



MEETING — AGENDA —

Ngā Take

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Western Bay of Plenty
District Council

OMOKOROA

COMMUNITY BOARD

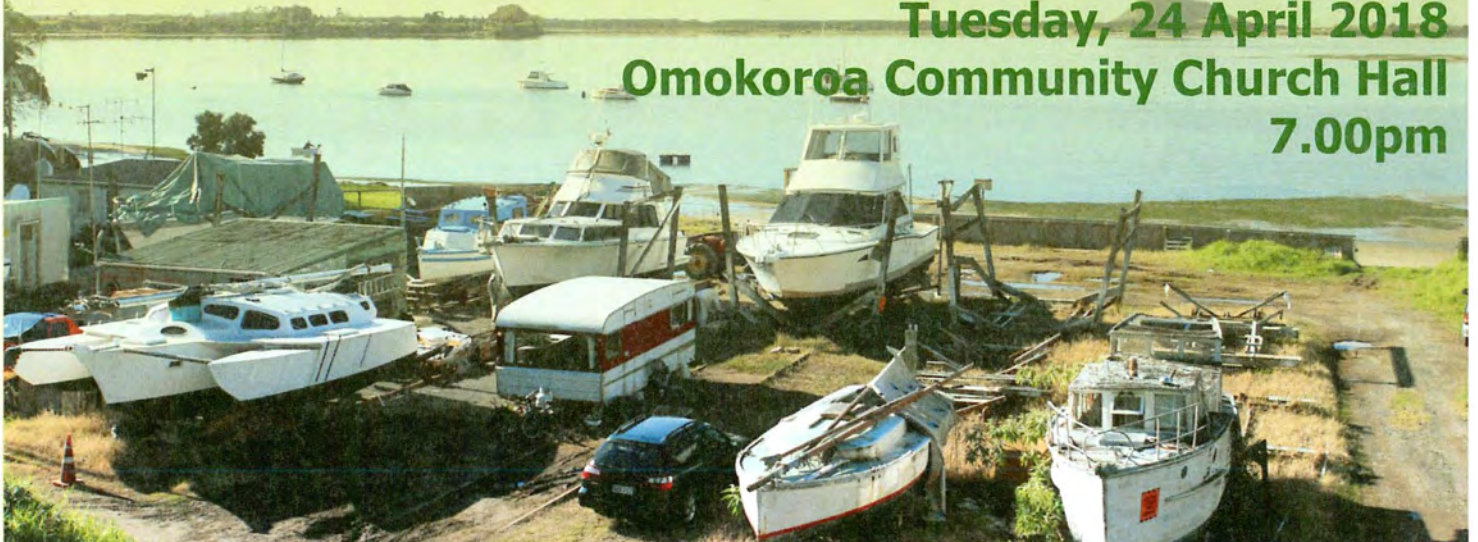
Poari Hapori

OM12

Tuesday, 24 April 2018

Omokoroa Community Church Hall

7.00pm



Te Kaunihera a rohe mai i nga Kuri-a-Whare ki Otamarakau ki te Uru

Notice of Meeting No OM12 Te Karere

Omokoroa Community Board Paori Hapori

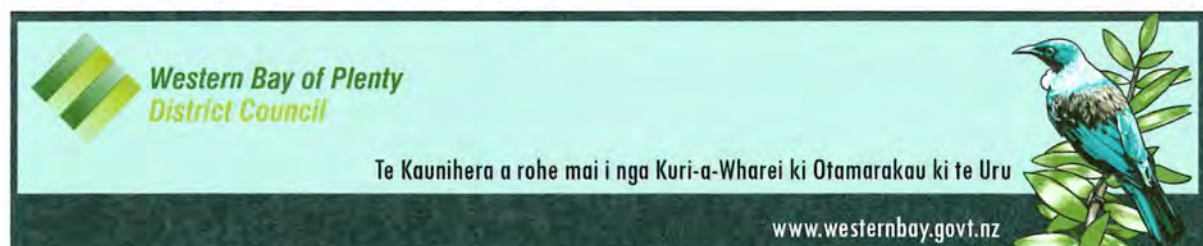
Tuesday, 24 April 2018
Omokoroa Community Church Hall
7.00pm

Members:

M Grainger (Chairperson)
T Sage (Deputy Chairperson)
P Presland
D Sage
Councillor M Murray-Benge
Councillor J Palmer

Media
Staff

Miriam Taris
Chief Executive Officer
Western Bay of Plenty District Council



Omokoroa Community Board

Mangai o Te Kaunihera

Role and Purpose of Community Boards

- To represent, and act as an advocate for, the interests of their communities
- To consider and report on all matters referred by Council and its Committees, or any matter of interest or concern to the community board
- To maintain an overview of services provided by Council within the community
- To prepare an annual submission to the Council for expenditure within the community
- To communicate with community organisations and special interest groups within the community
- To undertake responsibilities as delegated by Council or its Committees

Delegated Functions

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

- To maintain an overview of road works, water supply, sewage, stormwater, parks, recreational facilities, community activities and traffic management within the community and make recommendations to Council and its Committees in accordance with their delegated functions
 - To report and make recommendations to Council and its Committees in accordance with their delegated functions on issues facing respective communities to promote public participation and communication within respective communities
 - To undertake tasks, powers and functions as may be delegated by Council or its Committees in accordance with their delegated functions from time to time
 - To control, expend and monitor funds as allocated by Council
 - To allocate Community Board reserve funds to specific capital non-recurring projects for council assets on council land
- Or
- In accordance with allocations which have been approved through the annual plan process:
- To have input into Council and its Committees on issues and plans affecting the respective communities
 - To provide an effective mechanism for community feedback to Council
 - To receive reports from Council appointees on Council matters relevant to the Community Boards

Agenda for Meeting No. OM12

Pages

**Present
In Attendance
Apologies**

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 Board for up to three minutes on items that fall within the delegations of the Board 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

Recommendation

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

OM12.1 **Minutes of Meeting No. O11 of the Omokoroa Community Board held on 13 March 2018** 6-11

A copy of the minutes are attached.

Recommendation

THAT the minutes of meeting no. OM11 of the Omokoroa Community Board held on 13 March 2018 as circulated with the agenda, be confirmed as a true and accurate record.

OM12.2 **Chairperson's Report** 12-28

Attached is a report from the Chairperson dated 5 April 2018.

OM12.3	Councillor's Report	29
	Attached is a report from Councillor Palmer dated 10 April 2018.	
OM12.4	Infrastructure Services Report Omokoroa - April 2018	30-41
	Attached is a report from the Deputy Chief Executive dated 9 April 2018.	
OM12.5	Financial Report Omokoroa - February 2018	42-44
	Attached is a report from the Management Accountant dated 3 April 2018.	
OM12.6	Council, Standing Committee and Community Board Meetings	45
	Attached is a schedule of meetings for the months of May and June 2018.	
	Recommendation	
	<i>THAT the schedule of meetings for May and June 2018 be received.</i>	

Western Bay of Plenty District Council

**Minutes of Meeting No.OM11 of the
Omokoroa Community Board held on 13 March 2018
at the Omokoroa Community Church Hall
commencing at 7.00pm**

Present

Members M Grainger (Chairperson), T Sage (Deputy Chairperson), P Presland and D Sage and Councillors M Murray-Benge and J Palmer

Present

Members M Grainger (Chairperson), T Sage (Deputy Chairperson), P Presland and D Sage and Councillors M Murray-Benge and J Palmer

In Attendance

M Taris (Chief Executive Officer), J Paterson (Transportation Manager), His Worship the Mayor Garry Webber and A Alty (Democracy Advisor)

Others

Four members of the public and Regional Councillor Member N Brunning.

Public Forum

Resolved: Member Grainger / Councillor Murray-Benge

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

Mr Boyes commended Councillor Murray-Benge for standing up at the recent Future Focus meeting and speaking about what she believed in, with passion and commitment in regard to issues and concerns affecting the Omokoroa community.

Resolved: Members Grainger / D Sage

THAT the meeting be re-convened in formal session at 7.02pm.

