

MEETING — AGENDA —

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Western Bay of Plenty
District Council

POLICY COMMITTEE

Komiti Kaupapa Here

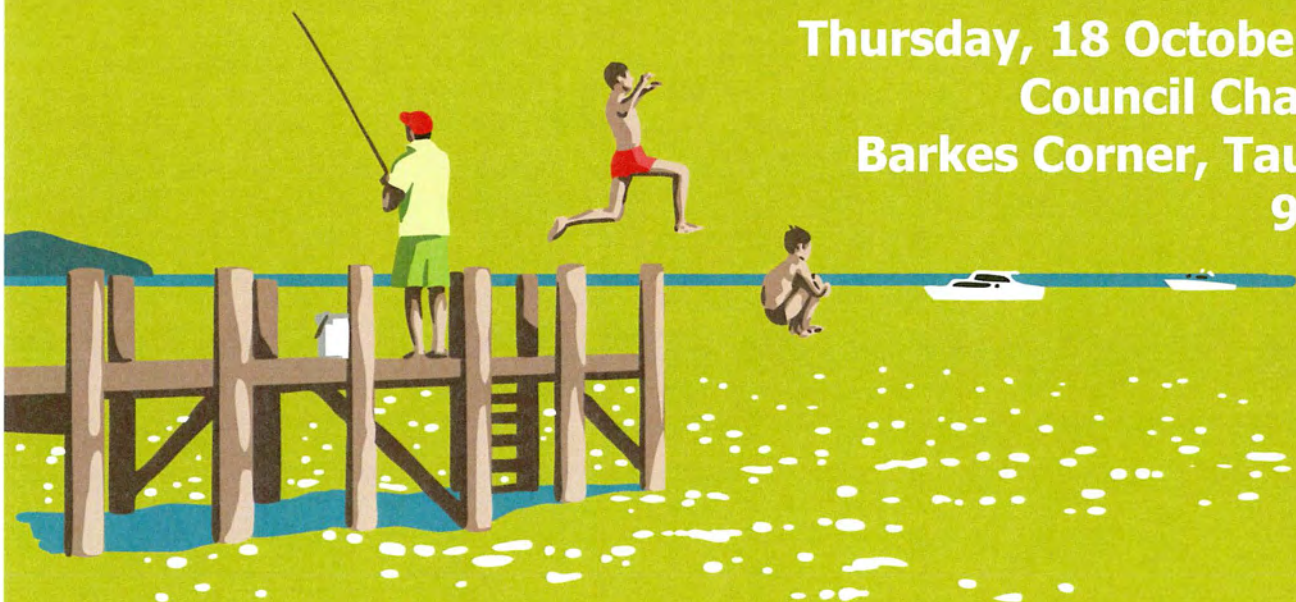
PP16

Thursday, 18 October 2018

Council Chambers

Barkes Corner, Tauranga

9.30am



Notice of Meeting No PP16 Te Karere

Policy Committee Komiti Kaupapa Here

Thursday, 18 October 2018
Council Chambers
Barkes Corner
9.30am

His Worship the Mayor

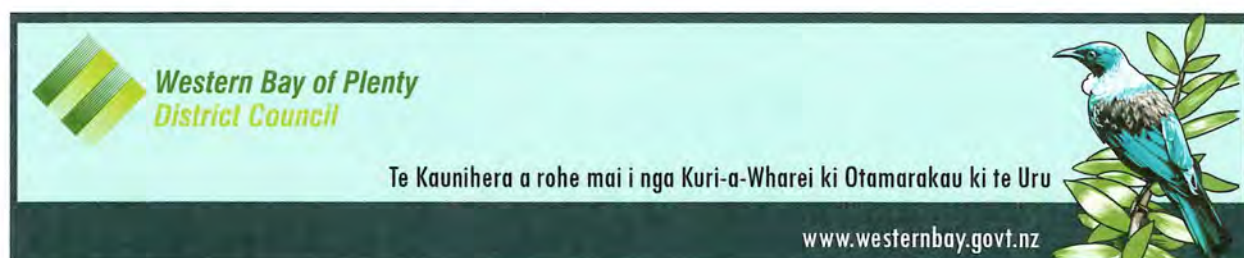
G J Webber

Councillors:

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

Media
Staff

Miriam Taris
Chief Executive Officer
Western Bay of Plenty District Council



Policy Committee Delegations

Mangai o Te Kaunihera

Quorum:

The quorum for this meeting is six members.

Role

Subject to compliance with legislation to develop plans and policies for the future direction of Council and its communities.

General Delegations

- To exercise all decision-making powers of Council within the Committee's scope of delegated functions and in accordance with its role, and to do anything precedent to the exercise by Council of its powers and duties as specified in Schedule 7 of the Local Government Act 2002 Clause 32 subclause 1 items b and h being specifically the following:
- To undertake on behalf of Council all processes and actions (including consultation) for the development of bylaws, remuneration and employment policy, and policies required to be adopted and consulted on under the Local Government Act 2002 developed for the purpose of the local governance statement precedent to adoption by Council.

Subject to compliance with legislation and the Long Term Plan to resolve all matters of policy and planning which do not require, under the Local Government Act 2002, a resolution of Council. Policy is defined as any matter relating but not limited to, the following:

- Policy Development
- Comprehensive Development Planning
- Environmental policy
- Matters of policy referred by Council, Community Boards or other committees
- Reserve Management Planning
- To conduct policy review and monitor policy variation frameworks
- To undertake on behalf of Council all processes and actions (including consultation) to develop bylaws precedent to the recommendation to Council for adoption of the bylaws

Subject to compliance with legislation and the Long Term Plan to resolve all matters of strategic policy outside of the Long Term Plan process, which does not require, under the Local Government Act 2002, a resolution of Council. Strategic policy is defined as any matter relating but not limited to, the following:

- Overall Infrastructure Strategies and financial Planning/Action Plans
- Policy direction for asset management planning
- To set service standards including levels of service.
- Utilities services/ infrastructure policy and planning
- Road / Transport policy and planning

- To receive and resolve on or recommend to Council or its Committees as appropriate the reports, recommendations and minutes of the following:
 - Regional Land Transport Committee
 - SmartGrowth Implementation Committee
 - And any other Joint Committee, working group or forum as directed by Council.
- To receive resolve on or refer to Council and its Committees as appropriate the recommendations from the Rural Forum.

Resource Management Act 1991 - District Plan Policy Development

- Pursuant to the Resource Management Act 1991 to establish and review objectives, policies and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district by:
- Developing to the point of notification all District Plan and Development Code Changes, variations, designations and reviews and built environment strategies.

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

Pursuant to clause 32(1) of Schedule 7 of the Local Government Act 2002, each of the Mayor and Councillors, whether individually or collectively, the power to listen to and receive the presentation of views by people and to engage in spoken interaction with people pursuant to section 83(1)(d) of the Local Government Act 2002 in relation to any processes Council undertakes to consult on under the Special Consultative Procedure as required by the Local Government Act 2002 or any other Act.

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. PP16

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.

PP16.1 **Deliberations on the Draft Katikati Waihi Beach Ward Reserve Management Plan 2018** 7-44

Attached is a report from the Recreation Planner dated 4 October 2018. Please note attachments 7 and 8 of this report will be circulated separately with this agenda.

PP16.2 **Proposed Amendments to the Rural Water Supply Extension Policy** 45-52

Attached is a report from the Senior Policy Analyst dated 2 October 2018.

PP16.3 **Omokoroa Domain and Esplanade Area Concept Plan** 53-68

Attached is a report from the Senior Policy Analyst dated 18 September 2018.

PP16.4 **Housing Action Plan** 69-93

Attached is a report from the Senior Policy Analyst dated 27 September 2018.

PP16.5 **Receipt of Policy Committee Information Pack No. PP16**

The Policy Committee Information Pack No. PP16 dated 18 October 2018 has been circulated separately with the agenda.

Recommendation

THAT the open section of the Policy Committee Information Pack No. PP16 dated 18 October 2018 be received and the information noted.

Western Bay of Plenty District Council

Policy Committee

Deliberations on the Draft Katikati Waihi Beach Ward Reserve Management Plan 2018

Purpose

The purpose of this report is to seek a resolution from the Policy Committee to recommend to Council the adoption of the draft Katikati - Waihi Beach Ward Reserve Management Plan 2018, in accordance with Section 41 of the Reserves Act 1977.

Recommendations

1. ***THAT the Recreation Planner's report dated 4 October 2018 and titled Katikati - Waihi Beach Ward Reserve Management Plan 2018 be received.***
2. ***THAT the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy.***
3. ***THAT all written submissions to the Katikati - Waihi Beach Ward Reserve Management Plan process including verbal submissions to the Have Your Say day on the 19 July 2018 be received.***
4. ***THAT in accordance with Section 41 of the Reserves Act 1977, the Policy Committee recommends to Council that the draft Katikati - Waihi Beach Ward Reserve Management Plan 2018 as released for consultation, be adopted including the following:***

Pio Shores Cycle way/Walkway infrastructure:

- (A) ***THAT subject to investigations, costings and necessary approvals, Council proceeds with new Option 2; commencing north of Plom Road/Seaforth Road roundabout, to the end of the straight using the slip lanes and road, enter the storm-water drainage reserve then to the Bowtown Domain - Coastguard Building reserve area and to Anzac Bay.***

OR

(B) THAT subject to investigations, costings and necessary approvals, Council proceed with construction/upgrade of the existing walkway/track as a metal track from Plom Road in the back of the dune to Papaunahi Road Reserve. From that point cyclists will access existing streets heading south to Bowentown - Seaforth Road South Reserve and then on road to Anzac Bay.

OR

(C) THAT no provision will be made to construct/upgrade the Pio Shores cycle way/walkway infrastructure and therefore; cyclists and pedestrians will continue to find their way along existing streets and footpaths to Anzac Bay.

Island View Reserve:

(A) THAT a new project shall be added to the Katikati – Waihi Beach Ward Reserve Management Plan for Island View Reserve to include the installation of a BBQ and playground subject to the relevant consent/s being sought and obtained from Heritage New Zealand and that funding shall be sought for the project through the 2019/20 Annual Plan with an indicative cost totalling \$225,000.

(B) THAT no new project are added to the Katikati-Waihi Beach Ward Reserve Management Plan for Island View Reserve.

Tuapiro Point Reserve:

THAT new Reserve Management Policies [will/will not] be added to the Tuapiro Point Reserve as follows:

That investigations are carried out to set aside an area of land for equestrian related activities between the driveway into the reserve and the inner side of the estuary.

That horse riding is permitted within a restricted area as per schedule one of the Reserves and Facilities Bylaw in recognition of the cultural and ecological significance of this reserve.

THAT in regard to the future management of Tuapiro Point Reserve, a new Reserve Management Policy action [will/will not] be added as follows:

That a process will be jointly developed with Tangata Whenua to partner and collaborate in the future management and development of Tuapiro Point Reserve.


Broadlands Block Reserve:

THAT all the actions relating to the chip and putt golf course in the Broadlands Block Reserve, [are/are not] deleted.

Reserve Project Funding:

THAT the Schedule of new reserves projects (as amended) and as set out in ATTACHMENT 5, are approved.

- 5. THAT the Policy Committee approves the draft responses (as amended) in relation to the submission feedback points on specified reserves and projects as set out in ATTACHMENT 4.***
- 6 THAT the Policy Committee directs Staff to develop a Decision Story that gives effect to the resolutions from this meeting, and recommends to Council that the Decision Story be adopted alongside the adoption of the final Katikati – Waihi Beach Reserve Management Plan and be provided to submitters as a formal response to the submissions made.***



.....
John Rauputu
Recreation Planner

1. Background

- 1.1** Council is required under Section 41(4) of the Reserves Act 1977 to keep its reserve management plans under continuous review so that they are adapted to changing circumstances, community views and align with best practice. The former Katikati Ward Reserve Management Plan was first prepared in December 2002, reviewed in August 2008 and, the former Waihi Beach Ward Reserve Management Plan was prepared in September 2007. This review process combined the two plans into a single plan for the Katikati - Waihi Beach Ward.

2. Engagement, Consultation and Communication

The Reserves Act 1977 requires a two-month period for consultation of a Reserve Management Plan review.

Engagement	Dates
Pre - engagement Workshop with Waihi Beach Community Board	30 June 2017
Pre - engagement Workshop with Katikati Community Board	1 September 2017.
Council web page, online engagement media promotions, Notice board, Weekend Sun, Bay of Plenty Times. The web site provided background information, draft Reserve Management Plan and an online/hardcopy feedback submission form.	Feedback consultation – Monday 14 May and Monday 9 July 2018
Report to Tauranga Moana Tangata Whenua Partnership Forum.	5 June 2018.
Media releases for online engagement.	Commencement of consultation – by 14 May 2018
Invitation to stakeholders to provide feedback or meet to discuss draft plan.	By commencement and during consultation period
Community Open Days; Katikati Waihi Beach	26 May 2018 23 June 2018.
Have Your Say	19 July 2018
Deliberations Workshop	27 September 2018

3. Feedback

Feedback to the Reserve Management Plan review process was received for Pio Shores cycle way/walkway, Waihi Beach Skate Park, Katikati – Waihi Beach specific reserves and projects, and Reserves and Facilities Bylaw.

Of the submissions received specifically about the Pio Shores cycleway/walkway, the majority completed the Options Assessment; with Options 2 and 2A being ranked the highest. Many supported the reserve projects in the draft including funding and timing, and some commented that more can be done to improve reserves and associated infrastructure. These are to be considered in various ways as noted in the draft Responses to Feedback, (ATTACHMENT 4) e.g. within current budgets, review of Recreation and Leisure Strategy – levels of service.

Several submitters attended the Have Your Say Sessions with elected members at Waihi Beach on Thursday 19 July 2018

4. Significance and Engagement Policy

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

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

In terms of the Significance and Engagement Policy, this decision is considered to be of medium significance. This is because of the requirement to notify the draft under Section 41 of the Reserves Act 1977 for a two-month period, the number of people in the Katikati - Waihi Beach Ward that were potentially interested, and the number of submissions received on the draft plan.

5. Issues and Options Assessment - Pio Shores cycle way/walkway.

Refer to the attached Issues and Options paper – Pio Shores cycle way/walkway (ATTACHMENT 1)

6. Responding to Feedback about Reserves and Projects.

6.1 Responses to Feedback - Decision Story.

The proposed draft responses to feedback (ATTACHMENT 4) covers the majority of issues raised, with some key matters requiring new actions in the final Reserve Management Plan.

6.2 Island View Reserve.

Island View Reserve has become a popular site and investigations are needed to provide appropriate park furniture etc (as provided in Reserve Management Policy

6.27.3). The recommendations of this report seek Council to confirm whether it wishes to proceed with a project to investigate and seek funding approval for a new project which will be added to the Reserve Management Plan; BBQ approximately \$20,000, playground approximately \$200,000 appropriate Heritage New Zealand Pouhere Taonga consents approximately \$5,000.

6.3 Tuapiro Point Reserve.

Tuapiro Point Reserve, an area of approximately 29 hectares lying in the northern Tauranga Harbour area, is included in the Katikati - Waihi Beach Reserve Management Plan. Outcomes of the Reserves and Facilities Bylaw review focused on permitting horses in defined areas of Tuapiro Point. However, submissions to this process sought further development of the Point in terms of revegetation and also a closer working relationship between Council and Tangata Whenua and the Community. Therefore, to assist and manage that process, the recommendations of this report seek Council to confirm whether it wishes to add the following new Reserve Management Policies will be added:

That investigations are carried out to set aside an area of land for equestrian related activities between the driveway into the reserve and the inner side of the estuary.

That horse riding is permitted within a restricted area as per schedule one of the Reserves and Facilities Bylaw in recognition of the cultural and ecological significance of this reserve.

That a process will be jointly developed with Tangata Whenua to partner and collaborate in the future management and development of Tuapiro.

6.4 Broadlands Block Reserve:

The chip and putt golf course proposal at the Broadlands Block Reserve is not progressing and Council is asked to consider whether it wishes to delete the relevant actions in the Reserve Management Plan and Concept Plan in order to enable other uses of this space.

6.5 Project Timing and Indicative Budgets

The draft Plan as released for consultation included some new proposed projects that did not have indicative timing and/or project costs/budgets. These projects have not been subject to submissions seeking their deletion so indicative timing and/or costing has been provided in the New Reserves Projects Funding schedule, (ATTACHMENT 5). The recommendations of this report seek Council to adopt the schedule (amended as required) for inclusion in the final Reserve Management Plan.

6.6 The draft **Decision Story** will be prepared from the Responses to Feedback (ATTACHMENT 4) and the resolutions from this meeting relating to Pio Shores cycleway/walkway, Broadlands Block, Tuapiro Reserve and Island View reserve.

7. Statutory Compliance

Act/Legal Issue	Relevant Detail
Reserves Act 1977	Section 41(4) provides for reviewing a reserves management plan. Section 41(6) provides for consultation of a reserves management plan.
Long Term Plan 2018 - 2028	Council's Recreation and Leisure Strategy goals and approaches provide the statutory framework to plan for the future of council reserves and recreational facilities.
Reserves planning and policy development are the responsibilities of the Policy Committee, which has delegated authority to hear submissions to a draft reserves management plan. However, Council must adopt the final Reserve Management Plan.	

8. Funding/Budget Implications

Budget Funding Information	Relevant Detail
2018 – 2028 LTP	Existing projects are specified in the Long Term Plan. New actions for the respective reserves with funding implications will be referred to future Annual Plan and Long Term Plan processes.

9. Attachments

The following ATTACHMENTS are enclosed:

1. Pio Shores cycle way/walkway - Issues and Options Assessment.
2. Pio Shores Cycle way/Walkway Aerial Plan as used in the Waihi Beach Open Day and Have Your Say Sessions.
3. Submission Summary - specific reserves in Katikati and Waihi Beach.
4. Responses to Feedback.
5. Schedule of new Reserves Projects.
6. Diverted Submissions – Reserves and Facilities Bylaw.
7. Submissions to the Katikati - Waihi Beach Reserve Management Plan 2018.
8. Draft Katikati - Waihi Beach Reserve Management Plan 2018 (as released for consultation).



Western Bay of Plenty
District Council

Katikati Waihi Beach Ward
Reserve Management Plan
Review 2018

Pio Shores Cycleway and Walkway

Issues and Options



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1. Introduction - Pio Shores Cycle way/Walkway

During preliminary informal discussions with members of the Pio Shores Sports and Community Association about construction of the Pio Shores section of the Waihi Beach cycleway, it became evident that more consultation was needed before Council could commit to the project. The Long Term Plan 2018/28 community open day session at Waihi Beach on 28 April 2018 provided a good indication of the numbers of locals who wished to participate in feedback. Therefore, during the consultation of the Katikati Waihi Beach Reserve Management Plan review 2018, the public was invited to rank in preference, four route options of the cycleway/walkway through Pio Shores residential area.

Please refer to Appendix for the Pio Shores Cycle way/Walkway Submissions Summary and Appendix the Aerial Map of Options used at the Open Day and Have Your Say sessions at Waihi Beach.

2. Feedback

During the consultation for the Katikati Waihi Beach Reserve Management Plan review from 14 May to 9 July 2018, the public provided feedback and ranked in preference, four route options of the cycleway/walkway as follows:

Option 1

North side of Plom Road/roundabout, through the back of the Dunes to Papaunahi Road reserve onto Papaunahi Road, left into Tuhua Place to exit through access way to Sea Crest Place, turn left into Bowentown Boulevard, exit at cul-de-sac down access way to Bowentown Domain to Coastguard Building reserve area.

