

MEETING — AGENDA —

Ngā Take

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Western Bay of Plenty
District Council

OPERATIONS AND MONITORING COMMITTEE

Komiti Whakahaere



OP12
Thursday, 21 June 2018
Council Chambers
Barkes Corner, Tauranga
9.30am

Notice of Meeting No. OP12 Te Karere

Operations and Monitoring Committee Komiti Whakahaere

Thursday, 21 June 2018
Council Chambers
Barkes Corner
9.30am

His Worship the Mayor

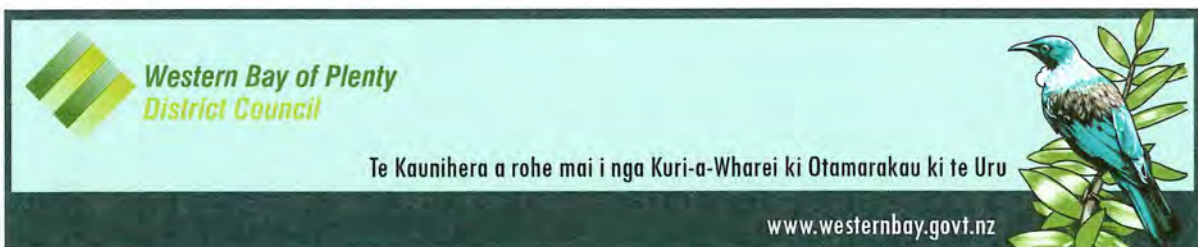
G J Webber

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
 - Rooding 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. OP12

Pages

**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.

OP12.1

Presentation

Glen Crowther from the Tauranga Transport Alignment Project (TTAP) will give a presentation to the Committee

OP12.2

Katikati Boat Club - Alternative Lease Site for Shipping Container

7-15

Attached is a report from the Reserves and Facilities Manager dated 7 June 2018.

OP12.3

Lindemann Road Under-Slip Repair

16-27

Attached is a report from the Transportation Manager dated 17 May 2018.

OP12.4 **Seal Extension Programme Delivery June 2018** 28-36

Attached is a report from the Transportation Manager dated 17 May 2018.

OP12.5 **Infrastructure Services Briefing - June 2018** 37-46

Attached is a report from the Deputy Chief Executive Officer dated 6 June 2018.

The open section of the Operations and Monitoring Committee Information Pack No. OP12 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:

- *Infrastructure Services Briefing – June 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:

<i>General subject of each matter to be considered</i>	<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under Section 48(1) for the passing of this resolution</i>
<i>Infrastructure Services Briefing – June 2018 – In Confidence</i>	<i>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.</i>	<i>For reasons previously stated on the relevant minutes.</i>

Western Bay of Plenty District Council

Operations & Monitoring Committee

Katikati Boat Club - Alternative Lease Site for Shipping Container

Purpose

The purpose of this report is to consider a request from the Katikati Boating Club (KKBC) to establish a boat storage facility (shipping container) on the esplanade reserve at the end of Beach Road, Katikati. **Attachment A**

If the Operations & Monitoring Committee agree to lease an area of reserve land at the alternative site to the KKBC, then staff will need to initiate the statutory process and undertake public consultation about the proposal as required under Section 119 of the Reserves Act 1977.

Any submissions or objections would need to be heard by Council following the completion of the public consultation.

Representatives of KKBC will be present at the Operations & Monitoring Committee meeting to answer any queries that elected members may have about their proposal.

Recommendation

- 1. THAT the Reserves & Facilities Manager's report dated 16 May 2018 and titled Katikati Boat Club - Alternative Lease Site for Shipping Container 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 & Monitoring Committee approves/does not approve in principle to entering into a lease with the Katikati Boating Club for an area of Reserve land (60m²) being part of Lot 6 DP 326967.**
- 4. If approval in principle is given, such approval must not be construed by the applicant, as a guarantee that all other consents required by any policy, by-law, regulation or statute, will be forthcoming. The applicant is responsible for obtaining all required consents at its own cost.**

AND

5. If approval in principle is given, that staff be directed to publicly notify the proposal in terms of Section 119 of the Reserves Act 1977.



Peter Watson
Reserves and Facilities Manager



Approved

Gary Allis
Deputy Chief Executive

1. Background

The KKBC has previously investigated other sites around the harbour and considered Tuapiro Point the best site for their boating activity. Council had previously agreed to lease an area of land at Tuapiro Point, however, the Boating Club subsequently decided not to proceed with the Tuapiro Point Reserve site and applied for a lease to establish a 40 foot shipping container in the MacMillan Reserve Carpark, at the end of Beach Road, Katikati.

During the public consultation phase for the MacMillian Reserve carpark site, Council received eleven formal objections to the proposal. Given the number of objections received against the carpark site, the Boating Club subsequently withdrew their application for the carpark site and have identified an alternative site that they would like Council to consider.

The alternative site is on the esplanade reserve at the end of Beach Road, Katikati as identified in attachment A.

The proposal includes the establishment of a 40 foot shipping container with an equivalent sized concrete apron in front of the container, bringing the lease area to approximately 60 m² in size.

The Katikati Boating Club (KKBC) has been looking for a suitable site adjoining the harbour to establish a facility to store their boats and equipment. Locating the facility near the harbour will greatly assist the club in delivering their sailing programmes to kids and adults learning to sail.

The club currently has approximately 30 members. It is envisaged that the membership would grow once new facilities are in place.

One of the current factors limiting growth of the club is the requirement to store their boats at private properties and having to trailer them to the harbour each time they go sailing.

Having their boats stored near the harbour as is the case with Omokoroa Boating club and the Omokoroa Sea Scouts would enable better use of the clubs volunteers' time in promoting sailing and teaching kids to sail.

2. Significance and Engagement

In terms of the Significance and Engagement Policy this decision is considered to be of low significance because the public will have the opportunity to make submissions or objections to the proposal through the prescribed public consultation process required under the provisions of the Reserves Act 1977. There are also no costs for the ratepayers as the Boating Club will be funding the building and ongoing maintenance that will be required as a condition of the lease.

3. Engagement, Consultation and Communication

- 3a. If there is no requirement for an engagement plan please fill in the following table with other communication which may have taken place or be required to keep our communities fully informed.

Interested/Affected Parties	Completed/Planned Engagement/Consultation/Communication
Name of interested parties/groups	A letter drop will be provided to adjoining property owners advising of the proposal. The proposal will be provided to the Katikati Community Board for comment /submissions.
Tangata Whenua	Tangata Whenua have been notified of the proposed alternative lease site.
General Public	General public will be able to make a submission or objection about the proposal and will be notified through the local newspaper and Councils web site.

4. Issues and Options Assessment

The options are that the Operations & Monitoring Committee either agrees in principle to entering into a lease with the Katikati Boating Club or it does not agree to enter into a lease.

<p style="text-align: center;">Option A</p> <p style="text-align: center;"><i>THAT the Operations & Monitoring Committee approves in principle to entering into a lease with the Katikati Boating Club for an area of Reserve land (60m²) being part of Lot 6 DP 326967.</i></p>	
<p>Assessment of option for advantages and disadvantages taking a sustainable approach</p>	<p>Advantages</p> <ul style="list-style-type: none"> • The KKBC would have a site near the harbour for it's water based activities • Their membership would grow • Other water based activities could also be based at the same site • Sailing programmes can be delivered with confidence • Money spent registering and maintaining trailers for road use can be diverted into better on site facilities • Water based rescues for other boat users is increased with the presence of the club • There would be no impact on the MacMillian Reserve carpark • Objectors to the previous carpark site, concerns should be

	<p>satisfied.</p> <p>Disadvantages</p> <ul style="list-style-type: none"> • Open space values will be affected with the establishment of shipping container. • The shipping container may become unsightly over time.
Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses	<p>Cost for the proposed container will be met by the KKBC.</p> <p>A small amount of rental would be received under Council's Rental Policy for club's.</p>
Other implications	
<p>Option B</p> <p><i>THAT the Operations & Monitoring Committee does not approve in principle to entering into a lease with the Katikati Boating Club for an area of Reserve land (60m²) being part of Lot 6 DP 326967.</i></p>	
Assessment of option for advantages and disadvantages taking a sustainable approach	<p>Advantages</p> <ul style="list-style-type: none"> • Open space values will not be affected with the establishment of a shipping container <p>Disadvantages</p> <ul style="list-style-type: none"> • The KKBC would not have a site near the harbour for it's water based activities • Their membership would most likely not grow • Other water based activities would lose the opportunity to develop their activity. • Sailing programmes won't be developed • Money spent registering and maintaining trailers for road use will continue to impact the clubs finances • Water based rescues for other boaties would no longer be an advantage • The club would have to store the shipping container on private property.
Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses	<p>No cost to Council</p>
Other implications	

5. Statutory Compliance

The esplanade reserve is included in the Katikati Ward Reserve Management Plan (KKWRMP). Below is the relevant policy relating to the establishment of buildings or structures on reserve land.

A brief assessment of the proposal against the criteria contained in the bullet points within the Policy below has been undertaken and recorded against the assessment criteria.