OM11.1 **Minutes of Meeting No. OM10 of the Omokoroa Community Board Held on 30 January 2018**

The Board considered the minutes of OM10 of the Omokoroa Community Board held on 30 January 2018 as circulated with the agenda.

Resolved: Member Grainger / Councillor Murray-Benge

THAT the minutes of meeting No. OM10 of the Omokoroa Community Board held on 30 January 2018 as circulated with the agenda, be confirmed as a true and accurate record with the advised editorial correction:

Page 11 - Item OM10.5.4 - amend word Kathleen to read Kayelene. Item to read:
Flashing Sign on Corner of Omokoroa Road and Kayelene Place

Enquiries would be made as to the legality of the electronic sign placed on the corner of Omokoroa Road and Kayelene Place.

OM11.2 **Chairperson's Report**

The Board considered a report from the Chairperson dated 22 February 2018 as circulated with the agenda.

OM11.2.1 **Omokoroa Community Plan**

The Omokoroa Community Plan was now published and available to members of the public from the Omokoroa Library and Service Centre.

OM11.2.2 **Future Focus Meeting**

The Omokoroa Future Focus meeting held on 7 March 2018 had been well attended with the main topic of interest being the current State Highway Two traffic safety and congestion issues.

OM11.2.3 **Omokoroa Signage - Installation on Corner of Hamurana and Omokoroa Road**

Resolved: Member Grainger/ Councillor Palmer

THAT the Omokoroa Community Board approve the payment of \$764.75 for costs associated with the development and installation of the new signage located on the corner of Hamurana and Omokoroa Road from the Omokoroa Community Board Reserve Account.

OM11.2.4 **Omokoroa Signage - Proposed Map for Refurbish Noticeboard at McDonnell Street Omokoroa**

The Board was advised that the notice board at McDonnell Street Omokoroa needed refurbishing. When the noticeboard had been renovated a new map of Omokoroa would be produced for placement in the noticeboard. Board Members agreed with the concept design and were advised that some editorial changes to the map would be undertaken before the final version was produced.

A question was asked if it would be possible to have the same type of map installed on a noticeboard in the vicinity of The Esplanade and Omokoroa Domain. This was a high visitor and pedestrian area and the map showing points of interest throughout Omokoroa would be a valuable reference point.

The Transportation Manager advised that some thought needed to be given as to where such an information sign would be best placed in the Esplanade/Domain vicinity. It was important that people looking at the sign would not be in the way of or hindering any vehicular traffic. There may be other points throughout the peninsula where a map could also be placed.

OM11.2.5 **Long Term Plan Consultation Document Have Your Say Events**

The next Long Term Plan 'have your say' consultation meeting for the public at Omokoroa would be held on Saturday from 10.00am to 12.00pm at the Omokoroa Community Church.

OM11.2.6 **Omokoroa District Sports and Recreation**

Member Presland provided an update on the fundraising undertaken to date by the Omokoroa District Sports and Recreation Committee. The Committee had been steadfast in their fundraising efforts and it was expected to have a first sod turning for the new pavilion towards the end of winter 2018.

The Committee would like to erect a 'fundraising thermometer' and the required consent for this would be sought.

OM11.2.7 **Omokoroa Settlers' Hall Committee**

Member Teresa Sage reported that the Omokoroa Settlers' Hall Committee had completed the planned renovation work. The hall continued to be very well used and a focal point of the community.

Resolved: Members Grainger / D Sage

THAT the Omokoroa Community Board Chairperson's Report dated 22 February 2018 is received.

OM11.3 **Councillor's Report**

The Board considered a report from the Councillor Murray-Benge dated 28 February 2018 as circulated with the agenda.

Resolved: Councillor Murray-Benge / Member Grainger

THAT the report from Councillor Murray-Benge dated 28 February 2018 be received.

OM11.4 **Community Board Grant Application - March 2018**

The Board considered a report from the Democracy Advisor dated 22 February 2018 as circulated with the agenda.

The Board received an application from the Omokoroa Anzac Committee requesting \$1,000.00 for 2018 Anzac Day Commemoration. The Board endorsed the application noting that the committee worked hard to involve the whole community in the Omokoroa commemoration events.

Resolved: Councillor Murray-Benge / Member T Sage

1. *THAT the report from the Democracy Advisor dated 22 February 2018 and titled Omokoroa Community Grant Application - March 2018 be received.*
2. *THAT the Omokoroa Community Board approve the following grant to be funded from the Omokoroa Community Grants 2017/2018 account subject to all accountabilities being met.*

Omokoroa Anzac Committee.....\$1,000.00

OM11.5 **Infrastructure Services Report Omokoroa - March 2018**

The Board considered a report from Deputy Chief Executive dated 21 February 2018 as circulated with the agenda.

OM11.5.1 **Omokoroa Road Construction**

The Transportation Manager provided a verbal update of the current Omokoroa Road construction work underway.

Omokoroa Road Urbanisation

The design work for the best long-term outcome for the Omokoroa Road Urbanisation Project Design Brief was underway and the Board would have the opportunity to view the design work for this when it became available. Board members agreed that it was prudent to continue with the planned improvements following a 'do it once - do it right' principle.

The Transportation Manager advised that he was working with business owners within the Omokoroa Road/Tralee Street corner commercial area to amalgamate safe entry and exit routes for the respective businesses within the commercial block.

The Board was aware that some motorists were still using the entrance and exit route incorrectly at the supermarket.

OM11.5.2

Kaharoa Avenue and Kowai Grove Footpaths

Since the last Community Board Meeting held on 30 January 2018, the Chairperson had received a petition from residents in Kaharoa Avenue, with the majority indicating that they did not want a concrete footpath constructed in their street. (of the 11 occupied homes canvassed - nine indicated they did not want a footpath - with only two saying they did).

Following receipt of the first petition the Chairperson then canvassed residents in Kowai Grove asking them if they wanted a footpath (requesting a reply before this Community Board meeting). Of the 15 properties canvassed seven responses indicated clearly (six no and one yes) that they did not want a footpath in Kowai Grove.

Resolved: Member Grainger / T Sage

THAT the Omokoroa Community Board rescind the recommendation passed at the meeting held on 30 January 2018 (Reference OM10 5.5.) and further resolved that the proposed footpaths on Kaharoa Avenue and Kowai Grove not be constructed and the respective costs allocated for these projects be removed from the approved projects within the Omokoroa community roading account.

OM11.5.3

Beach Grove Footpath Repairs and Water Run-Off

The Transportation Manager advised that a section of the footpath on Beach Grove would be raised. Work to control water run-off in the immediate vicinity was also to be undertaken.

Resolved: Member Grainger / Councillor Murray-Benge

THAT the Deputy Chief Executive report dated 21 February 2018 and titled Infrastructure Services Report Omokoroa March 2018 be received.

OM11.6 **Financial Report Omokoroa - January 2018**

The Board considered a report from the Management Accountant dated 21 February 2018 as circulated with the agenda.

Resolved: Members Grainger / T Sage

THAT the Management Accountant's report dated 21 February 2018 and titled Financial Report Omokoroa January 2018 be received.

OM11.7 **Council, Standing Committee and Community Board Meetings**

The Board considered a schedule of meetings for the months of March, April and May 2018 as circulated with the agenda.

Resolved: Councillors Palmer / Murray-Benge

THAT the schedule of meetings for March, April and May 2018 be received.

The meeting concluded at 8.04pm.

Confirmed as a true and correct record.

M Grainger
Chairperson
Omokoroa Community Board

Date

OM11

Western Bay of Plenty District Council

Omokoroa Community Board

Chairperson's Report – April 2018

1. Community Plan

Along with the Te Puna Plan, the Omokoroa Community Plan was formally presented to the Western Bay of Plenty District Council Community Committee at a meeting at Persimmon Café Te Puna on 15 March 2018. After the presentations, the Omokoroa Community Plan committee joined the Council representatives for a bus tour around Omokoroa presenting some highlights, some lowlights and some areas of concern that the creators of the Community Plan felt needed addressing in the future.