Option 1A

Commence as Option 1 through the back of the Dunes to Papaunahi Road reserve, across Papaunahi Road to an access way to the storm-water drainage reserve heading south along the existing walkway, crossing Bowentown Boulevard to Bowentown Domain to Coastguard Building reserve area.

Option 2

Commence north of Plom Road/Seaforth Road Roundabout, to the end of the straight using the slip lanes and road, enter the storm-water drainage reserve to the Bowentown Domain to Coastguard Building reserve area.

Option 2A

Commence as Option 2 above, turn left into Papaunahi Road and across Papaunahi Road as in 1A above to an access way to the storm-water drainage reserve heading south along the existing walkway, crossing Bowentown Boulevard to Bowentown Domain Coastguard Building reserve area.

Each option has its pros and cons. Detailed design and cost estimates for the options are yet to be determined.

Feedback Summary

Preliminary feedback from community via LTP Open Day

- Unaware of the proposal for cycle ways in Waihi Beach and this section in particular.
- Walk way into Wakanoi Road is too narrow for cyclists and will create safety issues.
- Support to extend the cycle trail to the Papaunahi Rd reserve.
- No one will use it.
- Too many people will use it.
- Most people at Pio Shores have bikes.
- Worried about change and a 'new level of busy' that would happen on the route past them.
- Why does it have to be concrete, leads to speed?
- People will go too fast on electric bikes.

Feedback from 14 May 2018 to 9 July 2018

Of the 97 submissions received specifically about the Pio Shores Cycle way/Walkway, 79 completed the Options Assessment with added explanations, 14 provided written feedback only and four made comments.

Ranking	Option 1	Option 1A	Option 2	Option 2A
a	9	10	55	5
b	5	12	3	40
c	5	23	9	4
d	25	6	1	5

Comments from Submitters – Route suggestions

- The track across the road from Gypsy Park to Plom Road makes sense.
- Take it across to Plom Rd but loop it away from houses, then down the back of houses as planned, come out at tennis courts and go to the Coast Guard building.
- Come off at Plom road and then cycle down to Coast Guard building.
- The slip road along is the most suitable for cycling because it already exists, little expenditure and it will not ruin existing walkway.
- Support investigation of a cycleway 'in the sand dunes' but at least 40 metres from property boundaries.
- The drainage reserve (past pétanque court) and the slip roads adjacent to Seaforth Road would be suitable.
- Cycle way along the beachfront side of Pio Shores subdivision bordering the houses and dunes, out past the present walkway.
- It should be straight, level and at least 3 metres wide. It could emerge at the reserve by the Coast Guard.
- Safety is paramount for cyclists.
- Best route is via the Seaforth Road slip roads, into the reserve area by the 'black barn' and into the park opposite the campground. Keeps it away from the Pio Shores residences, uses some existing infrastructure and has minimal impact on the ecology of the area i.e. not in the sand dunes.

- From the roundabout along Seaforth Rd [using the slip road] to Papaunahi Rd, turn left and cycle to Bowentown Boulevard, turn left and straight through to the domain where there is a designated track.
- Support the slip road running parallel to black barn option.
- Use the drainage reserve, which may require some widening to the paved area. Also use the slip lanes as long as the width available.
- I support existing roads be used.
- Create on the beach side of the dune walkway.
- Preferred route is the slip roads as it would be the most cost effective.
- The slip road is most suitable for cycling. It is already there so no expenditure and doesn't ruin our walkway.
- Favour a designed cycle track, keep it simple and run parallel to the road to Anzac Bay from the Bowentown roundabout.
- Support Plom Road, along the reserve to the tennis court, into Papaunahi Rd and down the walkway/drain way to Anzac Bay.
- Council should not construct any more cycle ways.

Concrete cycleway

- Do not need the natural area ruined by a concrete cycleway.
- Concrete path in front of a number of our houses is not reasonable or fair.
- Should be vigorously protected for ecological reasons.
- Concrete cycleway would be ugly but also expensive.
- Wouldn't like to see concrete on the 'sand dune walkway' its a walking track – not a bike track.
- A concrete path to here would encourage skate boarders.
- Dangerous particularly if concreted as speed is dangerous.
- Concrete path is not a path it is a road.
- Concrete cycleway going through the Papaunahi Reserve. It would be detrimental in terms of child safety and would detract from the visual integrity of the area.
- Currently there are no noise issues. A concrete path in front of our houses would change this.

Cycleway Costs

- Widening existing footpaths would be good but costs shouldn't fall on ratepayers.
- Use existing roads for this part of the cycleway - no major costs involved.

Dunes

- We propose the cycle way be put along the beachfront side of Pio Shores subdivision bordering the houses and dunes, out past the present walkway. To make it safe it should be straight, level and at least 3 metres wide. It enables the public to have good views and it would be more pleasant in a more natural environment. Emerges at the Coast Guard reserve.
- Support the investigation of a cycleway 'in the sand dunes', but to be at least 40 metres from property boundaries.

- In the sand dunes will have considerable negative impact, both to the dune ecology and also to beach users.
- Through the dunes is not consistent with the council's environmental values and will certainly not enhance the natural coastal environment.
- The dunes are also the nesting area of the New Zealand dotterel.
- Track on dunes beyond the tennis court would not make for an enjoyable ride, several short steep sections.

Speed

- Track could be upgraded to discourage high speed usage.
- Dangerous particularly if concreted as speed is dangerous.
- Increasing use of e bikes travelling at greater speeds, its not suitable or safe.
- There will be increased traffic including group cycle tours and e-bikes potentially reaching speeds of over 30km/hr for folks walking the shared track.
- E-bikes and the rising numbers of enthusiast cyclists who travel at speed means that it is important to provide adequate separation.

Signage

- Best option is to use the existing slip road along the main road, it is sealed and would only require linking up with connecting pathways and some signage.
- Will need some traffic calming measures (humps or chicane, plus "Cyclists – slow" signage) on the roundabout approaches for safety reasons.

3. Summary of Issues and Options

It is considered that there are now three practical options for Council to consider taking into account feedback from the community.

- 3.1 **New Option (A)** below combines Options 2 and 2A. Feedback by far favours Option 2 followed closely by Option 2A for being the least expensive, least disruptive and the location being mainly on existing streets and slip lanes. It is acknowledged that over time as popularity grows, improvements and upgrading of the street/footpath infrastructure will be required.
- 3.2 Options 1 and 1A were opposed by many because the routes commence by traversing along the rear of the dune section exiting eventually onto Papaunahi Reserve/Road. Feedback revealed a lot of opposition came from property owners adjoining this section against public accessing the rear of their properties, and others who wanted the dune system protected from walkway and cycle way users. Therefore, these are no longer considered practical options.
- 3.3 **New Option (B)** below, is partially based on the route least favored by the community, see 3.2 above. Commencing from Plom Road, it traverses along the rear of the dune area exiting onto Papaunahi Reserve/Road and allows users to find their way along existing streets and footpaths to Anzac Bay. The dune part of the proposed route is a short distance along an existing walkway/cycle way that was originally created as a fire break for the adjoining properties. Council currently mows a walkway all the way to the Coast Guard Building (Bowentown Domain).

3.4 **New Option (C)** No additional cycle ways e.g. status quo.**Recommended Options**

Issue: - Pio Shores Cycle way/Walkway	
(A)	<i>THAT subject to investigations, costings and necessary approvals, Council proceeds with new Option 2; commencing north of Plom Road/Seaforth Road roundabout, to the end of the straight using the slip lanes and road, enter the storm-water drainage reserve then to the Bowentown Domain - Coastguard Building reserve area and to Anzac Bay.</i>
(B)	<i>THAT subject to investigations, costings and necessary approvals, Council proceed with construction/upgrade of the existing walkway/track as a metal track from Plom Road in the back of the dune to Papaunahi Road Reserve. From that point cyclists will access existing streets heading south to Bowentown - Seaforth Road South Reserve and then on road to Anzac Bay.</i>
(C)	<i>THAT Council does not make provision to construct/upgrade the Pio Shores Cycle way/Walkway infrastructure and therefore lets cyclists and pedestrians continue to find their way along existing streets and footpaths to Anzac Bay.</i>

Pio Shores Cycle way/Walkway Options

<p>Option A: <i>THAT subject to investigations, costings and necessary approvals, Council proceed with the favoured preference, Option 2; commencing north of Plom Road/Seaforth Road roundabout, to the end of the straight using the slip lanes and road, enter the storm-water drainage reserve then to the Bowentown Domain - Coastguard Building reserve area and to Anzac Bay.</i></p>	
<p>Advantages</p> <ul style="list-style-type: none"> • Received the highest level of community support • Least expensive. • Low capital and maintenance costs. • Removes cyclists from streets and because of easy access, is the most likely to be used by cyclists. • Continuation of the cycling experience along the length of the Waihi Beach, Island View and Bowentown cycleway. • Least disruption for residents as it uses existing roads and slip roads and the least intrusive route. • Slip road / lane most suitable for cycle way. 	<p>Disadvantages</p> <ul style="list-style-type: none"> • Maybe perceived to be unsafe, due to those who speed and disregard other users of footpaths. • Cycleway and walkway users infringe on neighboring houses. • Perception that concrete surface will add to issues of speed and lack of safety. • Potential safety issues with cars using slip lanes. • Limited off road experience for cyclists.
<p>Implications for Work Programme/Budgets</p>	<p>Subject to investigations, costings and necessary approvals.</p>
<p>Option B: <i>THAT subject to investigations, costings and necessary approvals, Council proceed with construction/upgrade of the existing walkway/track as a metal track from Plom Road in the back of dune to Papaunahi Road Reserve. From that point cyclists will access existing streets heading south to Bowentown - Seaforth Road South Reserve and then on road to Anzac Bay.</i></p>	
<p>Advantages</p> <ul style="list-style-type: none"> • An alternative walking/cycling experience to Option 2 within Pio Shores. • An existing walkway come cycleway created and currently still used as a firebreak. • Metalling the track will allay the fears the community has expressed about concrete in back of dune environment. Note: concrete is quieter than concrete. • Metalling the 350-metre track only cost at this point in time. • Community expressed support if the track is not concreted and away from neighbouring houses. 	<p>Disadvantages</p> <ul style="list-style-type: none"> • Dune cycleway options cause damage to the dune environment and ecology. • Cycle way and walkway users infringe on neighbouring houses.

Attachment 1

Implications for Work Programme/Budgets	Subject to investigations, costings and necessary approvals.
Option C: <i>THAT Council does not make provision to construct/upgrade the Pio Shores Cycle way/Walkway infrastructure and therefore lets cyclists and pedestrians continue to find their way along existing streets and footpaths to Anzac Bay.</i>	
Advantages <ul style="list-style-type: none"> • Responds to some submitters who oppose cycle way. • No funding staff time required. • Currently cyclists are able to find their own route along existing streets and footpaths to Anzac Bay. • Construction costs and future maintenance costs will not be a burden to ratepayers. 	Disadvantages <ul style="list-style-type: none"> • Many locals support and enjoy cycling. • Use of existing footpaths, roads, slip roads and reserves can keep the costs to a minimum (as enabled by Options A and B). • Cycling / cycle way offers community health and economic benefits.
Implications for Work Programme/Budgets	Nil

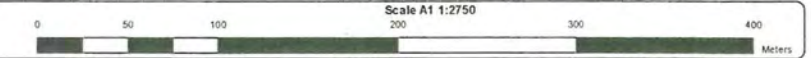
4. Decisions - Pio Shores Cycle way/Walkway

Draft Resolutions - <i>(to be completed by staff prior to decision-making meeting)</i>
Decision
<i>(To be completed in the decision making meeting)</i>
Reason
<i>(To be completed in the decision making meeting)</i>



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Email: gis@westernbay.govt.nz
 Date: 6/15/2018
 Operator: mfb
 Map: E:\Shade\MLB\2018\WHD\Wahi Beach Cycle Trail - Bowentown - Trail Route Options.mxd



**WAIHI BEACH CYCLE TRAILS
 BOWENTOWN TRAIL OPTIONS**

Katikati Waihi Beach Reserve Submission Summary
All Submissions (Excludes Pio Cycle way and Horses Bylaw)

<u>Sub ID</u>	<u>Name</u>	<u>Topic</u>	<u>Summary</u>
015	James Denyer	Lund Road Reserve	Strongly oppose use by motor vehicles and motorbikes. Support the development of bicycle, horse riding and walking trails. But consider stream crossings; bikes stirring up sediment and horses defecating in the water would go against the efforts to improve water quality and aquatic life. Some sort of fish friendly bridges or fords may be the answer. Link up walking tracks to Kaimai Mamaku Conservation Park. Additional tracks and access points to the Kaimais is important. Support freedom camping permitted in a specified area away from houses. Toilet facilities will be needed. The "waste water ground disposal" is significant because it raises lots of questions. Nearby water bores for household / drinking water could be affected? Request naming the reserve after Derry Seddon.
018	Katch Katikati Jacqui Knight	Tauranga Moana Cycle Trail and walkways Haiku Park and Uretara Stream Reserves Katikati Area Office and Library Kauri Point Historic Reserve Lund Road Moore Park Uretara Domain Katikati Foreshore Reserves	Support Tauranga Moana Cycle Trail. Ensure focus on linking Katikati to Athenree, Omokoroa and that we do not get isolated. Support Katikati Foreshore Reserves, Kauri Point Historic Reserve, Katikati Area Office and Library Support Haiku Park and Uretara Stream Reserves, but would like to see \$167k brought forward from 2023/24 to 2019/2020. Support Lund Road concept plan but raised to \$20,000. Support Moore Park Uretara Domain, upgrade the toilet block and pavilion.
021	Katikati Trails Development Group, Contact Jacqui Knight	Tauranga Moana Cycle Trail and walkways Lund Road Katikati Foreshore Reserves	Support Tauranga Moana Cycle Trail, the development of walk and cycleways linking our town. Katikati Foreshore Reserves the development of walk and cycle ways on these reserves. Lund Road concept plan but would like to see the investment raised to \$20,000.
024	Katikati Cricket Club C/ B C Warren, Chairman	Moore Park	Moore Park. Toilets to have public 24hr access, Fields be designated for winter football and cricket. Name change to "New Multi-Sport Complex" Future development for sand based Volleyball Court, netball Courts, cricket and an Indoor Aquatic Centre Flooding
026	Keith Rodger Pyle Katikati Boating Club, Katikati Tramping Club	MacMillan Reserve-	Parking and recreational spaces are inadequate for the current usage of fishermen, yachting enthusiasts and others. Foreshore reserve to the south of Beach Road needs to be developed and landscaped to create a beach area for launching - the extension to be without restrictions.
028	Ian Robertson Stevens	Tauranga Moana Cycle & Walking Trail. Levelly lane - Park Road reserve.	Support Tauranga Moana Cycle & Walking Trail project. Western Bay needs to continue to create links between town. Support the development of walking and cycle ways through reserves particularly where this is required to fill in gaps to create loop rides Extend the metal or a concrete path from the end of the Yoeman or Birdwalk to the end of Park Road so its more usable year round particular in the wetter parts of the year.
030	Bryli Madsen, Cam Madsen, Jarad Duffell, Louie and Sharnee Namana and Byron Clothier – Open Day on 23 June 2018	Waihi Beach Community Centre – Skate Park	Seek; bigger ramps, concreted footpath (stones and hazards), lights toilets and new coping (metal at top of ramps).
031	Margaret Hapuku Te Nahu	Waihi Beach Community Centre – Skate Park	Seek skate path, bike track,gated park, picnic area with cooking facilities, upgrade skate park, beach biking track and outdoor opportunity for children and families.
032	Brennan Mayor	Waihi Beach Community Centre – Skate Park	Seek extension on the skate park.
033	Kelly Moselen and Willow and Oli Meehan	Waihi Beach Community Centre Athenree and Waihi Beach	Support the skate Park improvements with upgrade and needs to be designed for a range of ages, skills, have toilets, drinking water and seating. Need a bridge e.g. bridge/raised walkway etc floating pontoon between Athenree and Waihi Beach.

Katikati Waihi Beach Reserve Submission Summary
All Submissions (Excludes Pio Cycle way and Horses Bylaw)

<u>Sub ID</u>	<u>Name</u>	<u>Topic</u>	<u>Summary</u>
		Walkway	
034	Brian Comrie	Island View, Waihi beach	Request a BBQ and playground.
035	Jo Andrews	Skate Park Reserve right of the school entrance onto Hillview Road	Request a new skate park. Waihi Beach Community Hall Reserve
036	Carlene Dillimore and Bill Owens	Waihi Beach Community Centre – Skate Park	Need a new skateboard park for local teenagers. Council either maintain the existing skateboard park or look at building a new one. Skate parks provide a positive place where children come together. Its the best way to provide space where young children and adults get to show their identity /creativity on their boards and it keeps them healthy and fit.
048	Ruth Parsons	Memorial garden at Waihi Beach	Waihi Beach has no local cemetery. Would like provision for a memorial garden at Waihi Beach
060	Norm Mayo Submission from Katikati Community Board.	1 Park Road / Beach Road Reserve. 2 MacMillan Reserve and adjacent area, eastern end of Beach Road.	Remove majority of the trees. Need seats, barbeque, tables, and children's exercise gear. Apartments for school staff. Supports the boat club placing a container on the reserve and for boat launching.
111	Dave Hume Pool Trust Peter Allsop	Dave Hume Pool	Plan for replacement of the existing outdoor swimming pool facility. Both the Vesey Stewart and Moore Park reserves have pros and cons. Moore Park, should make provision for an aquatic facility.
112	POWERCO Simon Roche	P2 - Utilities Policy	Take into account lineal nature utilities should be located to avoid any impingement on the use, enjoyment or general amenity of any reserve or mitigate and/or provide remedial works. New network utilities are installed in reserves, easements shall be provided under the Reserves Act 1977. Location of any above ground features should be limited in their scale and sited to least affect the use, enjoyment and amenity of the reserve. VEGETATION: REMOVAL ,TRIMMING , CLEARANCE AND PLANTING P3 - Buildings and Structures Policy, P10 - Commemorative Trees, P22 – Planting, P7 - Signs Policy
113	Marilyn Roberts Waihi Beach Community Board	Bowentown Domain Brighton Park Reserve Broadlands block Coronation Park Island View Esplanade Reserves and Island View Reserve Pio Shores Recreation and Drainage Reserve Tohara View and Brown Drive Drainage Reserve W B Community Centre W B Water Catchment Reserve	Bowentown Domain That the dune areas have a targeted analysis and updated maintenance plan with a time line. Brighton Park Reserve – that the playground project 245906 2019/2020 be bought forward to 2018/9 Broadlands block - that p119 "The areas in the east will be developed for a community and /or commercial chip and putt course or similar" etc be removed from the plan. Revisit the existing 2007 concept plans so that a current pathway is mapped to develop the Broadlands reserve. Coronation Park - New concept plan supported by the Board. Island View Esplanade Reserves and Island View Reserve – Board supports the modified concept plans. Pio Shores Recreation and Drainage Reserve- "walkway access still having drainage problems and banksia roots damaging walkway pavement. Tohara View and Brown Drive Drainage Reserve – add -ensure maintenance of pond is a regular council project Waihi Beach Water Catchment Reserve- the Board would like to see a project for the toilet facility.
129	Kelly Pooley	Reserve Playgrounds	Upgrades on the parks and facilities Waihi Beach are well overdue. Have better facilities for minimising our waste, maybe a soft plastics facility added to our recycling centres.
131	Sela Falahola Vakasiuola	Moore Park	Passionate about improving the lives of the Tongan community in Katikati including the children. Sport is very important and plays a large part in our lives and in particular our children e.g. volley ball, netball, rugby and basketball. We need facilities without the need to feel they need to ask or that they are imposing or using someone else's property. We would like low cost community facilities particularly 2 X outside Volleyball net/courts and at least one Netball/Basketball court. Sport improves health as well as promote active citizenship, increase confidence and widen future expectations.
132	Michelle Carmine and Joseph Hale	Playgrounds	Support Generic Objectives, Policies, Vision and Goals Brighton Park offers small playground and scattering of individual play equipment items located throughout the wider community. No playground facilities located in Waihi Beach for children aged 5 to 12 years of age. For 7 year olds there is the existing skatepark facility. Lack of playground equipment for children of ages between 5 to 12. Upgrades of the two playgrounds in Waihi Beach would ensure that these facilities can be used by a greater cross section of children. Upgrade Brighton Park facilities and support expansion of skate park there. At "Main End" of Waihi Beach provide equipment that cater for a greater age range. A playground at Wilson Park has no active frontage to roads or the beach to create the sense of safety. It has no existing infrastructure to utilise and

