Western Bay of Plenty District Council

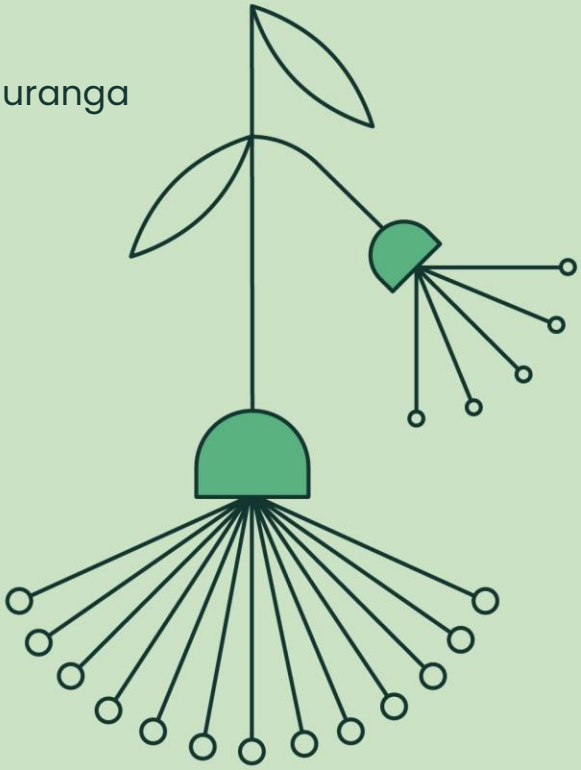
Mā tō tātou takiwā

For our District

Projects and Monitoring Committee

Kōmiti Whakakaupapa me Aroturuki

PMC23-3
Tuesday, 8 August 2023, 9.30am
Council Chambers, 1484 Cameron Road, Tauranga



Projects and Monitoring Committee

Membership:

Chairperson	Cr Don Thwaites
Deputy Chairperson	Cr Allan Sole
Members	Cr Tracey Coxhead Cr Richard Crawford Cr Grant Dally Mayor James Denyer Cr Murray Grainger Cr Anne Henry Cr Rodney Joyce Cr Margaret Murray-Benge Deputy Mayor John Scrimgeour Cr Andy Wichers
Quorum	Six (6)
Frequency	Quarterly

Role:

- To monitor and review the progress of the Council's activities, projects and services.

Scope:

- To monitor the effectiveness of Council and agency service agreements / contracts.
- To monitor the implementation of Council's strategies, plans and policies, and projects as contained in the Long Term Plan or Annual Plan.
- To monitor agreements between Tauranga City Council and Western Bay of Plenty District Council and recommend to the respective Councils any changes to agreements, as appropriate.
- To monitor the on-going effectiveness of implemented joint projects, plans, strategies and policies with Tauranga City Council.
- To monitor performance against any Council approved joint contracts with Tauranga City Council and/or other entities.
- To monitor Community Service Contract performance, set service delivery requirements and receive annual reports from service delivery contractors.
- Monitor performance against the Priority One approved contract.
- Subject to agreed budgets and approved levels of service, make decisions to enable delivery of the operational and capital programme of Council.

Power to Act:

To make decisions to enable and enhance service delivery performance, in accordance with approved levels of service and subject to budgets set in the Long Term Plan or any subsequent Annual Plan.

Power to Recommend:

To make recommendations to Council and/or any Committee as it deems appropriate.

Power to sub-delegate:

The Committee may delegate any of its functions, duties or powers to a subcommittee, working group or other subordinate decision-making body, subject to the restrictions on its delegations and provided that any sub-delegation includes a statement of purpose and specification of task.

Notice is hereby given that an Project and Monitoring Meeting will be held in the Council Chambers, 1484 Cameron Road, Tauranga on: Tuesday, 8 August 2023 at 9.30am

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1 KARAKIA

Whakatau mai te wairua	Settle the spirit
Whakawātea mai te hinengaro	Clear the mind
Whakarite mai te tinana	Prepare the body
Kia ea ai ngā mahi	To achieve what needs to be achieved.
Āe	Yes

2 PRESENT

3 IN ATTENDANCE

4 APOLOGIES

5 CONSIDERATION OF LATE ITEMS

6 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.

7 PUBLIC EXCLUDED ITEMS

8 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 relationship management system as a service request, while those requiring further investigation will be referred to the Chief Executive.

9 PRESENTATIONS

9.1 DEPARTMENT OF CONSERVATION - KAURI DIEBACK DISEASE UPDATE

File Number: A5607767

Author: Tracy Harris, Executive Assistant Infrastructure Group

Authoriser: Gary Allis, General Manager Infrastructure Group

EXECUTIVE SUMMARY

The Department of Conservation (DOC) will present to the Committee an update on the pathogen responsible for causing Kauri dieback disease, as well as the effects and potential threats it poses to Kauri trees within reserves managed by the Western Bay of Plenty District Council (WBOPDC).

RECOMMENDATION

That the Executive Assistant Infrastructure Group's report, dated 8 August 2023, titled 'Department of Conservation - Kauri Dieback Disease Update' be received.

10 REPORTS

10.1 PROPOSAL TO LEASE - WAIHĪ BEACH LIFEGUARD SERVICES INCORPORATED - BOWENTOWN SEAFORTH ROAD SOUTH RESERVE

File Number: A5267615

Author: Peter Watson, Reserves and Facilities Manager

Authoriser: Gary Allis, General Manager Infrastructure Group

EXECUTIVE SUMMARY

The purpose of this report is to consider a request from Waihī Beach Lifeguard Services Incorporated (WBLGSI) to establish a Surf Club building to be located behind the Coastguard building on Bowentown Seaforth Road South Reserve to be able to extend lifeguard services to the Bowentown end of Waihī Beach. The WBLGSI have provided 3 siting options for the new building.

If the Projects and Monitoring Committee agrees in principle to lease an area of reserve land to WBLGSI, then staff will need to initiate the statutory process and undertake public consultation about the proposal as required under Section 119 of the Reserves Act 1977.

Following the completion of the public consultation period, any submissions or objections would need to be heard by Council in its capacity as the administrating body of the reserve.

WBLGSI representatives will be in attendance at the meeting to speak to the proposal.

RECOMMENDATION

1. That the Reserves and Facilities Manager's report dated 6 June 2023 and titled Proposal to Lease - Waihī Beach Lifeguard Services Incorporated - Bowentown Seaforth Road South Reserve' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council 's Significance and Engagement Policy.
3. That the Projects and Monitoring Committee **approves** in principle to entering a lease with WBLGSI for an area of reserve up to approximately 600m² being part of Lot 1 DPS 75873 for a 20 year term with one 15 year right of renewal.
4. If approval in principle is given, the Projects and Monitoring Committee approved **option 1** for siting of the building. This approval must not be construed by the applicant, as a guarantee that all other consents required by any policy, by-law, regulation, or statute, will be forthcoming. The applicant is responsible for obtaining all required consents at its own cost.

AND

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

BACKGROUND

The WBLGSI have been in operation at Waihī Beach since 1935 and situated at their current location at the north end of the beach on reserve land since 1971.

There is a demand for Surf Lifesaving Services at the Bowentown end of Waihī Bach and to facilitate the service a permanent base is required. A new base will also provide back up should the Waihī Beach site be affected by storm events as occurred on 29 May.

The new base will also be available to Police, FENZ and St John should there be events at this end of the beach.

Extending and sharing the Coastguard facility has been considered however based on the space requirements due to the quantity of equipment that is required to be stored.

Option 1
This is the preferred option.

In addition to the lease area the area that sits outside the reserve (shown highlighted in yellow on Attachment 1) will be managed under a road licence. This licence area will allow for 4 carparking bays that are to be reserved for use by emergency vehicles when required.

Option 2 and Option 3
These are alternative locations in proximity to the Coastguard Building and are not as desirable.

SIGNIFICANCE AND ENGAGEMENT

In terms of the Significance and Engagement Policy, this decision is considered to be of low significance because the public will have the opportunity to make submissions or objections to the proposal through the prescribed public consultation process required under the provisions of the Reserves Act 1977. There are also no costs for the ratepayers as the applicant would pay for outgoings, maintenance, and rubbish, which will be required as a condition of the lease.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/Affected Parties	**Completed/Planned Engagement/Consultation/Communication**	
Name of interested parties/groups	The Waihī Beach Community Board. Pio Shores Residents and Ratepayers Association. The Association has some concerns over the proposal. These can be considered through the formal process.	Planned
Tangata Whenua	Tangata Whenua support the proposal.	
General Public	One month period of public consultation will be undertaken.	

ISSUES AND OPTIONS ASSESSMENT

Option A That the Projects and Monitoring Committee **approves** in principle to entering a lease with WBLGSI for an area of reserve up to approximately 600m² being part of Lot 1 DPS 75873 for a 20 year term with one 15 year right of renewal.	
Assessment of advantages and disadvantages including impact on each of the four well-beings: • **Economic** • **Social** • **Cultural** • **Environmental**	Supports the provision of surf life saving at the Bowentown end of Waihī Beach.
Costs (including present and future costs, direct, indirect and contingent costs).	To be met by the applicant
Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).	
Option B That the Projects and Monitoring Committee **does not** approve in principle to entering a lease with WBLGSI for an area of reserve up to approximately 600m² being part of Lot 1 DPS 75873 for a 20-year term with one 15-year right of renewal.	
Assessment of advantages and disadvantages including impact on each of the four well-beings: • **Economic** • **Social** • **Cultural** • **Environmental**	Does not support the provision of surf life saving at the Bowentown end of Waihī Beach.
Costs (including present and future costs, direct, indirect and contingent costs).	
Other implications and any assumptions that relate to this option	

STATUTORY COMPLIANCE

Reserves Act 1977 – One month of public consultation will be required under Section 119 of the Reserves Act 1977. Council shall give full consideration in accordance with section 120 to all objections against and submissions in relation to the proposal received pursuant to the said section 120.

Bowentown Seaforth Road South Reserve is included in the Katikati - Waihī Beach Ward Reserve Management Plan under the heading Bowentown Domain.

Below is the relevant policy relating to the establishment of buildings or structures on reserve land.

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

Policy 3 - Buildings and Structures
Buildings on reserves will be for sporting and recreation purposes and/or to facilitate the appropriate use of the reserve by the public.

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

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

- **The need for the building to be located on reserve land:**
  The demand for the facility has been demonstrated.

- **The scale of the proposed structure in relation to the reserve and its foreseeable use:**
  The reserve is on rural zoned land and the facility meets the requirements of the District Plan as a permitted activity.

- **The foreseeable need and demand for the recreation facilities to be accommodated:**
  The proposal aligns with the objectives of a recreation reserve.

- **Proposals for joint use of the facility:**
  Will be available for the Police, FENZ and St John. Sharing the Coastguard facility was not viable.

- **The siting, design, materials and colour of the proposed building or structure:**
  To be addressed in the detailed design and is not considered an issue. The siting will affect a small section of the bike track.

- **The design and development of buildings and structures are energy and water efficient, and stormwater is managed effectively:**
  Addressed through detailed design.

- **The financial position of the applicant to properly construct and maintain the facility, and ongoing associated costs:**
  This has been demonstrated through the existing facility at the north end of the beach.

- **The conservation of open space, views, significant vegetation, and significant landscape features:**
  The proposal does use some open space, and this is off set by the new facility and the service that it provides.

- **The effects of providing access to and parking for the proposed building or structure:**
  Parking is shown on the plan and uses both road and reserve space.

- **The potential visual or physical effects of the building or structure on neighbouring properties:**
  Low impact.

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

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

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

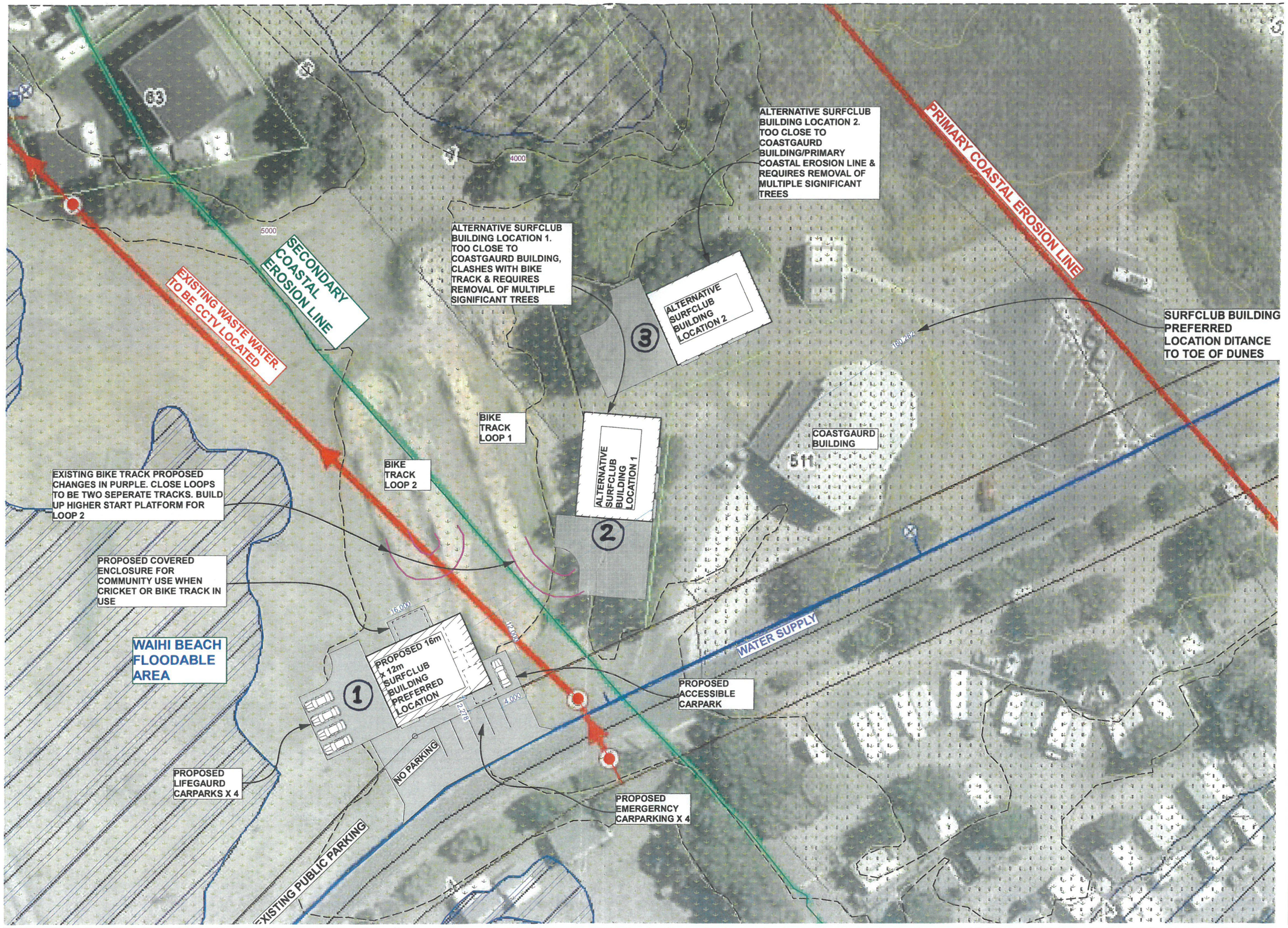
Building Act 2004 - A Building Consent will be required for any building work.

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
	The proposal is funded by the applicant.

ATTACHMENTS

1. **Plan of proposed siting of Surf Club building**
2. **Reserve Management Plan**


ALTERNATIVE SURFCLUB BUILDING LOCATION 2. TOO CLOSE TO COASTGAURD BUILDING/PRIMARY COASTAL EROSION LINE & REQUIRES REMOVAL OF MULTIPLE SIGNIFICANT TREES
PRIMARY COASTAL EROSION LINE
ALTERNATIVE SURFCLUB BUILDING LOCATION 1. TOO CLOSE TO COASTGAURD BUILDING, CLASHES WITH BIKE TRACK & REQUIRES REMOVAL OF MULTIPLE SIGNIFICANT TREES
SECONDARY COASTAL EROSION LINE
EXISTING WASTE WATER. TO BE CCTV LOCATED
ALTERNATIVE SURFCLUB BUILDING LOCATION 2
SURFCLUB BUILDING PREFERRED LOCATION DITANCE TO TOE OF DUNES
BIKE TRACK LOOP 1
BIKE TRACK LOOP 2
ALTERNATIVE SURFCLUB BUILDING LOCATION 1
COASTGAURD BUILDING
EXISTING BIKE TRACK PROPOSED CHANGES IN PURPLE. CLOSE LOOPS TO BE TWO SEPERATE TRACKS. BUILD UP HIGHER START PLATFORM FOR LOOP 2
PROPOSED COVERED ENCLOSURE FOR COMMUNITY USE WHEN CRICKET OR BIKE TRACK IN USE
WAIHI BEACH FLOODABLE AREA
PROPOSED 16m x 12m SURFCLUB BUILDING PREFERRED LOCATION
WATER SUPPLY
PROPOSED ACCESSIBLE CARPARK
NO PARKING
PROPOSED LIFEGAURD CARPARKS X 4
PROPOSED EMERGERNCY CARPARKING X 4
EXISTING PUBLIC PARKING

Western Bay of Plenty District Council

6.11 Bowentown Domain

Location	Bowentown	**Current Inventory**	
Classification	Recreation Reserve	3 Boat ramps 3 Jetties 1 Camping ground	
District Plan Zone	Rural and residential	3 Car parks	1 Medium, 2 Basic
ID	98, 375, 376, 377, 378, 379	Clubrooms 3 Toilets	Medium
LTP Category	Neighborhood Amenity Reserve	Playground equipment Walking tracks	Basic
Area	139.6012 Ha	19 Picnic tables	Medium
Current State	Beach, boat ramps, walking tracks, dune vegetation, park, open space.	1 Cricket wicket 1 Petanque court	
Concept Plan	Adopted Sep 2007 See attached – 1 to 16.	Cycle trails	
Previous RMP	Management Plan for Waihi Beach Coastal Reserves; September 2000. Waihi Beach Ward RMP September 2007		
Grass Mowing Standard	Fire break and Hillsides (8.0619 Ha) Type E – Does not exceed 200 mm grass height. Mowed to within 60 mm of the ground Accessways (0.1141 Ha) Type D – Does not exceed 90 mm grass height. Mowed to within 45 mm of the ground Oceanside Dunes Car Park (0.0225 Ha and 0.1630 Ha) Type D – Does not exceed 90 mm grass height. Mowed to within 45 mm of the ground Bowentown Park (1.6557 Ha) Type D – (See above) Boat Club (0.5713 Ha) Type B – Does not exceed 60 mm grass height. Mowed to within 30 mm of the ground Pio's Shores Walkways (0.6900 Ha) Type D – (See above) Plom Road to Head Land (0.6850 Ha) Type E – Does not exceed 200 mm grass height. Mowed to within 60 mm of the ground Anzac Bay Picnic Area (0.6195 Ha) Type D – (See above) Bowentown Seaforth Road South Coast Guard (1.0378 Ha) Type C – Refer to Levels of Service for details. (.6795 Ha) Type D – (See above)		
Toilet Cleaning Frequency	Anzac Bay toilet Every day and twice daily during summer and school holidays Oceanside toilet Every 2 days and twice daily during summer and school holidays Boat club toilet Every 2 days and twice daily during summer and school holidays		

Background:

- Large reserve with seven land parcels with a coastal ribbon of Road Reserve.
- Beach and harbour visitor destination.
- Leases to Bowentown Boating and Sport Fishing Club 1 March 1998 to 28 February 2018 with 20 Yr ROR; Waihi Beach Coastguard Volunteer Association to 20 Jan 2046 and Bowentown Beach Holiday Park Ltd 1 February 1985 for 30 yrs with 30 yr right of renewal.