2. Future Focus Meeting, the intersection and SH2

Approximately 250 residents attended the Future Focus meeting, on 7 March 2018, in the Settlers' Hall. Although there were some Council topics covered it was clear that the only topic on people's minds was inaction over SH2 and the intersection. Stuart Crosby and Jane Nees from the Regional Transport Committee got a very clear message from Omokoroa and the New Zealand Transportation Authority (NZTA) were castigated for hiding behind process and failing to attend. Angie Warren-Clark appears to have accepted the challenge to advance the cause. Whether or not the Bay of Plenty Regional Council, the NZTA or the Minister of Transport can be convinced to act is yet to be seen.

After the meeting a Facebook action group was set up. Although maintaining a watch on the postings, and apart from adding the Community Board submission to the Bay of Plenty Transport Committee, there has been no involvement on the Facebook site by the Board. A copy of the submission is attached. **Attachment A**

I have attached for your information, a copy of the reply from the New Zealand Transport Agency Director Regional Relationships (Central North Island) in response to questions raised relating to State Highway Two Waihi to Tauranga highway and safety and capacity improvements between Te Puna and Omokoroa, safety improvements between Omokoroa and Waihi and the Katikati bypass.

Attachment B

Also attached is a copy of my verbal submission made to the Bay of Plenty Regional Transport Committee on Tuesday 10 April 2018.

Attachment C

3. Open Air Art Group – Anchor stone

I have had the privilege of a sneak peek at this new sculpture at the artist's home. It will be a significant artwork addition to the Omokoroa landscape and, at approx. 3m tall, will be a magnificent piece with strong cultural references. I am eagerly awaiting the anchor's official unveiling in due course.

4. Access Way to Reserve Area Beside the Omokoroa Bowling Club

At the Omokoroa Community Board Meeting held on 30 January 2018 Anne Sandel, a resident living directly opposite the Omokoroa Bowling Club, outlined concerns relating to anti social behaviours that had caused problems in the immediate vicinity and reserve area. She highlighted the following:

- Youths drinking had caused problems at the bowling club and caused minor damage
- Freedom campers without self contained amenities had parked on the reserve, but had been moved on by staff
- People fishing in the area used the picnic table to cut bait, gut and fillet fish and did not clean up after. This left a smelly mess for regular picnickers and visitors.
- While the majority of dog owners were diligent in picking up their dog's droppings – others were not and dog poo in the area was a problem.
- The wooden bollards had been removed and cars were driving on and parking on the reserve.

While the Reserves and Facilities Officer (West) had suggested installing some lighting, residents felt that this would not help alleviate the problems. It was suggested that a locked gate be installed so that people could not drive onto the reserve area.

The Reserves and Facilities Manager has provided comment on the following items:

- Youths drinking had caused problems at the bowling club and caused minor damage – [NZ Police / Community Constable should be contacted if this problem persists](#)
- Freedom campers without self contained amenities had parked on the reserve, but had been moved on by staff – [Freedom camping is prohibited in Hamurana Reserve . It is important to differentiate between a vehicle parking in the reserve vs a vehicle used for freedom camping in the reserve. If a vehicle is used for freedom camping, then a service request should be lodged when freedom campers are preparing to stay overnight. Staff may install appropriate signage if the problem persists.](#)
- People fishing in the area used the picnic table to cut bait, gut and fillet fish and did not clean up after. This left a smelly mess for regular picnickers and visitors. - [A service request should be lodged as and when required and the reserves maintenance contractor can follow up and clean down the picnic table. Consideration will be given to placing a bait board at the bottom of the steps to the beach for fishermen to use.](#)

- While the majority of dog owners were diligent in picking up their dog's droppings – others were not and dog poo in the area was a problem. - [A difficult matter to enforce unless the dog is seen doing the act.](#)
- The wooden bollards had been removed and cars were driving on and parking on the reserve. - [The bollards will be reinstated to prevent this from occurring.](#)

While the Reserves and Facilities Officer (West) had suggested installing some lighting, residents felt that this would not help alleviate the problems. It was suggested that a locked gate be installed so that people could not drive onto the reserve area. - [A locked gate defeats the purpose of access to the reserve and foreshore along with limiting kayak launching at one of the few access points to the foreshore/harbour. Utilities contractors need easy access to the sewer pump station located at the bottom of the driveway. Staff are not supportive of installing a gate.](#)

5. Community Groups

- Omokoroa Community Policing Group (M Grainger) No meetings to report on.
- Omokoroa District Sports and Recreation (P Presland)
- Omokoroa Environmental Managers (M Grainger)
- Omokoroa Settlers' Hall Committee Society (T Sage)
- Western Bay of Plenty Safer Communities Forum (M Grainger)
– No meetings to report on.

6. Omokoroa Road Works – Contractor Traffic Management and Consideration

A Board member has raised concerns regarding contractor behaviour and considerations whilst working on Omokoroa Road noting that whilst the community has to deal with the road working with understanding and have been very tolerant as of this so far. There is the habit of contractors to pick a Monday afternoon /early evening for closing a lane down and alternating traffic flows through the one lane. This is really unreasonable and smacks of disrespect for this community. Ripper rugby is a mass attendance event and the chaos this causes which is avoidable is ridiculous to have to deal with.

Complaints were made to Council 2 weeks ago and they said that the contractors made a mistake and would not do this again. Last week they repeated it and the message from Council was that they did not know about the event despite it being raised 2 weeks earlier as a regular event. Council has been asked to police this, since the contractors seem either incompetent or the contractors don't give a darn about it.

It has been requested that a recommendation be put forward from the Board to highlight the frustrations being felt in the community and show a sign of respect to the community who are dealing with constant road construction disruption.

Staff Advise:

The Transportation Manager will provide a verbal update on this item at the meeting.

7. Significant Council Processes

7.1 Omokoroa Community Board – Submission to the Long Term Plan

Attached for information is a copy of the Omokoroa Community Board's submission to the 2018 – 2028 Long Term Plan. **Attachment D**

7.2 Community Matching Fund

The Community Engagement Team has advised that it is coming up to Community Matching Fund time again. Council has \$100,000 to assist community groups 8.achieve their goals. This year the fund is open from 12 June - 12 July. Decisions will be made by 30 August 2018 and all successful applicants will be notified within two weeks of this date through their nominated contact person. As in previous years, \$40,000 of this fund is tagged for environmental projects.

A media release will advertise the fund a month before the opening date. Application forms and guidelines will be on Council's website and hard copies will be available from Council service centres at the same time.

Each application should be completed in line with the fund guidelines which are on the website.

Council's Community Team encourages Community Boards to promote this fund, when talking to your communities as it is set up specifically for them and their groups. We have found "word of mouth" to be the most effective way of advertising so please let your networks know. Also, please note, Community Board Grants Policy (CPM 04.09.00) states that: "Groups will only be eligible for Community Board Grants if they have not received any other Council grant in that financial year." As we did last year, a list of successful applicants will be forwarded onto Community Boards after applicants have been advised, to assist you in meeting the requirements of this policy.

Recommendation

THAT the Chairperson's Report to the Omokoroa Community Board for April 2018 be received.

Murray Grainger
Chairperson
Omokoroa Community Board

ATTACHMENT

A

The Omokoroa Community Board believes that the Regional Land Transport Committee has erred in its priority ranking of roading projects to be undertaken. The reasons being the safety concerns over, and the current traffic volumes on, the Omokoroa intersection and SH2 between Omokoroa and Tauranga.

We ask the committee to

- review their priority ranking list and
- move the projects currently at priority 11 to priority 1; and
- lobby strongly to central Government on our behalf to ensure that work on a grade separated intersection at Omokoroa and an offline, four-lane, expressway from Omokoroa to Tauranga begins with the utmost urgency.

The Bay of Plenty region's transport vision is: ***Best transport systems for a growing economy and a safe, healthy and vibrant Bay lifestyle.*** [Executive Summary, p7]

Let's examine that vision in detail ...