Katikati Waihi Beach Reserve Submission Summary All Submissions (Excludes Pio Cycle way and Horses Bylaw)

Sub ID	Name	Topic	Summary
			capitalise on. Remove Play ground from Wilson Road Park and extend and enhance the facilities at Brighton Park and/or the "Main End" of Waihi Beach to ensure consistency
133	Jeanette Culton	Skate Park	Existing skate park is old, rundown and dangerous. No shade, no drinking water, no toilet facilities. But he still goes there most nights to skate because there is nothing else to do. The park was built 18 Yesrs ago and has had no upkeep and maintainance.
143	Peter Richard Dudfield and Dianne Elizabeth Dudfield Family Trust	Anzac Bay Athenree, Estuary Shared walking track/cycleway and Invasive vegetation.	Anzac Bay walking tracks need work because they become very slippery after rain and deep ruts develop where the water runs down the track instead of along the side drainage. Walkway/cycleway along the banks of the Athenree Estuary from Island view to Bowentown has safety problems because of poor sightlines and should be upgraded. Also install signage. Bowentown and Anzac Bay reserves at the northern and eastern faces of both prominent hills are infested with a mix of Wattle, Pampas, Gorse and creeping invasive weeds.
144	Jim Cowern	Waihi Beach Reserves	Delete the cycle way via Jenkinson St. Mayor View Terrace impossible steep route for all except competitive riders. Delete reference to a cycle way east of the heavily vegetated area of Brighton Park. Utilise land below/behind the RSA opposite Wilson Road turnoff , i.e. Tohara View Drainage Reserve. At Two Mile Creek there is a weed issue and encroachment of rocks onto foreshore. Provide footbridge linkage from Waihi Beach Surf Club east of the property adjacent to Waihi Stream as at present length of beach walking access is denied in winter months
145	Jenny Hobbs Katikati Community Board	Katikati cycle/walkways Haiku Park and Uretara Stream reserve Moore Park Reserve. Katikati Area office and Library Thompsons Track Lund Road/Thompson's Track MacMillan Reserve Hunter Estate Reserve Diggelmann Park . Park Road/Beach Road Cnr Reserve	Katikati cycle/walkways Haiku Park and Uretara Stream reserve. Create a native tree memorial park for our fallen soldiers as part of the WW1 100 years remembrance on the "Mills Block". Moore Park Reserve Katikati Area office and Library Remove the tin fence along the West side behind the building and continue the pathway from the Museum to the concert venue area below where the fence currently goes. Lund Road/Thompson's Track Forestry Block Supports the collaborative project led by Katch Katikati for this area to be developed into an adventure park Thompsons Track Change of status for a section of Thompsons Track from "road reserve" to "recreation reserve." Promote signage, the addition of the original Maori name for Thompsons Track: "Tamihana's Track" MacMillan Reserve and adjacent area Eastern end of Beach Road. Support the Katikati Boating Club placing a container Want to begin development of Hunter Estate Reserve, as per our concept plan. Some funding needs to be allocated to this Reserve. Supports the outdoor exercise equipment in Diggelmann Park. Park Road/Beach Road Cnr Reserve. Suggest selective removal of the majority of the trees and future plantings to utilise a community engagement process. Seating and tables, BBQ, and children's playground could be considered.
149	Trish Coates	Island View. Anzac Bay	Gorse removal and plant natives plantings - Pohutukawa, Tea Tree vs low shrubs to discourage gorse regrowth at Island View and prefer 80km speed limit. History/Archaeological significance at Anzac Bay should be better displayed through signage/storyboards. Removal gorse. Steps down to Cave Bay could be improved. Stone jetty could have some signage. Better designated track from upper carpark to headland - stop people walking all over the place.
150	Carolyn McAlley Heritage New Zealand Pouhere Taonga	Generic Reserve Management Objectives and Policies:	Introduction; Statutory Context for Reserve Management. Scenic Reserves: Generic Objectives Local Purpose Reserves: Generic Objectives, Pg.17. Generic Policies- part P2-Utilities, Pg.19. Generic Policies - P3-Buildings and Structures Generic Policies - P7-Signs Generic Policies- P21 Grazing Licences Vision for Katikati Open Space and Recreation Visions for Waihi Beach Open Space And Recreation Athenree Historic Reserve, Athenree Homestead Reserve, Athenree North Foreshore Reserves, Bowentown Domain, Island View Reserve, Kauri Point Historic Reserve, Koutunui Reserve, Lund Road, Panepane Point, Park Road Reserve, Sharp Road Landing Reserve, Tetley Road Landing Reserve, Tuapiro Reserve, Wahi Beach Water Catchment Reserve, Wilson Park, Tanners Point Foreshore Reserve Intro Table
151	Steve and Jane Matheson	Reserve Inaccurate Plans Impact of Hazard Maps	The plans in the RMP were drawn up over 15 years ago need to be renewed. Existing mown areas identified in Hazard plans are flood prone, with some exception of beach access tracks. They should be allowed to revert to more

**Katikati Waihi Beach Reserve Submission Summary
All Submissions (Excludes Pio Cycle way and Horses Bylaw)**

<u>Sub ID</u>	<u>Name</u>	<u>Topic</u>	<u>Summary</u>
		Specimen Trees Reserve Security Boundary Creep	intensive growth and potentially planted to enable a more intensive and stable bios-mass to develop. Much consternation about planting specimen trees on boundaries potentially blocking resident's views. Object to the planting of specimen trees on or close to the western boundary of the Bowentown southern dune reserve. Facilities should be well inside the reserve, close to the beach and parking facilities where possible for maximum utility. Ratepayers shouldn't be forced to erect high security fencing on their reserve boundaries. Also note the reduced police presence in Bowentown. Council should develop a policy around video/camera surveillance of critical and remote areas. Concerned about "boundary creep" along the western side of the Bowentown Reserve southern dune area. Council should issue a set of guidelines/templates that encourage owners to landscape these areas accordingly.
152	Katikati Football Club Inc.	Moore Park Katikati	Toilet, Clubhouse/Community Building and Astro turf. Flooding Issues currently experienced at Moore Park
153	Carol Beange	Waihi Beach Community Res Coronation Park Parking Flat White parks – Need more	Would like to see improvements made to the skate park More parking at Coronation Park by using old croquet ground. Need more parks down Flat White
160	Waihi Beach Skate Park Committee C/- Pipa Coombs	Skate Park	Waihi Beach Skate Park was opened on 15 February in 2003. The skate park is unsafe with multiple defects from over 15 years of use and lack of maintenance. It is no longer fit for purpose, is not aesthetically pleasing and does not meet the national standard. . The reinvention of the skate park and upgrade could facilitate further interest in Waihi Beach and provide the ability to host local and national skateboarding competitions. The Committee have considered three urban skate park designers however Premium Skate Park Designs is the preferred option. A community working group to extend/redevelop skateboard facility has been formed and is actively meeting to put in place a design. The Committee would fully fund the conceptual design stage. The current funding is out of date and requires revisiting. Skate park extension and upgrade would require in the region of \$500,000 and should also encompass other areas highlighted in the Draft Reserves Management Plan. For full improvement Skate Park it is proposed that a realistic figure of \$500,000 is provided through funding from WBPDC and community funding, with further grants obtained by the Committee totalling around \$150,000.
162	Anne Henry	Katikati Area Office and Library Playgrounds	An up grade of the playground is required. There should be a children's playground at Moore Park. Many families will bring other families not involved in sports. Consider a basket ball hoop area which could be between skate park and Kindergarten in Fairview Road. The Pacific Islanders don't feel very comfortable going into school grounds to play. Netball courts for our girls needs to be considered, they deserve better facilities.
168	Riki Nelson	Sites of significance within Reserves. Co-management of reserves	Sites of significance recognised within Reserves that have any. Co-management discussion on reserves significant to Manawhenua.
174	Western Ward Residents and Ratepayers Association	Wilson Park Brighton Road Reserve Broadlands Block Cycleways	Horses are banned and should not be in areas where people go on foot. Erect signs. The Concept Plan was incorrect and should be abandoned. The community garden lease was granted over an area of 630 sq metres. All of the reasons for community garden have not been fulfilled. The lease should be terminated. The mowing level of service is not good and should get more cuts than it does now. No walkways or boardwalks should be built in or over the dunes at Brighton Road Reserve. The proposed cycleway should be diverted around the reserve. The Pitch and Putt Golf Course for Broadlands Block has been ruled out. It would be sensible to have a track across the block as well as around the perimeter. Considerable sums of money spent surfacing and resurfacing existing tracks but the surface material was unsuitable. Culverts need to be put in before any further re-surfacing is done. Better supervision of contractors is required. Council should not construct any more cycle ways until cost-benefit analyses is completed. It should also be abandoned because the terrane is too steep and it has already cost too much.
175	Jim Hekker	Beach/Park Road Reserve George Vesey Park	Support the Beach/Park road reserve spend of \$90,000. Like to see money on the budget for tree maintenance in the George Vesey Park Reserve.

Katikati Waihi Beach Reserves – Submission Summary Pio Shores Cycleway

Sub	Name	Submission Summary
005	Chris and Ian Steward	The track across the road from Gypsy Park to Plom Road but loop it away from said houses, as far away from the houses as possible, then come out at tennis courts. Go right to the end near Coast Guard; make boardwalks across flood areas. MAIN CONCERN is safety.
006	Campbell and Julie Stock	Option 2. Use existing slip road along Seaforth Rd and then Papaunuhi Road an still have safety concerns. Boardwalk along Seaforth Rd be far too much.
012	Richard and Joy Bates	Concrete path in front of houses is not reasonable or fair. Cyclists would be doing 30km/hr instead of 20km/hr; not fun for the walkers. Health and Safety is important. Walking on grass is much nicer than walking on concrete. We currently have no noise issues but a concrete path would change that.
16	Steve Matheson	1. Option 2 Confirm which document represents the council's recommended proposal? Where is the funding sourced from? How might the cycleway be extended in the future and likely to cost? Will the proposed beach side reserve trail be extended full length south to the surf club?
020	David Beattie	Against a concrete cycle. Pristine nature reserve - protect for ecological reasons been developed for pedestrians as a walkway Access to the beach with young children and if turned into a cycleway it would make it dangerous for families. There are flooding problems A concrete cycleway would be ugly and expensive - not the best use of taxpayer money. The track could be upgraded to discourage high-speed usage. The track could be closed to cyclists during busy holiday periods. Other options that are more practical and more cost effective i.e. the slip roads.
022	Carlos and Sandra Morgan	Object to cycle way through the Pio Shores subdivision. Ignores priorities of the residents and ratepayers in favour of an amenity that will be used primarily by visitors. Flooding issues due to an inadequate storm water disposal system and should be priority before any cycle way. Most options flood during heavy rain and will have limited use
023	Nigel D'Ath	Cycle ways should be off road wherever possible and only on road as a last resort. Safety must be a key component. Against any cycleway within 40m of property boundaries on the seaward side of our peninsula. Well designed & located cycle ways. Support the investigation of a cycleway 'in the sand dunes' (at least 40 metres from property boundaries). Encourage use by local and visitors. Other corridors would be suitable i.e. the drainage reserve (past pétanque court) and the slip roads adjacent to Seaforth Road. Need to be well designed & located. PSSCA can be of assistance to achieve the above.
027	Lynda Smyth.	a)Option 2 c)Option 1* b)Option 2A d)Option 1A* Aganst cycleway anywhere close to the sand dunes. Against the Reserve Management Policy statements 6, 7 and 10. A concrete path alongside or through the dunes is not consistent with the council's environmental values. It will be <i>increasing</i> visitor impacts and <i>inhibiting</i> pedestrian access through the reserve to the coast. The Bay of Plenty Regional Council plans, policies and objectives classify the Bowentown Sand Dunes as 'ecologically significant'. Note: - Policy 11 of the New Zealand Coastal Policy Statement - Policy 11 is to "avoid significant adverse effects and avoid other adverse effects on areas of indigenous vegetation in the coastal environment". Think how to PROTECT it, not destroy it with concrete. Also against because of the impact on families going to the beach.
029	Lloyd Smith 12 Signature Petition	Road crossings are potential hazards. Slip roads create further road crossing and danger at each drive. Papaunahi Reserve is used a lot by locals and holiday makers and is safely away from traffic. Aware some cyclists show no respect for traffic by riding 2 or 3 abreast. Put the cycle way along the beachfront side of Pio Shores subdivision bordering the houses and dunes, out past the present walkway. To make it safe it should be straight, level and at least 3 metres wide. It enables the public to have good views and it would be more pleasant in a more natural environment. It could emerge at the reserve by the Coast Guard. Bikes should not be banned on the roadways, walkways.
038	Christina Joy Phillips	a)Option 2 Option 1 is not an option because there are 3 cul-de-sacs, and there are many 'little people' on trikes, trolleys, and skate boards very popular area for younger ones. b)Option 1A
040	Susan Law	a)Option 2A c)Option 1A b)Option 2 d)Option 1
041	Michael Reehal	a)Option 2 b)Option 1A
042	Keith Hay	Don't need a cycleway
043	Joy Bates	a)Option 2

Katikati Waihi Beach Reserves – Submission Summary Pio Shores Cycleway

Sub	Name	Submission Summary
		The best option is to use the existing slip road along the main road, it is sealed and would only require linking up with connecting pathways and some signage.
063	Graeme and Barbara Burnside	a)Option 2 c)Option 2A It is not a good idea to use the streets and cul de sacs.Option 2 is an unobtrusive choice, it's already there, very little cost, away from the main road and other streets and least obstructive for residents. b)Option 1A d)Option 1
064	Tani Hansen	Support creation of a cycleway. The best route is via the Seaforth Road slip roads, into the reserve area by the 'black barn' and into the park opposite the camp ground. It keeps the cycle traffic away from the Pio Shores residences, uses some existing infrastructure and will have minimal impact on the ecology of the area i.e. not in the sand dunes.
065	Judith And Barrie Borchard	A cycleway in the Pio Shores area is NOT warranted as the roads in this subdivision are wide enough to cater for cyclists and it is also a 50 km area so cars are travelling at a sedate speed and there are plenty of slip roads the cyclists could use. Another downside is the cost of the project which could be spent ongoing storm water problems, new street lamps and improving some of the existing walkways etc. Walkways are walkways, and used by many people to go to and from the beach. Cyclists would be a hindrance on these designated walkways and particularly with E – Bikes a collision is more likely than not!
067	Anne Brabazon	a)Option 2 b)Option 2A
068	John Brabazon	a)Option 2 b)Option 2A
069	Robert Hulme	a)Option 2 b)Option 1A Options 2 and 1A would need proper redevelopment of the reserve path to allow for both pedestrian and cycle use. It would mean a path 2 metres wide and level across the width for pedestrian and 2 way cycle use.
070	Jeanne Hulme	a)Option 2A c)Option 1 b)Option 1A d)Option 2
071	Keith and Toni Paton	a)Option 2 c)Option 1A b)Option 1 d)Option 2A
072	David and Pauline Lazarus	a)Option 1 Oppose options 1A, 2 and 2a. The roadway at the south end of Seaforth Rd South Reserve and below Hilltop Subdivision is already narrow and constrained. Stormwater flooding is already a major unresolved issue for Pio Shores
073	Timoti Harris	a)Option 1 c)Option 2 b)Option 1A d)Option 2A Important details have not been provided by Council, hopefully we will be able to comment on.
074	Laurell Cullem – Wright	a)Option 2 I bike this area and find no problem with traffic. The added cost to construct another cycleway is unnecessary.
075	Lesleigh Henderson	a)Option 1 c)Option 2 b)Option 1A d)Option 2A Option 2A corner of Papaunahi Road is already dangerous with tight turning for boats and trailers and a bad surface. I am also concerned about the parks.
076	David Colthorpe	Oppose because: Residents don't want the cycleway but are negatively impacted by it. Safety and ecological impacts. Poor utilisation of funds and seems to be little reason for the cycleway. • Bowentown is a dead-end and plays no part in creating a connections. End the cycleway at Gypsy Park. Vigorously oppose the proposed "dunes" cycleway route, unnecessary and not ecologically compliant.
077	Graham Parker	a)Option 2 c)Option1A b)Option2A d)Option1 I strongly support the slip road running parallel to black barn option.
078	Cameron Leach	Concern is the safety of cyclists. The walk way to Wakanoi Place (not Road) is too narrow Visual impact of the proposed cycleway and the lack of privacy so plant some form of dune plants on the private side of the path.

