

Ngā Take

WAIHĪ BEACH COMMUNITY BOARD Poari Hapori

WB21-4 Monday, 9 August 2021 Waihī Beach Community Centre 6.30pm



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Waihi Beach Community Board

Membership

Chairperson	Ross Goudie
Deputy Chairperson	Marilyn Roberts
Members	Bob Hulme
	Don Ryan
	Councillor James Denyer
	Councillor Anne Henry
Quorum	3
Frequency	Eight weekly / Workshops as required

Role and Purpose of Community Boards:

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

Delegated Functions:

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

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

Notice is hereby given that a Waihī Beach Community Board Meeting will be held in the Waihī Beach Community Centre on: Monday, 9 August 2021 at 6.30pm

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1 PRESENT

- 2 IN ATTENDANCE
- 3 APOLOGIES

4 CONSIDERATION OF LATE ITEMS

5 DECLARATIONS OF INTEREST

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest that they may have.

6 PUBLIC EXCLUDED ITEMS

7 PUBLIC FORUM

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

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

8 MINUTES FOR CONFIRMATION

8.1	MINUTES 2021	OF THE WAIHI BEACH COMMUNITY BOARD MEETING HELD ON 14 JUNE
File Nu	mber:	A4111665
Author	:	Pernille Osborne, Senior Governance Advisor - Community Boards
Author	iser:	Barbara Whitton, Customer Services and Governance Manager

RECOMMENDATION

That the Minutes of the Waihī Beach Community Board Meeting held on 14 June 2021, as circulated with the agenda, be confirmed as a true and accurate record.

ATTACHMENTS

1. Minutes of the Waihī Beach Community Board Meeting held on 14 June 2021

MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL WAIHĪ BEACH COMMUNITY BOARD MEETING NO. WB21-3 HELD IN THE WAIHĪ BEACH COMMUNITY CENTRE ON MONDAY, 14 JUNE 2021 AT 6.30PM

1 PRESENT

Member R Goudie (Chairperson), Member B Hulme, Member D Ryan, Cr J Denyer and Cr A Henry

2 IN ATTENDANCE

K Perumal (Group Manager Finance and Technology Services), A Hall (Roading Engineer – West) and P Osborne (Senior Governance Advisor)

24 Members of the public, including Councillor Sole

3 APOLOGIES

APOLOGY

RESOLUTION WB21-3.1

Moved: Cr A Henry Seconded: Member D Ryan

That the apology for absence from Member Roberts be accepted.

CARRIED

4 CONSIDERATION OF LATE ITEMS

Nil

5 DECLARATIONS OF INTEREST

The Chairperson reminded members of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest that they may have.

Members were advised that if they had an interest (actual, potential, perceived, pecuniary or non pecuniary interest) in any item on the agenda, then they must declare this interest and refrain from discussing or voting on this item and are advised to withdraw from the meeting table for the item.

(As per the Local Authorities (Members' Interest) Act 1968)

• Councillor Denyer declared an interest in item 9.3 Waihī Beach Community Board Grant Applications

6 PUBLIC EXCLUDED ITEMS

Nil

7 PUBLIC FORUM

The Chairperson outlined the protocols relating to the Public Forum section of the meeting as set out in the Standing Orders for the Waihī Beach Community Board. Attending members of the public were invited to take part in the public forum.

PUBLIC FORUM ADJOURN MEETING

RESOLUTION WB21-3.2

Moved: Cr A Henry Seconded: Cr J Denyer

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

CARRIED

Shoneen Dunning – Booking Clerk for the Waihī Beach Community Centre

Ms Dunning was in attendance to provide the Board with an update on the mezzanine renovations underway, creating two extra meeting rooms. The works were almost completed, with only the painting remaining.

The opening will be advertised to allow members of the public to attend.

Graeme McGregor – Waihī Beach to Athenree Crossing (Walkway/Cycleway)

Mr McGregor was in attendance to talk to the Board on behalf of 'Friends of Athenree', noting the below points:

- Athenree Creek walk/cycleway was installed to cross the spring, however the water seepage causing the original issue had seemed to vanish when a resident above the area repaired their spouting. Mr McGregor was of the belief that this walk/cycleway was no long required.
- Mr McGregor also noted that he had previously requested a copy of the feasibility study for 'Friends of Athenree' to review, which he had not received to date.
- 'Friends of Athenree' did not agree with the submission put forward by the Community Board to the Long Term Plan (LTP) Committee, as Mr McGregor was of the belief that the Community Board had overstated the benefits of the crossing. It was also noted that the Board had proposed an additional option that was felt to have 'arisen at the eleventh hour'.

The Chairperson clarified that the Board has also requested to view the feasibility study, and noted that this is on the agenda for the upcoming meeting to be held 9 August 2021.

Peter Roy – Bowentown Footpath

Mr Roy was in attendance to discuss the parking issue residents were facing along Seaforth Road and Anzac Bay Reserve Road, noting the below points:

- When the Motor Camp was full, there were cars parked on both sides of Seaforth Road, resulting in pedestrians having to walk on the road to get to Anzac Bay; and
- The demographic using Anzac Bay is families, or elderly.

Mr Roy met with Council's Roading Engineer (West) to discuss options that could be considered to try and remedy this issue, including the extension of the footpath by 70-80 metres. Crossing opportunities were also being considered as part of this discussion.

Councillor Allan Sole – Various Items

Councillor Sole was in attendance to speak to the Board on the below points:

- Thanked the Waihī Beach Community Hall for the work that they have undertaken so far;
- In regards to the 'Information Signage Upgrade Proposal', Councillor Sole was of the belief that the signs should not be corflute, and that the Board should consider digital signs that can be altered to advertise multiple events;
- Spoke in support of the additional pedestrian refuges on Beach Road;

- Noted that the CCTV Policy is due to be adopted by Council at the meeting to be held 29 June 2021. Councillor Sole encouraged the Board to make a thorough application when possible; and
- Athenree Action Group is in support of the installation of a Bike Rack by the Bus Shelter in Athenree.

Mike Hickey – Various Items

Mr Hickey was in attendance to speak to the Board on the below points:

- Thanked Councillor Henry and Councillor Sole on behalf of the Waihī Beach Surf Club for their presence and support cleaning up damage caused by the recent high tides;
- Suggested a community working bee to help clean up the foreshore;
- Clarification on whether Council will provide feedback on written submissions, to which the Board noted this will happen;
- Was of the belief that there should be more transparency around the Edinburgh Street apartments in regards to consents and advertising; and
- Informed the Board that debris from the Pohutakawa tree is blocking drains and gutters, to which Mr Hickey was encouraged to raise a CCR. The Roading Engineer (West) noted that he will check the levels of service for street sweeping in Waihī Beach.

Stuart Cann – Erosion Events

Mr Cann was in attendance to speak to the Board about the erosion events that had occurred due to the recent weather. The below points were noted:

- Significant dune erosion had occurred, which effected the dune planting that had already taken place;
- Risk of potential collapsing of the dune itself, so believes it is critical that action is taken urgently;
- Highlighted the need for sand to be put at the foot of the dunes to minimise the potential of collapsing, and to save remaining plants from destruction. It was noted that damp sand from Two Mile Creek and Three Mile Creek could be moved to achieve this.

Mr Cann asked the Board what Council had planned to help clean up the beach and prevent further destruction of dunes and plants, also questioning when was this likely to happen?

Member Ryan and member of the public, Jim Cowen, spoke in support of Mr Canns' concerns, reiterating the need to take action quickly.

PUBLIC FORUM MEETING RECONVENED

RESOLUTION WB21-3.3

Moved: Member R Goudie Seconded: Cr A Henry

That the meeting reconvene in formal session at 7.07pm.

CARRIED

CHANGE TO ORDER OF BUSINESS

RESOLUTION WB21-3.4

Moved: Cr A Henry Seconded: Member D Ryan

That the Chairperson requested the next item of business be 9.3 'Waihī Beach Community Board Grant Applications', in order to allow members of the public to answer any questions of clarification from the Board.

CARRIED

Minute Note:

Due to the change to order of business, item 9.3 'Waihī Beach Community Board Grant Applications' will now show as item 7.1.

7.1 WAIHĪ BEACH COMMUNITY BOARD GRANT APPLICATIONS

The Board considered a report from the Senior Governance Advisor. The report was taken as read with further discussion on each of the applications submitted.

Councillor Denyer declared an interest in this item and took no part in voting.

A Friends Place (Waihī Beach Community Centre)

There was some clarification provided around the ownership of the assets, noting that this sits with 'A Friends Place', but this group falls under the overarching 'umbrella' of the Waihī Beach Community Centre.

ECHO Walking Festival Incorporated

Ms Austin was in attendance to reiterate the goal of being the best walking festival in New Zealand. There was also some clarification provided around potential options for recovering marketing costs, however it was noted that they would like to continue to offer the walks for free, with only seeking donations from walkers.

RESOLUTION WB21-3.5

Moved: Member B Hulme Seconded: Member D Ryan

1. That the Senior Governance Advisor's report dated 14 June 2021, titled 'Waihī Beach Community Board Grant Applications', be received.

CARRIED

RESOLUTION WB21-3.6

Moved: Member B Hulme Seconded: Member D Ryan

2. That the Waihī Beach Community Board approve the Grant application from the Waihī Beach Indoor Bowling Club for \$2,500.00 to be funded from the Waihī Beach Community Board Grants Account, subject to all accountabilities being met.

CARRIED

RESOLUTION WB21-3.7

Moved: Member B Hulme Seconded: Member D Ryan

 That the Waihī Beach Community Board approve the Grant application from the Waihī Beach Community Centre (A Friends Place) for \$1,500.00 to be funded from the Waihī Beach Community Board Grants Account, subject to all accountabilities being met.

CARRIED

RESOLUTION WB21-3.8

Moved: Member B Hulme Seconded: Member D Ryan

4. That the Waihī Beach Community Board approve the Grant application from the ECHO Walking Festival Incorporated for \$1,000.00 to be funded from the Waihī Beach Community Board Grants Account, subject to all accountabilities being met.

CARRIED

8 MINUTES FOR CONFIRMATION

8.1 MINUTES OF THE WAIHĪ BEACH COMMUNITY BOARD MEETING HELD ON 19 APRIL 2021

RESOLUTION WB21-3.9

Moved: Cr J Denyer Seconded: Member D Ryan

That the Minutes of the Waihī Beach Community Board Meeting held on 19 April 2021, as circulated with the agenda, be confirmed as a true and accurate record.

CARRIED

9 **REPORTS**

9.1 WAIHĪ BEACH COMMUNITY BOARD CHAIRPERSONS REPORT - JUNE 2021

The Board considered a report from the Chairperson. The report was taken as read with further discussion on the below items.

Information Signage Upgrade Proposal

Cindy Clare spoke to the Board on behalf of Waihī Beach Events and Promotions, providing the Board with an overview of the proposal within the agenda. The below points were highlighted:

- A digital sign had been considered, but Events and Promotions did not believe this was in line with the ambience of the village. However, there could be an option of the installation of small, subtle LED lights above the structure to help it stand out at night;
- Currently there are no maps in Anzac Bay, Island View or Athenree, therefore the proposal includes new map structures in these areas. It was noted that these signs could be double sided to allow for local community messaging or dedicated cycleway maps.

The Board spoke in support of this proposal, with Member Ryan noting that the Board was looking at introducing signage at Anzac Bay for the cycleway, so recommended liaising to ensure they were aligned with each other.

Ms Clare advised the Board that they would be seeking funding for this project from the Community Board. Quotes for both the signs and map structures would be presented at the next Community Board meeting, to be held 9 August 2021.

Live Well Waihī Beach Report

Anna Schroeder provided the Board with a brief update in addition to her report, noting that she had delivered the information to the focus club meeting last week, alongside a report in the Katikati Advertiser. Ms Schroeder had also produced a 'one-pager' that will go out to stakeholders, as part of the community accountability.

COVID-19 Vaccinations

Councillor Denyer advised the Board on the discussion relating to this item, that occurred at the Katikati Community Board meeting, noting the below points:

- Council had been in contact with the Bay of Plenty District Health Board (BOPDHB) to offer assistance where needed; and
- Jacqui Knight (Katikati resident) noted that members of the Katikati Health Trust are in negotiations with the DHB about providing COVID-19 vaccinations at the Katikati RSA.

Welcome to Waihī Beach Entranceway Project

Member Hulme provided the Board with a brief update on the Waihī Beach Entranceway Project, noting that the proposal is nearly complete and will be available shortly, for public consultation.

Wilson Road Ground Plants and Tree Pruning

The Board made a resolution for funding towards the tree pruning, ground planting and an additional pedestrian barrier fence on Wilson Road, noting that this would be Stage One of the project. It was also noted that all plans would need to be approved by Councils' Roading Engineer (West), and that these plans would be made available at the next Community Board workshop.

Sign at Athenree Corner

The Board had a discussion around the signs that are currently at the Athenree intersection, that were non-consented. Member Hulme noted that this intersection will be included in the 'Welcome to Waihī Beach Entranceway Project'. The Board agreed that, during this project, they would consult with the current sign owners.

The Board noted that the non-consented signs at the Athenree Corner would need to be removed due to beautifying the area through the 'Welcome to Waihī Beach Entranceway Project'.

District Plan and Village Update for the next 20 Years

Councillor Denyer noted that, as part of the Long Term Plan (LTP) discussion, he suggested the District Planning Team work with the Community Board to ensure that the District Plan and Town Centre Plan processes can work together.

Two Mile Creek

At the Performance and Monitoring meeting held 8 June 2021, the Committee was presented a new option relating to Two Mile Creek. The option was to change to a rock armouring methodology, noting that this would result in a great reduction in costs.

RESOLUTION WB21-3.10

Moved: Member R Goudie Seconded: Cr J Denyer

1. That the Chairperson's report dated 14 June 2021, titled 'Waihī Beach Community Board Chairpersons Report – June 2021', be received.

CARRIED

RESOLUTION WB21-3.11

Moved: Cr J Denyer Seconded: Member D Ryan

2. That the Waihī Beach Community Board approve funding of \$260.98 from the Waihī Beach contingency account to the Waihī Beach Community Development Charitable Trust, for the creation and installation of the "No Dogs" signs at Orokawa Bay.

CARRIED

RESOLUTION WB21-3.12

Moved: Cr A Henry Seconded: Cr J Denyer

3. That the Waihī Beach Community Board approve the payment of \$45.00 from the Waihī Beach Contingency Account to the Waihī Beach Community Centre for the room hire cost for the Emergency Management meeting held 18 May 2021.

CARRIED

RESOLUTION WB21-3.13

Moved: Member B Hulme Seconded: Cr A Henry

4. That the Waihī Beach Community Board approve up to \$30,000.00 from the Community Board Roading Account for the tree pruning, ground planting and an additional pedestrian barrier fence on Wilson Road (Stage One), subject to all plans receiving approval from Council staff.

CARRIED

9.2 WAIHĪ BEACH COMMUNITY BOARD COUNCILLOR'S REPORT - JUNE 2021

The Board considered a report from Councillor Denyer. The report was taken as read, with further updates on the Long Term Plan (LTP) as below, noting that this was subject to adoption on 29 June 2021.

- Consultation on the location for an upgraded Library will be in 2021/22, with construction in 2024/25;
- The timing for the public toilets at the Skate Park has been brought forward to 2021/22;
- CCTV funding structure;
- Re-development and continuation of Elder Housing;
- No approval for funding the History Panels;
- Increase to the walking and cycling budget;
- Cover for the Dave Hume Pool in Katikati, to allow year round swimming; and
- \$25,000 of funding will be brought forward to 2021/22 to review the Wilson Park concept plan.

There was clarification around the "Put Back Service" fee, noting that this would be an annual charge. Councillor's reminded the Board that people had to apply for this service online.

The Board noted that they would like to send the new Chief Executive Officer (CEO) a letter, and invite him along to a Community Board workshop following the 9 August 2021 meeting.

The Board noted the administration error within the recommendation of the report, as it should read 'Councillor's Report'.

RESOLUTION WB21-3.14

Moved: Cr J Denyer Seconded: Member B Hulme

That the Councillor's report dated 14 June 2021, titled 'Waihī Beach Community Board Councillor's Report', be received.

CARRIED

9.3 WAIHĪ BEACH COMMUNITY BOARD ROADING PROGRAMME 2021

The Board considered a report from the Roading Engineer (West). The report was taken as read with further discussion where needed.

The Board sought clarification that the costing for the Pedestrian Refuges on Beach Road (North of the pensioner units at 55 Beach Road) would include the footpath extension, to which the Roading Engineer confirmed that it would.

Member Hulme questioned whether the footpath was wide enough to cater for mobility scooters. The Roading Engineer (West) agreed to query this.

The Roading Engineer (West) advised the Board that he would bring cycle rack options to a Community Board workshop. In regards to the cycle rack facilities at the yellow dairy, the Board noted that the existing cycle rack will remain, and the resolution would be altered to include additional features at Tuna Avenue Carpark. The budget for this will also need to be increased.

The Board noted the below proposed projects would be Stage One.

RESOLUTION WB21-3.15

Moved: Member R Goudie Seconded: Member D Ryan

- 1. That the Roading Engineer (West)'s report dated 14 June 2021, titled 'Waihī Beach Community Board Roading Programme 2021', be received.
- 2. That the Waihī Beach Community Board approve the Community Roading Programme, in whole of the projects listed.

Project	Location	Indicative Costs
Cycle Path Signs and Sharrows	Trig to Bowentown	\$10,000-\$15,000
	Beach Road - South of Browns Drive	\$20,000-\$35,000
Pedestrian Refuges	Beach Road: North of the pensioner units at 55 Beach Road.	\$20,000-\$35,000
	Athenree School Bus Stop	\$3,000-\$5,000
Cycle rack facilities	Additional features at Tuna Avenue Carpark	\$3,000-\$6,000
	Waihī Beach Community Hall (Lounge Entrance)	\$1,500-\$3,000

Proposed Projects (Stage One)

CARRIED

9.4 INFRASTRUCTURE SERVICES REPORT WAIHĪ BEACH COMMUNITY BOARD JUNE 2021

The Board considered a report from the Deputy Chief Executive. The report was taken as read with further discussion on the below items.

Pio Shores & Bowentown Lighting Column Concerns

The Board was advised that the poles that have been purchased to replace the existing, were very similar to what was being replaced.

Stormwater – Waihī Beach Pio Shores

Member Ryan noted that the Board had previously spoken about the need for a Waihī Beach Stormwater review, highlighted by recent weather events. The Group Manager Finance and Technology Services advised the Board that this should be captured within the Infrastructure Strategy that has been recommended for Council adoption on 29 June 2021.

The Board would like to seek further information from the Deputy Chief Executive around the potential work required to be done on the Waihī Beach Stormwater system, that is not envisaged through the Long Term Plan (LTP), noting that this is something that could also be reviewed through the Annual Plan or District Plan process.

Waihī Beach Island View Playground

The Board raised concerns over the potential health and safety issues at the Island View playground, due to the small space between the edge of the playground and the cycleway.

Councillor Henry also noted that it would be useful for a project board to be installed around the district, showing projects under construction, as this would allow community members to understand what was happening.

The Board was advised that the artist who completed the 'Dragon' at Te Puna Quarry Park, is creating a 'Tuatara' out of concrete for the new playground.

RESOLUTION WB21-3.16

Moved: Cr A Henry Seconded: Member D Ryan

That the Deputy Chief Executive's Report, dated 14 June 2021 and titled 'Infrastructure Services Report Waihī Beach Community Board June 2021', be received.

CARRIED

9.5 FINANCIAL REPORT WAIHĪ BEACH - APRIL 2021

The Board considered a report from the Management Accountant. The report was taken as read with an amendment required to Resolution WB20-5.11. The description should read 'Fund up to \$10,000 for the Historical Trails project subject to content approval by the Community Board, prior to going live'.

RESOLUTION WB21-3.17

Moved: Member D Ryan Seconded: Cr J Denyer

That the Management Accountant's report dated 14 June 2021 and titled 'Financial Report Waihī Beach – April 2021', be received.

CARRIED

9.6 COUNCIL, STANDING COMMITTEES AND COMMUNITY BOARD MEETINGS

RESOLUTION WB21-3.18

Moved: Member R Goudie Seconded: Cr A Henry

That the draft schedule of meetings for June, July and August 2021, be received.

CARRIED

The Meeting closed at 8.30pm.

The minutes of this meeting were confirmed at the Waihī Beach Community Board held on 9 August 2021.

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Member R Goudie

CHAIRPERSON

9 **REPORTS**

9.1 ATHENRE	EE TO WAIHĪ BEACH CROSSING - FEASIBILITY REPORT							
File Number: A4069544								
Author:	Peter Watson, Reserves and Facilities Manager							
Authoriser:	Gary Allis, Deputy Chief Executive & Group Manager Infrastructure Services							

EXECUTIVE SUMMARY

The Waihī Beach Community Board (through Council) funded a feasibility report to initiate the Athenree to Waihī Beach shared pathway / connection project. Through a procurement process, Council engaged Tonkin & Taylor to prepare the feasibility report, included in **Attachment 1**, which has identified crossing option 4 as the preferred crossing.

The feasibility report was discussed during the Waihī Beach Community Board workshop held 10 May 2021, where staff explained the next steps required to advance the project.

An Archaeological Assessment Report has since been completed (refer **Attachment 2**) to further inform any future discussion and planning about this project.

It is proposed to undertake engagement with the wider community and the Athenree property owners on the preferred option – crossing 4. This would help inform the resource consent application, noting that formal public consultation on the cycleway application will be a fully notified process upon lodgement of the application.

Community Board approval is now sought to accept the Feasibility Report and approve funding to advance the planning stage.

RECOMMENDATION

- 1. That the Reserves and Facilities Manager's report dated 9 August 2021, titled 'Athenree to Waihī Beach Crossing Feasibility Report', be received.
- 2. That the Waihī Beach Community Board accepts the Tonkin & Taylor Waihī Beach to Athenree Shared Pathway Connection Preliminary Feasibility Report and notes that crossing 4 is the preferred option.

And

3. That the Waihī Beach Community Board approves funding of \$75,000 over 2 years to advance the Athenree to Waihī Beach shared pathway / connection project planning stage, from the Waihī Beach Community Board roading account.

Funding source	2021/2022	2022/2023
Council (Walking & Cycling activity budgets)	\$37,500	\$37,500
Waihī Beach Community Board (Roading Current Account)	\$37,500	\$37,500
TOTAL		\$150,000

BACKGROUND

This report is the *formal starting point* for the proposed project.

Desire to connect Waihī Beach to Athenree with a shared pathway has been a topic for several years within the Waihī Beach, Bowentown and Athenree communities. In November 2016, the Waihī Beach Community Board resolved (28 November WB1.10.1) that a "Waihī Beach to Athenree linkage" investigation was a priority on the Board's roading priority list and allocated a budget of \$20,000. Attachment 1 is the result of the initial feasibility investigation.

The Waihī Beach Community Plan, dated 28 January 2020, highlights the Waihī Beach (Island View) to Athenree shared path / linkage project as one of the top social objectives of the plan. Consequently, the Waihī Beach Community Board rate this project as one of their top priorities.

The Walking & Cycling Strategy Action Plan (revised 2020) identifies the Waihī Beach to Athenree linkage as an important section of the trail network that will eventually transit across the Western Bay of Plenty District, connecting with other regions.

There is no specific project budget but the 2021-2031 Long Term Plan (LTP) has approved increased walking & cycling activity funding to implement the Walking & Cycling Strategy Action Plan. Note that the LTP funding is not project crossing specific deliberately to enable timing flexibility and respond/contribute to external funding opportunities when they arise.

Project costs could be drawn (in part or in full) from the respective Transportation and Recreation capital budgets for walking & cycling which are as follows (in thousands):

	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31
Transport	700	950	1,200	1,500	1,500	1,500	1,500	1,500	1,500	1,500
Recreation	150	200	250	300	300	300	300	300	300	300

The Waihī Beach Community Board could contribute to the planning stage; there is currently an uncommitted WBCB Roading Current Account budget available, refer to the Infrastructure Services Report Waihī Beach Community Board August 2021. Note that Council's financial policy does not allow for non-capital expenditure from the Community Board General Reserve Account.

There are three distinct cost stages required to implement this project:

- (a) Planning Costs. The estimate for this stage is up to \$150,000, expended over 2 to 3 years due to the high level of information gathering required. This estimate allows for community pre-engagement, crossing design investigations, concept/preliminary design, and environmental affects assessments (cultural effects, landscape/visual, ecological, environmental and archaeological). Note that most of the planning cost is already included within the feasibility report crossing options estimates.
- (b) **Resource Consent Application Hearing Costs**. The resource consent application will be a fully (public) notified process which is likely to include a Public Hearing. These costs may be absorbed within the planning stage but additional funding may be necessary if consent application costs escalate.
- (c) Final Design, Tendering, Construction & Lifecycle Costs. There is no specific funding for this stage yet. The Feasibility Report indicates crossing construction costs of between \$1.3M and \$2.9M, depending on the crossing option and construction type. Lifecycle (maintenance, repairs and refurbishment) costs have yet to be considered/calculated but would be funded from rates. Once the preferred crossing and design are consented, funding options will be worked through.

Tangata Whenua Involvement

It was very important to understand at the earliest stage, potential crossing routes that could be supported culturally, versus crossings that were very sensitive / wahi-tapu.

Consultation with Te Whanau A Tauwhao Ki Otawhiwhi began with a site visit 28 August 2020 to consider crossing options.