6. Policy 3 - Buildings and Structures

Buildings on reserves will be for sporting and recreation purposes and/or to facilitate the appropriate use of the reserve by the public.

Any potential adverse effects of buildings and structures (whether located on or adjacent to reserve land) on the amenity values and physical features of the reserve and on neighbouring properties should be avoided, remedied or mitigated.

In proposing to locate a new building on a reserve (by Council or by others), or when considering proposals for the extension of an existing building, or when considering the effects of a proposed building on land adjacent to a reserve, the following shall be taken into regard, as per the Reserve Management Plan.

- The need for the building to be located on reserve land.
The shipping container needs to be near the harbour edge to facilitate ease of access to the water.
- The scale of the proposed structure in relation to the reserve and its foreseeable use.
The shipping container is seen as a short term solution. Consideration needs to be given to trimming the shelterbelt. The height of the shelterbelt would bring the shipping container into scale making it less dominant in the coastal environment.
- The foreseeable need and demand for the recreation facilities to be accommodated.
The KKBC have been looking for a site for some time.
- Proposals for joint use of the facility.
The club intends on combining with other water based clubs e.g. Sea Scouts.
- The siting, design, materials and colour of the proposed building or structure.
The shipping container will be painted Karaka Green, which is a dark recessive colour appropriate for the coastal environment.
- The design and development of buildings and structures are energy and water efficient and storm water is managed affectively.
The facility proposed is a shipping container.
- The financial position of the applicant to properly construct and maintain the facility, and ongoing associated costs.

The KKBC would need to demonstrate that they have sufficient funds available to maintain the lease area. The lease will include the requirement for the container to be maintained in a clean and tidy state.

- The conservation of open space, views, significant vegetation and significant landscape features.
*The shipping container would be against the existing shelterbelt at the rear of the esplanade reserve. The shelterbelt assists in bringing the shipping container into scale.
The open space values will not be significantly compromised nor will there be any views affected as there are no nearby houses. There is no significant coastal vegetation present as the area is currently consists of mowed grass and a shelterbelt.*
- The effects of providing access to and parking for the proposed building or structure.
The shipping container can be accessed via the esplanade reserve where it joins onto Beach Road. Locating the shipping container on the esplanade reserve avoids the Mac Millian Reserve carpark, thereby, keeping the carpark available for regular reserve users.
- The potential visual or physical effects of the building or structure on neighbouring properties.
The shipping container would be located out of view of existing properties as it would be screened by the shelterbelt, but it would have a visual or physical effect on other reserve users using the cycleway/walkway. The location of the shipping container will impact on the ability to trim the shelterbelt hedge.

Where Council determines to approve the location of any building or structure (shipping container) on reserve land, the applicant will be responsible for obtaining all necessary resource and building consents before any work commences on site. In addition the applicant must comply with all bylaws, regulations and statutes pertaining to the construction and operation of the building or structure.

Explanation

Buildings and structures include facilities such as toilets, changing rooms, club rooms, bridges, viewing platforms or lookouts and the like. Buildings and structures are necessary to facilitate public use of reserves. They can, however, also reduce the open space character and amenity of reserves and need to be carefully sited and designed to complement the reserve.

Buildings and structures also represent significant investment and require ongoing maintenance. Duplication of such facilities should be avoided with joint use, management and funding promoted.

6. Funding/Budget Implications

Budget Funding Information	Relevant Detail
	Costs associated with the lease process and shipping container are to be borne by the KKBC. A small amount of rental would be received under Council's Rental Policy for club's.

Esplanade Reserve- Proposed Site for Shipping Container



**Western Bay of Plenty District Council
Operations and Monitoring Committee****Lindemann Road Under-Slip Repair**

Purpose

The report outlines the different treatment options for the repair to Lindemann Road from a slip that occurred during 2016 heavy storm event. A decision is required on the best level of service and value for money option. The recommended direction is to reduce the road in this location to a permanent single lane.

Recommendation

- 1. THAT the Transportation Manager's report dated 17 May 2018 and titled Lindemann Road Under-Slip Repair 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 Lindemann Road under slip treatment at route position 3.33km is to provide a geotechnical factor safety of 1.50 for the road formation and a single lane carriageway access width to service the road end.**
- 4. THAT the Committee NOTES that the slip repair is eligible for NZTA financial assistance with the net cost funded from the Transportation budget.**



Jim Paterson
Transportation Manager



Approved

Gary Allis
Deputy Chief Executive

1. Background

An under slip occurred on Lindemann Road at route position 3.33km during a heavy storm event in June 2016 which adversely affected the road carriageway width.

There is a private entranceway opposite the slip site that services six properties.

A private water main servicing adjacent land owners is located close to the slip face. This water main may need to be relocated to ensure it continues to service the adjoining landowners.

Located past this slip is the no exit road end turning head, Lindemann Road lookout, Council owned toilet facilities, car parking for overnight campervans and the Department of Conservation walking track access. There are no dwellings accessed beyond the slip site.

Attachment A

This section of road is a low volume road with the measured average daily traffic volume of the carriageway at route position 1.975 km is 131 vehicles per day.

There are 19 dwellings between the count station and the under-slip site. Using the Councils rural road average 8 traffic movements per day per dwelling assumption, significantly less traffic visits the road end past the slip site i.e. $131 - 152 (8 \times 19) = -21$ vehicles per day. The negative figure indicates that the 19 dwellings are generating less than the 8 vehicle movements per day and the traffic volume going to the road end is very low.

The under-slip mode of failure was identified as storm water discharging over the edge of the carriageways water table drains which destabilised the steep embankment. The preferred treatment option will need to ensure the design caters for the future storm water discharge locations and volumes.

A preliminary treatment design to lower the road surface and shift the carriageway away from the slip was sent to the adjacent landowners on 7 February 2018. Subsequent to this letter, a design review was completed which identified the factor of safety (FOS) at 1.03, this was less than the geotechnical recommendation of 1.5.

Other treatment options have now been developed for consideration.

Attachment B

These include:

Treatment	Lanes	Cost	Factor of Safety
No road lowering without anchors	1 lane	\$130,000	1.41
No road lowering with anchors	1 lane	\$210,000	1.50
Lower the road without anchors	1 lane	\$190,000	1.50
Lower the road without anchors	2 lanes	\$210,000	1.03
Lower the road without anchors	2 lanes	\$330,000	1.50
Sheet Pile Wall	2 lanes	\$350,000	1.50

Reinstating the full 2 lane carriageway width and with a recommended factor of safety of 1.5 for the road formation supporting it will be a more costly treatment than

the single lane treatment options. This has raised the question around value for money and the desired level of service at this end of road location.

A safety factor of 1.5 is recommended to provide a lesser geotechnical risk for the slope stability required to support the roadway and its future access function.

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.

3. Engagement, Consultation and Communication

Interested/Affected Parties	Completed/Planned Engagement/Consultation/Communication
Name of interested parties/groups	
Tangata Whenua	Engagement Completed. MOU signed with Ngai Tamawhariua.
General Public	Engagement Planned with adjacent land owners to ensure they are comfortable with the planned level of service.

4. Issues and Options Assessment

Option A No road lowering without anchors – 1 lane	
Assessment of option for advantages and disadvantages taking a sustainable approach	This option is to leave the road at its current surface level but reduce the seal width down to 1 lane. This will reduce the level of service and consultation with the adjacent land owners is recommended. Longitudinal gradient would stay the same. FOS 1.41.
Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses	\$130,000.00

Other implications	This option would remove the road away from the slip but no repairs will be done to the slip face.
Option B No road lowering with anchors – 1 lane	
Assessment of option for advantages and disadvantages taking a sustainable approach	This option is the same as option A, but includes anchors which will ensure the stability of the slip in future. FOS 1.50
Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses	\$210,000.00
Other implications	
Option C Lower the road without anchors – 1 lane	
Assessment of option for advantages and disadvantages taking a sustainable approach	This option is to lower the existing road surface level. Will increase the longitudinal gradient from 12.15% to 14.98% over a short distance of 52m. This grade will have minimal impact on vehicle performance due to the short distance. For comparison, the longitudinal gradient on McLaren Falls Road is 14%, with an ADT of 1697vpd. This option will reduce the height and slope of the existing slip. FOS 1.50
Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses	\$190,000.00
Other implications	Level of service will be reduced to 1 lane.
Option D Lower the road without anchors – 2 lanes	
Assessment of option for advantages and disadvantages taking a sustainable approach	This option is the same as option C, but includes 2 lanes instead of 1. FOS of 1.03 is well below the required of 1.5. Stability of bank would not be guaranteed in future events.
Costs (including present and future costs, direct, indirect and contingent costs) and cost	\$210,000.00