Katikati Waihi Beach Reserves – Submission Summary Pio Shores Cycleway

Attachment 3

Sub	Name	Submission Summary
079	John Borchard	a)Option 2 c)Option 1A Papanahi reserve is a safe area for children to play, main access way to the beach going through this reserve would be dangerous.
080	Timoti Harris	a)Option 1 c)Option 2 b)Option 1A d)Option 2A We support the cycle way going in front of the houses in Wakanoi. It is safer, cleaner air, has no drive ways or traffic anywhere near it and is public land. We do not support the use of the service road ways because driveways empty on to them and car fumes are right next to cyclists..
081	Signatory to Petition Felicity Baillie	We totally oppose a concrete cycleway going through the Papaunahi Reserve. It would be detrimental in terms of child safety and would detract from the visual integrity of the area. We support a cycleway being created on the beach side of the dune walkway.
082	Day Family Trust	We oppose the cycleway going through the reserve at Plom Road into either Wakanoi Place or along the reserve into the Tennis Court park. The cycleway will require significant earthworks to provide a sufficiently wide pathway. Widening the current dune walkway would be contradictory to Environment Bay of Plenty's protection of the natural environment.
083	Richard and Joy Bates	We oppose creating a 2.5m wide concrete path because cyclists would do 30km/hr rather than 20km/hr - unsafe for walkers; walking on grass is much nicer than walking on concrete; concrete path in front of our houses would cause noise issues; slip road is more suitable for cycling; it is already there, no expenditure and does not ruin our walkway.
084	Michael & Jennifer Foley	Only option is keep it simple and should continue parallel to the road to Anzac Bay from the Bowentown roundabout. For 'health and safety reasons' a dedicated cycle lane would be the best way forward.
085	Christina Joy Phillips	Keep Bowentown Boulevard a cul de sac and a safe place to play.
086	Jodi Hurford	a)Option 2 c)Option 1A b)Option 2A There should be a designated and sign posted cycle way to keep cyclists safe. Be aware that the reserves often flood in the area
087	Bruce and Marian Warwick	Support the proposed route of Plom Road, along the reserve to the tennis court, into Papaunahi Rd and down the walkway/drain way to Anzac Bay.
088	Shane and Susan Housley	a)Option 2 b)Option 2A No need for a designated cycle way. Concerned about the blind hill as you drop into Anzac bay. Strongly opposed to a cycle way traversing the beach side reserve as this is a special ecological area and is a popular nesting site for dotterel.
089	Graham Beswick	a)Option 1A Option 1A is the obvious choice as is already a pathway and used for cycles and has the least impact on existing houses
090	Philip Crotty	REFER SUB 59 FOR FOLLOWING OPTION; a)Option 2 c)Option 1A b)Option 2A d)Option 1a) We recommend Option 2 as all other options are detrimental to the Pio Shores community. The drainage problems are a far more important issue.
091	Leanne Watson	a)Option 2 c)Option 1A b)Option 2A d)Option 1
094	Warren Ols	a)Option 2 c)Option 2a b)Option 1 d)Option 1a Opposed to all options that run along the back of properties, privacy /noise /crime, as in options 1a 2a_sandune start of option 1. Serious and casual cyclists predominantly use Seaforth road to Anzac bay and wouldn't deviate to a zig zag track after cycling the 5 kilometres of Seaforth road.
095	Kate Mawson and Phill Dagger	a)Option 1A c)Option 2 b)Option 2A d)Option 1
096	Susan Housley	a)Option 2 Strongly disapprove of Seaforth Road being used in parts. The cycleway should be separate from vehicles. Full use should be made of slip roads and footpaths to connect

Katikati Waihi Beach Reserves – Submission Summary Pio Shores Cycleway

Attachment 3

Sub	Name	Submission Summary	
		c)Option 2	d)Option 1
119	Mark Barnett	a)Option 2 c)Option 2A Seaforth is direct and adjacent to road. Option 1 is through 3 cul de sacs where small children play safely.	b)Option 1A d)Option 1
120	Helen Thompson	a)Option 2 c)Option 1A	b)Option 2A d)Option 1
121	Phillip Thompson	a)Option 2 c)Option 1A Safety issues and money should be spent on drainage.	b)Option 2A d)Option 1
124	Peter Richard Dudfield	a) Option 2 Other higher priorities e.g. storm water disposal system, substandard street lighting and maintenance of our paved walking tracks. Oppose Options 1 and 1A both of these options because they both utilise the "dunes" cycleway route because in a treasured and scarce natural coastal back dune area. Our concerns are the area is rated as a "High Value Ecological Site" by the Bay of Plenty Regional Council and in the District Plan. This is a well used facility by children from Pio Shores and Bowentown and the potential for an accident is obvious. Users of walking track conflicts with use as cycleway. 1 and 1A are at odds with changing the character of the beach lifestyle and introduce tensions and safety issues. The cycleway project should not be promoted until such time as it is completed	b) Option 2A
125	David Colthorpe	a) Option 2 c) Option 1 Above ranking is simply to comply with the format of this feedback. Higher priorities e.g. storm water drainage and the footpaths. Residents' interests must take precedence. Oppose the proposed "back of the Dunes" route. A 2.5m wide concrete track. However, major concern is damage to indigenous biological diversity. The best solution is the use of existing public roads	b) Option 2A d) Option 1A
126	Nick De Jong 139 Tirau Street Putaruru 3411	a) Option 2 Support Option 2 being used because this gets the Cycleway two thirds of the way to Anzac Bay with a minimal spend required on the Slipway intersections. Option 2 A would work as an alternative but will require a considerate extra spend. Maintenance and upkeep is an issue. Oppose Option 1 as the Dune Walkway has become a Great Walkway over the years as a result of the joint efforts of the Boundary Land Owners, PSSCA Committee (and Members) and Western Bay Council. This should be left as is.	b) Option 2A
127	Donna De Jong	a) Option 2 c) Option 1A Safe cycleway is a great idea. Option 2 because it could utilise the existing slipway at very little cost. Savings be used developing the track between the Storm water Drainage Area and Bowentown Domain. Opposed to use of existing Dune walkway. We have extensively planted native plants along the front of our property and don't want these compromised.	b) Option 2A d) Option 1
128	Susan Lean	a) Option 2 Option 2 keeps dogs further way from the dunes and wildlife. It is rare not to be rushed at by dog/s.e of the cycle track. Very little consideration is given by WBPDC regarding dog & their owners behaviour.	
134	Wayne Koedyk	a)Option 1 c)Option 2 Option 1 is the safest option for cyclists they do not have to cross a road Option 2A requires cyclists to negotiate the intersection of Seaforth Rd and Papaunahi Rd which is notorious for traffic confusion.	b)Option 1A d)Option 2A
137	Lynda Smyth	a)Option 2 c)Option 1* Options 1 and 1A are totally unacceptable. Oppose spending any money on this cycleway. Much more critical projects with higher priority on funding. Option 2 using the slip roads is the only sensible option and can be done at minimal cost. Option 1/1A alongside and across the dunes is totally unacceptable due to dune ecology.	b)Option 2A d)Option 1A*

Katikati Waihi Beach Reserves – Submission Summary Pio Shores Cycleway

Attachment 3

Sub	Name	Submission Summary
138	Lee Fowler	a)Option 2 c)Option 1A Option 2 is sensible and affects less residents, utilises existing slipways, minimal cost and only needs to extend to end.
139	Stephen Fowler	a)Option 2 c)Option 1A Option 2 is the best option because minimal effect on residents, uses existing road slipways and cost effective as uses existing roads and slipways Oppose option 1 because impact most on local residents, dune is an environmentally sensitive area, will accelerate erosion.
140	Ellen Fowler	a)Option 2 c)Option 1A
141	Aimee Fowler	a)Option 2 c)Option 1A
146	Michael & Jennifer Foley	a)2 Cycle way a waste of money. Present systems are adequate and safe. The crossing would be greatly helped if the 50 km speed limit was moved to before Gypsy Park. Logical cycle way and economic choice is Option 2. Option 1 is an intrusion to the Dunes area. Existing roading system is not dangerous for cyclists. The expenditure would be better applied to flooding/drainage.
147	Graham Beswick	a) Option 1A
148	Daniel Clay	a) Option 1A c) Option 2 Option 1A is preferred because safer, cars travel faster along this road, roading upgrades and widening would be needed, utilises the existing pathways between Tuhua Pl and Sea Crest Pl, has the benefit of traversing the sand dunes albeit for a limited distance, utilises the existing reserve and pathway between Papaunahi Rd and Bowentown Blvd, enables wheel access to the sand dunes and all options affect the privacy of residences along the respective routes.
149	Trish Coates	1. Option 2 Opposed to using the Pios shores walkway footpath through the drainage reserve as a cycleway. It is used by residents, small children, older people with walking frames mums and dads with pushchairs. It is not wide enough to accommodate those types of users.
151	Steve and Jane Matheson	1. Option 2 Support funding new cycle ways. Oppose re-designating existing walkways and footpaths has detrimental impact on the safety. Walkways and roadside footpaths have equal status. Once a path is designated as a cycleway the cyclists have right of way. E-bikes and the rising numbers of enthusiast cyclists who travel at speed therefore provide adequate separation. Object to a concrete strip through the southern sand dune reserve. The hazard maps don't consider potential future flooding. The cycleway project has very little information as to what is envisaged at a practical level. Most of the roads carry little traffic and the riding of bikes on the road carries minimal risk - even for young children as long as they stay off Seaforth Rd.
154	Jodi Hurford	a)Option 2 c)Option 1A Option 2 is already in place and is the least cost to the ratepayers. Area is quiet during most of the year. More attention needed 50 speed zone because people always speed along Seaforth; consider installing speed humps. Happy with the progress on the bike track from harbour side through Gypsy Park.
161	Brian Hepenstall	a) Option 2 c) Option 1A Option 1. Across sand dunes is environmentally undesirable and inflexible concrete cycleway across a flexible sand base. Overall costs. Option 1A The existing walkway is one-lane wide and not wide enough to accommodate both. Suggest that the return route would go through the alleyway.
163	David and Heather Powell 6 Tuhua Place,	a)Option 2A Strongly oppose Option 1 as it impacts on the sand dunes that we have worked hard to preserve. Support Option 2A but needs work to bring it up to standard. Extremely busy during summer and dangerous to cyclists with exposure to wide trailers and boats.
164	Jan Trott	a)Option 1A b)Option 2A

Responses to Feedback

Specific Reserves Katikati Waihi Beach Ward

We received a lot of feedback about specific reserves and projects across the Katikati-Waihi Beach Ward. We have set out Council's decisions below, by reserves.

Council's Long Term Plan (LTP) recently adopted the **Moore Park** budgets as provided in the Katikati Waihi Beach Ward RMP. Any variations relating to naming, timing and budget amounts will be decided following the design and costing stage. The figures used in the draft plan will remain as estimates. Once the final designs for the new area are developed, we will have a better understanding of the overall Moore Park field use, which will enable us to make more informed decisions about location of the intended and proposed additional uses. To ensure the Reserve Management Plan notes other potential uses of Moore Park, the following will be added as a new Reserve Issue; *"Consider additional use of the park for the following; sand based volleyball court, basketball hoops, netball courts, 2/3 lane artificial cricket training net and an indoor aquatic centre."*

Any flooding issues due east of the rugby club facility and in the new area, will be investigated during the latest development.

The proposed **Lund Road** development for recreation provides a budget to complete the proposed Concept Plan 2019, which will address the following concerns raised in submissions:

- Naming the reserve;
- Car parking, mountain bike park, horse trails;
- Change to a Recreation Reserve but manage the conservation values of the reserve;
- Establish pedestrian links to other walkway connections e.g. Thompsons track;
- Provide suitable signage;
- Consider use for wastewater and ground disposal.

At this time, Council has no proposals to develop and landscape esplanade reserves in the Coastal Marine area for recreational purposes, or creating a beach area for boat launching near **MacMillan Reserve**. The existing boat ramp and others around neighbouring parts of the Katikati harbour provides access for launching sea craft. The Katikati Boating Club are wanting to establish a base at the end of Beach Road, therefore consideration may need to be given to a concept plan for future use of this area for boating activities.

During the recent LTP 2018/28, Council decided to proceed with the current work programme for boat ramps and jetties and consider the provision of and levels of service for boat ramps and jetties as part of the **review of the Recreation and Leisure Strategy**. Council also decided, through the Tauranga Harbour Advisory Group, to request development of a joint Tauranga Harbour Access Strategy to inform future decision making for launching facilities across the sub-region. Council will use this study to inform future decisions on investing in any new boat ramps and/or jetties.

The Landing Jetty project at **Haiku Park and Uretara Stream Reserve** was recently confirmed in Council's Long Term Plan in the 2023/24 year, awaiting community support to progress the construction. When the planning commences, one of the priorities will be to confirm timing of the build with availability of funds. This funding could be brought forward if there is support to do it sooner.

The referenced action in the **Broadlands Block** Concept Plan - "*The areas in the east will be developed for a community and /or commercial chip and putt course.....*" has not been completed, and neither has it been decided that it should be removed. More investigations will be carried out for this part of Broadlands Block and it is appropriate that the action remains until all avenues have been explored. The Community Board and Council will need to work together to plan and develop boardwalks, pathways and wetlands, which may be able to align with the currently funded Waihi Beach walkway, cycle way project. Alternatively, a new project will need to be developed which can be introduced in the next Council Long Term Plan review in three years time.

Council manages over 200 reserves throughout the District, catering to a wide range of uses and communities. We have in place a comprehensive asset management system, with renewals and replacements as required according to the Condition Assessments of all assets including playgrounds.

The playground located at "Main End (North End)" i.e. **Pohutukawa Park** is due for renewal and the work is programmed to commence 2018/19.

The cycleway route maps provided in the Reserves Management Plan for the district are indicative based on proposals at the time the draft was published. Where they are shown in existing streets, they would be at the user's discretion. Part of the **Brighton Park** section is deferred until resource consent issues have been dealt with. The playground project 249506 at Brighton Park will proceed as proposed in the 2019/20 year.

A **walkway and cycleway connection between Athenree, Waihi Beach and Bowentown** has been recognised as an outcome that would be very beneficial. It's included in the Community Board's roading budget. From a planning perspective, we have included the following policy statements in the **Koutunui Reserve** through which the route would potentially follow:

- *Long term development of walkways/cycle ways to be consistent with conservation values.*
- *Investigate opportunities for walkways/cycle ways.*
- *Investigate location of walkway/cycleway from Athenree to Emerton Road, Waihi beach.*
- *Extend and enhance pedestrian linkage to adjoining Local Purpose reserves.*

Funding for the construction of the Waihi Beach, Bowentown, Athenree section of the walkway/cycleway is included in the Waihi Beach Community Board's roading budget.

In the past Council has had difficulty developing **Island View Reserve** due to the presence of archaeological remnants. However, it has now become a popular site and investigations are needed to provide appropriate park furniture etc (as provided in Reserve Management Policy 6.27.3). Council will proceed with a project to

investigate and seek funding approval for the following new project which will be added to the Reserve Management Plan; BBQ approximately \$20,000, playground approximately \$200,000 appropriate Heritage New Zealand Pouhere Taonga consents approximately \$5,000.

The land below/behind the RSA opposite Wilson Road turnoff is privately owned and is not a Council owned reserve. Therefore, Council will not be entering into any development of this site.

We received a lot of feedback from young people about the **Waihi Beach Community Centre Reserve - Skate Park** highlighting it was old, dangerous and not fit for purpose. One submitter maintained that the current location caused public safety issues, was not close enough to the beach environment and that it should be at Brighton Park. Moving forward it was noted that it would be good for local teenagers to be involved in the development of the skate park to give them ownership and a sense of responsibility. Good ideas were presented about working with Council and the local community to progress the project, with the formation of the Waihi Beach Skate Park Committee and Design Project Team.

We confirmed in the Long Term Plan 2018/28 that \$50,000 was budgeted for the Skate Park in the 2019/20 year. This means that the community would be required to raise the balance of funds. This is consistent with Council's funding approach for other skate parks or skate paths in the District like Omokoroa and Te Puke. To ensure our continued involvement, staff will assist by supporting the community team with the knowledge and experience gained from recent skate park builds throughout the District. During the scoping of the project, an assessment will be required to determine preferred suppliers, funding and whether the current location of the skate park and associated facilities is the most suitable.

In relation to the feedback about graffiti on the privately owned fence overlooking this reserve, **Waihi Beach Community Centre Reserve** Council's Public Art Policy and Guidelines assist with graffiti art on Council owned assets. Because the proposed memorial graffiti artwork specifically targets users of the reserve, there are going to be implications for Council. Staff will need to liaise with the community on this matter.

In some cases through licenses/lease agreements, horses would be allowed to graze reserves. However Council's Reserves and Facilities Bylaw, bans horses from **Wilson Park** which we will continue to enforce.

In the Long Term Plan 2018/28, we decided to increase the **Dave Hume Swimming Pool** Service Delivery Contract budget by \$242,000 over 10 years. We have also included a budget of up to \$50,000 in the 2018/19 year to update the feasibility study into an indoor aquatic centre at Katikati. The feasibility study process will consider all users and potential locations including Moore Park.

We received a submission seeking amendments to our approach to **power utilities**. It should be acknowledged that the fundamental purpose of a Reserve Management Plan is to provide for and ensure the use, enjoyment, maintenance, protection, preservation and development of a reserve for the purposes for which it is classified. We prepare concept plans to show our communities how development of the individual reserves may occur, and receive feedback to ensure we keep abreast with

their thinking. The **Reserve Management Plan Generic Policy P2 Utilities** addresses issues of management consistency across reserves. In addition Council's District Plan Section 10: Infrastructure, Network Utilities & Designations comprises issues, objectives, policies, rules and assessment criteria to be used in respect of the establishment, development, operation, maintenance and upgrading of such activities. It is considered that the District Plan remains the appropriate place to set out these rules and obligations.

Specific development of the **Hunter Estate Reserve** was not identified in the drafting of the Katikati-Waihi Beach Ward Reserve Management Plan or in the Long Term Plan 2018/28 processes. However, it is identified in the list of priorities for the Katikati Trails Development Group. Staff will continue to work with this group regarding the development of future trails in Katikati.

In response to the feedback about the tin fence along the west side **Katikati Area Office and Library** behind the building and along the pathway from the Museum, Council will work with the Katikati Community Board to achieve an agreed desired outcome.

Council monitors and manages **weed infestation of reserves** and the roading network throughout the District on an ongoing basis using a range of options. Council's level of service is to meet statutory compliance with the Regional Council's Pest Management Strategy. Staff will continue to work with community groups on local plant pest management strategies.

Improving the **Bowentown headland tracks** to and around significant features such as pa sites and including the **Anzac Bay beach stairs**, is very unlikely to be allowed by Heritage New Zealand Pouhere Taonga. It is also very difficult to say how effective such trail improvements would be when weighed up against the significant cost involved in the design and construction, including the process to obtain approval from Heritage New Zealand Pouhere Taonga. We would also require the strong support from Tangata Whenua for such project. We will continue to monitor until support and the appropriate funding becomes available for these projects. Council has endeavoured over many years to work with all the sectors involved in **Anzac Bay** to provide signage/story boards and will continue to work with the Community Board, Tangata Whenua and Heritage New Zealand Pouhere Taonga to achieve the desired results. Similarly with reserve maintenance, we continue to monitor and manage all the sites especially the high use areas e.g. Bowentown Domain.

The feedback from Heritage New Zealand Pouhere Taonga highlights an issue concerning identification of **archaeological sites** in the district particularly on Council reserves. The fundamental purpose of a Reserve Management Plan under section 41 of the Reserves Act 1977 is to provide for and ensure the use, enjoyment, maintenance, protection, preservation and development of a reserve for the purposes for which it is classified. Concept plans have been prepared for the larger, popular iconic reserves to show our communities how development may occur and to share feedback to ensure we keep abreast with community thinking. Those plans would also reference the need to prepare archaeological assessments.

The Reserves Management Plan does not identify specific archaeological sites as they are already noted in our District Plan. Many sites of significance to Tangata Whenua on reserves have been identified by individual assessments prepared for specific

projects or maintenance activities. If archaeological site assessments are to be prepared for specific projects or maintenance activities, we endeavour to reference them in Reserve Management Plans on the basis that they (sites) would be properly identified and assessments prepared by appropriate archaeologists.

To provide further guidelines, Council will work with Heritage New Zealand Pouhere Taonga and Tangata Whenua to develop a new specific policy - Archaeological Sites for the **Reserves Management Generic Policies**.

With regard to the protection of archaeological sites referenced in Council's District Plan, Heritage New Zealand Pouhere Taonga would normally make submissions to that review process. Archaeological issues are considered during planning for projects and resource consent application processes.

The request for speed limit changes can only be progressed through a review of **Council's Speed Limits Bylaw**. This will be commencing soon so we will divert this request to bylaw process.

Council's policy on **CCTV cameras** applies to equipment we currently own for the purposes of protecting Council owned assets for security, crime prevention, community safety and property damage. At the time, Police with the assistance of local Community Boards identified the locations of the cameras for crime hotspots. The technology is used to support the Police and locals and managing crimes ranging from tagging to assaults. We recognise there are a number of solutions for addressing a range of community safety issues and CCTV systems need to be considered alongside other options for dealing with problems. The Policy sets out Criteria for Determining Future Locations and provides a checklist and guidelines of what will be considered to establish new CCTV cameras, these include:

- Principles of the Privacy Act 1993,
- Signage notifying the operation of a CCTV system,
- Level of monitoring,
- Access and Use of Footage,
- Asset Management - faults with cameras.

Our Generic Policy provides guidelines to enforce boundary creep, when appropriate. See the adopted Reserve Management Plan for Generic Policy **P13. Encroachment Policy**.