The Community Board, Waihī Beach Ratepayers Association and Project Archaeologist were also present at the site visit. A further site visit between staff and Tangata Whenua to consider crossing option 4 was conducted 13 April 2021. The feasibility report identifies one crossing route (crossing option 3) that is not supported culturally. Wider Tangata Whenua input will be sought once the planning stage commences and it is expected that a strong cultural/artistic presence will be included as a component of the concept design. Attachment 2 is an Archaeological Assessment Report to inform crossing options discussion.

As per standard practice, staff have also held pre-engagement meetings with the Bay of Plenty Regional Council (BOPRC), Department of Conservation (DOC) and Forest & Bird to understand how they expect to be involved in the project and what their main issues / concerns are. All were supportive and the key feedback includes:

- (d) DOC & Forest and Bird prefer any crossing route is outside of the designated sensitive ecological areas. Crossing options 1, 1A, 2 & 4 in that the feasibility report satisfy this preference, whereas crossing 3 does not.
- (e) Forest & Bird also supported the discounting of crossing option 3 because that area is a highly sensitive bird life habitat.
- (f) BOPRC clarified Tangata Whenua consultation requirements for any future resource consent application.

The Feasibility Report recommends crossing option 4 mainly because the visual and recreational impact / use of the Waiau Estuary is less compared to the other crossing options. Council could proceed directly to prepare a resource consent application for crossing option 4 but it would be prudent to pre-engage with the community in advance of resource consent application lodgement to improve the quality of the application itself.

Next Steps

Obtain Council approval for \$150,000 of funding for the planning stage. This stage broadly covers the following outputs:

- (g) Procurement / engagement of a planning consultancy
- (h) Community pre-engagement about the project during the next Christmas holiday period.
- (i) Council (via the planning consultancy) to co-ordinate/obtain:
 - (i) Cultural impact assessment
 - (ii) Geotechnical investigation
 - (iii) Bathometric survey
 - (iv) Environmental assessments
 - (v) Landscape & visual impact assessments
 - (vi) Preliminary / concept design
 - (vii) Prepare and lodge an Archaeological Authority Application
- (j) Preparing all of the above into a resource consent application for a fully (public) notified process.

SIGNIFICANCE, COMMUNICATION AND ENGAGEMENT

In terms of the Significance and Engagement Policy, the recommendation decision is considered to be of low significance. A communication & engagement plan will be prepared for the project once funding has been confirmed. It should also be noted that in addition to the proposed community engagement, that there will be further opportunity for community feedback through the publicly notified Resource Management Act consent process.

ISSUES AND OPTIONS ASSESSMENT

Funding is required for this project to proceed to the next stage. Options include:

Option A – \$150,000 funding approved, split between Council and the Community Board. (k)

That the Waihī Beach Community Board appro the Athenree to Waihī Beach shared pathway Waihī Beach Community Board roading accou	y / connection				
Funding source		2021/2022	2022/2023		
Council (Walking & Cycling activity budgets)		\$37,500	\$37,500		
Waihī Beach Community Board (Roading Cu	rrent Account)	\$37,500	\$37,500		
	TOTAL		\$150,000		
Assessment of advantages and disadvantages including impact on each of the four well-beings: • Economic • Social • Cultural • Environmental	 Communities Communities Communities Provides transport of Supports & Cycling another ling the netwo Will bring is a lot of in the communities Provides of cultural his Provides 	some certainty to t speculation and ru munity about this opportunities to cel story; improved recreat opportunities;	share provides a s project; e non-vehicula en communities es of the Walking tion Plan and is nnectivity across his project (there imour-mongering project); ebrate and share		
	Risk of	unity support ome within the			
		y; ding available for ojects elsewhere ir	•		
	 No specific project / budget for construction yet in place. 				
Costs (including present and future costs, direct, indirect and contingent costs).	relies on a engageme	osed funding is a a positive outcome ent and construc in the next three y	from communit tion funding i		
		ested planning budg			

Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).	None identified.

STATUTORY COMPLIANCE

The funding sought within this report's recommendations is aimed to advance the Athenree Crossing Project by responding to Resource Management Act and Heritage New Zealand Pouhere Taonga Act statutory compliance requirements.

FUNDING/BUDGET IMPLICATIONS

The Waihī Beach Community Board Roading Current Account (which appears to have sufficient uncommitted budget available) is the appropriate account to contribute project planning funds from. Policy does not allow for non-capital expenditure from the General Reserve Account.

Council contribution to this project could be drawn (in part or in full) from the respective Transportation and Recreation capital budgets (subject to other priorities) for walking & cycling, which are as follows (in thousands):

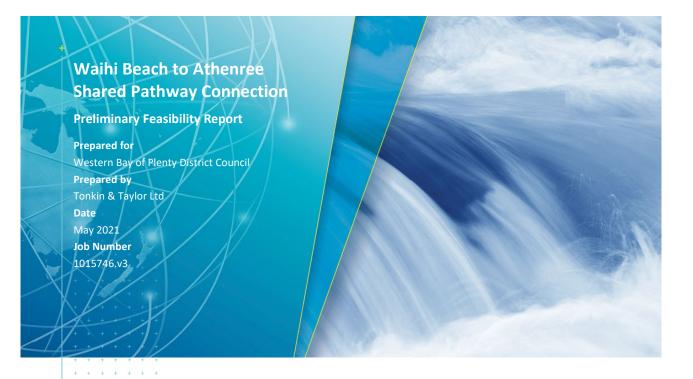
	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31
Transport	700	950	1,200	1,500	1,500	1,500	1,500	1,500	1,500	1,500
Recreation	150	200	250	300	300	300	300	300	300	300

ATTACHMENTS

- 1. Waihī Beach to Athenree Shared Pathway Connection Feasibility Report 😃 🛣
- 2. Archaeological Assessment Athenree to Waihī Beach Crossing Options 🗓 🖾

REPORT

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Document Control

Title: Wa	Title: Waihi Beach to Athenree Shared Pathway Connection – Preliminary Feasibility Report									
Date	Version	Description	Prepared by:	Reviewed by:	Authorised by:					
18/02/21	1	Draft for client review	Reuben Hansen	Dave Taylor	Dave Taylor					
22/04/21	2	Option 4 added – draft for client review	Reuben Hansen	Dave Taylor	Dave Taylor					
05/05/21	3	Client issue	Reuben Hansen	Dave Taylor	Dave Taylor					

Distribution:

Western Bay of Plenty District Council Tonkin & Taylor Ltd (FILE)

1 electronic copy 1 copy

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Appendix A :

Figures 1 and 2 – Potential Crossing Locations

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1 Introduction and background

The proposed Waihi Beach to Athenree Shared Pathway Connection ("crossing") forms part of the "Tauranga Moana Cycle Trail" ("TMCT"). The crossing is the subject of this preliminary feasibility report.

The crossing is identified within Section 4 of the *Katikati – Waihi Ward Reserve Management Plan* 2018 as a "priority trail". The crossing is also identified within Sections 2.2 and 3 of the *Waihi Beach Ward Community Plan 2020* as a measure required to "support a connected and safe community".

To commence the process of developing a concept for the connection, Western Bay of Plenty District Council ("WBOPDC") has undertaken the following:

- Attended an onsite hui with Te Whanau a Tauwhao ki Otawhiwhi, Community Board and Ratepayer Association representatives, and Archaeological/Heritage experts relating to potential locations for the connection;
- Commissioned a statutory assessment report¹ for the Waihi Beach Walkway/Cycleway.

Subsequently, WBOPDC engaged Tonkin & Taylor Limited ("T+T") to prepare this preliminary feasibility report ("report") which considers the environmental and engineering constraints and opportunities relating to the three locations identified by WBOPDC for the crossing.

WBOPDC has also engaged Mishmish Heritage to prepare an archaeological and heritage report ("archaeological report") relating to the crossing locations identified by WBOPDC. It is intended that the archaeological report is a companion document to this feasibility report.

The feasibility and archaeological reports will assist WBOPDC with its future processes relating to community engagement, designing, consenting, and funding of the connection.

2 Scope of report

WBOPDC developed a "job brief" for T+T which, in an abbreviated form, requires this report to address:

- The advantages and disadvantages of three locations for the crossing as nominated by WBOPDC;
- The potential types of structures for the crossing;
- Rough order cost estimates for the potential types of structures for the crossing.

3 Crossing concept assumptions

Section 4 of the Reserve Management Plan² states:

Our [WBOPDC] focus is on developing off-road cycle trails through existing reserves, along roadsides and on road where traffic volumes are low. Cycle ways are also available for walking, pushchairs and E –Bikes on a "share with care" basis.

In developing this report, T+T has assumed the crossing shall, wherever possible, be located on WBOPDC reserves and that its width, grade and surface material is based on a "share with care" philosophy.

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 ¹ Statutory Assessment for Western Bay of Plenty District Council – Waihi Beach Cycleway/Walkway Statutory, Archaeological and Ecological Investigating and Consenting Assessment, Fiona Low Consulting, January 2017.
 ² Page 61 Katikati – Waihi Ward Reserve Management Plan 2018, WBOPDC 2018.

The WBOPDC job brief to T+T further clarifies assumptions relating to the crossing concept where it states the crossing shall be:

- 2.5 m wide;
- Mobility scooter and wheelchair accessible;
- Elevated above the highest astronomical tide level (current sea level) in the Waiau Estuary;
- Compliant with the New Zealand Building Code;
- Constructed of materials which are highly durable in a dynamic and corrosive marine environment;
- Constructed in a manner that allows for continued access by small watercraft upstream of it;
- Able to have cultural and artistic elements/features incorporated into/fixed to it.

4 Site visit and client interview

4.1 Initial site visit and client interview

T+T visited the three locations identified by WBOPDC for the crossing on 10 December 2020 between 9 am and 12 pm. The Land Information New Zealand prediction was for low tide to occur at 0922 hours with a tidal level of 0.4 m above Lowest Astronomical Tide (representing a neap tidal state).

In addition to the three locations identified by WBOPDC for the crossing, T+T viewed other potential locations to ensure other potential crossing sites had not been unintentionally overlooked.

T+T also discussed with WBOPDC their understanding of the location and extent of the culturally sensitive areas identified by Te Whanau a Tauwhao Ki Otawhiwhi in the vicinity of the Koutunui Pa. T+T was specifically interested in the proximity of these culturally sensitive sites to Crossing 3 and the unformed portion of Koutunui Road that would require relatively substantial earthworks to form the shared pathway to Crossing 3.

T+T and WBOPDC discussed the design life requirement for the crossing. WBOPDC confirmed this report could consider structures with shorter design lives (i.e. 20-30 years) and higher maintenance costs. This shorter design allowance would have the benefit of the structure being able to be constructed with a smaller allowance made for future sea level rise in the nearer term, rather than a large allowance for future sea rise which has greater uncertainty regarding the timing and magnitude of the sea level change.

T+T and WBOPDC also discussed what type of "small" watercraft would need to be able to access the estuary upstream of the crossing. WBOPDC confirmed the craft should be kayaks and small dinghies with tiller steer outboard motors. This meant that T+T determined there would need to be approximately 1 m of clearance under the crossing in the sub-tidal portion at a highest astronomical tide (equivalent to approximately RL 3 m MVD) to provide for passage of these small watercraft upstream. The intertidal portion of the crossing will be set an elevation of approximately RL 2 m MVD.

4.2 Additional site visit and hui with Te Whanau a Tauwhao Ki Otawhiwhi

Following the receipt of T+T's draft report, WBOPDC identified a potential fourth crossing location ("Option 4"). WBOPDC then requested that T+T attend a site visit and hui with WBOPDC, Te Whanau a Tauwhao Ki Otawhiwhi and Mishmish Heritage on 13 April 2021 at 11.30 am to view the Option 4 potential crossing location. The Land Information New Zealand prediction was for low tide to occur at 1417 hours with a tidal level of 0.4 m above Lowest Astronomical Tide (representing a neap tidal state).

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The purpose of the site visit and hui was to view and discuss the Option 4 crossing location from a cultural, archaeological, environmental, and engineering perspective.

Following the site visit and hui, WBOPDC requested that T+T update this report to include Option 4.

5 Crossing structure options

5.1 The options

Considering the matters set out in Sections 3 and 4, T+T considers the following options could be suitable for formation of the crossing:

- Rock lined fill causeway with culverts to pass tidal water underneath the intertidal component of the estuary and an elevated segment of timber boardwalk constructed over the sub-tidal channel to provide watercraft access;
- Timber piled boardwalk over the intertidal component of the estuary with an elevated segment constructed over the sub-tidal channel to provide watercraft access;
- Floating pontoon secured with piles over the intertidal component of the estuary and an elevated segment of timber boardwalk constructed over the sub-tidal channel to provide watercraft access.

A hybrid of the above options could also be suitable. T+T discounted the consideration of bridges which could be lifted or retracted from the sub-tidal channel portion of the crossing due to the watercraft assumptions in Section 3 and 4 and cost of such structures.

5.2 Other options

T+T conducted web-based research of other potential non-conventional structure options.

T+T found that floating boardwalks (no piles required) have been constructed in British Columbia³ which has a similar tidal range to the subject site. These structures have benefits of minimal disruption to the estuary bed as no piles are required. This lack of piles potentially reduces costs also when compared to the conventional pontoon structure identified above. Further work would need to be undertaken as to the potential suitability of these structures at the site where wave and wind activity and tidal currents may be different to that present at the sites they have been installed overseas.

T+T also found that large pre-cast concrete and steel boardwalks have been constructed in Austin⁴. However, due to the scale and the cost of materials used for these boardwalks T+T discounted them from further consideration.

T+T discounted a suspension bridge option due to scale and cost.

5.3 Advantages and disadvantage of options

Table 5.1 below contains an assessment of the advantages and disadvantages of the crossing structure options set out in Section 5.1. The following items/matters have been excluded from the matrix for the accompanying reasons:

• Cost has not been considered as this is addressed in the location assessment provided under Section 6.

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³ <u>https://www.cbc.ca/news/canada/prince-edward-island/pei-greenwich-boardwalk-1.4170689</u>

⁴ <u>http://structurestx.com/portfolio/lady-bird-lake-boardwalk/</u>

- 4
- All three options are considered prominent engineered structures at the site which are likely to create a large visual impact irrespective of the materiality. Therefore, the perceived aesthetic qualities of materials have not been considered.
- Whether the legal requirement for a handrail is considered an advantage or disadvantage. If wheelchairs are likely to use the crossing, then a handrail is recommended.

Table 5.1: Advantages and disadvantages of crossing structure options

Option	Advantages	Disadvantages
Rock lined fill causeway	 Long term design life (50 + years). Crest can be designed to be topped up in future to account for long-term sea level rise Low maintenance Can be finished with an aggregate surface to make the shared pathway a non-slip surface Rock armour layer can provide new habitat opportunities for estuary fauna These opportunities can be optimised through products such as eco⁵ armour units 	 Large (tall and wide due to sloped sides) structure which makes it visually prominent Will cover the estuary bed and smother plants and animals living on/within the bed Will affect the movement of sediment and water within the estuary and change the shape and composition of the estuary bed and shoreline with resulting effects on ecology Tall structure which makes it visually prominent
Timber piled boardwalk	 Tidal water and sediment can pass under the structure and so is unlikely to change the shape and composition of the estuary bed and shoreline thereby largely avoiding effects on ecology Will not cover the estuary bed and smother plants and animals living within/on the bed. May result in reduced sunlight reaching plants located directly underneath structure resulting in impacts on their health/survival Non- slip surface (such as geogrid) can be affixed easily to wooden planks 	 Shorter term design life than rock lined fill causeway Higher maintenance than rock lined causeway Tall structure which makes it visually prominent
Floating pontoon	 Tidal water and sediment can pass under the structure and so is unlikely to change the shape and composition of the estuary bed and shoreline thereby largely avoiding effects on ecology Will cover the estuary bed when not floating on tidal water and smother plants and animals living within/on the bed. The lowest of all options and therefore less visually prominent Requires less piles than timber board walk so less impacts on plants and 	 Shorter term design life than rock lined fill causeway Surface finish is not fully non slip. This could be an issue for cyclists. This issue could likely be overcome by affixing a grid or similar to the surface or requiring the supplier address in the moulding stage of production Stability issues could arise for users due to wave forces action on them and weight being transferred as people move across individual pontoon segments

⁵ <u>https://econcretetech.com/</u>

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Option	Advantages	Disadvantages
	 animals living within/on estuary bed from construction and use When not floating will be approximately 400 mm high and so can be stepped onto and over for pedestrians walking shore parallel if a handrail was not fitted 	 The pontoon segments may require regular maintenance at joints, pile fastening points etc due to constant movement

6 Crossing location assessment

The matrix below (Sections 7 to 10) contains an assessment of the advantages and disadvantages of the crossing locations identified by WBOPDC and one crossing location identified by T+T using all criteria required by WBOPDC and other criteria developed by T+T. The assessment excludes geotechnical considerations as no site investigations have been undertaken to date.

Figures 1 and 2 provided in Appendix A show the features described in the matrix.

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7 Crossing 1 – Roretana Drive (WBOPDC nominated location)

7.1 General description

This crossing is approximately 330 m long.

7.1.1 Western side

This side of the crossing site comprises a WBOPDC recreation reserve which is maintained in mown grass for walking and other recreational activities. The land gently grades towards the harbour across the width of the reserve (approximately 3 m of elevation difference over 20 m). The reserve has direct access to Roretana Drive through an approximately 15 m wide frontage.

7.1.2 Eastern side



This side comprises a WBOPDC recreation reserve which is maintained in an aggregate surface for the shared pathway connecting Waihi Beach to Bowentown. Indigenous riparian and backshore vegetation and unmown grass surround the pathway corridor. The land on this side is flat for the first 15 m inland of the top of the bank above the shoreline. A WBOPDC watermain linking Waihi Beach to Athenree is located under the estuary bed and joins another watermain near the location where the proposed crossing ties into the land.

7.1.3 The Estuary

The estuary where the crossing would traverse comprises predominantly intertidal sand flats with seagrass beds and shellfish visible in the surface. There is a subtidal channel located nearer the eastern side which conveys flows between the Waiau River and Tauranga Harbour. There are several informal swing mooring blocks located on the intertidal sand flats in the vicinity of the site. The most upstream navigation marker (starboard) is located approximately 200 m southeast of the mid-point of the crossing across the estuary.

Criteria	Advantages	Disadvantages	General comments
Cultural and archaeological	There are no registered archaeological sites at the site ⁶ . Based on the notes taken by WBOPDC following the on-site hui with Te Whanau a Tauwhao Ki Otawhiwhi, there are no particular cultural matters/sensitivities relating to this site.	Nil	
Historic crossings	Nil	Nil	During the site visit, T+T observed members of the public crossing the estuary in the general location of this proposed crossing. The water depth on a neap low tide in the sub-tidal change was observed to be approximately 600 mm to 1 m. In some of the historic aerials T+T reviewed there were vehicle tracks evident on the estuary bed in the location of the crossing.
Resource Management Act considerations	Nil	Nil	Pages 64-74 of the Fiona Lowe Consulting report ⁷ supplied to T+T sets out an assessment of the statutory approvals likely required for "Crossing 3". T+T considers that a lot of the comments made in the Lowe report, except for those relating to the DOC Reserve located within the salt marsh located at Crossing 3, are generally relevant and applicable to Crossing 1. In summary, resource consents will be required from WBOPDC and the BOPRC as well as an Archaeological Authority from Heritage New Zealand.

7.2 Crossing assessment

⁶ Based on a review of the New Zealand Archaeological Association's Arch Site GIS Viewer. Registered Archaeological Site U13/1308 located at 50 and 52 Roretana Drive is the closest site to the crossing tie into the reserve.

⁷ Statutory Assessment for Western Bay of Plenty District Council – Waihi Beach Cycleway/Walkway Statutory, Archaeological and Ecological Investigating and Consenting Assessment, Fiona Low Consulting, January 2017.

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Criteria	Advantages	Disadvantages	General comments
			T+T considers that the crossing will require several technical assessments to be undertaken to support the resource consent applications including coastal processes, landscape and visual, ecological and cultural. The coastal processes assessment will likely require numerical modelling to be undertaken to understand the effects of the crossing on tidal currents, sediment transport and seagrass and shellfish. The resource consent applications are likely to be publicly notified, submissions received, and a formal hearing held.
Existing services	Nil	Based on WBOPDC's Mapi GIS a 250 mm PE watermain linking Waihi Beach to Athenree is located under the estuary bed and joins another watermain near the location where the proposed crossing ties into the land on the eastern side. Intrusive ground investigations required for design, earthworks and piling works in this location to tie the crossing into the land will require careful management and location of services on site.	Nil
Recreational amenity	Depending on the type of structure used, the crossing would potentially provide enhanced access to the estuary itself (perpendicular from the shoreline) as at present some of the surficial sediments on the estuary bed are soft making access for swimming, shellfish gathering etc challenging. At low tide the crossing would provide easier access to the subtidal	The crossing will create a physical barrier to pedestrian access either side of it where people are walking shore parallel (unless the pontoon with no handrail option is selected).	

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Criteria	Advantages	Disadvantages	General comments
	 channel for swimming, fishing etc. However, due to the height of the structure and the requirement for a handrail for the wooden boardwalk option, this access may be quite challenging. For the rock fill embankment option, there is potential to use the landward segment of the structure as a control structure (same function as a rock groyne) to trap sediments either naturally suspended in the coastal water column or placed on the foreshore when the area is not inundated with tidal water. These sediments would assist with the formation and retention of a high tide beach between the structure and the adjacent shoreline. There would be visual and recreational amenity benefits associated with this new beach. 		
Navigation	Nil	The crossing will create a physical barrier effectively closing the upper estuary to navigation by craft other than kayaks and small dinghies.	There is an opportunity to mitigate some this impact, if funding permits, by designing the sub-tidal portion of the crossing to be higher, thereby providing greater clearance for larger craft to pass underneath the structure. However, due to the elevation of the majority of the crossing being set at around RL 2, there is a limit as to how high the subtidal component could be and still allow a transition in grade (1V:12H) between the intertidal and sub-tidal components.
Private landowners	Nil	The tie in between the crossing and the reserve on the western side could affect the adjacent landowners whose properties are located at 32-36 and 40-44 Roretana	There are large pohutukawa trees located along the shoreline of the reserve which provide a degree of softening and screening of segments of the crossing as

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Criteria	Advantages	Disadvantages	General comments
		Drive from a privacy perspective. However, the reserve is already public land used for walking, picnicking, swimming, cycling etc for the purpose it was created and so this potential disadvantage is not significant.	viewed from some properties located at 32-36 and 40-44 Roretana Drive.
Landscape and visual	Nil	The crossing will result in a new and visually prominent engineered structure when viewed from Tauranga Harbour and the Athenree and Bowentown peninsulas. There is limited mitigation that can be designed and constructed into the crossing to minimise this effect.	Early involvement from a landscape architect to the concept design process will assist with mitigating this effect to the extent practicable.
Ecology	If the rock lined fill causeway option is selected for the crossing, or a portion of it, then the armour layer could potentially provide new habitat for fauna. This crossing site does not traverse the main seagrass beds located up and downstream of it.	The construction and occupation of the estuary bed by the structure will smother benthic organisms and prevent sunlight reaching plants such as seagrass. The rock lined fill embankment option creates the greatest impact with the pontoon and timber boardwalk options having lesser and the least effects respectively.	Early involvement from a marine ecologist to the concept design process and construction methodology will assist with mitigating this effect to the extent practicable.
Hydrodynamics	Nil	The crossing will result in a new engineered structure which will affect the tidal currents, sediment deposition and potentially benthic organisms and seagrass that inhabit the estuary surrounding the structure. The wooden boardwalk and pontoon options will have lesser effects then the rock lined fill causeway option, as tidal currents can still pass underneath these structures. The rock lined fill causeway option's effects on hydrodynamics can be lessened using multiple culverts through the structure at regular intervals.	Early involvement from a coastal engineer to the concept design process will assist with mitigating this effect to the extent practicable. Numerical modelling would be used to predict effects from different structures and combinations of structures with the results informing a design which has the least impact. There is a risk that actual effects are slightly different to those predicted by the numerical model. If significant effects were to result, then they may be difficult to mitigate or remediate. These significant effects could include re- positioning of the sub-tidal channel, loss of

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Criteria	Advantages	Disadvantages	General comments
			seagrass due to sediment smothering it, changes to sediment type/depth etc in areas currently inhabited by shellfish making those areas unsuitable. There is a relationship between hydrodynamic effects and ecological effects, so these assessments and inputs to the concept design would need to be undertaken in parallel.
Traffic safety	The crossing ties into land on both the eastern and western sides that is located off the road, within recreation reserves which are either flat or gently sloping. Connection of the crossing tie ins to the current and future shared pathway at Athenree and Bowentown can be achieved without creating safety issues to pedestrians, mobility scooters or motor vehicles.	Nil	
Earthworks and landform modification	Minor earthworks will be required where the crossing ties into land on both the eastern and western side due to the land being either flat or gently sloping. It is unlikely that any mitigation or remediation works, such as planting, will be required following the completion of the earthworks due to their likely nature and scale.	Nil	It has been assumed cultural monitoring of all earthworks on land will be undertaken by Te Whanau a Tauwhao Ki Otawhiwhi.

7.3 Rough order cost estimate

Rock lined fill causeway option: \$2,900,000 + GST

Timber boardwalk option: \$1,700,000 + GST

Pontoon option: \$2,800,000 + GST

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8 Crossing 1A – Marina Way (T+T nominated location)

This crossing is approximately 300 m long.