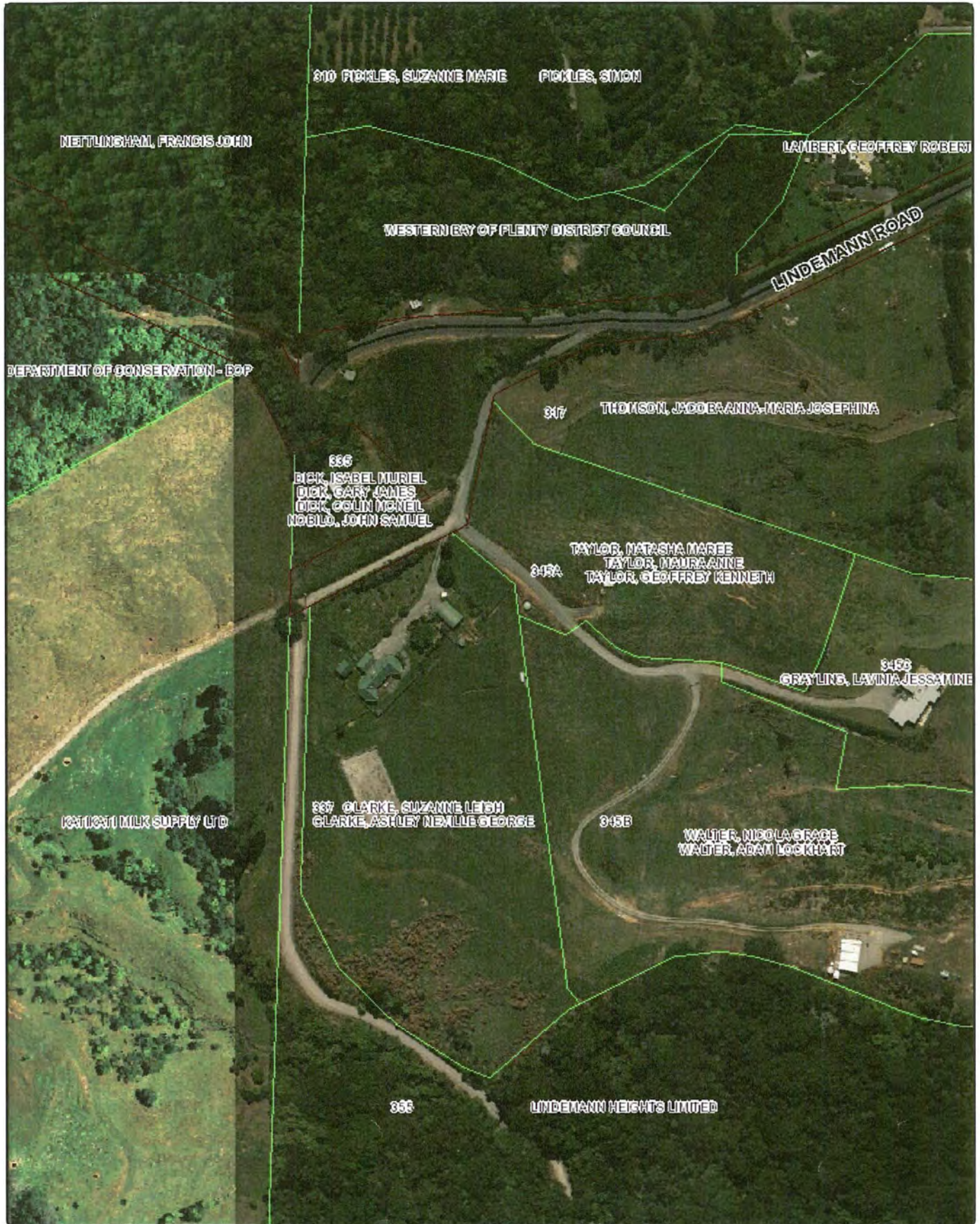
effectiveness for households and businesses	
Other implications	
Option E Lower the road without anchors – 2 lanes	
Assessment of option for advantages and disadvantages taking a sustainable approach	This option is the same as option D, but includes anchors to ensure the FOS reaches the required 1.5. Will ensure level of service remains the same as what is was prior to the slip.
Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses	\$330,000.00
Other implications	
Option F Sheet Pile Wall	
Assessment of option for advantages and disadvantages taking a sustainable approach	This option is the only option that fully repairs the slip and reinstates the carriageway width. Sheet pile wall is a retaining wall made with metal sheet piles, and anchor rods, however this is the most expensive option.
Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses	\$350,000.00
Other implications	

5. Statutory Compliance

This report meets all statutory and legal requirements.

6. Funding/Budget Implications

Budget Funding Information	Relevant Detail
	<p data-bbox="794 387 1414 483">The financial implications depend on the final option. A single lane option with a factor of safety of 1-5 has a cost around \$200,000.</p> <p data-bbox="794 539 1401 636">The storm damage risk cap in the WestLink contract has been exceeded for this contract year.</p> <p data-bbox="794 689 1406 786">Accordingly Council will have to fund 49% of the repair cost which will be funded from the Roading current account.</p>



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 Location of services is indicative only. Council accepts no liability for any error.
 Archaeological data supplied by NZ Archaeological Assoc/Dept. of Conservation.

Date: 10/04/2018
 Operator:
 A4 Scale 1: 2,500

0 125 Meters





Memorandum

To	Jim Paterson
Copy	Paul Anderson
From	Brent Kilford
Office	Tauranga Westlink
Date	28 March 2018
File	2-91W02.01
Subject	Lindemann Road

1. Introduction

A slip occurred on Lindemann Road during a heavy storm event in June 2016. A preliminary design to lower the road surface and shift the centreline over was sent to the adjacent landowners on 7 February. Subsequent to this letter, a design review was completed and identified the factor of safety (FOS) at 1.03, when the required was 1.5.

This memo is to outline the different options available, FOS achieved for each option, and the estimated cost.

2. Site Location

The slip site is located at the end of Lindemann Road at RP 3.33km. There is one entranceway opposite the slip that services 6 properties. Located past this slip is the Lindemann Road lookout, toilet facilities, car parking for overnight campervans and a Department of Conservation walking track. There are no dwellings beyond this slip.

ADT is 97vpd.

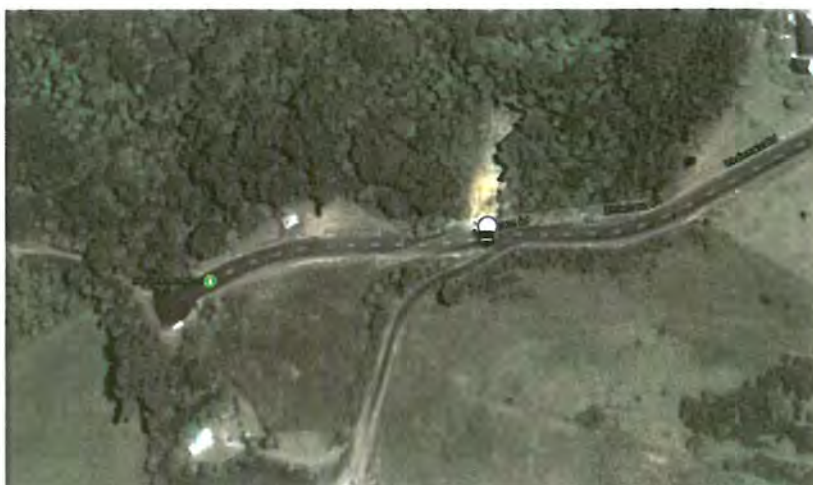


Figure 1: Aerial Image Slip Site

3. Geotechnical Investigations

Geotechnical engineers have completed slope stability analysis and confirmed the factor of safety required under static load is 1.50.

Mode of failure was identified from water discharging over the batter from the existing water tables.

4. Design Options

Several design options are tabled below with the corresponding level of services achieved, FOS, and estimated costs.

Options	Lanes	Static FOS	Cost Estimate
1) No road lowering without anchors – 1 lane	1	1.41	\$120,000
2) No road lowering with anchors – 1 lane	1	1.50	\$210,000
3) Lower Road without anchors - 1 Lane	1	1.50	\$190,000
4) Lower Road without anchors - 2 Lane	2	1.03	\$210,000
5) Lower Road with anchors - 2 Lane	2	1.5	\$330,000
6) Sheet Pile Wall	2	1.5	\$350,000

Figure 2: Design Options

Option 1 -2 are to leave the road at its current surface level but reduce the seal width down to 1 lane. This will reduce the level of service and consultation with the adjacent land owners is recommended. Longitudinal gradient would stay the same.

Options 3 to 5 are to lower the existing road surface level. This will increase the longitudinal gradient from 12.15% to 14.98% over a short distance of 52m. This grade will have minimal impact on vehicle performance due to the short distance. For comparison, the longitudinal gradient on McLaren Falls Road is 14%, with an ADT of 1697vpd.

The use of ground anchors for option 2 and 5 will ensure future stability, achieve the required FOS, and keep the current level of service as it is. Estimated cost of anchors at 1m centres is \$80k.

Sheet piling wall option will be a permanent solution, and will retain the current level of service, however it is the most expensive option.

