Western Bay of Plenty District Council

Minutes of Meeting No. OP9 of the Operations and Monitoring Committee held on 15 February 2018 in the Council Chamber, Barkes Corner, Tauranga commencing at 9.30am

Present

Councillor D Thwaites (Chairperson), Councillors G Dally, M Dean, M Lally, P Mackay, K Marsh, D Marshall, M Murray-Benge, J Palmer, J Scrimgeour, M Williams and His Worship the Mayor G J Webber

In Attendance

G Allis (Deputy Chief Executive), B Williams (Strategic Property Manager), J Paterson (Transportation Manager), P Martelli (Resource Management Manager), F Begley, (Community Relationships Manager), R Sumeran (Development Engineering Manager), R Woodward (Communications Advisor), and B Clarke (Democracy Advisor)

Community Boards

A Sole (Chairperson, Waihi Beach Community Board), P Miller (Chairperson), and Members R Spratt, J Dugmore, and B Button (all Te Puke Community Board), and Member N Mayo (Katikati Community Board)

Others

As listed in the minutes.

Public Forum

Resolved: Marshall / Murray-Benge

THAT the meeting adjourn for the purpose of holding a public forum.

A. Road Seal/Condition - Allport Road, Paengaroa

John Fowler, resident of 683 Allport Road, Paengaroa, circulated photographs showing the current condition of Allport Road. He also tabled and read a statement in full, speaking on behalf of Martin Robinson, Stan Clements, Callum McKenzie, and Richard Klaus who attended in support.

Key concerns were delays in road sealing Allport Road, anticipated in 2016, 2017 and in March 2018. He was recently advised there would be further delay (until late 2018) due to iwi issues. He represented a group of frustrated ratepayers living on a poorly maintained unsealed road, even though it was used as a 'diversion' route in the case of accidents on the state highway. The group felt aggrieved over poor communications; diary and kiwifruit industry trucks increasing road surface wear; and migrating gravel over their properties.

At the invitation of the Chairperson, the Transportation Manager provided clarification in relation to Council's Long Term Plan Funding Stream to implement road seal across the district; Council's list of roads to be sealed (including Allport Road) posted on the website; road seal process and investigations; heritage requirements; iwi consultation and representation; impact of periodic emergency works on progress; and significant earthworks effected by BOP Regional Council requirements. In summary, he noted that Council endeavoured to ensure that seal would last twenty-five years, and to achieve as much seal as possible during each construction season.

B. Te Puke Car Parks

John Donald advised that he owned a commercial building in Te Puke, with three of his tenants operating food premises (mostly takeaways). He had agreed with the realignment of Main Street, but not the bund around the end of the pedestrian crossing that had taken away needed car parks. Disabled carparks had been located outside his tenants' shops in the middle of town, and he was concerned they were not more evenly distributed, as disabled people needed access to all parts of town. People only needed fifteen minutes to pick up takeaways, so the parking duration should be limited outside the takeaways for efficiency.

Mr Donald responded to question of clarification, noting that the takeaway operators had complained to him saying that business had dropped, and customers used the disabled car parks for pick-ups. He noted that customers required parking at morning tea, lunch, afternoon tea and evening meal times. In relation to the impact of the bypass, business had initially dropped then picked up with different customers. In summary, parking was an issue.

C. Proposed Waihi Beach Cycleway Route Across Beach Dunes

(i) Anthony Thompson, (Waihi Beach Coast Care), addressed the committee. Key concerns were that he considered the proposed Waihi Beach cycleway route was not the preferred option of the public, was more costly due to consent requirements of BOP Regional Council, and would threaten the stability of a sensitive dune area. Waihi Beach Coast Care had not been included in discussions despite requesting involvement. It would be appropriate for the application to be publicly notified to identify community wishes, but it was preferred that the route avoid the sensitive dune area and needing consents by rerouting, so it became a permitted activity on an esplanade reserve.