8.1 General description

The description provided for the eastern side of Crossing 1 and the Estuary is also applicable to this crossing site. There is an additional seagrass bed located immediately adjacent to Crossing 1A.

8.1.1 Western side

This side comprises an unformed road that WBOPDC maintain as a mown grass area for walking and other recreational activities. Several large pohutukawa trees are located along the shoreline. The land on this side comprises an erodible cliff shoreline with top of the bank approximately 5 m above the foreshore below. The land behind the top of the bank grades gently (approximately 3.5 m of elevation difference over a 40 m width) towards the top of bank shoreline. There is an



existing wooden step structure from the top of the bank down to a small sandy embayment located on the foreshore where kayaks are stored.

8.2 Crossing assessment

The crossing assessment for Crossing 1 is also applicable to this crossing site.

The differences between the two sites are that the Site 1A has additional advantages to Site 1 which are as follows:

- Site 1A is approximately 30 m shorter.
- Site 1A is further upstream from the informal swing mooring and "main" seagrass bed, so is less likely to impact on them in so far as hydrodynamics and navigation of watercraft are concerned.

The additional disadvantages to Site 1 are as follows:

- The sub-tidal channel at Site 1A is less confined (it is the main channel but also a smaller feeder channel) and appears to be more prone to migration historically. This means the localised higher portion of the crossing would need to be wider (and more costly). This is not considered a significant disadvantage because localised dredging of the sub-tidal channel at the site could be undertaken to ensure it is confined to the localised higher portion of the crossing, should it be subject to future migration.
- The existing wooden steps are not suitable for wheelchairs, mobility scooters or bicycles and a new timber or concrete ramp or earthworks to create a suitable grade (1V:12H) would be costly and/or technically challenging.

8.3 Rough order cost estimate

Rock lined fill causeway option:\$2,600,000 + GSTTimber boardwalk option:\$1,600,000 + GSTPontoon option:\$2,500,000 + GST

9 Crossing 2 – Roretana Drive (WBOPDC nominated location)

This crossing is approximately 230 m long.

9.1 General description

9.1.1 Western side

This side of the crossing site comprises a WBOPDC recreation reserve which is maintained in mown grass for walking and other recreational activities. The land gently grades towards the harbour across the width of the reserve (approximately 2 m of elevation difference over a 20 m width). There is an existing pedestrian walkway (approximately 3 m wide) connecting the reserve to Roretana Drive located approximately 30 m southeast of the crossing site.



9.1.2 Eastern side

This side comprises a WBOPDC recreation reserve which is maintained in an aggregate surface for the shared pathway connecting Waihi Beach to Bowentown. Indigenous riparian and backshore vegetation and unmown grass surround the pathway corridor. The land on this side is flat for the first 15 m inland of the top of the bank above the shoreline.

9.1.3 The Estuary

The estuary where the crossing would traverse comprises predominantly intertidal sand flats with seagrass beds and shellfish visible in the surface. The crossing would go through the middle of the large seagrass bed. There is a subtidal channel located nearer the centre of the estuary which conveys flows between the Waiau River and Tauranga Harbour. There are several informal swing mooring blocks located on the intertidal sand flats upstream of the crossing site and the most upstream navigation marker (starboard) is located approximately 30 m upstream of the crossing.

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9.2 Crossing assessment

Criteria	Advantages	Disadvantages	General comments
Cultural and archaeological	There are no registered archaeological sites at the site ⁸ . Based on the notes taken by WBOPDC following the on-site hui with Te Whanau a Tauwhao Ki Otawhiwhi, there are no particular cultural matters/sensitivities relating to this site.	Nil	
Historic crossings	Nil	Nil	Nil
Resource Management Act considerations	Nil	Nil	Pages 64-74 of the Fiona Lowe Consulting report ⁷ supplied to T+T sets out an assessment of the statutory approvals likely required for "Crossing 3". T+T considers a lot of the comments made in the Lowe report, except for those relating to the DOC Reserve located within the salt marsh located at Crossing 3, are generally relevant and applicable to Crossing 2. In summary, resource consents will be required from WBOPDC and the BOPRC, as well as an Archaeological Authority from Heritage New Zealand. T+T considers that the crossing will require several technical assessments to be undertaken to support the resource consent applications including coastal processes, landscape and visual, ecological and cultural. The coastal processes assessment will likely require numerical modelling to be undertaken to understand the effects of the crossing on tidal currents,

⁸ Based on a review of the New Zealand Archaeological Association's Arch Site GIS Viewer. Registered Archaeological Sites U13/1302, U13/1303 and U13/1304 located at 3, 4 and 11 Roretana Drive respectively are the closest sites to the crossing tie into the reserve.

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Criteria	Advantages	Disadvantages	General comments
			sediment transport and seagrass and shellfish. The resource consent applications are likely to be publicly notified, submissions received, and a formal hearing held.
Existing services	Nil	Nil	Nil
Recreational amenity	Depending on the type of structure used, the crossing would potentially provide enhanced access to the estuary itself (perpendicular from the shoreline) as at present some of the surficial sediments on the estuary bed are soft, making access for swimming, shellfish gathering etc challenging. At low tide the crossing would provide easier access to the subtidal channel for swimming, fishing etc. However, due to the height of the structure and the requirement for a handrail for the wooden boardwalk option, this access may be quite challenging. For the rock fill embankment option, there is potential to use the landward segment of the structure as a control structure (same function as a rock groyne) to trap sediments either naturally suspended in the coastal water column or placed on the foreshore when the area is not inundated with tidal water. These sediments would assist with the formation and retention of a high tide beach between the structure and the adjacent shoreline. There would be visual and recreational amenity benefits associated with this new beach.	The crossing will create a physical barrier to pedestrian access either side of it where people are walking shore parallel (unless the pontoon with no handrail option is selected)	

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Criteria	Advantages	Disadvantages	General comments
Navigation	Nil	The crossing will create a physical barrier effectively closing the upper estuary to navigation by craft other than kayaks and small dinghies. The location for this crossing is likely to have the greatest impact on navigation because it is the near the outlet of the estuary to Tauranga Harbour.	There is an opportunity to mitigate some this impact, if funding permits, by designing the sub-tidal portion of the crossing to be higher, thereby providing greater clearance for larger craft to pass underneath the structure. However, due to the elevation of the majority of the crossing being set at around RL 2, there is a limit as to how high the subtidal component could be and still allow a transition in grade (1V:12H) between the intertidal and sub-tidal components. The options of retractable or lifting mechanism for the sub-tidal component of the structure has been discounted purely on cost to benefit basis.
Private landowners	Nil	The tie in between the crossing and the reserve on the western side could affect the adjacent landowners whose properties are located at 32-36 and 40-44 Roretana Drive from a privacy perspective. However, the reserve is already public land used for walking, picnicking, swimming, cycling etc for the purpose it was created and so this potential disadvantage is not significant.	There are large pohutukawa trees located along the shoreline of the reserve, which provide a degree of softening and screening of segments of the crossing as viewed from some properties located at 2-12 Roretana Drive.
Landscape and visual	Nil	The crossing will result in a new and visually prominent engineered structure when viewed from Tauranga Harbour and the Athenree and Bowentown peninsulas. There is limited mitigation that can be designed and constructed into the crossing to minimise this effect.	Early involvement from a landscape architect to the concept design process will assist with mitigating this effect to the extent practicable.

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Criteria	Advantages	Disadvantages	General comments
Ecology	If the rock lined filled causeway option is selected for the crossing, or a portion of it, then the armour layer could potentially provide new habitat for fauna.	The construction and occupation of the estuary bed by the structure will smother benthic organisms and prevent sunlight reaching plants such as seagrass. The rock lined fill causeway option creates the greatest impact with the pontoon and timber boardwalk option having lesser and the least effects respectively. This location is likely to have the greatest impact because the alignment is through the middle of the large seagrass bed.	Early involvement from a marine ecologist to the concept design process and construction methodology will assist with mitigating this effect to the extent practicable.
Hydrodynamics	Nil	 The crossing will result in a new engineered structure which will affect the tidal currents, sediment deposition and potentially benthic organisms and seagrass that inhabit the estuary surrounding the structure. The wooden boardwalk and pontoon options will have lesser effects then the rock lined fill causeway option as tidal currents can still pass underneath these structures. This location is likely to have the greatest impact because: 1 the estuary is the narrowest at this location meaning tidal flows are constricted more than at Sites 1 and 1A, and 2 the location is near the estuary outlet where deeper water is located, meaning a larger volume of tidal water passes through the area. 	Early involvement from a coastal engineer to the concept design process will assist with mitigating this effect to the extent practicable. Numerical modelling would be used to predict effects from different structures and combinations of structures with the results informing a design which has the least impact. There is a risk that actual effects are slightly different to those predicted by the numerical model. If significant effects were to result, then they may be difficult to mitigate or remediate. These significant effects could include re- positioning of the sub-tidal channel, loss of seagrass due to sediment smothering it, changes to sediment type/depth etc in areas currently inhabited by shellfish making those areas unsuitable. There is a relationship between hydrodynamic effects and ecological effects so these assessments and inputs to the concept design would need to be undertaken in parallel.

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Criteria	Advantages	Disadvantages	General comments
Traffic safety	The crossing ties into land on both the eastern and western sides that is located off the road, within recreation reserves which are either flat or gently sloping. Connection of the crossing tie ins to the current and future shared pathway at Athenree and Bowentown can be achieved without creating safety issues to pedestrians, mobility scooters or motor vehicles.	Nil	
Earthworks and landform modification	Minor earthworks will be required where the crossing ties into land on both the eastern and western side due to the land being either flat or gently sloping. It is unlikely that any mitigation or remediation works such as planting will be required following the completion of the earthworks due to their likely nature and scale.	Nil	It has been assumed cultural monitoring of all earthworks on land will be undertaken by Te Whanau a Tauwhao Ki Otawhiwhi.

9.3 Rough order cost estimate

Rock lined fill causeway of	ption: \$2,	200,000 +	GST
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Timber boardwalk option: \$1,300,000 + GST

Pontoon option: \$2,000,000 + GST

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10 Crossing 3 – Koutunui Road (WBODPC nominated location)

This crossing is approximately 325 m long.

10.1 General description

The unformed portion of Koutunui Road comprises steep topography (there is 18 m of elevation difference over a length of approximately 180 m. Consequently, to achieve a suitable grade (1V:12H) for the shared pathway would require a large volume of earthworks and the construction of retaining structures on steep land which is geotechnically challenging. In addition, the formation of the shared pathway on land would require the clearance of indigenous vegetation and the construction of stormwater collection and discharge structures. The stormwater discharge may require resource consent and easements from the adjoining private landowners.



These technical challenges, in combination with the advice received from Te Whanau a Tauwhao Ki Otawhiwhi relating to the site being culturally sensitive, meant that T+T did not inspect the crossing location because it was discounted from further assessment. T+T notes that the crossing itself is located in a highly sensitive salt marsh area which extends across the full width of the Waiau River Estuary from the distal end of the Athenree Peninsula to Emerton Road.

11 Crossing 4 – Pohutukawa Drive (WBOPDC nominated location)

This crossing is approximately 370 m long. This length assumes the shared pathway segment located on WBOPDC recreation and esplanade reserves (Lot 73 DPS 27596 and Lot 32 DPS 10394) comprises a 2.5 m wide aggregate surface formed on the existing ground i.e. the segment located on the reserves is not part of the "crossing" or associated rough order cost estimates.

11.1 General description

11.1.1 Western side

This side of the crossing site comprises a WBOPDC recreation reserve and esplanade reserve which do not appear to be maintained by mowing. There is a mix of indigenous vegetation including mature pohutukawa at the northern end and oi oi and other sedges along the estuary/land interface. The landform comprises an approximately 10 m wide bench located between the landward edge of the riparian vegetation and the toe of slope located beneath the houses on Pohutukawa Drive. At the northern end, the bench terminates by tying into the



escarpment that the mature pohutukawa are located on. At the southern end, the bench terminates at a small sandy embayment accessed from timber steps located on an unformed public road. The unformed public road is maintained in mown grass for walking and other recreational activities. The unformed public road connects to Pohutukawa Drive approximately 250 m southwest of the timber access steps.

11.1.2 Eastern side

This side comprises a WBOPDC recreation reserve which is maintained in an aggregate surface for the shared pathway connecting Waihi Beach to Bowentown. Indigenous riparian and backshore vegetation and unmown grass surround the pathway corridor. The land on this side is flat for the first 15 m inland of the top of the bank above the shoreline.

11.1.3 The Estuary

The estuary where the crossing would traverse comprises a mixture of small/secondary intertidal channels located between mature mangroves growing on intertidal sand flats, the subtidal estuary channel/Waiau River channel and estuarine mud flats located at the toe of the escarpment under the WBDOPC historic reserve and private land parcels at 26-28 Pohutukawa Drive. The crossing would be constructed within the existing "gaps" in the mangroves where currently mangrove roots and sporadic juvenile mangroves are evident. There is a subtidal channel located nearer the Pohutukawa Drive side of the estuary which conveys flows between the Waiau River and Tauranga Harbour.

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Criteria	Advantages	Disadvantages	General comments
Cultural and archaeological	There are no registered archaeological sites at the site ⁹ . Based on the on-site hui with Te Whanau a Tauwhao Ki Otawhiwhi and advice from Mishmish Heritage, there are no particular cultural matters/sensitivities relating to this site.	Nil	At the on-site hui WBOPDC, Te Whanau a Tauwhao Ki Otawhiwhi and Mishmish Heritage collectively identified a cultural and archaeological landscape opportunity. In broad terms, the opportunity is for the crossing to restore a connection between the Koutunui Pa complex, the open coast, the estuary, and land located along the estuary margin (Pohutukawa Drive and Roretana Drive) as traditional places of occupation, food gathering, and recreation.
Historic crossings	Nil	Nil	Nil
Resource Management Act considerations	Nil	Nil	Pages 64-74 of the Fiona Lowe Consulting report ⁷ supplied to T+T sets out an assessment of the statutory approvals likely required for "Crossing 4". T+T considers a lot of the comments made in the Lowe report are generally relevant and applicable to Crossing 4. In summary, resource consents will be required from WBOPDC and the BOPRC, as well as an Archaeological Authority from Heritage New Zealand. T+T considers that the crossing will require several technical assessments to be undertaken to support the resource consent applications including coastal processes, landscape and visual, ecological and cultural. The coastal processes

11.2 Crossing assessment

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⁹ Based on a review of the New Zealand Archaeological Association's Arch Site GIS Viewer. Registered Archaeological Sites U13/50 and U13/1559 located on the WBOPDC historic reserve at the end of Pohutukawa Drive and in the backdune landward of the existing cycleway respectively are the closest sites to the crossing tie into the reserves.

Criteria	Advantages	Disadvantages	General comments
			assessment will likely require numerical modelling to be undertaken to understand the effects of the crossing on tidal currents, sediment transport, mangroves, seagrass and shellfish. The resource consent applications are likely to be publicly notified, submissions received, and a formal hearing held.
Existing services	Nil	Nil	Nil
Recreational amenity	Depending on the type of structure used, the crossing would potentially provide enhanced access to the estuary itself (perpendicular from the shoreline) as at present some of the surficial sediments on the estuary bed are soft, making access for swimming, shellfish gathering etc challenging. At low tide the crossing would provide easier access to the subtidal channel for swimming, fishing etc. However, due to the height of the structure and the requirement for a handrail for the wooden boardwalk option, this access may be quite challenging. It is more likely that people will use the lower estuary (in the vicinity of Crossings 1, 1A and 2 for swimming, shellfish gathering etc. The crossing is unlikely to create a physical barrier to pedestrian access either side of it where people are walking shore parallel. This is because the mangroves currently prevent pedestrian access through the estuary on the eastern side and on the western side the sub-tidal channel and estuarine muds located under the		

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Criteria	Advantages	Disadvantages	General comments
	escarpment currently impede pedestrian access.		
Navigation	Nil	The crossing will create a physical barrier effectively closing the upper estuary to navigation by craft other than kayaks and small dinghies. The location for this crossing is likely to have the least comparative impact on navigation because it is the most upstream site.	There is an opportunity to mitigate some of this impact, if funding permits, by designing the sub-tidal portion of the crossing to be higher, thereby providing greater clearance for larger craft to pass underneath the structure. However, due to the elevation of the majority of the crossing being set at around RL 2, there is a limit as to how high the subtidal component could be and still allow a transition in grade (1V:12H) between the intertidal and sub-tidal components. The options of retractable or lifting mechanism for the sub-tidal component of the structure has been discounted purely on cost to benefit basis.
Private landowners	The tie in between the crossing and the reserve on the western side is unlikely to affect the adjacent landowners whose properties are located at 5, 7, 9 and 13 Marina Way and 16, 18, 20, 22, 24, 26 and Pohutukawa Drive from a privacy perspective. This is because the tie in and shared pathway itself would be located on a bench located between approximately 10 m at the northern end transitioning to 6 m at the southern end lower than the crest of the slope the dwellings are located behind. The tie in and shared pathway would also be near the toe of the slope, making it difficult to view from the dwellings.	Nil	There are large pohutukawa trees located along the shoreline of the reserve, which provide a degree of softening and screening of segments of the crossing as viewed from some properties located at 2-12 Roretana Drive.

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Criteria	Advantages	Disadvantages	General comments
Landscape and visual	In a general sense, the crossing will result in a new and visually prominent engineered structure when viewed from Tauranga Harbour and the Athenree and Bowentown peninsulas. However, relative to Crossing Options 1, 1A and 2, this option is likely to create the least impact. This is because strategically locating the crossing within the mangrove "gaps" and under the pohutukawa limbs in a shore parallel orientation will mitigate the effects through partial screening and working with nature to utilise meandering characteristics of the intertidal channels between the mangroves. This represents mitigation that can be designed and constructed into the crossing to minimise this effect.	Nil	Early involvement from a landscape architect and ecologist to the concept design process will assist with mitigating this effect to the extent practicable.
Ecology	If the rock lined filled causeway option is selected for the crossing, or a portion of it, then the armour layer could potentially provide new habitat for fauna.	The construction and occupation of the estuary bed by the structure will smother benthic organisms and prevent sunlight reaching plants such as mangroves and seagrass. The rock lined fill causeway option creates the greatest impact with the pontoon and timber boardwalk option having lesser and the least effects respectively. This location is likely to have the least impact because the alignment utilises "gaps" in the mangroves, and west of the extent of the mangroves the estuary is largely comprised of the sub-tidal channel i.e. there are no large intertidal sand flats where seagrass etc colonise.	Early involvement from a marine ecologist to the concept design process and construction methodology will assist with mitigating this effect to the extent practicable.

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Criteria	Advantages	Disadvantages	General comments
Hydrodynamics	Nil	 The crossing will result in a new engineered structure which will affect the tidal currents, sediment deposition and potentially benthic organisms, mangroves, and seagrass that inhabit the estuary surrounding the structure. The wooden boardwalk and pontoon options will have lesser effects then the rock lined fill causeway option as tidal currents can still pass underneath these structures. This location is likely to have the comparatively least impact because: A large segment of the structure will be located within the mangroves which are already impacting on hydrodynamics. The location is near the top of the estuary where base flows from the Waiau River are likely to be more dominant than tidal flows. 	Early involvement from a coastal engineer to the concept design process will assist with mitigating this effect to the extent practicable. Numerical modelling would be used to predict effects from different structures and combinations of structures with the results informing a design which has the least impact. There is a risk that actual effects are slightly different to those predicted by the numerical model. If significant effects were to result, then they may be difficult to mitigate or remediate. These significant effects could include re- positioning of the sub-tidal channel, loss of seagrass due to sediment smothering it, changes to sediment type/depth etc in areas currently inhabited by shellfish making those areas unsuitable. There is a relationship between hydrodynamic effects and ecological effects so these assessments and inputs to the concept design would need to be undertaken in parallel.
Traffic safety	The crossing ties into land on both the eastern and western sides that is located off the road, within esplanade and recreation reserves which are either flat or gently sloping. Connection of the crossing tie ins to the current and future shared pathway at Athenree and Bowentown can be achieved without creating safety issues to pedestrians, mobility scooters or motor vehicles.	Nil	

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Criteria	Advantages	Disadvantages	General comments
Earthworks and landform modification	Minor earthworks will be required where the crossing ties into land on both the eastern and western side due to the land being either flat or gently sloping. It is unlikely that any mitigation or remediation works such as planting will be required following the completion of the earthworks due to their likely nature and scale.	Nil	It has been assumed cultural monitoring of all earthworks on land will be undertaken by Te Whanau a Tauwhao Ki Otawhiwhi.

11.3 Rough order cost estimate

Rock lined fill causeway option: \$3,300,000 + GST

Timber boardwalk option: \$1,900,000 + GST

Pontoon option: \$3,100,000 + GST

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12 Assumptions and exclusions

The rough order cost estimates provided in the matrix for each crossing location and structure type relate to construction, design and resource consenting.

The rough order cost estimates have been developed based on the following assumptions and exclusions:

- They are for the purpose of assessing options against one another i.e. they should be considered as being relative rather than absolute.
- They include items of a 25% allowance and 50% allowance respectively of the construction cost for preliminary and general and contingency.
- They have been developed using
 - Recent and historic tendered prices for comparable works undertaken within Tauranga Harbour
 - QV Cost Builder rates
 - Engineering judgment and experience
- The resource consenting allowances are up to the point of lodgement of the application i.e. no allowances have been made for further information requests, hearing evidence etc.
- The resource consenting allowances provide for some engagement with tangata whenua and potentially affected parties.
- The resource consenting allowances provide for a landscape and visual assessment to be provided by a sub-consultant and an assumed fee value for that sub-consultant has been incorporated into the allowances.
- They exclude geotechnical considerations as no site investigations have been undertaken to date.
- The exclude any consideration of seismic performance requirements pertaining to the structures that make up the crossing under the Building Act.

13 Summary and conclusion

This report has assessed the advantages and disadvantages of four proposed locations for the crossing as nominated by WBOPDC, the potential types of structures for the crossing, and rough order cost estimates for the potential types of structures for the crossing.

Option 3 has been discounted from further consideration based on engineering and cultural considerations.

As to Options 1, 1A, 2 and 4, some of the advantages and disadvantages identified in this report are relatively consistent at all locations. Conversely, other advantages and disadvantages are specific to individual locations. All options have different rough order cost estimates, but that is determined by their respective lengths.

Overall, and based on site observations and feedback received to date from Te Whanau a Tauwhao Ki Otawhiwhi and Mishmish Heritage, T+T considers that the Option 4 location utilising a timber boardwalk should be considered the preferred option by WBOPDC, if it decides to advance the project to the next stages of community engagement and preparation of technical assessments required to support future resource consent applications.

The reasons that Option 4 using a timber boardwalk should be considered the preferred option by WBOPDC are:

- No particular cultural and archaeological matters/sensitivities relating to this site have been identified.
- There is an opportunity for the crossing to create a narrative and restore a connection between the Koutunui Pa complex, the open coast, the estuary, and land located along the estuary margin (Pohutukawa Drive and Roretana Drive) as traditional places of occupation, food gathering and recreation.
- Compared to the other potential crossing locations and types there are likely to be less environmental impacts. These are summarised as follows:
 - Recreational amenity: The crossing is unlikely to create a physical barrier to pedestrian
 access either side of it due to the presence of the mangroves on the eastern side and
 the sub-tidal channel on the western side.
 - Navigation: The location for this crossing is likely to have the least comparative impact on navigation because it is the most upstream site. Small watercraft such as dinghies and kayaks will still be able to pass underneath the structure between the piles.
 - Private landowners: The tie in between the crossing and the reserve on the western side is unlikely to affect the adjacent landowners' privacy due to the height differential of the landform the dwellings are sited on.
 - Landscape and visual: The crossing will utilise existing "gaps" in the mangroves on the eastern side of the estuary and will sit within a backdrop of pohutukawa limbs on the western side, thereby partially screening the structure and/or providing a natural vegetated backdrop. The alignment represents working with nature.
 - Ecology: The crossing site utilises "gaps" in the mangroves and the boardwalk is the least invasive/disruptive to benthic organisms and sunlight for plants adjacent to and under the structure. The Waikareao Estuary Walkway is a good local example of where timber boardwalks can be constructed within salt marsh and mangrove habitat with little ongoing impact.
 - Hydrodynamics: The location for this crossing is likely to have the least comparative impact on tidal currents, sediment deposition etc because a large segment of the structure will be located within the mangroves, which are already impacting on hydrodynamics. Further, the location is near the top of the estuary where base flows from the Waiau River are likely to be more dominant than tidal flows. Lastly, tidal currents and river flows can still pass underneath the boardwalk through the significant voids between the piles.

As to the rough order cost estimates relating to Option 4, we note that the existing timber steps at the southern end of the WBOPDC esplanade reserve¹⁰ are currently unsuitable for the shared pathway. There are a few potential options that could be suitable for replacement of the existing timber steps that would be suitable for the shared pathway. We have not undertaken an options assessment and prepared rough order cost estimates for the replacement structure/solution as part of this report. We note that the structure/solution could be relatively costly. Similarly, we have not prepared rough order cost estimates for the shared pathway itself where it traverses WBOPDC esplanade and recreation reserves and unformed public roads prior to connecting to Pohutukawa Drive.

10 Lot 32 DPS 10394

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14 Applicability

This report has been prepared for the exclusive use of our client Western Bay of Plenty District Council, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

The construction rates utilised for this high-level cost estimate are based on assumed design concepts, estimated quantities and a combination of recently submitted tender rates for similar projects within the regional area along with the latest available rates from QV Cost Builder database (formerly Rawlinsons). Consequently, a significant margin of uncertainty exists on the cost estimate and the contingency we have allowed should be considered as part of the cost rather than a potential add on.