5. Typical Cross Sections

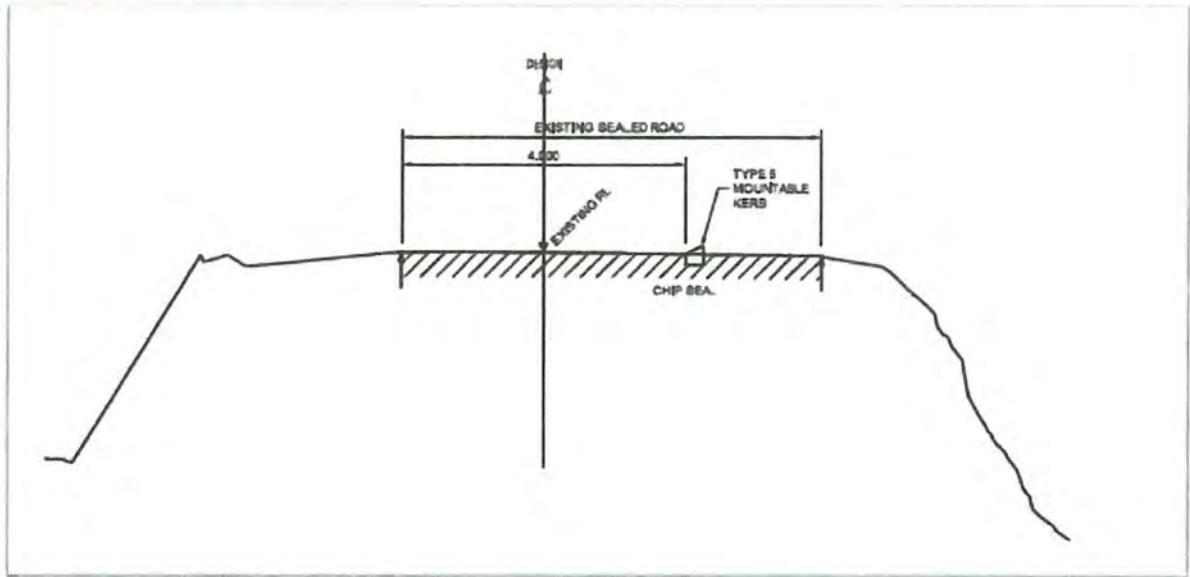


Figure 3: No Road Lowering 1 Lane

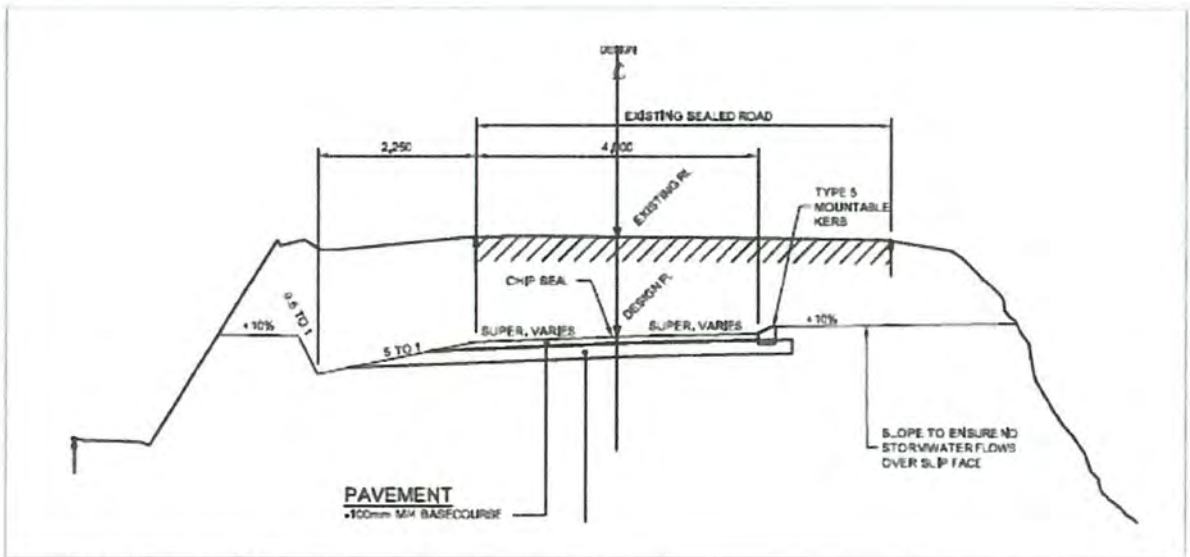


Figure 4: Lower Road 1 Lane

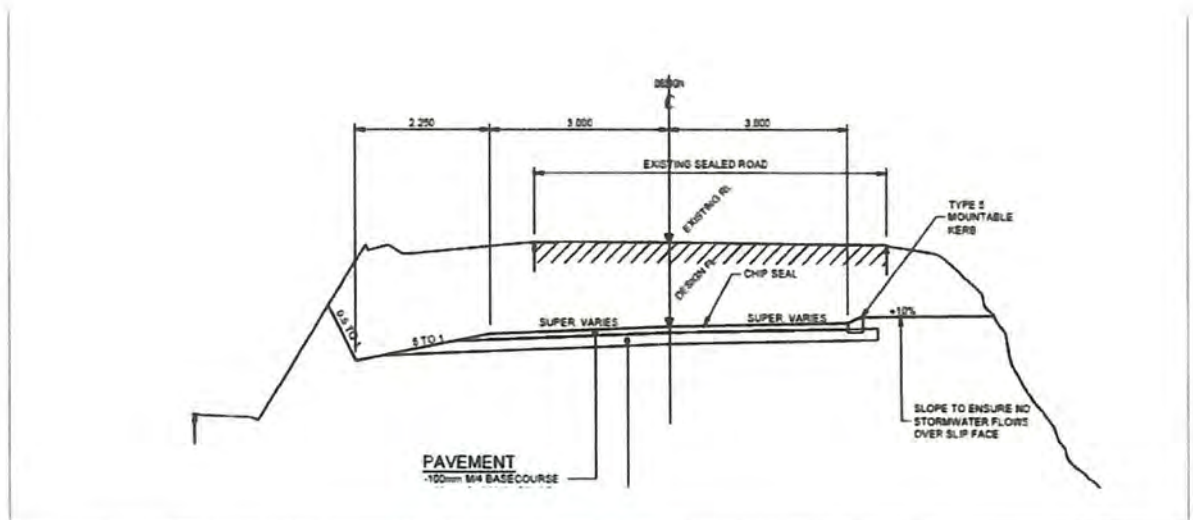


Figure 5: Lower Road 2 Lanes

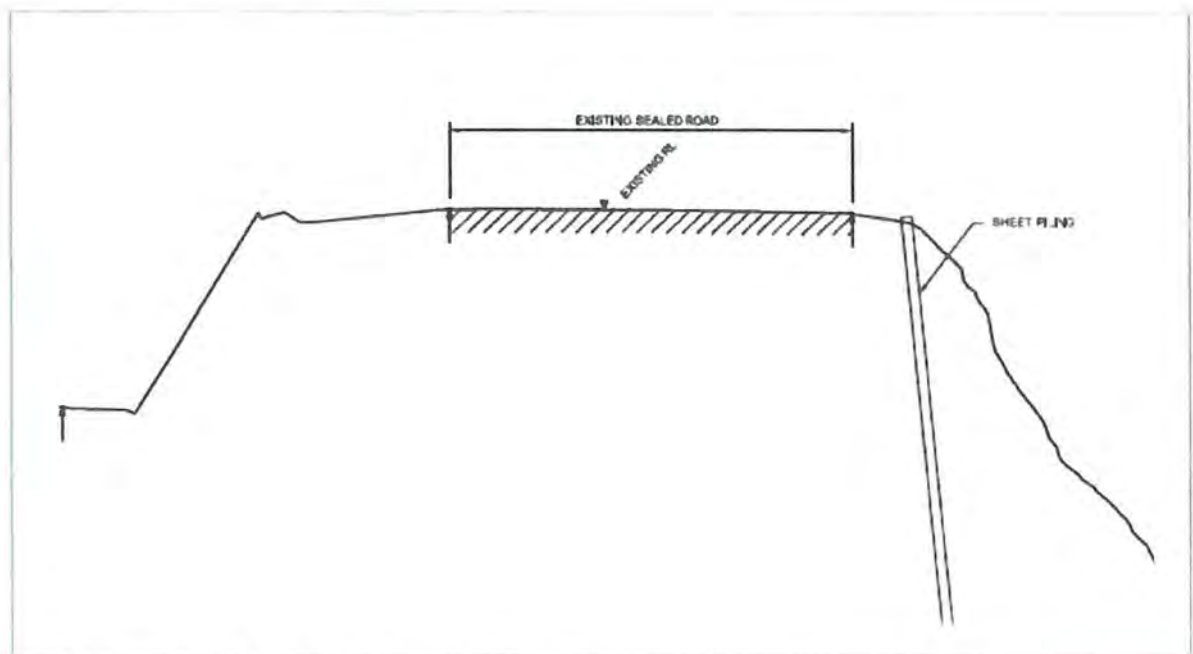
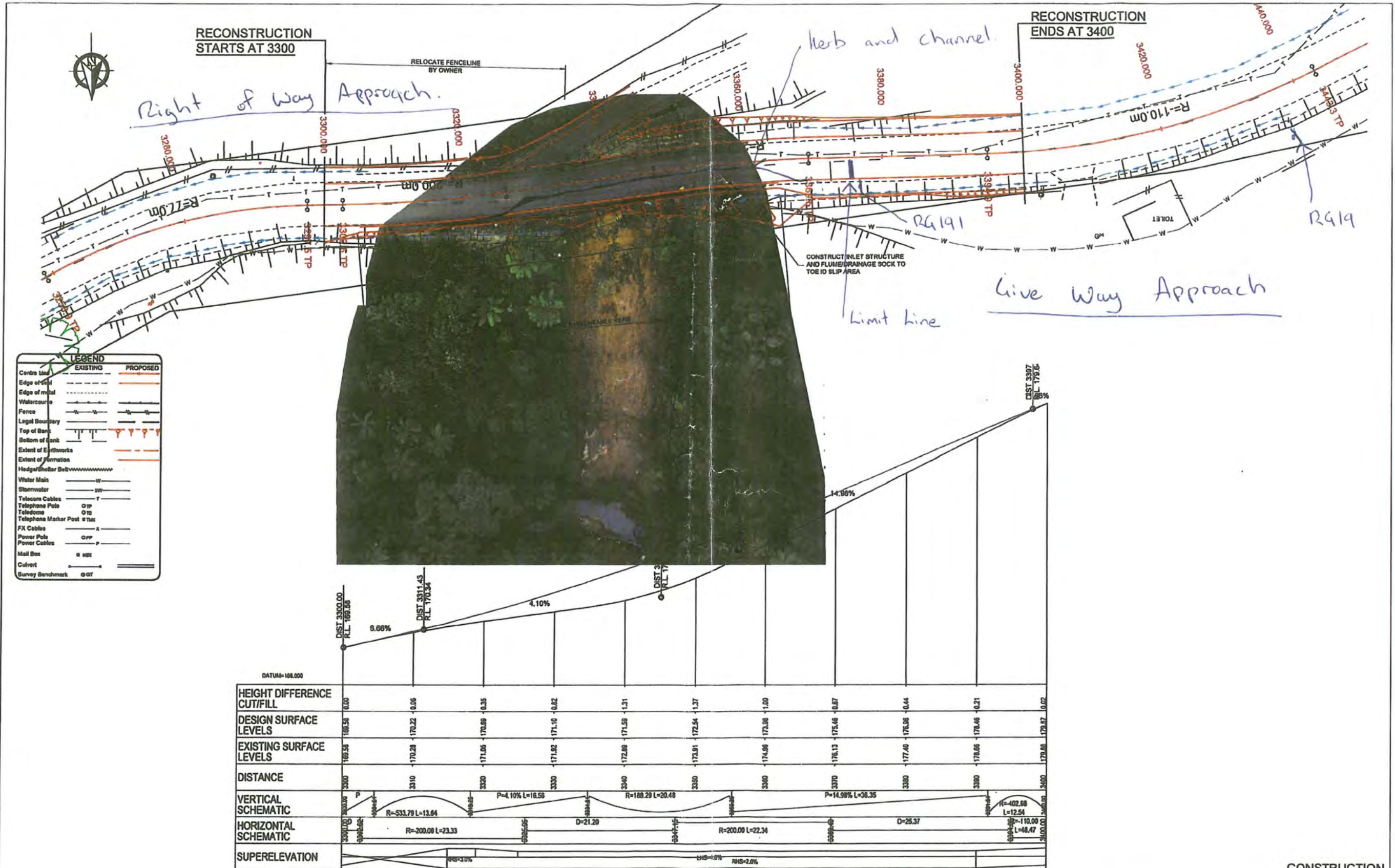


Figure 6: Sheet Piling

6. Recommendation

Council's minimum standard for a public road according to DS4 - Table 2 is 5m. However, private ways serving 1-3 lots may be serviced from a 3m private way. There are no dwellings beyond the slip. There is only a carpark and access to the reserve. On this basis, we believe it may be reasonable for council to adopt a single lane standard for this short section, therefore **we recommend option 1 for \$120k.**

However, before this option is confirmed we recommend further consultation with the residents off the driveway adjacent to the slip and with the reserve manager. The residents have expressed an interest in the project.



DATUM=168.000

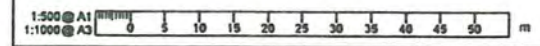
HEIGHT DIFFERENCE CUT/FILL	0.00	-0.05	-0.35	-0.82	-1.31	-1.37	-1.00	-0.67	-0.44	-0.21	-0.02
DESIGN SURFACE LEVELS	168.58	170.22	170.89	171.10	171.59	172.54	173.96	175.46	176.96	178.46	179.87
EXISTING SURFACE LEVELS	168.58	170.28	171.05	171.92	172.89	173.91	174.96	176.13	177.40	178.66	179.86
DISTANCE	3300	3310	3320	3330	3340	3350	3360	3370	3380	3390	3400
VERTICAL SCHEMATIC	<p>Vertical curve data: P=4.10% L=16.58, R=533.79 L=13.64, R=188.29 L=20.48, P=14.96% L=36.35, R=402.68 L=12.54, R=110.00 L=48.47</p>										
HORIZONTAL SCHEMATIC	<p>Horizontal curve data: R=200.00 L=23.33, D=21.20, R=200.00 L=22.34, D=26.37</p>										
SUPERELEVATION	<p>Superelevation data: RWS=0.0%, LWS=0.0%, RWS=2.0%</p>										

LONGITUDINAL SECTION ON CONTROL STRING MC00
SCALE HORIZ=1:250 VERT=1:75

Rev	Amendment	Approved	Revision Date



Project		WESTERN BAY OF PLENTY DISTRICT COUNCIL SLIP REPAIR FROM RP 3.30 TO RP 3.40 LINDEMANN ROAD	
Sheet		CONSTRUCTION DRAWINGS PLAN & LONGITUDINAL SECTION 3300.0 TO 3400.0	
Drawn	Checked	Approved Only	
S Leale			
Drawn			
S Leale	1:500(A1), 1:1000(A3)		
Project No	2-91W81.26 (001)	Sheet No	C02
		Revision	R0



Western Bay of Plenty District Council
Operations and Monitoring Committee
Seal Extension Programme Delivery June 2018

Purpose

To determine if the Committee wishes to review and decide on all requests for extension to the approved seal extension policy.

To determine if the Committee wishes to review and decide on any requests to add roads or change the priority of the seal extension programme.

Changes, extensions and additions to the seal extension programme will require a Committee decision as a variation to the policy and approval of the financial and programming implications.

Recommendation

- 1. THAT the Transportation Manager's report dated 17 May 2018 and titled Seal Extension Programme Delivery 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 staff implement the existing seal extension programme in accordance with the policy and the adopted programme.**

OR

- 3b. THAT requests for extensions to the approved programme be presented to the Operations and Monitoring Committee for decisions as and when they arise.**