Best transport systems for a

- **growing economy**
Page 21 of the 2018 draft plan lists all the economic growth factors and the majority of them will have a freight impact on SH2.
The Government is concerned about the housing shortage and desires that more houses be built. For many years Omokoroa has been designated an urban growth area as part of the "growing economy" in the Bay region. A Government approved Special Housing Area is presently under construction in Omokoroa. This Government approved project needs supporting infrastructure. Western Bay Council has done its part in providing the sewage, water, stormwater, zoning etc. The Regional Land Transport Committee needs to step up and do its part by advocating strongly for the missing infrastructure, the transport link, and pushing NZTA for an immediate start to construction.
- **safe,**
SH2 between Omokoroa and Tauranga is the least safe stretch of State Highway in the Bay region in terms of deaths and serious injuries. If providing "safe" transport systems is the vision of this committee then fixing this piece of road should be priority number one.
- **healthy**
The current transport system which, on this section of SH2, delivers death and injury rates well above the national average cannot be described as "healthy". Nor is sitting in queues of traffic inhaling Nitrogen dioxide (NO2).

- **vibrant Bay lifestyle**

Has the committee interviewed those seriously injured on this section of the State Highway, or the families of those killed, to ascertain how “vibrant” their post-accident lifestyle is? Has the committee undertaken any resident surveys to quantify the number of residents who are terrified by the thought of driving between Omokoroa and Tauranga, or who are selling up and abandoning their “vibrant Bay lifestyle” because of this road?

Our submission is that SH2 between Omokoroa and Tauranga and the Omokoroa intersection require the highest priority.

The online submission text says:

“Regional Transport Committee is particularly interested in your views on the following: The problems, benefits and objectives (and their respective weightings identified in Chapter 3)”

Chapter 3

“The Investment Logic Mapping process involves key stakeholders working together to develop an investment logic map that tracks the relationship between identified problems and the benefits of resolving them.” [p35]

The Omokoroa Community cannot understand the “logic” of de-prioritising the upgrade of SH2, and the benefits that would accrue by resolving this identified problem, in favour of roading schemes for Tauriko West, an area yet to be approved and developed and which does not have one of the worst safety records in the country.

3.1 then looks at problems.

“Traffic growth in parts of the region is increasing congestion, inhibiting the efficient movement of people and goods (40%)” [p36]

Surely the growth of traffic on this section of SH2 must rank much higher in this metric than the growth of traffic in most places in the Bay, and certainly higher than traffic in a planned area, yet to exist.

12 kilometre queues both morning and evening are not uncommon on SH2, Omokoroa to Bethlehem. This cannot be considered efficient compared to what a four-lane expressway would deliver. How long are the queues that the Tauriko West project will alleviate?

The percentage score for this metric must be in the high 30s.

“Poor user behaviour in an unforgiving transport environment is resulting in unacceptable avoidable death and serious injury (30%)” [p37]

The section of SH2 between Omokoroa and Tauranga must score maximum points on this measure. The Tauranga Eastern Link is a wonderful example of what can be achieved in terms of reducing deaths and serious injuries when the bulk of the through traffic and the heavy traffic is taken off an inadequately designed local road and put onto a properly designed expressway.

The existing communities along the route between Omokoroa and Tauranga are far more deserving of relief from unacceptable avoidable death and serious injury than communities which do not yet exist in Tauriko West.

“Constrained investment in resilience is negatively impacting network efficiency and functionality (20%)” [p39]

It is assumed that the committee has access to the data on how many kilometres of this section of SH2 have no alternate route should something adverse happen. And many of the alternate routes that do exist have corners or road widths that make them unsuitable for heavy transport.

In short, this section of SH2 is non-resilient in the extreme, so once again a top score of 20%. Fixing this non-resilience must rate as a higher priority than Tauriko West which currently has zero resilience issues, as it does not yet exist.

“Poor design and functionality of current transport system is adversely impacting the environment and public health 10%” [p40]

Sitting in 12km queues being unnecessarily exposed to Nitrogen dioxide (NO₂) is not going to assist anyone's health. Deaths and serious injuries are not good public health outcomes.

Chapter 3.2 addresses the benefits

“The Bay of Plenty ILM identifies three key benefits of addressing the region's priority land transport problems:

- 1. Better quality of life for Bay of Plenty residents (45%).***
- 2. Increased safety for users of the region's transport network (30%).***
- 3. Improved economic performance (25%).***

These benefits form the high level transport priorities for the region. “ [p42]

The community of Omokoroa does not understand how de-prioritising remedying SH2 Omokoroa-Tauranga and replacing the intersection at Omokoroa answers any of those points:

Omokoroa residents do NOT get a better quality of life

Omokoroa residents do NOT enjoy increased safety
 Omokoroa residents do NOT benefit from improved economic performance.

It seems that the Bay of Plenty Investment Logic Mapping has completely failed to arrive at the correct prioritisation as stated in the draft.

Section 3.3 groups percentage scores in a different way;

3.3.1 Access and resilience, 15% [p43]

3.3.6 Safety, 30% [p44]

3.3.7 Economic Efficiency, 20% [p45]

These sum to 65% with this new grouping.

These points showing maximum scores for these measures for the SH2 and intersection works are covered above so a priority rating of 11 seems at odds with the committee's own scoring systems.

Secondly, the online submission text says:

*"Regional Transport Committee is particularly interested in your views on the following:
 The order of priority of the significant improvement activities identified in Section 7.4
 (Chapter 7)"*

It is our submission that Priority 11, the offline, four-laning, of SH2 from Omokoroa to Tauranga and the provision of a grade separated interchange at the SH2/Omokoroa Road intersection absolutely deserves the top priority rating of 1.

It is expected that the Committee has taken note of the current New Zealand Infrastructure Plan when arriving at the priority ratings.

That document, ***The Thirty Year New Zealand Infrastructure Plan 2015***, says on page 18: (<http://www.infrastructure.govt.nz/plan/2015/nip-aug15.pdf>)

"The world's economic centre of gravity is shifting towards Asia...

Ongoing growth in developing countries, particularly Asia, will create opportunities for New Zealand to export its goods and services to these markets. This requires decision-makers to fully consider the needs of, and opportunities for, regional economies when forecasting infrastructure demand, and underpins the need for good international connections and effective roads, rail and broadband to link our regions to our cities and the global marketplace."

The only port in Australasia that can handle the 9500TEU container ships, with a direct service to Asia, is the Port of Tauranga and the export volumes through that port are growing steadily.

The quote above includes the statement, "This requires decision-makers to fully consider the needs of ... regional economies when forecasting infrastructure

demand, and underpins the need for good international connections and effective roads”

So, the decision makers on the Regional Land Transport Committee are charged with fully considering the need for effective roads to service our regional economy linking to the existing good international connection that we have in the Port of Tauranga. Was this done correctly? To those of us outside the decision making process, it appears these issues were not considered or, if considered, were not factored in correctly.

There is abundant evidence to support our contention that SH2 between Omokoroa and Tauranga is not an effective road servicing our regional economy especially with the growth in heavy transport servicing the Port of Tauranga. Mix in the growth of private transport due to housing growth along this corridor and the inefficiency of the regional economy transport network grows markedly.

Our last point is; this road has been designated the second most important road in New Zealand. Every sign tells us it is State Highway **Two**. Surely it is time that the state of the road lived up to the state of its designation.

In just three weeks, over 6900 residents have signed a petition asking the Bay of Plenty Regional Council Transport Committee to push our Government to commit funding for:

- * A full continuous four lane expressway from Tauranga to Katikati
- * A grade-separated connection overhead bridge system from Omokoroa Road to SH2
- * The Katikati Bypass

This petition will be tabled when speaking to this submission in April.

The 6901 signatories join with the Omokoroa Community Board in the expectation that the Committee will, now, make the correct decision in this matter and place the construction of a grade separated interchange at Omokoroa and the building of an offline four-lane expressway between Omokoroa and Tauranga at the top of the priority list and that the Committee will lobby strongly to central Government on our behalf to ensure that this work begins with the utmost urgency.



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26 March 2018

Mr Murray Grainger
Chairman
Omokoroa Community Board
murray.grainger@westernbay.govt.nz

Dear Murray

Thank you for your email of 8 March 2018 regarding safety issues on SH2 in Omokoroa and the public response you noted at the Omokoroa Future Focus meeting held on 7 March 2018.

We acknowledge the community's anger and concern with the safety of SH2 and are committed to making changes that will bring the road toll down.

The NZ Transport Agency takes a wide view that considers vehicles, roads and roadsides, speed, and all road users when looking at what safety improvements can be made. We have worked with the community to develop the 'Waihi to Tauranga programme'.