No allowance has been included for cost escalation beyond 2021.

COVID-19 impacts: The derived rates are based on information and data obtained <u>prior to</u> COVID-19 being declared a pandemic by the World Health Organisation. New Zealand subsequently entering COVID-19 Alert Level 4 "lockdown" plus the global economic impacts of COVID-19 will have an impact on the construction industry in at least the immediate and medium-term future. The significance and extent of COVID-19 impacts is uncertain at this time but likely to impact both labour and materials rates.

We have not made any attempt to allow for the impact of COVID-19 in this estimate and recommend you seek specialist economic advice on what budgetary allowances you should make for escalation and changed construction costs post COVID-19.

Tonkin & Taylor Ltd

Report prepared by:

Authorised for Tonkin & Taylor Ltd by:

Reuben Hansen Principal Environmental Consultant

Project Director

Dave Taylør

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Appendix A: Figures 1 and 2 – Potential Crossing Locations





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For Western Bay of Plenty District Council

Archaeological Assessment

Athenree to Waihi Beach Crossing Options



By B. Gallagher and R. Al-Kubaisi (MishMish Heritage) July 2021

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1 Introduction

A proposed Waihi Beach to Athenree shared Pathway Connection and 'Crossing' over the Waiau Estuary, is a proposed section of the future 'Tauranga Moana Cycle Trail' being developed by Western Bay of Plenty District Council (hereafter referred to as WBOPDC), and aim of this report is;

- To identify and assess archaeological sites within the project area,
- To understand the impacts the 5 proposed routes may have on archaeology,
- To provide a background to community members with regard the historic context of the area
- To provide recommendations to limit impacts on archaeology.

Regardless of the route options assessed, all are located within an extensive, significant Maori landscape including pā, settlements and cultivations. In summary, the recommendation of this report is that;

Route 4 is the preferred option based on avoidance to known archaeology, disturbed crossing point on the Waihi Beach side, reflection of tradition trackways and access point to the estuary on the Athenree side, education potential, amenity value, and a short crossing point closer to Island View. This option will extend from Dr North reserve north to pa U14/50 before crossing the Waiau to Waihi Beach and the existing cycle path.

No known archaeology will be impacted by this option.

This is a report of historic and archaeological information and tangata whenua should be consulted with regard cultural impacts.

2 Project Background

A proposed Waihi Beach to Athenree shared Pathway Connection and 'Crossing' over the Waiau Estuary, is a proposed section of the future 'Tauranga Moana Cycle Trail' being developed by Western Bay of Plenty District Council (hereafter referred to as WBOPDC). This report commissioned by WBOPDC has been prepared to inform the ongoing consultation process with regard archaeology and heritage at its potential locations and development. It is intended that this archaeological assessment/report is a companion document to the feasibility report prepared by Tonkin & Taylor Limited and will be appended to it, and will be disseminated to the community.

Waihi Beach and Athenree are recognised as landscapes of high archaeological and cultural value and significance with numerous recorded pa and known archaeological sites, including prehistoric workshops and middens. Because of this, thorough background research has been conducted in making this assessment, including; site inspection, NZAA ArchSite records, the NZHPT Register of Historic Places, Historic Areas, Wahi Tapu and Wahi Tapu Areas, articles, photography and previous heritage reports have been consulted.

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3 Scope of Report

Five routes for the proposed crossing have been put forward for consideration. Details of these routes and the potential construction methodologies are dealt with in the Tonkin & Taylor feasibility report, this document does not attempt to reproduce the information set forth by the T&T report but is intended to be read in conjunction with it.

This report is required to address:

- The proposed location(s) of the Waihi Beach to Athenree Crossing
- Understanding the archaeological and heritage context
- Archaeological and heritage impact

4 Methodology

This is a predominantly desk based assessment and is concerned with identifying historically recorded activities and recorded archaeological sites and features in the vicinity of the proposed crossings. It takes into consideration the known topography of the area and attempts to assess the potential for archaeological evidence that could have survived in the project area.

To accomplish this, a number of sources have been consulted including the New Zealand Archaeological Association's (NZAA) site record database (ArchSite), Western Bay of Plenty District Council's District Plan (WBPDP) via their MAPI resource, The Heritage New Zealand Pouhere Taonga (HNZPT) heritage list and online library for previous archaeological reports relevant to the area, Retrolens.nz for historic aerial photography, QuickMaps for early survey plans relating to historic activities within the proposed development area, and literature on the history of the area.

The risk to known archaeological sites has been assessed on a scale of 0-3, with 0 no risk and 3 High risk. This risk assessment has been produced based on the types of site, consideration of land modification and environmental changes, and the likelihood of the extents extending beyond the established site record.

NO RISK			HIGH RISK
0	1	2	3

Hui and two hikoi have been facilitated by Western Bay of Plenty Council to include Te Whanau a Tauwhao and community representatives. The first hikoi focussed on the Athenree side of the proposed works, and the second on the Waihi Beach side. Korero at Otawhiwhi Marae occurred prior to each hikoi to understand the routes being considered

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5 Statutory Requirements

5.1 Heritage New Zealand Pouhere Taonga Act 2014

The purpose of the Act is to promote the identity, protection, preservation and conservation of the historic and cultural heritage of New Zealand. Both archaeological and heritage values are considered.

The Heritage New Zealand Pouhere Taonga Act 2014 (here after referred to as the HNZPT Act) defines an archaeological site as a place associated with pre-1900 human activity, where there may be evidence relating to the history of New Zealand. Historic and cultural heritage may relate to post-1900 activity, and its identification may be important to a particular place and its identity.

There are a variety of pre-1900 archaeological sites in New Zealand including, but not limited to;

Maori and European midden (rubbish) dumps and structures, Maori pa sites and cultivation, gardening or food storage features in the form of pits, rock art sites or shipwrecks.

Any person who intends carrying out work that may modify or destroy an archaeological site, or to investigate a site using invasive archaeological techniques, must first obtain an authority from the Historic Places Trust. The process applies to sites on land of all tenure including public, private and designated land. The HNZPT Act contains penalties for unauthorised site damage or destruction.

5.2 Resource Management Act 1991

The Resource Management Act 1991 (s.6) identifies the protection and management of the historic environment as one of the mandates for local authorities. It provides guidelines for the appropriate use, development and management of historic heritage, and the natural and cultural environment. Section 6 (f) recognises this function as a matter of national importance (RMA Amendment Act 2003) and provides regulations for sustainable management.

By definition, historic heritage includes those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, this includes:

Historic sites, structures, places and areas; archaeological sites; and sites of significance to Maori.

Under the RMA, local authorities have the responsibility to identify significant heritage areas, places and objects in district plans and to provide an appropriate level of protection and management of these resources.

This also includes historic heritage as defined in the RMA (s.2) with the following qualities that may reflect and allow greater appreciation and understanding of New Zealand's history and culture through:

Natural and physical resources, archaeology, architecture, culture, history, science and technology.

Local authorities have a responsibility to protect historic heritage within their district or region. Protecting historic heritage involves identifying historic heritage places, managing adverse effects and promoting the protection of heritage values in accordance with conservation principles (NZHPT2004) Historic Background.

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6 Physical Environment

The proposed crossing is intended to connect the two sides of the Waiau Estuary, the estuary is at the mouth of the Waiau River which wends toward the Athenree Gorge. It is located at the northern end of Tauranga Moana. It also acts as a division between the sand dunes on the east side of the estuary and an old volcanic terrace formation (seen in figure 1), which acts as a hard standing on the coastal edges of Athenree (Moore, 2008). The Athenree area is defined as low Pleistocene marine terraces capped with tephra-derived soils. The underlying volcanic terraces are ash covered from between 1-8m in depth and date from about 60,000 years (Braithwaite and Christie, 1996). Where they have been identified on the eastern side of the Waiau estuary at Bowentown, they have created a hard standing on which prehistoric settlement has concentrated itself and this also appears to be true of its location at Athenree.

Waihi Beach sits on a wide sand spit (tombolo) that makes up most of the southern end of Seaforth Road until the Bowentown Domain. The tombolo links with a series of volcanic landforms and gently seaward sloping terraces on its western side. An igneous headland of rhyolitic, andesitic and dacite rock lies to the immediate south west of the pipe location which have been intensely occupied in prehistory, with numerous pa developments evident (Phillips, 2001, McFadgen, 1982).

There is a wide tidal range seen in the estuary with a narrow channel meandering through the middle, leading to dense mangrove cover at the river's mouth. The Estuary has a long tradition as a common Fording area from prehistory through to today, allowing easy access to Waihi Beach from Athenree, Waihi and the Bay of Plenty before roads were created.

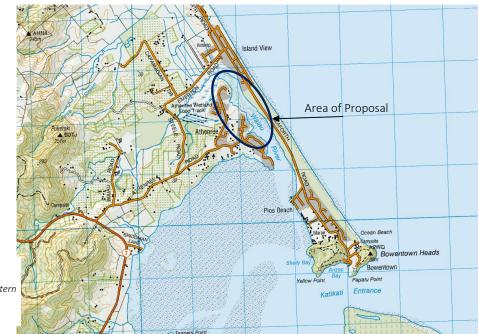


Figure 1: Location of works, Waihi Beach/Athenree, Western Bay of Plenty.

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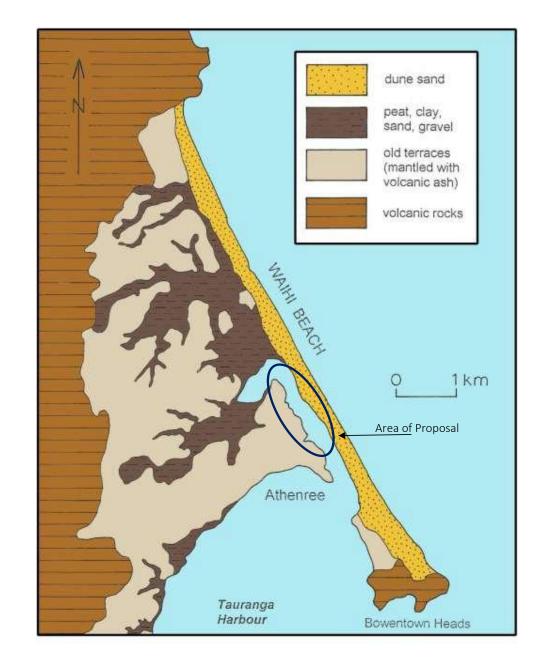


Figure 2: Simplified geological map of the Waihi Beach-Athenree area (after Braithwaite and Christie, 1996).

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7 Historic Background

7.1 Maori

The areas known today as Waihi Beach, Bowentown, and Athenree have been visited and occupied by a number of waka, iwi and hapu, including the Tainui, Te Arawa, Takitimu and Mataatua Canoes which are recorded as arriving in this order. Genealogy links these waka to the peoples of Nga Marama, through to most recently Te Whanau a Tauwhao hapu of Ngai Te Rangi who have maintained Otawhiwhi Marae at Waihi Beach/Bowentown. Other hapu and iwi groups also identify and whakapapa to this area including those descending from the Tainui waka and maintain permanent Marae in the Hauraki and Coromandel today.

The local environment maintained a wide array of marine and inland resources from kaimoana including shellfish, fish, kina, eels and koura (crayfish), to lowland cultivation of kumara and bracken fern to inland forests and bush providing timber for building and waka, berries, and birds (Stokes, 2006 in Te Raupatu a Tauranga Moana). The presence of the ocean foreshore, harbour and estuarine environment, wetlands and the Waiau river meandering inland has created a resource rich landscape enabling Maori to thrive since first arrival from Eastern Polynesia. With population growth the area was favoured for its resource range, leading to competition, pā development and conflict, resulting in areas now considered to be Waahi Taapu, such as the end of Koutunui Road where Koutunui and Anatere pā are located. Battles in the foreshore shores and estuaries are recorded as part of traditional korero and backed up by the discovery of koiwi along the foreshore and harbour margins outside Otawhiwhi Marae and Waipaopao. Although these examples lie outside the immediate area of works, korero suggests a similar pattern of conflict and blood shed close to the proposed walkway routes where the natural environment, the Waiau estuary and wetland, has supported preservation and burial in the sediments and slow moving swamp environment.

In 1962, in the Waihi Borough Council Diamond Jubilee Booklet 1902-1962, recorded a similar narrative;

[Maori] each built fortifications, and in time increased to such an extent that separate tribes sprang up at Bowentown, Athenree, Kauri Point, Waihi Beach and Mataura. They cultivated the land from the sea to the foot of the hills, but relied mainly on their remarkable skill as fishermen, both on the sea and muddy creeks, to give them their supply of food. This supply was abundant, the soil was very fertile and the tribes prospered and became probably the most powerful in New Zealand.

There is no doubt that the traditional korero shared during hikoi and the results of archaeological investigation supports this and also the significance of the sand dunes within the Bowentown Domain both sides of Seaforth Road as a settlement (low land/foreshore pā) and burial area. Gilbert Mair's records describe Maori burials, dressed in European clothing laid out in the sand dunes along the Seaforth Road spit/tombolo and traditional korero also describes the use of these dunes for similar purpose, further back in time before European arrival. Traditional trackways to Athenree and Waihi Beach from inland were also present and essentially align with what is now Athenree Road and cross private property through to Roretana and Pohutukawa Roads and across the Waiau Estuary.

Early European accounts describe the Tauranga Moana area as one of dense population by Maori. Archaeology backs this up with many recorded archaeological and historic sites within and immediately south of Waihi Beach and Athenree, including the larger pa sites Kauri Point, Ongare and Tuapiro, Anatere and Koutunui (Athenree) and Te Kura a Maia, Te Ho, Waipaopao, Otawhiwhi and Te Pa a Auturourou (Waihi Beach/Bowentown) (Golson

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1964, Shawcross 1964, 1966, McFadgen 1991, Phillips and Allen 1996, Phillips, K. 2001). Settlement, gardening and urupa are also known on these sites.

Figure 3 shows a broad summary of Maori land use on a 1948 aerial photo showing ae



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Figure 3:1948 Aerial Photograph of the Athenree Peninsula in relation to Waihi Beach and the Pacific Ocean, with summarised traditional Maori land use Source: SN229 488 88 - Retrolens.nz

7.2 Early Survey and Land Court Records

The crossings points are situated at the northern end of the Te Puna-Katikati Blocks and historically part of the Tauranga Moana lands proclaimed as a district under the New Zealand Settlements Act May 18 1865 (Waitangi Tribunal Report, Te Raupatu o Tauranga Moana:4). The Te Puna-Katikati Block was purchased by the crown in August 1864 following conflict in the Waikato and Tauranga; which in today's political climate and with greater understanding of the causes and impacts of colonisation, can be considered a land confiscation leading to land alienation.

When viewed in tandem with the theatre of earlier inter iwi conflict resulting from Nga Puhi taua/war parties arriving in the Bay of Plenty in the 1820-30s after acquisition of musket resulting in the displacement of many Maori until safe to return, and the last known battle between Ngai Te Rangi and Hauraki in 1842? at Ongare, the political environmental provides context to the ease of which the Western Bay of Plenty, including Waihi Beach

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was easily settled by Europeans from the 1870s. Samuel Marsden on his tour of New Zealand in the 1820s remarked on the well cultivated gardens across the northern end of the Tauranga Harbour including Tahawai, Tuapiro and Athenree, but also the absence of people, and the crown surveyor noted the uncultivated and rough terrain as well as the absence of Maori in the search on behalf of the government for potential settlement areas.

7.3 European Settlement

It is not the purpose of this assessment to describe in detail the long list of activities and uses of the southern end of Waihi Beach and Athenree over the past c.170 years after the arrival of Europeans, but will act as an overview to put the area into context.

The Ohinemuri Journal series has a number of personal accounts that shed light on the history and environment of the area. Pertinent to this assessment, Oliver Pipe (Ohinemuri Regional History Journal No 6, 1967) remembers the sand dunes from the north end of Waihi Beach to Bowentown as completely denuded of planting, except for 2 pohutakawa, and susceptible to massive dune movement, and an article in the same publication in June 1979 describing the settlement of Athenree (Bowentown Ford and Katikati Expansion previously) at the turn of the century.

7.3.1 Waihi Beach

The foreshore along the Waihi Beach tombolo and east side of the crossing area next to the estuary was a major thoroughfare before Seaforth Road was built in the 1950s, and this use as a vehicle run dates back to the later 1800s when machinery, people and parts were required for the Waihi Beach goldmining operation at the north end of the beach. The main point of access prior to the construction of Beach Road in 1911 was to travel through the Athenree Gorge, along Athenree Road and cross at the Athenree Ford, before travelling along the Waiau Estuary foreshore on the Waihi Beach side where a toll at the Hanlen property close to Emerton Road today was positioned before crossing over to either the ocean beach side or a little further inland for the rest of the journey. This changed with the opening of Seaforth Road in 1957.

There is otherwise no recorded historic European settlement or land use along the Waihi Beach side of the proposed works, however early archaeological excavation did occur here in the early 1900s and will be discussed in *Section 8*.

The closest area of European activity is at Waipaopao Anzac Bay located approximately 800m south where from about 1870 a small community resided, both seasonally and permanently until its removal in 1957. Access was by sea and accounts tell that its name change to Anzac Bay in 1915 was due to a similarity t Anzac Cove, Gallipoli. Other names the Bay has been known as includes St Georges Bay, Waipaopao and colloquially, Sharks Bay due to their high number here.

Bowentown, or Katikati Heads as it was called then, was an important centre. Its harbour served as the gateway to the Bay of Plenty and Waikato districts, until bridges were established over the Tahawai and Tuapiro rivers. At Bowentown a trading centre and a boarding house were built with a telegraph station to receive and dispatch all messages to and from Katikati.

When the Katikati post office was established in 1879 the Government stipulated that if enough business didn't go through the telegraph office would be closed. It was rumoured that a settler, General Stoddard, used to send batches of unnecessary telegrams just to keep the office open (Ohinemuri Papers).

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Initial access to Waihi Beach and Bowentown was via the Athenree Ford, across the narrow shallow estuary between the two areas of land. Early reports indicate that the area defined for the proposed works on the Waihi Beach side would have been used by early settlers and Maori alike to cross the estuary.

One such likely Fording route from Athenree is from the inlet approximately 100m north of the Athenree site and site U13/89, across to Waihi Beach and archaeological site U13/149 (supposedly the location of Gilbert Mairs archaic workshop and burial site in 1901).

7.3.2 Athenree

Athenree has been the site of recorded European settlement since the latter half of the nineteenth century with one report suggesting the land was purchased from local Maori for the price of a red shirt.

The earliest named non-Maori resident of Athenree (then known as the Katikati expansion) was reputedly a Negro gentleman called Toppin, who built a large trading post and boarding house out of corrugated iron. It was here that Captain Hugh Stewart and his wife stayed in 1878, nicknaming the property Tinpot Castle, before establishing their home which gave its name to the whole district, Athenree - after their home town in Ireland.

Tinpot castle was bought in the early 1880's by Charles Harley who demolished the building and built an eight roomed house called Harbour View on the site. Cattleyards and a blacksmith's forge were later developed within the vicinity. Athenree was at this stage a base for commercial fishermen, who supplied the then thriving mining town of Waihi. A smokehouse was known to have existed at the end of the point.

The relevance of Athenree to the European settlement of the wider area would appear to be two fold.

- 1. Firstly, the main access to Waihi Beach and Bowentown was at this point via the narrow shallow estuary between the land masses called Athenree Ford, it wasn't until the creation of the access road in 1957 that this changed.
- 2. Secondly as a landing point for supplies to Waihi. At high tide scows and other shallow drafted vessels were known to bring grain, tools and supplies to be unloaded at the two harbour sheds built besides the channel, which were then transferred to horse drawn wagons at low tide. Machinery for the speculative Waihi Beach mine and Waihi mining companies was known to have been landed here, before the creation of the railway.

The ford itself was remembered as a windswept place with little shelter, where there were only one or two houses.

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Figure 4; The main Fording point from Athenree to Waihi Beach in the 20th century (yellow). Probable traditional fording point (red). It is probable that there was several fording points along the Waiau Estuary. Source: Alexander Turnbull Collection

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8 Previous Archaeology and Recorded Archaeology

8.1 Summary

Athenree and the Bowentown reserve are traditional areas associated with early Maori activity, settlement and occupation. Athenree has multiple pa sites recorded around its shoreline with evidence of widespread land use established through the archaeological sites recorded to date, and the dynamic landscape of the sandy tombolo and dune system along Waihi Beach is dominated by shell midden sites which are episodically revealed as a result of wind and development/earthworks over time. What is described in this report is not a fulsome history of archaeological discovery but a summary of this to demonstrate the rich archaeological past present in the location of works.

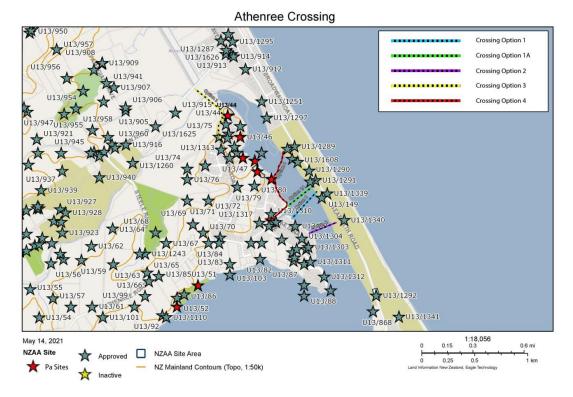


Figure 5; Recorded archaeological sites on the Athenree peninsula and Bowentown Reserve shown in relation to the proposed crossings. Pa sites are highlighted with red stars. Source: ArchSite

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8.2 Athenree

Eight separate pa sites are recorded in Athenree, with six on the eastern shore of the peninsula hugging the coastal cliff and overlooking the Waiau Estuary and Waihi Beach within the proposed walkway area. Most of these pa include peripheral ditch and banks systems for defence purposes, however it should be understood that Maori land use would have extended outside these, possible connecting the pa.

ArchSite No.	Name	Туре	Description	Grid Ref
U13/44	Koutunui	Headland	Headland pa with pits, terraces and shell midden; defended by a ring-ditch. Findspot for obsidian flakes. Bones of five individuals in a secondary grave unearthed just inside line of bank. Site was damaged by horticulture re- contouring during 1980.	E 1861701 N 5852689
U13/46	Anatere	Terraced	Terraced pa with a double line of defences. Site excavated in 1995/6	E 1861818 N 5852488
U13/78		Defended	Pa with pits and house site, defended by a transverse/lateral ditch. Midden recorded on slopes to harbour	E 1861843 N 5852289
U13/48		Headland	Headland pa defended by a series of ditches	E 1861955 N 5852263
U13/49		Defended	Pa site defended by ditches and banks	E 1861980 N 5852160
U13/50		Defended	Pa site defended to west and south by a ditch/bank. Pits, midden and cultivated soil also recorded in proximity. Findspot for obsidian	E 1862113 N 5852090

Extensive excavations have occurred inside these pa due to sub-division creation, most notably Anatere and Koutunui pa (McGovern-Wilson and Hooker, 1995, Phillips, K., 2001, Moore and Phillips, 2002).

Koutunui Pa, U 13/44, is considered the most significant and largest of the known pa sites on the Athenree side of the tidal estuary. The Athenree area has been the focus of various archaeological investigations, McFadgen (1982) recorded two distinct cultivated soils associated with the pa site U13/50, with C14 dating of the shell demonstrating activity between the mid-15th and mid-17th Centuries. Anatere Pa, U13/46, was the subject of a series of investigations as a result of progressive destruction. Phillips & Allen (1996) summarised the findings of these investigations and showed that the pa which occupied a coastal sea cliff margin and was characterised by a flight of seven low internal terraces, was originally undefended and occupied in the mid-16th Century. Their findings surmised that its first use was as a small terrace where gardening, pit storage and food preparation took place, with the fortifications dating to the late 16th and early 17th Centuries. In 2015 Brigid Gallagher recorded middens down the flanks of Anatere Pa during replanting and restoration of its sides and the wetland at its base. Both harbour and ocean shell species were present in approximately equal proportion.

Based on radiocarbon dates to date, Maori land use in Athenree area started c. 15th Century and was resourced from the harbour with an ample marine environment, and horticulture with direct evidence of gardening soils and storage pits dating from this period. Undefended occupation over the entire lowland area was superseded in the mid-16th Century by multiple coastal fortifications, using a combination of natural coastal cliffs sites and

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ditch and bank defences and a concentration of internalised storage pits for securing food resources in times of conflict. (Law, 2008).



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Figure 6:1948 Aerial Photograph of the Athenree Peninsula (close up, not full image) showing headland pa in the area of cycleway routes considered. Source: SN229 488 88 - Retrolens.nz

Investigations at Pa, U13/49, by John Coster (2016) and Caroline Phillips (2017) during building works on Maori owned land, resulted in further information about the previously recorded double ditch and bank; showing that a single ditch was the first defence of what must have been a large site. It is unknown how far the ditch extended, but was filled up around 1620AD, to the point at which a double ditch and bank formed a right-angle towards the north-east and costal escarpment. This reduced the internal size of the pa, but strengthened the defences. The area outside the smaller defended site was then gardened, part of which extended west into what has been recorded as U13/50 (Roretana Block) (Phillips, 2017).