The discussion about **co-management of Council reserves** significant to Maori can be raised at the Tauranga Moana Te Arawa ki Takutai Partnership Forum.

Budgets shown in the Reserve Management Plan for individual reserves are shown as funded OR proposed to be funded in Council's current or future Long Term Plan. We will be reviewing our **Recreation and Leisure Strategy** in 2018/19, which will include assessments of our **Levels of Service Asset Provision Guidelines**. Where we have had feedback about our existing levels of service not being met, we vigorously monitor the levels of service against industry best practice and all our contractors performance to ensure the specifics of their contracts are being met.

Requests have been made for **dedicating areas for remembrance** on our reserves. We have remembrance walls at our cemeteries in Katikati and Te Puke, which also include areas for ashes and we have policies to assist us with gifts and commemorative features, including trees. Council will be reviewing the Communities Strategy in 2018, which will include consideration of alternative cemetery and memorial options, and the level of service that Council provides in relation to cemeteries and urupā. See the adopted Reserve Management Plan for the following policies: **P9: Gifts and Commemorative Built Features and P10: Commemorative Trees.**

Western Bay of Plenty District Council has administrative responsibility for **Tuapiro Point Reserve**, an area of approximately 29 hectares lying in the northern Tauranga Harbour area. Outcomes of the Reserves and Facilities Bylaw review focuses on permitting horses in defined areas of Tuapiro Point. However, submissions to this process sought further development of the Point in terms of revegetation and also a closer working relationship between Council and Tangata Whenua and the Community. Therefore, to assist and manage that process the following new Reserve Management Policies will be added:

That investigations are carried out to set aside an area of land for equestrian related activities between the driveway into the reserve and the inner side of the estuary.

That horse riding is permitted within a restricted area as per schedule one of the Reserves and Facilities Bylaw in recognition of the cultural and ecological significance of this reserve.

In regard to the discussion about co-management of Tuapiro Point Reserve, the Reserve Management Plan mentions processes for the involvement of Tangata Whenua and the local community. Therefore, a new action will be added:

That a process will be jointly developed with Tangata Whenua to partner and collaborate in the future management and development of Tuapiro.

The proposed additional signage and planting of the reserve will be funded from within existing budgets, and proceeds from the existing tree milling project. It is also acknowledged that implementation of the new Reserve Management Policies will include identifying any future funding requirements for referral to Council's Annual Plan and Long Term Planning processes.

With regards to other comments about the presence of horses on reserves, the Reserves and Facilities Bylaw sets out the permitted areas for the riding horses within the District. In some cases, through licences/lease agreements, **horses are permitted to graze specific reserves**. Additionally, some facilities and trails are developed for the specific use of horses – such as the equestrian trails at TECT All Terrain Park.

New Reserve Projects Funding

Reserve	Project	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/28
Adela Stewart Drive	Cap Development			2,000				
Beach Road	Signage and bollards		15,000					
Broadlands	Develop paths and boardwalks		25,000					
Dr North Memorial Res	Upgrade pedestrian access and walkway linkages			20,000				
Haiku Park	Plant and develop leased area (Former Mills Block)		30,000					
Island View Reserve	Investigate provision of BBQ and playground with relevant approvals from Tangata Whenua and Heritage NZ.		270,000					
Katikati Area Office	Playground Renewal		50,000					
McMillan Reserve	Investigate forming car park			100,000				
Ongare Point Reserve	Walkway/cycleway – new, basic			Not Costed				
Park and Beach Road Reserve	Capital development		90,000					
Park Road Reserve	Construct Whakaruruhau			30,000				
Park Road Reserve	Signage			10,000				
Pohutukawa Park	Pavement and interpretive panels		50,000					
WB Community Centre Reserve	Toilet			150,000				
WB Community Centre Reserve	Skate park Upgrade		50,000					

Reserves and Facilities Bylaw Review Diverted Submissions

Comments about beach access for horses and the use of drones were made by the following submitters. These matters were deferred to the Reserves and Facilities Bylaw Review for consideration through that process.

<u>Sub ID</u>	<u>Name</u>
001	Maudelin van der Lee
002	Merryn Tate
003	Sean Hartley
004	Pauline Arnold
008	Gloria Sandbrook
009	Paulette Moore
010	Angela O'Donnell
011	Colin Evason
013	Nicola Jamieson
014	Mike Kelly.
017	Nessie Kuka
019	Elspeth I Lewis
025	Benjamin Warren
039	Emma Faber
049	Pat Watson
050	Eileen Hood
051	Ms Boler
053	Christina Humphreys
066	Lisa Willetts
092	Roselin Laban
093	Jay Culton-Mayor
099	Irene Mead
102	Sally Bennie
107	Lisa Balneaves
110	Angelika Stadler
115	Lisa Wiggins
122	Deb Hume
123	Philippa Jones
130	Chris Lemon
135	Mark Schlegel
136	Tania Wills
142	Sally Goodyer
155	Sheryl Bowen
156	Joanne Burns
157	Amanda Mitchinson
158	Lani Christianson
159	Maureen Semmerell
169	Patricia Jones
176	Gwyneth Lorraine Dunford

Western Bay of Plenty District Council

Policy Committee

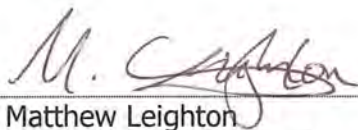
Proposed amendments to the Rural Water Supply Extension Policy

Purpose

To enable minor changes to the Rural Water Supply Extension Policy 2014, to provide clarity and better reflect practicalities of implementation.

Recommendation

- 1. THAT the Senior Policy Analyst report dated 24 September 2018 and titled Proposed amendments to the Rural Water Supply Extension Policy 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 policy be amended as per the changes highlighted in Attachment A, and the policy be adopted with immediate effect.*



Matthew Leighton
Senior Policy Analyst

1. Background

The Rural Water Supply Extension Policy provides certainty around Council's approach to extending the rural water supply to existing rural dwellings. It identifies the rural roads where a water supply extension may be considered by Council and the maximum length of any extension at each location, subject to the conditions and criteria in the policy being satisfied.

Overall, the policy is working well and provides clear direction and guidance for staff and the community on the costs, approach and requirements for potential applications for rural water supply extension.

Since the policy's adoption in 2014, work has been completed on extensions at Woodland Road and Black Road.

The proposed changes included in the attached draft policy (attachment A) are of a minor nature and do not alter the policy's intent, or impose any new obligations or duties on any party. The proposed amendments seek to provide greater clarity on the process for property owners to make payment to Council.

The policy allows landowners to pay their share of capital works as a single loan or over a ten year period. The proposed change makes clear that this will be through a targeted rate, rather than through water bills. This aligns with the operational realities and limitations of the two methods.

The reduction in minimum storage capacity required aligns the policy with the proposed changes to the Terms and Conditions of supply. This provides consistency in our approach, however indicates that 10,000 litres is still preferable.

Other minor changes are intended to provide further clarity to users of the policy.

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 the changes are of a minor nature and do not effect the intent of the policy or impose any new obligations or duties on any party.

3. Engagement, Consultation and Communication

Interested/Affected Parties	Completed/Planned Engagement/Consultation/Communication
Name of interested parties/groups	Landowners on the relevant sections of Woodland Road and Black Road have met the requirements of the policy to enable an extension to be completed. These landowners are offered a targeted rate for those that wish to repay the capital cost over ten years, as opposed to a one-off payment.
General Public	Amended policy is to be made publicly available on the website.

4. Issues and Options Assessment

Option A Proposed policy changes adopted	
Assessment of option for advantages and disadvantages taking a sustainable approach	The policy better reflects operational reality and provides clarity to users.
Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses	Nil. The policy provides for the associated interest repayment over the ten year period to be recovered from the landowner.
Other implications	None.
Option B Proposed policy changes not adopted	
Assessment of option for advantages and disadvantages taking a sustainable approach	Policy presents operational challenges in its implementation. This option risks potential community confusion when implementation does not match the policy.
Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses	Nil. The policy provides for the associated interest repayment over the ten year period to be recovered from the landowner.
Other implications	None.

5. Statutory Compliance

The recommendations meet:

- Legislative requirements for consultation under the Local Government Act 2002.
- The proposed changes are consistent with the intent of the policy and do not impose any new obligations or duties on any party.

In relation to the completed works at Black Road and Woodland Road, if any landowners indicate a preference to pay over a 10 year period, a targeted rate will be required to be included in the Annual Plan, to enable this option to be taken up.

6. Funding/Budget Implications

Budget Funding Information	Relevant Detail
None	No impact on budgets.

Council Policy

Rural Water Supply Extension Policy 2014

1. Relevant Legislation

- Local Government Act 2002
- Local Government Act 1974

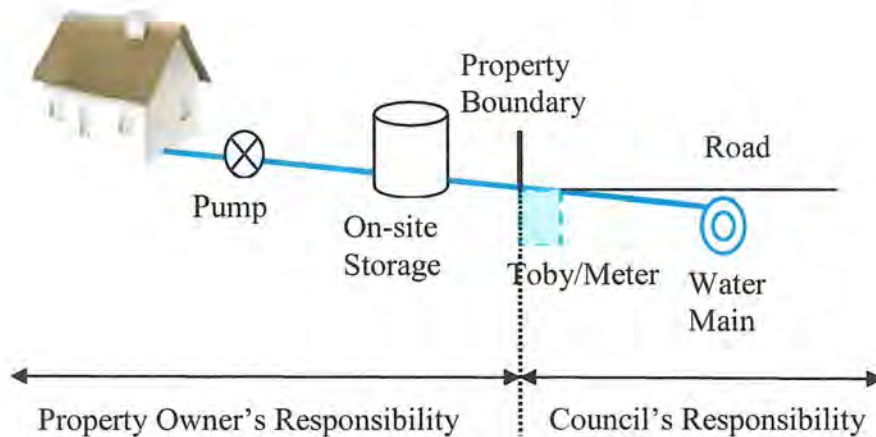
2. Definitions

Existing Rural Dwelling

means any residential dwelling in the rural zone used and occupied for human habitation or intended to be so used existing at 4 August 2014, but excludes mobile homes and caravans

Internal reticulation system

means any plumbing and fittings that are the property owner's responsibility (as per figure below)



On-site Storage

means the capacity to store a minimum of 5,000 L of water (preferably 10,000 L)

Controlled Flow Supply

means the delivery to the property boundary of an average of 25% of the normal flow of Council's standard water supply per 24 hour period

Water supply

means a water supply network owned and operated by Council

Rural Water Supply Extension Policy 2014

3. Policy Objective

- 3.1 To provide certainty around the conditions which must be satisfied before Council will assume responsibility for undertaking an extension to the rural *water supply* network to *existing rural dwelling(s)*.

4. Policy application

- 4.1. Council will assume responsibility for the physical installation, maintenance and repair of an extension to the rural reticulated *water supply* network provided that:
- 4.1.1. A minimum of 60% of the landowners of the *existing dwellings* that have the potential to be serviced by the proposed *water supply* extension have agreed to approach Council with the request for the network extension; and
- 4.1.2. The *water supply* extension is fully located in a formed Council road reserve; and
- 4.1.3. The *water supply* extension is proposed for only the distances of extensions at the locations listed below;

Supply Zone	Location	Length of extension (m)
Western	Chard Road	500
Western	Hot Springs Road	400
Western	Lindemann Road	450
Western	Waiau Road	725
Western	Wharawhara Road	900
Western	Woodland Road	750 (completed)
Central	Esdaile Road	300
Central	Kuka Road	450
Central	Whakamarama Road	1,000
Eastern	Black Road	250 (completed)
Eastern	Brown Road	800
Eastern	Maniatutu Road	1,000

5. Agreement on costs

- 5.1. Council will assume responsibility for the physical installation, maintenance and repair of an extension to the rural reticulated *water supply* network provided that:
- 5.1.1. The landowners requesting the *water supply* extension agree to fund 100% of their individual share of the capital costs of the extension; and

Rural Water Supply Extension Policy 2014

- 5.1.2. On Council approval of the scheme the landowners agree to pay their individual share of capital costs of the extension payable either as a one-off payment or over a 10 year period including the associated interest repayment for the term of the debt; and
- 5.1.3. Repayments made over the 10 year period will be charged as a targeted rate on those properties; and
- 5.1.4. The landowners connecting to the *water supply* extension also agree to pay an amount equivalent to 25% of the current standard Financial Contribution for the *water supply* zone in recognition that they will be provided with a lower level of service than a standard Council supply; and
- 5.1.5. The landowners connecting to the *water supply* extension agree to pay the standard connection fee and installation costs; and
- 5.1.6. On connection to the *water supply* extension the landowners agree to pay the Uniform Annual Charge for water and the on-going volumetric charge for a metered water supply.

6. Agreement on future level of services and landowner requirements

- 6.1. Council will assume responsibility for the physical installation, maintenance and repair of an extension to the rural reticulated *water supply* network provided that:
 - 6.1.1. The landowners at the time of connection to the *water supply* extension abide with the Council's "Terms and Conditions for the Supply of Water"; and
 - 6.1.2. The landowners agree to receive a *controlled flow supply* as determined by Council; and
 - 6.1.3. The landowners provide and maintain the required *on-site storage*, pumping and fittings as part of their *internal reticulation*; and
 - 6.1.4. All connections to the *water supply* extension are metered; and
 - 6.1.5. The landowners connecting to the *water supply* extension agree to enter into a Water Supply Agreement with Council that;
 - a) removes any future requirement for Council to upgrade the *water supply* extension to a standard above a *controlled water supply*, and
 - b) is registered against the title of the property being connected.

7. Costs and requirements for landowners unwilling to connect on completion of the water supply extension scheme

- 7.1. Landowners who, on completion of the *water supply* extension have the ability to connect to the *water supply* extension but are unwilling to do so, will be charged the applicable annual water availability charge of the relevant water supply zone until such time as they connect; and

Rural Water Supply Extension Policy 2014

- 7.2. Landowners who connect to the *water supply* extension at some future time after completion of the water supply extension will be charged 100% of their individual share of the original capital costs plus accrued interest as determined by Council and listed in Council's Fees and Charges for the individual *water supply* extension as a one-off payment only; and
- 7.3. Landowners who connect to the *water supply* extension scheme at some future time after completion will also be charged an amount equivalent to 25% of the standard Financial Contribution for the *water supply* zone applicable at that time; and
- 7.4. Landowners who connect to the *water supply* extension scheme at some future time after completion will be charged the standard connection fee and installation cost applicable at that time; and
- 7.5. Landowners who connect to the water supply extension at some time in the future will be required to pay the Uniform Annual Charge for water and the on-going volumetric charge for metered water supply; and
- 7.6. Landowners who connect to the *water supply* extension scheme at some future time after completion will be required to meet the conditions of Section 6 above.

8. Council Discretion

- 8.1. If through a change in circumstances the conditions set out in clause 4.1.1 are no longer able to be met, Council may, at its sole discretion decline the application for a water supply extension.

9. Associated Council Policies and Procedures

- Western Bay of Plenty District Council's Long Term Plan;
- Western Bay of Plenty District Council's Annual Plan;
- Western Bay of Plenty Water Conservation Strategy 2010;
- Western Bay of Plenty Water Supply Bylaw
- Western Bay of Plenty Terms and Conditions for the Supply of Water

Group	Corporate and Planning Services	Contact (3rd Tier Manager)	Policy, Planning and Community Manager
Supersedes	2008		
Creation Date	4 August 2014	Resolution Reference	PP 10.2
Last Review Date		Resolution Reference	
Review Cycle	Three yearly	Date	
Authorised by	Policy and Strategy Committee	Date	

Western Bay of Plenty District Council

Policy Committee

Omokoroa Domain and Esplanade area concept plan

Purpose

The purpose of this report is to recommend the adoption of the Omokoroa Domain and Esplanade area concept plan. The draft concept plan is attached to the report. The report also sets out options for the management and future decision making for the area.

Recommendation

- 1. THAT the Senior Policy Analyst's report dated 27 September 2018 and titled Omokoroa Domain and Esplanade area concept plan 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 Policy Committee adopts [as amended] the concept plan titled Omokoroa Domain and Esplanade, attached as Appendix A to this report.*
- 4. THAT the Policy Committee adopts the draft Decision Story [as amended], attached as Appendix B to this report, and directs staff to disseminate this as soon as practicable as the formal response to those that have given feedback.*
- 5. THAT the Policy Committee directs staff to review the concept plan budget and timing of specific concept plan items through the 2019/20 Annual Plan process.*



Jodie Rickard
Senior Policy Analyst

1. Background

The Omokoroa Domain and Esplanade Project has come about from several other planning processes that have highlighted the need to plan strategically for the future of the Domain, boat ramp, and Esplanade area. These processes are summarised below:

Kaimai Ward Reserve Management Plan

The Kaimai Ward Reserve Management Plan (RMP) was reviewed in 2016. The RMP highlights the importance of coastal reserves and walkways as a prime recreation asset, and that improved linkages between reserves are desirable. The RMP references the development of the Omokoroa to Tauranga Cycleway as a key route for improving linkages and enhancing recreational opportunities in the Ward.

The RMP reinforces the value of Omokoroa Domain as a visitor destination and a harbour side reserve. The RMP policy is for the Domain to continue to be managed for its open space, amenity and community green space values. Trees are to be protected and replaced.

The RMP signals that the scheduled renewal of the playground will include a review of its location and parking provision in consultation with the community.

Omokoroa Community Plan

The Omokoroa Community Plan was reviewed, and finalised in December 2017. The Community Plan includes actions for enhancing and providing recreational opportunities. Action Number 35 of the Plan is "Ensure recreational use of the esplanade and Domain meets the needs of the growing population": The Plan then states "the esplanade, domain, and boat ramp areas should be developed to ensure environmental protection and accommodate boating, junior sailing, swimming, recreational and commercial activities including management of parking and boat trailer congestion. Ensure the layout reflects the links as the gateway to Matakana".

2018-2028 Long Term Plan

Through the Long Term Plan development, Council considered the feedback received through both the Community Plan development and its community engagement events. Council has included a specific project budget of \$780,000 over the next four years to implement the concept plan that is currently being prepared. This budget is the specific Project number 295203 – Omokoroa Domain, the Esplanade and Boat Ramp and Associated Facilities Project. There are other funding sources available to implement components of the park redevelopment, such as renewal funding for the playground and jetty upgrade.

Omokoroa Future Growth - Structure Planning

Through the structure planning process that is currently under way in Omokoroa (in relation to the area between the rail line and the state highway) the community has again raised the importance of access to the harbour and greenspace, the need to protect trees, and to enhance walkway / cycleway connections.

Previous studies on harbour access

In 2008 Council undertook an extensive options analysis for improving boat launching facilities on the Omokoroa peninsula. The premise of the study was that the peninsula was going to be home to 12,000 people by 2018, and upgraded facilities were needed to cater for that population and beyond.

Three key options were explored, which included provision for a minimum of 75 boat trailer parking spaces. The sites were:

- Along the Esplanade, just out from the T intersection with Omokoroa Road. Parking to be provided on a reclamation.
- At the northern end of the Domain under the headland (Crapp Reserve). Parking to be provided on a reclamation.
- At Precious Reserve.

Cooney Reserve was initially considered but not progressed, due to the need for extensive harbour dredging to make the site work.

The study pointed out that reclamations for the primary purpose of car parking were a prohibited activity under the Regional Coastal Environment Plan, making it extremely difficult to consent such an activity. The study suggested that Council raise this through the review of the Coastal Environment Plan and see if it could be amended or made more flexible.

In the intervening years the Regional Coastal Environment Plan Review has been reviewed (this process has recently concluded). Reclamations for the primary purpose of car parking remain a prohibited activity.

