OPERATIONS AND MONITORING COMMITTEE

Komiti Whakahaere

OP7
Thursday, 26 October 2017
Council Chambers
Barkes Corner, Tauranga
9.30am
Notice of Meeting No. OP7
Te Karere
Operations and Monitoring Committee
Komiti Whakahaere

Thursday, 26 October 2017
Council Chambers
Barkes Corner
9.30am

His Worship the Mayor
G J Webber

Councillors:
D Thwaites (Chairperson)
J Palmer (Deputy Chairperson)
G Dally
M Dean
M Lally
P Mackay
K Marsh
D Marshall
M Murray-Benge
J Scrimgeour
M Williams

Media
Staff

Miriam Taris
Chief Executive Officer
Western Bay of Plenty District Council
Operations and Monitoring Committee
Delegations
Mangai o Te Kaunihera

Quorum:

The quorum for this meeting is six members.

Role:

Subject to compliance with Council strategies, policies, plans and legislation:

- To monitor performance and outcomes over all of Council's service functions including the following:
  - Regulatory Operations
  - Roading Operations
  - Utilities Operations
  - Parks, Reserves, Cemeteries and other council property
  - Customer services, libraries
  - Corporate Property Operations and development
  - Sub Regional Parks
  - Operational service contracts (e.g. swimming pools, community halls)
  - Emergency Management
  - Rural Fire

General Delegations:

- To make decisions to enable and enhance service delivery performance.
- To approve operational policy including resolving operational policy matters defined as the implementation of policy.
- To resolve all operational matters as referred by Community Boards.
- To make decisions in regard to assets to implement Council's plans, policies and projects as contained in the Long Term Plan and Annual Plans.
- To monitor assets and resources required for the delivery of services.
- To monitor the implementation of Council's strategies, plans, policies and projects contained in Council's Long Term Plan and Annual Plans.
- To receive and resolve on or recommend to Council or its Committees as appropriate the reports, recommendations and minutes of the Joint Road Safety Committee and any other Joint Committee, working group or forum as directed by Council.
- To undertake on behalf of Council all processes and actions (including consultation) for the amendment of bylaw schedules relating to operational services precedent to the recommendation to Council for adoption of the amendments.
Financial Delegations:

Pursuant to Section 4(1) of the Public Bodies Contracts Act 1959, the Committee shall have the power to enter into contracts in respect of the Committee's functions to a maximum value of $5,000,000 for any one contract, provided that the exercise of this power shall be subject to, and within the allocation of funds set aside for that purpose in the Long Term Plan, the Annual Plan and Budget or as otherwise specifically approved by Council.

To report to Council financial outcomes and recommend any changes or variations to allocated budgets.

Other:

The Committee may without confirmation by Council exercise or perform any function, power or duty relating to those matters delegated by Council in like manner, and with the same effect, as the Council could itself have exercised or performed them.

The Committee may delegate any of its functions, duties or powers to a subcommittee subject to the restrictions on its delegations and provided that any sub-delegation to subcommittees includes a statement of purpose and specification of task.

The Committee may make recommendations to Council or its Committees on any matters to achieve the outcomes required in the role of the Committee but outside its delegated authorities.
Agenda for Meeting No. OP7

Present
In Attendance
Apologies

Public Excluded Items

The Council may by resolution require any item of business contained in the public excluded section of the agenda to be dealt with while the public are present.

Public Forum

A period of up to 30 minutes is set aside for a public forum. Members of the public may attend to address the Committee for up to three minutes on items that fall within the delegations of the Committee provided the matters are not subject to legal proceedings, or to a process providing for the hearing of submissions. Speakers may be questioned through the Chairperson by members, but questions must be confined to obtaining information or clarification on matters raised by the speaker. The Chairperson has discretion in regard to time extensions.

Such presentations do not form part of the formal business of the meeting, a brief record will be kept of matters raised during any public forum section of the meeting with matters for action to be referred through the customer contact centre request system, while those requiring further investigation will be referred to the Chief Executive.

Presentations

OP7.1 NZ Transport Agency - Tauranga Transport Programme Shortlist
(9.30am to 10.00am)

The Operations and Monitoring Committee to receive a presentation from Ian Herbert from the NZ Transport Agency.

OP7.2 The University of Waikato - Omokoroa Geology Update
(10.00am to 10.30am)

The Operations and Monitoring Committee to consider a presentation from Dr Vicki Moon (Senior Lecturer, Earth Sciences), and Dr Willem de Lange, (Senior Lecturer, Earth Sciences, both from the University of Waikato.)
Decisions

OP7.3 University of Waikato Presentation on Omokoroa and Request for Research Funds

Attached is a report from the Project Engineer dated 12 October 2017.

OP7.4 Traffic and Parking Enforcement Bylaw 2008 Recommendations from Community Boards 2017

Attached is a report from the Transportation Manager dated 7 September 2017.