Reserve Issues:

- Acknowledge significant cultural heritage values.
- Coastal erosion and access to beaches.
- Balancing significant recreational, cultural and environmental values.
- Safety of informal car parks off Seaforth Road.
- Conflicts exist with car parking, vehicle movement and passive use of the Reserve.
- Improve cycle & road access.
- Improving walkway/cycleway networks and connections to reserve areas.
- Local community reserve for sporting, cultural and passive recreational needs.
- Barbeques needed at Anzac Bay.
- Opportunity for Tangata Whenua to be involved with reserve management and implementing Concept Plan.
- Firebreaks are important to protect environmental values and form an integral part of the walkway/cycleway network.

Reserve Management Policy

6.11.1 Overflow peak season parking to be managed appropriately.
6.11.2 Implement Concept Plans to recognise all of the reserve values and manage effectively.
6.11.3 Recognise, protect and co-manage waahi tapu and archaeological values in association with Tangata Whenua and Heritage NZ.
6.11.4 Enhance historical, cultural and environmental recognition of the reserve through appropriate signage and interpretation panels.
6.11.5 Continue weed control through weed removal and native revegetation to displace weeds and enhance natural environmental values.
6.11.6 Protect and enhance the natural coastal environment through planting and controlling visitor impacts.
6.11.7 Maintain and enhance pedestrian access through the reserve to the harbour and coast.
6.11.8 Accelerate the natural coastal shrub land development process to enhance the coastal environment and suppress weeds.

Western Bay of Plenty District Council

Property No	Description	Area (ha)	Status	Parcel No
98	Lot 2 DPS 75873	67.3610	Rec Res	1000/29
377	Sec 94 SO 47352	20.8400	Rec Res	1000/2160
378	Sec 92 SO 47352	32.3800	Rec Res	1000/2191
379	Lot 1 DPS 75873	2.9932	Rec Res	1000/27
375 Coast Guard	Lot 1 DPS 66798	.1503	Rec Res Domain	1000/5593
376 Fish Club	Allot 103 SO 42596 Pt Allot 19 SO 5737	.4047 .0150	Rec Res Domain Road	1020/390 1020/496
Camp Ground	Lot 1 DPS 42492	3.4935	Rec Res	1000/5445

CONCEPT PLANS	
1 of 15 (1/15)	Dune Area North
2 of 15 (2/15)	Dune Area South
3 of 15 (3/15)	Mananui Historical Site
4 of 15 (4/15)	Te Kura a Maia Historical Site
5 of 15 (5/15)	Pio Road - Boat Ramp
6 of 15 (6/15)	Bowentown Park
7 of 15 (7/15)	Amenity/Carpark Seaforth Road
8 of 15 (8/15)	Amenity/Carpark Seaforth Road
9 of 15 (9/15)	Amenity/Carpark Seaforth Road
10 of 15 (10/15)	Amenity/Carpark Seaforth Road
11of 15 (11/15)	Amenity/Carpark Seaforth Road
12 of 15 (12/15)	Papaunahi Park
13 of 15 (13/15)	Tui Park (Bowentown Boulevard)
14 of 15 (14/15)	Pio Shores Reserve
15 of 15 (15/15)	Pio Shores Drainage Reserve
Last Plan	Former leased Area (FLA) Bowentown Seaforth Road South

6.11.9 Utilise native planting, including shade trees, for public recreation and enjoyment.
6.11.10 Ensure that long term walkway/cycleway development is consistent with conservation and cultural values.
6.11.11 Replace firebreak fencing at Anzac Bay
6.11.12 Investigate opportunities for, and seek to establish pedestrian linkages as appropriate.
6.11.13 Investigate appropriate name / names for this reserve and its component parts.
6.11.14 Investigate opportunity to develop this reserve as a "remote" sub-regional park.
6.11.15 Investigate redesignating road reserve to Recreation or Esplanade Reserve.
6.11.16 Freedom camping is permitted within the large formed car park on Seaforth Road subject to Bylaw restrictions.
6.11.17 Freedom camping is permitted within part of the central grassed area at Anzac Bay subject to Bylaw restrictions.
6.11.18 Freedom Camping is prohibited in the reserve (Balance and Holiday Park leased area) including any associated roads/car parks.
6.11.19 Continue Coast Care activities working with the Community to protect the natural coastal environment and enhance public access therein.
6.11.20 Generic objectives for Recreation Reserves and generic policies apply.
6.11.21 Refer Reserves and Facilities Bylaw in relation to horses on beaches and reserves.

Actions	Cost Estimate
Coast Care	CC budget


DUNE AREA NORTH
1/15
AMENITY CAR PARK AREAS
7, 8, 9, 10, & 11/15
DUNE AREA SOUTH
2/15
BOWENTOWN PARK
6/15
PAPAUNAHI PARK
12/15
PIO ROAD BOAT RAMP
5/15
TUI PARK
13/15
PIO SHORES DRAINAGE RESERVE
15/15
FORMER LEASED
AREA
PIO SHORES RECREATION RESERVE
14/15
MANANUI SITE
3/15
KURA A MAIA AND
TE HO PA SITES
4/15
NOTE : 3/15 REFERS TO THE CONCEPT PLAN REFERENCE

Design Rationale
The design has recognised the four key functional aspects of the reserve
Active recreation (BMX track)
Passive recreation (picnic / games area)
Stormwater catchment wetland area
Designation of commencement point for walkway access
These elements have been strengthened while improving the visual amenity of the area through framework planting, restoration of the natural wetland and establishment of drifts of revegetation plantings to create a series of semi– enclosed picnic areas for passive and informal recreation.
Goal posts are provided at Tui Park, but could be located here if demand eventuates
Concrete wickets not permitted unless demand eventuates.
Review the need for pergola following initial development
Playground equipment available at other parks, however the community could fundraise for equipment at this park
A skate park is provided at the Waihi Beach Community Centre Reserve.
Final siting of reserve furniture , including BBQ, will be determined during development
Clean up existing wetland
Remove willows and exotic weed species
Replant with appropriate NZ native species
If appropriate, create pond areas, ensure discharge areas are correctly formed
PIO SHORES RD
TO ANZAC COVE
LEVEL GRASSED AREA
RESIDENTIAL AREA
EXISTING INFORMAL GRASS TRACK
TO BEACH
ANGLE PARKING ON GRASS
Remove existing fence, install timber bollards to restrict vehicle access
CAMP GROUND
BMX TRACK
EXIST. INFORMAL PARKING
ENTRY TO CAMP
COAST GUARD
Key
Angle car and boat trailer parking on grass, with appropriate bollarding
Walkway— level out, imported fill
Walkway—grassed (not formed)
Informal pathways
Specimen Pohutukawa Trees
NZ Native revegetation plantings using coastal varieties
Wetland plantings
BOWENTOWN DOMAIN—FORMER LEASED AREA
LANDSCAPE CONCEPT PLAN
NOVEMBER 2011 Project : 9065—01 Scale: 1: 1000 at A3
Western Bay of Plenty District Council
CGC
LANDSCAPE COMPANY

10.2 PROPOSAL TO EXTEND LEASE AREA - KATIKATI RUGBY AND SPORTS INCORPORATED - MOORE PARK

File Number: **A5561024**

Author: **Peter Watson, Reserves and Facilities Manager**

Authoriser: **Gary Allis, Deputy Chief Executive/General Manager Infrastructure**

EXECUTIVE SUMMARY

The Katikati Rugby and Sports Club Incorporated have applied to Council for an extension to their lease area by 24m² (from 1212m² to 1236m²) to allow for the placement of a storage cabin.

If the Projects and Monitoring Committee agrees in principle to extend the lease area, then staff will need to initiate the statutory process and undertake public consultation about the proposal as required under Section 119 of the Reserves Act 1977.

Following the completion of the public consultation period, any submissions or objections would need to be heard by Council in its capacity as the administrating body of the reserve.

RECOMMENDATION

1. That the Reserves and Facilities Manager's report dated 8 August 2023 and titled Proposal to extend lease area - Katikati Rugby and Sports Incorporated - Moore Park' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That the Projects and Monitoring Committee **approves** in principle to extending the lease area over Section 6 SO 453028, being part of Moore Park, by approximately 24m².
4. If approval in principle is given, such approval must not be construed by the applicant, as a guarantee that all other consents required by any policy, by-law, regulation, or statute, will be forthcoming. The applicant is responsible for obtaining all required consents at its own cost.

AND

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

BACKGROUND

Katikati Netball, now affiliated with the Katikati Rugby & Sports Club Incorporated, wish to situate a cabin on skids alongside the existing clubrooms at Moore Park. The cabin's electricity would be supplied from the Rugby clubrooms.

The intended use for the cabin is for storage of gear, uniforms, and for use on active club days as a point of sale for club merchandise.

The intended area where the cabin would be situated currently has situated two disabled carparks. Should this location be approved, the carparks could then be situated either to the football side of the carpark which incidentally is closer to the ramp that accesses the clubrooms or alternatively alongside their current position.

All costs relating to the situating and removal of the cabin will be met by the Katikati Rugby & Sports Club Incorporated, who are the legal entity that will enter into a proposed lease variation.

If the cabin should ever be removed the lease variation document will require that the site will be reinstated to the satisfaction of Council.

The current lease area for the Katikati Rugby & Sports Club Incorporated is 1212m² upon which is situated the club's clubrooms. The lease area would need to be extended by 24m² (approx. 6mx4m).

SIGNIFICANCE AND ENGAGEMENT

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

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/Affected Parties	**Completed/Planned Engagement/Consultation/Communication**	
Name of interested parties/groups	The Katikati Community Board.	Planned
Tangata Whenua	Tangata Whenua will be contacted for comment.	
General Public	One month period of public consultation will be undertaken.	

ISSUES AND OPTIONS ASSESSMENT

Option A That the Projects and Monitoring Committee **approves** in principle to extending the lease area over Section 6 SO 453028, being part of Moore Park, by approximately 24m²	
Assessment of advantages and disadvantages including impact on each of the four well-beings: • **Economic** • **Social** • **Cultural** • **Environmental**	Supports Katikati Netball to provide for the netball activity
Costs (including present and future costs, direct, indirect and contingent costs).	All costs relating to the processing of the proposal are to be borne by the Katikati Rugby and Sports Club Inc.
Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).	
Option B That the Projects and Monitoring Committee **does not approve** in principle to extending the lease area over Section 6 SO 453028, being part of Moore Park, by approximately 24m²	
Assessment of advantages and disadvantages including impact on each of the four well-beings: • **Economic** • **Social** • **Cultural** • **Environmental**	Does not support a community sporting activity
Costs (including present and future costs, direct, indirect and contingent costs).	
Other implications and any assumptions that relate to this option	

STATUTORY COMPLIANCE

Reserves Act 1977 – One month of public consultation will be required under Section 119 of the Reserves Act 1977. Council shall give full consideration in accordance with section 120 to all objections against and submissions in relation to the proposal received pursuant to the said section 120.

Moore Park is in the Katikati - Waihi Beach Ward Reserve Management Plan.

Below is the relevant policy relating to the establishment of buildings or structures on reserve land.

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

Policy 3 - Buildings and Structures
Buildings on reserves will be for sporting and recreation purposes and/or to facilitate the appropriate use of the reserve by the public.

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

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

- **The need for the building to be located on reserve land:**
  The building needs to be located adjacent to the activity.
- **The scale of the proposed structure in relation to the reserve and its foreseeable use:**
  The reserve is on residential zoned land and the facility meets the requirements of the District Plan as a permitted activity.
- **The foreseeable need and demand for the recreation facilities to be accommodated:**
  The proposal aligns with the objectives of a recreation reserve and xx.
- **Proposals for joint use of the facility:**
  The affiliation of Katikati Netball with Katikati Rugby and Sports Incorporated is consistent with this objective.
- **The siting, design, materials and colour of the proposed building or structure:**
  To be agreed once the decision is made and will be easily achieved.
- **The design and development of buildings and structures are energy and water efficient, and stormwater is managed effectively:**
  Existing stormwater system associated with the adjacent building
- **The financial position of the applicant to properly construct and maintain the facility, and ongoing associated costs:**
  The building and works are minor, and the club has the financial capacity.

- **The conservation of open space, views, significant vegetation, and significant landscape features:**
  N/A
- **The effects of providing access to and parking for the proposed building or structure:**
  No change required apart form carpark remarking for the disabled spaces.
- **The potential visual or physical effects of the building or structure on neighbouring properties:**
  NIL

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

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

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

Building Act 2004 - A Building Consent will be required for any building work.

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
	All costs relating to the processing of the proposal are to be borne by the Katikati Rugby and Sports Club Inc.

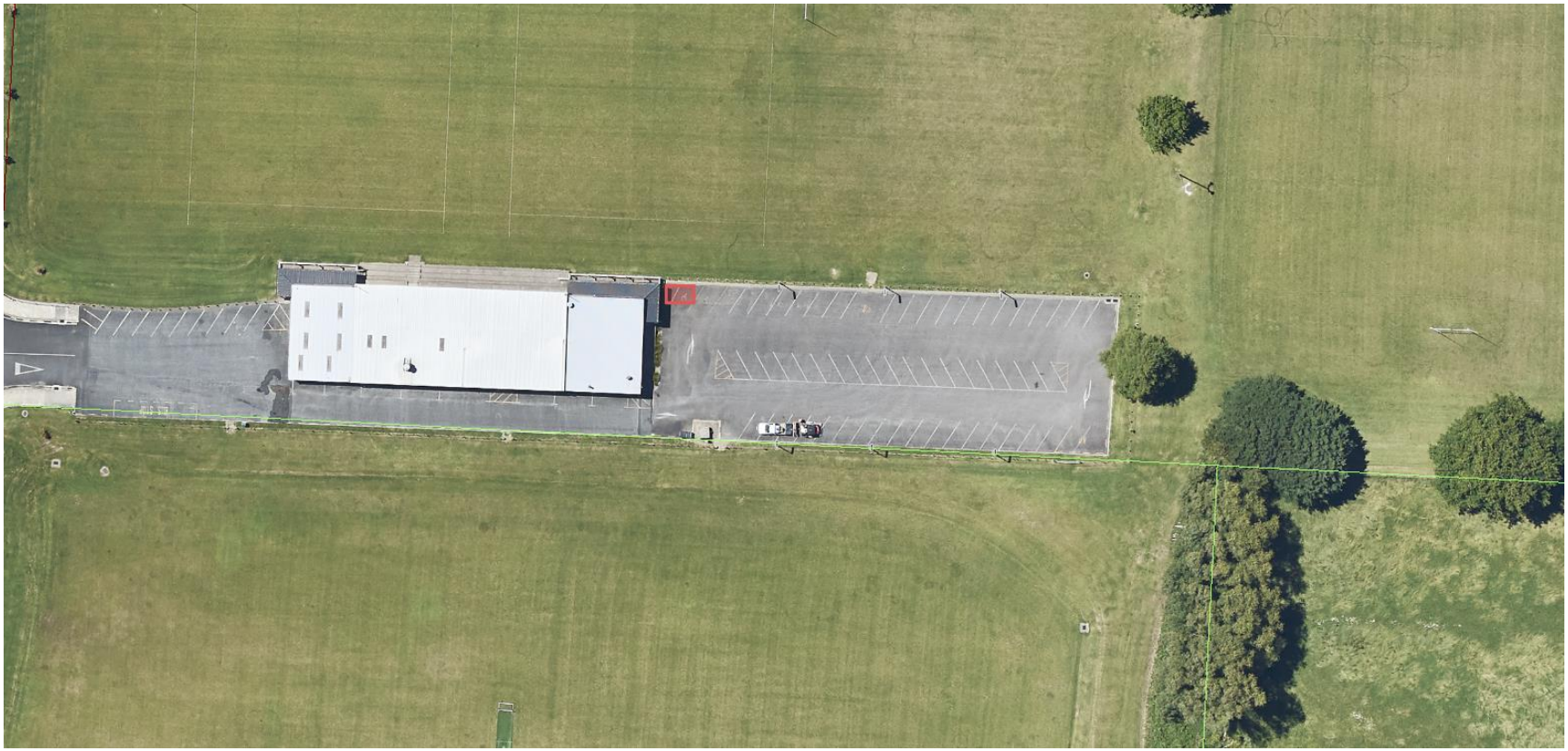
ATTACHMENTS

1. **Cabin specifications**
2. **Aerial showing proposed location for cabin**
3. **On site photos of proposed site location and atlernative option**

Features of the Large Roommate Cabin

1. 4.2m long x 2.4m wide – 4.2 x 3.0 m with deck in place
2. CCC BC 320319
3. Multi proof A10418
4. All our cabins have a current electrical WOF
5. Smoke Alarm
6. Shadow Clad Exterior, painted Soft Brie
7. Polyurethane plywood finishes to the interior.
8. Curtains.
9. Curtain Rails.
10. Galvanised steel base so fully transportable
11. Fully insulated
12. Colour-steel roof (iron sand)
13. Aluminium joinery.
14. PVC downpipe
15. 1.2m long x 0.6m wide wooden deck.
16. 4 double power points + 2 central ceiling light
17. External light
18. Fully lockable
19. Comes with a 12m electrical cord for easy power supply with RCDs.

Location of proposed storage shed outlined in red



Preferred location for Cabin

Alternative location option for Cabin

10.3 WAIHĪ BEACH LIBRARY & COMMUNITY HUB REVISED CONCEPT PLAN

File Number: A5583582

Author: Sara Elvin, Project Manager

Authoriser: Gary Allis, General Manager Infrastructure Group

EXECUTIVE SUMMARY

The purpose of this report is to provide an update to the Projects and Monitoring Committee as to the status of the Waihī Beach Library and Community Hub Project and the revisions to the concept design to reflect the direction provided by Council. The building concept has reduced in size from 819m^2 to 733m^2 (including use of the existing hall space) or 440 m^2 to 402 m^2. The design has been simplified to reduce construction costs including removal of curved architectural features, dual entrances and looking to use furniture solutions to ensure the bookable spaces are multi use to cater for community needs.

The project estimate has been updated by the Quantity Surveyor and the estimated total project estimate has increased. Advice is that building prices have significantly increased in that period which have more than offset any savings due to the design.

It is recommended that the Projects and Monitoring Committee approve the proposed concept design and agree to proceed with the full design. This will allow more detailed costings and assessment of risk factors for inclusion in the LTP.

RECOMMENDATION

1. That the Project Manager's report dated 8 August 2023 titled 'Waihī Beach Library & Community Hub Revised Concept Plan' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That the Projects and Monitoring Committee approve the Waihī Beach Library & Community Hub Revised Concept Plan and agree to proceed with the full design.

   OR

4. That the Projects and Monitoring Committee approve the concept design for further consultation with the Waihī Beach community and thereafter report back to the Committee for approval noting this will delay full design and that the estimate would be based on the concept for the LTP budgets.

BACKGROUND

Through community, Tangata Whenua and staff feedback it has become clear that there is a need for a new facility within the Waihī Beach Community.

Research is showing that modern libraries are community hubs and connections to the digital world while also contributing to the wellbeing and social cohesion of our communities.

To ensure the Waihī Beach Community is provided with a facility that meets all these functions the new space has been designed to be not only a library, but also a community hub, a council service centre and have opportunities for an integrated service delivery model.

The first community engagement on potential sites for the new Waihī Beach Library Service Centre and Hub took place in late 2021, on seven sites that were initially identified.

The project was identified in the 2021-2023 Long Term Plan (LTP) and had an approved budget of $2,500,000.

December 2021:
Staff updated elected members on phase 1 community engagement. Of the 575 pieces of feedback received via the online survey, the petition and email, the most popular sites were:

- Beach Road option of expansion/utilisation of Community Centre carpark - 211
- Beach Road Community Centre Reserve - 107
- Wilson Road Te Mata Reserve - 74

Most of the feedback received centred around concerns that a new facility must not result in reduced car parking availability, should be close by the community centre and school and not too far from the village town centre. There was clear high-level support for an alternative option at the community centre car park site.