The recommended options for the programme were supported by the Transport Agency Board in October 2017 and the construction of Waihi to Omokoroa – Stage 1 (Waihi to Trig Road) has been given approval. However, the construction phases for the rest of the programme will be subject to further approval in line with the Government Policy Statement (GPS) and the National Land Transport Programme.

Notwithstanding the long term proposed improvements, some interim safety improvement works have recently been completed at the intersections of Omokoroa and Youngson Roads, Barrett and Plummers Point Roads, and Te Puna Quarry and Snodgrass Roads. We also intend to address current safety problems by managing the speed environment (changing speed limits from 90km/h and 100km/h to 80km/h will be considered).

The Transport Agency gives thorough consideration to submissions from local councils, key stakeholders and the public in the prioritisation of transport investments on behalf of the Government. We are also required to give effect to the GPS, which provides guidance on how New Zealanders' money is spent on transport each year. This includes how funding is allocated between activities such as road safety, state highways, local roads, walking and cycling, and public transport.

The Government is working closely with the NZTA to develop a new GPS on land transport. This is likely to include new priorities for transport investment throughout New Zealand, and will influence the timing and funding required for existing work programmes to proceed.

If you would like to discuss this matter further, please do not hesitate to contact Chris Gasson, Portfolio Manager, on 0272793518, or by email to chris.gasson@nzta.govt.nz

Thank you again for writing. I trust this response goes some way towards addressing the community's questions.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Parekawhia McLean', with a long horizontal flourish extending to the right.

Parekawhia McLean
Director Regional Relationships (Central North Island)

ATTACHMENT



Verbal submission to Regional Transport Committee

Good evening. My name is Murray Grainger and I am Chairman of the Omokoroa Community Board.

Thank you for the opportunity to speak to the submission lodged by the Omokoroa Community Board and supported by the 6903 signatories to this petition.

(The petition was formally tabled, then retrieved and will be scanned and sent to the committee)

The day after the submission period closed the Bay of Plenty Times had a two page spread in their Saturday edition about SH2.

http://www.nzherald.co.nz/bay-of-plenty-times/news/article.cfm?c_id=1503343&objectid=12018202

The sub-head read:

"A spate of serious crashes on State Highway 2 north of Tauranga and uncertainty over the new Government's plan for the road has locals renewing calls for major improvements. A cross campaign, email appeals and cyber groups have mobilised."

The Facebook Group which was started on March 14 had over 1500 members by the close of submissions, ten days later. (Now over 1700) Given that many in the community do not use Facebook and there is a current movement to cancel one's Facebook account, this number reinforces the strength of feeling in the community about this issue.

I have searched the Internet but cannot find any mention of a community support group lobbying for the Tauriko West project to remain in the priority number one position allotted by the committee. This begs the question: "Are the committee members working on behalf of the voters who elected them or on someone else's behalf?"

But back to the article in the Bay Times. Later in the article was this statement:

"Responding to questions from the Bay of Plenty Times Weekend, Transport Minister Phil Twyford said via email he understood how strongly residents feel about safety issues on SH2.

"The new Government Policy Statement on land transport will set a much higher priority on safety."

Minister Twyford said while road user fees, including road user charges and fuel excise duty, go into the National Land Transport Fund, the NZTA makes all operational decisions at arms' length from the Government.

"If the Bay of Plenty Regional Council prioritises this road in their regional highway programme, there's every chance NZTA will give it serious consideration."

I do not think that Minister Twyford could make his suggestion to this committee any clearer. The only possible way to get a grade separated interchange at Omokoroa and an offline four-lane expressway between Omokoroa and Tauranga is for the Regional Transport Committee to give these projects the priority that they deserve. Priority One.

Page 44 of the draft Government Policy Statement 2018 says this about Regional Land Transport Plans:

Regional Land Transport Plans are prepared by Regional Transport Committees. They list all of the planned transport activities for a region for at least ten years and are used to prioritise applications for government funding through the NZ Transport Agency. Regional Transport Committees ... must ensure consistency with the GPS when preparing Regional Land Transport Plans.

In terms of consistency between the Government Policy Statement and the Regional Land Transport Plan, I note:

Para 34 *The GPS supports investment in safety improvements on state highways and local roads. It supports targeting investment at roads and roadsides that will have the greatest impact on reducing deaths and serious injuries.*

SH2 has the highest rate of deaths and serious injuries in our region.

Para 77 *This result primarily has an economic focus on **goods reaching their destination efficiently. The focus is on national routes where access constraints at specific points are limiting business productivity or tourism ventures.***

SH2 has volume and resilience constraints that need attention to address efficiency

Para 80 *Transport connections that are classified as **nationally important** need to be of the **highest safety, quality and resilience.** They need to be maintained or improved to:*

- ***respond to changes in freight movements,***
- ***population growth and tourist numbers by providing extra capacity***
- ***consider the total transport task, taking into account all modes (such as rail, sea, air) and logistics, and how technology and innovation can be used to meet changing demands***
- ***mitigate resilience risk***

SH2 suffers from safety, quality and resilience problems, the GPS prioritises resolving those issues.

Para 85 *GPS 2018 supports investment in an increased focus on regional transport including:*

- ***developing transport connections that***

- *are crucial for linking production points with key distribution points (including routes)*
- *important for exports, and those intra-regional routes critical for getting local goods to market)*
- *making higher risk roads and intersections safer*
- *improving transport connections (including*
- *local roads, public transport and active modes) that enable tourists to safely reach their destinations*
- *managing and responding*
- *to resilience risk on important regional roads (see resilience objective).*

Once again, all the factors we are asking to be addressed are highlighted in the GPS Para 130 ***In GPS 2018, lead investment will provide access to serviced land for housing development in high growth urban areas.***

Omokoroa is such an area.

As well as the direction in the GPS 2018, our submission is based upon the internationally accepted ratings which should be used when prioritising a range of roading projects. Safety - 40%, Economic efficiency - 30% and quality of life - 30%. I have covered these factors in detail in the main submission.

Tauriko West, under optimum conditions, will not be ready to add traffic to the network for at least six years, Omokoroa is growing rapidly right now. The land is owned, the drawings are underway there is no reason for any further delay in starting the bulldozers and building an interchange at Omokoroa.

Lastly I would like to quote from the Parliamentary record:
Question 5 - Jami-Lee Ross to the Minister of Transport
Date: 29 March 2018

Hon Phil Twford

"Transport priorities are being reviewed in order to place greater emphasis on safety and value for money.on SH2 between Tauranga and Waihi there were 63 deaths and 196 serious injuries over the past eight years, Our priority will rebalance spending away from a few hand-picked, low-value, over engineered expressways towards practical solutions that save lives."

Do the members of this committee want the deaths and injuries resulting from their inaction on this matter on their consciences?

The community in Omokoroa asks for the committee's help to make a grade separated interchange at the Omokoroa intersection and a four-lane expressway built alongside the current road between Omokoroa and Tauranga their highest possible priority.

Murray Grainger
 Omokoroa Community Board
 Contact details on file.

I would like to be able to present to the Council.

Requested feedback:

1. Walking and cycling - Option 2
2. Western Bay Museum - Option 2
3. Arts & Culture - Option 2
4. Debt Management - Option 2

Other:

Library/Service Centre/Community Hub

The Omokoroa Community Board would like the WBPDC to include in the LTP the early recognition of the need for a more suitable Library/Service Centre/Community Hub complex, preferably located in the current village nexus created by the supermarket, medical centre and church; i.e. the corner of Hamurana Rd and Tralee St.

It is accepted by the Board that this may well not be the final location for such a facility once the "centre of gravity" of Omokoroa moves south across the railway line in 15 to 20 years' time.

The community does not accept that such a facility can be deferred for 15 - 20 years, so is desirous of progress to satisfy this need in the shorter term.

New passive neighbourhood reserve

In line with the growth in population in Omokoroa the community has voiced a desire for more recreational space.

An easy win for Council on this point would be to convert the Council owned stormwater pond and associated land at the end of Western Ave extn into some form of a passive neighbourhood reserve. (Shown red on map below)



While it is accepted the primary purpose of the land is for stormwater treatment and management, with a relatively small investment it could offer some recreation value to the community.