Hapu Management Plans

Omokoroa Domain and the Esplanade are in the rohe of Pirirakau and Ngati Taka.

The Pirirakau Hapu Management Plan identifies Omokoroa as an important landscape for Pirirakau. Pirirakau seek recognition of their connection to ancestral lands and waters through cultural interpretation.

Though not within their rohe, Matakana Island's Hapu Management Plan recognises Omokoroa as the gateway for access to Matakana Island. The hapu management plan recognises the limited access and the high cost of transport to and from the Island as a key challenge. The Hapu Management Plan states that many residents choose to own a vehicle and leave it on the mainland.

Asset Management Plan Renewal Timing

Jetty/boat-ramp facilities: The jetty is scheduled for renewal within the next two years – due to the deteriorating condition of some of the jetty piles. Renewal should not be deferred beyond this period due to the risk of structural failure. The renewal funding allocated in 2019/20 is \$400k towards the estimated \$1.8m replacement / upgrade cost for the ramps and jetty.

Playground: The existing playground equipment is now overdue for renewal/upgrade and has only been deferred to allow for the Concept plan process to conclude. The allocated renewal funding is \$100k in 2019/20 towards the total cost of a new upgraded playground.

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 extensive engagement has been carried out to inform the concept plan (over various processes) and the plan aligns with previous direction set in documents such as the Kaimai Ward Reserve Management Plan and the Omokoroa Community Plan. Tangata whenua have also been consulted and their requests will be incorporated into the detailed design of the Domain.

3. Engagement, Consultation and Communication

The following engagement has been carried out as part of the development of the concept plan. This is in addition to engagement through previous processes including the Kaimai Ward Reserve Management Plan, Omokoroa Community Plan, and the 2018-2028 Long Term Plan.

Having considered all of this previous work, the following process was used to develop the draft concept plan:

Traffic Monitoring

Cameras were installed in the Domain area in December 2017. A vehicle count camera was installed in March 2018. A five-week traffic pattern over March / April was examined.

The key findings were:

- The Esplanade and car parking near the boat ramp were used consistently throughout the week. While vehicle movements were heavier during the weekend, there wasn't a substantially large increase. Weekday average vehicles was 346, weekend was 385.
- While the Esplanade was consistently busy, static images show a lot less of the northern end of the Domain and the road access in from Harbourview Drive.

Information from the vehicle count camera and static cameras has been used to develop the draft concept plan.

User Survey

An on-site survey of 69 people was carried out over two days, one on Waitangi weekend and one in April.

That feedback was collated, with key themes identified. These are summarised below:

- Many of the respondents visited the Domain daily or weekly.
- The main reasons for visiting the Domain were recreational, such as relaxing (most popular response), spending time with family, and using the BBQ/ picnic area.
- The key things people like about the Domain were the green space and natural coastal character, followed by the playground / child friendly areas. They also value the easy beach access.
- The key things people want improved are the playground and parking. They also want the boat ramp facilities improved.

Stakeholder Workshop

After considering the feedback from previous processes (in particular the LTP and Community Plan), the user surveys and the traffic monitoring, a stakeholder workshop was organised. The purpose of the workshop was:

- to further 'test' the findings so far,
- identify what stakeholders valued most,
- identify the key challenges and
- develop some solutions.

Held on 30th May 2018, the stakeholder workshop involved 16 participants from a range of local organisations, including two resident representatives (one from Harbourview Drive and one from The Esplanade).

The workshop considered some possible options to improve the area and resolve the conflicts. A lot of common ground was reached, with the idea of a shared access way through the Domain widely supported by the workshop participants.

One area that remained contentious was proposals to develop more formed car parking along the Esplanade, with representatives of the Esplanade residents strongly opposed to this.

Following the stakeholder workshop, a draft concept plan was prepared, for feedback through the public open day and online survey.

Tangata Whenua Workshop

Staff held a separate workshop with Pirirakau, as Omokoroa as in their rohe.

Pirirakau have highlighted in their hapu management plan the desire to have their ancestral relationship with their traditional land and waters recognised and reflected in contemporary design. This can be achieved by incorporating cultural interpretation elements into any park design work.

Meeting with Matakana Island residents

Two staff members, Councillor Margaret Murray-Benge and Omokoroa Community Board Chair Murray Grainger attended a hui with Matakana Island residents, to get their views and ideas for future development of the area.

Matakana Islanders highlighted the challenges presented by the high transport costs associated with using the vehicle barge from Omokoroa, with many residents choosing to own a vehicle and leave it on the mainland.

Public Open Day

A public open day was held at the Omokoroa Boat Club on Saturday 26th July 2018. A draft concept plan was presented, along with some visual interpretation. Participants could specifically identify design ideas they liked, didn't like, or were not sure about. Participants could also provide their own comments and ideas.

The draft concept plan included a 'shared access way' through the Domain which would allow for one-way vehicle access, and would include some additional parking along it (this would be grass parking).

An alternative plan was also presented, which did not include the shared access way but showed a formed carpark on the land north of the Harbourview Drive access into the Domain.

Online Survey

An online survey was run from 20 July to 3 August, to give those who couldn't attend the public open day the chance to provide feedback. The structure of the online survey was the same as at the open day, with ideas presented that respondents could say whether they liked, didn't like or were not sure about the idea.

The feedback from the public open day and the online survey has informed the development of the final concept plan.

4. Issues and Options Assessment

Option A		
Adopt Draft Concept Plan (recommended option)		
Assessment of option for advantages and disadvantages taking a sustainable approach	<p>ADVANTAGES</p> <p>The concept plan is consistent with the purpose of the Domain reserve (recreation reserve).</p> <p>The Concept Plan retains the key values of the Domain, as defined by the community. The proposed park design meets 'best practice' as a public place.</p> <p>The Concept Plan responds to extensive data gathering and the feedback from community engagement.</p> <p>The extent of the engagement process has met the requirements of the Local Government Act. All feedback has been considered and responded to in the concept plan.</p>	<p>DISADVANTAGES</p> <p>There will be some people in the community who have not had an opportunity to provide input. However the level of engagement that has occurred means it's unlikely there are serious issues with the use of the Domain / Esplanade area that haven't yet been raised.</p> <p>As discussed in the report, there are still long term decisions to be made – the concept plan does not solve all of the challenges (and future likely challenges) of congestion at the site.</p>

<p>Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses</p>	<p>Adopting the concept plan means the project can move to the detailed design phase, and management changes at the site can be progressed.</p> <p>The Long Term Plan includes a budget for implementing the concept plan, so that once the concept plan is adopted, work can progress.</p> <p>The estimated capital costs (high level) are included in Appendix B. The total capital cost for implementation is approx. \$2.7 million. Note that this includes the upgrade of the boat ramp and jetty, including the addition of a third ramp. This means that Council will need to consider through upcoming Annual Plans/Long Term Plans if it wishes to allocate further funding to fully implement the concept plan.</p>	
<p>Option B (If applicable)</p> <p>Adopt the concept plan as a draft, for further consultation.</p>		
<p>Assessment of option for advantages and disadvantages taking a sustainable approach</p>	<p>ADVANTAGES</p> <ul style="list-style-type: none"> - this would provide further opportunity for the community to have their say on the Domain and Esplanade development 	<p>DISADVANTAGES</p> <ul style="list-style-type: none"> - the level of engagement to this point has been extensive. A further round of consultation will add cost, and delay the project implementation phase. - The engagement completed to date provides a sound understanding of community views. Another round of consultation is unlikely to add anything further.
<p>Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses</p>	<p>The capital costs to implement the concept plan are likely to remain the same, following a further period of consultation.</p> <p>Additional costs will be incurred in carrying out another round of consultation. This is also likely to delay the project implementation.</p>	

Option C		
Do not proceed with concept plan.		
Assessment of option for advantages and disadvantages taking a sustainable approach	ADVANTAGES: <ul style="list-style-type: none"> - Work programme is reduced, so other projects may be able to be progressed. 	DISADVANTAGES <ul style="list-style-type: none"> - Does not meet community needs and expectations for the Domain and Esplanade area. - the work completed to date does not lead to a decision and implementation, so has less value. - There is a lack of clarity on how the current funding allocation for the Omokoroa Domain and Esplanade in the Long Term Plan should be spent.
Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses	<p>There is no additional financial cost to Council of not proceeding with adopting the concept plan.</p> <p>There is a potential reputational risk in that Council has carried out extensive community engagement and budgeted for the work.</p>	

5. Statutory Compliance

The recommendation of this report to adopt the draft concept plan for the Omokoroa Domain and Esplanade area is consistent with the decision making requirements of the Local Government Act 2002. It is also consistent with the Kaimai Ward Reserve Management Plan.

6. Funding/Budget Implications

A high level preliminary cost estimate to implement the Omokoroa Domain and Esplanade area concept plan has been prepared by Boffa Miskell. This estimate is attached as Appendix C to this report. The estimate is a guide only. As the detailed design work for project components is undertaken project costs will be refined.

The total high level capital cost to implement the concept plan is estimated at \$2.717 million. This includes \$1.8 million to upgrade the recreational boat ramp to three lanes and renew the jetty. The remainder of the project is costed at \$917,000.

The Long Term Plan includes a specific budget for implementing the concept plan, as follows:

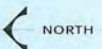
Budget Funding Information	Relevant Detail
Long Term Plan Project number 295203 – Omokoroa Domain, the Esplanade and Boat Ramp and Associated Facilities Project	CAPEX Costs: 2019 : \$100,000 2020: \$153,000 2021: \$261,000 2022: \$266,000 TOTAL: \$780,000 2028: \$6.115 million (for boat ramp redevelopment).

Note that this budget is for project number 295203 only. Other funding sources may also be available for specific project components. For example, approximately \$500k of District Reserves & Coastal Marine Structures renewal funding is available in 2019/20 towards the playground renewal/upgrade (\$100k) and the Jetty/boat- ramp renewal/upgrade (\$400k).

The budget set out above does not align specifically with specific Concept Plan deliverables, as it was set prior to the concept plan being prepared. A review of the LTP budget for 2019/20 will be undertaken as part of the 2019/20 Annual Plan. The review will recommend the timing of concept plan components and what budgets are available for implementation (including renewal funding).

The \$100k budget available in the 2018/19 year can be used to progress items such as the proposed overflow car-parking area and associated signage, and for detailed design work for key components of the concept plan, such as the playground upgrade.

Concept Plan...



Tauranga Harbour

63



Legend

- | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"> 1. New boat ramp and pontoon facilities to accommodate increased demand (8m wide double ramp, 4m wide single ramp) 2. New jetty facilities with wider separation from boat ramps and extended pontoon for additional mooring opportunities 3. Dingy racks and small vessel ramp facilities 4. Bus parking space for pick-ups and drop-offs 5. Monitored parking spaces (short term and long term) 6. Multi-purpose paved space adjacent to playground and café / store with seating and bicycle parking 7. Reconfigured boat trailer parking area, including changes to parking bay alignment and increased permeable paving areas 8. Freedom camping parking area 9. Long term parking area 10. Covered public barbecue and picnic facilities 11. Upgraded playground zone with boardwalk surrounds and shade trees 12. Low mounding to facilitate play equipment and create interest 13. Resurface internal road with textured paving surfaces | <ol style="list-style-type: none"> 14. 2.5m wide promenade along waterfront with picnic areas and bench seating located at intervals 15. Retain existing informal grassed parking 16. Additional informal grassed parking 17. Swale / raingardens to manage and treat stormwater 18. Additional formal parking spaces off road to Sea Scout Hall 19. Peak season overflow parking area (including boat trailer parking) 20. Fitness activity zone with appropriate equipment stations 21. Sea Scout small vessel ramp facilities 22. Footpath extension from promenade to Harbour View Road 23. Extension of coastal edge protection to safeguard Domain from coastal erosion processes and create space for promenade 24. Improve open drainage around the central open space to provide for better year round usability 25. Formal pedestrian crossing 26. Extension of one additional 10 bay parking section and footpath 27. Retain informal path along coastal edge down The Esplanade |
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General Notes

- Improved signage leading to and within Omokoroa Domain
- Cultural interpretation and recognition design elements integrated into final overall design
- Omokoroa Cycle Trail to formally begin at Cooney Reserve. Entrance gateway feature and bicycle parking facilities are to be located at start of trail.

Parking

- Parking Spaces before: 87 paved, 65 grassed (approx), 23 boat trailer
- Parking Spaces after: 103 paved, 80 grassed (approx), 23 boat trailer, 1 bus (excludes overflow area)

Council Adoption - Stage 3

Omokoroa Domain & Esplanade

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Omokoroa Domain and Esplanade Area Concept Plan – Decisions Story

The Omokoroa community has shared its views about the Domain and Esplanade area. It's an area that's treasured because the park, playground, trees and picnicking areas are right next to the beach, making it a great spot for families. The boat ramp provides all-tide harbour access so it's a popular launching place. And the ferry is the key transport link between Matakana Island and the mainland.

The community has been clear that while having so many different activities happening in one place does lead to congestion at times, the most important thing is to keep the green space and character of the Domain, for now and for the future.

All of this feedback from the community has been used to develop the Omokoroa Domain and Esplanade Area concept plan.

How you had your say on the development of the concept plan

In 2017 people provided feedback and ideas for the Domain and Esplanade area through the Omokoroa Community Plan and the Long Term Plan process. We also received feedback through the Kaimai Ward Reserve Management Plan in 2016.

In early 2018, Council ran an onsite survey to get some more input from Domain users about what was important to them, and what they wanted improved. Cameras were also installed at the Domain, to provide images of what was happening, when, and to count the number of vehicles heading to the boat ramp / commercial area.

Once this information was gathered, Council held a workshop with key stakeholders – people who represented organisations that use the Domain area frequently and know the area well, such as the boat club, community patrol, and local residents' representatives. The stakeholders considered what was good about the Domain and they wanted to keep, what was not working so well and possible solutions.

A hui was also held with tangata whenua to ensure recognition of their relationship with the area could be included in the Domain design and development.

All of this information was used to develop a draft concept plan. We expect that this concept plan will be implemented over the next four years – there is still more thinking to do about the long term future use and development of this area.

The Draft Concept Plan

The draft concept plan aimed to get the right balance between increasing accessibility and parking within and around the Domain, and maintaining the green space, recreational values and character of the area.

The draft plan included a one-way accessway through the Domain, linking the main carpark and the existing road to the toilet block.

Additional carparking was identified to go:

- Along the new accessway
- On the landward side of the existing internal road
- Along the Esplanade (one more bay of 10 parks)
- At the northern end, as overflow parking on the space in front of the sea scouts.

The draft concept plan also included:

- An upgrade to the playground
- New BBQs and picnic tables
- Formal walkways along the foreshore
- An upgrade of the boat ramp to include three ramps, and a repositioning and extension of the jetty.

The Draft Concept Plan is set out below:

Council were aware the shared accessway had some disadvantages, in that it 'split' the green space and could cause safety issues. So an alternative plan was also drawn up that removed parking altogether from the foreshore area, and instead proposed a large formed carpark on the greenspace between the scout hall and the Harbourview Drive access into the Domain.

What you told us about the draft concept plan

Feedback on the draft concept plan came from a public open day, a workshop on Matakana Island with local residents, and an online survey. People were asked what they liked and didn't like about the draft concept plan, and what other ideas they had.

Overall the concept plan was popular, with people especially liking the playground and BBQ area upgrades, walkways, and boat ramp upgrade.

The majority of people did not support the one-way accessway through the Domain, as they felt it 'split' the green space from the family-friendly area and beach, and they had safety concerns with it.

Providing for more parking (on grass) at the northern end of the Domain and along the internal access road was largely supported, however some were unhappy with campers parking along the foreshore during the day and taking up a lot of space. For this reason, some people liked the idea of removing the internal road altogether, and developing the carpark at the northern end as a formed carpark, further away from the foreshore. Others said this area could be used for parking, but should remain in grass as it is mostly required only over the busy summer period.

Vehicles parking for long periods at the boat ramp was commented on by many people, saying that this led to congestion. However people from Matakana Island pointed out that as the main transport link to the island, it was essential to be able to park vehicles on the Omokoroa side, as the cost to take vehicles over to the island is very high. Proximity to the ferry ramp is important as residents often have to carry shopping, supplies and children with them on the ferry.

To manage the vehicles, some people suggested moving the ferry to another location, including to the northern end of the Domain, as that would free up parking at the recreational boat ramp.

The draft concept plan also proposed development of one extra parking bay along the Esplanade (10 more formed parks). Feedback was split between liking and not liking this proposal.

People also put forward other ideas:

- Move the playground and trees, and turn this area into carparking
- Extend the main carpark into the grass area
- Make the boat ramp a 4-lane ramp
- Use gobi blocks or plastic grids for parking areas, so that the grass can grow through it.
- Improve retaining along the water edge
- Reconfigure the parking at the boat ramp so that boats reverse down the ramp from the right hand, rather than the left hand side of the ramp
- Install toilets at the end of the Esplanade

There was a lot of feedback on the design of the playground area, with suggestions about what equipment should be installed. These will be considered as part of the detailed design of the playground.

There was a lot of support for further restricting freedom camping, with several suggestions to move freedom camping to Cooney Reserve.

Other suggestions were about the management of the area, such as making sure the park is closed at night, restricting parking to boat trailers only in the main carpark, and providing an area for the bus service.

What Council decided

After considering all the public feedback, a final concept plan has been prepared. You can find this on the last page.

The one-way accessway through the Domain has been removed from the final plan, based on the feedback which said the majority of people didn't support it.

The addition of one more formed parking bay (for up to 10 vehicles) along the Esplanade, as shown on the draft concept plan, has been retained. This is considered a fair balance between maintaining the character of the Esplanade and providing for vehicle parking. The rest of the Esplanade will continue to be available for parking on the grass.

A bus stop is also included on the concept plan, by the boat ramp. The bus service will be provided by Bay of Plenty Regional Council, and is expected to be timed to connect with the ferry arrival time from Matakana Island.

Additional carparking along the internal roads from the Harbour View Drive access has been retained, as the majority of feedback was in support of this proposal. A boardwalk will be installed along the foreshore between the grass vehicle parking and the beach. This will contain the area used for vehicle parking and deter day visitors from spreading gear out from their vehicles across the green space and onto the beach.

The overflow parking area at the northern end of the Domain has been retained as grass parking. Additional formed parking will be developed along the access road leading to the Sea Scouts hall.

Work will also be carried out to improve the overall Domain drainage, to make the green space more useable.

Parking management and freedom camping

The overflow parking area at the northern end of the Domain is expected to be available this summer (2018/19), and signage will be installed to promote it. The additional carparking will be monitored via the cameras that have already been installed, to see if it's effective in relieving some of the congestion at the boat ramp and main carpark.

Locations for freedom camping will be reviewed as part of the wider bylaw review, which will be commencing in early 2019. Your feedback on freedom camping at the Domain will be considered in the bylaw review.

Long Term Planning

The concept plan retains the ferry ramp in its current location, as it has recently been upgraded and the traffic layout for vehicles loading or unloading is working well. However, long term options for harbour launching and access from the mainland to Matakana Island may include consideration of moving the ferry ramp to another location. A study of harbour access across the whole of Tauranga Harbour will be used to inform what happens in the future with boat launching and ferry services.

Omokoroa to Tauranga Cycleway

The trail head for the cycleway will be located at Cooney Reserve. Signage will be installed and promotions will encourage people using the cycleway from Omokoroa to access the cycleway at this point.