OP7.5 Recommendatory Report from Waihi Beach Community Board - Central Business District Directional Signage

Attached is a report from the Democracy Advisor dated 12 October 2017.

OP7.6 Aongatete Lodge Road

Attached is a report from the Transportation Manager dated 15 September 2017.

Presentation

OP7.7 Communications and Engagement Update

The Operations and Monitoring Committee to receive a quarterly staff update from the Community Relationships Manager.

Monitoring

OP7.8 Infrastructure Services Briefing October 2017

Attached is a report from the Deputy Chief Executive dated 4 October 2017.

The open section of the Operations and Monitoring Committee Information Pack No. OP7 dated 26 October 2017 has been circulated separately with the agenda.
Local Government Official Information and Meetings Act

Exclusion of the Public

Schedule 2A

Recommendation

THAT the public be excluded from the following part of this meeting namely:

- Otawhiwhi Marae Wastewater System
- Infrastructure Services Briefing - Month 2017 - In Confidence
- Receipt of Operations and Monitoring Committee Information Pack No. OP7 - In Confidence Section

The general subject to each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

<table>
<thead>
<tr>
<th>General subject of each matter to be considered</th>
<th>Reason for passing this resolution in relation to each matter</th>
<th>Ground(s) under Section 48(1) for the passing of this resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Otawhiwhi Marae Wastewater System</td>
<td>THAT the public conduct of the relevant part of the proceedings of the meeting would likely result in the disclosure of information for which good reason for withholding would exist.</td>
<td>To enable the Council to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</td>
</tr>
<tr>
<td>Infrastructure Services Briefing - Month 2017 - In Confidence</td>
<td>THAT the public conduct of the relevant part of the proceedings of the meeting would likely result in the disclosure of information for which good reason for withholding would exist.</td>
<td>To enable the Council to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</td>
</tr>
<tr>
<td>Receipt of Operations and Monitoring Committee Information Pack OP7 - In Confidence section</td>
<td>THAT the public conduct of the relevant part of the proceedings of the meeting would likely result in the disclosure of information for which good reason for withholding would exist.</td>
<td>For reasons previously stated on the relevant minutes. To protect information which is subject to an obligation of confidence, disclosure would likely prejudice supply of similar information.</td>
</tr>
</tbody>
</table>
Western Bay of Plenty District Council
Operations and Monitoring Committee

University of Waikato Presentation on Omokoroa, and Request for Research Funds

Purpose

This report is subsequent to a presentation by senior staff from the University of Waikato who are proposing to continue research on the unstable soils found in the north western scarp of Omokoroa. Should an economic solution be discovered, it will provide significant relief to concerns for both Council infrastructure and private property. A request for partial funding of this research is therefore attached.

Recommendation

1. THAT the Project Engineer’s report dated 12 October and titled University of Waikato Presentation on Omokoroa and Request for Research Funds be received.

2. THAT the report relates to an issue that is considered to be of Low significance in terms of Council’s Significance and Engagement Policy.

3. THAT the Committee thank the University presenters for their update.

4. THAT the Council agrees to fund $10,000 per annum for three years towards a University of Waikato Doctoral Research Project into Omokoroa geology and stability funded from the Omokoroa Geology Budget.

Peter Clark
Project Engineer

Approved

Gary Allis
Deputy Chief Executive
Date: 12 October 2017
Subject: University of Waikato presentation on Omokoroa, and Request for Research Funds

1. **Background**

Dr Vicki Moon and Dr Willem de Lange of the University of Waikato will speak on their current research on the slips and stability of the north western facing scarp at Omokoroa. This is a well known area of instability as evidenced by the Bramley Drive slip and recent reactivations along the face resulting from Cyclones Debbie and Cook.

Staff and students from the University have in the past provided significant insight in the behaviour of the material and geology of the land and harbour around Omokoroa. Their research is ongoing and now is focused on trying to discover how to improve the stability of the material which is a primary cause of the slip.

Current technology does not exist to improve this material, and building walls to hold it up is too costly or impractical to consider as an economic solution.

Should the research be successful and a solution is found, the Omokoroa community and Council will benefit significantly with improved land stability, and enhanced values.

However in order to advance this research, funding is required.

A researcher under the tutelage of Dr de Lange is now available to attempt to complete this research as part of a three year Doctorate thesis project. His costs will be of the order of $35,000 p.a. for each of three years.

This report therefore formalises a request for part funding of the amount to a value of $10,000 p.a. for each of three years.

2. **Significance and Engagement**

The Local Government Act 2002 requires a formal assessment of the significance of matters and decisions in this report against Council's Significance and Engagement Policy. In making this formal assessment there is no intention to assess the importance of this item to individuals, groups, or agencies within the community and it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.

The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.

In terms of the Significance and Engagement Policy this decision is considered to be of low significance because of the low funding request.
3. Engagement, Consultation and Communication

3a.