March 2022:
Staff updated elected members on the sites most preferred by the local community and the common themes of the feedback received.

April 2022:
Staff instructed and received a Quantity Surveyor (QS) Bulk and Location report on three sites; Wilson Road Te Mata Reserve, Beach Road Reserve and Beach Road carpark adjacent to the Community Centre.

May 2022:
Staff met with key stakeholders – the community centre committee and the Principal Waihī Beach Primary School to hear what concerns and ideas they had in relation to the potential sites.

June 2022:
Staff instructed and received an initial architect's concept plan for two of the sites – Wilson Road Te Mata Reserve and Beach Road adjacent to the community Centre. The brief for the Wilson Road site included provision of hub space that would be utilised as a bookable space and a space for a local group. This was required as part of the provisional agreement relating to the land transfer.

July 2022:
Staff met with the community centre committee for a second time to confirm their level of comfort with a combined facilities approach.

The concept plans and the recommended direction have been shared with the Waihī Beach Community Board. An updated QS report was received with revised cost estimates based on current market costs which were above the original budget.

August 2022:
Resolution C22-5.22 was passed by the Performance and Monitoring committee to adopt the Beach Road site, approve, and bring forward the planned expenditure of $205,600 from the 2023-2024 financial year to the 2022-2023 financial year and referred the project to the Annual Plan/Long Term Plan Committee for review of the construction timing and the budget.

2022/2023:
Since this resolution staff have received feedback from Council, the Senior Leadership Team, library users, and the community.

This feedback has resulted in a revised brief including a review of the proposed size (square meterage) and the overall design of the library, refer Attachment 1 – Space Allocation.

July 2023: Revised Concept Design and Quantity Surveyor Estimate
Staff instructed and received a revised architect's concept plan, refer Attachment 2 and updated QS report. The updated QS report, refer Attachment 3 is based on the revised design and updated market estimates.

ANALYSIS

Space Allocation Process
Staff looked at the specific community requirements for a new facility these included library, service centre, community hub, programme room/activity space, staff hot desking, flexible meeting space, shared services, carparking for council assets and kitchen facilities.

The exercise established that the Waihī Beach Library would require approximately 400m^2 plus use of the existing community hall space for the community hub and kitchen/catering facilities.

This total (including the community hub space) results in approximately 104 m^2 per 1000 pax (assuming the growth of the Waihī Beach community and surrounding areas was 5000 in 2050.

Comparing this to recent library builds nationally it was a higher m^2 /1000pax but with significantly different community sizes. The most comparable, newest build is the Te Kauwhata library (105m^2 / 1000pax) and locally the Katikati Library (81 m^2 / 1000pax).

Revised Brief

Staff then took these revised space allocations and feedback from staff and the wider community and revised the brief to Jigsaw. Jigsaw has used this revised brief to update the concept design as seen in the attachments.

Analysis of the changes

The feedback received from Councillors, library staff and users, senior leadership team and the community was taken on board with a revised concept design presented addressing most of the feedback.

The new building footprint was reduced from 440 to 402 m^2 with the intention to continue to use the existing community hall space. The reduction in ~40m^2 aligns with the spatial exercise completed to ensure the community needs were met for a new facility. Reducing the floor plan meant the loss of the specific programme space originally planned for, instead the design has been developed to include a number of multi-use spaces that can be used for library programme, shared services, council/service centre and board meetings etc.

The shape and features of the building have also been reviewed and a more simplistic, cost-effective solution identified – straight walls, cost effective construction materials, off street entrance removed and council specific carparking added.

Feedback

This revised concept design has been presented to the Senior Leadership Team, the library users including key staff and Tangata Whenua with very positive feedback, most of which can be address through the design process.

Quantity Surveyor Estimate

The updated QS report, refer Attachment 3, is based on the revised design and updated market estimate. The estimate for the total project has increased from $6,566,000 to $7,464,000 and increase of $898,000 despite the floor area reducing by 40 m^2 and the building shape becoming rectangular with partial corrugated iron cladding, and the removal of the building entry from Beach Road.

The QS has advised that building rates have increased significantly and that is why the estimate is higher, there is also quite a variability in the rates that are being tendered.

The rate for the actual building has increased to $6,300 m^2. The Katikati build in 2017/18 was $4,000 m^2.

The actual building estimate at $2,532,600 out of the total project estimate of $7,464,000 is around one third of the project estimate.

Accordingly, the focus to firm up the estimate needs to be focused on the non-building costs, geotechnical, services, contingency and escalation. This can only occur if the project proceeds to the next stage of design.

Funding and the LTP

The Council has determined to consider the project timing, overall cost estimate and the funding model through the LTP. The detailed design process will provide more certainty with the estimate and resolve a number of the provisional items. The option of a design build or Early Contractor Involvement procurement process will be considered during this period.

There is potential for external funding as a significant community project and alternative funding sources will be investigated as part of the LTP preparation. This has the potential to assist in funding, but the bulk of the funding will still be from Council as service centres and libraries are a core council responsibility.

SIGNIFICANCE AND ENGAGEMENT

In terms of the Significance and Engagement Policy this decision is considered to be of low significance because the project has been consulted and the design budget approved.

ENGAGEMENT, CONSULTATION AND COMMUNICATIO

Interested/Affected Parties	**Completed/Planned Engagement/Consultation/Communication**		
Name of interested parties/groups	The Waihī Beach Community Board will be provided a copy of the report prior to the meeting and an opportunity to provide feedback.	Planned	
Tangata Whenua	Discussions have been held. Te Whānau o Tauwhao ki Otawhiwhi will provide input into the detailed design		
General Public	The consultation occurred through the original process. It is intended that the revised concept will be available publicly and that input can be provided. This will be considered through the detailed design process.		

ISSUES AND OPTIONS ASSESSMENT

Option A
That the Projects and Monitoring Committee approve the Waihī Beach Library & Community Hub Revised Concept Plan and agree to proceed with the full design.

Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	Progresses the design to inform the LTP budget and construction timing decision making. The revised concept plan has incorporated the Council direction to simplify the design and modify the footprint Enables progress towards replacing the current constrained facility
Costs (including present and future costs, direct, indirect, and contingent costs).	The current market conditions are favourable to proceed with the construction
Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).	
Option B That the Projects and Monitoring Committee approve the concept design for further consultation with the Waihī Beach community and thereafter report back to the Committee for approval noting that the estimate would be based on the concept for the LTP budgets.	
Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	Delays progress on the design and value engineering and the concept design estimate will be used for the LTP budget process. Enables the concept to be tested with the community.
Costs (including present and future costs, direct, indirect, and contingent costs).	Neutral
Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).	Enables community feedback on the design.

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
Project 332101	Budget of $524,000 funded in 2022/23 and 2023/24 to progress the design. The LTP will address the project budget, timing, and funding sources.

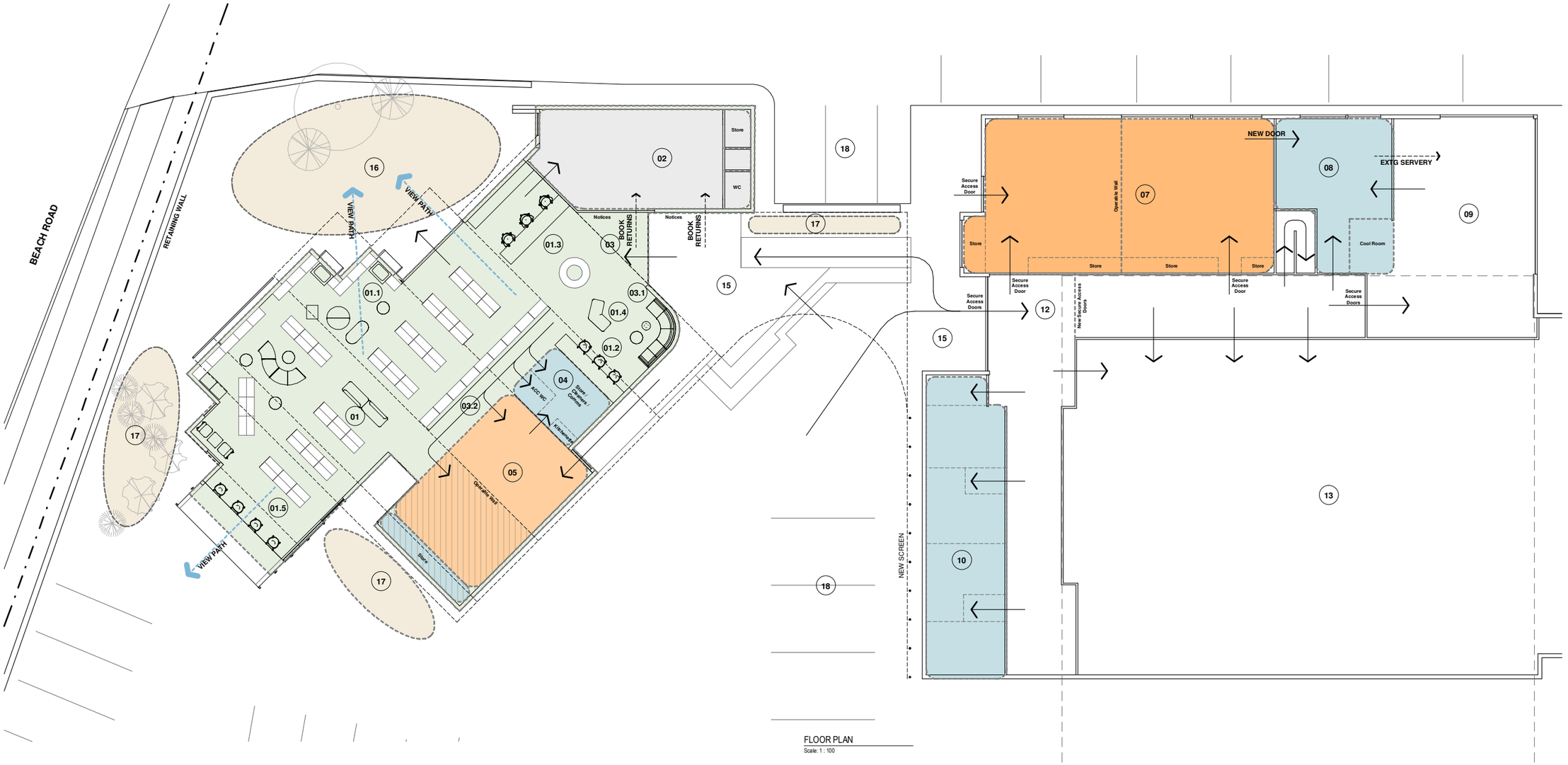
ATTACHMENTS

1. **Waihī Beach Library Space Allocations**
2. **Waihī Beach Architectural Revised Concept Design**
3. **Waihi Beach Library Updated Bulk and Location 2 August 2023**

LIBRARY SPACE REQUIREMENTS			
ACTIVITY	**SPACE (m2)**	**EXISTING SPACE (m2)**	**COMMENTS**
Total Library Space	160		Current population 4085 increasing to 5000 by 2050 (Waihi Beach, Bowentown, Athenree and Waiau), allowing for a 50-year life of the building. Using the WB adopted LOS from 2018 AMP - 32m2/1000pax, noting LOS no longer has space identified under the current and future LTP. The toilets contained within the community hall space will be utilised (64m2). The Library will require an additional Accessible Toilet within the building to meet code. **Note:** LIANZA Guidelines - Standards Public Libraries 2004 page 44 identifies 70m2/1000pax including all facilities - book space, audiovisual space, user seating space, staff workspace, special use space, meeting space, and non-assignable space. This results in a total space requirement of 350m2 for Waihi Beach.
Service Centre	60		Previous LOS adopted was 25m2 for a small centre. Requirements for Waihi Beach include 2-3 full time staff, FOH space, staff room with kitchenette and toilet. These needs would not fit within a 25m2 space.
Community Hub		125	Community space including community board/political meetings, each hub tailored to individual community needs e.g. computer/digital hub using a bookable space model.
SUBTOTAL	220	125	
Specific Requirements for Waihi Beach Community			
Council Car Parking	25		Allowance for 1 car, plus EV charging station and small amount of storage.
Programme Room / Activity Space / School	55		Room for programmed activities, holiday programmes, clubs etc. Multipurpose use so during 'quiet' periods during the day this space could be used by the school along side the children's section.
WB Staff Hot Desking	40		Allowance for 5 additional hot desks at 8m2.
Flexible meeting space	30		Community meetings, zoom conferences back to WB staff at Barkes Corner, meet and greets etc.
Shared Services (Government Agency/AA etc)	30		15m2 room and 15m2 open/FOH space
Catering Kitchen			Noted shared with Hall, if needed within the new build would be approx. 20m2 required
SUBTOTAL	**180**		
TOTAL SPACE REQUIRED	**400**	**125**	**Totals 104m2 per 1000 PAX including use of existing space**

LIBRARY NEW BUILDS NATIONALLY

LIBRARY/AREA	POPULATION	POPULATION GROWTH (2048)	M2	M2 / 1000 PAX	COMMENTS
Blenheim	48,700	55,200	3400	62	Art Gallery Removed
Ashburton	36,300	43,449	2400	55	
Manawatu	33,900	34,800	1500	44	
Te Kauwhata	1,617	3093	315	105	Note, built in 2011
Katikati	11,360	12,890	1046	81	Includes community hub
Waihi Beach	**4,085**	**5,000**	**520**	**104**	**Includes community hub space (Existing building)**



FLOOR PLAN
Scale: 1 : 100

MEZZANINE MEETING ROOMS
Scale: 1 : 100

ROOM SCHEDULE

01	Library:	240m²
01.1	- Childrens Library (with integrated reading recesses, play table and loose seating)	
01.2	- Computer Stations	
01.3	- Library Service	
01.4	- Seating / magazines	
01.5	- Computer / work Stations	
02	Library Office (kitchenette / toilet / store / 3 x workstations / 4 x hotdesks / work table / book sorting table / book return cupboards / lockers)	55m²
03	Main Entrance Foyar	19m²
03.1	Self Checkout	
03.2	Circulation	19m²
04	Service Zone (1 x Accessible Toilet / Comms / Cleaners / Storage / Kitchenette)	15m²
05	Medium flexible meeting room / Programme room (Programme space allocation shown diagonal hatched) with operable wall / seperate internal entrances / Storage space at both ends / independent external entrance.	60m²
	TOTAL NEW LIBRARY BUILDING FLOOR AREA	402m²

07	Hub with Operable wall	125m²
08	Existing Kitchen (with new access to room 07)	42m²
10	Existing Toilets Shared with Community Hall (Male Toilets & Change Room / Female Toilets & Change Room / Accessible Unisex Toilet	64m²
	TOTAL COMMUNITY HUB FLOOR AREA	231m²

EXISTING SPACES EXCLUDED FROM COMMUNITY HUB SCOPE

09	Large flexible meeting room
11	Existing Mezzanine Meeting Rooms x 2
12	Foyer
13	Community Hall

EXTERNAL

14	Street Entrance
15	Combined Covered Entry
16	Landscaped Courtyard
17	Garden
18	Carparking

DRAFT

REVISIONS

A	Feedback Amendments	05.07.22
B	Elevations to QS	13.07.22
C	Amend scope	15.05.23
D	Reduced floor area	18.07.23

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N

jigsaw architects

WAIHI BEACH LIBRARY & COMMUNITY HUB OPTIONS STUDY - BEACH RD

FLOOR PLAN

PROJECT NO. J3524
SCALE (AT A1) 1 : 100

REV. SK-201 D

DRAFT

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REVISIONS

A	Feedback Amendments	05.07.22
D	Reduced floor area	18.07.23

jigsaw architects

WAIHI BEACH LIBRARY & COMMUNITY HUB OPTIONS STUDY - BEACH RD

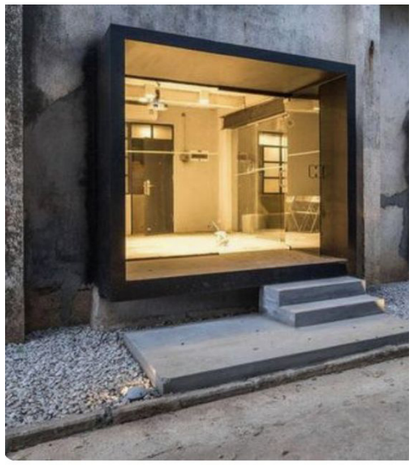
VIEWS

PROJECT NO. J3524

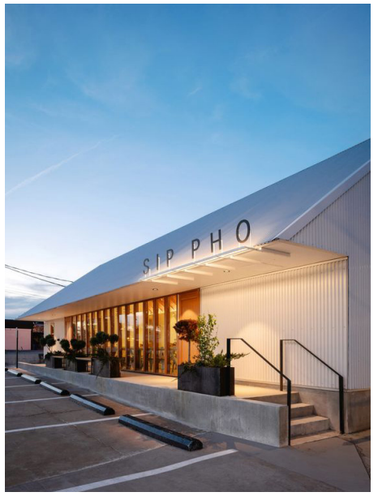
SCALE (AT A1)

REV.

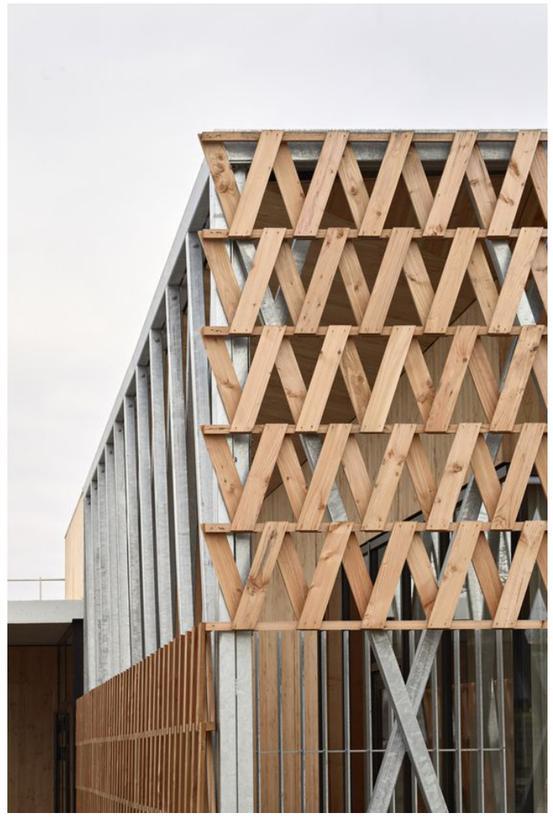
SK-202 D



ALUMINIUM CLAD WINDOW FRAME EXTRUSION



VERTICAL CORRUGATED CLADDING - COLOUR: LIGHT GREY



NATURAL FINISH TIMBER SUN SCREEN WITH GALVANISED FRAME

TERRACOTTA TILE CLADDING - COLOUR: SAND

DRAFT

REVISIONS

D Reduced floor area 18.07.23

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WAIHI BEACH LIBRARY & COMMUNITY HUB OPTIONS STUDY - BEACH RD

EXTERNAL MATERIAL REFERENCE IMAGES

PROJECT NO. J3524

SCALE (AT A1)

REV.

SK-205 D

UPDATED BEACH ROAD BULK AND LOCATION AUGUST 2023

WAIHI BEACH LIBRARY

Rider Levett Bucknall

WAIHI BEACH LIBRARY

UPDATED BEACH ROAD BULK AND LOCATION AUGUST 2023

RLB Rider Levett Bucknall

PROJECT DETAILS

Basis of Estimate

This estimate has been prepared utilising a combination of measured bulk quantities, elemental rates and analysis from similar projects and priced at rates which in our opinion are current in the market.

