contact for residents as far as possible yet allow the contractor to focus on meeting tight time frames. This proved very successful.

The project was run by Council staff with very little consultant involvement. Along with drafting the specifications, the Engineer to the Contract, Project Manager and ground staff were all Council employees.
This allowed for excellent integration between the many departments of Council involved in the project. The efficiencies and ability to deal with problems immediately meant the community could be well supported and scheme costs could be controlled.

Given the sensitive nature of the environment and rich pre-European history in Ruakaka Putuharakeke te Iwi Trust were engaged by the contractor to provide advice on cultural matters and assist in identifying areas of historical significance.

**Project Construction**

The scheme consists of 470 grinder pump stations installed on each property and 25km of pipes work. Using predominantly trenchless technology for reticulation mains and on-property works helped to minimise disruptions to property access and allowed the installation to be completed in an environmentally friendly manner. This also minimised the risk of possible archaeological discoveries as the project area has a number of known archaeological sites.

![Installation of a tank on private property](image1)

![Finished Product](image2)

![Drilling street mains minimised disruptions](image3)

![Drilling line from street to the tank maintaining access to the property](image4)
Project Outcomes

Although the cost was a challenge the community recognised the need for the scheme, and the provision of the sewer system addressed significant public health risk from failing septic tanks.

In the end only one property owner refused to engage with the project team. Four properties resolved to have connections at their boundary only. The remaining 470 properties agreed to have full connections, a 99% connection rate. This is an excellent outcome as even with much greater subsidies other similar schemes in the country generally get less than 90% of the properties connected.

The provision of a wastewater service to the campground provides this important low cost camping facility a secure future with regards to its waste management.

Other achievements that are worthwhile to note:

- Approval of the Ministry of Health subsidy.
- Approval by Council to provide further subsidy on treatment and disposal costs.
- The project was completed on time under tight time frames to meet the subsidy expiry date.
- The project came within budget.
- Using predominantly trenchless technology for reticulation mains and on-property works minimised disruptions to property access.
- The scheme provided upgrades to private electrical systems so that they met electrical standards, making properties safer.

Recommendation

That this report be received.
7. Recycling of Plastic

Reporting officer John Langsford (Solid Waste Engineer)
Date of meeting 12 June 2013

Vision, mission and values
This item is in accord with Council's vision, mission and values statement as appropriate waste management and minimisation has wide ranging benefits.

Summary
At the Council meeting in November 2012, as part of an agenda item titled Contract Extension, the matter of plastic recycling was considered. This report updates progress toward extending the grades of plastic accepted for kerbside recycling.

Background
The report to the above meeting included in the section “Recycling change summary” the staff recommendation that:

- Council should consider participating in sharing any change in revenue from the sale of recycled material from present levels.
- Council should extend the grades of plastic recycled from 1 and 2 to grades 1 to 7, commencing in March 2013.

The resolution passed included in part and referring to contract changes “and the increase in the range of plastics recycled to grades 1 to 7”.

Discussion
1. Recycling Revenue Sharing
The staff report noted that there would be some commercial risk in any revenue sharing arrangement, due to fluctuations in the level of commodity prices.

While the option remains open for staff to investigate the matter of recycling revenue sharing further, any such change would require Council approval.

Recent market developments indicate it would be unwise to proceed at this time as explained below.

2. Extension of Plastic Grades
The extension of the grades of plastic collected in kerbside recycling to 1-7 was approved, but the timing of the introduction of this change was left open. It was noted that some time would be required for the contractor to make commercial arrangements with both industry and with Council.

Progress toward extending the range of plastics collected has been delayed by changes and uncertainty in the global market. These changes have indicated considerable risk for both the contractor and Council in extending plastic grades at this time.

Over a long period grades 1 and 2 have been the most economic to recycle being worth more than double the other grades. In the period of economic growth up to 2008 China in particular showed a strong demand for all plastic grades 1 to 7 and it became viable for many countries to export grades 3 – 7 there. This demand continued despite the worldwide economic downturn, but in 2013 China has made significant changes to import quality controls that make grades 3 - 7 uneconomic to export at this time.