<table>
<thead>
<tr>
<th>Interested/Affected Parties</th>
<th>Completed/Planned Engagement/Consultation/Communication</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of interested parties/groups</td>
<td>Councillor and staff, Various owners seriously affected by the current slips</td>
</tr>
<tr>
<td>Tangata Whenua</td>
<td>Na</td>
</tr>
<tr>
<td>General Public</td>
<td>If full funding of this research project is approved, an announcement will be made.</td>
</tr>
</tbody>
</table>

4. Issues and Options Assessment

<table>
<thead>
<tr>
<th>Option A</th>
<th>Do Nothing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessment of option for advantages and disadvantages taking a sustainable approach</td>
<td>Do nothing will result in business as usual for Council, with no effective means of slowing or preventing ongoing instability on the north-western scarp. NO support will be provided for research purposes. Further slips will occur and Council will be not be able to advise any potential economic solution.</td>
</tr>
<tr>
<td>Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses</td>
<td>Current Council expenditure includes for minor maintenance only at an estimated cost of $50,000 pa.</td>
</tr>
<tr>
<td>Other implications</td>
<td>No change in the current management strategy, ignoring the opportunity of assisting and potentially benefiting from new research.</td>
</tr>
</tbody>
</table>
Option B

**Part fund University of Waikato research project**

<table>
<thead>
<tr>
<th>Assessment of option for advantages and disadvantages taking a sustainable approach</th>
<th>Funding this project in part will assist Council and the Community in better understanding the science of the instability and from that the potential for an economic solution. It is an opportunity for Council to be seen to be seeking solutions to a very difficult ongoing community problem. However, as with all research there is a risk that no economic solution is found.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses</td>
<td>Costs for the full project are of the order of $35,000 per annum. Council is being asked for a part contribution of $10,000 pa for three years to assist funding this work.</td>
</tr>
<tr>
<td>Other implications</td>
<td>Should Council not be able to assist with funding this project, there is a risk that the research may not proceed. However continuing funding will ensure that Council will be kept up to date on the latest information on how to improve the stability of the scarp.</td>
</tr>
</tbody>
</table>

5. Statutory Compliance

Funding this project is similar other research project performed by the University and hence meets:

- Legislative requirements/legal requirements
- Current council plans/policies/bylaws
- Regional/national policies/plans.

6. Funding/Budget Implications

<table>
<thead>
<tr>
<th>Budget Funding Information</th>
<th>Relevant Detail</th>
</tr>
</thead>
<tbody>
<tr>
<td>$10,000 pa</td>
<td>To funded for each of three years from maintenance budgets.</td>
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Western Bay of Plenty District Council

Operations and Monitoring Committee

Traffic and Parking Enforcement Bylaw 2008
Recommendations from Community Boards 2017

Purpose

This report presents the outcome of the 2017 Annual Review of the Traffic and Parking Enforcement Bylaw 2008. The recommendations from the Community Boards are presented to Council. The wording of the recommendations may be refined to ensure legal enforceability.

Recommendation

1. THAT the Transportation Manager’s report dated 7 September 2017 and titled Traffic and Parking Enforcement Bylaw 2008 Recommendations from Community Boards 2017 be received.

2. THAT the report relates to an issue that is considered to be of low significance in terms of Council’s Significance and Engagement Policy.

3. THAT the Operations and Monitoring Committee RECOMMENDS TO COUNCIL that the following changes be made to the Schedule of the Traffic and Parking Enforcement Bylaw 2008: Schedule 1 Te Puke.

Add:

Maximum 5 Minute Parking
Boucher Avenue (eastern side)
One parallel parking space situated 92 meters north of the intersection with McBeth Drive.

Delete:

Taxi Stands
Boucher Avenue (eastern side)
One taxi stand situated 92 meters north of the intersection with McBeth Drive.
Add:
Bus Stands
Commerce Lane Car Park (western side)
One space on the left hand side of the entry, time limited to 90 minutes.

Mobility Parking
Commerce Lane Carpark
One angle parking space inclusive of wheelchair access opposite the toilet block.

4. THAT the Operations Committee RECOMMENDS TO COUNCIL that the following changes be made to the Schedule of the Traffic and Parking Enforcement Bylaw 2008 - Schedule 2 Katikati

Maximum 3 hour parking

Park Road (eastern side)
All angle vehicle parking spaces in the parking area at the north end of Park Road.

Maximum 4 hour parking

Talisman Road Parking Area
All ordinary and angle vehicle parking spaces.

Bus Stands
THAT pursuant to clause 1.1(a) of Part 1 of this Bylaw, the parking of vehicles except buses is prohibited in accordance with the signs in the following locations:

Middlebrook Drive (western side)
To the north of the Moore Park access.

Middlebrook Drive (eastern side)
To the south of the Moore Park access.

Goods/Service Loading Zones
Add:
Main Road (western side)
In front of the Museum. (2 parks)

Mobility Parking
Main Road (western side)
Immediately north of Kotahi Lane
Note The Loading Zone outside ANZ is not in the schedule therefore no deletion required.