Documents

The following documents have been used in the preparation of this Estimate:

Jigsaw Architects Waihi Beach Library and Community Options Study - Beach Road - SK-201 rev D, SK-202 rev D and SK-205 rev D

Items Specifically Included

Shallow Foundations with 1.5m Undercut

Level Rise of 0.80m for Beach Road Option

Design Development / Bulk and Location Risk 7.5%

Escalation 11.4% (RLB Forecast 104)

Design Fees 15%

Consents and Insurances 2.5%

FF&E

Project Contingency 15%

Items Specifically Excluded

Deep Foundations

Services Infrastructure

WBOPDC Internal Costs

Migration and Decanting

Artwork

Greenstar Rating

Removal of hazardous waste

Unforeseen Ground Conditions

Finance Costs

Legal Costs

Land Costs

G.S.T.

WAIHI BEACH LIBRARY

UPDATED BEACH ROAD BULK AND LOCATION AUGUST 2023

Rider Levett Bucknall

LOCATION SUMMARY

GFA: Gross Floor Area
Rates Current At August 2023

Ref	Location	GFA m²	GFA NZD/m²	Total Cost NZD
A	**BEACH ROAD**			
A1	Main Library			7,464,000
A2	Community Hall Upgrade			277,000
	A - BEACH ROAD			**7,741,000**
ESTIMATED TOTAL COST				**7,741,000**

WAIHI BEACH LIBRARY

UPDATED BEACH ROAD BULK AND LOCATION AUGUST 2023

Rider Levett Bucknall

LOCATION ELEMENTS/MAIN HEADING ITEM

A BEACH ROAD

A1 Main Library

Rates Current At August 2023

Ref	Description	Unit	Qty	Rate NZD	Total Cost NZD
SP	**Site Preparation**				
27	Strip site ready for construction including removal of vegetation	m²	860	25.0	21,500
25	Allowance for minor site retaining	Item			27,000
18	Bulk fill to raise levels	m³	450	135.0	60,750
28	Site ground risk	Item			186,000
	SP - Site Preparation				**295,250**
GFA	**GFA Rate**				
1	Beach Road Library	m²	402	6,300.0	2,532,600
42	Community Hall Toilet Upgrade	m²	63	2,400.0	151,200
	GFA - GFA Rate				**2,683,800**
DG	**Drainage**				
22	Allowance for drainage	Item			35,000
	DG - Drainage				**35,000**
XW	**External Works**				
3	Car park and vehicle access	m²	450	200.0	90,000
30	EV for ground improvements for car parking	m³	675	200.0	135,000
8	Building frontage paving/concrete	m²	124	620.0	76,880
16	Allowance for landscaping	Item			60,000
	XW - External Works				**361,880**
SU	**Sundries**				
19	Allowance for sundries	Item			169,000
	SU - Sundries				**169,000**
PG	**Preliminaries**				
20	Preliminary and General	Item			425,000
	PG - Preliminaries				**425,000**
MG	**Margins**				
21	Main Contractor's Margin	Item			278,000
	MG - Margins				**278,000**
DD	**Design Development**				
14	Design development / bulk and location risk @ 7.5%	Item			345,000
	DD - Design Development				**345,000**
ES	**Escalation**				
9	Escalation for Three Years @ 11.4% (RLB Forecast 104)	Item			563,000
	ES - Escalation				**563,000**

WAIHI BEACH LIBRARY

UPDATED BEACH ROAD BULK AND LOCATION AUGUST 2023

LOCATION ELEMENTS/MAIN HEADING ITEM

A BEACH ROAD

A1 Main Library (continued)

Rates Current At August 2023

Ref	Description	Unit	Qty	Rate NZD	Total Cost NZD
DF	**Design Fees**				
10	Design and Management Fees @ 15%	Item			826,000
	DF - Design Fees				**826,000**
CI	**Consents & Insurances**				
11	Planning, Consents, Levies and Insurances @ 2.5%	Item			158,000
29	WBOPDC Internal costs	Item			Excl.
	CI - Consents & Insurances				**158,000**
FE	**F.F. & E.**				
12	FF&E, AV and ICT	Item			300,000
24	Allowance for cultural narrative	Item			50,000
	FE - F.F. & E.				**350,000**
CN	**Contingencies**				
13	Project Contingency @ 15%	Item			974,000
15	Rounding	Item			70
	CN - Contingencies				**974,070**
MAIN LIBRARY					**7,464,000**

WAIHI BEACH LIBRARY

UPDATED BEACH ROAD BULK AND LOCATION AUGUST 2023

Rider Levett Bucknall

LOCATION ELEMENTS/MAIN HEADING ITEM

A BEACH ROAD

A2 Community Hall Upgrade

Rates Current At August 2023

Ref	Description	Unit	Qty	Rate NZD	Total Cost NZD
GFA	**GFA Rate**				
41	Community Hall Upgrade	m²	168	800.0	134,400
	GFA - GFA Rate				**134,400**
SU	**Sundries**				
19	Allowance for sundries	Item			7,000
	SU - Sundries				**7,000**
PG	**Preliminaries**				
20	Preliminary and General	Item			17,000
	PG - Preliminaries				**17,000**
MG	**Margins**				
21	Main Contractor's Margin	Item			11,000
	MG - Margins				**11,000**
DD	**Design Development**				
14	Design development / bulk and location risk @ 7.5%	Item			13,000
	DD - Design Development				**13,000**
ES	**Escalation**				
9	Escalation for Three Years @ 11.4% (RLB Forecast 104)	Item			21,000
	ES - Escalation				**21,000**
DF	**Design Fees**				
10	Design and Management Fees @ 15%	Item			31,000
	DF - Design Fees				**31,000**
CI	**Consents & Insurances**				
11	Planning, Consents, Levies and Insurances @ 2.5%	Item			6,000
29	WBOPDC Internal costs	Item			Excl.
	CI - Consents & Insurances				**6,000**
CN	**Contingencies**				
13	Project Contingency @ 15%	Item			36,000
15	Rounding	Item			600
	CN - Contingencies				**36,600**
COMMUNITY HALL UPGRADE					**277,000**

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10.4 WAIHĪ BEACH STORMWATER

File Number: **A5498311**

Author: **Coral-Lee Ertel, Asset and Capital Manager**

Authoriser: **Gary Allis, General Manager Infrastructure Group**

EXECUTIVE SUMMARY

Waihī Beach has experienced several significant rainfall events. Areas of Waihī Beach flood often, with stormwater entering dwellings. The most recent rainfall event on 29 May 2023, reignited the flooding conversation at Waihī Beach.

Elected members directed staff to investigate an accelerated stormwater work program at Waihī Beach. A community Liaison Group has been established, consisting of staff, Waihī Beach community board members and the Waihī Beach SWAT (Stormwater Action Team). The Liaison Group had their inaugural meeting on 21 July 2023. A project list was established consisting of all issues, potential solutions and actions required to help address flooding at Waihī Beach. A copy of the full project list is included in **Attachment 1.**

Projects on the list have been given a project complexity scale as follows:

(a) Projects with a project complexity scale of 1 are easily implemented and can be funded within existing capital works and operational budgets. It is recommended these projects are implemented now.

(b) Projects with a project complexity scale of 2 are more complex, will require some consenting but do not have any inter-dependencies with other large-scale projects. It is recommended initial design works are started on these projects. These projects are all planned projects in the LTP, with the exception of The Crescent stormwater runoff investigation (covered under stormwater modelling) and the raising of gullies above the flood zone (wastewater operational budget).

(c) Projects with a project complexity scale of 3 are complex and inter-dependent. Design for these projects should be undertaken together with some project prioritisation in place. It is recommended Council progress to concept design for these projects and a prioritisation framework be established with the community Liaison Group.

Funding of $280,000 is required in the 2023/24 financial year in order to progress projects with a complexity scale of 2, to the design stage. Funding of $150,000 is required in the 2023/24 financial year to progress all projects with a complexity scale of 3 to concept design and project prioritisation stage.

The funding required will be brought forward from future years in the LTP as required to progress the projects.

It should be noted the design and implementation funding will be required in future years and this will be included in the Asset Management Plan and the first two years of the 24/35 Long Term Plan. Funding beyond 2026 is the responsibility of the new Water Entity.

A copy of the report was shared with the Liaison Group prior to finalising and comments from the SWAT team are attached in **Attachment 2.** This report has been updated to reflect their comments.

RECOMMENDATION

1. That the Asset and Capital Manager's report dated 8 August 2023 titled 'Waihī Beach Stormwater' be received.
2. That the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy.
3. That it be noted that projects with a project complexity scale of 1 are a mixture of minor capital, operational and investigation and that these will be progressed over the 2023/24 year.
4. That for Complexity Scale 2 the Committee approves progressing as priority projects the initial design of all large capital works set out in the table below,

No	Project Name	Initial Design Cost (2023/24 FY)	Catchment	Estimated to complete design and consenting
1	One Mile Creek Flow Improvements	$50,000	1-Mile Creek	3 Yrs
7	Earth Dam - Capital Improvements	$150,000	1-Mile Creek	3 Yrs
5	Attenuation in Upper Catchment of One Mile Creek	$20,000	1-Mile Creek	3 Yrs
21	Darley Drain Outlet Improvements - Retaining Wall Renewal	$30,000	Darley Drain	2 Yrs
32	25 Wilson Road Improvements	$10,000	2-Mile Creek	1 Yr
36	The Crescent Rd Runoff Management	$30,000	2-Mile Creek	1 Yr
46	Ōtawhiwhi Drain	$50,000	Ōtawhiwhi/Bowentown /Pio Shores	3 Yrs
54	On Call Pumps with Dedicated Wet Wells to Protect Properties from Flooding	$10,000	Ōtawhiwhi/Bowentown /Pio Shores	1 Yr
50	Raising Gully Traps in Flood Zone	$30,000	All Catchments	2 Yrs (completion)

5. That for Complexity Scale 3 Projects the Committee approves progressing as priority projects the high-level concept design and prioritisation as set out in the table below, noting that this will be undertaken with the Liaison Group.

No	Project Name	Catchment
5	Attenuation in Upper Catchment of One Mile Creek	1-Mile Creek
15	Improved Overland Flow Jenkinson Street	Darley Drain
16	Investigate Additional Attenuation Locations - Darley Drain	Darley Drain
17	Right angle in Walnut Ave/Marine Ave Pipe	Darley Drain
22	Upper Catchment Attenuation - Darley Drain	Darley Drain
23	Maranui Catchment Re-Diversion	Darley Drain
24	New Pipe - Walnut Ave	Darley Drain
25	Darley Drain Outlet Improvements - Second Outlet	Darley Drain
26	Pump Station at Walnut Ave	Darley Drain
29	Pipe Beach Road to Marine Ave Boardwalk Drain	Darley Drain
29a	Investigate the Use of Beach/Marine Ave Council Reserve for Stormwater Relief	Darley Drain
35	Improvement of Flowpath through Coronation Park	2- Mile Creek
37	Two Mile Creek Upper Catchment Attenuation	2-Mile Creek
38	Otto Road SW PS/Reticulation	2-Mile Creek
62	Shaw Road Pump	2-Mile Creek
69	Pipe Didsbury Street Drain, Edwards St Pump	3 Mile Creek

6. That it be noted that the cost of progressing as a priority the Complexity Scale 2 and 3 projects as set out in the tables will be funded by bringing forward funding from within the LTP.

7. That the extension to the Two Mile Creek bank protection works upstream to the Te Mata block be approved subject to landowner sign off and an approved resource consent variation at an approximate cost of $1,000,000 funded from the existing 2 Mile Creek Budget.

BACKGROUND

Waihī Beach development dates back to the 1910's when the area was classed as swamp land.

As the community grew, further land was subdivided with properties being built directly on top of historic swamp and wetland areas. Building an urban environment on flat swamp land has come with consequences – the town is prone to flooding and creating any kind of robust stormwater system that could prevent flooding is unfeasible in some parts of Waihī Beach.

After extreme flooding events in 2012, Council ran a project with the Waihī Beach community to investigate all the stormwater issues at Waihī Beach, identify potential solutions and provide for funding in the Long-Term Plan (LTP) where required.

The 2015 LTP included funding for $15.996m of stormwater infrastructure capital projects, not including renewals. The 2021 LTP has an additional $3.678m allocated to stormwater infrastructure capital projects bringing the total funding available over the 10-year period to $19,674m.

Although Council was aware that the flood risk at Waihī Beach could not be entirely removed, a sustainable and cost-effective plan to reduce the flood risk for as many properties as possible, was created with the community's agreement. This resulted in agreed levels of service and Council offering to assist people to raise their homes if they lived in a floodable area.

Frequent flooding early in 2023 followed by a large flooding event on 29 May 2023 has reignited the conversation. Residents and ratepayers' expectations of what is an acceptable amount of regular flooding is changing and their wish for further involvement and regular communication has increased. The community primarily want to understand:

(d) More about the maintenance of the stormwater system and what is happening regularly to ensure the systems work;

(e) What projects are scheduled to help address these issues and why haven't they happened sooner;

(f) How can they be more involved and aware of decision making.

PROGRESS TO DATE

Current focus has been on undertaking Two Mile Creek erosion protection works. A consent variation is currently being prepared to certify new drawings highlighting how the rock revetment structure would be tied to the existing banks. As property owners (14, 16, 18, 20, 22 Wilson Road) have not agreed to being included in these works, this will also be included in the variation. Although rock revetment work will commence after the fish migration period ends (31 October), site preparation and enabling works are underway. Staff are also investigating twelve properties upstream of the project, in the scope of works.

Several other projects have been dependent on the outcome of this project and hence could not start until this project was underway.

Recent stormwater modelling at Waihī Beach has been completed, which will provide guidance throughout the decision-making process.

A community Liaison Group has been established consisting of:

(g) Waihī Beach Community Board

(h) Stormwater Action Team Representatives (SWAT)

(i) Iwi representatives from Te Whānau ā Tauwhao (hāpu of Ōtawhiwhi Marae)

(j) WBOPDC Staff

An internal project team has been established to implement an accelerated stormwater management programme at Waihī Beach. The project team will work closely with the Waihī Beach Liaison Group to ensure the community is engaged throughout the delivery of the projects. The project teams objectives are to:

(a) Address maintenance issues, both perceived and actual.

(b) Provide a risk-based approach to stormwater management at Waihī Beach.

(c) Address flooding issues in line with Councils Level of Service, which is to protect dwellings from flooding during a 1 in 10-year rainfall event.

(d) Improve community awareness and resilience on stormwater issues and flood risks.

(e) Better understand the long-term risk to the community and potential long-term solutions.

(f) Deliver several large capital projects to assist in addressing flooding issues.

The first meeting was held with the Liaison Group on Friday 21 July. The meeting was positive and set the direction of focus moving forward.

A detailed list of all actions has been developed in partnership with the Liaison Group. The list includes investigative actions, improved processes, small capital projects and large capital projects. A complete copy of the actions identified is included in Attachment 1.

Because of the co-dependencies of the large capital works projects, it is recommended that concept design for all large works be undertaken together. This will lead to a better understanding of the benefits of each project; individually and combined.

NEXT STEPS

All projects included on the actions lists (Attachment 1) have been given a project complexity scale.

(a) Projects with a project complexity scale of 1 are easily implemented and can be funded within existing capital works and operational budgets. It is recommended these projects are implemented now.

(b) Projects with a project complexity scale of 2 are more complex, will require some consenting but do not have any inter-dependencies with other large-scale projects. It is recommended design works are started on these projects. These projects are all planned projects in the LTP, with the exception of The Crescent Stormwater runoff investigation.

(c) Projects with a project complexity scale of 3 are complex and inter-dependent. Design for these projects should be undertaken together with some project prioritisation in place. It is recommended Council progress to concept design for these projects and a prioritisation framework be established with the community Liaison Group.

Following the review and implementation of projects as per above, project budgets can be updated as part of the Long-Term Plan 2024/35.

It is noted that the project complexity scale and concept design of large projects does not preclude Council from beginning initial discussions with landowners regarding land purchase for upper catchment attenuation. Landowner negotiations can often take time. Beginning these discussions early will ensure land is secured for project implementation.

A significant project of importance to the community is the management of the Waihī Beach Earth Dam. A project has been included to review the dam management procedure including, how and when the dam is lowered prior to heavy rain events. In addition, a survey of the silt build-up in the dam is underway with plans to de-silt the dam, if the survey indicates that silt is impeding the ability for the dam to operate efficiently. This work will procedure immediately while the design to the dam upgrade is done.

An initial copy of this report was provided to the Liaison Group prior to finalising. A copy of the comments received from the SWAT team has been included in Attachment 2 and this report has been updated to reflect recommendations received from SWAT.

DECISION SOUGHT

Council currently has $100,000 in the 2023/24 financial year to implement stormwater improvements at Waihī Beach (excluding the Two Mile Creek improvement works). A preliminary review of the work programme indicates an additional $280,000 is required to begin design on large scale works with a project categorisation scale of 2.

An additional $150,000 is required to undertake high level concept design on all remaining large scale works and begin undertaken prioritisation on these projects. This will be funded by bringing forward projects within the LTP.

A decision of extending the Two Mile Creek Bank protection is also sought. This project has been contracted and is due to commence later in the year. The extension to the bank protection is subject to a variation to the resource consent and land owner property entry agreements. The contract is below budget and there is sufficient approved budget to enable the bank protection extension at a approximate cost of $1,000,000.

SIGNIFICANCE AND ENGAGEMENT

In terms of the Significance and Engagement Policy this decision is considered to be of medium significance because the implementation of the projects impacts the wider Waihī Beach community, with the financial impact to be born by all properties paying a growth communities stormwater rate.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/Affected Parties	**Completed/Planned Engagement/Consultation/Communication**		
Name of interested parties/groups	• Waihī Beach Stormwater Liaison group • SWAT (Stormwater Action Team) • Elected Members • Ōtawhiwhi Marae • Waihī Beach community • Bay of Plenty Regional Council • Development Engineering Team • Planning Team	Planned	
Tangata Whenua	To be engaged through the community Liaison Group		
General Public	A detailed communication plan has been developed for this project. The community will largely be engaged through the community Liaison Group, however additional channels of engagement through community updates, website and public meetings will be established.		

ISSUES AND OPTIONS ASSESSMENT

<table>
<tr><th colspan="2">Option A</th></tr>
<tr><td colspan="2">5. That for Complexity Scale 2 the Committee approves progressing as priority projects the initial design of all large capital works set out in the table,
6. That for Complexity Scale 3 Projects the Committee approves progressing as priority projects the high-level concept design and prioritisation as set out in the table, noting that this will be undertaken with the Liaison Group.
7. That the extension to the Two Mile Creek bank protection works upstream to the Te Mata block be approved subject to landowner sign off and an approved resource consent variation at an approximate cost of $1,000,000 funded from the existing 2 Mile Creek Budget.</td></tr>
<tr><td>Assessment of advantages and disadvantages including impact on each of the four well-beings
• Economic
• Social
• Cultural
• Environmental</td><td>Advantages
• Accelerates the stormwater work program that will reduce the risk of flooding to dwellings.
• Improved Levels of Services
• Reduces strain on Waihī Beach community impacted by flooding
• Ensures a cohesive work program
Disadvantages
Additional expenditure required, ahead of what is currently planned in the Long-Term Plan</td></tr>
<tr><td>Costs (including present and future costs, direct, indirect and contingent costs).</td><td>Costs included in the report are design costs only. Further costs are included in the Long-Term Plan for capital works; however, these will need to be reviewed and re-forecasted following concept design. It is expected this work will be undertaken as part of the 2024/35 Long Term Plan.</td></tr>
<tr><td>Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).</td><td>Additional work will put more strained on an already strained marked. This report assumes there is sufficient contractors/consultants available to undertake work required.</td></tr>
<tr><th colspan="2">Option B</th></tr>
</table>

That Council does not approve the accelerated work programme at Waihī Beach.	
Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	**Advantages** • Expenditure inline with current Long-Term Plan **Disadvantages** • Continued risk of flooding to private property at Waihī Beach Does not align with recommendations of the Waihī Beach Liaison Group.
Costs (including present and future costs, direct, indirect, and contingent costs).	Potential impact on operational budget if further large events are experienced.
Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).	