(ii) Shane Mepstead noted that only a small portion of the cycleway (at the start) was being debated. Since a community meeting last year the route had changed, now proceeding down Hinemoa Street, crossing the esplanade reserve and Brighton

Reserve through to the dunes. Many in the community were unaware of the changes and that these would result in damage to the dunes, a higher cost due to requiring consents, and a loss of overflow parking. The original plan showed the route going in front of Brighton Reserve to enhance the view of cyclists, but the general public parked and picnicked at that location. There was an active Waihi Beach cycling group whose members could be involved in discussions, as things had evolved recently.

Mr Thompson responded to questions of clarification noting that endangering the dunes would lead to greater financial input for recovery in the future. At a recent community board meeting he had attended, he considered the board appeared confused and lacking in communication, and had been unable to provide a definitive response. He had met with people in the Waihi Beach community who were astonished that this was planned.

D. Katikati Bypass

Katikati Community Board Member Norm Mayo addressed the committee, concerned with the proposed Katikati Bypass, noting there had been much discussion over the years, and now the timeframe was important. He was aware of elderly residents who had been approached by NZ Transport Agency in relation to works, and at least one of them was likely to lose his house. Budget promises may be dependent upon the government in power. There was a 'tight' part of the road that could be widened as school buses had difficulty turning at that point. People needed a timeframe and certainty.

The Chairperson thanked the speakers for expressing their concerns.

Resolved: Webber / Scrimgeour

THAT the meeting be reconvened in formal session at 10.06am.

Change to Order of Business

The Chairperson requested changes to the order of business.

Resolved: Mackay / Williams

THAT in accordance with Standing Orders the order of Business be changed as follows:

a) THAT item OP9.1 "NZ Transport Agency – District Project Updates" be dealt with as the first item of confidential business to enable the NZ Transport Agency to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations), and to protect information which is subject to an obligation of confidence, as disclosure would likely prejudice supply of similar information.

b) THAT item OP9.2 "Tauranga Programme Business Case" to be dealt with as the second item of open business to allow the Te Puke Community Board, who were in attendance for item OP9.3 to be released from the meeting.

OP9.1 **Te Puke Main Street**

The Operations and Monitoring Committee considered a report from the Deputy Chief Executive Officer dated 31 January 2018 as circulated with the agenda.

The Deputy Chief Executive Officer introduced the report and spoke to a powerpoint presentation showing photographs, noting that mixed views had been expressed in relation to the effectiveness of the plaza. He gave a brief overview of the suite of options included in the recommendations before the committee.

His Worship the Mayor indicated that he had been approached by various parties, and as a result, had requested that the report be brought before the committee so that all Councillors could consider the matter.

Te Puke Community Board Chairperson Peter Miller and all community board members were in attendance. At the invitation of the Chairperson, Chairperson Miller addressed the Committee, explaining he was expressing his personal opinion and had not consulted his board. Key concerns related to process and consultation as follows:

- When implementing major projects within its communities, Council established a Project Control Group (PCG), who usually consulted with the community boards.
- The report and recommendations were because of a 'splinter' group who had approached the Chief Executive Officer and Mayor. In his opinion, this was a deliberate attempt to 'stifle' the normal process.
- The Project Control Group had been due to have a meeting on 5 February 2018, but for some reason this meeting was not held. Had the group meeting been held this matter could have gone to the Te Puke Community Board and their recommendations would have come to this meeting. Some members of the group had lost confidence in the process.
- His believed the item should be withdrawn from the agenda on the basis that correct procedure was not followed. However, should the matter be voted upon, option 3c was preferred.
- Te Puke Community Board was working very hard to support its community, and to address concerns of residents, which would be discussed at their next workshop.
- If consulting the map, the main pedestrian crossing was not offset, the community wanted it, but Transit NZ would not allow that to happen.

The Chairperson thanked Chairperson Miller for expressing his views, and the Te Puke Community Board Members for attending. He advised that the report would not be withdrawn from the agenda, and that he would follow the agenda process and standing orders.

Staff responded to a question, noting that they were unaware of any reports of serious injuries or fatalities on the main pedestrian crossing.