Prohibited Stopping or Standing of Vehicles
(No Stopping) Broken Yellow Lines

Add
Clive Road (west side)
From the intersection with Beach Road generally south for 29m

Clive Road (east side)
From the intersection with Beach Road generally south for 59m

5. THAT the Operations Committee RECOMMENDS TO COUNCIL that the following changes be made to the Schedule of the Traffic and Parking Enforcement Bylaw 2008 - Schedule 3 Waihi Beach:

Mobility Parking

THAT pursuant to Clause 1.10.1 of this Bylaw, only vehicles carrying disabled persons and displaying a permit as set out in Clause 1.10.1 may be parked in the spaces located as follows:

Wilson Road (northern side car park)
TWO right angle spaces on the western side of the car park immediately adjacent to the public toilet block.

6. THAT the Operations Committee RECOMMENDS TO COUNCIL that the following changes be made to the Schedule of the Traffic and Parking Enforcement Bylaw 2008 - Schedule 4 Omokoroa:

Prohibited Stopping or Standing of Vehicles (no stopping/ broken yellow lines)

Kowai Grove

From house number 7 to house number 18.

Jim Paterson
Transportation Manager

Gary Allis
Deputy Chief Executive
1. **Background**

1.1 The Annual Review of the Parking Bylaw Schedule has been completed by the respective Community Boards and the outcome of the reviews is shown below. The necessary investigation and consultation has been carried out. A copy of Council's current bylaw and schedules is available on Council’s website:


1.2 The minutes of the Community Board meetings are recorded below. Particular issues to note are:

**Schedule 1: Te Puke**
Installation and changes to parking restriction signage that is required as a result of the 2016 review in Jellicoe Street has been held back until recently due to the upgrading works.

The signage changes are planned to be installed by WestLink once they have been manufactured later in October 2017.

The Te Puke Community Board declined the request to impose parking restrictions on Muir Place, Gisborne Road and Herbert Street.

**Schedule 2: Katikati**
No concerns raised. Note that a decision in relation to a proposed parking restriction on Carisbrooke Street has not been taken by the Community Board, and any recommendation will be considered by a future meeting of this Committee.

**Schedule 3: Waihi Beach**
Members of the Board advised that the mobility parking on Wilson Road (northern side of the car park) should be shown as two spaces. During the course of the building of the new toilet block and site rehabilitation, one mobility car park was lost. This needed to be reinstated and re-marked, and included in the bylaw as two mobility parks, not only one.

**Schedule 4: Omokoroa**
No concerns raised.

**Schedule 5: Maketu**
No changes were recommended.

2. **Record of Resolutions**

2.1 **Te Puke Community Board TP6.8 27 June 2017**
The Board considered a report from the Transportation Operations Manager dated 12 May 2017 as circulated with the agenda.
The Chairperson advised that he had spoken to a bus driver involved with bringing the bus services to Te Puke and it was generally felt that the current thirty-minute time frame for bus parking was too short and a ninety-minute parking time was more suitable.

Resolved: Councilors Scrimgeour / Dally


2. THAT the report relates to an issue that is considered to be of low significance in terms of Council’s Significance and Engagement Policy.

3. THAT the Te Puke Community Board recommends to the Operations and Monitoring Committee the following amendments in the Schedule of the Traffic and Parking Enforcement Bylaw 2008:

   Add:
   Maximum 5 Minute Parking
   Boucher Avenue (eastern side)
   One parallel parking space situated 92 metres north of the intersection with McBeth Drive.

   Delete:
   Taxi Stands
   Boucher Avenue (eastern side)
   One taxi stand situated 92 metres north of the intersection with McBeth Drive.

   Add:
   Bus Stands
   Commerce Lane Car Park (western side)
   One space on the left hand side of the entry, time limited to 90 minutes.

   Mobility Parking
   Commerce Lane Carpark
   One angle parking space inclusive of wheelchair access opposite the toilet block.

4. THAT the Te Puke Community Board declines to recommend to the Operations and Monitoring Committee that Council impose parking restrictions on Muir Place, Gisborne Road and Herbert Street.

2.2 Katikati Community Board 7.7 - 30 August 2017

The Board considered a report from the Transportation Operations Manager dated 16 August 2017 as circulated with the agenda.
Resolved: Members Hobbs / Gibbs


2. THAT the report relates to an issue that is considered to be of low significance in terms of Council’s Significance and Engagement Policy.