STATUTORY COMPLIANCE

The recommendation(s) meets:

- *Legislative requirements/legal requirements*
- *Current council plans/policies/bylaws*
- *Regional/national policies/plans.*

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
	The projects are mainly funded from the stormwater UTR. Approving the projects brings forward budgeting within the LTP. The timing of expenditure affects the debt balance.

ATTACHMENTS

1. **Waihī Beach Stormwater Project List**
2. **Feedback from SWAT on Waihī Beach Stormwater P&M Report**

Number	Project Name	Description	Problem Statement	Capital/Opex/Proce	Project Scale	Catchment
2	Half Mile Creek - Headwall	Upgrade headwall at Half Mile Creek to minimise erosion.	Erosion at the outlet from Half Mile Creek to the beach, undermining the road/carpark.	Capital	1	1/2-Mile Creek
1	One Mile Creek Flow Improvements	Assess stream capacity and improve conveyance.	One Mile Creek flows over bends in the stream banks during extreme weather events causing damage to property and	Capital	2	1-Mile Creek
3	Re-build of Tasman Park	Taman Park would like to re-build but there is high risk to life. Need to work closely with them.	One Mile Creek flows over bends in the stream banks during extreme weather events causing damage to property and creating a flood hazard.	investigation	2	1-Mile Creek
4	Erosion Monitoring of One Mile Creek	Procedure or process for monitoring erosion at One Mile Creek.		Process	1	1-Mile Creek
5	Attenuation in Upper Catchment of One Mile Creek	Investigation into further locations upper catchment attenuation in Waihi Beach could reduce flooding.	Upper parts of One Mile Creek catchment could be used for storage.	Capital	2	1-Mile Creek
6	Earth Dam - Dam Management Procedure	Dam Management procedure needs to be revised. Consider maintaining lower operating level.	Drawing down of the dam following rainfall events, so that the dam operates as an attenuation device. The dam currently holds water as it provides social and potentially environmental benefits to the community (remote control boats).	Process	1	1-Mile Creek
7	Earth Dam - Capital Improvements	Upgrades in line with T&T report regarding secondary flow channel and meeting new dam safety guidelines, also investigating if the dam can be operated as an attenuation device which drains completely following rain events and if there is any benefit. Investigate potential dam removal and second spillway.	The dam needs to be reassessed to comply with new legislation and this assessment includes improving safety and flooding outcomes.	Capital	2	1-Mile Creek
8	Drone Survey of the Dam	Drone Survey of the dam to check silt and debris levels following recent weather events.	Complaints debris and silt have reduced capacity of the dam.	investigation	1	1-Mile Creek
9	Dam - Clean out	Clean out of the dam in the vicinity of the primary spillway.	With the recent storm events the primary spillway has partially blocked with debris.	Opex	1	1-Mile Creek
62	Re-generation of cleared pines in upper catchment	Accelerate re-generation of pines in upper catchment.	De-forestation in upper catchment has resulted in increased silt and debris runoff, this was described as being alongside a newly formed rtack in the reserve	investigation	1	1-Mile Creek

Project Scale;

1 - Immediate Solution; 2 - Slightly complex, some consenting required; 3 - Complex and part of the bigger picture

28/07/2023

Number	Project Name	Description	Problem Statement	Capital/Opex/Proce	Project Scale	Catchment
11	CCTV Pipe Down Wallnutt Ave	Needs updated CCTV inspection.	Reports of blockages following recent storm events.	Opex	1	Darley Drain
12	Inspect Dip or Tomo at Beach Rd Culvert	Raised as a potential risk. Needs investigating.	Residents reports of a "dip" of the road above the Beach Road stormwater culvert in front of pensioner flats to the "boardwalk".	Opex	Complete	Darley Drain
13	Pensioner Flats	Work with Councils property team on best long term outcome for the pensioner flats.	The pensioner flats are in a flood prone area creating a hazard to occupants.	Capital	1	Darley Drain
14	Ownership & Maintenance of Drains Upstream of Jenkinson St	Establish ownership and clear drains of overgrown weeds and debris.	Unclear ownership regarding maintenance and perceived lack of maintenance due to build up of overgrown plants along the banks of the drain.	Opex	2	Darley Drain
15	Improved Overland Flow Jenkinson Street	Improve overland flow from upper catchment open drain of Jenkinson Street.	12b, 12 and 18 Jenkinson St bottom floor flooding during during extreme rainfall events.	Capital	3	Darley Drain
16	Investigate Additional Attenuation Locations - Darly Drain	Investigate existing attenuation devices on Fyfe Road and Beach Road.	Existing attenuation near Fyfe Road and Beach Road could be improved to reduce flooding impacts.	Capital	3	Darley Drain
17	Right angle in Wallnutt Ave/Marine Ave Pipe	Improve flow/hydraulics in the Darley Drain catchment.	Right angles in piped network specifically at 25 Wallnutt, 17 Brighton and 8 Leo are not best practice and can worsen flooding.	Capital	3	Darley Drain
19	Investigate Greenwaste/Silt Build Up Browns Drive	Investigate concerns and work with community on education for stormwater ponds and pollution.	Reports of residents throwing greenwaste (lawn clippings) over the fence and onto the reserve at Browns Drive causing debris and silt build up in ponds.	Opex	1	Darley Drain
20	Palm Grove Ponds	Clarify ownership and maintenance.	Residents have reported Council are not maintaining ponds - need to clarify who owns these ponds. It was understood these were owned by Palm Grove Body Corp.	Opex	1	Darley Drain
21	Darly Drain Outlet Improvements - Retaining Wall Renewal	Renewal of the retaining wall at the Darley Drain outlet. Investigate possible flap gate at darley drain.	The existing retaining wall is at the end of its useful life and tidal surges cause capacity constraints for the outlet.	Capital	2	Darley Drain
22	Upper Catchment Attenuation - Darley Drain	Investigate safe methods of attenuation to protect Darley Drian catchment properties.	New attenuation options provide an opportunity to reduce downstream flooding effects.	Capital	3	Darley Drain
23	Maranui Catchment Re-Diversion	Diverting flows from Maranui Estate towards Two Mile Creek. This project is dependant on upper catchment attenuation of Two Mile Creek to provide additional capacity within Two Mile Creek.	The Darley Drain catchment has capacity constraints and diverting water to the Two Mile Creek catchment will help alleviate this catchment in certain sized events.	Capital	3	Darley Drain
24	New Pipe - Wallnutt Ave	New pipe down Wallnutt. Explore possibility of extending down Ocean View Road direct to the Darley Drain outlet, also address restrictions of existing Wallnutt Ave pipe.	Surcharging of stormwater network due to restrictions at of the Wallnutt Ave network, particularly pipe reduction near outlet to Darley Drain.	Capital	3	Darley Drain

Project Scale;

1 - Immediate Solution; 2 - Slightly complex, some consenting required; 3 - Complex and part of the bigger picture

28/07/2023

Number	Project Name	Description	Problem Statement	Capital/Opex/Proce	Project Scale	Catchment
25	Darly Drain Outlet Improvements - Second Outlet	Assess feasibility of a second outlet on the performance of the Darley Drain catchment.	The Darley Drain has capacity constraints and a second outlet could assist in increasing this capacity.	Capital	3	Darley Drain
26	Pump Station at Wallnutt Ave	Investigate the feasibility of a pump station in the Darley Drain catchment, to reduce the effects of flooding in the Wallnutt and Marine Ave area. Could be pumped to Brighton Reserve.	Darley Drain has capacity constraints and a pump station could assist in increasing this capacity.	Capital	3	Darley Drain
27	23 Browns Drive	Management of overland flow.	Overland flow from the road ponds and overtops from the reserve into private property.	Capital	1	Darley Drain
28	Permanent Residents at Leo Street Campground	Investigation into permanent residents at Tasman Holiday Parks, where they are situated and the flood hazard risk to these residents. Is the accommodation fit for purpose.	Residents occupying the Tasman Holiday Park are at risk during flood events and typically located in structures that are not fit to withstand flooding flows.	investigation	1	Darley Drain
29	Pipe Beach Road to Marine Ave Boardwalk Drain	Assess and implement options to improve performance of the boardwalk drain.	Boardwalk drain between Beach Road and Marine Ave is posing a health and safety risk, is an ongoing maintenance issue, and tree roots from the adjacent reserve are impacting the integrity of the drain walls.	Capital	3	Darley Drain
30	Grate of Beach Road Culvert from Pensioner Flats	Prevent blockages of downstream pipe network, large mesh/slotted grate to prevent large debris from entering piped network.	Rubbish bins entered piped network during the 29th event.	Capital	1	Darley Drain

Project Scale;

1 - Immediate Solution; 2 - Slightly complex, some consenting required; 3 - Complex and part of the bigger picture

28/07/2023

Number	Project Name	Description	Problem Statement	Capital/Opex/Proce	Project Scale	Catchment
59	Tohora View-Browns Drive	Displaced surface water.	Investigate flooding	Investigation	1	Darley Drain
60	58 Beach Road - Tree Roots	Tree roots causing flooding.	Tree on Council land Beach Road Reserve (54 Beach Road) which root system is obstructing the drain on 56 Beach Road, and causing the path of the flooding water to pop these manhole lids .	Opex	1	Darley Drain
29a	Investigate the Use of Beach/Marine Ave Council Reserve for Stormwater Relief	Investigate the use of Beach/Marine Ave Council reserve for stormwater relief.	Holding area for stormwater could be used as a location for a pump at the reserve.	Capital	3	Darley Drain
31	56 Beach Rd	Culvert failed causing damage to properties.		Capital	Complete	Darley Drain
63	Maintenance and Cleanout of 94 Beach Road	Clean out of drain adjacent to the campground at the back of 94 Beach Road.	Drain has not been cleared out for some time.	Opex	1	Darley Drain
65	Hillview Open Drain	Open drain behind 4 and 6 Hillview road is blocked	Refer to photos on page 29 of SWAT report	Opex	1	Darley Drain
74	Regular Silt Surveys Maranui Pond	Set up regular silt surveys of Maranui pond and Dam (post in ground).	Visual inspections are unertaken by contractors, maintenance contract suggests that clearance is required @ 25% of pond fileld with sediment and debris, this is open to interpretation, could set a survey marked post to idnicate when maintenance is required	Opex	1	Darley Drain
75	12 Jenkinson Street	Upstream Grate in the stream blocks causing flooding.	Secondary chamber suggested to double the grill space.	Capital	1	Darley Drain
64	Karaka Pines	Silt and flooding issues. Has silt control in place which can cause issues.	Residents have asked that all stages of stormwater upgrades be installed prior to more houses being installed. The existing ponds have failed on two occassions and a lot of silt coming from the western end drain where there are not yet any ponds.	investigation	1	Darley Drain

Project Scale;

1 - Immediate Solution; 2 - Slightly complex, some consenting required; 3 - Complex and part of the bigger picture

28/07/2023

Number	Project Name	Description	Problem Statement	Capital/Opex/Proce	Project Scale	Catchment
32	25 Wilson Road Improvements	Carpark extension and sealing linked to concrete dish channel capacity.	Surface water ponding in the Otto Rd/Citrus Ave Reserve.	Capital	2	2-Mile Creek
33	Two Mile Creek Erosion Protection	Rock revetment of Two Mile Creek to protect properties from erosion.	Private properties are being eroded and limit what options are available to mitigate wider catchment flooding.	Capital	1	2-Mile Creek
34	Two Mile Creek Erosion Protection - Extension	Consent variation required for the extension of consented works to protect properties further upstream.	Private properties are being eroded and limit what options are available to mitigate wider catchment flooding.	Capital	1	2-Mile Creek
35	Improvement of Flowpath through Coronation Park	Assess options to improve flow through open swale.	The open swale is boggy and limits use of the park for the public.	Capital	3	2-Mile Creek
36	The Crescent Rd Runoff Management	Investigate existing network capacity constraints, look at the effects of privately owned soakage network in the area on overland flow causing downstream flooding, investigate the use of mega or super pits in steep sections of The Crescent, investigate use of Wilson Park for attenuation, investigate connecting The Crescent properties to Wilson Park.	Flooding over lower properties of The Crescent due to overland flow path and lack of a reticulated network, exacerbated by downstream restrictions in the new development.	Capital	2	2-Mile Creek
37	Two Mile Creek Upper Catchment Attenuation	Upper catchment attenuation to support diversion of Maranui Estate to Two Mile Creek.	The Darley Drain catchment has capacity constraints and diverting water to the Two Mile Creek catchment will help alleviate this catchment in certain sized events.	Capital	3	2-Mile Creek
38	Otto Road SW PS/Reticulation	Assess the feasibility of installing a pump to mitigate flooding.	Surface water ponding in the Otto Rd/Citrus Ave Reserve, not understood if habitable floors are impacted.	Capital	3	2-Mile Creek
39	The Crescent Abandoned Development	Investigate options Council has in order to progress the area and ensure that the development does not impact existing properties.	Residents report earthworks at the crescent development causing upstream flooding of properties and restricting flow.	investigation	1	2-Mile Creek
62	Shaw Road Pump	Could direct some of the water down to Two Mile Creek below Dillon Street bridge.		Capital	3	2-Mile Creek
66	Floodgate Wilson Road Culvert	investigate the benefit of Installing a flap gate @ 53 wilson road	Flood water comes back up towards vets.	Capital	1	2-Mile Creek
41	Investigate Blocked Pipes - Snell/Didsbury/Citrus	Check catchpits and CCTV network.	Customer reports of blockages of the piped network in the Snell, Didsbury and Citrus intersection causing flooding.	Opex	1	3-Mile Creek
43	Inform Community of Modelling at Three Mile Creek	One resident asked the effect of WWTP on Three Mile Creek and the effect on the beach (point release contamination) modelling was completed as part of consent.	There is a concern that the wastewater treatment plant discharge is causing erosion in Three Mile Creek.	Comms	1	3-Mile Creek
44	Vary Consent for Outlet Clearing		The current consent does not allow Council to adequately manage natural processes in order to mitigate flooding.	Capital	1	3-Mile Creek

Project Scale;

1 - Immediate Solution; 2 - Slightly complex, some consenting required; 3 - Complex and part of the bigger picture

28/07/2023

Number	Project Name	Description	Problem Statement	Capital/Opex/Proce	Project Scale	Catchment
45	Drain Emerton Road	DOC (neighbours) filled in the drain to plant a wetland with adverse effects on property.		investigation	1	3-Mile Creek
41a	Clear Didsbury Drain of Sediment Build Up	Improve flow through Didsbury Drain removing sediment.	The maintenance of the drain is important to mitigate flooding.	Opex	1	3-Mile Creek
67	Citrus Ave Open Drains/Existing road Culverts	Drains need to be cleared		Opex	1	3-Mile Creek
68	Signs at Outlet of Creek	Investigate the reason for the no swim signs.	Removal of no swim signs at the creek.	investigation	1	3-Mile Creek
69	Pipe Didsbury Street Drain, Edwards St Pump	Investigate piping the drain. Investigate a pump installed to drain area.	Drains are poor flowing and stagnent. There is a project to address didsbury drain in the LTP	Capital	3	3-Mile Creek

Project Scale;

1 - Immediate Solution; 2 - Slightly complex, some consenting required; 3 - Complex and part of the bigger picture

28/07/2023

Number	Project Name	Description	Problem Statement	Capital/Opex/Proce	Project Scale	Catchment
46	Otawhiwhi Drain	Initial concept of a box culvert extending into the harbour or some other erosion protection, will help hapu reclaim some land and improve flow.	Main drain to convery Bowentown/Pio Shores stormwater through gravity, the drain is often blocked. There are also issues of erosion impacting kai moana in the harbour which need to be addressed.	Capital	2	Otawhiwhi/Bowentown/Pio Shor
47	Overland Swales Blocked	Investigate blockages and restrictions in the swale network.	Roadside swales have been blocked due to vehicle crossings, altering flow paths and causing flooding and damage.	Opex	1	Otawhiwhi/Bowentown/Pio Shor
48	Basins Maintenance			Opex	1	Otawhiwhi/Bowentown/ Pio Shores
54	On Call Pumps with Dedicated Wet Wells to Protect Properties from Flooding	See CMP for details.	Sensitive areas could benefit from temporary pumps and generators installed pre or during a storm event.	Capital	2	Otawhiwhi/Bowentown/ Pio Shores
55	Clearance Regrading of Bowentown Open Drain Network	Improve flows through to Otawhiwhi drain, see Waynes survey for details.	The open drain network has localised high points and need clearance in order to optimise performance.	Opex	1	Otawhiwhi/Bowentown/ Pio Shores
50	Raising Gully Traps in Flood Zone	Prevent inflow of flood waters into the wastewater network and overwhelming the system leading to overflows.	Properties have experienced flooding with contaminated water (sewerage).	Opex	2	Area Wide
51	Review of Properties Flooded Against Flood Maps	Comparison of actual flooding to predicated flooding.	It was identified there were some properties which experienced flooding that have not been identified on the flood maps.	investigation	1	Area Wide
53	Blocking of Overland Flow Paths	Education and awareness for internal and external customers on the risk of blocking flow paths.	Number of properties have erected fences or other structures in over	investigation	1	Area Wide
56	Collecting Photos	Looking at maintenance contract variation to collect photos of works completed.	Evidence of completion of contractor work to provide confidence in maintenance contractor.	Process	1	Area Wide
57	Catchpit Clearance	Roading catchpit clearance.	Clearing catchpits of debris and silt following flood events.	Opex	1	Area Wide
58	Continuous Photo Monitoring at Key Locations			Capital	1	Area Wide
73	Imperious Surface Restriction	Investigate the ability to change the District Plan rules.	Increased impervious surface results in increased run-off.	investigation	2	Area Wide
71	Montessori Pre-School	Stormwater from roads runs off and floods carpark and into pre-school. Volume and velocity is a risk. Need to investigate options for remediation.	Investigate cause of flooding.	investigation	1	Athenree
72	Adela Stewart Rd Flooding by Tennis Court		Investigate cause of flooding.	investigation	1	Athenree

Project Scale;

1 - Immediate Solution; 2 - Slightly complex, some consenting required; 3 - Complex and part of the bigger picture

28/07/2023

Dear James and Coral-Lee,

Thank you for the draft submission to Council.

SWAT fully supports Option A in the quest for additional funding in the annual budget for immediate actions (1) and design funding for future projects (2 & 3). We understand there will be more attention to regular maintenance of the existing infrastructure, including de-silting of stormwater ponds, in addition to development of sustainable long term stormwater solutions.

What concerns us, are the timeframes going forward. While we appreciate issues around cost, some projects (2 & 3) involving design, could begin in conjunction with projects in category 1.
Historically, time delays regarding Waihi Beach stormwater, have lead to poor outcomes, so any projects that can be fast tracked or moved forward in conjunction with others, will benefit the community.

Further to this general observation, please note the following:

1. Upper catchment attenuation Darley Drain (project 22, rated 3) - preliminary discussions with landowners could proceed with initial investigation of proposed sites.
2. Upper catchment of 1 Mile Creek (project 5, rated 3) - this should proceed in conjunction with the design of the dam.(1)
3. Jenkinson Street upper catchment and overland flow path (14 & 15, rated 2 & 3) - these need re-prioritising due to the significant danger to life and property at the Pensioner Flats. While we understand this is part of the Darley Drain catchment, some remedial work should not impact on the overall long term design.
4. Two Mile Creek upper catchment attenuation (project 37, rated 3) - preliminary discussions with landowner could commence immediately.
5. Karaka Pines Village - discussion took place at the liaison group meeting, around the construction of stormwater ponds at the development and whether Council could ask that this be prioritised ahead of further building construction (not noted on list). This could be a priority 1 as little or no cost involved.

We understand that designs of greater complexity will take a little more time and are keen to be involved in their planning. We note that some items discussed with the liaison group, such as an additional dam spillway and floodgates at Darley Drain, have not been included in the report. Will these be considered at the design stage?
SWAT has invested a lot of time in observing and understanding the various catchments and hope to see these projects through to development.