This report does not intend to describe in detail the Maori activity of the wider Athenree area, and therefore will quote archaeologist Gary Law (2008:63) who summarised that;

"The picture from the Katikati/Athenree area is one of use of both the marine resources of the harbour and the horticultural products of the soils of the area for sustenance, starting from the 15th century. There is direct evidence of gardening, with cultivated soils identified and dated, and supporting evidence provided by storage pits. Undefended occupation spread over the entire lowland area. This preceded fortification on several coastal sites that were well suited to fortification. Fortification appears to have begun in the early 16th century and is concentrated on coastal cliff sites where there was some natural defence."

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Site U13/89, although outside the proposed walk/cycleway option, was seen in the coastal esplanade parallel with Roretana Drive covering a large expanse of land, approximately 300m in length. It contained evidence of separate midden deposits, pits and features containing burnt hangi stone. The middens were large and demonstrated well the scale of marine harvesting and processing that was being undertaken by tangata whenua. Moore (2001) states that,

"a further 25 sites, including 18 middens and 5 pit sites were recorded as part of the [Waihi Beach sewage scheme works] WBS, mainly on the lower terrace level at Athenree, and at the Athenree Heights."

The area is also known as a cultivation area in traditional korero, and this was confirmed during the installation of Ultrafast Fibre by Chorus in 2018-2019 which revealed several area of cultivation or modified soils consistent with Maori gardening (Gallagher report, pending). It is therefore concluded that the Athenree area was rich in pre-European Maori activity, occupation and land use both on the escarpment along the edge of Koutunui Road where pa were afforded strategic vistas, but also at lower elevations, which supported crop growth and easy access to waterways and marine resources.

8.3 Waihi Beach

The Bowentown Reserve, between Waihi Beach and Bowentown is an established archaeological landscape that as early as 1902 was being investigated by Gilbert Mair, who discovered multiple koiwi and a stone manufacturing workshop uncovered in a gale. Further excavation was undertaken by Hovell and Bell on the workshop, removing hundreds of adzes, hammer stones, drill points, grinding stones, bone artefacts, and burials. Unfortunately the precise location and details of the assemblage were never documented. (Phillips, 2002).

There appears to be no previously recorded archaeological assessment or investigation of the proposed Waihi Beach site (U13/149). The closest sites, within 300m, recorded in the NZAA ArchSite database are;

Site	Site type	Distance from site
U13/1339	Middens x2	60m, on other side of Seaforth Road
U13/1561	Oven stone cluster and obsidian flake x1	160m
U13/1291	Midden	150m
U13/1290	Midden	260m

U13/149 relates to the excavations of Gilbert Mair 1902, and the later discoveries of S.M.Hovell and R.N.Bell in 1912-15 of the ancient Maori workshops. Their precise location is still not confirmed and the opportunity to investigate Fletcher's (1979) site location have not previously been available. Fletcher places the site on the eastern side of the Athenree Ford in the immediate proximity of the cable crossing. This location is based on eye witness corroboration albeit 65 years after the Hovell and Bell excavation and not on any physical evidence. Gilbert Mair (1902), and later Sonny Hovell and Reginald Bell (1912-1915) are thought to have found the site of an extensive archaic workshop floor, settlement features and ko iwi in the general area. Two sites were recorded as being approximately 100 yards (94.1 metres) from each other, and documents suggest they have been extensively worked over, with the potential to be completely destroyed.

For the purposes of this document the records that exist pertaining to fieldwork and excavation conducted by Mair, and later Hovell and Bell, is being considered as an early form of archaeology. Following is some of the

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accounts of this work and the results they achieved. For further information, the collection at the Auckland Museum provides insight into their discoveries.

8.3.1 Gilbert Mair

Harakoko pa appears to be the name of the workshop and burial site discovered and worked over by Captain Gilbert Mair in 1902 toward the southern end of Waihi Beach. Found in the sand dunes following persistent westerly gales in the Bowentown - Pio Shores – Island View area its definitive location is unknown. The artefacts deposited at the Auckland Museum are typical of the archaic period in New Zealand prehistory with stone tools of tahunga basalt, argillite, chert, obsidian, and bone of moa, whale, seal and dog recovered. Many koiwi were also discovered nearby, but no further information has been found regarding their location.

In an article in the Auckland Star, March 11 1902 Mair writes:

"The skeletons coffined and uncoffined, now lying exposed on the sandhills near Katikati Heads, belonged to members of Urangawera tribe, living at Bowentown. The natives were all personally known to me between twenty and twenty-five years ago. The place of internment at that time was a high sand hill, which owing to stock breaking the surface, has since entirely disappeared, leaving a number of skeletons exposed to become a sport for certain unfeeling Europeans who make a practise of desecrating Maori burial places".

Mair also wrote in 1902 an article entitled "Chips from an Ancient Maori Workshop." (*Transactions and Proceedings of the New Zealand Institute* 35:240-242.)

"On the shores of Tauranga Harbour, near Katikati (Katikati was the original Maori name for the area encompassing Bowentown and the southern end of Waihi Beach), there used to be a long sandy ridge about 40 ft above sea level, covered with such plants as love the seaside. This place was known as Waiorooro (the waters of grinding or rubbing).

About ten years ago, owing to the destruction of the vegetation by fire and the trampling of stock, the sandhill began to move seawards.... Leaving, in a short time, the original surface of clayey soil, and forming a level sort of plateau some chains wide and perhaps 150 yards long, and disclosing the site of an ancient village with numerous middens and workshops."

This find was further described by Hammond.W in an undated Newspaper article, "Historic Bowentown's Early Days" (undated);

"At one place about midway between the present Waihi Beach township and the Bowen-town heads, and opposite Faulkner's Point, a great number of human bones were left uncovered...During his [Mair's] investigation he came upon the site of an ancient Maori workshop...

The light sand had blown away leaving a hard consolidated surface. About an acre of ground on the western side of the sand dunes and facing the lagoon, sheltered from the sea breezes was where the ancient Maori had worked."

8.3.2 Sonny Hovell and Reginald Bell

100 yards from the location of Harakoko (sp.) pa another large but unrecorded archaic workshop was systematically collected from between 1912 and 1915 by Sonny Hovell. Artefact types collected include up to 2000 stone adze and anvils, 5000 greenstone, bone hooks and eel pots. The location of this site has also never

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been fully determined though Phillips (2000b) has reviewed the information known of the site. Like Mair, this collection was donated to the Auckland Museum.

The sites that Mair and Hovell discovered, with other the known and recorded archaeological sites at the southern end of Waihi Beach area demonstrate a long and intensively occupation over approximately 700 years. Sites range from large workshop, pa and burial sites, to small middens. From literature consulted, these sites are generally near the foreshore in position.

This viewpoint is reinforced by Mitchell, S.R. 1939, in the publication "Obsidian scrapers Bay of Plenty, New Zealand." (JPS 48: 56-59.)

"Between Waihi beach and Bowentown, a distance of about five miles, many of the sand-dunes are capped by remnants of shell middens... Wind erosion has removed much of the dune-sand with the consequent exposure and concentration on the present surface of the less-perishable contents of the midden. The obvious artefacts have naturally been collected, and for several miles south from Waihi beach very little stone material is to be found. Toward Bowentown heads on the narrow isthmus separating the estuary of the Athenree creek and the coast, the character of the remains changes. Large numbers of flakes, lumps, waterworn pebbles of obsidian, fragments of greywacke, jasper, and chalcedony lie scattered about... On the low-lying hill across the estuary are to be seen old cultivation trenches..."

In communication with then Curator of Archaeology at Auckland Museum, Dr. Louise Furey, with Brigid Gallagher (2012) she describes the value and context of the general site location in relation to the artefacts deposited at the museum;

"Auckland Museum has Maori material collected by Captain Gilbert Mair, Toss Hammond, Reginald Bell and Sonny Hovell, Graeme Liggins and Pat Murdoch from the 1890s through to the 1960s. The material is likely to have come from more than one location in the dunes from Island View, south [to] the dunes [...] north of Pio's Point. Bell and Hovell in the 1930s used a horse and scoop to turn over the sand and uncover the artefacts. Liggins and Murdoch were later operating on the periphery of Hovell's diggings. The adzes, fishhooks and other tools are stylistically of the type found on some of the oldest sites and predate AD1500...and [in her professional opinion] the material is of regional significance".

8.3.3 21st Century Archaeological Monitoring

In June 2001 an archaeological survey of the areas identified for future urban growth within Waihi Beach, Athenree and Island View was undertaken by Ken Phillips (K. Phillips 2001). A large number of previously recorded sites comprising predominantly pit/terrace and shell midden sites were recorded as a result of the survey.

In 2002, Ken Phillips and Phil Moore (Phillips and Moore 2002) undertook monitoring and investigation works for the Waihi Beach Sewerage Scheme. Monitoring of earthworks for the project identified 56 previously unrecorded archaeological sites across the Waihi Beach/Athenree District. The sites comprised predominantly shell midden deposits as well as food storage pits (rectangular, bell shaped rua and bin pits), cultivated soils and ovens/hangi stones – all associated with pre-European Maori occupation.

In 2012, water pipe upgrades across the Waiau Estuary resulted in focused effort by Brigid Gallagher to establish the location of Harakoko pa (sp.) (U13/149) and those described by Mair, Hammond, Hovell and Bell. An in situ shell midden mound was identified however where earthworks were required on the Waihi Beach side of the

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upgrade it was concluded that the area showed marked disturbance until 60cm below current ground surface, that a buried topsoil at that depth was present suggesting the archaeological level is somewhat lower than today, and that deep disturbance layers could be the result of early 1900s excavation.

Various additional assessments and monitoring works of small and large scale rural subdivisions and small to medium scale infrastructure projects have also been undertaken in recent years (Gallagher 2015, 2016, 2017; Gallagher and O'Hagan 2017; Moore 2003, 2005, 2005b, 2006, 2008, 2011, 2012; O'Hagan and Gallagher 2016; K. Phillips 2002; Prince and Clough 2003; Prince 2004), which have provided further information attesting to the density of archaeological sites still remaining across the proposed crossing points.

9 Desktop Assessment Results

5 possible routes were identified for assessment, with some limitations placed on the route options provided by kaumatua of Te Whanau a Tauwhao ki Otawhiwhi, including, a length of coastal margin named as Waahi Taapu and shown in figure 7. Other considerations also taken in to account have included:

- The avoidance of known archaeological sites where possible
- Length of the water crossing
- The area of earthworks required, or impact on the environment
- Views of tangata whenua



Figure 7: Area identified as Waahi Taapu by Te Whanau a Tauwhau ki Otawhiwhi (in red). Google Earth/MMH.

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A desktop assessment of recorded archaeological sites identified a total of 16 sites located within direct proximity of the proposed crossings, and 24 within 100m. All of the sites previously identified were associated with pre-historic Maori occupation of the area and included, pa, pits, terraces, a large number of middens, gardening soils, and lithic findspots (obsidian). These sites are listed in the Tables below in relation to specific route options.

The report has been divided into 5 proposed crossings, with the potential archaeological and heritage effects discussed below.

9.1 Option 1 – Roretana Drive (North End)

Option 1 is located on the esplanade towards the north end of Roretana Drive, extending north east over the estuary to the WBOPDC recreation reserve. It connects the Athenree Coastal Esplanade and the existing cycleway on the Waihi Beach side. It lies in close proximity to a WBOPDC watermain which was replaced in 2012 under an archaeological authority, and begins and ends at the location of two recorded archaeological sites, U13/89 and U13/149, and this route is likely to reflect a traditional pathway across the Waiau from Dr Norths Reserve. U13/149 is the probable location of Gilbert Mair's 1902 prehistoric



artefact rich workshop site, and is recorded as being up to a hectare in size. The site is known to have included koiwi (human remains) and whilst the site may well have been cleared by Sonny Hovell and Reginald Bell in 1912-1915, the site remains an important site that requires careful consideration, with intangible values. In 2012 no evidence of U13/149 was seen sub-surface, however an intact sand dune and shell midden is present in the vegetation growth next to the existing cycle path. Site U14/89 is largely destroyed in the Esplanade due to the installation of the Waihi Beach sewage system, however modified and intact aspects of this site may remain.

Site no.	Туре	Description	Condition	NZTM	Probability of Arch Risk/Effects
Athenree Side	e				
U13/89	Pits/ Midden	Pits in profile. Midden and cultivated soil exposed in eroding shoreline. Findspot for obsidian flakes; andesite/basalt flakes; stone lure/file. Very large site extending for c. 300 m.	Heavily modified	E 1862338 N 5851646	2
Bowentown Side					
U13/149	Worksop	'Shell middens. Working floor: from 1902 - 1915 a large number	Heavily modified	E 1862588 N 5851915	2

ASSESSED ARCHAEOLOGICAL RISK - MODERATE

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of adzes and other artefacts were reputedly found in this location.'

9.2 Option 1A – Marina Way

Option 1A is located close to the eastern end of Marina way on the Athenree side of the estuary where it crosses almost due east to Bowentown Reserve. Access is from Dr Norths Reserve follows the side of a small inlet into the Estuary, a probable traditional pathway and waka landing point. The land on the Athenree side is elevated by approx. 5m above foreshore level. Its location near Marina Way and Dr Norths Reserve means it sits

south of the major area of pa to the north. Two midden sites are located near Dr Norths Reserve and are unlikely to be affected. Some consideration must be given to the concentration of midden sites that are recorded in this vicinity, and the possibility of encountering unrecorded archaeology during works.

Currently there are no recorded sites in this route. The Waihi Beach side sits between two recorded sites U13/1561 and U13/149, with U13/1291 close by. As previously stated U13/149 is the suggested



site of Gilbert Mair's 1902 prehistoric artefact rich workshop site, and is recorded as being up to a hectare in size. Site U13/1561 represents cooking events and may connect with a far wider archaeological landscape than currently recorded, including buried charcoal rich occupation layers part of U13/1291. Due to the extensive nature of the sites historically recorded along this part of the Seaforth Road tombolo and Athenree, there is reasonable cause to suspect archaeology could be encountered regardless of known site position. It is also difficult to predict the condition of any sites.

Site no.	Туре	Description	Distance	NZTM	Probability of Effects
Athenree Sid	e				
U13/1307	Midden/ Posthole	Midden - scattered shell within topsoil and under-lying mixed soil. Mainly tuatua, with less common pipi and cockle. Some burnt shell in more concentrated lenses. Posthole (or roothole) associated with a shallow scoop of midden		E 1862120 N 5851688	1
U13/1309	Midden/ Posthole	Lens of midden - c. 2 m long and up to 30 cm thick. Predominantly pipi and cockle; some tuatua.		E 1862090 N 5851648	1

ASSESSED ARCHAEOLOGICAL RISK - MODERATE to LOW

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		Other species include: Turbo; Amphibola; oyster; mussel (- likely more recent shell). One possible posthole		
U13/1308	Midden	Midden - scattered shell and small concentrated lenses, within topsoil and underlying mixed soil. Mainly pipi - some cockle; Dosinia; Struthiolaria; charcoal. Lateral extent c. 7 m.	E 1862155 N 5851683	0
Bowentown	Side			
U13/149	Worksop	'Shell middens. Working floor: from 1902 - 1915 a large number of adzes and other artefacts were reputedly found in this location.'	E 1862588 N 5851915	2
U13/1561	Ovenstones / Findspot	Cluster of oven stones. Find spot for one obsidian flake.	E 1862480 N 5852066	1

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9.3 Option 2 – Roretana Drive

Option 2 extends from the Coastal Esplanade behind Roretana Drive (ArchSite U13/89 – refer Option 1), Athenree and almost due east to the Bowentown Reserve. This crossing impacts site U13/89 though it likely to have been heavily affected during the installation of the Waihi Beach sewage scheme in 2001-02 has limited impact on previously recorded archaeological sites. Sites U13/1302-1304 have been identified within the Roretana Road road reserve and do not extend into the works area. Likewise site U13/1340, a pit site, will not be affected. Due to the archaeological nature of unrecorded archaeological



remains are present along the length of the esplanade and the Bowentown Dune system given the levels of occupation and settlement that is known to have existed.

Site no.	Туре	Description	Distance	NZTM	Probability of Effects
Athenree Sid	e				
U13/1302	Midden	Midden - scattered shell within topsoil. More concentrated shell beneath tree roots adjacent to manhole. Mainly cockle; pipi; tuatua. Minor shell in topsoil in front of no. 2 Roretana Drive.		E 1862441 N 5851428	0
U13/1303	Midden	Midden - scattered shell throughout topsoil (lower part). Mainly pipi; cockle; with minor burnt stone. Some charcoal in topsoil.		E 1862461 N 5851448	0
U13/1304	Midden	Midden - minor broken shell within topsoil. Lateral extent - 6 to 7 m. Mainly tuatua.		E 1862401 N 5851528	0
Bowentown S	Side				
U13/1340	Midden	The site consists of a midden lens c.3m long and up to 10cm thick. There is a pit-like feature at the NE end 80cm wide x 35cm deep. Midden continues to NE and S as a thin layer of dispersed shell beneath dune.		E 1862800 N 5851704	0

ASSESSED ARCHAEOLOGICAL RISK - LOW

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9.4 Option 3 – Koutunui Road (DISCOUNTED) Option 3 is located to the North of Koutunui Road, hugging Koutunui pa in Athenree, and descending 18m to the North West over the wetlands towards the Waihi Beach airstrip on Emerton Road. This route has been discounted from further assessment for a number of reasons which include the sensitivity of the cultural and heritage location and its impact on the area – the area at the base of the high escarpment has been identified as Waahi Taapu by Te Whanau a Tauwhao ki Otawhiwhi. Koutunui pa which lies adjacent to the route is the largest and one of the most important of the pa sites on the Athenree



Peninsula. The pa is of high value and significance to multiple iwi groups.

Site no.	Туре	Description	Distance	NZTM	Probability of Effects
U13/44	Koutunui Pa	Headland pa with pits, terraces and shell midden; defended by a ring- ditch. Findspot for obsidian flakes. Bones of five individuals in a secondary grave unearthed just inside line of bank. Site was damaged by horticulture recontouring during 1980	< 10m	E 1861701 N 5852689	3
U13/1322	Pit	Pit - 60 cm deep and 50 cm wide; length not determined. Filled with loam; shell; charcoal; broken stone.	< 60m	E 1861685 N 5852606	0
U13/75	Midden/Pit	Five midden exposures and one pit (in profile) recorded in 1980. Findspot for nine pieces of obsidian	< 50m	E 1861618 N 5852487	0
U13/1321	Midden/Pit	Pit filled with concentrated shell midden (predominantly tuatua).	< 100m	E 1861708 N 5852518	0
U13/1316	Midden/Pit	Small pit - c.1 m x 0.7 m and 40 cm deep. Filled with shell and brown loam. Disturbed midden in topsoil nearby; at foot of bank.	< 100m	E 1861698 N 5852477	0

ASSESSED ARCHAEOLOGICAL RISK - HIGH, to be avoided

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9.5 Option 4 – Pohutukawa Drive (North End)

Option 4 requires a timber board work to be erected next to the Athenree Coastal Esplanade from near Dr Norths Reserve, continuing north past Marina Way until the edge of pa U13/50, where the crossing across the Waiau will land at the existing cycleway on the Waihi Beach side.

The location on the Athenree side is close to several recorded archaeological sites, making land beneath pa site U13/50, but the



sites are elevated and unaffected by the crossing, providing the bank of the slope is not destabilised during construction. The tracks final connection point to the south is the same as option 1A and requires consideration for the concentration of midden sites near the access to Pohutukawa Drive. The Bowentown reserve side is near recorded site U 13/1559, a midden, and there is some risk new archaeology could be encountered, but no higher than any of the other route options.

Site no.	Туре	Description	Distance	NZTM	Probability of Effects
Athenree Sid	de	·	•		
U13/50	Ра	Pa site defended to west and south by a ditch/bank. Pits, midden and cultivated soil also recorded in proximity. Findspot for obsidian.		E 1862113 N 5852090	1
U13/1307	Midden/ Posthole	Midden - scattered shell within topsoil and under-lying mixed soil. Mainly tuatua, with less common pipi and cockle. Some burnt shell in more concentrated lenses. Posthole (or roothole) associated with a shallow scoop of midden		E 1862120 N 5851688	1
U13/1309	Midden/ Posthole	Lens of midden - c. 2 m long and up to 30 cm thick. Predominantly pipi and cockle; some tuatua. Other species include: Turbo; Amphibola; oyster; mussel (- likely more recent shell). One possible posthole		E 1862090 N 5851648	1
U13/1308	Midden	Midden - scattered shell and small concentrated lenses, within topsoil and underlying mixed soil. Mainly pipi - some cockle; Dosinia; Struthiolaria; charcoal. Lateral extent c. 7 m.		E 1862155 N 5851683	0

ASSESSED ARCHAEOLOGICAL RISK – LOW to MODERATE

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U13/1559	Midden	Midden covering area of about 4 x 3m. Consists mainly of pipi and small tuatua.		E 1862264 N 5852374	1
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10 Discussion and Conclusions

Previous work has established that subsurface archaeological remains, predominantly shell midden deposits as well as pits, postholes, artefact findspots and cultivated soils associated with pre-European Maori occupation, are commonly encountered along the foreshore of the Bowentown recreational reserve and along the lowland areas of the Athenree Peninsula. The coastal cliff zones of Athenree are characterised by defended pa sites with ditch and bank constructions, and avoidance of these areas would be a priority given the density of recorded sites. There are 16 sites that have a probability of being affected, 7 of these must be considered negligible, and 1 high, of the remaining 8 sites 2 should be considered to have moderate risks associated with the proposed works. The 1902 Gilbert Mair site remains a concern for 3 of the proposed crossings as its extents and exact location remain in some doubt.

Crossing OPTION 1	MODERATE RISK
Crossing OPTION 1A	MODERATE RISK
Crossing OPTION 2	LOW RISK
Crossing OPTION 3	HIGH RISK
Crossing OPTION 4	LOW TO MODERATE

The results from the archaeological and heritage risk assessment would suggest Options 2 & 4 would cause least impact on archaeological sites and the landscape, and Option 4 would provide a greater opportunity for story telling and views of the estuary and pa.

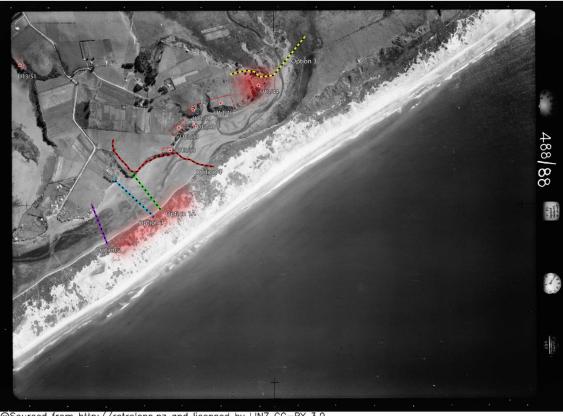
Therefore there is slight preference to Option 4 and this is seen in a route plan provided by WBOPDC to show what this could fully look like in the landscape (figure 9).

Options 1 & 1A provide plausible alternatives but the doubt that exists over the location of significance archaeological sites recorded in the late 1800s – early 1900s, and their potential extents needs careful consideration. The further modification to site U13/89 on the Athenree side is also not recommended.

Option 3 remains a high risk route and its effects to a significant archaeological environment is too great for meaningful consideration, and includes an area determined as Waahi Taapu by local tangata whenua.

The five routes are seen in relation to each other in figure 8.

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◎Sourced from http://retrolens.nz and licensed by LINZ CC-BY 3.0

Figure 8; 1948 Aerial photograph, with crossing options and recorded pas marked. The areas of archaeological concern/significance are highlighted in red, and would represent the key areas of avoidance. Source, Retrolens.nz, SN229 488 88.

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Figure 9: The preferred option. Route 4.

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11 Maori Cultural Values

This is an assessment of effects on archaeological values and does not include an assessment of effects on Maori cultural values, except where specific acknowledgement of a Waahi Taapu area has been identified by kaumatua of Te Whanau a Tauwhao ki Otawhiwhi. Maori cultural concerns may encompass a wider range of values than those associated with archaeological sites.

The historical association of the area with tangata whenua is evident from the recorded sites, traditional histories and known Maori place names.

12 Survey Limitations

The results are subject to the limitations associated with the accuracy of the available data. This assessment has been undertaken as a desktop study and no fieldwork has been undertaken. Early survey plans and aerial photography have failed to identify any additional areas of archaeological concern.

13 Archaeological Value and Significance

The archaeological value and significance of the Waihi Beach, Bowentown, and Athenree area is notable, with 700 years of pre-European Maori activity, settlement and occupation in evidence. This evidence suggests that this earliest occupation started in or around Bowentown in the mid-14th century. The recorded sites demonstrate an intense and complex pre-European history existed, with defended coastal pa complexes, tool manufacturing, widespread Kaimoana processing, and intensive horticulture all present. Early European settlers are known to have established a community in Athenree and despite the lack of recorded archaeological sites in the area evidence is likely to remain. Most of the work is likely to take place in coastal reserves and is most likely to affect shell middens, storage pits and horticultural soils, some of these sites are likely to have undergone partial modification through various previous works in the vicinity, although it is to be expected that intact features/deposits would remain subsurface.