And

- 3c. THAT requests for additional roads to be added to the programme be presented to the Operations and Monitoring Committee for decisions if they generally meet the policy criteria.**
- 4. THAT if Resolution 3b is approved then the Operations and Monitoring Committee approves or declines the unsealed road lengths within the existing programme of works:
 Maniatutu Road (RP 16.20km-17.36km) estimated cost \$491,000
 Approve/Declines**

***Pongakawa Bush Road (RP 9.40km-9.90km) estimated cost \$400,000
Approve/Declines***

***Rangiuru Road (RP 12.30km -12.55km) estimated cost \$55,000
Approve/Declines***

- 5. THAT if Resolution 3b and/or 3C is approved the Operations and Monitoring Committee accept that based on budget limitations any extensions or additions to the approved publicly notified seal extension programme will impact on the delivery timing of those roads lower in the priority order.***



Jim Paterson
Transportation Manager



Approved

Gary Allis
Deputy Chief Executive

1. Background

The Council's prioritised seal extension programme resulting from the Seal Extension Policy criteria is published on the Councils website for public information. The website notes that the programme delivery timing may vary in the interest of obtaining value for money eg. "The construction timing for each road may be influenced by factors such as the grouping of sites, landowner agreements, extent of earthworks and delivery co-ordination to maximise the investment."

The delivery timing has also been influenced by the Councils expectation on staff to deliver all the budgeted capital works projects in any given year.

The delivery timing of a number of the roads within the prioritised programme has also been adversely affected by the Heritage Acts requirements for archaeological authorities prior to any physical works being undertaken and the associated Iwi consultation and cultural monitoring agreements.

The prioritised seal extension project delivery order is attached for information and shows the sites that have been constructed and those that are being developed for the physical works construction with their proposed delivery timings.

Attachment A

The Council has given staff the task of maximising the investment benefits (length roads sealed) provided by the annual seal extension budget. This has resulted in some pragmatic site evaluation to determine where dwellings were located and where the traffic volumes were likely to reduce along the longer unsealed road lengths.

The Council recently agreed to include the short length of Aongatete Lodge Road to the programme, to be delivered in association with the longer Wright Road length. Under the Councils Resolution OP7.5 Aongatete Lodge Road was to be a lower cost 4.0m wide shape and seal treatment along a relatively short straight 230m length, for \$33,000.

More recently staff have received requests to deliver extended seal extension lengths of Rangioru Road, Maniatutu Road and Pongakawa Bush Road and that these be added to the prioritised programme. These were included on the GM presentation during OM11 and resulted in the Committee requesting a report concerning these sites (see OM11 attachments).