Currently Council has no specific plans to develop the land into a passive neighbourhood reserve, so the Omokoroa Community Board seeks to add the development of the reserve into the 2018/28 Long Term Plan.

There will need to be a concept plan prepared to identify the opportunities and constraints associated with the land. It is suggested that between \$5-7 K be allocated for the concept plan. This concept plan would involve consultation with adjoining owners and the wider public. The various assets identified through the concept plan eg pathways would still need to be costed and funding secured before any development can proceed.

Around the peninsula walkway

On a longer timeframe - towards the end of the 10-year plan, and in line with the stated walking and cycling aspirations, the Board believes that funding should begin to be allocated for completion of a complete "around the peninsula" walkway. As this would need to be at sea level for the section north of Precious Reserve significant funding would be required.

Western Bay of Plenty District Council

Omokoroa Community Board

Councillors Report – April 2018

Councillor Palmer will provide a verbal update on the following items at the meeting:

- Kaimai Reserve Management Plan
 - Precious Reserve
- Long Term Plan Update
 - Community Boards verbal presentation of submission – Council Chambers 19 April 2018
 - Have your Say Events – 21 April at the Omokoroa Community Church 10am to 12pm
 - Consultation period 23 March to 4 May 2018

John Palmer
Councillor
Omokoroa Community Board

Western Bay of Plenty District Council**Omokoroa Community Board****Infrastructure Services Report Omokoroa
April 2018**

Purpose and Summary

This report provides specific information on infrastructure activities of interest to the Board

Minute Action Sheets

The current Board Minute Action Sheets are attached to this report. The resolution to receive this report includes receipt of the Minute Action Sheets. **Attachment A**

Recommendation

- 1. THAT the Deputy Chief Executive Officer's Report dated 9 April 2018 and titled Infrastructure Services Report Omokoroa April 2018 be received.***

Approved



Gary Allis
Deputy Chief Executive

1. Utilities

1.1 Te Puna West Wastewater

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 efficiency's of pressurised systems in reducing inflow into the network. Results will be provided at the end of a 12-month calendar period. Trial questions have gone out to the landowners. Construction programme is complete. Landowner contribution to the scheme will be \$13,000 inclusive of GST. Invoices will be sent to landowners in October 2018. Landowners can opt to pay their contribution via targeted rate over 15 years with interest.

1.2 Home Worm Composting Workshops

New dates for 2018 are now available on the website at:

<http://www.westernbay.govt.nz/our-services/rubbish-recycling-waste/Pages/Worm-Composting.aspx>

All bookings are now made through www.eventfinda.co.nz

2. Reserves

2.1 Omokoroa Sports Ground – Tennis Courts 3 and 4

The final asphalt surface has now been laid. The block volley-wall addition is nearly complete. Synthetic turf and floodlights for court three will be the final steps before expected completion in April/May. The volley wall, turf surface, and floodlights are the responsibility of the tennis club.

2.2 Omokoroa to Tauranga Cycleway

Section 1: Omokoroa Boat Ramp to Tinopai Reserve - 120m of boardwalk scheduled to begin April/May (as materials become available). Note that when construction begins, this section will be closed to the public. Signage will be in place to detour users via Tinopai Drive. The remainder of this section is complete.

Omokoroa User Statistics as follows:

	Total Traffic for the Analysed Period	Daily Average	Busiest Day of the Week	Busiest Mor ⁺⁺ of the Yea	Distribution	
					IN	OUT
Pedestrians	31,740	111	Sunday	Dec 2017: 5,748	56	44
Cyclists	11,406	40	Sunday	Jan 2018: 1,691	49	51
IN:	Towards Omokoroa Beach					
OUT:	Towards Tauranga					

Section 3: Lynley Park to railway - No change from the last report. - The Archaeological Authority application to Heritage NZ for construction of a small section of the cycleway over the Mangiwhai Pa has now been lodged. The timing of this affects the construction of this section. In the meantime, users will be required to follow the local street network to connect to other completed sections.

Section 4: Tamihana Park to Kiwirail Bridge – License to occupy application paperwork is being worked through with Kiwirail to resolve design issues with fencing & barrier requirements. Once this is achieved, then final construction surfacing for this section can begin. The completion of this section will be coordinated with the Plummers Point section to Huharua Park.

Section 5: Bridge across Mangawhai inlet - construction begins from Wednesday, 11 April and is expected to take 6 weeks. NOTE: Once this bridge is finished, the track will remain closed until the cycleway connection with Huharua Park is in place and the License to Occupy agreement is complete. Resource Consent was obtained last year.

Section 6: Plummers Point trail from bridge to Huarua Park. No change from previous report. Detailed design, resource consent and archaeological authority process is now underway following Pats Lane residents acceptance of preferred route option which involves earthworks to construct a new benchline along the esplanade in front of thewir properties. This option is also the most cost effective route option. Construction will begin as soon as archaeological authority and resource consent has been obtained.

2.3 Omokoroa Jetty and Panepane Wharf Repairs

Repairs to the Omokoroa jetty walkway deck post the storm surge and king tide event of 5 January 2018 have been undertaken. Note that jetty renewal is scheduled for 2020.

Repairs to Panepane wharf at Matakana Island have been completed.

2.4 Omokoroa Sportsground Playground

The draft Concept Plan has been widely circulated for community feedback and is now being finalised before seeking Council approval. Procurement of equipment and landscaping processes have started but depending on the overall capital cost estimate, the project may be split into two separate stages so that external funding can be obtained, in which case the project may extend into 2018/19. The attached maps indicate the current concept plan status.

Attachments B & C

2.5 Omokoroa Slips

Complex and frustrating issues remain for affected homeowners.

Owners of the 3 red stickered properties are experiencing push back from their insurance companies. They are now in communication with an expert insurance solicitor and barrister located in Christchurch.

Staff continue to work with the affected homeowners, offering advice when asked.

Geotech remediation work is commencing at 39 Harbour View Road while design works are progressing in Beach Grove.

These works are not funded by Council.

- 2.6 Damaged walkway reserve land - Ruamoana Place to Bramley Drive**
As at 9 April 2018: A contract for the works is out to tender with three selected tenderers. The works essentially consist of 22 vertical chimney drains linked together by directional drilling, discharging through 5 outlet drains, together with significant reshaping and landscaping works.

Draft conditions for the consents with Regional and District Councils have been agreed and awaiting final sign off.

A legal agreement has been signed by the funders. The final approval process is now underway in accordance with the agreement. Legal documents for 3 other affected owners are awaiting sign off and are being followed up.

Costs are expected to remain within budget.

3. Strategic Property

3.1 Omokoroa Cell Phone Tower

It is still anticipated that construction of the cell tower will commence in the first half of 2018.

3.2 Kaimai Views - Sales Update

The development continues to progress well. The show home is now complete. Construction on Stage 1A has commenced.

4. Development Engineering and Projects

4.1 Omokoroa Industrial Road - Investigation / Design

Scoping for the design has been confirmed. Currently writing design and construction brief for external consultant engagement.

4.2 Omokoroa Industrial Road - Stormwater detention pond

Scoping for the design has been confirmed. Currently writing design and construction brief for external consultant engagement.

5. Emergency Management

5.1 Training

CDEM Inductions have been run for Western Bay of Plenty District Council staff.

5.2 Exercise Ruapehu – Volcanic Ash Fall

39 staff from Western Bay of Plenty District Council took part in the exercise.

5.3 WBOPDC Lunchtime Talk: NZ's Volcano and Earthquake Problem

EMBOP staff organised for GNS volcanologist Brad Scott to present on geological hazards in the Bay of Plenty to 35 Western Bay of Plenty District Council staff in the Council Chambers on 5th March.

5.4 Cyclone Hola

As with ex-tropical Cyclone Gita, the wider EMBOP team undertook pre-event planning for the arrival of Tropical Cyclone Hola. While a strong wind warning and heavy rain watch was put in place for the Bay of Plenty, there were no significant impacts.