3. THAT the Katikati Community Board recommends to the Operations and Monitoring Committee the following amendments in the Schedule of the Traffic and Parking Enforcement Bylaw 2008:

**Maximum 3 hour parking**

**Park Road (eastern side)**
All angle vehicle parking spaces in the parking area at the north end of Park Road.

**Maximum 4 hour parking**

**Talisman Road Parking Area**
All ordinary and angle vehicle parking spaces.

**Bus Stands**
THAT pursuant to clause 1.1(a) of Part 1 of this Bylaw, the parking of vehicles except buses is prohibited in accordance with the signs in the following locations:

**Middlebrook Drive (western side)**
To the north of the Moore Park access.

**Middlebrook Drive (eastern side)**
To the south of the Moore Park access.

**Goods/Service Loading Zones**
Add:
**Main Road (western side)**
In front of the Museum. (2 parks)

**Disabled Car Park**
Change current Loading Zone outside ANZ Bank to Disabled Car Park

**Mobility Parking**
**Main Road (western side)**
Immediately north of Kotahi Lane

*Note* The Loading Zone outside ANZ is not in the schedule therefore no deletion required.

**Prohibited Stopping or Standing of Vehicles**
(No Stopping) Broken Yellow Lines)
Add

**Clive Road (west side)**
From the intersection with Beach Road generally south for 29m

**Clive Road (east side)**
From the intersection with Beach Road generally south for 59m

### 2.3 Waihi Beach Community Board Meeting WB7.6 28 August 2017

The Board considered a report from the Transportation Operations Manager dated 15 August 2017 as circulated with the agenda.

Members of the Board advised that the mobility parking on Wilson Road (northern side of the car park) should be shown as two spaces. During the course of the building of the new toilet block and site rehabilitation, one mobility car park was lost. This needed to be reinstated and re-marked.

**Resolved:**


2. THAT the report relates to an issue that is considered to be of low significance in terms of Council’s Significance and Engagement Policy.

3. THAT the Waihi Beach Community Board recommends to the Operations Committee the following amendments in Schedule 3 Waihi Beach Traffic/Parking Restrictions Traffic and Parking Enforcement Bylaw 2008:

**Mobility Parking**

**THAT** pursuant to Clause 1.10.1 of this Bylaw, only vehicles carrying disabled persons and displaying a permit as set out in Clause 1.10.1 may be parked in the spaces located as follows:

Wilson Road (northern side car park)
TWO right angle spaces on the western side of the car park immediately adjacent to the public toilet block.

### 2.4 Omokoroa Community Board OM6.5 18 July 2017

The Board considered a report from Transportation Operations Manager dated 22 June 2017.

**Resolved:**

1. **THAT** the Transportation Operations Manager’s report dated 29 June 2017 and titled Traffic and Parking Enforcement Bylaw 2008 - 2017 Annual Review - June 2017 be received.
2. **THAT** the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.

3. **THAT** the Omokoroa Community Board recommends to the Operations Committee the following amendments in the Schedule of the Traffic and Parking Enforcement Bylaw 2008 – July 2017

   Prohibited stopping or standing of vehicles (no stopping/ broken yellow lines)

   Kowai Grove

   From house number 7 to house number 18.

### 3. Significance and Engagement

The Local Government Act 2002 requires a formal assessment of the significance of matters and decisions in this report against Council's Significance and Engagement Policy. In making this formal assessment there is no intention to assess the importance of this item to individuals, groups, or agencies within the community and it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.

The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.

In terms of the Significance and Engagement Policy this decision is considered to be of low significance because effects are local and decisions can be reversed through the Bylaw process without significant costs.
4. **Issues and Options Assessment**

The Operations and Monitoring Committee is able to modify or not adopt any of the recommendations in this report.

5. **Statutory Compliance**

The recommendations are required under the Local Government Act 2002 and relate to the current Council Traffic and Enforcement Bylaw 2008 with the Schedules of the Bylaw showing changes as proposed.

6. **Funding/Budget Implications**

<table>
<thead>
<tr>
<th>Budget Funding Information</th>
<th>Relevant Detail</th>
</tr>
</thead>
<tbody>
<tr>
<td>All implementation costs for amendments</td>
<td>Costs arising from any amendments will be funded from District Roading operational accounts.</td>
</tr>
</tbody>
</table>

7. **Consultation and Communication**

<table>
<thead>
<tr>
<th>Interested/Affected Parties</th>
<th>Completed/Planned Consultation/Communication</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Boards</td>
<td>Recommendations included in this report.</td>
<td></td>
</tr>
<tr>
<td>Community</td>
<td>Undertaken by Community Boards and staff as required.</td>
<td></td>
</tr>
</tbody>
</table>
Western Bay of Plenty District Council

Operations and Monitoring Committee

Recommendatory Report from Waihi Beach Community Board - Central Business District Directional Signage

The Operations and Monitoring Committee is required to consider the recommendations and resolve accordingly. The following options are available to the Operations and Monitoring Committee and where appropriate the preferred option has been recommended.

Please note the following is a recommendation only.

The Operations and Monitoring Committee to resolve to:

a. adopt as recommended
b. to modify
c. refer to another Committee
d. to decline (giving reasons) and refer back to the Waihi Beach Community Board.

Recommendation from the Waihi Beach Community Board - 9 October 2017

WB8.3.2 Central Business District Signage

The Board advised that an approach from the Waihi Beach retailers group for directional signage at the two main roundabouts into Waihi Beach.