In the mean time the Council has been considering funding the Long Term Plan budgets including the seal extension programme.

The additional road length, traffic movements at the nearest down stream count locations, and estimated costs are as follows:

Maniatutu Road (RP 16.20km-17.36km), 1160m,	115vpd @13.45km, \$491,000
Pongakawa Bush Road (RP 9.40km-9.90km), 500m,	116vpd @8.10km, \$400,000
Rangioru Road (RP 12.30km -12.55km) 250m,	37vpd @12.49km , \$55,000

Location – refer

Attachment B

Pugh Road runs between Maniatutu Road and Pongakawa Bush Road and has 89 vehicle movements per day, some of which would travel either northwards or southwards along either Pongakawa Bush Road or Maniatutu Road.

The Rangiora Road shape and seal project has recently been completed by Westlink. Maniatutu Road and Pongakawa Bush Road are not shape and seal treatments due to; them being through roads and not no-exit roads, their heavy traffic use, longer lengths with higher traffic volumes and vehicle speeds.

The options for the Council to consider include:

- continue to deliver the agreed prioritised programme with no additions, or
- re-consider each new unsealed road section when they are requested by the residents, who generally all want their local road elevated in priority and delivery timing.

It should be noted that advancing some sections of unsealed road in priority will adversely affect the delivery of higher priority sites and would make it difficult to defend the existing seal extension policy. The policy was developed with criteria which were measurable, transparent and provided staff the necessary direction for its impartial application.

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 it will affect some residents on low volume unsealed roads positively and others negatively due to the planned investment timing.

3. Engagement, Consultation and Communication

Interested/Affected Parties	Completed/Planned Engagement/Consultation/Communication
Name of interested parties/groups	Unsealed road residents and road users are informed via the Councils website and the Long Term Plan community engagement and the submissions process.
Tangata Whenua	As above
General Public	As above

4. Issues and Options Assessment

<p style="text-align: center;">Option A</p> <p style="text-align: center;"><i>THAT staff implement the existing seal extension programme in accordance with the policy and the adopted programme.</i></p>	
<p>Assessment of option for advantages and disadvantages taking a sustainable approach</p>	<p>Provides a consistent and ongoing implementation of Councils policy.</p> <p>The policy was developed with criteria which were measurable, transparent and provided staff the direction for its impartial application.</p> <p>The current programme has been developed to maximise the network benefits from the available annual budget.</p>
<p>Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses</p>	<p>Annual budget is provided to delivery the multi year programme.</p>
<p>Other implications</p>	<p>Provides a sound Council image around funding and decision making for the affected communities.</p>
<p style="text-align: center;">Option B (If applicable)</p> <p style="text-align: center;"><i>3b. That requests for extensions to the approved programme be presented to the Operations and Monitoring Committee for decisions as and when they arise.</i></p> <p><i>And</i></p> <p style="text-align: center;"><i>3c. That requests for additional roads to be added to the programme be</i></p>	

<i>presented to the Operations and Monitoring Committee for decisions if they generally meet the policy criteria.</i>	
Assessment of option for advantages and disadvantages taking a sustainable approach	<p>Under these options some unsealed road sections with lessor Council priority will attract investment ahead of roads within the agreed programme.</p> <p>Would result in a less consistent delivery of a Council process which has provided the elected members and staff a sound and defensible rational around the decision making.</p> <p>Advancing some sections of unsealed road in priority will adversely affect the delivery of higher priority sites and would make it difficult to defend the existing seal extension policy.</p>
Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses	The fixed annual budget and changing priorities will result in the delayed delivery of some sites for which the affected communities are not expecting.
Other implications	May not provides a sound Council image around funding and decision making for the affected communities.

5. Statutory Compliance

The reports recommendations meet current council plans and policies.

6. Funding/Budget Implications

Budget Funding Information	Relevant Detail
	The draft LTP includes \$1.05M per year for the seal extension programme delivery. The quantity delivered can be increased if components of the projects are eligible for NZTA subsidy.

WBOPDC Seal Extension Delivery Plan as at 5 June 2018

Road Name	Start (m)	End (m)	Length (m)	Current Phase	Indicative Timing	Construction	Completion Date
ALLEY ROAD	106	1495	1389		Completed		13/01/2017
BELK ROAD	6687	7345	658		Completed		31/01/2017
LEYLAND ROAD	780	1100	320		Completed		23/09/2016
MARTHA LANE	0	323	323		Completed		23/12/2016
SHARP ROAD	2686	3310	624		Completed		18/03/2017
JUNCTION ROAD	473	2638	2165		Completed		17/10/2017
SOLDIERS ROAD	2050	4735	2685	In design	2021/22		
TAUMATA ROAD	2251	3002	751		Completed		31/01/2018
ALLPORT ROAD	6106	7180	1074	Design review	2019/20		
BILLING ROAD	1248	2331	1083		Completed		1/12/2017
MANIATUTU ROAD	12686	16100	3414	Design review	2018/19	Sep-18	
MATAKANA ROAD	2490	4150	1660		Completed		21/04/2018
MOUNTAIN ROAD	4283	6800	2517	In design	2020/21		
PONGAKAWA BUSH ROAD	8006	9400	1394	Design review	2020/21		
RANGIURU ROAD	11425	12301	876		Completed	May-18	28/05/2018
ROWE ROAD	3691	4130	439	Construction	2017/18	Apr-18	
ROYDON DOWNS ROAD	4047	6835	2788	Design review	2019/20		
THOMPSONS TRACK	2792	3660	868	Design review	2018/19		
WAERENGA ROAD	0	1390	1390	Construction	2017/18	May-18	
WRIGHT ROAD	6286	8465	2179	Construction	2017/18	Mar-18	
KAITEMAKO ROAD SOUTH	0	350	350	Programmed	2017/18	Sep-18	
REID ROAD	3532	4986	1454	In design	2021/22		
VALLEY VIEW ROAD	114	599	485	In design	2021/22		
TIROHANGA ROAD	0	1610	1610	In design	2021/22		
WAIPIA ROAD	0	405	405		Completed		1/06/2018
WILLIAMS ROAD NORTH	1166	2325	1159	Design Review	2021/22		

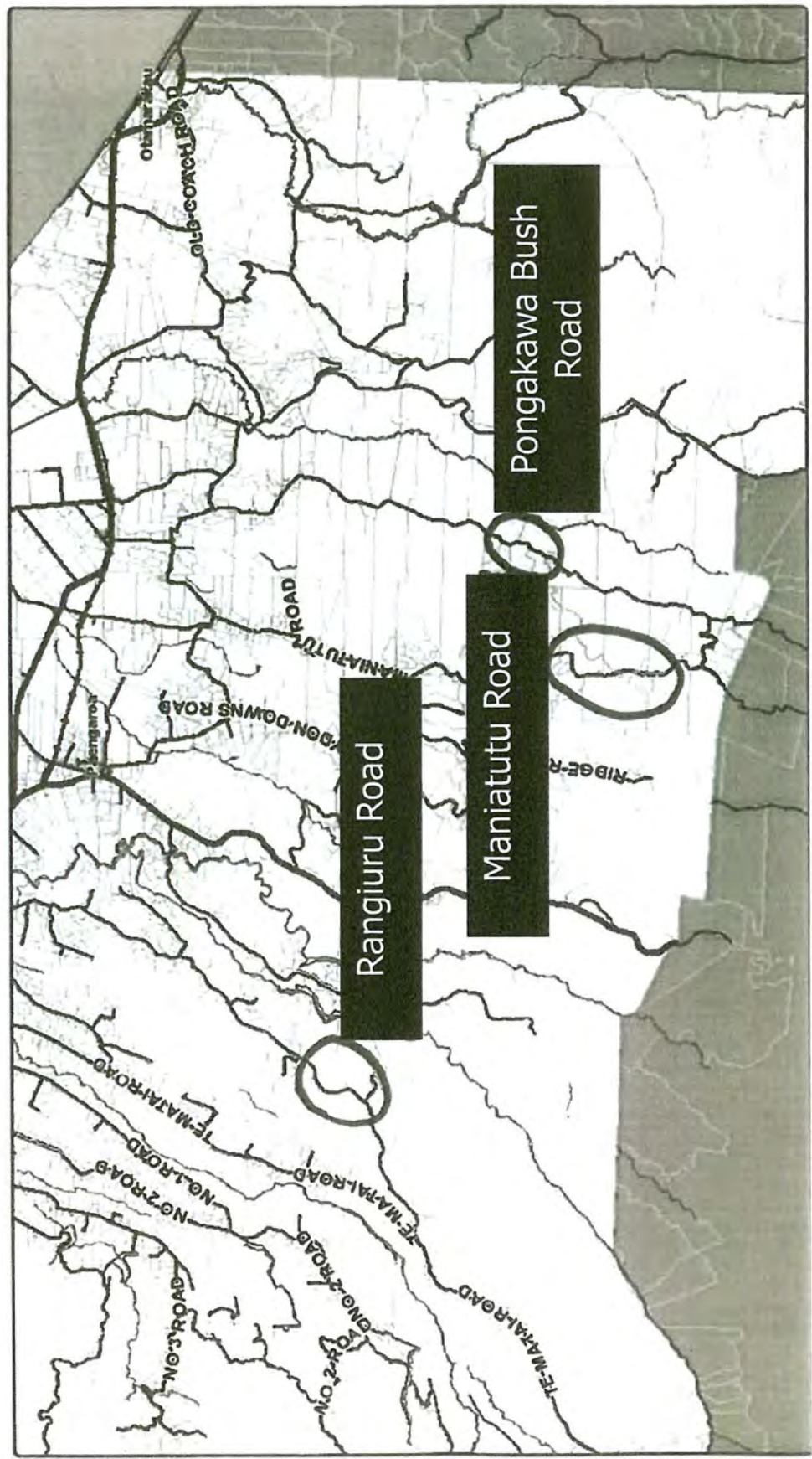
Phase key: Programmed, Survey, In design, Design review, Consultation with Iwi and Residents, Construction

NOTE:

The construction timing for each road may be influenced by factors such as the grouping of sites, landowner agreements, extent of earthworks and delivery co-ordination to maximise the investment.