6. Roading**6.1 Omokoroa Road Construction - State Highway to Railway**

The project includes upgrading nearly 2km of Omokoroa Road with new and widened pavement, safety improvements to the Prole Road intersection, two new intersections for three larger scale housing developments, a new cycleway, undergrounding overhead power lines, relocating a section of the sewer transfer main, installing a new bulk water-main to service the Omokoroa peninsula and new rider-mains running from the bulk main to service all the properties along the project length. The removal of the old decommissioned asbestos cement water main commenced 20 February 2018. The remaining bulk earth works will follow.

Surplus suitable earthworks material will be transported into the Special Housing Area for future road embankment and stormwater pond constructions. Co-ordination between WestLink, Council, Council's designers, adjoining landowners, Seeka, three sets of developers, their technical service providers, utility providers, and sub-contractors is an essential component of the project and is ongoing.

Completed activities include; asbestos removal from the old house site, most of the archaeological investigations, the relocation of a length of the existing sewer transfer main, the new Omokoroa bulk water-main as well as connections to the existing properties along the road, the undergrounding of overhead power lines, the overhead power line relocation works and the relocation of the existing underground property connections, the fibre optic telecommunications cable installations, new stormwater and gravity sewer mains for adjoining developments. Two sections of new gravity sewer are still to be installed as well as the bulk earthworks at Prole Road and the special housing access road. The new roundabout will be constructed in conjunction with the road pavements. The project has been delayed further due to the redundant asbestos water main trench decontamination requirements affecting the outstanding earthworks.

The project designers (Opus) have been asked to complete the new park and ride design near Prole Road.

This will utilise the old road pavement and provide a new safer facility for school and commuter bus users. A letter with the updated park and ride

design has been sent out to adjoining landowners and the Community Board. No feedback has been received to date.

The adjoining developers are raising their concerns over ongoing delays that have affected their services and access connections. The weather delays over the past 6 months have increased the roading projects cost risk to Council as well.

Construction is ongoing.

6.2 Omokoroa Footpath Repairs

WestLink are undertaking footpath maintenance repairs in Omokoroa and approximately 95% of the identified repairs have now been completed. The two remaining sites - No 50 Kayelene Place and Beach Grove, including drainage affecting the footpath will be addressed by June 2018.

6.3 Community Roothing Account

Budget Funding Information	Relevant Detail	
Omokoroa Community Roothing Account	Balance as at 30 June 2017	-
	Allocation for 2017/18	\$221,956
	Approved Projects	\$94,770
	Omokoroa to Tauranga Cycle Trail	\$100,000
	Anderley Avenue Footpath OM617.6.4	\$5,000
	Projected 30 June 2018 Balance	\$211,726

Community Board Report

OMOKOROA COMMUNITY BOARD 30/01/2018

Remit Title **Omokoroa ANZAC Group**

Remit Number OM1018 2.3

Owner RFM

Status UNDER ACTION

Complete Date

Confidential

Resolution The Chairperson advised that the Omokoroa ANZAC Group would be making an application to the next Board meeting for funding for the 2018 Anzac Day commemoration events at Omokoroa.

The Omokoroa Anzac Group would also be seeking funding and permission to plant a 'peace tree' in Crapp Reserve to commemorate the end of the First World War. The Group would need to liaise with the Reserves and Facilities Manager in regard to the type and positioning of the tree.

Actions 9 April 2018: Planting of the tree is being arranged.

26 Feb 2018: The Reserves & Facilities Manager is waiting to hear from a representative of the group prior to arranging to meet onsite and agree on a location and type of tree.

OMOKOROA COMMUNITY BOARD 30/01/2018

Remit Title	Funding for Kowai Grove and Kaharoa Avenue Footpaths from Omokoroa Community Roading Account
Remit Number	OM1018 5.5
Owner	GM1
Status	COMPLETED
Complete Date	4 April 2018
Confidential	
Resolution	Resolved: Councillors Murray-Benge / Palmer THAT the Omokoroa Community Board approve the following works to be funded from the Omokoroa Community Roading Account: <ul style="list-style-type: none">• Kowai Grove footpath \$12,000• Kaharoa Avenue footpath \$15,000
Actions	4 April 2018: Refer OM1118 5.2 13 Feb 2018: Approval noted. Works being arranged.

OMOKOROA COMMUNITY BOARD 13/03/2018

Remit Title **Omokoroa Signage - Proposed Map for Refurbish Noticeboard at McDonnell Street Omokoroa**

Remit Number OM1118 2.4

Owner TM1

Status UNDER ACTION

Complete Date

Confidential

Resolution The Board was advised that the notice board at McDonnell Street Omokoroa needed refurbishing. When the noticeboard had been renovated a new map of Omokoroa would be produced for placement in the noticeboard. Board Members agreed with the concept design and were advised that some editorial changes to the map would be undertaken before the final version was produced.

A question was asked if it would be possible to have the same type of map installed on a noticeboard in the vicinity of The Esplanade and Omokoroa Domain. This was a high visitor and pedestrian area and the map showing points of interest throughout Omokoroa would be a valuable reference point.

The Transportation Manager advised that some thought needed to be given as to where such an information sign would be best placed in the Esplanade/Domain vicinity. It was important that people looking at the sign would not be in the way of or hindering any vehicular traffic. There may be other points throughout the peninsula where a map could also be placed.

Actions **4 April 2018: Awaiting Community Board feedback.**

OMOKOROA COMMUNITY BOARD 13/03/2018

Remit Title	Kaharoa Avenue and Kowai Grove Footpaths
Remit Number	OM1118 5.2
Owner	TM1
Status	COMPLETED
Complete Date	4 April 2018
Confidential	
Resolution	THAT the Omokoroa Community Board rescind the recommendation passed at the meeting held on 30 January 2018 (Reference OM10 5.5.) and further resolved that the proposed footpaths on Kaharoa Avenue and Kowai Grove not be constructed and the respective costs allocated for these projects be removed from the approved projects within the Omokoroa community roading account.
Actions	4 April 2018: Noted. No action required.

Big Slide

- Bridging over existing skatepath
- Tension-net climbing from skate taco-mound area
- Mini-tramps
- Slide exits at existing slope with new terracing

SPORTS

FIELD

AREA

DRAFT

TACO MOUND

SKATE PATH

AREA

Deck Seating + Junior Treehouse

- Junior slide & hut 'treehouse' theme
- Decking and seating for gathering beneath existing trees (at crest of existing slope)
- New low terraces for equipment (along existing slope)
- Rotating spin equipment