The Chairperson would provide photographs and liaise with the Transportation Manager to confirm the placement directional sign. The suggested wording for the two directional signs would be “Village Shops”.

Resolved: Members Parsons / Hepenstall

THAT it be recommended to the Operations and Monitoring Committee that two directional signs to the shopping centre be placed at the Seaforth, Emerton Roads and Waihi Beach, Wilson Roads roundabouts with the cost of the signage funded from the Waihi Beach Community Board Roading Budget.
Staff Comments – Deputy Chief Executive

Staff support the recommendation in accordance with the report titled “Central Business District Signage”, as considered by the Waihi Beach Community Board on 9 October 2017.

Recommendation

1. THAT the Operations and Monitoring Committee approve two directional signs to the shopping centre placed at the Seaforth, Emerton Roads and Waihi Beach, Wilson Roads roundabouts with the cost of the signage funded from the Waihi Beach Community Board Roading Budget.

2. THAT the report relates to an issue that is considered to be of low significance in terms of Council’s Significance and Engagement Policy.

[Signature]
Aileen Alty
Democracy Advisor
Western Bay of Plenty District Council
Operations and Monitoring Committee
Aongatete Lodge Road

Purpose
To request that the Operations and Monitoring Committee consider adding Aongatete Lodge Road to the Council’s prioritised seal extension programme and for the works to be delivered in conjunction with the Wright Road seal extension construction.

Recommendation

1. THAT the Transportation Manager’s report dated 15 September 2017 and titled Aongatete Lodge Road be received.

2. THAT the report relates to an issue that is considered to be of low significance in terms of Council’s Significance and Engagement Policy.

3a. THAT the Operations and Monitoring Committee approves adding Aongatete Lodge Road and carpark to the 2017/18 Wright Road Seal Extension project at an estimated cost of $33,700 for construction with a 4.0m shape and seal treatment funded from the Seal Extension budget.

OR

3b. THAT the Operations and Monitoring Committee declines adding Aongatete Lodge Road and carpark to the seal extension programme.

AND

4a. That the car park area located in the Kaimai Forest Park be surfaced in chip seal.

OR

4b. That the car park area located in the Kaimai Forest Park be surfaced in asphalt to protect it from bus turning movements for an additional cost of $7,400.

AND

That the Committee notes that the decision to seal the Aongatete Road and carpark:

• Should not be seen as setting a precedent
• Was cost effective while Wright Road was being sealed
• Supports access to the Forest Park and a community facility.
Date: 15 September 2017
Subject: Aongatete Lodge Road

Jim Paterson
Transportation Manager

Approved

Gary Allis
Deputy Chief Executive
1. **Background**

The Seal Extension Programme has been prioritised under the Council’s Seal Extension Policy.

The policy uses four (4) weighted criteria to prioritise unsealed roads i.e.

1. Traffic volume 40%
2. Dust Exposure 25%
3. Benefit Cost Ratio 20%
4. Impact on Earnings 15%

The Council has chosen not to prioritise unsealed roads for seal extension investment if they have less than 50 vehicle movements per day. Aongatete Lodge Road has an average daily traffic use of only 19 vehicle movements per day and therefore does not qualify for investment, along with many other low volume roads.

Staff understand that during some Outdoor Education Centre functions or activities the daily traffic visiting the park would be greater than 19 movements. However by using a weekly average traffic for prioritisation it provides relativity between all the other unsealed roads in the district i.e. approximately 140 road sections with a total cumulative length of 181km.

The Aongatete Lodge Road provides access to the Kaimai Forest Park, the Department of Conservation ranger’s house, a public car park within the forest park as well as the Aongatete Outdoor Education Centre. There is an unsealed driveway running for 340m from the car park through bush to the Outdoor Education Centre.

The Outdoor Education Centre mission statement taken from its website is, "We are surrounded by native bush in the Kaimai Mamaku Conservation Park. Our primary mission is to provide opportunities for school and youth groups to learn about and enjoy the N.Z. bush, to undertake challenging activities that develop life skills, a positive personal attitude and teamwork. Vacant time slots may be booked by other groups for workshops, team building, weddings, family get-togethers etc. We have bunk room accommodation for up to 92 people."

Vehicle turning movements are likely to damage chip seal surfacing within the car park area if this is included in the works. The alternative is to surface with asphalt for better wearing résistance and less maintenance.

The Councils development code has a minimum seal width standard of 5.0m to promote safe vehicle passing on the lowest volume roads and reduce edge wear maintenance. The short length of Aongatete Lodge Road is straight with good visibility and which is expected to minimise the opposing vehicle passing crash risks and provide carriageway space for the walking and cycling modes. For these reasons there is an option when delivering the seal extension to only construct the seal width to match the existing unsealed width of 4.0m.