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Phase key: Programmed, Survey, In design, Design review, Consultation with Iwi and Residents, Construction							
NOTE: The construction timing for each road may be influenced by factors such as the grouping of sites, landowner agreements, extent of earthworks and delivery co-ordination to maximise the investment.							

Seal Extension Sites – Request for Extensions



Western Bay of Plenty District Council
Operations & Monitoring Committee
Infrastructure Services Briefing June 2018

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 6 June 2018 and titled Infrastructure Services Briefing June 2018 be received.*
- 2. THAT the Open Section of the Operations & Monitoring Committee Information Pack No. OP12 dated 21 June 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.*



Gary Allis
Deputy Chief Executive Officer

1. Utilities

1.1 Te Puke Wastewater Treatment Plant Resource Consent Renewal

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. The working group undertook a site visit to various treatment plants around the Coromandel Peninsular in February 2018. The purpose of the site visit was to look at different discharge options being utilised by other councils.

1.2 No. 2 Road, Te Puke - Water Supply Improvements

New pump station established at 1000 No. 2 Road to deliver water to bush tank. Pump station and water main have been commissioned. All Completed.

1.3 Thompsons Track Pump Station

Works completed to improvements to the water supply boost pumps including storage tanks.

1.4 Muttons Water Treatment Plant

Improvements to treatment plant including pressure sustaining valve to raw water supply pipeline to commence in June 2018.

1.5 Dudley Vercoe Drive, Te Puke

A new pump station to be constructed to boost water supply to the upper urban area of Te Puke including new developing areas of Boucher Avenue / No. 2 Road. Construction to commence in May.

1.6 Maketu Stormwater Catchment Areas

New maintenance round commenced in January 2018. Inspection of all drains is complete, spraying has begun, audit to be carried out in June to allow time for brown off of vegetation.

1.7 Ongare Point Wastewater Scheme Preliminary Investigations

Currently a Septic Tank Effluent Pump (STEP) wastewater system is proposed for the Ongare Point community. Resource Consents have been granted by the Bay of Plenty Regional Council and Western Bay of Plenty District Council for the construction of the treatment plant, reticulation and treatment plant discharge.

Construction on reticulation began in early April 2018. The design for the Treatment Plant is now complete and takes into account the consent conditions. Installation of tanks on private property is now underway. The Treatment Plant construction commenced in late May 2018.

1.8 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. Staff have received draft Consent conditions for review and met with BoPRC in May to finalise the conditions.

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 that includes Tangata Whenua, Councillors and Community Board representatives. The group has been meeting on a regular basis to assess the various options available. Meetings held to date have discussed beneficial reuse of wastewater and were productive. Potential sites have been narrowed down for the beneficial reuse option. These sites are currently being investigated further by technical consultants. The next meeting is scheduled for 21 May 2018. At the next meeting the group will look at options relating to discharge to water.

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. There has been no further change since the previous update. Council are still waiting for BoPRC feedback.

1.10 Two Mile Creek Update - Upstream Dillon Street Bridge

Regional Council Consent was lodged in June 2017. Two parties did not sign in favour of applying for Resource Consent.

Regional Council has requested further information be supplied by WBoPDC including; modelling of the effects of the new channel on the 100-year flood and environmental and ecological issues with the new concrete channel. These assessments are complete and final information has been provided to Regional Council. Feedback received from the Bay of Plenty Regional Council and draft Consent conditions have been finalised. Resource Consent is expected to be granted in mid-June.

Due to the creek being located in a floodable zone a separate Resource Consent is required from Western Bay District Council. The Consent has been lodged and Council staff are working with two property owners regarding submissions.

1.11 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

1.12 Water Meter Installation Project – WSZ (Western Supply Zone)

The installation of water meters in the Waihi Beach, Pio Shores, Athenree and Katikati towns is all but complete with the last few meters to be installed and removing a few cross-connections. The upgrading of backflow devices in the surrounding rural areas will continue over the coming month to complete the project.

The aim is to have work completed by 30 June 2018. Council would like to thank residents for their assistance throughout this project.

1.13 Katikati Recycling Centre

During the month of May, Council conducted a trial each Thursday by extending the opening hours of the recycling centre from 9.00am to 4.00pm. On these days a short survey was conducted with customers who were asked to participate to enable Council to understand the recycling habits of the Katikati community and to gauge if they would use the centre on Thursday afternoons.

Council is expecting the survey question results to be available mid-June 2018. Initial feedback shows a positive response that regular customers will amend their behaviour and utilise the centre during the extended hours on a Thursday afternoon. The vehicle numbers for the afternoon hours confirms this change. A vehicle tally was kept to record the change in behavioural patterns of customers using the site. The numbers of vehicles from 9am to 12 noon averaged 230 and from 12 noon to 4 pm about 125 vehicles.

Feedback from recycle centre staff is overwhelmingly positive – less vehicles in the morning alleviates many health and safety concerns.

The centre will continue to operate with the extended hours during June.

1.14 Waihi Beach Water Main Renewals

Works completed to the reticulation replacement in Hillview Road, Leo Street, Queen Street, Ayr Street and Edinburgh Street.

1.15 Wills Road Wastewater Pump Station, Katikati

Tanks have been installed and commissioned. Electrical cabinet will be replaced now the tanks have been commissioned.

1.16 Licensing Waste Collectors - Waste Management and Minimisation Bylaw 2013

Letters have gone out to known waste collectors to apply and pay to become a licenced waste collector in the District as per the requirements of the Waste Management and Minimisation Bylaw 2013. A Public Notice to Licence appeared in the different newspapers during May. Information to the effect was also placed on Council's website from 16 May 2018. Applications to become a licenced waste collector in the District need to be in by 15 June 2018. Licences will be issued by 1 July 2018.

2. Reserves

2.1 Kauri Point Jetty – Walkway Re-Decking

There has been no further change from the previous update. The timing for the completion of the jetty re-decking is dependent on the outcome of the Kauri Point Jetty access road landslip repairs implementation. The unfinished section of the jetty walkway deck is being regularly monitored to ensure it remains safe to use. However, vehicle access to the jetty is required to maintain it. The only other access to the jetty is via the water (boat/barge operation), which will add significant cost to complete walkway deck renewal.

If the access road remains closed then other options for the jetty and the public toilet need to be considered such as permanent closure and/or demolition (note – the BOPRC Resource Consent in place places legal responsibility on Council to maintain the jetty).

2.2 Omokoroa Sportsground Playground

Tenders for the supply of playground equipment close Friday 19 May and will be evaluated by the Project Team the following week. It is expected that project will be split into two separate stages so that external funding can be obtained, in which case the project may extend into 2018/19.

2.3 Omokoroa to Tauranga Cycleway

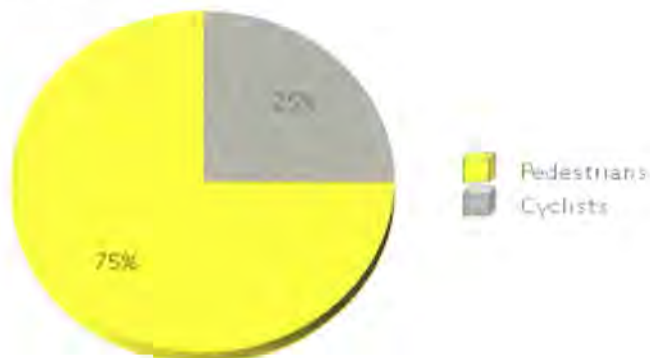
Section 1: Omokoroa Boat Ramp to Tinopai Reserve - there has been significant delay with delivery of timber to construct 120m of boardwalk. The latest delivery estimate from the sawmill was 23 May 2018 - construction can be expected to begin soon after this date. Note that when construction begins, this 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 for the period 27 June 2017 – 16 May 2018 as follows:

	Total Traffic for the Analysed Period	Daily Average	Busiest Day of the Week	Busiest Month of the Year	Distribution	
					IN	OUT
Pedestrians	38,243	118	Sunday	December 17 5,748	58	42
Cyclists	12,788	39	Sunday	January 18 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 has been concluded including license fees. Final construction surfacing for this section will begin once permit to enter authorisation has been received. The completion of this section will be coordinated with the Plummers Point section to Huharua Park so that a route destination is enabled.