Thank you for your commitment to Waihi Beach. We look forward to future positive engagement with you and the liaison group.

Kind regards,

Sue Hope

for SWAT

10.5 TE PUKE WASTEWATER TREATMENT PLANT PROGRESS REPORT

File Number: A5561608

Author: EJ Wentzel, Water Services Director

Authoriser: Gary Allis, General Manager Infrastructure Group

EXECUTIVE SUMMARY

The Te Puke wastewater treatment plan requires a significant upgrade to meet new discharge quality standards and to accommodate growth and additional flows from the Rangiuru Business Park. Design is underway on the upgrade to the plant however, the project has experienced significant delays due to difficulty with design. To fast track the project, a contractor has been appointed through an 'Early Contractor Involvement' (ECI) process.

The Project Team are working hard to fast track the physical works and to bring the high-level construction estimates in line with the current budget of $61.8M.

A governance group and steering group will be established to govern this significant project for Council. These groups will include Tangata Whenua representatives, members from the community, Elected Members, and staff.

RECOMMENDATION

1. That the Water Services Director's report dated 8 August 2023, titled 'Te Puke Wastewater Treatment Plant Progress Report', be received.
2. That Council endorses the establishment of a governance and steering group for management of the Te Puke Wastewater Treatment Plant Upgrade.

   And

3. That Deputy Mayor John Scrimgeour and Councillor Andy Wichers be appointed on the Te Puke Wastewater Treatment Plant upgrade governance group.

   And

4. That Councillors Grant Dally and Richard Crawford be appointed on the Te Puke Wastewater Steering Group.

CURRENT DESIGN

On 22 December 2022, Council made the decision to proceed with the project based on essentially, a new build to the south of the existing plant.

Only the existing filters and UV system will be incorporated along with flow balancing using the existing reactor-clarifiers to store peak flows to meet the consent limits. The new build comprises:

- New Inlet Pump Station
- New Inlet Works/Preliminary Treatment System (Screening and Grit Removal)
- Wastewater Storm Flow Retention Tank
- New Activated Sludge Treatment Process
- New Aeration Supply System
- New Secondary Clarification
- New Tertiary Filtration
- New UV Disinfection
- New Sludge Dewatering
- New Utility Air
- New Control Building

Attachment 1 shows the concept design for the new plant layout and future staging of works. Stage 2A is considered for future staging outside the current expected growth and flows from the Rangiuru Business Park and is only included in design as a contingency for future proofing the plant.

TIMING OF WORKS

This project is a significant project and has been identified as at high risk of not meeting the consent condition deadlines as the design is tracking 13-months behind schedule.

Council commissioned Mott McDonald to commence the design in June 2021. The concept design was accepted March 2022 and the preliminary design and external peer review was accepted in April 2023. In late 2022, recognising the design delays and budget constraints, Council initiated a three stage ECI process to facilitate the design and fast track the construction as follows:

- Stage 1 – Design input (May – Dec '23)
- Stage 2 – Early ground improvements and procurement of long lead items (Oct – February '24),
- Stage 3 – Physical Works (Feb '24 – Mar '26) followed by a 3-month commissioning phase (June '26).

Currently, the designer is working through the detailed design concurrently with the scoping of the early ground works and identification of long lead items. An early works consent for ground improvements will be lodged with Bay of Plenty Regional Council in mid to late August 2023.

COMMUNICATION STRATEGY

For a project of this scale, a communications strategy is required. This has been developed by the project team in conjunction with the communications team.
This plan is to inform the relevant stakeholders of what is happening with construction, help the project team to understand stakeholder concerns, and make accommodations where possible.

This does not include consulting on the technical design and discharge standards. That consultation process was covered through the resource consent process. Key Stakeholders include:

Liaise Closely with:

- Affected local residents
- Te Ara Kahikatea trail group and trail users
- Western Bay business units;
    - Animal Services
    - Reserves
    - Roading
    - Community & Strategic Relationships
    - Strategic Kaupapa Māori
- Te Puke Wastewater Alternative Options Group
- Iwi - Tapuika, Ngāti Whakaue, Ngāti Pikiao, and Waitaha - Te Ohu Parawai o te Waiarī
- Project steering / governance group, (PSG) and a Western Bay Governance Group
- Planners of the Te Puke Spatial Plan

Keep Informed:

- Te Puke Community Board
- Te Puke Library staff & CSA's
- Te Puke residents generally
- Elected Members
- Senior Leadership Team
- Bay of Plenty Regional Council
- Rangiuru Business Park owners

OPERATIONAL STEERING GROUP AND GOVERNANCE GROUP

It is recommended that a two-tier steering/governance group is set up to oversee this project as follows:

Governance Group:
To provide strategic oversight to the project. This will consist of:

- Two Elected Members
- Two Tangata Whenua Reps
- General Manager Corporate Services
- Group Manager Infrastructure Services

Steering Group
To provide operational oversight and key decision making throughout the duration of the project. The steering group will ensure the project has clear direction, good

communication and that consent and Tangata Whenua requirements are met. The operational steering group consist of:

- The Project Manager
- Water Services Director
- Two Tangata Whenua Reps
- Two Elected Members
- Western Bay Internal Comms representatives
- Two members from the business community

It is not intended the steering group or governance groups will replace engagement with Te Ohu Parawai o te Waiari but rather enhance and streamline engagement to ensure representation from Tangata Whenua is engaged throughout the project and at each key decision making stage, business opportunities, communications, community engagement.

Once established, Terms of Reference will be developed for each group.

ATTACHMENTS

1. Te Puke WWTP Design Staged Flows

Key:	Line type
New plant - stage 1	———
New plant - future	— — — —
Pipe service corridors	– – – –

Item No.	Description	Dimensions
1	Inlet PS	7.0m Dia
2	Inlet Works	12.5m x 25.0m
3	ASR Flow Splitter	6.0m x 7.4m
4	ASR Tank 1	10.5m x 38.8m
5	ASR Tank 2	10.5m x 38.8m
6	ASR Tank 3 (Future)	10.5m x 38.8m
7	Clarifiers Flow Splitter	4.0m x 6.0m
8	Clarifier 1	20.44m Dia
9	Clarifier 2	20.44m Dia
10	Clarifier 3 (Future)	20.44m Dia
11	RAS/WAS PS 1	6.0m x 7.0m
12	RAS/WAS PS 2 (Future)	6.0m x 7.0m
13	WAS Tank 1	8.0m Dia
14	WAS Tank 2	8.0m Dia
15	WAS Tank 3 (Future)	8.0m Dia
16	WAS PS	6.0m x 7.0m
17	Sludge Dewatering	15.0m x 20.0m
18	Chemical Dosing	15.0m x 10.0m
19	Biofilter	6.0m x 7.0m
20	Workshop / MCC Room	15.0m x 10.0m
21	Site Waste Pump Station	4.0m Dia
22	Centrate Tank	3.0m Dia

Table 7.1: Te Puke WWTP 2021, Stage 1 and 2 flows

Flow	Source	2021	Development Parameters
	Population	9,700	16,235
ADWF (m^3/d)	Te Puke Municipal Wastewater (m^3/d)	1,765	2,955
	Rangiuru Business Park (m^3/d)	-	1,802
Total ADWF (m^3/d)		**1,765**	**4,757**
PDWF (m^3/h)	Te Puke Municipal Wastewater (m^3/h)	119.9	200.7
	Rangiuru Business Park (m^3/h)	-	150.2
Total PDWF (m^3/h)		**119.9**	**350.9**
PWWF (m^3/h)	Te Puke Municipal Wastewater (m^3/h)	278.0	465.4
	Rangiuru Business Park (m^3/h)	-	180
Total PWWF (m^3/h)		**278.0**	**645.4**

1 in 100 year flood level

Train tracks (existing)

FOR INFORMATION ONLY - NOT FOR CONSTRUCTION

Rev	Date	Drawn	Description	Ch'k'd	App'd
P2	03/23	D.K.	FOR INFORMATION	C.K.	N.D.
P1	03/23	D.K.	FOR INFORMATION	C.K.	P.C.
P0	09/22	D.K.	FOR INFORMATION	C.K.	P.C.

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Client: Western Bay of Plenty District Council

Title: TE PUKE WWTP UPGRADE
PRELIMINARY DESIGN
SITE LAYOUT

Designed	D.Kjestrup		Eng check	C.Knight	
Drawn	D.Kjestrup		Coordination		
Dwg check	C.Knight		Approved	N. Dempsey	
Scale at A1 1:750	Status PRE	Rev P2	Sec		

Drawing Number 423702-MMD-01-00-DR-M-0001

10.6 TE PUNA STATION ROAD PROPOSAL TO OPEN ONE LANE

File Number: **A5585075**

Author: **Calum McLean, Senior Transportation Engineer**

Authoriser: **Gary Allis, General Manager Infrastructure**

EXECUTIVE SUMMARY

Since January 2023, a section of Te Puna Station Road has been closed to traffic following damage to the road from under-slips and over-slips. The effect of the road closure has been to substantially increase the number of heavy vehicles using Clarke Road to the detriment of traffic safety and pavement condition.

Reopening Te Puna Station Road to one-way, one-lane, eastbound traffic under temporary traffic management will relieve traffic issues on Clarke Road and provide a safer route for heavy vehicles to State Highway 2.

RECOMMENDATION

1. That the Senior Transportation Engineer's report dated 8 August 2023 titled 'Te Puna Station Road Proposal to Open One Lane' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That the Project and Monitoring Committee approve the temporary reopening of Te Puna Station Road to one-way, one lane, eastbound traffic.

BACKGROUND

A storm event in October 2022 triggered over-slips and under-slips on Te Puna Station Road. Soil and debris from over-slips was cleared from the carriageway however further storms in January 2023 exacerbated the effects of the under-slips on the shared path and carriageway, necessitating closure of a 600m long section of the road to all users. In May 2023 works were undertaken to allow the road to be safely opened to pedestrians and cyclists.

The effect of the road closure has been to increase the volume of traffic using Clarke Road as summarised below:

Date	Count/Estimate	Vehicles Per Day (vpd)	% Heavy Vehicles	Heavy Vehicles Per Day (hvpd)
31/12/2021	Estimate	315	3%	9
11/05/2023	Count	956	15.7%	150

On 11 May 2023, 80% of the recorded traffic was heading towards State Highway 2 (SH2). The carriageway on Clarke Road is not wide enough to accommodate this increase in heavy vehicles which force other road users onto the edge of the carriageway. Since the closure of Te Puna Station Road there has been a significant increase in edge break, edge rutting and pothole faults.

It is likely that reopening Te Puna Station Road to one-way, one-lane, eastbound traffic would reduce the number of heavy vehicles using Clarke Road by approximately 70%.

Te Puna Station Road may be safely reopened to traffic by implementing Temporary Traffic Management (TTM) as shown on the attached provisional TTM layout.

This temporary layout would be implemented until a decision is made on the long-term future of Te Puna Station and a permanent solution implemented. It is estimated that this may take 6 - 12 months.

SIGNIFICANCE AND ENGAGEMENT

In terms of the Significance and Engagement Policy this decision is considered to be of low significance because it considers temporary operating of Te Puna Station Road until such time that a long-term solution is implemented and because the decision will only have a major impact on the residents of Clarke Road, Te Puna Station Road and Teihana Road.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

<table>
<tr><td>Interested/Affected Parties</td><td colspan="3">Completed/Planned Engagement/Consultation/Communication
No consultation is planned. The decision will be communicated to all affected parties below.
Engagement with affected parties will be undertaken prior to decision making on the long-term solution.</td></tr>
<tr><td>Name of interested parties/groups</td><td>Waka Kotahi, NZ Police</td><td rowspan="3">Planned</td><td rowspan="3"></td></tr>
<tr><td>Tangata Whenua</td><td>Ngāti Taka Hapu, Pirirākau Tribal Authority</td></tr>
<tr><td>General Public</td><td>Clarke Road, Te Puna Station Road, and Teihana Road residents and property owners</td></tr>
</table>

ISSUES AND OPTIONS ASSESSMENT

<table>
<tr><td colspan="2">Option A
That the Project & Monitoring Committee approves the temporary reopening of Te Puna Station Road to one-way, one lane, eastbound traffic.</td></tr>
<tr><td>Assessment of advantages and disadvantages including impact on each of the four well-beings
Economic
Social
Cultural
Environmental</td><td>Advantages
Reopening the road will mitigate the traffic issues on Clarke Road.
Disadvantages
A geotechnical assessment will be necessary to confirm that the loading from of heavy vehicles will not contribute to further ground movement at the under-slip sites. It may be necessary to undertake ground stabilisation works.
Both Ngāti Taka and Pirirākau have previously expressed support for leaving Te Puna Station Road closed to traffic.
Future slips and/or deterioration of the existing slips pose a hazard to road users.
Reopening the road is likely to encourage rat running which may increase traffic volumes on Te Puna local roads and create delays for eastbound traffic on SH2.</td></tr>
<tr><td>Costs (including present and future costs, direct, indirect and contingent costs).</td><td>$15,000 (Supply and installation of new traffic management apparatus)
$5000 (maintenance of new traffic management apparatus/12 months)</td></tr>
<tr><td colspan="2">Option B
That the Project & Monitoring Committee does not approve the temporary reopening of Te Puna Station Road to one-way, one lane, eastbound traffic.</td></tr>
<tr><td>Assessment of advantages and disadvantages including impact on each of the four well-beings
Economic
Social
Cultural
Environmental</td><td>Advantages
Both Ngāti Taka and Pirirākau have previously expressed support for leaving Te Puna Station Road closed to traffic.
Road users will not be exposed to the risk of future slips or deterioration of existing slips.
Minimal work will be required to maintain the closure closure.
Disadvantages
An alternative solution must be sought for the traffic issues on Clarke Road.</td></tr>
<tr><td>Costs (including present and future costs, direct, indirect and contingent costs).</td><td>$5,000 (maintenance of existing traffic management apparatus/12 months)</td></tr>
</table>

STATUTORY COMPLIANCE

The recommendation(s) meets:

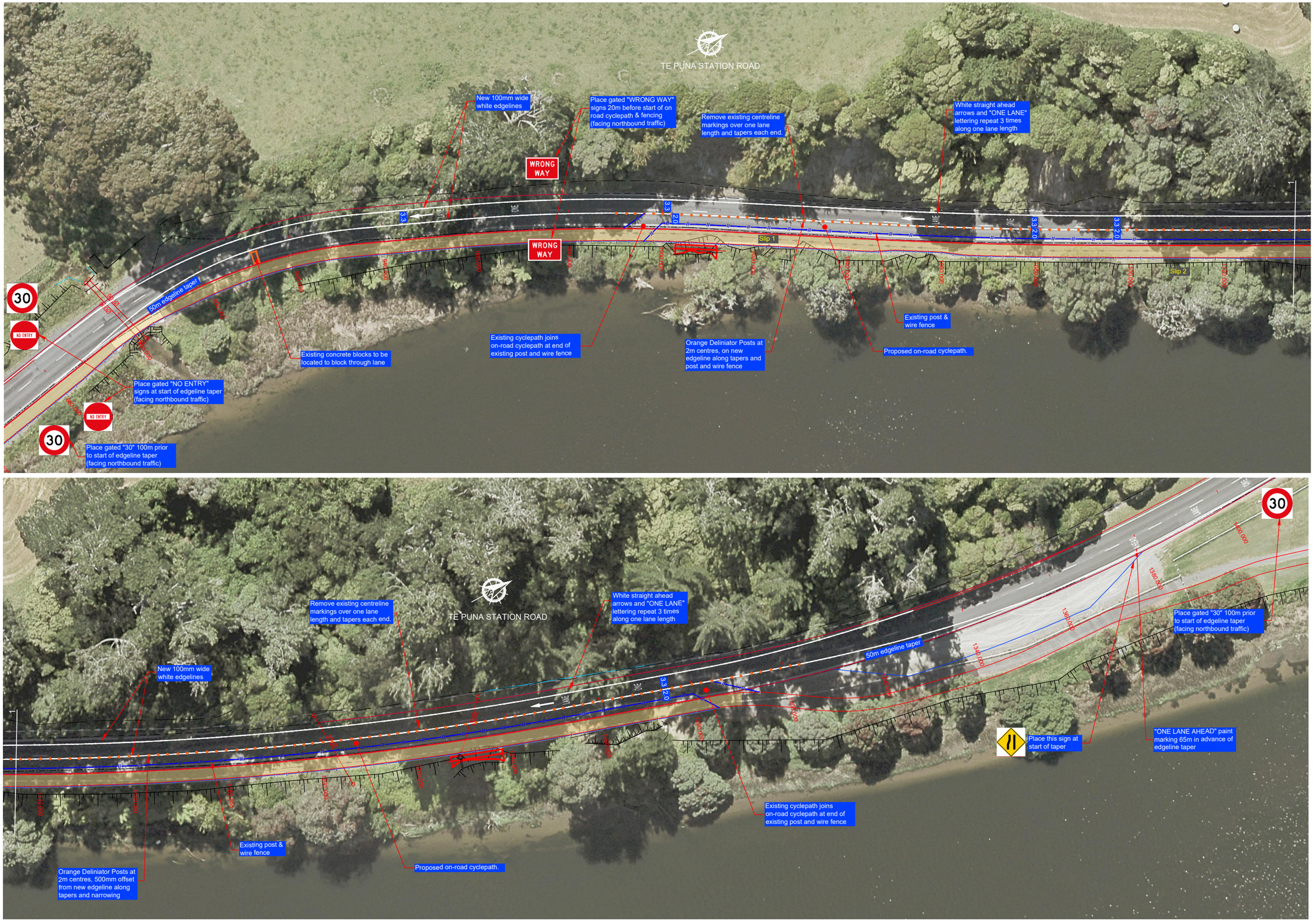
- Legislative requirements/legal requirements;
- Current council plans/policies/bylaws; and
- Regional/national policies/plans.

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
30-5101-053	Local road emergency works

ATTACHMENTS

1. **Te Puna Station Cycle-One-Way**


TE PUNA STATION ROAD
New 100mm wide white edgelines
Place gated "WRONG WAY" signs 20m before start of on road cyclepath & fencing (facing northbound traffic)
Remove existing centreline markings over one lane length and tapers each end.
White straight ahead arrows and "ONE LANE" lettering repeat 3 times along one lane length
WRONG WAY
WRONG WAY
Slip 1
Slip 2
50m edgeline taper
Existing concrete blocks to be located to block through lane
Existing cyclepath joins on-road cyclepath at end of existing post and wire fence
Orange Deliniator Posts at 2m centres, on new edgeline along tapers and post and wire fence
Existing post & wire fence
Proposed on-road cyclepath.
Place gated "NO ENTRY" signs at start of edgeline taper (facing northbound traffic)
Place gated "30" 100m prior to start of edgeline taper (facing northbound traffic)
30
NO ENTRY
TE PUNA STATION ROAD
Remove existing centreline markings over one lane length and tapers each end.
White straight ahead arrows and "ONE LANE" lettering repeat 3 times along one lane length
New 100mm wide white edgelines
50m edgeline taper
Existing post & wire fence
Orange Deliniator Posts at 2m centres, 500mm offset from new edgeline along tapers and narrowing
Proposed on-road cyclepath.
Existing cyclepath joins on-road cyclepath at end of existing post and wire fence
Place this sign at start of taper
"ONE LANE AHEAD" paint marking 65m in advance of edgeline taper
Place gated "30" 100m prior to start of edgeline taper (facing northbound traffic)
30

10.7 NO.4 ROAD BRIDGE REINSTATEMENT

File Number: **A5604040**

Author: **Calum McLean, Senior Transportation Engineer**

Authoriser: **Gary Allis, General Manager Infrastructure**

EXECUTIVE SUMMARY

In January 2023, an extreme storm event destroyed the former bridge that spanned Te Raparaoa-ā-hoe stream on No. 4 Road. A temporary Bailey bridge has been installed to restore access to road users. Investigation and evaluation of options for permanent reinstatement of the bridge has been completed and a preferred option has been identified. It is proposed to seek Community feedback prior to progressing to the design stage.