Generally New Zealand companies have sorted grades 1 and 2 separately for export, but grades 3 - 7 have been baled together as sorting was uneconomic. This practice was common worldwide and exporters from
some countries took advantage of poor quality control in China to include excess impurities in plastic and other baled products such as paper.

China has now cracked down on this practise by means of “Operation Green Fence” and imposed strict quality control on imports of waste products. This has thrown the global market into turmoil and Visy as one of the largest Australasian exporters of plastic has advised Northland Waste and Council that grades 3 – 7 were unsalable in April and the outlook unknown.

Staff therefore, recommend that any action to extend kerbside recycling to include grades 3 – 7 be deferred until the global situation for these commodities has been worked through and stabilised.

**Conclusion**

Council has resolved to extend the plastics collected by kerbside recycling from just 1 and 2 to all grades 1 – 7.

However markets for plastic grades 3 – 7 have been severely affected by recent moves by China as the dominant buyer of these products globally.

Collection of grades 3 – 7 is deemed uneconomic currently and any change to kerbside collection of these products should be deferred until the market again shows renewed demand for these products and stability.

**Recommendation**

1. That the information be received.
2. That having previously resolved to extend kerbside recycling of plastics to include grades 3 – 7, Council now determines that such action should be deferred until global market conditions for these commodities stabilise and the proposition becomes economically viable.
8. **Temporary Road Closure - Rally of the North**

- **Reporting officer:** Jenny Calder (Property Officer)
- **Date of meeting:** 12 June 2013

**Vision, mission and values**
This item is in accord with Council’s vision, mission and values statement as being supportive of creating a vibrant and thriving district, encouraging economic growth through events that promote the involvement of communities.

**Temporary Road Closure**
The Rally of the North is planned to be held in the Whangarei and Far North District Council districts on Saturday, 17 August 2013. The majority of the event will be held in the far North District, with two stages planned for Whangarei district roads. This annual event attracts a number of local drivers and spectators whilst providing fundraising opportunities for a number of community groups.

**Consultation**
Comprehensive consultation with affected parties is being undertaken by the organisers (Northern Sports Car Club). Traffic management plans will be provided for the requested closures and council staff are working with the Northern Sports Car Club to ensure all council requirements are met.

Temporary road closures are requested as indicated in the recommendation.

**Recommendation**
1. That pursuant to the Tenth Schedule of the Local Government Act 1974, the following roads be temporarily closed to vehicular and pedestrian traffic on the dates and times indicated:
   - **Stage No. 2 (HOYLAND)**
     - **Marlow Road**, TO START, from the WDC/FNDC district boundary 3.009 km north of Riponui Road, to the intersection with Riponui Road.
     - **Riponui Road**, from the intersection with Marlow Road, to the intersection with Crows Nest Road.
     - **Crows Nest Road**, from the intersection with Riponui Road to the intersection with Piaka Road.
     - **Piaka Road**, from the intersection with Crows Nest Road TO FINISH at the intersection with the WDC/FNDC boundary, west of Wallace Road.
   - **Date of Closure:** 17 August 2013
   - **Time of Closure:** 7:40 am to 11:45 am.
   - **Stage No.4 (ADNIT)**
     - **Riponui Road**, TO START, from the intersection with Limeworks Road, to its intersection with Otakairangi Road.
     - **Otakairangi Road**, from the intersection with Riponui Road, to the intersection with Matarau and Lovell Road.
     - **Lovell Road**, from the intersection with Otakairangi road, TO FINISH at the intersection with Dunford Road.
   - **Date of Closure:** 17 August 2013
   - **Time of Closure:** 9:45 am to 1:50 pm.

2. That adjoining roads, off the roads to be closed, also be temporarily closed for a distance of up to 100 metres from the intersections for safety purposes.

3. That the Chair of the Infrastructure and Services Committee and the Infrastructure and Services Group Manager be delegated to consider objections and to cancel or amend the road closure as appropriate.