Moved: Lally / Mackay

1. THAT the Deputy Chief Executives report dated 1 February 2018 and Te Puke Main Street 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 recommended option 3(c) as follows be approved:

   THAT the Te Puke Main Street Plaza between the Heritage Walkway and the pedestrian crossing remain as constructed and be reviewed in the first quarter of 2019 as part of the overall review of parking in the Te Puke Central Business District.

Moved Amendment: Scrimgeour / Marsh

That the motion parts 1 and 2 remain the same.
That part 3 be as follows:
3. THAT recommended option 3(a) as follows be approved:

   THAT the Te Puke Main Street Plaza be altered by replacing part of the plaza (approx. 42% or 80m^2) with two (2) to four (4) additional carparks at an estimated cost of $58,000.

The amendment was put and declared lost on the voices.

Division

A division was called. Voting on the motion was as follows:

For: Councillors Dally, Marsh, Murray-Benge, Scrimgeour, and Thwaites

Against: Councillors Dean, Lally, Mackay, Marshall, Palmer, Williams and Mayor Webber

The amendment was lost. The original motion as follows was put:

Moved: Lally / Mackay

1. THAT the Deputy Chief Executives report dated 1 February 2018 and Te Puke Main Street 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 recommended option 3(c) as follows be approved:

THAT the Te Puke Main Street Plaza between the Heritage Walkway and the pedestrian crossing remain as constructed and be reviewed in the first quarter of 2019 as part of the overall review of parking in the Te Puke Central Business District.

Councillor Murray-Benge requested that her vote against the motion be recorded.

Further Division

A further division was called. Voting on the motion was as follows:

For: Councillors Marsh, Murray-Benge, and Scrimgeour

Against: Councillors Dally, Dean, Lally, Mackay, Marshall, Palmer, Thwaites, Williams and Mayor Webber

The motion was carried and became the substantive motion as follows:

Resolved: Lally / Mackay

1. *THAT the Deputy Chief Executives report dated 1 February 2018 and Te Puke Main Street 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 recommended option 3(c) as follows be approved:*

   THAT the Te Puke Main Street Plaza between the Heritage Walkway and the pedestrian crossing remain as constructed and be reviewed in the first quarter of 2019 as part of the overall review of parking in the Te Puke Central Business District.

11.00am The meeting adjourned for morning tea.
11.15am The meeting reconvened.

OP9.2 **Tauranga Programme Business Case**

The Operations and Monitoring Committee considered a report from the Deputy Chief Executive Officer dated 31 January 2018, as circulated with the agenda.

Ian Herbert (Senior Transport Planner, NZ Transport Agency), spoke to a powerpoint presentation and provided an update regarding the project scope; the Tauranga Transport programme and PT Blueprint; refining problems and benefits, and short listed programmes. He responded to questions as follows:

- They were working closely with the Port of Tauranga to see if they could achieve more transport movements out of peak times, but had to take into account that ships arrived in relation to tides.
- They were looking at possible realignment of the roading system to allow movements. If considering programme 9 that may move the problem elsewhere or action could be taken to streamline and prioritise to a hierarchy of intervention, to achieve another way. They were looking at a plan where they could access the Port of Tauranga earlier (at a different part of the highway).
- There was a growing movement in NZ and Australia to reduce cars going into central business districts. Already 25% of people going into Tauranga South and Greerton were no longer taking their car. They were using alternative modes of transport, so the world was changing. The approach to the city needed to be freed up and alternative routes used, or the roads would become clogged.
- He was not in a position to respond regarding a joint submission but greater effort needed to be put into working together to achieve goals.
- In relation to 'park-n-ride' schemes, Omokoroa may be a test case to evaluate whether it was a good investment, as this must start somewhere.
- In relation to consideration for rail, there had been a shift to utilise freight trains, and passenger rail systems were part of the long-term vision. Part of this document was about setting up market conditions, real options and building patronage. It started with buses, ubers and high volume vehicles. Achieving good passenger rail system was an aspiration for the future, but currently they must start with what they could.

The Chairperson thanked Mr Herbert for his informative presentation.