The possibility of sealing Aongatete Lodge Road was raised during the Wright Road seal extensions pre-construction meeting with affected residents.
2. **Significance and Engagement**

The Local Government Act 2002 requires a formal assessment of the significance of matters and decisions in this report against Council's Significance and Engagement Policy. In making this formal assessment there is no intention to assess the importance of this item to individuals, groups, or agencies within the community and it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.

The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.

In terms of the Significance and Engagement Policy this decision is considered to be of medium significance because despite it affecting a small number of residents and ratepayers it could be seen to impact on the communities perceptions of fairness and equity resulting from the Council straying from its policy guidance.

3. **Engagement, Consultation and Communication**

### 3a.

<table>
<thead>
<tr>
<th>Interested/Affected Parties</th>
<th>Completed/Planned Engagement/Consultation/Communication</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of interested parties/groups</td>
<td>Aongatete Outdoor Education Centre has not been consulted Wright Road residents adjacent to the seal extension project.</td>
</tr>
<tr>
<td>Tangata Whenua</td>
<td>An archaeological authority has been granted requiring Iwi input into the Wright Road project.</td>
</tr>
<tr>
<td>General Public</td>
<td>Public using the facility and accessing the forest park.</td>
</tr>
</tbody>
</table>

4. **Issues and Options Assessment**

**Option A**

THAT the Operations and Monitoring Committee approves adding Aongatete Lodge Road to the seal extension programme.

<table>
<thead>
<tr>
<th>Assessment of option for advantages and disadvantages taking a sustainable approach.</th>
<th>Advantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unsealed maintenance requirements would not be required.</td>
<td></td>
</tr>
<tr>
<td>Relatively low cost and easy to construct.</td>
<td></td>
</tr>
<tr>
<td>Could combine physical works with the Wright Road project.</td>
<td></td>
</tr>
<tr>
<td>Pragmatic option due to its relatively low cost and completes the unsealed roads in the Wright Road area.</td>
<td></td>
</tr>
<tr>
<td>Provides benefits to the Outdoor Education Centre and forest park users.</td>
<td></td>
</tr>
<tr>
<td>Could be built to a lower construction standard and cost.</td>
<td></td>
</tr>
</tbody>
</table>
## Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses

<table>
<thead>
<tr>
<th>Disadvantages</th>
<th>Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does not comply with Councils seal extension policy.</td>
<td>A 4m seal width to match the existing unsealed width would cost $33,700.</td>
</tr>
<tr>
<td>Is not in the Councils notified list of prioritised unsealed roads.</td>
<td>A 5m seal width would require undercutting the shoulders and backfilling with suitable aggregate, also would require a culvert extension for total a cost $54,200.</td>
</tr>
<tr>
<td>Would set an unhelpful precedent by increasing community expectations for roads running off prioritised seal extension sites.</td>
<td>These costs include chip seal surfacings. To surface the carpark area in hotmix adds $7,400 to both price options.</td>
</tr>
<tr>
<td>Would take funds away from other higher priority unsealed roads.</td>
<td></td>
</tr>
<tr>
<td>Would not provide the expected policy benefits of reducing dust effects on dwellings.</td>
<td></td>
</tr>
<tr>
<td>May increase traffic speeds approaching the car park area.</td>
<td></td>
</tr>
</tbody>
</table>

## Option B (If applicable)

**THAT the Operations and Monitoring Committee declines adding Aongatete Lodge Road to the seal extension programme.**

### Advantages

- Would comply with Councils seal extension policy.
- Would not set an unhelpful precedent by increasing community expectations.
- Would not take funds away from other higher priority unsealed roads.
- Would provide the expected policy benefits of reducing dust on dwellings.

### Disadvantages

- Unsealed maintenance requirements would be required.
- Would not combine physical works with the Wright Road project.
- Less pragmatic.

### Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses

- Budgeted annual funds are utilised on unsealed roads prioritised under the Councils policy.
5. **Statutory Compliance**

The recommendation meets:

- Legislative requirements/legal requirements
- Current council plans/policies/bylaws

6. **Funding/Budget Implications**

<table>
<thead>
<tr>
<th>Budget Funding Information</th>
<th>Relevant Detail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seal extension programme.</td>
<td>Multi year LTP budget allocations.</td>
</tr>
</tbody>
</table>
Western Bay of Plenty District Council

Operations & Monitoring Committee

Infrastructure Services Briefing October 2017

Purpose

To monitor and provide updates to the Operations & Monitoring Committee on current projects, contracts and works programmes.

Recommendation

1. THAT the Deputy Chief Executive's report dated 4 October 2017 and titled Infrastructure Services Briefing October 2017 be received.

2. THAT the open section of the Operations & Monitoring Committee Information Pack No. OP7 dated 4 October 2017 be received.