RECOMMENDATION

1. That the Senior Transportation Engineer's report dated 8 August 2023 titled 'No. 4 Road Bridge - Reinstatement' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That the Projects & Monitoring Committee endorse Option 1 and approve Council staff seeking feedback from the No. 4 Road community and other key stakeholders.

BACKGROUND

In January 2023, an extreme storm event destroyed the former bridge that spanned Te Raparaoa-ā-hoe stream on No 4 Road. Traffic was diverted onto a private accessway via Manoeka Road until a temporary Bailey bridge (a portable prefabricated, steel and timber, truss bridge) was installed and opened to road users in March 2023, approximately six weeks after the event.

Council has engaged WSP NZ to undertake investigation and evaluation of different options for a new bridge to permanently replace the former bridge. The following criteria were considered:

- Geotechnical assessment (including site investigation and testing) was undertaken to confirm the ground conditions and inform foundation design for both the temporary Bailey bridge and the new bridge.
- Bridge design will be undertaken in accordance with Waka Kotahi's Bridge Manual which specifies how bridges funded from the National Land Transport Fund (NLTF), shall be designed.

- A hydraulic assessment has been undertaken to determine the flood levels for 50-year and 100-year events, which inform the minimum height for the underside of the bridge deck.
- The bridge and approaches will be designed to accommodate the movement of laden semi-trailer trucks.
- The new bridge will require a Discretionary Resource Consent from Bay of Plenty Regional Council (BoPRC), a Restricted Discretionary Consent from Western Bay of Plenty District Council (WBoPDC) and a Building Consent from WBoPDC.
- WSP has issued a draft report that identifies four options:

Options

1. A new bridge placed adjacent to, but slightly east and upstream of the former bridge and the temporary Bailey bridge, with a 30m single span and a negligible longitudinal gradient (**Attachment 1**).

2. A new bridge placed approximately 40m east and upstream of the former bridge. Similar in form and length to option 1 but possessing a 7% longitudinal grade to accommodate the difference in ground level between the northern end and the southern end (**Attachment 2**).

3. A new bridge placed approximately 70m east and upstream of the former bridge. Approximately 60m long, this would be a double span bridge requiring a central pier in the river valley. Due to differences in ground level between the northern end and southern end it would possess a 15% longitudinal grade (**Attachment 3**).

4. Option 4 would involve removing the temporary Bailey bridge and constructing a new bridge on the Bailey bridge foundations that would need to be upgraded to cope with the additional weight. This would reduce cost and minimise risk by re-using the existing piles, however the bridge and access to No.4 Road would need to be closed. This would necessitate access via private properties as occurred prior to the installation of the Bailey bridge and for a duration estimated to be greater than six weeks (**Attachment 4**).

Multi-Criteria Analysis

A high level Multi Criteria Analysis (MCA) was undertaken to make an informed choice on the best option, for further development. The MCA enables competing criteria to be evaluated by applying scores as follows:

Risk	Low	Medium	High	Very High
Points	1	2	3	4

Option	1	2	3	4
Geotechnical Risk	Low (1)	High (3)	High (3)	Low (1)
Geotechnical Cost	Medium (2)	Medium (2)	Very High	Low (1)
Consenting	Medium (2)	Medium (2)	Medium	Medium (2)
Hydraulic Risk	Low (1)	Low (1)	Very High	Low (1)
Geometric Risk	Low (1)	Medium (2)	High	Low (1)
Bridge Form	Low (1)	Medium (2)	High	Low (1)
Bridge Structure Cost	Low (1)	Low (1)	Very High	Low (1)
Stakeholder Risk	Low (1)	High (3)	High	Medium (2)
Constructability	Low (1)	Medium (2)	Very High	Low (1)
Inconvenience to public	Medium (2)	Medium (2)	High	Very High (4)
Total	**13**	**20**	**33**	**15**
Ranking	**1**	**3**	**4**	**2**

Funding

There is an expectation that Waka Kotahi will subsidise the cost of reinstating the bridge at Council's normal Financial Assistance Rate (FAR) of 51% + 20%. Staff will seek confirmation from Waka Kotahi what rate will be applied once the Government has considered the full extent of the Cyclone Gabrielle costs.

The rough order cost (ROC) of each option is as follows.

- Option 1 ROC = $2,750,000
- Option 2 ROC = $3,500,000
- Option 3 ROC = $6,750,000
- Option 4 ROC = $2,650,000

Waka Kotahi subsidies for emergency works excludes improvements associated with permanent reinstatement. If a two-way two-lane bridge is desired, the additional cost will need to be 100% ratepayer funded or subsidised from an alternative National Land Transport Fund (NLTF) activity class. This would necessitate the submission of a Business Case to Waka Kotahi.

Community Engagement

Direction is sought on what level of engagement is to be undertaken with the No. 4 residents and property owners.

SIGNIFICANCE AND ENGAGEMENT

In terms of the Significance and Engagement Policy this decision is considered to be of low significance because it considers the level of community engagement to be undertaken prior to the next stage of the project.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/Affected Parties	**Completed/Planned Engagement/Consultation/Communication**		
Name of interested parties/groups	Te Puke Community Board, Waka Kotahi, BoPRC	Planned	
Tangata Whenua	Waitaha, Tapuika, Ngāi Te Rangi		
General Public	No. 4 Road residents and property owners		

ISSUES AND OPTIONS ASSESSMENT

Option A	
That the Project & Monitoring Committee endorse Option 1 and approve Council staff seeking feedback from the No. 4 Road community and other key stakeholders	
Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	**Advantages** Decreases risk of project delay from stakeholder consultation. **Disadvantages** Decreases risk that design does not meet public and stakeholder expectations.
Costs (including present and future costs, direct, indirect, and contingent costs).	Potentially most economical option.
Option B	
That the Projects & Monitoring Committee approve Council staff seeking feedback on all options from the No. 4 Road community and other key stakeholders.	

Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	**Advantages** Increases risk of project delay from stakeholder consultation. **Disadvantages** Decreases risk that design does not meet public and stakeholder expectations
Costs (including present and future costs, direct, indirect, and contingent costs).	May raise expectations of an alternative alignment that would not be eligible for Waka Kotahi funding
Option C That the Project & Monitoring Committee do not approve Council staff seeking feedback from the No. 4 Road community and other key stakeholders.	
Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	**Advantages** Removes risk of project delay from stakeholder consultation. **Disadvantages** Increases risk that design does not meet public and stakeholder expectations
Costs (including present and future costs, direct, indirect, and contingent costs).	N/A

STATUTORY COMPLIANCE

The recommendation(s) meets:

- Legislative requirements/legal requirements;
- Current council plans/policies/bylaws; and
- Regional/national policies/plans.

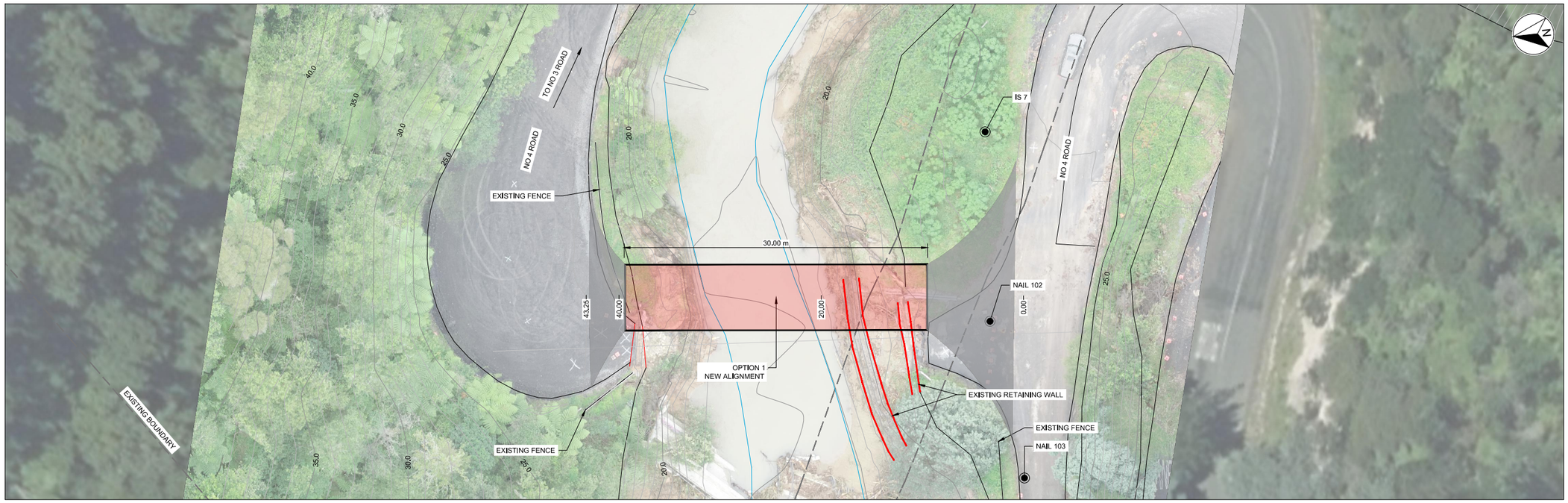
FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
30-5101-053	Local road emergency works. Funding is on a like for like basis, i.e. a single lane bridge

ATTACHMENTS

1. **Option 1: 2-91W84.20(1)**
2. **Option 2: 2-91W84.20(1)**
3. **Option 3: 2-91W84.20(1)**

4. **Option 4: Number 4 Road Bridge - Options Report - Draft for Client Comment**
5. **2-91W84.20(1)_SK01 - DESIGN ALL (Vital)**



OPTION 1 ALIGNMENT

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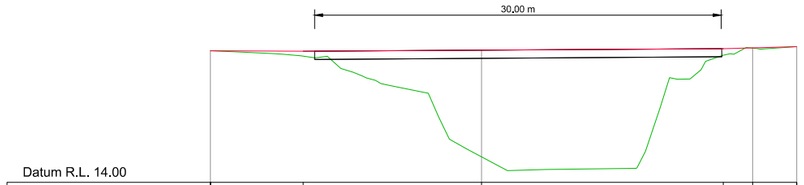

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1:400 @ A3
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WORK IN PROGRESS

PRINTED 24/05/2023 2:10:24 PM

REVISION	AMENDMENT	APPROVED	DATE
A	FOR DISCUSSION		

Western Bay of Plenty District Council

wsp
Tauranga Office
+64 7 578 2089
PO Box 646
Tauranga 3140
New Zealand

CIVIL

SCALES: 1:200 (A1) 1:400 (A3) — ORIGINAL SIZE: A1

DRAWN	DESIGNED	APPROVED
P.MATUNDAN		G.COX
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE

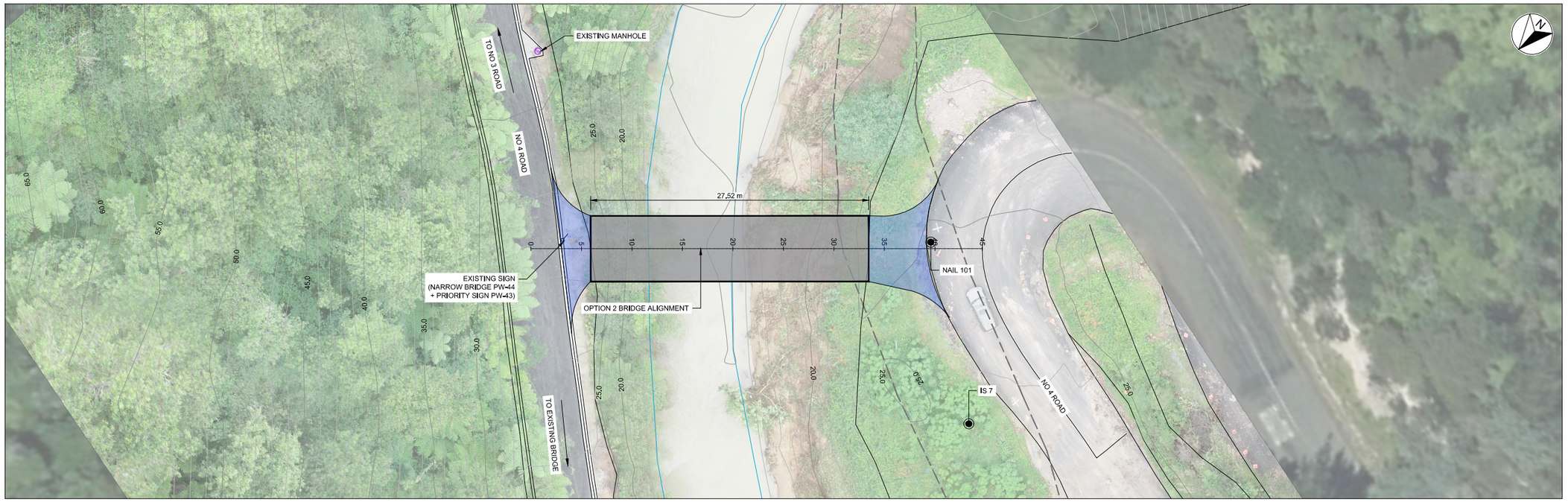
PRELIMINARY DESIGN

PROJECT
WESTERN BAY OF PLENTY DISTRICT COUNCIL
NO 4 ROAD AT RP 0.580-0.780, TE PUKE
BRIDGE PERMANENT REPAIR STAGE 1

TITLE
OPTION 1

WSP PROJECT NO. (SUB-PROJECT)	SHEET NO.	REVISION
2-91W84.20(1)	SK02	A

Original sheet size A1 (841x594) Plot Date 2023-05-24 at 2:10:24 PM \\corp.pbwan.net\ANZ\ProjectsNZ\29\2-91W84.20 PV 22-23 Jan23 No4 Rd Perm Repair Scopin\Home\04_CADD\01_WIP\3000_Transport\01_CAD\2-91W84.20(1)_SK02 - Option 1.dwg SK02



OPTION 2 ALIGNMENT

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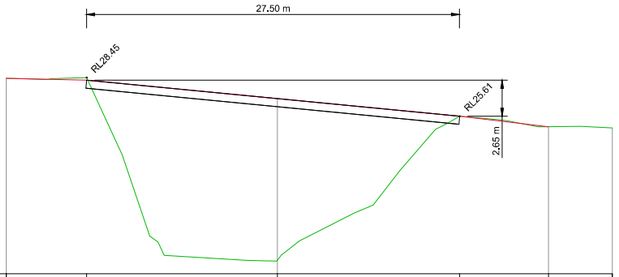

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STATION			20.00		40.00

OPTION 2
SECTION BETWEEN CH: 0.00 AND 44.70

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WORK IN PROGRESS

PRINTED 23/05/2023 1:16:47 pm

REVISION	AMENDMENT	APPROVED	DATE
A	FOR DISCUSSION		

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CIVIL

SCALES: 1:200 (A1) 1:400 (A3) ORIGINAL SIZE: A1
DRAWN: P.MATUNDAN DESIGNED: APPROVED: G.COX
DRAWING VERIFIED: DESIGN VERIFIED: APPROVED DATE:

PRELIMINARY DESIGN

PROJECT
WESTERN BAY OF PLENTY DISTRICT COUNCIL
NO 4 ROAD AT RP 0.580-0.780, TE PUKE
BRIDGE PERMANENT REPAIR STAGE 1

TITLE
OPTION 2

WSP PROJECT NO. (SUB-PROJECT): 2-91W84.20(1)
SHEET NO.: SK03
REVISION: A

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OPTION 3 ALIGNMENT

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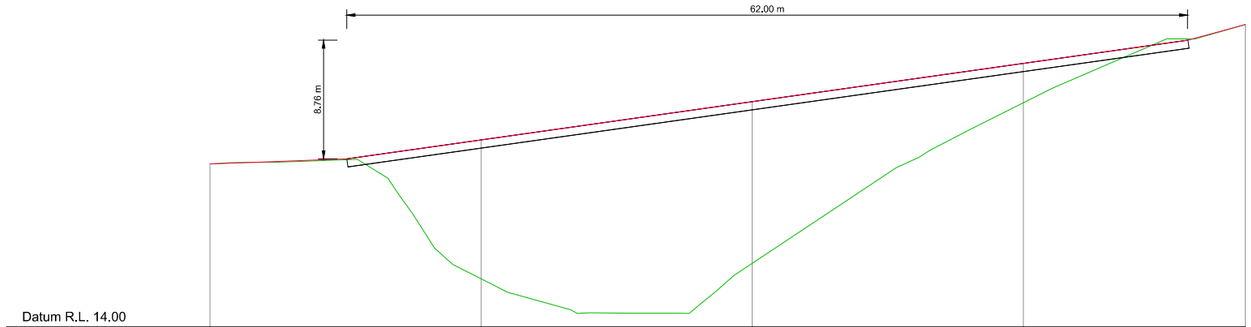

Datum R.L. 14.00

PROPOSED LEVEL	26.02	26.38	27.78	30.60	33.43	35.14	36.28
EXISTING LEVEL			17.54	18.68	30.53		
CUT/FILL	0.00	0.06	10.24	11.92	2.90	-0.09	0.00
VERTICAL GEOMETRY		3.59% 10.03m		14.12% 62.65m		27.00% 4.39m	
STATION			20.00	40.00	60.00		

OPTION3

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WORK IN PROGRESS

PRINTED 17/05/2023 3:21:02 pm

REVISION	AMENDMENT	APPROVED	DATE
A	FOR DISCUSSION		

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CIVIL

SCALES: 1:200 (A1) 1:400 (A3) ORIGINAL SIZE: A1

DRAWN	DESIGNED	APPROVED
P.MATUNDAN		G.COX
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE

PRELIMINARY DESIGN

PROJECT
WESTERN BAY OF PLENTY DISTRICT COUNCIL
NO 4 ROAD AT RP 0.580-0.780, TE PUKE
BRIDGE PERMANENT REPAIR STAGE 1

TITLE
OPTION 3

WSP PROJECT NO. (SUB-PROJECT)	SHEET NO.	REVISION
2-91W84.20(1)	SK04	A

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Western Bay of Plenty District Council

NUMBER 4 ROAD BRIDGE

OPTIONS REPORT FOR THE PERMANENT BRIDGE REPLACEMENT OVER THE TE RAPARAPA-Ā-HOE STREAM

18 JULY 2023

2-91W84.20

wsp

NUMBER 4 ROAD BRIDGE

OPTIONS REPORT FOR THE PERMANENT BRIDGE REPLACEMENT OVER THE TE RAPARAPA-Ā-HOE STREAM

Western Bay of Plenty District Council

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REV	DATE	DETAILS
A	18/07/2023	Draft for client comment

	NAME	DATE	SIGNATURE
Prepared by:	Grant Cox		
Reviewed by:	Gareth Francis		
Approved by:	John Morrison		

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EXECUTIVE SUMMARY

In January 2023, an extreme storm event destroyed the existing bridge that spanned Te Raparaoa-ā-hoe stream on #4 Road approximately 3km southwest of Te Puke.

WSP have assessed three options for a replacement bridge across Te Raparaoa-ā-hoe stream and recommend Option 1 and 1A.

The three options considered were Option 1, replace the Bridge close as possible to the existing (and temporary bridge alignment) Option 1A Place the bridge on the temporary and existing bridge alignment, reusing and enhancing the piles for the temporary bridge. Option 2 a 30m span alignment further to the east and Option 3 a double span bridge 62m long from the base of the hairpin further to the east of Option 2.