Resolved: Murray-Benge / Marshall

1. *THAT the Deputy Chief Executive's Report dated 31 January 2018 and titled Tauranga Programme Business Case 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 agrees to the preferred programme, being Programme 8, for the Tauranga Programme Business Case to be issued for public consultation through Tauranga City Council's 2018-2028 Long Term Plan and 30 year Infrastructure Strategy.*

4. *The Operations and Monitoring Committee notes that by agreeing to the preferred programme for consultation this does not represent a financial commitment by Council.*

Change to Order of Business

The Chairperson requested a change to the order of business to allow the item OP9.1 being "NZ Transport Agency – District Project Updates" (now in confidence) to be dealt with as the next item of confidential business, to allow representatives from the NZ Transport Agency who had arrived to present to be released from the meeting.

Resolved: Thwaites / Murray-Benge

THAT in accordance with Standing Orders the order of Business be changed and that the item OP9.1 being "NZ Transport Agency - District Project Updates" (now in confidence) to be dealt with as the next item of confidential business to allow representatives from the NZ Transport Agency who had arrived to present to be released from the meeting.

Local Government Official Information and Meetings Act

Exclusion of the Public

Schedule 2A

Resolved: Mayor Webber / Mackay

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

- *NZ Transport Agency - District Project Updates (In Confidence)*

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:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
NZ Transport Agency – District Project Updates (In Confidence)	*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.*	*To enable the NZ Transport Agency to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations), and* *To protect information which is subject to an obligation of confidence, as disclosure would likely prejudice supply of similar information.*

THAT the Community Board Chairpersons be permitted to remain for the NZ Transport Agency project update presentation due to the relevance of these projects to their communities.

Items Discussed in Open Session

Present

Councillor D Thwaites (Chairperson), Councillors G Dally, M Dean, M Lally, P Mackay, K Marsh, D Marshall, M Murray-Benge, J Palmer, J Scrimgeour, M Williams and His Worship the Mayor G J Webber

In Attendance

G Allis (Deputy Chief Executive), E Holtsbaum (Group Manager Technology, Customer and Community Services), B Williams (Strategic Property Manager), J Paterson (Transportation Manager), R Sumeran (Development Engineering Manager), R Woodward (Communications Advisor), and B Clarke (Democracy Advisor)

Community Board

A Sole (Chairperson, Waihi Beach Community Board)

OP9.4 **Infrastructure Services Briefing - February 2018**

The Operations and Monitoring Committee considered a report from the Deputy Chief Executive dated 30 January 2018, as circulated with the agenda. The open section of the Operations and Monitoring Committee Information Pack No. OP9 dated 15 February 2018 had been circulated separately with the agenda.

The Deputy Chief Executive, spoke to a powerpoint presentation and photographs, in relation to the January 2018 storm damage and flooding; Pony Club flooding; health warning signage Tuapiro at McMillan; Ongare Point wastewater; new wastewater emergency storage tanks at Wills Road, Katikati; Waihi Beach earth dam; Matakana Island Panepane South easements; MacMillan Reserve Carpark approved site for shipping container; and Katikati Boating Club lease.

Staff responded to questions in relation to property owners affected by Waihi land drainage; implementation of drainage schemes and agreement for landowners to fund stock banks; the Waihi Beach earth dam draining before a rain event; and applications for project funding.

The Chairperson thanked staff for their update.

Resolved: Mayor Webber / Mackay

1. *THAT the Deputy Chief Executive's report dated 30 January 2018 and titled Infrastructure Services Briefing February 2018 be received.*

2 THAT the Open Section of the Operations and Monitoring Committee Information Pack No. OP9 dated 15 February 2018 be received.

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

Local Government Official Information and Meetings Act

Exclusion of the Public at 1.52pm

Schedule 2A

Resolved: Mayor Webber / Mackay

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

- *Infrastructure Services Briefing - February 2018 (In Confidence)*

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:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
Infrastructure Services Briefing February 2018 – In Confidence	*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.*	*To enable the Council to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)*