Section 5: Bridge across Mangawhai inlet - construction will be complete minus the southern bridge approach by Friday 25 May. NOTE: Once this bridge is finished, the track will remain closed until the cycleway connection with Huharua Park is in place.

Section 6: Plummers Point trail from bridge to Huarua Park. Detailed design has been completed. Construction will begin as soon as archaeological authority and resource consent has been obtained.

NOTE: The commuter route section proposed to connect between Bridge 1 and Plummers Point Road is not being constructed until funding is confirmed and public access enabled - this section of land is currently private property.

2.4 Omokoroa Ferry to Opureora/Matakana Island – Facilities Upgrade

The construction of a new weather shelter and seating for installation on the new concrete hardstand adjoining the ramp and road has started and will be completed before the end of May.

OPUREORA JETTY RENEWAL: The final concept design has been endorsed by the Matakana Community and a report is being prepared for Council adoption. Construction is scheduled for the next financial year subject to the normal tendering and approvals process.

2.5 Omokoroa Sportsground – Tennis Courts 3 and 4

The courts (including synthetic turf surfacing) have been completed and are being played on. The volley wall, turf surface, and floodlights are the responsibility of the tennis club.

2.6 Waihi Beach Cycleways

All consents have been approved, noting that the Brighton Reserve cycleway section is excluded from the project for the time being while BOPRC considers the northern connection between Hinemoa Road and the pedestrian bridge.

The proposed Plom Road to Wakanoi Place section has been put on hold until further community consultation via the Katikati-Waihi Beach Ward Reserve Management Plan public consultation process has been undertaken.

Detailed planning and contract specifications are being finalised and physical works will begin as soon as contractor resources are in place.

Plans to complete loop trail connections within the Water Catchment reserve before Christmas remain entirely dependent on the timing of a Crown Treaty settlement with Ngati Tara Tokanui – as the cycle trail route proposed includes a 300m section on this DOC owned land. Staff and consultants are working closely with Tangata whenua to ensure a successful outcome.

2.7 Haiku Park to Henry Road Cycleway/Walkway

An information sign design concept has been prepared by a local Katikati artist and will be submitted to the Board for feedback on design and funding.

2.8 Dotterel Point Reserve – Public Toilet Septic Tank Upgrade

The system is operational and the data logging in place is helping to ascertain the extent of any further system capacity improvements, given the frequency of discharge beyond the consented limit.

This issue is being consulted with BOPRC to confirm solution before any system modifications/improvements are implemented. If any improvements are confirmed, they will be implemented before Christmas 2018.

2.9 Damaged Walkway Reserve Land - Ruamoana Place to Bramley Drive

As at 30 May 2018: Remediation works have been split into a series of smaller contracts.

- Earthworks are now complete at a cost of less than 10% of the original tender.
- Drainage/drilling works are still under negotiation, however, pricing remains high and further negotiations are progressing.
- Revegetation:
 - Hydroseed is planned for 31 May and has to be redone due to heavy rain event.
 - Planting plan proposed Pohutukawa at the base, with smaller shrubs on the face and a vetiver grass band at the top. Fencing will be temporary until the vetiver is established.
 - Minor drainage will be repaired in the summer
- Completion is now not expected until nearer the end of the year.
- Owners along the reserve frontage are being kept informed.

3. Strategic Property

3.1 Katikati Library

A number of small design changes have had to be made and as a consequence, there have been some time delays and some additional costs that have had to be absorbed in to the Contract.

Staff have created savings to accommodate these additional costs to still remain in budget.

3.2 Te Puna Hall

Constructive negotiations are taking place with the owner of the land on which the Hall was to be sited, with a view to considering alternative sites that meet the requirements of the Hall Committee. At this stage the site adjacent to State Highway 2 has not been taken off the table but the owner has indicated his preference to relocate the Hall site to adjacent to Te Puna Road.

The owner and consultants have presented to Council and are considering their options. Council staff have been requested to look at facilitating a plan change to assist the McIntyre development, which in turn would facilitate the relocation of the Hall.

3.3 Kaimai Views – Sales Update

Seven dwellings are in various stages of completion and Consent has been applied for a further six dwellings.

Stage 3 of the development is now open to prospective purchasers.

Earthworks on the land set aside for the HAF pilot are almost complete but given we are beyond the earthwork season, will only be completed in the early stages of the next earthwork season.

3.4 Omokoroa Cell Phone Tower

Construction has commenced on the cell phone tower and whilst completion date is unknown, it is anticipated construction would be completed by the end of June 2018.

3.5 Te Puke War Memorial Hall

Certificate of Public Use has been granted and some minor works on the snag list are to be completed prior to issue of Code of Compliance.

4. Development Engineering and Projects

4.1 Te Puke Highways - Pah Road Slip Reinstatement

This project will be constructed during the next financial year due to delays in obtaining Resource Consent from BoPRC and the associated design changes.

4.2 Omokoroa Industrial Road – Investigation / Design

Scoping for design and construction has been confirmed. Currently briefing selected consultants to tender for the investigation and design of the project.

4.3 Omokoroa Industrial Road – Stormwater Detention Pond

Scoping for design and construction has been confirmed. Currently briefing selected consultants to tender for the investigation and design of the project.

5. Emergency Management

5.1 Maketu - Pukehina

The Community Response plan is complete and ready for the community to review and sign off. EMBOP staff attended a community response team meeting where they discussed the roll out of the Community Plan.

5.2 Pukehina and Maketū Community Open Days

EMBOP, WBOPDC and BOPRC staff attended two community open days on the recent tsunami modelling information for Pukehina and Maketū on Saturday, 5 May 2018. The Pukehina open day was well attended with over 30 locals attending, Maketū was less well attended with only 4 visitors.

5.3 Waihi Beach

The Waihi Beach Community Response Plan has been completed and Emergency Management Bay of Plenty will ensure adequate numbers of the plan are printed and given to the Community Board. This plan, along with the Community Guide have been benchmarked for all other community plan templates developed for the Bay of Plenty and the Community Response Team should be congratulated for their hard work in putting this together.

5.4 Te Puke

The Te Puke Community Response team are in the process of developing their draft Community Response Plan and the Emergency Management Bay of Plenty will support them as required through this process.

5.5 Training

Ongoing regular meetings with WBOPDC EOC roster staff to discuss their role and provide them with information and resources to further develop their skills and understanding.

5.6 Coming up

Exercise Ruapehu II: A training exercise for the Incident Management Team at the Western Zone Emergency Operations Centre is planned for 29 June 2018. This three hour facilitated desktop discussion will focus on responding to a volcanic ash fall event.

The three key objectives for the exercise are:

- To introduce the Checklist Compendium which we have developed over the past year in response to demand for more structured guidance to event management;
- To discuss the key principles of successful function team management;
- To integrate these two objectives, through exercising an IMT meeting and the development of an Incident Action Plan.

6. Rooding

6.1 Omokoroa Road Construction - State Highway to Railway

The Omokoroa Road upgrade has been an exceptionally complex project due to weather delays, shortage of construction crews, roundabout and intersection builds, adjoining developer requests and the construction of multiple underground services with different utility authority ownership.

However most of the roads new pavement is expected to be completed in June 2018. The \$12.9 million project, with the physical works beginning early in 2017, also hit setbacks with the discovery of multiple archaeological sites and removal of redundant asbestos water main pipes requiring specialist handling and disposal.

Underground services installed during the construction have included new water mains, a new gravity sewer main, a new storm water main, new road culverts, communications and power cables, Ultrafast broadband fibre optic cabling and the relocation of sections of the Omokoroa sewer transfer main.

Works will continue until September 2018 on installing the storm water main connection into the Kaimai Views Special Housing Area; development of the park-n-ride near the Prole Road intersection; construction of a cycleway from SH2 to the fire station and installation of an additional sewer main to the wastewater transfer station.

6.2 Maketu Proposed Cycle Trail

Meeting held with local residents, Community Board, Council staff, WestLink and local cycle clubs on 16 March 2018.

The outcome of this meeting was to revisit the current design - the initial revised design stage is now complete. Currently on hold awaiting land purchase negotiations with the landowners and Councillor Marsh.

6.3 Omokoroa Footpath Repairs

Kayelene Place footpath maintenance now complete.

Beach Grove on track to be completed by end of June 2018.

6.4 Community Roading Katikati

Fairview Road kerb and channelling programmed to be completed prior to end of July 2018.

Stewart Street design complete and approved by Community Board. Added to WestLink's Programme of Works but at this stage no start date has been confirmed

6.5 Katikati Town Centre Improvement

The Council has recently submitted to the Draft Government Policy for Transportation Statement, the draft Regional Transport Plan, the Transport Agency Investment programme and NZTA's investment assessment framework, which all deal with State Highway improvements affecting the sub region.

The outcome of these draft documents will be determined by the end of August 2018 at which time the project priorities and timing will become clearer.

6.6 One Network Maintenance Contract (ONMC)

Refer to OP12 Information Pack.

Attachment A**6.7 SH33 Te Ngae Junction to Paengaroa – NZTA Project Update**

Refer to OP12 Information Pack.

Attachment B