What happens now

A high level cost estimate to implement the concept plan has been prepared. Existing budgets that were set through the Long Term Plan 2018-2028 will be used to implement aspects of the plan. Council will shortly begin work on the redesign and upgrade of the playground, and is looking at options for overflow parking for this coming summer. Council will consider further funding requirements and timing for implementing the concept plan through the 2019/2020 Annual Plan and budget process.

OMOKOROA DOMAIN CONCEPT PLAN

DRAFT

High Level Preliminary Engineers Estimate: (20/08/2018)

ITEM	DESCRIPTION OF WORK	UNIT	QTY	RATE	AMOUNT
1	PRELIMINARY & GENERAL				
1.1	Site Establishment	LS	1	\$ 10,000.00	\$ 10,000.00
1.2	Health & Safety	LS	1	\$ 1,500.00	\$ 1,500.00
1.3	Setout & Co-ordination	LS	1	\$ 2,000.00	\$ 2,000.00
Sub-Total (Section 1)					\$13,500.00
2	SITE CLEARANCE & DEMOLITION				
2.1	Spraying Undertake 2 applications of approved herbicide over areas to be planted	m ²	1,080	\$ 0.50	\$ 540.00
2.2	Cut to Waste - Road Cut to waste existing roading, kerbs and footpaths as required	m ²	950	\$ 20.00	\$ 19,000.00
2.3	Cut to Waste - General Cut to waste general open space areas as required	m ²	1,800	\$ 15.00	\$ 27,000.00
Sub-Total (Section 2)					\$46,540.00
3	SITE PREPARATION & CONSTRUCTION				
3.1	Road Road resurfacing 25mm Asphalt surface layer to areas required	m ²	750	\$ 40.00	\$ 30,000.00
3.2	Road - Decorative Concrete Supply & construct new decorative concrete surface on internal road. Constructed with 150mm thick reinforced, coloured & exposed aggregate concrete.	m ²	320	\$ 180.00	\$ 57,600.00
3.3	Traffic Calming Thresholds Thresholds constructed with 80 series concrete sett pavers laid on concrete surface bed.	m ²	120	\$ 260.00	\$ 31,200.00
3.4	Permeable Paving Supply & construct permeable paving area within boat trailer carpark & 10 bay parking extension along The Esplanade.	m ²	30	\$ 135.00	\$ 4,050.00
3.5	Footpaths / Paved Areas Supply & construct new concrete footpaths within reserve. Constructed with 100mm thick coloured & exposed aggregate concrete.	m ²	1,150	\$ 120.00	\$ 138,000.00
3.6	Flush Boardwalk Supply & construct new flush timber boardwalk along front of main beach. Constructed with 150mm x 50mm H4 treated timber slats on H4/H5 treated timber sub-frame	m ²	440	\$ 300.00	\$ 132,000.00
3.7	Playground Supply & construct new playground, including all play elements, safety fall surfacing and other miscellaneous items	LS	1	\$ 175,000.00	\$ 175,000.00
3.8	Outdoor Fitness Equipment Supply & construct new outdoor fitness station equipment, including all elements, safety fall surfacing and other miscellaneous items	LS	1	\$ 30,000.00	\$ 30,000.00
3.9	Boat Ramp & Jetty Supply & construct new boat ramp, jetty & pontoon facilities.	LS	1	\$ 1,800,000.00	\$ 1,800,000.00
4.0	Low Mounds Form and grade low mounding as shown. Height not to exceed 1.5m tall	m ³	263	\$ 17.50	\$ 4,593.75
Sub-Total (Section 3)					\$2,402,443.75
4	SITE FURNITURE & ELEMENTS				
4.1	Waste Bins New litter and recycling bins	ea	6	\$ 350.00	\$ 2,100.00
4.2	Bench Seating New catalogue selected bench seating with back rests	ea	12	\$ 1,900.00	\$ 22,800.00
4.3	Picnic Set New catalogue selected picnic table & bench sets	ea	14	\$ 2,600.00	\$ 36,400.00
4.4	Bicycle Parking Bollards New bicycle parking bollards	ea	16	\$ 350.00	\$ 5,600.00
4.5	Outdoor Barbecue New outdoor electric double plate barbecue & shelter	ea	2	\$ 32,000.00	\$ 64,000.00
4.6	Signage - Reserve Entrance New reserve signage at both vehicle entrance locations	ea	2	\$ 4,500.00	\$ 9,000.00
4.7	Dingy Racks New dingy racks	ea	2	\$ 3,500.00	\$ 7,000.00
Sub-Total (Section 4)					\$146,900.00
5	PLANTING				
5.1	Amenity Planting Plants Grade - 2Ltr (Planting @ 500mm ctrs = 4 per m ²) (Rate to include: 300mm thick layer of topsoil, 100mm thick layer of mulch, plant supply & installation, fertilizer, watering & any other miscellaneous items at time of planting)	m ²	530	\$ 75.00	\$ 39,750.00
5.2	Rain Garden Planting Plants Grade - 1Ltr (Planting @ 500mm ctrs = 4 per m ²) (Rate to include: Cirtex Biocoir 450 coconut matting, plant supply & installation, fertilizer, watering & any other miscellaneous items at time of planting)	m ²	550	\$ 60.00	\$ 33,000.00
5.3	Trees Grade - 45Litre (Rate to include supply & installation, topsoil, fertilizer, staking/anchoring, watering tubes & any other miscellaneous items as per details & specifications)	ea	18	\$ 150.00	\$ 2,700.00
5.4	Lawn Reinstatement Remedial works and seeding to all damaged lawn areas (Rate to include supply & installation, fertilizer, watering & any other miscellaneous items at time of planting)	PS	1	\$ 12,000.00	\$ 12,000.00
Sub-Total (Section 5)					\$87,450.00
TOTAL (Sections 1 to 5) Excluding GST					\$2,696,833.75

Western Bay of Plenty District Council

Policy Committee

Housing Action Plan

Purpose

The purpose of this report is to recommend the draft Housing Action Plan for adoption by the Policy Committee.

Recommendation

- 1. THAT the Senior Policy Analyst's report dated 27 September 2018 and titled Housing Action Plan 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 Policy Committee adopts the draft Housing Action Plan, attached as Appendix A to this report.*
- 4. THAT the Policy Committee directs staff to provide updates on the Housing Action Plan implementation at six-monthly intervals.*



Jodie Rickard
Senior Policy Analyst

1. Background

Council has been working on the development of a Housing Action Plan since mid-2017. The Action Plan enables Council to:

- Respond to the outcomes of the Housing Demand and Needs Assessment 2017.
- Deliver on the SmartGrowth Smart Housing Action Framework
- Set out a clear set of actions that Council can take to meet the housing needs of Western Bay residents.
- Define actions where Council, in cooperation with other partners and funders, can progress actions to meet the housing needs of Western Bay residents.

Council included preparation of a Housing Action in the 2018-2028 Long Term Plan consultation document, and several submissions regarding housing were received.

The Draft Housing Action Plan builds on the work programme Council has already confirmed through the Long Term Plan. It provides a clear set of actions and targets that can now be aligned with the direction of other organisations such as Housing New Zealand and MSD.

1.1 Local Housing Picture

The Housing Action Plan has been developed as a response to a growing public concern about housing, and in response to the Sub-regional Housing Demand and Need Assessment. The key findings of the Assessment are:

- There is a lack of 1 and 2 bedroom homes either to own, or rent.
- The number of households that are renting is going to increase significantly, including for those aged over 65 years.
- There is an issue with homes being warm and dry, with high numbers of households reporting visible signs of mould.
- From 1991 to 2017, the average house price has increased by an average of 6.4% per annum, with incomes increasing on average by 3.4% per annum. As a result home ownership rates are decreasing, and are predicted to continue to decrease.

1.2 National Direction

The government continues to have a strong focus on housing. The current key policies are:

- Kiwibuild – plans to build 100,000 homes for first-home buyers.
- Housing New Zealand Social Housing – plans to build 30 more homes for social housing in the Western Bay of Plenty by 2022.
- Warmer Kiwi Homes – investment into insulation and heating for low-income home owners.
- National Policy Statement for Urban Development Capacity – requirements on high growth Councils to ensure sufficient serviceable land is available for business and residential use over the next 30 years.

Both local and national organisations are looking at ways to improve housing outcomes across the housing continuum – for those in the lowest to the highest income quintile. The Action Plan pulls together the actions Council can take across the continuum to improve housing outcomes.

1.2 Policy Context

The current policies that are already in place relating to housing include:

SmartGrowth Smart Housing Action Framework

This framework was developed in response to the Housing Demand and Need Assessment. It sets out four focus areas:

- Land provision and new partnerships
- Policies and planning
- Community capacity and capability building
- Coordinated advocacy and communications.

The Housing Action Plan has been developed to align to the Smart Housing Action Framework, incorporating the key actions Council can take within each of the four focus areas.

The National Policy Statement for Urban Development Capacity;

Council is working through the SmartGrowth partnership to meet the requirements of the NPS. The key deliverable is the Future Development Strategy, which is currently being prepared and is due for release as a draft document in December 2018.

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, as the Plan largely sets out decisions already made in Council's Long Term Plan. Implementing key actions in the Plan will require a further assessment of issues and options and will involve community engagement in decision making. An example is carrying out any changes to the District Plan, which will require a full Resource Management Act consultation process.

3. Engagement, Consultation and Communication

The community has presented its views on housing, and the actions Council could take to address housing needs, through the following processes:

Housing Reference Group

The Housing Reference Group was established by the SmartGrowth office to support the development of the Housing Demand and Need Assessment, and to provide input into the Smart Housing Action Framework.

The Reference Group was made up of representatives from the SmartGrowth forums including the Property Developers Forum. Local housing providers were also represented.

The Housing Action Plan aligns with the Smart Housing Action Framework that was supported by the Housing Reference Group.

SmartGrowth Settlement Pattern Review – Forum Position Papers

The SmartGrowth Forum position papers (prepared in 2016) were done as part of the Settlement Pattern review. Each paper raised housing as a significant issue. Council considered the position papers in June 2017, and in response agreed to investigate the following actions:

“Work with partners to develop a housing action plan for the sub-region. Council is partner, not owner of the actions. The following are actions that can be considered:

- Prepare a paper for Council on options for inclusionary zoning and how that could be implemented through the District Plan.
- Consider whether the District Plan could be more flexible in providing for limited lifestyle subdivision and/or secondary dwellings in rural areas, to enable families to ‘share’ a property.
- Doing more to support the pilot project at Omokoroa, including providing free advice.
- Consider future options for provision of pensioner housing.
- Continue work with A Healthy Whare Project and Project Wai Ora, including allocating funding to both projects.
- Continue involvement and support for Our Community Project.
- Increase funding support to JAG to support preparedness to deliver papakainga housing.
- Review the infrastructure development code to ensure universal design of neighbourhoods (this work will need to follow on from the review of the Built Environment Strategy).
- Support universal design of neighbourhoods to enable ageing in place (this work will be explored through the review of the built environment strategy).

All of this direction has been included in the draft Housing Action Plan. Some key actions were considered through the Long Term Plan 2018-2028 and built into work programmes.

Long Term Plan 2018-2028 engagement

The consultation document for the Long Term Plan 2018-2028 included a section on housing, where Council stated it would be developing a Housing Action Plan.

10 submissions were received in relation to this topic. These submissions seeking the following:

Regulatory approaches to improve affordable housing supply

Suggestions include:

- Waiver of requirements for development contributions
- Use of inclusionary zoning
- Changes to the district plan to incentivise different housing typologies (1 & 2 bedrooms in particular)
- Focus on facilitating development of multiply-owned Maori land.

Pensioner Housing Review

TCHT comments that the current approach suggests Council's elder housing is seen as a business asset only. They suggest elder housing is a key part of the District's active social contribution to community wellbeing. They offer their input and experience into the review of the Section 17A review of Council's elder housing activity.

Innovation in housing

Submitters would like to see innovative solutions for housing progressed. This includes enabling development of tiny housing, co-housing developments, and generational housing.

Seasonal worker accommodation

Te Puke Community Board and Te Puke Economic Development Group raised the need for additional accommodation for seasonal workers. Accommodation and pastoral support for seasonal workers is identified as an action in the Te Puke Community Plan.

Both submitters request that Council make it easier for seasonal worker accommodation to be provided, via consenting and compliance concessions and cost effective planning solutions.

Homelessness

Te Puke Community Board request Council support Empowerment NZ in their efforts to promote the concept of a tiny house community in Te Puke, to provide both shelter, budget advisory services, and some form of upskilling.

The above submissions have been considered in the development of the Housing Action Plan. Council's work programme for the 2018/19 year delivers on some of the actions above, such as the review of the post-harvest zones in the District Plan (links to seasonal worker accommodation) and the scoping of the review of Council's pensioner housing activity.

Tangata Whenua Partnership Forum Workshop

Members of the Tauranga Moana and Te Arawa ki Partnership Forum had a workshop on the draft Housing Action Plan. The Action Plan has key actions that are also aligned with Te Ara Mua, and are being implemented through Council's work

programme, such as the Joint Agency Group and A Healthy Whare project. The partnership forum members are concerned about the negative impacts that rapid population growth is having on the community, in particular for Maori. The housing action Plan does not specifically address those concerns. It is part of the wider advocacy role of Council to raise these issues with central government, as envisaged in the SmartHousing Action Framework focus area on Coordinated Advocacy and Communications.

Presentation to Tauranga Social Housing Advisory Group and government agencies

The draft plan has been presented to the Tauranga Social Housing Advisory Group, Ministry of Social Development representatives, and the Bay of Plenty District Health Board Planning & Funding Team.

The draft plan has been well received in all instances. Providers are keen to work with Council on implementing the plan.

Vital Signs 2018

The Vital Signs report (of which WBOPDC is a co-funder) sets out the community perceptions of life in the Western Bay of Plenty.

Housing was a key issue under Economic Wellbeing. Housing received a "C" rating in the report. There was a high level of concern with the need to have affordable and appropriate housing options. The top priorities were:

1. Improve the affordability of owning a home
2. Provide more assistance for first home buyers
3. Improve the quality of existing housing through insulation, maintenance and cost-effective fittings.

This report findings have been used to inform the Housing Action Plan.

4. Issues and Options Assessment

Option A	
Adopt the Draft Housing Action Plan (attached as Appendix A to this report)	
Assessment of option for advantages and disadvantages taking a sustainable approach	ADVANTAGES <ul style="list-style-type: none"> - Brings together actions that are part of Council's role and are already being progressed in relation to housing. - Covers actions across the housing continuum. - Sets a clear direction and reasons why this work is being undertaken, as well as targets to achieve over the next three years. - Provides a good basis for advocacy to central government and to other organisations. - Links all aspects of Council's work on housing together in one action plan. - Responds to community views and feedback received through various processes.
	DISADVANTAGES

	<ul style="list-style-type: none"> - May not be responsive enough to the direction being set at a national level.
<p>Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses</p>	<p>Some actions in the Housing Action Plan may have cost implications for Council, in particular actions relating to the use of Council land for housing developments and / or the purchase of land to facilitate housing developments. However, the action plan does not commit Council to any development projects. Council will assess each potential opportunity on its merits, with a full understanding of what the costs may be, before making decisions to proceed.</p> <p>There are also cost implications or 'trade offs' involved in waiving financial contributions or consenting fees. Again, each request can be assessed on its merits, with the full costs and benefits presented.</p> <p>To progress particular projects may require a project budget, as signalled in the implementation plan attached to the Housing Action Plan. Any such budget will be presented to Council for sign off, along with the details of the specific project.</p>
<p>Other implications</p>	<p>There may be resourcing implications in order to progress some of the actions. These will be presented for Council consideration through the annual work programme.</p>
<p>Option B (If applicable)</p>	
<p>Adopt the Draft Housing Action Plan as a draft for further consultation.</p>	
<p>Assessment of option for advantages and disadvantages taking a sustainable approach</p>	<p>ADVANTAGES</p> <p>Enables further discussion with the community on what their housing needs are.</p> <p>DISADVANTAGES</p> <p>At the overall level, there is unlikely to be significant further new information gained from further community engagement.</p> <p>Delays in adopting the Housing Action Plan also mean delays for implementing the action plan.</p> <p>Note that within each action, there will be further engagement and decision making required by Council.</p>
<p>Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses</p>	<p>Depending on the level of engagement Council undertakes, there could be additional costs for engagement.</p> <p>Indirectly, there may be missed opportunities from working on the Plan development as opposed to focussing on implementation.</p>

Option C Status Quo Do not adopt the draft Housing action Plan.	
Assessment of option for advantages and disadvantages taking a sustainable approach	<p>DISADVANTAGES</p> <p>Does not deliver on key direction set out in the Long Term Plan 2018-2028.</p> <p>Leaves Council without an overall position on how it is responding to the housing needs of the community.</p>
Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses	<p>There are no specific costs associated with not adopting the Housing Action Plan, however the collective staff, elected member and community time contributed to developing the draft housing action plan would become an opportunity cost (time that could have been spent on other matters).</p> <p>There may be also be missed opportunities that arise from not having a clear plan in place.</p>

5. Statutory Compliance

The development of a Housing Action Plan is not a legislative requirement, however in making any decisions Council must meet the requirements of the Local Government Act 2002 (LGA).

Given the level of engagement that has informed the action plan development (set out in Section 3 of this report) it is considered that the requirements of the LGA have been met.

There will be further decisions to be made as the Action Plan is implemented that will require further engagement and consultation, for example any decisions around pensioner housing and changes to the District Plan. For each of these actions Council will need to consider the requirements of the LGA for decision-making.

6. Funding/Budget Implications

There are no additional budget implications associated with the adoption of the Housing Action Plan.

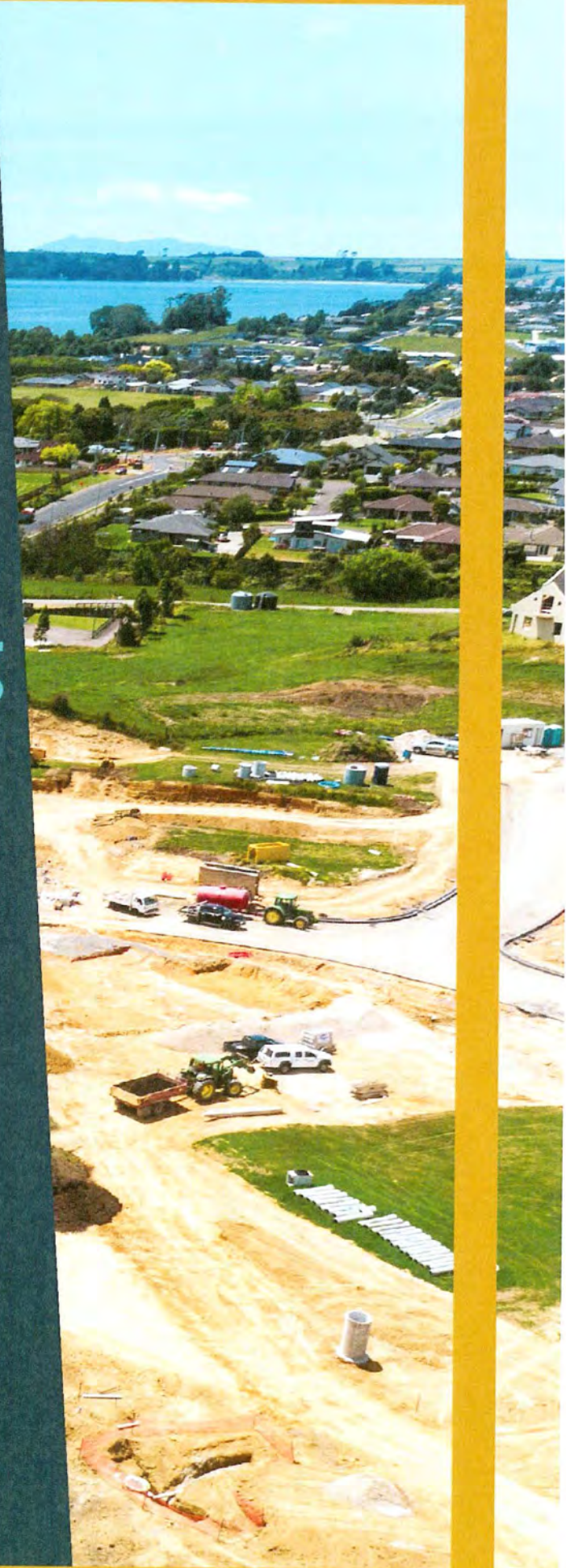
Implementation of specific actions may require a budget. These will be considered by Council on a case-by-case basis as part of the Annual Plan process.