Playground soft-fall ground area also permeable to tree roots

Swings, Rotating equipment

- Swing sets including traditional + basket swing
- 'Supernova' rotating ring

Low terracing provides steps along slope

NEW DECK

NEW PLANTING

NEW PATH

Flying Fox

- Cableway utilises existing slope
- Take-off area level with adjacent ground



SHARED PATH



PROPOSED

Western Ave edge new shared footpath and wheelstop barriers

DRAFT

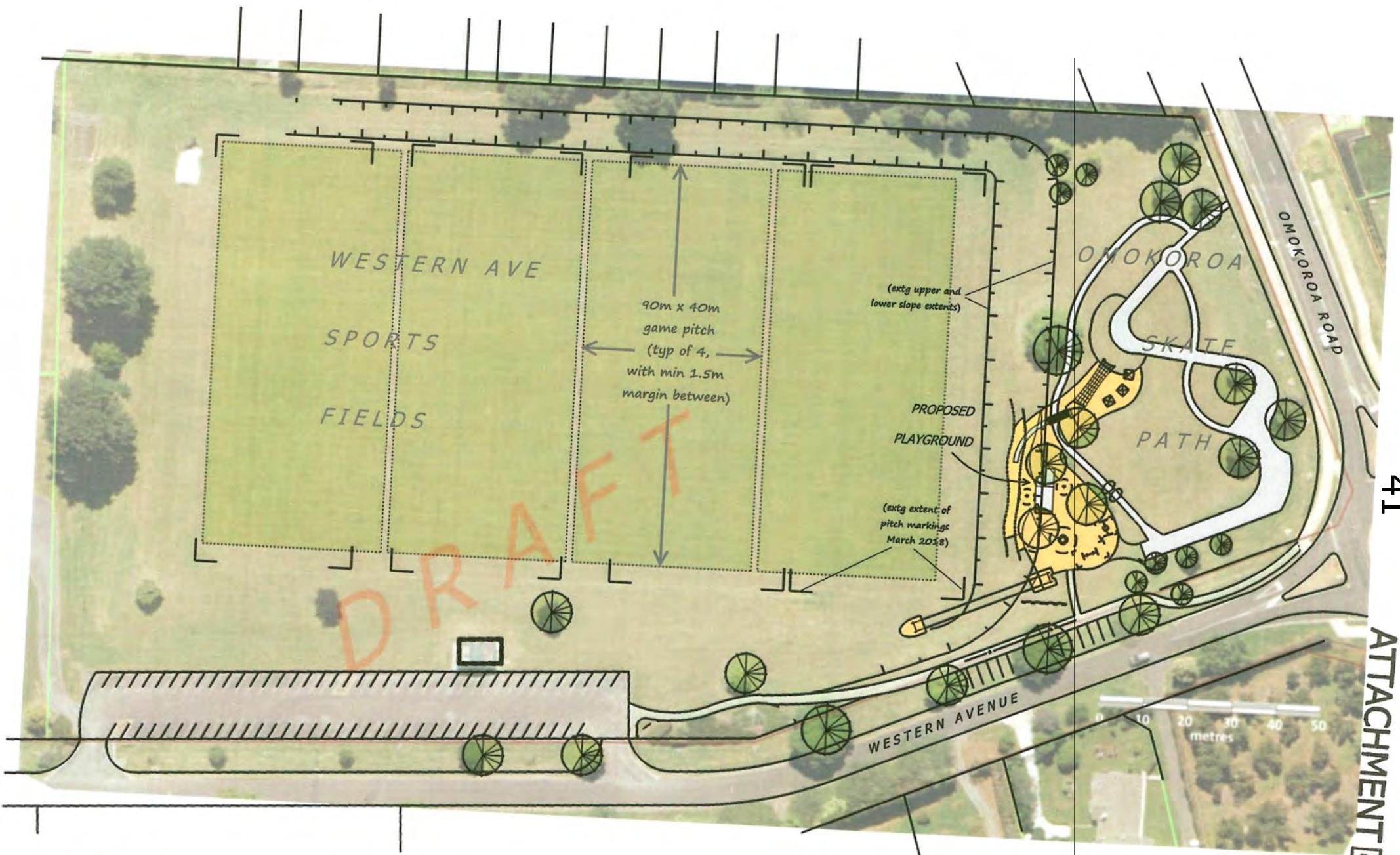
**Omokoroa Playground - Western Ave Reserve
Plan & Equipment Overall Concept**



PH (07) 548-0142
027 946-2214
info@loam.co.nz



DWG 17054 23 Jan 2018
Design: T Lander Copyright
All measurements to be checked on site
DO NOT SCALE OFF DRAWING



41

ATTACHMENT 

Omokoroa Western Ave Play - Reserve Upper Sportsfields Area
17055 March 2018

DRAFT

Western Bay of Plenty District Council

Omokoroa Community Board

Financial Report Omokoroa – February 2018

Purpose and Summary

This report provides the Community Board with a six-weekly monitoring of its operational budget.

Attached are the financial statements for the period up to 28 February 2018 (**Attachment A**).

Total operational costs are lower than budget and include contingency expenses, grants, mileage allowance, salaries and inter-department charges.

Grant payments made to date:

	\$
Total grants to date	\$0

Committed - Operational expenditure

	\$
ANZAC Day Commemoration Wreath	200
Total outstanding operational commitments	\$200

2017/18 reserve analysis:

2017/18 Opening Balance	\$297,964
Funding for the proposed Tinopai Reserve to Lynley Park Walkway [OM1.9].	(60,000)
2017/18 Closing Balance	\$237,964

Committed - Reserve expenditure

Contribution towards the cost of the new sports pavilion on the Western Avenue sports ground [OM9.4.2]. \$6,300 funded in 2016/17.	\$(93,700)
Contribution towards the cost of a placement of an Anchor Stone sculpture next to Omokoroa Fisherman's Club on the Esplanade [OM9.4.5].	\$(3,000)
2017/18 Closing Balance after committed expenditure	\$141,264

Recommendation

THAT the Management Accountant's report dated 3 April 2018 and titled "Financial Report Omokoroa – February 2018" be received.


 Christie Tromans
Management Accountant

Approved


 Ian Butler
Finance Manager

Minute Action Sheet	Position Code
For Action	MA1
For Info	FM

**Western Bay of Plenty District Council
Draft Income and Expenditure Statement
For the period ended 28 February 2018**

Omokoroa Community Board

	Year to Date				Full Year	Last Year
	Actual \$	Budget \$	Variance (Unfav)/Fav \$		Budget \$	Actual \$
Direct Costs						
Additional Levels of Service	0	0	0	<input checked="" type="checkbox"/>	0	0
Bylaw Enforcements	0	0	0	<input checked="" type="checkbox"/>	0	0
Contingency - [see breakdown below]	239	3,336	3,097	<input checked="" type="checkbox"/>	5,000	3,686
Grants	0	3,336	3,336	<input checked="" type="checkbox"/>	5,000	3,833
Mileage Allowance	1,172	1,336	164	<input checked="" type="checkbox"/>	2,000	884
Miscellaneous Expenses	0	0	0	<input checked="" type="checkbox"/>	0	0
Salaries	12,610	16,672	4,062	<input checked="" type="checkbox"/>	25,435	19,689
Inter Department Charges	21,656	21,656	0	<input checked="" type="checkbox"/>	32,480	32,484
Total Operating Costs	35,677	46,336	10,659	<input checked="" type="checkbox"/>	69,915	60,576
Interest Expense	0	0	0	<input checked="" type="checkbox"/>	0	(19,821)
Total Direct Costs	35,677	46,336	10,659	<input checked="" type="checkbox"/>	69,915	40,755
Costs Allocated	0	0	0	<input checked="" type="checkbox"/>	0	0
Total Costs	35,677	46,336	10,659	<input checked="" type="checkbox"/>	69,915	40,755
Income						
Rate Income	51,281	46,616	4,665	<input checked="" type="checkbox"/>	69,915	74,666
Total Direct Income	51,281	46,616	4,665	<input checked="" type="checkbox"/>	69,915	74,666
Net Cost of Service	15,604	280	15,324	<input checked="" type="checkbox"/>	0	33,911
Contingency - breakdown						
Hall Hire - Meetings	239					
Year to date contingency costs	239					
Community Board Reserves						
Opening Balance - Surplus (Deficit)	297,964					
Funding Tinopai Reserve to Lynley Park Walkway	(60,000)					
(Decrease) Increase in year	(60,000)					
Closing Balance - Surplus (Deficit)	237,964					

**Western Bay of Plenty District Council
Formal Meeting Schedule 2018**

MAY 2018			
Meeting	Date	Time	Venue
Maketu Community Board	1 May	7.00pm	Maketu Community Centre
Policy Committee	2 May	9.30am	Chambers
Katikati Community Board	2 May	7.00pm	Katikati Library and Service Centre
Te Puke Community Board	3 May	7.00pm	Te Puke Library and Service Centre
Joint Road Safety Committee	8 May	10.00am	Chambers
Operations and Monitoring Committee	10 May	9.30am	Chambers
Council	17 May	9.30am	Chambers
JUNE 2018			
Meeting	Date	Time	Venue
Queen's Birthday - 4 June			
Omokoroa Community Board	5 June	7.00pm	Omokoroa Community Church
Community Committee	6 June	9.30am / 10.00am	Chambers
Katikati Community Board	6 June	7.00pm	Katikati Library and Service Centre
Long Term and Annual Plan Committee	7 June	9.30 am	Chambers
Waihi Beach Community Board	11 June	6.30pm	Waihi Beach Community Centre
Maketu Community Board	12 June	7.00pm	Maketu Community Centre
Policy Committee	14 June	9.30am	Chambers
Te Puke Community Board	14 June	7.00pm	Te Puke Library and Service Centre
Operations and Monitoring Committee	21 June	9.30am	Chambers
Council - Adopt LTP	28 June	9.30am	Chambers