Value	
Condition	The condition of the potentially affected sites range from likely destroyed to fair- good condition where subsurface remains are likely to have remained intact. Where the route proposals sit, archaeology is thought to be in a fair, poor to destroyed condition, however the depth of the known archaeological remains may also result in evidence of good to very good condition due to its burial.
Rarity	The majority of potentially affected sites comprise shell midden deposits which are very common throughout the Waihi area and wider Bay of Plenty region. Other site types present including garden soils, food storage pits, structural post holes and lithic findspots are also common within the area, although slightly less common than shell midden sites. The established presence of early Maori arrival sites, ie pre-1500AD in this area, should be considered relatively rare, and coastal erosion, which is present in this area, may be further modifying/destroying these types of sites, increasing the value of retrieving archaeological information when possible.
Contextual Value	Individually, the sites form a minor part of an extensive and intensive pre- European Maori archaeological landscape of high value that extends across the Waihi Beach, Athenree and Bowentown areas, and the project scope may aid to link these in a tangible way, and also recognise them further, such as the definitive location of site U13/149 on the Waihi Beach side. Site U13/89 on the Athenree

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	side is also a complex site demonstrating the breadth and complexity of Maori communities here, and this is further supported through the presence of major pa
	in close proximity to one another, and likely to support potentially high population
	numbers.
Information	There is limited information potential however ground works associated with
Potential	structural works required of the cycle/walk way may reveal new information that
	may require analysis such as radiocarbon dates. There is some probability that
	koiwi could be encountered based on traditional korero, though the area
	identified as waahi taapu has been avoided for this reason.
Amenity Value	There are high amenity values associated due to the construction of boardwalks
	and pathways. There is opportunity to create signage related to the archaeology,
	culture and history of the area, thereby expanding knowledge of users.
Cultural	The sites identified as potentially affected by the proposal are of Maori cultural
Associations	value. The cultural significance of the sites is for tangata whenua to determine.

14 Recommendations

Regardless of the route options assessed, all are located within an extensive, significant Maori landscape including pā, settlements and cultivations. In summary, the recommendations of this report are;

- This assessment suggests Route 4 would result in least impact to archaeology based on avoidance of known archaeology, a disturbed crossing point on the Waihi Beach side, reflection of tradition trackways and access point to the estuary on the Athenree side, education potential, amenity value, and a short crossing point closer to Island View.
- Route 2 has also been identified as a low risk position based on the absence or low risk of finding archaeology.
- Routes 1 and 1a begin and end within known archaeological sites and therefore not recommended.
- Route 3 impacts on an area considered waahi tapu at the base of Koutunui pa. It is further discounted due to the impacts on Koutunui pa and the potential of koiwi discovery.
- Any works in this area should be undertaken with regard NZ law, and therefore, regardless of the chosen route, a General Archaeological Authority granted by Heritage New Zealand Pouhere Taonga (HNZPT) is recommended to be in place before any ground works occur, and a Management Plan be compiled to guide works with regard archaeological monitoring, recording and compliance with the HNZPT Act 2014.

Ongoing consultation with tangata whenua is advised, and also with Heritage New Zealand Pouhere Taonga.

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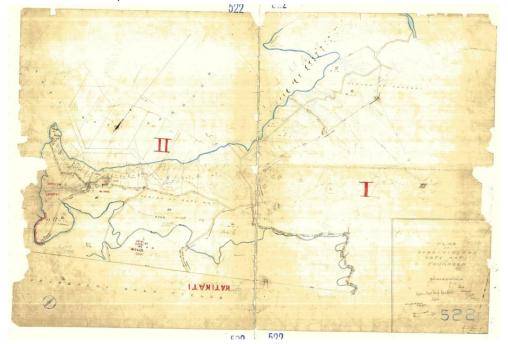
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Digital Online Databases: ArchSite database

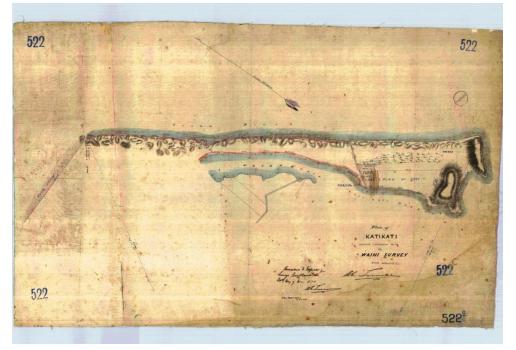
Historic Surveys	www.quickmap.com:	1886 Survey Plan SO 4928
		1871 Survey plan SO 522
		1870 Survey Plan SO 522
Historic Aerial Imagery	www.retrolens.co.nz	SN229 488 88

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- 16 Appendix 1
- 16.1 Historic Surveys

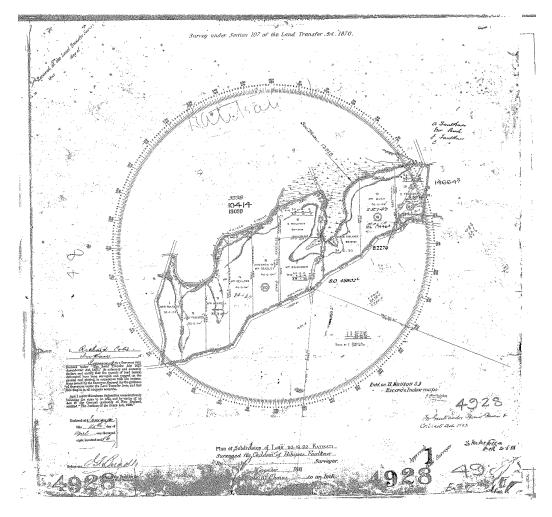


1871 Survey plan SO 522 C – Showing the Athenree Peninsula to the left. Source: QuickMaps.



1870 Survey Plan SO 522 - Showing the Waihi Beach to Bowentown Tombola. Source: QuickMaps

Mishmish Productions (Heritage) Itd/Athenree to WB crossing/July 2021



1886 Survey Plan SO 4928 – showing the east coast of the Athenree Peninsula. Source: QuickMaps

Mishmish Productions (Heritage) Itd/Athenree to WB crossing/July 2021

- 17 Appendix 2
- 17.1 Aerial Photographs



1948 Aerial Photograph of the Athenree Peninsula in relation to Waihi Beach and the Pacific Ocean, with detail below. Source: SN229 488 88 - Retrolens.nz. Below, close up of project area.



Mishmish Productions (Heritage) Itd/Athenree to WB crossing/July 2021

9.2 WAIHĪ BEACH COMMUNITY BOARD CHAIRPERSONS REPORT - AUGUST 2021

 File Number:
 A4287342

 Author:
 Ross Goudie, Community Board Member

Authoriser: Gary Allis, Deputy Chief Executive & Group Manager Infrastructure Services

RECOMMENDATION

- 1. That the Chairperson's report dated 9 August 2021, titled 'Waihī Beach Community Board Chairpersons Report August 2021' be received.
- 2. That the Waihī Beach Community Board fund up to \$750 from the Waihī Beach Community Board Contingency Account for costs relating to the 'thank you' afternoon tea, to be held Monday 16 August 2021.

BACKGROUND

Cycleways around the Waihī Beach Ward

Member Ryan has provided the Board with and update on the proposed Cycleways around the Waihī Beach Ward as of June 2021, including further options for consideration at an upcoming workshop. **Attachment 1**

Further information relating to this item can be found in the Infrastructure Report of this agenda.

Community Board afternoon tea for volunteers

On Monday, 16 August from 2pm - 4pm, the Community Board have organised a 'thank you' afternoon tea for volunteers and community groups.

Recommendation:

That the Waihī Beach Community Board fund up to \$750 from the Waihī Beach Community Board Contingency Account for costs relating to the 'thank you' afternoon tea, to be held Monday 16 August 2021.

Waihī Beach Historical Trail Information Project

Waihī Beach Information Centre website contractor, Paulownia, has developed a structure that will host the content for the trails, which is currently downloading. There will be a four to six weeks time allowance for the delivery, completion and installation of the slanted bollards. The estimated completion date for the project is late August 2021.

Predator Free

On 21 June 2021, the following groups/representatives attended a meeting to discuss the draft policy:

- Local Predator Free Groups;
- Community Trappers;
- Department of Conservation;
- Waihī Beach Environmental Society Inc. (WBESI)
- Live Well Waihī Beach;

- Dotterel;
- Bay of Plenty Regional Council;
- Kaimai Kauri;
- Project Parore; and
- Community Board members and Councillors.

Sam Mortenson and Doug Longdill also met with Otawhiwhi Marae Representatives, Puawai and John Mutlow, on 18 July 2021, for the same purpose.

Funding applications are now being prepared.

Sustainability Policy and Proposals

Pippa Combes and Sam Mortenson have drafted a sustainability policy for Waihī Beach. On 14 July 2021, they met with Tourism Bay of Plenty to discuss sustainability initiatives, and funding for sustainability from the Bay of Plenty Regional Council (BoPRC).

Three Waters Reform

Staff Comment:

We understand that Government will be conducting a national communication and engagement programme in the second half of this year. Based on what we know at the moment, we expect we will have to decide in late 2021 whether to remain involved in the Government's reform programme, or opt out. We will keep a record of the views you have shared so it can be provided to Council as part of their decision-making process.

If you would like more information on the Government's plans for reform, you can find it here <u>https://threewaters.govt.nz</u>

Welcome to Waihī Beach Entranceway Project

Member Hulme has provided the project proposal as Attachment 2.

Town Centre Plan Review

The Community Board would like some direction from Council staff, in regards to progressing the Town Centre Plan Review.

CCTV

The Waihī Beach Community Board will be applying for two CCTV cameras in Waihī Beach, as soon as Council applications open.

Waihī Beach Library Upgrade

Staff Comment:

No further updates to provide at this stage.

Village Planting

The Innovation Garden Club have provided the Board with a proposal for Village Gardens. Attachment 3.

Community Matching Fund

Staff Comment:

The panel (Councillors James Denyer, John Scrimgeour, Mark Dean and Community Manager David Pearce) met on 8 July to make their decisions.

This is the sixth year of Councils contestable Community Matching Fund, with the exception being a hiatus for the 2020 year when funds, because of COVID-19, were diverted to the Community Resilience Fund.

The fund allocates a total of \$140,000 per annum, which is divided into two sections: \$40,000 for environmental initiatives and \$100,000 for general applications, all under the guiding principle of providing public benefit. This was the first year in which all applications were made electronically only, which aligned Council with the best practice of other funders.

Applicant groups were asked to 'match' any cash grant from Council with an equivalent amount of their own, which could be made up of volunteer hours, cash in hand, donated services and goods,

The fund was open from 12 April 2021 to 28 May 2021. A total of 52 applications were received, of which seven were for the environmental fund:

- 1. Katikati Waihī Beach ward 13 applications;
- 2. Te Puke Maketu ward 22 applications;
- 3. Kaimai Ward 9 applications; and
- 4. Whole District applications 8 applications.

The total funds requested were \$507,111.00.

Community Group Updates

A verbal update from the below groups/projects, will be provided at the meeting:

- Broadlands Block Ruth Parsons
- Skate Park Plans Pippa Coombes
- Pio Shores Group Peter Roy
- Athenree Action Group Anne Marie and/or Sue Allen
- Surf Life Saving Club
- A Friends Place
- Waihī Beach Community Centre
- Waihī Beach MenzShed Don Fraser

Waihī Beach Events and Promotions

An update is provided as Attachment 4.

Coast Care

An update is provided as Attachment 5.

Waihī Beach Community Development Trust - MenzShed

A letter of confirmation needed for the final instalment of Community Board allocated funding is provided as **Attachment 6.**

Live Well Waihī Beach

Workshop notes of the discussion surrounding the future of 'Live Well Waihī Beach' has been provided as **Attachment 7.**

ATTACHMENTS

- 1. Attachment 1 Waihī Beach Cycleways around the Waihī Beach Ward Update 😃 🛣
- 2. Attachment 2 Waihī Beach Entranceway Project Proposal 😃 🛣
- 3. Attachment 3 Proposal for Village Gardens 🗓 🖾
- 4. Attachment 4 Waihī Beach Events and Promotions Update August 2021 😃 🛣
- 5. Attachment 5 Waihī Beach Coast Care Report 🕂 🖀
- 6. Attachment 6 Letter from Waihī Beach Community Development Trust MenzShed <u>U</u>
- 7. Attachment 7 Live Well Waihi Beach Workshop Notes from 19 July 2021 😃 🛣

Cycleways around Waihī Beach Ward July 2021 Update

In accordance with the existing Community Plan and Long Term Plan submissions.

A suggested plan of completing the urban cycleway around Waihī Beach was presented to the Waihī Beach Community Board. This came following a tour around the area between Council staff, members of the Community Board and the Waihī Beach Cycling Charitable Trust. This allowed members of each party would come to an agreement on where the sharrow and sign locations.

The Board was informed that Council staff had been 'strongly advised' not to use 'sharrows' at Waihī Beach. The Board was also advised that that Council was waiting on 'Archaeology Authority' Representatives to agree on the placement of the signposts.

The Board has not seen an example of the signposts but have been told that they will be similar to those used at Ōmokoroa.

The Board agreed on a budget for the estimated costs for the signage (including some sharrows) at the Community Board meeting held 14 June 2021.

The following decisions were agreed to be made by the end of July and need to be considered by the Board at an upcoming workshop:

 (1) Whether the Didsbury Creek Reserve is upgraded as a cycleway from Patterson Avenue to 3 Mile Creek (on priority list in 2016 and budgeted for) Or
 An off road cycleway to be installed on the basch side of Seafarth Boad, from Dillon Street to

An off road cycleway to be installed on the beach side of Seaforth Road, from Dillon Street to the loop

- (2) Obtain agreement on whether a cycleway should be installed on the beachside of Brighton Park through to Coronation Park. (priority 2 in 2016 and budgeted for)
- (3) Obtain agreement on type of cycleway between Plom Road and Wakanoi Place (priority 1 in 2016 and budgeted for)
- (4) Timeline to upgrade section across Broadlands Block from Community Hall to Edinburgh Street (on priority list in 2016 and budgeted for)
- (5) Decide on best link from Trig Cycleway to Surf Club
- (6) A Cycleway along Beach Road between the Community Hall and Pohutakawa Park, aligned to the Historical trails.

Transition in Architecture is defined as the connecting in-between spaces. It is a change of space from one state to another, and architectural spaces are incomplete without transition spaces. Transitional spaces are defined as spaces ...acting as both buffer spaces and physical links (Deshnukh, 2009).

Location

The end of the journey and signifying arrival. Locate signs before arriving and where the awareness of having arrived is first felt. Continue works through to roundabouts/ Athenree intersection to complete the arrival

Identification

Providing cetainty and a marker of succes, gateways provide an expression of the place, define it and confirm location.

Culture

Specific to Waihi Beach, celebrating both the history & future and the here & now. Celebrate the local flavor with a strong sense of place by incorporating locally-sourced materials and reflecting the location's heritage and environments.

Character

Waihi Beach is very long and spread out with varied environments; ocean, harbour, hills and bush. Inject recognisable aspects of this into the gateways. A Tuhua/Mayor Island image as logo to reflect this being an iconic part of the Waihi Beach experience; native foreshore and bush mass planting and chunky weathered timbers reminiscent of driftwood.

Planting

Celebrate the nature of the open spaces here and local indigenous planting by extending this to the entryways by using massed planting of iconic and familiar plants native to Waihi Beach along the verges and on roundabouts.

Signs and hard landscaping

Place signs at points in the road where one has 'arrived'. Follow up with markers to lead into roundabouts and intersections to strengthen the feeling of arrival, complete the journey and transition from travel to arrival.

Maintenance – Robust and low maintenance planting & signs, Solar powered LED lighting.

REFERENCE









ANALYSIS AND PRECEDENT IMAGES

WAIHI BEACH GATEWAYS

Every man wants to belong to a "place"; he wants to believe that he is in the most wonderful spot on earth and he takes pride in how and where he spends his time on this earth. Emotion is the most important determinant By Paul Rudolph , Paul Rudolph Heritage Foundation.

Primary visual: Tuhua/ Mayor Island The view of Mayor island is inextricably linked to the Waihi Beach experi-

ence. It and the sea are the first things you see in the distance on arrival, and it sits within our view when on the beach. I see it as the most dominant and unique landscape feature we have. Recognise Tuhua, and you think of Waihi Beach.

Lettering/Font

I propose to use the same (or similar) font chosen by Waihi Beach Events and Promotions for use at the Information Centre, to create a consistent and cohesive feel for the whole area. It will sit comfortable with robust and weathered timbers and native planting.

Lights and secondary elements

To extend the experience of arrival and drawing inspriation from the channel markers in the harbour, drfitwood on the beaches and the street aesthetic in the village, a series of bold 'marker poles' incorporating decorative lighting leading from the main signs to turn-offs in the roads is proposed

Planting

Low maintenance mass planting of native species dominant at Waihi Beach already will reinforce the unique feel we have here and visually connect the entryways to other places we enjoy at Waihi Beach, Athenree and Bowentown. It will reinforce the feeling of place. Species selected to also be low maintance and robust.

Roundabouts and intersections

At every point of arrival, people are faced with a choice of directions to travel in. Adding attractive directional signage at roundabouts will improve the look of these areas, beautify them and assist in wayfinding. Low mass planting is also proposed.





Roundabout with central poles and low planting



Examples of timbe



REFERENCES https://www.paulrudolphheritagefoundation.org/

OVERVIEW AND INSPIRATIONAL IMAGES

WAIHI BEACH GATEWAYS

"Urban Design, as opposed to the design of a building, is concerned with the relationship of every element to every other element, so that whole is greater than its parts... We need sequences of space which arouse one's curiosity, give a sense of anticipation, which beckon and impel us to rush forward to find that releasing space which dominates, which acts as a climax and magnet, and gives direction." By Paul Rudolph, Paul Rudolph Heritage Foundation.

Main Gateway Signs Tuhua/ Mayor Island Logo Iconic image unique to Waihi Beach

Look and Feel

'Look and feel' is part of the branding and marketing. Verdigris copper and chunky timber, expressed fixings, cut out letters, back lit. These are the gateway and point of arrival.

Design

All elements considered together; This is the head of the family, larger and of more importance. The key element that the others support.

Character

Strong, bold, natural and weathered, slightly rugged but simple with clean lines. Speaks to portals, gateways and transitioning form one place to another.



REFERENCE https://www.paulrudolphheritagefoundation.org/



Marker Poles

Linking elements

Between the Gateway and the intersection, these take you on a journey from the gateway to the nearest intersection .

Look and Feel

A series of lit poles amidst the planting, inspired by channel markers in the harbour.

Design

Chunky timber poles with an LED light below a 'hat' of copper and/or stainless steel.

Character

Evoking a marine feel, this re-interpretation brings the harbour and recreational fishing and boating to the story. Bold and strong.

BUILT ELEMENTS

Intersection Markers **Directional Guidance**

Bespoke signposts/ sculptural in form

Look and Feel

Chunky aged timber posts with simple signs in copper, letters in stainless steel.

Design

Smaller than the markers and gateway sign, these signify the ending of the arrival passage, to the final destination within Waihi Beach.

Character

Tidy, clean and uncluttered, yet still weathered and of natural materials. This elevates the entry experience from mundane to part of the sensory and emotional journey in and around Waihi Beach, it completes the story.



WAIHI BEACH GATEWAYS

GATEWAY 1



GATEWAY 1 - WAIHI BEACH RD ENTRY TO WAIHI BEACH

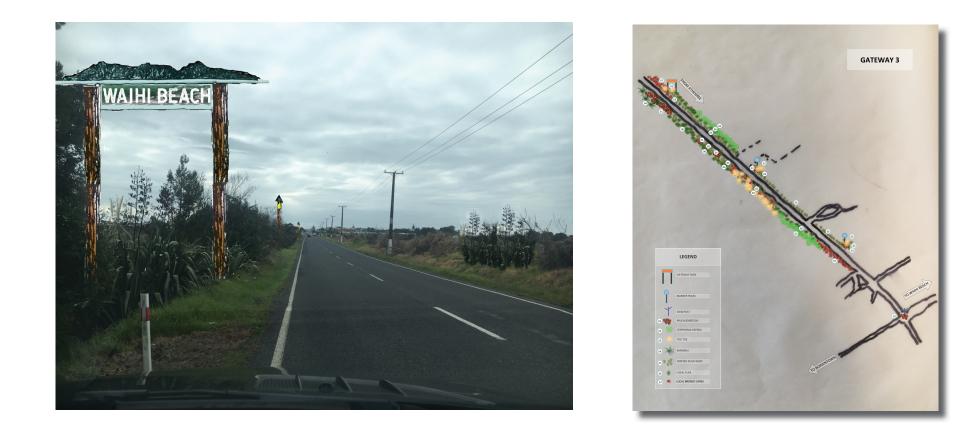
WAIHI BEACH GATEWAYS

GATEWAY 2



GATEWAY 2 - STEEL RD ATHENREE TURNOFF

WAIHI BEACH GATEWAYS



GATEWAY 3 - EMERTON RD ENTRY TO WAIHI BEACH

WAIHI BEACH GATEWAYS

MASS PLANTING - LOW GROUND COVER



MASS PLANTING - MEDIUM AND TALLER



PROPOSED PLANTING

WAIHI BEACH GATEWAYS

RESPONSE

BRIEF

Summary of responses to questions about Waihi Beach and Athenree Entryways Septmeber 2020

What does Waihi Beach Symbolise for you?		What does Waihi Beach Symbolise for you?
Great Cafes	12	-
Village atmosphere (includes shopping)	11	Design is consistent with the village look and feel
Beach	10	Used as inspiration for the design
Relaxation	6	Replanting and extending the planting of the beach will reinforce this.
Bushwalking	6	Bush plants to be incorporated in the design
Friendliness	6	Bosh plants to be incorporated in the design
Low-rise buildings	6	-
Tahuna/ Mayor island	E	-
Family	5	Used in the logo
Fishing	4	-
Holiday	4	The marker poles include the recreational harbour experience.
	4	Elements from the local environment extended to the entry.
What would you like to see change in the entryways.		
Attractive planting/ beautified		What would you like to see change in the entryways.
Clean and tidy, remove gorse	15	Natives planted from both beach and bush environments
Limited advertising	15	Mass planting of a few robust and typical species, weeds gone
Limited advertising	7	Needs to be dealt with elsewhere
What criteria do you think makes a good entryway		
Solar Lighting and CCTV		What criteria do you think makes a good entryway
	5	LED lighting, could be solar powered, CCTV can be included.
Symbolic Logo	4	Mayor Island, unique/ dominant feature at Waihi Beach
Meaningful	4	Elements referencing and reinforcing what is already here.
Visually attractive	4	yes
and the second		
How would you like to incorporate Maori culture		How would you like to incorporate Maori culture
Get engagement from iwi	7	Opportunity for carving on the poles
Subtle and simple	3	Would be good to liase and incorporate into the design.
		······································
What does ideal signage look like		What does ideal signage look like
Attractive and tidy	8	Simple ideas, attractive
Beach Themed	6	
Bold	6	Elements referencing elements at the beach Bold
Consistent with other signage.	5	
5.5	C	Consistent wth the village and information centre.

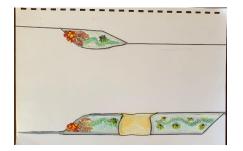
BRIEF

WAIHI BEACH GATEWAYS

Proposal for Village Gardens Draft for negotiation - Innovation Garden Club 27.07 2021

Theme: Colours of red, yellow and orange Maintaining some existing plants and introducing new. All thriving in local gardens. Recommended plants like coastal areas and are drought resistant. Options have been checked for growth patterns and sizes. Plants currently locally available.

Parallel gardens 1 Wilson Road (outside Mustards Builders sign) and opposite side of road



Remove the yukka and two stashed steel bollards inserted in the yukka. Replace with yukka with option a) b) Undergrowth and existing grasses remain Plant a winding feature between the grasses c)



a) Pacific Coprosmas_are evergreen, densely foliaged plants which will grow ultimately to a metre. They grow well in full sun through to part shade; they cope very well when water is scare; coastal spray doesn't bother them; you can clip them, or not; and if you remember to throw them a handful of slow release fertilizer in Spring, fantastic but not essential Low maintenance but showy.



b) Pacific safari jewel

1m x1m Exotic evergreen shrub with glossy foliage. Bright red centre surrounded by a chocolate brown margin. Colour is most intense in spring and autumn.

It grows best in a well drained soil and prefers full sun to partial shade.



c) Agapanthus Tinkerbell Agapantha

The showy foliage is neatly banded and edged in white. Great for highlighting a garden border. Tends not to flower. Minimal maintenance. Grows well in Waihi Beach gardens $0.3 \times 0.3 m$

Outside toilet block

Under cabbage trees Remove flax Replace with Nadina x3



Space on entrance of carpark Remove flax Replace with Nadina x 3 **Firepower Nadina** is a dwarf cultivar, making it a great choice for small yards and tight spaces. It also tolerates drought well once established.

It is lime-green in spring (with tinges of red), light-green in summer, bright red in fall, and it will remain red in winter in zones 8 and 9.

This shrub is relatively free of pest and disease problems and even performs reasonably <u>well under</u> trees.

Firepower Nandina can be used in a number of different ways in the landscape. For all its uses, you will be most satisfied if you plant it in a mass, rather than installing a single plant here and there. It is commonly used as a ground cover, due to the dwarf stature of the cultivar and as a shrub border.

Circle both Nadinia patches with helichrysum argyhphyllum x 15 or other flowering groundcover





Seats at corner of carpark

Remove existing shrubs Plant a garden shape of smaller comprosma Two options

Add bulbs in the shapes in autumn for winter/ spring show (can be added and monitored by the garden group.)

a) Coprosma "Ignite" "Ignite" is a compact and evergreen, NZ native shrub, featuring colourful foliage. The small and glossy leaves are a brilliant red colour. It grows compactly to about 1 m tall and 60 cm wide, performing best when planted in full sun or partial shade on a well-drained site. Trim to required



Or b) Coprosma Evening Glow is rich orange.