3. THAT the report relates to an issue that is not considered significant in terms of Council's policy on Significance.

Gary Allis
Deputy Chief Executive Officer
1. Utilities

1.1 Te Puke Wastewater Treatment Plant Resource Consent Renewal
There has been no further changes to the update provided in September. The application to renew the discharge consent for the Te Puke wastewater treatment plant has been lodged with Regional Council. The application seeks a 35-year term. Timeframes for notification of the consent application and hearings have not yet been set by Regional Council. Due to large workloads at Regional Council there may be some delays in the processing of the consent application. However because the consent was lodged 6 months prior to its expiry, Council can continue to operate the treatment plant under the current consent, until the consent application process is complete.

The draft consent conditions submitted with the consent requires council to look at Alternative Options for the long term discharge of the treated wastewater from the Te Puke wastewater treatment plant. A working group has been formed which includes Tangata Whenua, Councillors and Community Board representatives. The group has identified forestry land that may be suitable for discharge. The next option that will be assessed will be discharge to pasture.

1.2 Te Puke Recycling Centre
The request by the Te Puke Community Board to change the opening hours of the Te Puke Recycling Centre was declined at the Operations Committee of Council on 3 August 2017. Noting that the current Resource Consent conditions does not allow changes to operating hours. Council is in the process to apply for a change or cancellation of the consent condition to allow operating hours from 6am to 8pm.

1.3 Te Puke Water Main Renewals
Water main renewals in Beatty Avenue, Queen Street and Belvedere commenced on 25 September 2017 with completion to be by mid December 2017.

1.4 Maketu Stormwater Catchment Areas
There has been no change since the last update in September. A site tour was undertaken by staff and Community Board members to review the existing stormwater network at Maketu, in particular to highlight a number of issues with existing drains and pipe network systems. Staff have provided a detailed map and associated works programme, including costs, back to the Community Board. Many of the issues identified in the report have already been resolved, or are being undertaken this financial year, or have been scheduled in the next maintenance round.

1.5 Ongare Point Wastewater Scheme Preliminary Investigations
Currently a Septic Tank Effluent Pump (STEP) wastewater system is proposed for the Ongare Point community. Land for the treatment plant and disposal site has now been secured and the preliminary design is complete. Pattie Delamore Partners (PDP) technical consultants have been appointed to assist with the next stages of the scheme (including consent application, finalise design, updated engineers estimate). The resource consent has been lodged with Regional Council and we are currently awaiting feedback.

On 3 August 2017 Council gave final approval for the scheme to proceed on the basis that more than 50% of the residents agreed. Provided all required consents are obtained scheme construction will begin in early 2018.
1.6 Katikati Wastewater Treatment Plant Resource Consent Renewal

In May 2016, Council lodged an application with the Regional Council to renew the consent for discharge of treated wastewater for a 20-year term. One appeal was received to the discharge from TKC holdings. Staff have been working to negotiate with TKC holdings to address their concerns. TKC have now agreed to proceed with the consent without going to a hearing. Consent conditions are now being finalised.

The draft consent conditions submitted with the application requires Council to look at alternative options for the long-term discharge of the treated wastewater from the Katikati wastewater treatment plant.

A working group has been formed which includes Tangata Whenua, Councillors and Community Board representatives. The group will meet on a regular basis to assess the various options available. Meetings held to date discussed beneficial reuse of wastewater and were productive. A site visit was undertaken in August 2017. Potential sites have been narrowed down for the beneficial reuse option and these sites will be investigated further. The team will no move onto look at other disposal options such as disposal to wetlands.

1.7 Highfields Subdivision Stormwater Detention Pond Conversion

A roadmap for the complete pond conversion with cost estimates and milestone dates was provided and discussed with the Board members at the Katikati Community Board Workshop held on 7 April 2017. Consultation with the community needs to take place for this proposed project to proceed. This is currently an unbudgeted proposal. An on-site meeting was held on 7 August 2017 and agreed to undertake a 12-month long groundwater monitoring of the area adjacent to the stormwater pond to better assess the effects associated with raising the pond level. The Community Board will fund $10,000 towards this.

1.8 Te Puna West Wastewater

The physical works contract for the construction of the Te Puna West wastewater scheme was awarded to Loveridge Ltd. Loveridge began construction of the scheme in early May 2017.

The reticulation in the roads has been installed across all of Te Puna West. The contractor has now started work on installing the tanks onsite. Approximately 10 onsite tanks have been commissioned and are now pumping into the Omokoroa Transfer Pipeline. Construction is on track to be completed by December 2017.

Council will be commissioning a trial with the Te Puna West community at the completion of the wastewater scheme construction. The trial will use information gathered by the new grinder pumps and water meters to help council to better understand the correlation between water usage and wastewater discharge, and the efficiencies of pressurised systems in reducing inflow into the network.

1.9 Comprehensive Stormwater Consents – Central Zone

The Comprehensive Stormwater Consent (CSC) for the Central Zone (including Te Puna and Minden) has been lodged with Regional Council. The central CSC excludes Omokoroa as a CSC was obtained for Omokoroa in 2007. No feedback has been received from Bay of Plenty Regional Council at this stage.