**Attachment**
Rally of the North temporary road closure application
8th April 2013
Whangarei District Council
Private Bag 9023
Whangarei.
Phone: 09 430 4200

Attention: Jenny Calder

Dear Jenny,

The Northern Sports Car Club proposes with Council’s kind permission, to hold the 2013 Rally of the North on August 17th and have been advised by MotorSport New Zealand to apply for closures under the 10th Schedule.

A marked map is attached to this application with a schedule of the roads we would like to use in the WDC’s area, along with the requested times of temporary closures.

Could you please arrange on our behalf the required actions for the various Council Community Boards to consider approval, for the roads being applied at the specified times.

We will advise all residents affected on the roads, of the proposals, so that if need be the residents can raise any points of difficulty, with us or the Council, prior to approval being given.

In addition, written correspondence will be made to all transport operators, dairy companies, rural delivery, utilities, schools, and associated organization’s that could be affected by the closure. Every effort is made to enable local schools / community groups to benefit from our event by initiating them to hold fundraising activities.

The 2013 Rally of the North takes the form of a timed trial event, with cars leaving at 60 second intervals, (fastest car first). Each car is timed from start to finish. The closed roads will be under the control of experienced officials at the start and finish venues. All side roads will be blocked and marshaled to stop any non-official vehicles straying onto the route.

The following safety measures for the event include:
△ All area Police Stations will be informed of the need to man traffic control.
△ An Official Police Vehicle will also travel through each road (stage) to close it, and ensure all safety measures are in place.
△ Full radio communications between start and finish points, medics, police and the Event’s Headquarters.
△ MotorSport New Zealand Public Liability Insurance cover of $10,500,000.00 to cover any damages.
△ Fully trained medical personnel will be located at the start of each ‘stage’ on the closed road.
△ All closed roads will be cleared for safety purposes by official vehicles equipped with flashing lights and a siren before the ‘stage’ can commence.
△ An Official vehicle will also travel through the closed road to re-open it once the last competing car has proceeded into the stage.

We will meet all the usual obligations regarding Road Closures, with adequate signage prior to and on the day, Road Damage Bond and Public Liability Insurance etc.
If you require any further information please do not hesitate to contact me.

Thank you for your assistance in the past, I look forward to working with you again.

Could you please e mail me (at address listed below) receipt of this Closure Application.

Yours sincerely,

Simon Bell
Route Co-ordinator for Northern Sports Car Club.
18 Landing Road
Titirangi
Auckland 0604

Phone 09 817 9274 pvte
Mobile 021 856 277

simon@sultants.co.nz
2013 Rally of the North Road Closure Application
Whangarei District Council
Date of All Closures: Saturday 17th AUGUST 2013.

Stage Number & Name: Stage No. 2
Time of Closure: 0740 - 1145

Name of Road(s):

MARLOW Road, TO START from the WDC/FNDC district boundary 3.009km north of Riponui Road, to its intersection with Riponui Road.

RIPONUI Road, from its intersection with Marlow Road, to its intersection with Crows Nest Road.

CROWS NEST Road, from its intersection with Riponui Road, to its intersection with Piaka Road.
Includes Intersection(s) with:
Smit Road, No Exit

PIAKA Road, from its intersection with Crows Nest Road, TO FINISH at the intersection with the WDC/FNDC boundary, west of Wallace Road.
Includes Intersection(s) with:
Wallace Road, No Exit

• Note: To assist with the stage security, the closure is also to include 100 metres of each adjoining road, from where it intersects with the road being applied for.
Stage Number & Name: Stage No. 4
Time of Closure: 0945 - 1350

Name of Road(s):

RIPONUI Road, **TO START** from intersection with Limeworks Road, to its intersection with Otakairangi Road.