Puhututukawa tree Outside Health Shop

Trim tree Leave garden in shell.

Nikau trees, both areas Recommend nikau remain. Remove the corokia and leave the existing plants to create a rounded smooth understory.

Outside Op shop

Leave as is

Seated areas Outside Ebony and Professionals

Remove the existing libertia and replace with Libertia peregrinans

Plant waves of dwarf kniphofias which will flower against the grey backs of the seats in cooler seasons.





Libertia peregrinans - New Zealand Iris. Bronzy-green / khaki sword-like leaves, tapering to the end. Small white flowers in Spring. Attractive white flowers in spring and summer. The orange colouring is more intense when it is grown in harsh conditions. Tolerant of both full sun and shade. Evergreen. Hardy. 0.3x.1m

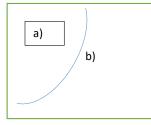


Fire glow The new Dwarf Kniphofias, 'Ember Glow', 'Fire Glow' and 'Pineapple Popsicle'. These diminutive hotties flower profusely on spikes 50-65cm tall, and repeatedly bloom.

Kniphofias, also known as Red Hot Pokers or Torch Lilies, are drought tolerant, thrive even in relatively poor soils, and produce good amounts of nectar attracting birds when in flower. A well-drained, sunny position is the preferred habitat for these hardy beauties.

Dwarf Kniphofias are compact and just like their larger relatives, form clumps so they can be divided when fully established. Removing spent flower stems to ground level can improve plant appearance. These new varieties continue to send up further flower spikes over a far longer period than is usual for kniphofias.

Rectangle outside fish and Chip Shop



Remove all and replace with

a) Libertia peregrinans x 10

b) Gaillardia

Mid section between the north and south roads x 6



Smaller spaces

Remove existing grasses.

Option a) bunched kniphofias in shell

Option b) as option a) but with shelled area in gaillardia



Gaillardia 'Sun Flare

Gaillardias are tolerant of poor soils and dry or even coastal soil conditions, and are relatively fast to establish. Two new Gaillardias have been released this season, Gaillardia 'Red Sun' and Gaillardia 'Sun Flare'.

Gaillardia 'Red Sun' is a striking new hybrid with hot orangered sun-like flowers massed over a compact foliage mound of green leaves. Gaillardia 'Sun Flare' features gold fluted flowers with a central red 'eye' massed over a compact foliage mound of silvered leaves. The seed head of 'Sun Flare' is also rather appealing, with a fuzzy appearance. Both of these varieties flower for up to six months from late spring through autumn, providing eye-catching and extended summer colour.



Larger spaces

Remove existing grasses

Option a) spaced kniphofias

Option b) as a) but shell spaces filled by gaillardia

Outside Secret Garden



Outside United Church

Remove all Replace with 3 x Metrosidrous Tahiti

2 x lomandra removed from the road middle

- **3** x dwarf Kniphofias at the end point of the garden
- 5 x Libertia peregrinans around the bollard end

Compost soil under the shell

Replemish shell coverage

Existing remains with exception of

Remove flax (not shown) Replace with 3 dwarf Kniphofiias



Metrosideros collina 'Tahiti

A very attractive, native evergreen shrub producing bright red flowers 2 or 3 times a year but mainly in summer. Plant in a sunny position in average type soils that are free-draining and needs to be sheltered from frost. Suitable for coastal locations.

Grows to about 1.2m x 1m

Arrange for watering for the first summer season

Community Coordinator and Marketing Report July 2021

Info Centre Hours: 10.30 a.m. – 1.30 p.m. Friday, Saturday and Sunday as Winter Hours.

Nicky Austin has resigned and a replacement has been found. This person will begin end August 2021.

<u>AGM:</u>

Waihī Beach Community Events & Promotions Annual General Meeting will be held on **Wednesday 11** August, 5.30pm at Waihī Beach Information Centre.

EVENTS:

June TIDE Event – Wednesday 30th June: Around 85 people attended, by far our most popular TIDE event so far. Next TIDE Thursday 26th August at the Waihī Beach Community Centre

WBCEP Volunteers Thankyou Evening – Thursday August 5th

Our Information Centre Volunteers are invited to drinks and nibbles at Flat White as a show of appreciation for their incredible volunteer work.

Sustainable Blue Backyard and Spring Clean Up – Saturday September TBC

Our yearly collaboration with Envirohub. Date to be advised

Anzac Bay Summer Kick Off – Saturday October 23rd

Waiting on other funding applications. Communications with Otawhiwhi marae and Heritage NZ are continuing regarding historical and archaeological considerations for the Anzac Bay site.

Love2Run Waihī Beach Fun Run event – Saturday 27th November

Love2Run is bringing this exciting new event to Waihī Beach. WBCEP are providing advice.

Christmas in the Village – Date tbc

Details to be confirmed

TIDE Christmas Dinner – Thursday 16th December 2021

Planning ongoing

Movie in the Park – Wednesday 29th December 2021

Planning ongoing

Kids Day Out – Saturday January 22nd 2022

Planning ongoing

ECHO Walking Festival – Sat 9th April till Sun 24th April 2022.

The ECHO Walking Festival meets on July 28th 2021 to begin planning for next year's event.

Dog Show 2022 – suggested date end Sat 26th March 2022

First meeting held recently, planning has begun.

MARKETING:

Heritage Trails Project

Consulting with Marilyn Roberts and our website agency, on implementing the digital components onto <u>www.waihibeachinfo.co.nz</u>

Tourism Bay Of Plenty

Working with the TBOP team on the following areas to maximise Waihī Beach coverage:

- Updating and optimizing content of the new Waihī Beach page on TourismNZ website.
- Flavours of Plenty TBOP is launching a food focused event called Flavours of Plenty next Autumn. Consulting with them to include Waihī Beach in this initiative.
- Gaining support from the TBOP Digital Manager to update our Google My Business for Info Centre



It's About Time magazine

The quarterly magazine has received strong support from the community and the committee has decided to continue this publication on a quarterly basis. It is a great channel to promote Waihī Beach news, businesses and upcoming events.

Walks and Cycle Brochure

Working on updating this popular brochure with the Trig extension update, ready in time for summer.

Accessible Waihī Beach Project

The community has been extremely supportive of this initiative and the majority of the funds have been raised through sponsorship. It is expected that the beach access mats will be installed by Labour Weekend. In addition (and independently to this project) the council has approved a request to extend the disability ramp on the right side of the toilets to add a path and small viewing platform over the grass. They will work in with our beach access project to ensure the path joins smoothly with the beach mats.

WAIHĪ BEACH COAST CARE REPORT

The planting season is well underway working with Coast Care Bay of Plenty and the Beach Volunteers.

After the presentation at the previous Community Board meeting by a member of the public a meeting was requested between Western Bay Council personnel, Regional Council and Coast care. Wayne Allchorne set up the meeting, which was attended by Rusty Knutson from Regional Council, (the recently appointed manager of Bay of Plenty Coastcare), Coastcare Contractors, Waihī Beach Surf Club, Community Board and local Coastcare representatives.

It is important that the Waihī Beach Coastcare group, including the Surf Club, can respond quickly to any major storm and are able to work closely with the Western Bays and Regional Councils so as the 'clean up of the beach', including the restoration of the dunes, and repairing of the Walkway structures is planned and achieved in a timely manner.

Some of the items discussed at the meeting included;

- (1) How could the Surf Club become an authorised body to work with the Councils on an as required basis.
- (2) The need for more / better education of the public about dune preservation.
- (3) Use of the antennae app to notify and show Council of problem areas on the beach.
- (4) Coastal Place rules and Resource Consent processes. We were informed that at Pukehina the Ratepayers Association have their own Resource Consent to be able to move sand.
- (5) Could / should some of the walkway structures be changed rather than just being rebuilt. Ie should some be on more of an angle or a different type of structure.
- (6) Should there be more use of sand ladder type structures, again maybe more parallel with the beach and importantly with extensive planting around the structure.
- (7) When the creeks are blocked could there be a process whereby the sand is immediately moved to nearby dunes where planting can assist with the re-establishment of the dunes rather than stockpiling close to the creeks.
- (8) Could we involve Department of Conservation in the future. (eg Orakawa walk)

The discussions were very positive and it is expected that a similar meeting will take place before the Summer season.

WAIHI BEACH COMMUNITY DEVELOPMENT CHARITABLE TRUST

Address; P O Box 128, Waihi Beach 3642. Ph:0277100771. Email; waihibeachmenzshed@gmail.com

To; Ross Goudie,

Waihi Beach Community Board

Waihi Beach Menz shed committee advise that we have the council consent to hand to build.

We have enough funds available to complete the project.

We expect construction to start early September with completion pre Xmas

Can the Community Board please pay out the remaining \$10 K held for this purpose.

Yours faithfully Brian Baynes Trustee 21st July, 2021

Waihi Beach Community Connector Role Workshop Notes Monday 26th July 2021

<u>Council staff attendees:</u> Jodie Rickard Caroline Lim

<u>Elected Members</u> Councillor Anne Henry Councillor James Denyer

Community Board Chair Ross Goudie Community Board Deputy Chair Marilyn Roberts Community Board Member Don Ryan Community Board Member Bob Hulme

Community members:

- 1. Don Fraser (Focus Group, Residents and Ratepayers Association)
- 2. Trudy Van Stee (A Friends Place)
- 3. Ruth Parsons (ex community board members, Broadlands Block rejuvenation project)
- 4. Amanda Earl (Katikati Community Centre, team leader programmes and information, managing adult programmes, providing information and advice)
- 5. Doug Longdill (environmental society, coast care, predator trapping)
- 6. Cyndi Clare (Waihī Beach Events and Promotions)
- 7. Pippa Coombes (Sustainable Waihi Beach)
- 8. Gary Alway (business owner, volunteer fire service)
- 9. Mel Gearon (volunteer fire service, Waihi Beach Lifeguards)
- 10. Bob Firth (Menzshed secretary)
- 11. Charlotte Van Doorn (Socialink)

Apologies:

Sam Mortensen Brian Baynes Councillor Allan Sole

Overview of Wellbeing Plan and role funding available

Jodie gave an overview of Council's Wellbeing Plan. As part of this Plan, there were agreed local priorities identified for each community. Council is now working with those communities on the delivery of that action.

For Waihi Beach, the identified local priority was for a community connector – a person who can bring groups together, do some groundwork and provide momentum for local action.

See **Appendix 1** for more information on the Wellbeing Plan and the timeline up to this workshop.

Overview of Live Well Waihi Beach and the connector role

Jodie also outlined what Live Well Waihi Beach has done over the last 8 months.

The need for a community connector role was identified by the Community Board and other local organisations, through the development of the Waihi Beach Community Plan.

In October last year, following COVID and wanting to build on the collaboration and cooperation that came out of responding to COVID, the Community Board took the initiative to contract a local coordinator. That person was Anna Schroder. Working with Anna, the Community Board established Live Well Waihi Beach. This is essentially a network that has connected with community groups and services sector, to provide facilitation and support and to work together.

What has been learned

The key learnings from Live Well Waihi Beach were shared and were set out on a large sheet. They are set out here:

WHAT WE LEARNED

The need for a Community Hub - a physical space where groups and community connect
A place to go when help is needed - a known location to access support and resources.
Digital communication and community engagement - communication across the digital divide and finding ways to reach more of the community, representing a shared voice.
Volunteers and group sustainability - Finding ways to get people involved and promote wellbeing through community participation. focus more on projects and specific tasks.
Environment and Sustainability - An active scene achieving great things and responsible for some key community-led projects, an area of great potential to work together.
Mental health - A need for more location-based services, more support for children/youth, finding way ts to promote wellbeing through activities and groups that already exist.
Community Preparedness - Being aware and prepared as a community for the unexpected.

Feedback from the session:

"If we continued to have a coordinator role supporting a network of local organisations, what would success look like?"

Set out below are the ideas shared by the group:

- An engaging community that is connected and know where they can "go to" for support and information, and to share their events/ meetings.
- Better communication with Regional Council, DoC, WBOPDC for improvements to the each and sanddunes.
- Community led initiatives to remove roadside rubbish.
- Clear measurable KPIs set, and learnings from other communities eg. Te Puke / Wanaka.
- Effective 'streamlining' of numerous groups and activities / funding.
- Having open ears to identify areas of new need.
- Support of the ageing in the community housing needs, transport and health.
- Ensure groups work collaboratively and don't replicate services.
- Support from funders to ensure pest control initiatives are sustainable.
- Big community voice
- Find a way to get younger people in decision making processes.
- More community services for Waihi Beach eg. BBQs, Showers.
- Supporting trades people in the community, ie. builders, plumbers, electricians etc.
- Predator Free Waihi Beach.

- Community Funding extra money coming into the community.
- Working with iwi
- Digital communication and learning
- Mental health.
- Overall pest control programme incorporating Orokawa.
- Wider community participation in backyard trapping and trapping on public land.
- Mental health services being utilised.
- Back office support for operational groups (HR, Funding applications, Health and Safety).
- Certainty of funding for groups long term
- A more sustainable Waihi Beach.
- Support and facilities for the growing youth population at the beach.
- To have a community hub with a team of able staff facilitating, helping and looking after the needs of people
- Roles of 'Live Well':
 - Coordinate activities of clubs and organisations
 - o Assist those groups to secure funding
- Interactions (positive) between all community organisations.
- Involving young families tapping in to the school PTA, Playcentre etc.
- Ensuring the community know where to go to access services / help
- Have a central place to get info.
- Ensuring groups don't slip off the radar through poor or lack of communication. Reasons may be because of change of group membership, change of contact details or change of needs.
- A functioning community centre with a full-time manager and community connector in a hub eg. Katikati Community Centre.
- All of the headings set out under "What We Have Learned" (see box above" are crucial elements.

There was also priority for:

- Youth to be more involved in local decision making. Hopefully have younger people on the steering group.
- Involvement of tangata whenua and Otawhiwhi residents was very important. Hopefully would have a rep on the steering group.

Feedback we received prior to the workshop:

Some organisations provided feedback prior to the workshop. This feedback is recorded here:

<u>Menz Shed:</u> <u>A Hub</u> For visitors or locals? Downtown is more available for visitors to access. Information Centre.

For locals the Community Hall seems logical:

- There is parking, it has existing assets and space for growth.
- Current library and new library
- Meeting place for older folk
- Sports groups

- Current Council office
- Two new office spaces in the hall. Live Well might fit here
- Menzshed
- School
- It currently is our Hub and can grow

Live Well Waihi Beach

This, in a short time has grown from nothing to something valuable and needs continuing.

It has a pivotal role as a motivator, instigator and gatherer of groups.

The role has helped groups, mostly voluntary, and these have a number of oldies that need help. It's about teaching to fish rather than giving them a fish.

The role has helped us become a better part of the community. As an advisor and an available helper Anna has been our go to person. She has been our technical, IT, and social media adviser. As a result we have been able to put ourselves better in front of the Community more than we otherwise would have and given us confidence and skills to reach out to the community.

Our group strongly believe it is an important role that should be held on to.

Eco Gro NZ:

Anna has done a fantastic job to get the project to this point however the scope of the role is broad and requires a special type of person who is already well known and trusted in the community (like Anna!).

The need for support for environmental initiatives is huge and I would like to offer to continue my support in this area - as I have done for the last few months of the project - in particular the predator-free strategy.

Waihi Beach Lifeguards

We are all for the coordinator role, I have found that the communication between people, groups etc has increased in the last 6 or 7 months and the discussions are more open and involved... things are getting done!

We have been needing this sort of role for a while and I think it is instrumental to the success and growth of our community and groups.

Process / Structure (example of COLAB in Te Puke)

Charlotte from Socialink talked about the experience of COLAB, a network of service providers operating in Te Puke. Key points were:

- Socialink is an organisation that operates across the Western Bay of Plenty. They
 provide support, capability building, mentoring and facilitation services to local
 organisations.
- In Te Puke, Socialink facilitated the establishment of Colab by bringing local organisaitons together and agreeing on a common vision / goals, and then putting in place processes to be able to work together.

- After the initial set up phase (facilitated by Socialink), Colab secured funding for a coordinator. The coordinator, Chris Johnstone, is supported by a steering committee made up of representatives from local organisations.
- Chris is an independent contractor.
- Colab is in the process of becoming an incorporated society. In the meantime, Socialink acts as the 'funds holder' for Colab. Colab has to do the delivery and meet the KPI's set out in their various funding agreements, but Socialink continues to support Colab to achieve that and takes care of the 'admin' side of things (payment of contractor invoices, ensuring timely reporting back to funders, support to Chris in her role as coordinator).
- The reason organisations in Te Puke agreed with Socialink being the 'fund holder' is that they are an independent organisation whose role is to provide support, capability building, and mentoring. They don't directly deliver services in Te Puke, and there is no risk of them being seen to be 'competing' for funds against local organisations.

Colab's achievements:

- Covid was a big driver of collaboration for Colab. It saw organisations working together

 and they got to understand their collective strength.
- Colab is now developing really strong relationships with tangata whenua, in particular through the health providers (Poutiri Trust and Maketu Hauora).
- Colab has 3 workstreams, focussed on Housing, Youth and Community Connections.
- Colab has been funded by BayTrust, TECT, Department of Internal Affairs (DIA CoGs funding), Acorn and Council. It has recently secured an agreement with DIA to partner in a Community –led Development Programme (CLDP), which means they will receive funding for several positions to support their work, over 5 years.
- Katikati Taiao has also achieved a similar outcome, for community led development in Katikati.

Jodie provided some further input as it related to Waihi Beach:

- Waihi Beach is starting from a different place than Colab did. The initial connections and developing an understanding of what the community priorities are has been completed over the last 8 months. The coordinator role has already been operating, and they have established some good connections and a good 'brand' that activities can develop from. There is good momentum already in place.
- The Colab structure can seem a bit unwieldy! But in practice it works well and is focussed on getting results.
- It's important to build on what's already been developed, and to keep it simple. The Council funding is \$30,000 a year, which is a good amount but not a huge amount of funding – so the structure should reflect the amount of funding available and keep things simple, focus on keeping things going.
- Clear KPIs and Deliverables are important for that. The feedback received provides a really good starting point for KPIs / Deliverables.
- The network can 'evolve' over time. Colab is now moving to become its own entity. The network in Waihi Beach could do the same thing, or it could move under an existing entity if the scope of that entity was broad enough to cover it.
- Through Colab the Te Puke community has been able to secure funding that it would not otherwise have got. So it's not about taking funding from existing organisations, it doesn't compete with existing organisations. It's about the existing organisations working together so they all benefit and become more sustainable in what they do. It does not put any agency's funding at risk.

Other comments / points from the workshop:

- Structure needs to be simple. The Colab structure as explained seems to go round and round, too messy and not clear.
- A coordinator needs to have a base to work from. They need a profile. The Waihi Beach Community Centre could be the place for that, especially with their new meeting rooms.
- Council's funding could also cover the costs of the venue hire.
- The coordinator role can be a lonely one that person needs to have good support in place, as well as opportunities to grow their skills and have mentoring.
- Youth and tangata whenua need to be actively involved. They need to decide what the best way to do that is.

Next Steps

Jodie will work with the Community Board on the following :

Setting up a Steering Group

There was broad agreement that it would be good to have a steering group established which is broader than the community board (noting the community board's achievement in leading the development of Live Well Waihi Beach and funding the coordinator role over the last 8 months).

Potential Role of the Coordinator and Live Well Waihi Beach

A coordinator would need to have clear KPIs and deliverables. These would be based on the feedback received in this workshop session, and the opportunities identified by Live Well Waihi Beach through its initial 8 months of work.

Entity to hold funds

Decide who can be the 'fund holder' for the coordinator role and Live Well network.

ACTION:

Jodie will work with the Community Board on setting up this steering group. The steering group can then agree the KPI's and deliverables for the coordinator, for Year 1. These will be based on the feedback provided in the workshop. The steering group can also decide who will be the 'fund holder' for Year 1.

Appendix 1:

Western Bay of Plenty District Council Wellbeing Plan – Mahere Hauora and background to the community 'connector' role

The purpose of local government is :

- to enable local decision-making and action by, and on behalf of, communities, and
- to promote the economic, social, cultural and environmental wellbeing of its communities, both now and in the future.

WBOPDC developed a specific Wellbeing Plan, to set out our approach.

Key Principle and local priorities for action

Within Council's wellbeing plan, one of the key principles is:

"the knowledge of what makes a great community, sits within that community."

To reflect this principle we decided to work with stakeholders from each ward, to understand what they felt was an action that could be led by the local community, that would improve local wellbeing.

Council also approved a budget of \$180,000 per annum for 3 years, so that those local actions could be progressed.

The budget is divided between the wards of the District (\$60,000 per ward).

Local Priority for Waihi Beach

The Waihi Beach Community Plan was completed in 2020. This provides up to date information on what is important to Waihi Beach residents, what they love about their community and what they want to develop more of.

A key outcome of the Community Plan is wanting to take a partnership approach, and to grow collaboration between local organisations, funders, and other agencies (eg. the health sector, DoC).

The need for collaboration and what can be achieved was highlighted during the Covid-19 lockdown.

Council workshop on local priorities, September 2020

When Council organised a stakeholder workshop to discuss local priorities for the Waihi Beach / Kaitkati ward, key stakeholders from Waihi Beach identified the need for a community 'connector' – a paid person whose role was to build relationships, identify areas of common interest and facilitate collaboration between the various groups in Waihi Beach.

Council then included this as the local priority for Waihi Beach, in its Wellbeing Plan.

Live Well Waihi Beach – November 2020 to June 2021

Rather than waiting for Council to approve budgets through its Long Term Plan, the Waihi Beach Community Board decided to fund a 'connector' role for eight months (to 30 June 2021), to see how things went.

Anna Schroder has been the community connector for that time. Anna established the network Live Well Waihi Beach, and with support from community organisations has been able to build relationships and foster collaboration in the community.

The opportunities that have been identified through Anna's work were presented at the workshop on 26^{th} July 2021 (they were the ones up on the board).

9.3 WAIHĪ BEACH COMMUNITY BOARD COUNCILLOR'S REPORT - AUGUST 2021

File Number:	A4288469
Author:	Anne Henry, Councillor
Authoriser:	Gary Allis, Deputy Chief Executive & Group Manager Infrastructure Services

RECOMMENDATION

That the Councillor's report dated 9 August 2021, titled 'Waihī Beach Community Board Councillor's Report – August 2021', be received.

BACKGROUND

Waihī Beach Dunes

Coast Care planned for three dune-planting days for Waihī Beach to take place in the winter months in 2021. Two are completed and those plants have survived the recent storms events the beach has endured. The first planting day was directly in front the Surf Club and followed on from a successful 'start again' dune restoration-planting programme Coast Care initiated in 2020. When weeds take hold in the dune, it is virtually impossible to eradicate them. Coast Care have found the best intervention is to dig sections of the dune out, replace the sand and replant. The Reserves and Facilities team at Western Bay of Plenty District Council will closely monitor these two sections of dune restoration, to remove any encroaching pest plants. Residents and ratepayers should alert Council through the Council Customer Service Team or via the Antenno application if they have noticed pest plant in these two new areas of planting.

The third planting day is still to go ahead, now requiring a new designated area to plant after erosion of the dunes. Coast Care will notify the date and location through their normal social media channels, Facebook, community pages or you can direct dial on 0800-884-880.

While the many parts of the beach lost considerable amounts of dune with recent storm events, assessments during July found there are still good plants from the Surf Club to Shore Road. Dunes are starting to repair with sand slowly building up. This is most noticeable along dunes of Coronation Park.

Many thanks to the local resident volunteers for the hours that are given every week for our environment and to the small number of people that are scheduling their beach retreat around a dune-planting day.

Coast Care is a coastal restoration programme, run in close partnership with local communities, Western Bay of Plenty District Council, Bay of Plenty Regional Council, care groups and schools, which aims to restore and protect the sand dunes along our Bay of Plenty beaches.

Long Term Plan (LTP) 2021 – 2031

The LTP came into affect from 1 July 2021. Thank you to our ward residents and ratepayers for their contributions towards its outcome. This journey has been a long and difficult one, especially as a new Councillor.

The outcome of the rate increase is 11.5%, fractionally lower than what Council went out to consult on. The rate setting for 2021-2022 already had a 4% increase in rates applied, which was agreed during the last triennium. This increase is for one year and funds the roll out of Council's new Kerbside Waste Collection, an initiative to reduce waste being sent to landfill. Within the remaining 3.5% over Council's normal limit 4 % limit for rate increases, are staffing requirements for up coming legislative and administrative requirements from Central government.

These are for changes to the Resource Management Act 1991 with a goal to simplify the Act and its processes and another big change is the Three Waters reform, reviewing the delivery of water to ensure throughout New Zealand healthy water is delivered to same level of purity to our people. Government are aiming for this work to be done by 2023. For the final 9 years of the LTP the rate will not be set higher than 4%.

Kerbside Rubbish and Recycling 'Put Back Service'

The kerbside rubbish and recycling 'Put Back Service' for non-resident ratepayers to have their bin put back on their property after collection, is only available by applying through the Western Bay Customer Service Centre.

Call on 07 571 8008 or 0800 926 732 or email <u>customerservice@westernbay.govt.nz</u>. There is a cost for this service.