Draft Housing Action Plan

June 2018



*Western Bay of Plenty
District Council*



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1. Vision

All Western Bay of Plenty residents are well housed.

Residents have access to homes that are:

1. AFFORDABLE:

The right size house at the right price

2. ACCESSIBLE:

In the right location, and designed to meet my needs

3. HABITABLE:

That's warm, dry and healthy

4. WITH SECURITY OF TENURE:

For as long as I need it.

This vision is aspirational. The actions set out in the Action Plan refer to the range of actions Council can take, where they have an influence.

The vision cannot be achieved by Council alone, however Council will position its activities and influence to contribute towards achieving the vision, within its resourcing capabilities.

2. The Housing Continuum:



The income quintile is:

Very low income households (Q1)

Housing support and subsidies ensure that for these households a maximum of 25% of their gross income is spent on housing. Emergency and Social Housing are targeted as these households.

SUBSIDY: Income Related Rent Subsidy (IRRS)

Low to moderate income households (Q2-3)

Low to moderate income households can afford to spend no more than 30% of their gross income on rent or mortgage costs.

SUBSIDY: Accommodation Supplement or accommodation provided as below-market rental.

Rent to buy, affordable equity and shared ownership schemes (usually localised).

Kiwisaver grants to first home buyers.

Moderate income and above households (Q4-5)

These households own or rent housing under the prevailing market conditions. Some of these households may receive the accommodation supplement.

Kiwisaver grants are available to first home buyers.

3. Council Priority Actions

Affordable Housing

The right size house at the right price

Q1: Emergency and Social Housing

1. Remain an active member of Our Community Project and contribute to research undertaken by that group.
2. Investigate potential social housing developments in Te Puke, in partnership with other potential providers.
3. Support The People's Project Housing First initiative in Tauranga, in particular work to build capacity for other groups to deliver housing first initiatives.

Q2 and Q3: Assisted Rental and Assisted Ownership

4. Continue to provide pensioner housing – review the activity with a view to supporting the delivery of more pensioner housing.
5. Advocate to central government for the extension of the Income Related Rent Subsidy to Council-owned elder housing units.
6. Continue to support the Joint Agency Group work to develop papakainga.
7. Partner to carry out research into Maori housing need, and support development of a Maori Housing Strategy.
8. Continue to support the Housing Affordability Forum process to develop affordable housing on a designated block within the Omokoroa Special Housing Area.
9. Use Council-owned land to develop joint initiatives for housing developments that contribute assisted rental and assisted ownership models to the market.
10. Consider opportunities to purchase land to facilitate the development of housing developments that contribute assisted rental and assisted ownership models to the market (within Council's fiscal parameters).

Q4 and Q5: Private rental and private ownership

11. Use Council planning tools to ensure a mix of housing typology and price points can be delivered – this includes:
 - A review of the residential zone provisions to explore way to deliver a range of housing typologies
 - A review of the residential zone provisions for minor dwellings
 - Exploring incentives to enable assisted rental and assisted ownership models to be developed (such as Finco waivers, Special Housing Areas)
 - Exploring inclusionary zoning.

Accessible Housing

In the right location and designed to meet my needs

1. Review the Post-Harvest zone in the District Plan to ensure it is fit for purpose to provide for seasonal worker accommodation.
2. Deliver the Future Development Strategy to ensure the supply of residential and business land is identified to provide for the next 30 years of growth.
3. Explore district-plan and other tools to incentivise the use of Lifemark accreditation.
4. Review district plan and Infrastructure development code to deliver 8-80 neighbourhoods.

Habitable Housing

That's warm, dry and healthy

1. Continue to support A Healthy Whare Project to expand into new communities.
2. Contribute to the work of the Regional Healthy Housing Forum.

Security of Tenure

For as long as I need it

1. Continue to monitor rental housing stock (as per requirements of the NPS).
2. Advocate for and support central government initiatives that improve tenure security.

4. Targets

Affordable Housing

- 110 additional affordable housing units are delivered across the district over the next 3 years.

Made up of:

30 additional social housing units over the next 3 years.
(Aligns to Housing NZ target for social housing units).

80 assisted rental or assisted ownership households.

- Deliver a new Maori Housing Strategy to be in place by 2019 (this will include its own targets).

Habitable Housing

- 100 homes are warmer, drier and safer over the next 3 years.
- 3 more district communities are involved in healthy whare initiatives over the next 3 years.

Accessible Housing

- A Plan change for the residential zone has been notified.
- Changes have been made to the Infrastructure Development Code to deliver more accessible neighbourhoods.
- Methods to deliver more accessible homes (including incentives for meeting certain accessibility standards such as Lifemark accreditation are explored, with recommendations being implemented.

5. Implementation Plan

AFFORDABLE HOUSING					
The right size house at the right price					
	Actions	Timeframe	Lead	Time Requirement	Budget
1.	Remain an active member of Our Community Project and contribute to research undertaken by that group	Year 1 to 3	Policy Team	5 hours a month	Staff resources only.
2.	Investigate potential social housing developments in Te Puke, through the Tauranga Social Housing Advisory Group.	Year 2	Strategic Property / Policy	To be determined over the next year.	Staff resources only.
3.	Support The People's Project Housing First initiative in Tauranga, in particular work to build capacity for other groups to deliver housing first initiatives.	Year 1 - 3	Policy	5 hours a month	Staff resources only.
4.	Continue to provide pensioner housing & review the activity with a view to supporting the delivery of more pensioner housing	Year 2	Provision – Strategic Property Review Lead - Policy	?	\$50,000 (Already included in LTP)
5.	Continue to support JAG.	Year 1 - 3	Policy and Planning Takawaenga Maori	10 hours a month	\$40,000
6.	Partner to carry out research in Maori housing need, and support development of a Maori Housing Strategy.	Year 1	Policy and Planning Takawaenga Maori	10 hours a month	To be determined.
7.	Use Council-owned land to develop joint initiatives for housing developments that contribute assisted rental and assisted ownership models to the market.	Years 1-3	Strategic Property		Project budget to be put forward through annual work programmes.
8.	Consider opportunities to purchase land to facilitate the development of housing developments that contribute assisted rental and assisted ownership models to the market (within Council's fiscal parameters).	Years 1-3	Strategic Property		Project budget to be put forward through annual work programmes.
9.	Advocate to central government for the extension of the Income Related Rent Subsidy to Council-owned elder housing units.	Year 1	Governance	40 hours	Staff time only

10.	<p>Use Council planning tools to ensure a mix of housing typology and price points can be delivered – this includes:</p> <ul style="list-style-type: none"> - A review of the residential zone provisions to explore way to deliver a range of housing typologies - A review of the residential zone provisions for minor dwellings (including tiny houses) - Exploring incentives to enable assisted rental and assisted ownership models to be developed (such as Finco waivers, Special Housing Areas) - Exploring inclusionary zoning <p><i>Aligns with Subdivision for People project</i></p>	Years 1-3	Resource Management Planning	Within resource management work programme	Budget included in resource management work programme.
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ACCESSIBLE HOUSING					
	ACTIONS	Timeframe	Lead	Time requirement	Budget
	Review the Post-Harvest zone in the District Plan to ensure its fit for purpose to provide for seasonal worker accommodation.	Year 2	Resource Management		Included within resource management work programme
	Deliver the Future Development Strategy to ensure the supply of residential and business land is identified to provide for the next 30 years of growth.	Year 1	Resource Management		Funded through SmartGrowth budget
	Explore district-plan and other tools to incentivise the use of Lifemark accreditation	Year 2-3	Resource Management	To be determined.	To be determined by scope of work.
	<p>Review district plan and Infrastructure development code to deliver 8-80 neighbourhoods</p> <p><i>Aligns with Subdivision for People project, could be delivered through that work programme.</i></p>	<p>Year 2 (explore)</p> <p>Year 3 - implement</p>	Development Engineering	To be determined.	To be determined by scope of work.

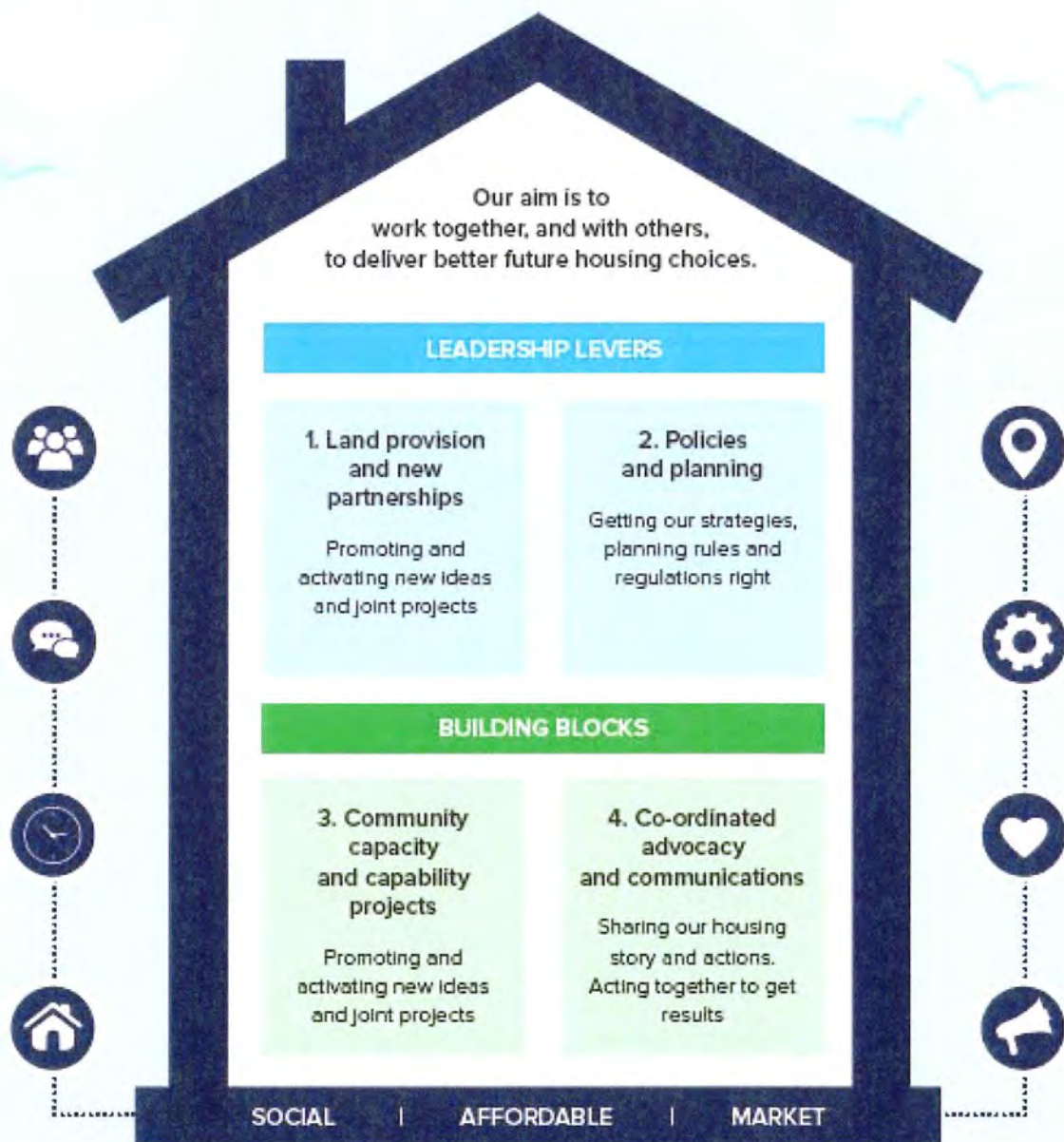
HABITABLE HOUSING					
The right size house at the right price					
	Actions	Timeframe	Lead	Time Requirement	Budget
	Work with project partners to deliver A Healthy Whare Project to more communities. Target : 2 communities over the next 3 years.	1-3 years	Policy and Planning /Community Development.	10 hours a month	\$20,000-\$40,000 pa.
	Contribute to the work of the Regional Healthy Housing Forum.	Ongoing	Policy and Planning	2 hours a month	\$5000 pa

SECURITY OF TENURE					
The right size house at the right price					
	Actions	Timeframe	Lead	Time Requirement	Budget
	Continue to monitor rental housing stock (as per requirements of the NPS).	Years 1-3	Policy and Planning (Antoinette, NPS work) Resource Management (Phillip, NPS work)		Within existing work programmes.
	Advocate for and support central government initiatives that improve tenure security.		Policy and Planning (primarily can be achieved through Regional Healthy Housing Forum)		No additional funding required.

Appendices

Appendix A – Alignment to Smart Housing Framework

The SmartGrowth partnership has four focus areas on housing, as set out in the Diagram below:



Council's actions set out in the Draft Action Plan align to the four action areas of the Smart Housing Framework as follows:

1. Land provision and new partnerships

Actions 2, 9 and 10 under Affordable housing align with this focus area:

- Investigate potential social housing developments in Te Puke, through the Tauranga Social Housing Advisory Group.
- Use Council-owned land to develop joint initiatives for housing developments that contribute assisted rental and assisted ownership models to the market.
- Consider opportunities to purchase land to facilitate the development of housing developments that contribute assisted rental and assisted ownership offerings to the market (within Council's fiscal parameters).

2. Policies and Planning

Actions

- Use Council planning tools to ensure a mix of housing typology and price points can be delivered – this includes:
 - A review of the residential zone provisions to explore way to deliver a range of housing typologies
 - A review of the residential zone provisions for minor dwellings
 - Exploring incentives to enable assisted rental and assisted ownership models to be developed (such as Finco waivers, Special Housing Areas)
 - Exploring inclusionary zoning
- Review the Post-Harvest zone in the District Plan to ensure its fit for purpose to provide for seasonal worker accommodation.
- Deliver the Future Development Strategy to ensure the supply of residential and business land is identified to provide for the next 30 years of growth.
- Explore district-plan and other tools to incentivise the use of Lifemark accreditation.
- Review district plan and Infrastructure development code to deliver 8-80 neighbourhoods

3. Community capacity and capability projects

- Continue to support JAG.
- Partner to carry out research in Maori housing need, and support development of a Maori Housing Strategy.
- Work with project partners to deliver A Healthy Whare Project to more communities.
- Contribute to the work of the Regional Healthy Housing Forum.
- Remain an active member of Our Community Project and contribute to research undertaken by that group.

- Support The People's Project Housing First initiative in Tauranga, in particular work to build capacity for other groups to deliver housing first initiatives.

4. Coordinated advocacy and communications

- Advocate to central government for the extension of the Income Related Rent Subsidy to Council-owned elder housing units.
- Continue to monitor rental housing stock (as per requirements of the NPS).
- Advocate for and support central government initiatives that improve tenure security.

Appendix B – Evidence Base

The main evidence base for this Action Plan is the Housing Demand and Need Report, which was commissioned by the Smartgrowth partnership, Tauranga City Council, Western Bay of Plenty District Council and BayTrust.

Future Demand for Housing

Demand

8200 more dwellings required by 2047:

1,970 dwellings needed as rental accommodation for those over 65
 4.030 dwellings needed as owner-occupied accommodation for those over 65
 3460 households experiencing "housing need" today.
 "Housing need" projected to increase to 6700 households by 2047.

The Housing Demand and Need Report used population demographic projections and rates of home ownership to determine the Western Bay's future demand for housing.

There is significant growth in households over the age of 65, both for owner-occupation and rental accommodation.

There is also significant growth in households described as having 'housing need' – that is, households spending more than 30% of their income on housing costs. This is an internationally recognised measure of housing need.

Future Demand for Housing Typologies

Type

85% of new dwellings since 2001 were **3, 4 or 5 bedroom**
510 more 1 & 2-bedroom owner-occupied homes needed by 2047
2070 more 1 & 2-bedroom rental dwellings needed by 2047

Projected Increase in demand for multi-unit vs stand along dwellings, particularly for renters

There is a significant growth in the demand for 1 & 2 bedroom homes, both for owner occupation and rental accommodation. This aligns with the overall decrease in household size and increase in households over the age of 65.

Housing Quality

Quality

7.9% of homes **overcrowded** (2006 census data)

49% of all stock built **post-1990**
Multi-units mainly built between **1970 and 1989**

Rental housing stock typically in poorer condition

44% of owner-occupied homes and **56%** of rental homes show **visible signs of mould**

There are identified areas of poor quality housing in the District. Census 2018 will provide more insights into housing condition, and overcrowding.

Housing Costs

Cost

Average house price \$623,705
(QV, Dec 2017)

Increase of 9.1% from Dec 2016

Median rent up 6.8% from June 2016 to June 2017 (up 49% over the last 10 years)

House price is unaffordable for 82.6% of buyers

Rent is unaffordable for 66% of renters

(Source: MBIE Housing Affordability Measure to 31 March 2016, which is the most up to date measure available.)

Housing costs have increased significantly over the last 5 years, both for owner occupiers and renters.

From 1991 to 2017, house prices increased on average by 6.4% per annum. Rents increased on average by 4.4%. Over the same time period, incomes increased on average by 3.4%.

Matters to get endorsement on at Policy Workshop 14 June 2018

Pensioner housing review – budgeted for in 2018/19. A lot is dependant on IRRS coming through. Do we want to place the review on hold until the following year (2019/20), or do we want a scoping paper on it in this financial year?

Targets – do you agree with these targets being set? We can deliver in the short term at Beach Road, Katikati, Kotahi Lane Katikati, within the Omokoroa SHA. Longer term – look at developments in Te Puke with Accessible Properties, Tapuika etc.

Housing Action Plan

All Western Bay Residents are Well Housed

Affordable

- Q1 - **Emergency and Social Housing**
 - The People's Project
 - Potential social housing developments in Te Puke
 - Our Community Project
- Q2 & Q3 - **Assisted Rental and Assisted Ownership**
 - Council owned land development
 - Pensioner housing stock
 - Acquisition where partnerships are available
 - Māori Housing Strategy
 - Joint Agency Group work
- Q4 & Q5 - **Private rental and private ownership**
 - District Plan:
 - Residential zone provisions
 - Inclusionary zoning
 - Models for assisted ownership

Targets

- 30 more social housing units by 2020
- 80 more assisted rental and assisted ownership units by 2020
- Māori Housing Strategy in place - separate targets

Accessible

- Post Harvest Zone Review
- Future Development Strategy
- District Plan tools to incentivise universal design
- 8-80 neighbourhoods

Targets

- District Plan reviews complete by 2020

Habitable

- A Healthy Whare Project
- Regional Healthy Housing Forum

Targets

- 3 more communities involved in A Healthy Whare Project
- 100 homes are warmer, drier and safer

Security of Tenure

- Monitoring rental housing stock
- Support for central government initiatives that improve tenure security

Targets

No specific targets.

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