OTAKAIRANGI Road, from its intersection with Riponui Road, to its intersection with Matarau & Lovell Roads.
Includes Intersection(s) with:
Gomez Road, No Exit
Rowlands Road, No Exit
Swamp Road

LOVELL Road, from its intersection with Otakairangi Road, **TO FINISH** at the intersection with Dunford Road.

- **Note:** To assist with the stage security, the closure is also to include 100 metres of each adjoining road, from where it intersects with the road being applied for.
9. Cameron Street Loading Zone

Reporting officer Greg Monteith (Senior Roading Engineer)
Date of meeting 12 June 2013

Vision, mission and values
This item is in accord with Council’s vision, mission and values statement as it supports sustainable land use management and transportation, providing a quality environment and protecting those assets that contribute to community health and well being.

Introduction

a. Terms of Reference
   Traffic Control Devices Rule.
   Whangarei District Council Parking and Traffic By Law.

b. Background
   This is a proposal to create a Loading Zone on Cameron Street.

Narrative

a. Location and Site Description
   Cameron Street is classed as a local road. The section this agenda refers to is from Bank Street to Rathbone Street.

b. Nature of the Problem
   The owners of number 58 Bank Street (the old farmers building) are proposing to undertake some renovations to the building, including changing the entrance off Bank street and relocating this to the corner of Bank / Cameron. They are also proposing to create a number of hotel style serviced apartments. The proposed car parking to service this development will be accessed from the rear of the building via Butter Factory Lane. As this is not the most desirable entrance it is proposed to create a valet service where customers will be able to stop on Cameron street check in and have hotel staff unload and park their vehicle. To enable this, a loading bay is required.

c. Discussion
   Consultation has been undertaken by Peter Gleeson (Economic Development Manager) with the following businesses on Cameron Street.
   - Fishers (Neville)
   - Brights Bakery (Manageress)
   - Virtu
   - Beautiful Things
   - Mallets Outlet Store (Shop will be empty again from Sunday 21 April)
   - Hannahs (Kelly ~ Manager)
   - Asahi Sushi
   - Mullengers (Grant).
   All indicated a favourable attitude and expressed that the positives of bringing a vibrancy and increased foot traffic to that corner far outweighed the potential of losing one or two carparks.
   The valet service and in turn the loading zone has been highlighted by the developer a critical part of allowing this development to progress.
Cameron Street has been identified as the nearest location to the proposed entrance to establish a loading zone to serve the hotel. It is noted this will not be for the sole use of the hotel but will serve the existing businesses and the greater public as it will not be a goods and service zone only.

d. Proposal

It is proposed to create a loading zone consisting of two car park spaces on Cameron Street.

e. Assessment Criteria

<table>
<thead>
<tr>
<th>Road Type</th>
<th>Safety Issue</th>
<th>Congestion</th>
<th>Convenience Public vs local needs</th>
<th>Accessibility for local properties</th>
<th>Route Safety Issue</th>
<th>Parking Demand Issue</th>
<th>Cycling Demand Issue</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Road</td>
<td>N/A</td>
<td>High</td>
<td>Med</td>
<td>Med</td>
<td>N/A</td>
<td>High</td>
<td>Low</td>
<td>Medium/Approve</td>
</tr>
</tbody>
</table>

f. Consultation Undertaken

i. Affected Residents  N/A

ii. Affected Businesses  Yes

iii. Residents Association (if available)  No

iv. Police  No

v. Roading – Parking  Yes

vi. Road Safety Coordinator  No

vii. Business Association  No

viii. Public Transport operators  No

ix. Regional Transport Committee (NRC)  No

g. Outcome of Consultation

Consultation undertaken with the business owners has been in support of the proposed loading zone.

**Recommendation**

That pursuant to the Whangarei District Council Parking and Traffic Bylaw 2007, clause 20.1 it is hereby resolved that the area described in the schedule below be designated as a loading zone:

Schedule: Cameron Street

From a point 25m from the intersection of Cameron Street and Bank Street to a point 13m east.

Attachment:

Proposed loading zone plan.
Figure 1: Proposed Loading Zone Plan

Figure 2: No 68 Bank Street