Western Bay of Plenty District Councils New Chief Executive Officer (CEO)

John Holyoake has officially stepped into his new role as Council's CEO. The Tamaki Regeneration Company, which John has led since 2015, formally handed John over to Western Bay of Plenty District Council in a pōwhiri ceremony held in the Council chambers on Monday, 19 July 2021.

Most recently, John was the Chief Executive of the Tamaki Regeneration Company, the largest urban regeneration project in New Zealand, a role he held since 2015.

Previously, John has worked for Serco New Zealand, Housing New Zealand and Department of Corrections, in senior leadership roles.

Originally from Rotorua, John says it is great to be back in the Bay of Plenty and is eager to bring his skills and learnings to the rohe (area) and the inevitable challenges Council will face, particularly with reforms like the 'Future of Local Government' and 'Three Waters'. John's career has been tightly meshed between local and central government, which will be an advantage for Western Bay as we move into coming years of reform.

John replaces retiring Chief Executive Officer, Miriam Taris, holding the role from 2014 - 2021.

9.4 INFRASTRUCTURE SERVICES REPORT WAIHĪ BEACH COMMUNITY BOARD AUGUST 2021

Author: Tracy Harris, Executive Assistant

Authoriser: Gary Allis, Deputy Chief Executive & Group Manager Infrastructure Services

EXECUTIVE SUMMARY

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

RECOMMENDATION

That the Deputy Chief Executive's Report dated 9 August 2021, and titled 'Infrastructure Services Report Waihī Beach Community Board August 2021', be received.

ROADING

Transportation - Road Improvements LED Lighting

Description: Council owns and operates 2,500 streetlights on local roads. Close to 100 of these are LED. Installation of LED lights reduces power consumption by 60%. Cost reduction is on the energy charges as line charges are a fixed fee. Waka Kotahi are offering an 85% subsidy to invest in the street light conversion conditional upon it being completed by June 2021. Council has decided to participate in this.

What's Happened:

Works to install LED luminaires in the west and east sections of the District is complete.

What's Next:

Upgrading of decorative lighting, mainly recent subdivisions, has been delayed by material supply issues and is likely to commence early 2022.

Specific lighting design, which is required for "V" category lighting on high volume roads, such as Te Puke Highway and Omokoroa Road, will be considered once the installation of decorative lighting is complete.

Pio Shores & Bowentown Lighting Column Concerns

Description: Council is aware of the Pio Shores and Bowentown lighting column concerns.

What's Happened

Council has completed the scheduled, network wide lighting head replacement – converting to LED bulbs.

What's Next

The decorative poles, which are scheduled to replace the lighting columns at a number of locations through Bowen Town and Pio Shores have been purchased and are currently being imported with the understanding that international freight services are significantly diminished at the moment. Installation will occur once the units have been received and required resources; including funding are made available.

Waihī Beach Cycle Path Signs and Markings Review

Description: Road markings and road signs review to enable cycleway users' direction.

What's Happened:

WestLink have been instructed to road-mark the shared pathway markings on the designated shared path.

Community Board have resolved to install cycle route marker posts along a designated route from the Trig walkway to Bowentown. The posts are currently in storage and the local contractor has been made aware of the request to install accordingly.

A Heritage report has been received and recommendations of minor location amendments have been accepted.

What's Next:

Roading Engineer will work with the contractor to pinpoint signpost locations in the forthcoming weeks.

Additional cycling enhancements are being considered across Waihī Beach.

Transportation - Waihī Beach Community Roading *Description:* Develop and implement the community roading plan approved by the Waihī Beach Community Board.

Waihi Beach Community Board Roading Current	Project	NZTA Funding MIP	Waihi Beach
Account	Cost \$	LC/LR \$	Community Board \$
Current Account Opening Balance 1 July 2020			506,778
Allocation for 2020-21			144,901
Current Account Interest 2021			19,404
Subtotal			671,083
Committed Projects			
Island View Reserve midsection	50,000	-	50,000
Waihi Beach to Athenree Shared path - Feasibility study	20,000	-	20,000
Trig walkway loop track - WB21-1.10	50,000	-	50,000
Cycle path quide posts	15,000	-	15,000
Beach Road Pedestrian refuges (design and install)	70,000	-	70,000
Cycle Racks - Athenree school bus stop, Tuna Ave carpark, WB (14,000	-	14,000
Completed Committed Projects 2021:	405 070	04,400,00	00.704
Emerton Road to Café Works (completed)	185,273	94,489.23	90,784
Seaforth Road - Pedestrian Refuge Islands (final costs)	35,856	-	35,856
Wilson Rd Fish Shop Kerb Buildout (completed, Paid \$13k in 202	22,889	-	22,889
Waihi Beach Village Footpath Renewal (Completed, Final Costs)	116,436	-	116,436
Bollard installation - Broadway/Tuna Ave intersection (complete	390		390
Dillon St Concealed Entrance Sign (complete - final costs)	374	-	374
Wilson Road No Name Lane - wheel stops (completed)	8,243		8,243
Village seating painting WB 20-6.14 (completed)	230		230
Waihi Beach Village light columns repaint (completed)	25,080		25,080
			519,281
Forecasted Community Board Roading Current Account	Closing Bala	nce 30 June 2021	51,802
(To be confirmed)			
Priority Projects			
Urban Cycleways improvements (below)	100,000	-	100,000
Allocation for 2021/22			144,901
Interest for 2021/22 (to be confirmed)			-
Forecasted Current Account Closing Balance 30 June 20	22		96,703
Priority Projects (for 2020-21)	\$ Estimate	Status	
Urban Cycleways improvements		During the Community	Road side workshop
orban cycleways improvements	\$100,000	27/10/20 Council staff	discussed the pood to
		reprioritise the urban of	
			e Paterson Place to Three
			es a small bridge crossing
		at the Three Mile Cree	k end. through Island View
Total Priority Projects (for 2020-21)	\$100,000		
		1	

ASSET & CAPITAL

Stormwater - Waihī Beach Pio Shores

Description: Investigate options to reduce flooding in Pio Shores in consultation with the Pio Shores Association, obtain a Resource Consent if required and implement the solution.

What's Happened:

GHD have completed the draw down tests for the three stormwater pumpstations, as well as potholing to confirm the discharge main sizes. The results revealed that our database records for the pipe sizes are incorrect and that these mains have to be upgraded for two of the three pumpstations as part of the upgrade works. The design target date of the end of the financial year has not been met by GHD and they have been replaced with Tonkin & Taylor (T&T). Bay of Plenty Regional Council has confirmed that the design approach is acceptable. T&T has now advanced significantly and has completed the concept design stage.

What's Next:

GHD to provide the report on the findings of the basin tests and modelling. Pump draw down tests scheduled to confirm the actual duty points. The target is to implement the design before the end of this financial year. T&T will complete the design and the project will be tendered for construction that is expected to take place during the summer period. An archaeological assessment will be undertaken.

Tonkin & Taylor will undertake further stormwater modelling runs as part of the creation of a master plan for the upgrade of the network in future.

Staff are in the process to confirm the design approach with Bay of Plenty Regional Council as it is intended to maximise the pumping rates to match the capacities of the three basins. Once confirmed, the design scope will be adjusted accordingly and the design can proceed.

The upgrading will not be occurring this winter.

UTILITIES

Western Solid Waste

Description: Waste management that meets the needs of the community and protects the environment for present and future generations.

What's Happened:

The new Council-led Kerbside Rubbish and Recycling Service started on 1 July 2021. A Pay as you throw (PAYT) user-pays tag system applies for rubbish collection. Collection of red lid rubbish bins will be available each week - bins need to be put out at 7am on collection day with a PAYT tag correctly attached through both the red handle and black lug.

Waste Management Ltd stopped collecting pre-paid green rubbish bags on 30 June 2021 throughout the District. Bags presented at the kerbside will not be collected.

What's Next:

Customers can still take excess glass, cardboard and plastics #1 & #2 to the Council's Recycle Centres. Any leftover pre-paid green bags can be taken to our recycling centres for disposal. Bins will be there for July and August only and will be removed straight after.

If unsure of a collection day for the new service, residents can find their collection day printed on the side of their red lid rubbish bin or yellow lid recycling bin once delivered or use the online tool to see what bins to put out. For more information visit <u>www.kerbside.co.nz/collection-day/</u>

PAYT tags will be available for purchase at Council's service centres and selected outlets from 1 June 2021. For more information visit www.kerbsidecollective.co.nz

RESERVES

Waihī Beach Brighton Road

Description: Brighton Road Reserve Playground equipment replacement.

What's Happened:

The playground new equipment has been ordered and the castle has been painted with a mural.

The Board was updated on the playground renewal projects for Brighton Reserve and Pohutukawa Park at their workshop on 10 May 2021.

What's Next:

Play equipment installation is scheduled in conjunction with the Island View Reserve playground project and will be completed in time for summer.

Waihī Beach Island View

Description: Island Review Reserve Playground construction.

What's Happened:

Playground construction is well underway and expected to be completed in September.

The sculptor (Roger Bullot) has commenced the tuatara sculpture off site. A large rock has been installed at the reserve, which the tuatara will be mounted on.

What's Next:

Complete the playground construction and associated landscaping. Planning for a formal opening event will be timed to coincide with tuatara sculpture completion.

Waihī Beach to Athenree Crossing (Walkway/Cycleway)

Description: Project planning to construct a walkway/cycleway crossing between Waihī Beach and Athenree.

What's Happened:

The feasibility report and accompanying archaeological assessment have been completed and will be presented in a recommendatory report to the Waihī Beach Community Board 9 August. The outcome from this meeting will trigger a decision from Council regarding funding to progress the planning stage of the project.

What's Next:

Present the recommendatory report to the Community Board. (Note, The outcome from this meeting will trigger a decision from Council regarding funding to progress the planning stage of the project).

ATTACHMENTS

1. MAS Waihī Beach Community Board July 2021 👢 🛣

		nfrastructure Services Group Waihī Beach Community Board	Date From: Date To:
Action Sheets Report			Printed: July 2021
Meeting	Officer/Director	Section	Subject
Waihī Beach Community Board 19/04/2021	Hall, Ashley	Reports	Waihī Beach Community Board Chairpersons Report - April 2021
RESOLUTION WB21-2.6			
The Waini Beach Communit	y Board give appro	oval for two new Bike Rack	ts to be installed at the Waihī Beach Community Centre and two
replacement racks to be in under the Urban Cycleway July 2021:	stalled outside of s Improvement pro	the Information Centre, fol oject.	ts to be installed at the Waihī Beach Community Centre and two lowing agreement with Waihi Beach Events and Promotions. This will be funded
replacement racks to be in under the Urban Cycleway July 2021: This MAS has been closed	stalled outside of s Improvement pro	the Information Centre, fol oject.	
replacement racks to be in under the Urban Cycleway July 2021: This MAS has been closed June 2021:	stalled outside of s Improvement pro out as it has been ablished that there	the Information Centre, fol oject. n updated in MAS titled "W was no previous bike rack fa	lowing agreement with Waihi Beach Events and Promotions. This will be funded
replacement racks to be in under the Urban Cycleway July 2021: This MAS has been closed June 2021: Further investigation has est	stalled outside of s Improvement pro out as it has been ablished that there is no need to estal	the Information Centre, fol oject. In updated in MAS titled "W was no previous bike rack fa blish one.	lowing agreement with Waihi Beach Events and Promotions. This will be funded

Infocouncil

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Divi	/ision:	Infrastructure Services Group	Date From:
Con	mmittee: V	Waihī Beach Community Board	Date To:
	licer:		
	icer.		
Action Sheets Report			Printed: July 2021

Meeting	Officer/Director	Section	Subject
Waihī Beach Community Board 14/06/2021	Hall, Ashley	Reports	Waihī Beach Community Board Chairpersons Report - June 2021
		•	ne Community Board Roading Account for the tree pruning, ground planting and an o all plans receiving approval from Council staff.
July 2021: Staff are currently awaiting	plans and a metho	dology statement from	the Board and / or allocated contractors.

Infocouncil

Division:	Infrastructure Services Group	Date From:
Committee:	Waihī Beach Community Board	Date To:
Officer:		
Action Sheets Report		Printed: July 2021

Meeting	Officer/Director	Section	Subject
Waihī Beach Community Board 14/06/2021	Hall, Ashley	Reports	Waihī Beach Community Board Roading Programme 2021

That the Waihī Beach Community Board approve the Community Roading Programme, in whole of the projects listed. **Proposed Projects (Stage One)**

Project	Location	Indicative Costs
Cycle Path Signs and Sharrows	Trig to Bowentown	\$10,000 - \$15,000
Pedestrian Refuges	Beach Road - South of Browns Drive	\$20,000 - \$35,000
Fedesillari Reluges	Beach Road: North of the pensioner units at 55 Beach Road.	\$20,000 - \$35,000
	Athenree School Bus Stop	\$3,000 - \$5,000
Cycle rack facilities	Additional features at Tuna Avenue Carpark	\$3,000 - \$6,000
	Waihī Beach Community Hall (Lounge Entrance)	\$1,500 - \$3,000

July 2021:

Cycle Path Signs and Sharrows:

- Trig to Bowentown signpost locations have been verified by MishMash. The contractor has been advised and requested to install the posts as directed by staff onsite.
- The sharrow road markings have now been cancelled on advice from the WestLink Safety Manager.
- The pedestrian refuges are currently in the design phase.

Cycle Rack Facilities:

- Athenree School Bus Stop and Tuna Avenue Car Park discussions are underway with the fabricator. The location has been discussed between Roading and Parks & Reserves. Staff are currently awaiting feedback from the bus operator.
- Waihī Beach Community Hall these have been ordered and are scheduled to be delivered to the contractor once they are in stock

Infocouncil

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9.5 FINANCIAL REPORT WAIHĪ BEACH - JUNE 2021

File Number:	A4288903
Author:	Sarah Bedford, Management Accountant
Authoriser:	Maria Palmer, Acting - Financial Controller

EXECUTIVE SUMMARY

This report is a financial report for the period ended 30 June 2021.

This report provides the Community Board with a two-monthly monitoring of its operational budget.

Attached are the financial statements for the period ended 30 June 2021 (Attachment 1).

Total operating costs for the full year are over budget. The main contributors to this are Contingency Expenses, Miscellaneous Expenses and expenses funded from the Community Board Reserve Account.

Grant payments made to date:

Resolution	Description	\$
WB21-3.6	Waihī Beach Indoor Bowling Club	2,500
WB21-3.7	Waihī Beach Community Centre – A Friend's Place	1,500
WB21-3.8	Echo Walking Festival	1,000
	2020/21 grants to date	5,000

Commitments – Operational expenditure

Description	\$
No commitments outstanding	0
2020/21 Outstanding operational commitments	0

2020/21 Reserve payments analysis:

Resolution	Description	\$
	2020/21 Opening balance	236,900
WB20-4.8	Grant of \$5,000 for Waihī Beach Lifeguard Services to purchase a trailer to be funded from Waihī Beach Community Board Reserve Account	(5,000)
WB20-5.10	Funding of up to \$30,000 to the Athenree Homestead Trust for financial assistance towards the renovation work funded from Waihī Beach Community Board Reserve Account.	(26,087)
C20-11.07	Funding for 'Live Well Waihī Beach' up to \$30,000 be funded from Waihī Beach Community Board Reserve Account	(29,712)
	(Note: \$29,712 paid as at 30 June 2021)	
WB22-3.9	Fund up to \$30,000 to the Waihī Beach Community Development Trust – Waihī Beach MenzShed from the Waihī Beach Community Board Reserve Account.	(10,000)
	(Note: This is payment 2 to be funded, \$20,000 paid as at 31 December 2020).	
WB20-2.6	Fund up to \$11,400 plus GST for the installation of a sprinkler system for Athenree Homestead	(1,148)
	(Note: this is the final instalment)	
WB20-6.5	Fund up to \$1,000 for additional signs to indicate Dotterel nesting sites.	(1,000)
	Closing Reserve balance as at 30 June 2021	163,953

Resolution	Description	\$
	Opening balance before deducting commitments	163,953
C10.4 C39.2 WB1.3.14	Up to \$50,000 for Broadlands Block Reserve Concept Plan. This amount includes \$5,000 for an engineering report on the mixed development of Broadlands Block approved by Council.	(30,000)
	(Note:\$20,000 paid for pathways as at 29-Oct-19)	
	Remaining balance committed: \$30,000	
WB17.2.3	Funding up to \$25,000 for engagement of a facilitator to undertake research for an updated community/town centre plan for the Waihī Beach area.	(9,777)
	(Note: \$15,222.74 paid as at 30-Oct-19)	
	Remaining balance committed: \$9,777	
WB22.3.8	Further funding up to \$27,000 for engagement of the same facilitator to undertake research to collate an updated community/town centre plan for the Waihī Beach area.	(27,000)
WB22.3.9	Fund up to \$30,000 to the Waihī Beach Community Development Trust – Waihī Beach MenzShed from the Waihī Beach Community Board Reserve Account.	(10,000)
	(Note: \$20,000 paid as at 31-Dec-20)	
	Remaining balance committed \$10,000	
WB17.5.3	Funding for engagement of local landscaper to provide assessment of Waihī Beach Road entranceway on current conditions and to provide recommendations.	(2,000)
WB20-3.9	Fund up to \$3,000 for meetings in relation to the Community Plan.	(3,000)
	(In progress)	
C20-11.7	Funding for 'Live Well Waihī Beach' up to \$30,000 be funded from Waihī Beach Community Board Reserve Account.	(288)
	(Note: \$29,712 paid as at 30 June 2021).	
	Remaining balance committed: \$288	
WB20-5.11	Fund up to \$10,000 for Historical Trails project subject to Mana Whenua input and approval by Community Board of QR codes to be used on the trail prior to going live.	(10,000)
	2020/21 Closing balance after committed expenditure	71,888

Committed – Reserve expenditure yet to be spent

RECOMMENDATION

That the Management Accountant's report dated 9 August 2021 and titled "Financial Report Waihī Beach – June 2021" be received.

ATTACHMENTS

1. Waihi Beach Community Board - Financials June 2021 😃 🛣

Income an	y of Plenty D nd Expenditu eriod ended 3	re Stateme	ent			
Waihi Be	ach Comm	unity Boa	rd			
	· · · ·	Year to Date			Full Year	Last Year
	Actual \$	Budget \$	Variance (Unfav)/Fav \$		Budget \$	Actual \$
Direct Costs Additional Levels of Service	0	0	0	Ø	0	
		0	0			
Conference Expenses	0	2,000	2,000	\checkmark	2,000	
Contingency - [see breakdown below]	3,352	2,000	(1,352)	8	2,000	1,3
Grants	5,000	5,000	0	\checkmark	5,000	1,7
ionsultants Fees	0	0	0	\checkmark	0	3
1ileage Allowance	0	5,000	5,000	\checkmark	5,000	3,
liscellaneous Expenses	3,861	3,000	(861)	8	3,000	
alaries	22,925	23,114	189	\checkmark	23,114	21,
nter Department Charges	35,903	35,903	0	\checkmark	35,903	35,
leserve Funded Projects - [see breakdown below]	72,947	0	(72,947)	8	0	20,
Operating Costs	143,989	76,017	(67,972)	8	76,017	84,5
otal Operating Costs	143,989	76,017	(67,972)	8	76,017	84,5
nterest Expense	0	0	0	Ø	0	
Depreciation	0	0	0	V	0	
Total Direct Costs	143,989	76,017	(67,972)	8	76,017	84,5
Total Costs	143,989	76,017	(67,972)	8	76,017	84,5
income						
Rate Income	76,568	76,017	551	\checkmark	76,017	80,
Total Direct Income	76,568	76,017	551	\checkmark	76,017	80,9
Net Cost of Service	(67,421)	0	(67,421)	8	0	(3,5
Contingency - breakdown						
Anzac Bay Beach Picnic WB20-4.6	2,000					
all Hireage for Public meeting WB20-5.8	90					
lire of Community Centre for Community Board workshop neetings WB20-6.9	450					
Grants advertisement	116					
lire of Community Centre WB20-6.9	135					
Anzac Day Wreaths C21-3.19	140					
Grants advertisement	116					
lire of Community Centre for Emergency Management meeting	-					
VB21-3.12 Drokawa Bay "No Dogs" signs WB21-3.11	45 261					
fear to date contingency costs	3,352					
rear to date contingency costs	3,352			\checkmark	Favourable Varia	nce
<u>4iscellaneous - breakdown</u> atikati Waihi Beach Community Awards WB20-4.6	3000					
Verve Elevate - Services Provided relating to Community Plan VB20-5.7	861					
/ear to date miscellanous costs	3,861					
<u>Community Board Reserves</u> Opening Balance - Surplus (Deficit)	236,900					
Grant of \$5,000 for Waihi Beach Lifeguard Services to purchase trailer (WB20-4.8)	(5,000)					
Trailer (WB20-4.8) Funding of up to \$30,000 to the Athenree Homestead Trust for inancial assistance towards the renovation work (WB20-5.10)						
nancial assistance towards the renovation work (WB20-5.10) Funding for 'Live Well Waihi Beach' up to \$30,000 (C20-11.07)	(29,712)					
Funding for Live well Walni Beach up to \$30,000 (C20-11.07) Fund up to \$30,000 to the Walhi Beach Community Development Frust – Walhi Beach MenzShed (WB22-3.9)	(10,000)					
Fund up to \$11,400 plus GST for the installation of a sprinkler system for Athenree Homestead (WB20-2.6)	(1,148)					
Fund up to \$1,000 for additional signs to indicate Dotterel nesting ites (WB20-6.5)	(1,000)					
(Decrease) Increase in year	(72,947)					

9.6 COUNC	L, STANDING COMMITTEES AND COMMUNITY BOARD MEETINGS
File Number:	A4111731
Author:	Pernille Osborne, Senior Governance Advisor - Community Boards
Authoriser:	Barbara Whitton, Customer Services and Governance Manager

RECOMMENDATION

That the draft schedule of meetings for August, September and October 2021, be received.

ATTACHMENTS

1. Meeting Dates for Community Board Agendas - August 😃 🛣

AUGUST 2021				
Meeting	Date	Time	Venue	
Omokoroa Community Board	3 August	7.00pm	Omokoroa Library and Service Centre	
Regional Transport Committee	6 August	9.30am	BOPRC Tauranga	
Māori Partnership Forum (TBC)	9 August	10.00am	Chambers	
Waihi Beach Community Board	9 August	6.30pm	Waihi Beach Community Centre	
Council	12 August	9.30am	Chambers	
Audit and Risk Committee	12 August	1.30pm	Chambers	
District Plan Committee (if required)	17 August	9.30am	Chambers	
Regulatory Hearings Committee (if required)	18 August	9.30am	Chambers	
Zone 2	19 August	ТВС	ТВС	
Zone 2	20 August	ТВС	ТВС	
Citizenship Ceremony	24 August	10.00am	Chambers	
Public Transport Committee	26 August	9.30am	BOPRC Tauranga	
Te Maru o Kaituna River Authority	27 August	9.30am	ТВС	
Performance and Monitoring Committee	31 August	9.30am	Chambers	
Katikati/Waihi Beach Ward Forum	31 August	7.00pm	ТВС	
SEPT	EMBER 2021			
Meeting	Date	Time	Venue	
Policy Committee	7 September	9.30am	Chambers	
Policy Workshop	7 September	1.00pm	Chambers	
Audit and Risk Workshop (TBC)	8 September	9.30am	Chambers	
Kaimai Ward Forum	9 September	7.00pm	ТВС	
Maketu/Te Puke Ward Forum	14 September	7.00pm	ТВС	
Waiäri Kaitiaki Advisory Group	15 September	9.30am	TCC Chambers	
Katikati Community Board	15 September	7.00pm	Katikati Library and Service Centre	

Western Bay of Plenty District Council Draft Meeting Schedule 2021

Tauranga Moana Advisory Group	17 September	9.30am	BOPRC Tauranga		
SmartGrowth Leadership Group	17 September	1.00pm	TCC Chambers		
Citizenship Ceremony	21 September	10.00am	Chambers		
Maketu Community Board	21 September	7.00pm	Maketu Community Centre		
Council	23 September	9.30am	Chambers		
Te Puke Community Board	23 September	7.00pm	Te Puke Library and Service Centre		
District Plan Committee (if required)	28 September	9.30am	Chambers		
Omokoroa Community Board	28 September	7.00pm	Omokoroa Library and Service Centre		
District Plan Committee (if required)	29 September	9.30am	Chambers		
OCTOBER 2021					
Meeting	Date	Time	Venue		
Māori Partnership Forum (TBC)	4 October	10.00am	Chambers		
Waihi Beach Community Board	4 October	6.30pm	Waihi Beach Community Centre		
Waihi Beach Community Board Performance and Monitoring	4 October 12 October	6.30pm 9.30am			
·			Centre		
Performance and Monitoring	12 October	9.30am	Centre Chambers		
Performance and Monitoring Policy Committee	12 October 19 October	9.30am 9.30am	Centre Chambers Chambers		
Performance and Monitoring Policy Committee Policy Workshop Citizenship Ceremony	12 October 19 October 19 October	9.30am 9.30am 1.00pm 10.00am	Centre Chambers Chambers Chambers		
Performance and Monitoring Policy Committee Policy Workshop Citizenship Ceremony	12 October 19 October 19 October 20 October	9.30am 9.30am 1.00pm 10.00am	Centre Chambers Chambers Chambers		
Performance and Monitoring Policy Committee Policy Workshop Citizenship Ceremony Labour	12 October 19 October 19 October 20 October Day – 25 October	9.30am 9.30am 1.00pm 10.00am er	Centre Chambers Chambers Chambers Chambers		