WSP would recommend the development of Option 1 and 1A to specimen design for the following reasons:

- The geology of the area around Option 1 and 1A is known, from the existing bridge and piling of the temporary bridge. Currently the northern end of the temporary bridge sits on piles 7m long and the southern end sites on piles 22m long.
- The existing alignment is flat, which would facilitate a bridge that is more or less level along its length.
- The turning circles and access for trucks is the same as previous and is an expected alignment going forward, and will not need as much earthworks as the other two options
- Combined with Option 2 the span is the shortest, allowing a single span bridge with no centre pier.
- From the construction of the temporary bridge we know that cranes and heavy machinery have access to be able to construct a bridge in this area.
- Iwi are keen to keep the bridge close to the original position to limit the disturbance to Te Raparaoa-ā-hoe stream
- All options are well above flood levels

Option 1 is the construction of a bridge just east of the current temporary bridge. Option 1A is to remove the temporary bridge and re-use and enhance the existing foundation. Cost and risk wise this would have good benefits, however the drawback is that the construction would need to be very fast so that access up #4 Road is not cut off for any great length of time. We would therefore recommend developing both options and discuss with the community and contractors to see if a good outcome can be achieved.

1 PROJECT BACKGROUND

1.1 INTRODUCTION

In January 2023 an extreme storm event destroyed the existing bridge that spanned Te Raparaoa-ā-hoe stream on #4 Road approximately 3km southwest of Te Puke. The road is a two laned sealed, secondary collector road, located in a rural zone of the Western Bay of Plenty District Council (WBoPDC). A temporary bailey bridge was installed to provide access to the properties as there is no other easy road access for residents and workers. This temporary bridge has a design life of no longer than 2 years, from the time of installation.

WSP have been engaged by WBoPDC to provide an options report for the permanent replacement of the existing bridge. Based on our understanding the bridge is a like for like replacement as a one lane bridge but single spanned to avoid a centre pier. The purpose of this Options Report is to provide three options for the permanent, longer term replacement of a bridge on, or near to, the existing and temporary bridge alignment. The Options Report will outline each option that WSP have considered and then provide a Multi Criteria Analysis of the proposed options, and the provision of recommendations of a preferred option.

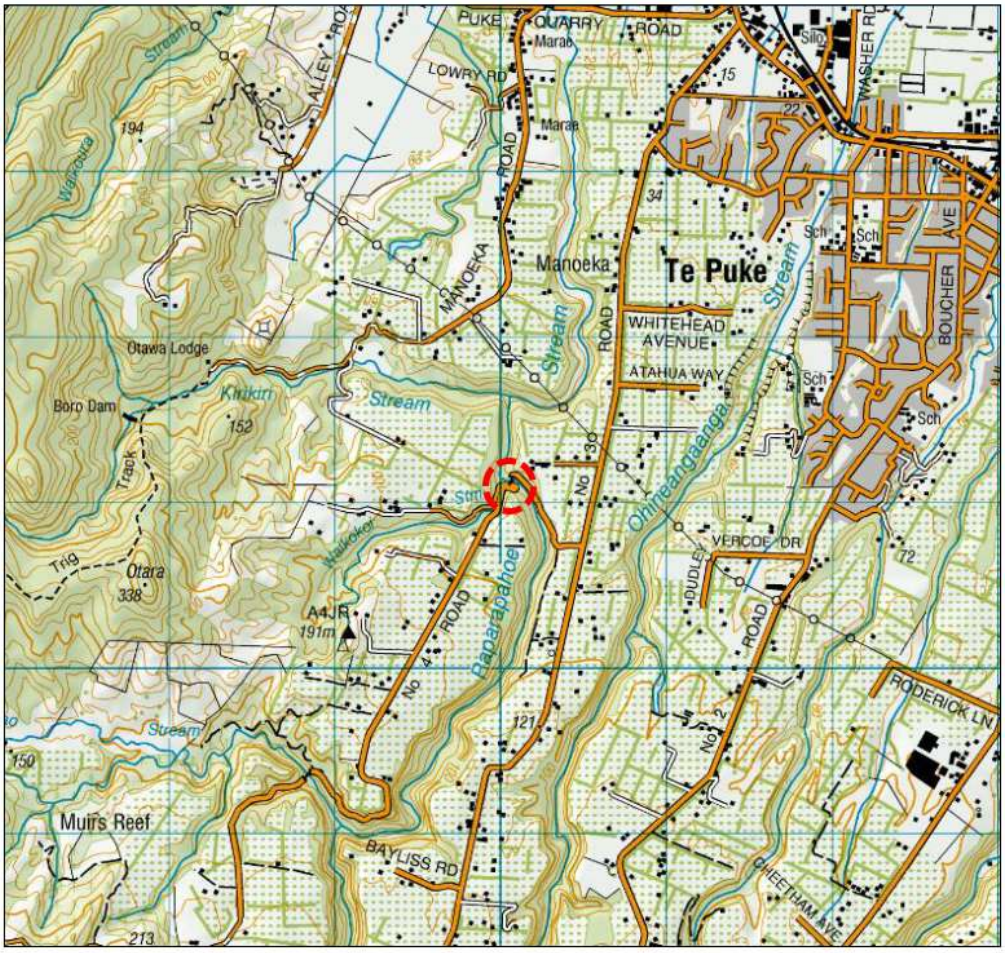


Figure 1: Approximate location of #4 Road Bridge near Te Puke, Western Bay of Plenty

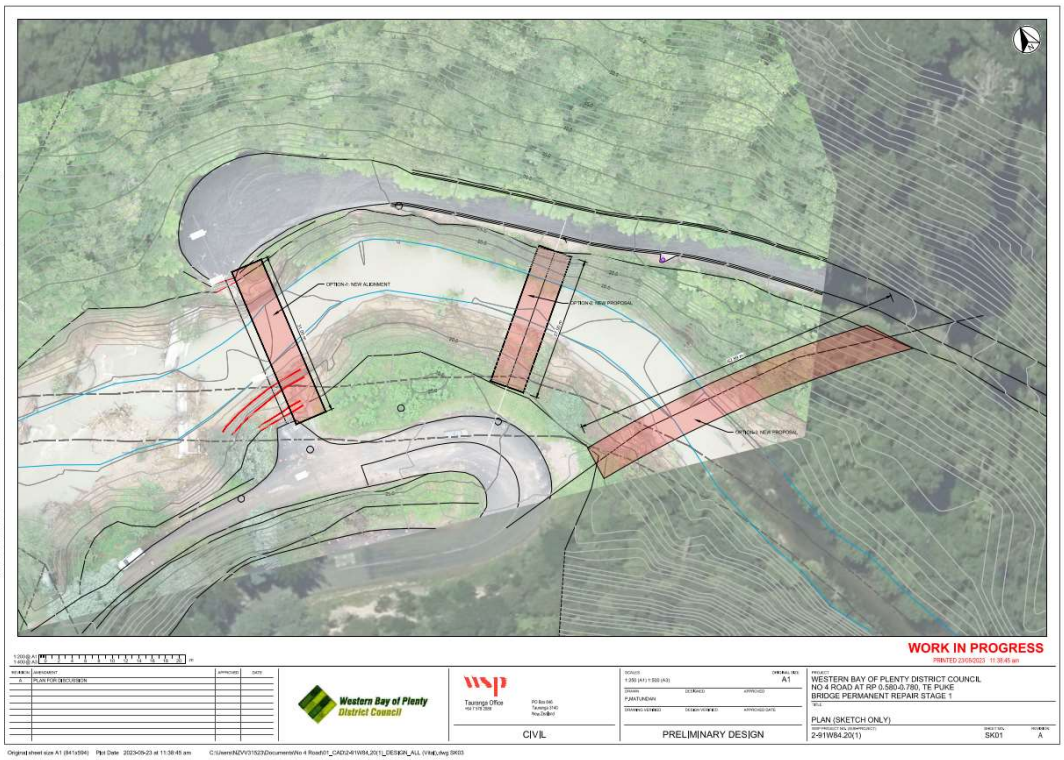
Figure 2 : Photo of the existing bridge in the stream bed after the storm event, January 2023. The temporary road bridge occupies the location of the former double span concrete T bridge.

2 OPTIONS CONSIDERED

2.1 OPTION SELECTION

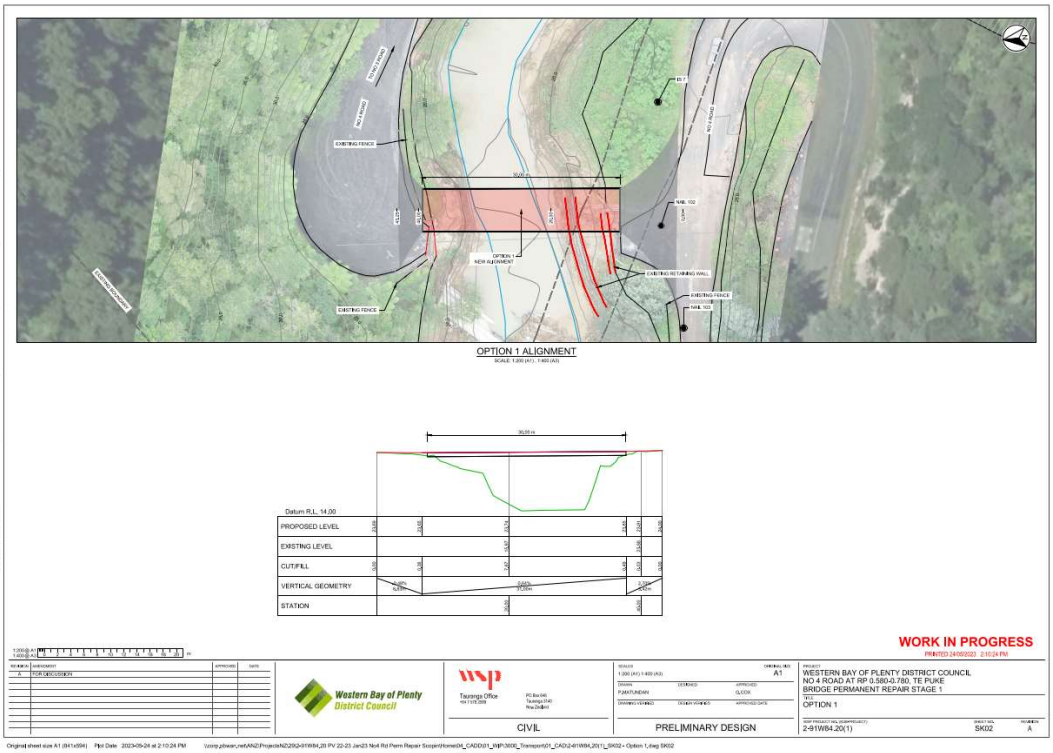
The Project team visited the site on the 2nd of May 2023 and looked at the various site locations that the new permanent bridge could be located. Three indicative options were selected as having the most potential for a permanent bridge location. These were selected based on the best known geotechnical and geometric risks to the project. We acknowledge that there is other option that have not been considered at this time.

The three locations are shown in the drawing below:



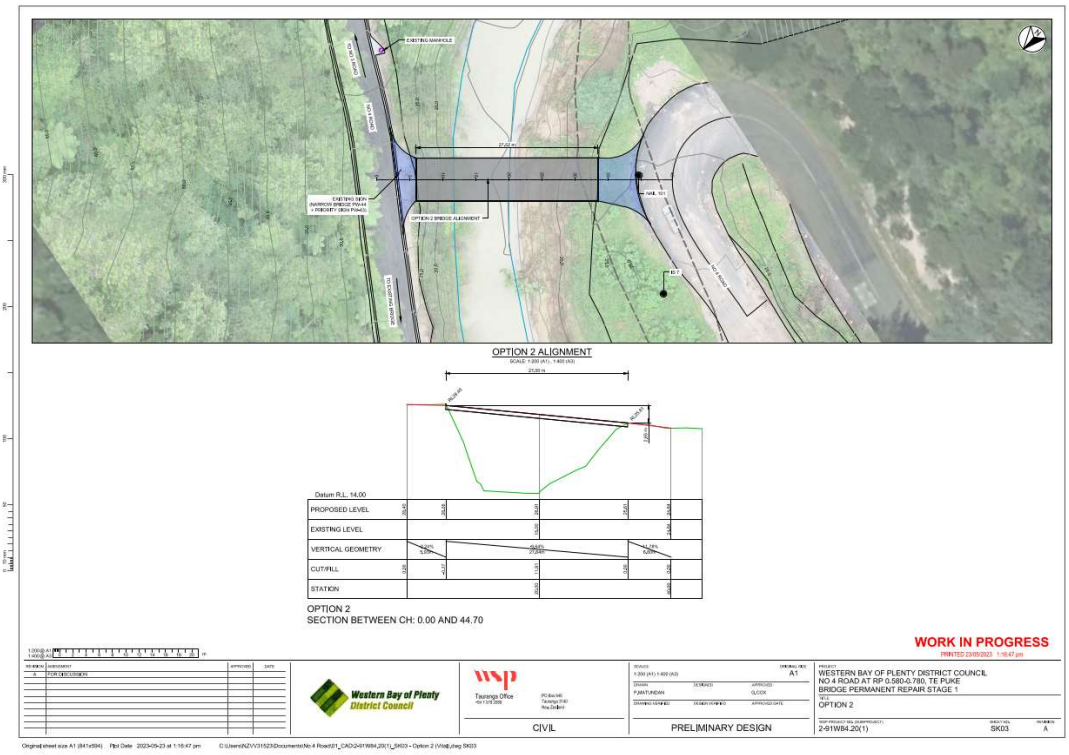
2.1.1 OPTION 1

Option 1 consists of a new bridge being placed adjacent to the former bridge and also adjacent to the new temporary bailey bridge as this is located on the original bridge's alignment. This option consists of an approximate 30m single span placed level between the existing ends of number 4 Road. The alignment is slightly different to the original and bailey bridge as it is further east of these locations so that the current bailey bridge can remain in place for the new construction of a permanent replacement bridge.



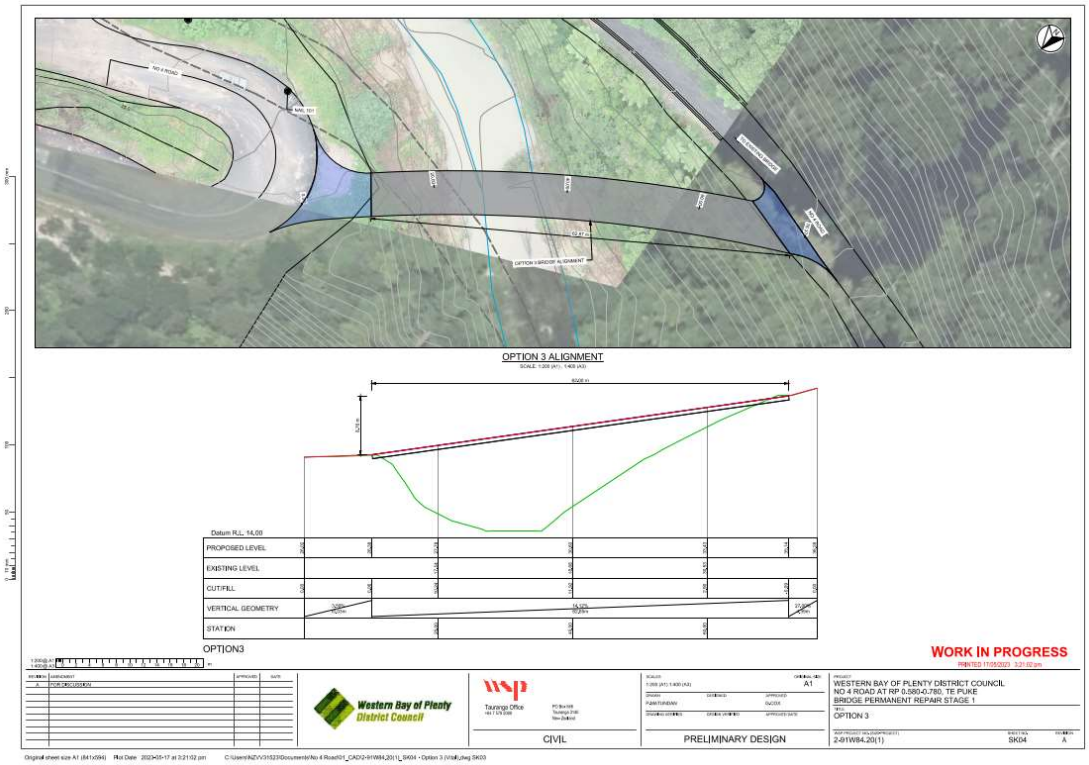
2.1.2 OPTION 2

Option 2 consists of a new bridge being placed to the east of the existing bridge further up the valley. Overall the length and bridge form is similar to Option 1, but due to the slope of the connecting road sections the bridge will not be level but will have an approximate 7% grade.



2.1.3 OPTION 3

Option 3 consists of a new bridge being placed well to the east of the existing bridge. This option is quite different to the other options and is approximately 60m long on an approximate 15% grade This option is a double span bridge requiring a centre pier in the river valley.



3 GEOTECHNCAL CONSIDERATIONS

3.1 SITE HISTORY

The earliest available aerial imagery from 1943 suggests that No.4 Road, and a bridge structure spanning Te Raparapa-ā-hoe Stream, was constructed along the same alignment as the current road prior to this date. As Built records made available by the council indicate that the previous bridge was constructed in 1953 and comprised a single lane, two span bridge, with a central pier founded within the stream bed.

Historical images between 1943 and the present day suggest that the banks of Te Raparapa-ā-hoe Stream are prone to slope instability. This is evident through the number of historic slip scarps identified in these images at various locations throughout the subject site.

Council records indicate that during a flood event in 2001, a landslip occurred immediately below the southern abutment of the previous bridge and a gabion wall was installed as a remedial measure. In 2005, a routine bridge inspection identified signs of scour occurring under the toe of the gabion baskets and a sheet pile wall was driven into the stream bed at the toe of the wall between 2006 and 2007 to prevent further scour. During the recent storm event, the concrete bridge deck was ripped from its foundations and as a result, damaged the gabion wall while also creating a backscarp and tension cracking within the road pavement at the top of the southern embankment. The damaged gabion and sheet pile wall remain present under the southern bridge abutment today.

3.2 AVAILABLE PUBLISHED INFORMATION

3.2.1.1 PUBLISHED GEOLOGY

Published geological maps indicate that the site is underlain by Mamaku Plateau Formation Ignimbrite of the Ohajuari-Kapenga-Rotorua Volcanic centres and comprises welded, columnar jointed, rhyolite ignimbrite; pink to purple grey; minor fall deposits.

An inactive fault exists approximately 350m west of the site.

3.2.1.2 GEOMORPHOLOGY

The overall site, consisiting of the three bridging options comprises two geomorphic units according to the Bay of Plenty Regional Council geomorphological categorisation maps[1]. The first geomorphic feature is the alluvial channel that makes up Te Raparapa-ā-hoe Stream bed. This comprises an active fluvial systems eroding older hills and ranges forming steep-sided typically narrow channels or small gullies. The second geomorphic unit is the hills and ranges which can be characterised by the elevated topography. These ranges are often capped with tephra and residual soils.

[1] https://gis.boprc.govt.nz/Html5/index.html?viewer=bayexplorer

3.3 PREVIOUS GEOTECHNICAL INVESTIGATIONS

WSP carried out geotechnical investigations at the location of the existing Bailey bridge between the 2nd and 9th of February 2023 in order to determine the underlying ground conditions at the location of the temporary bridge foundations.

The previous investigations comprised:

- Visual observation of the site, mapping of slip scarps and tension cracks;
- 9 No. Cone Penetration Tests (CPTs) to depths of up to 19.5m;
- 2 No. Machine Boreholes (MBH) to depths of up to 25.5m; and,
- Uniaxial Compression Strength (UCS) tests on the recovered core.

The investigation results and test locations are presented within the previous Bailey Bridge Design Report[2] dated 2023. This report is presented in Appendix C.

3.3.1 SUMMARY OF GROUND CONDITIONS

The geotechnical investigations indicate that the site at the location of the existing Bailey bridge is underlain by a layer of alluvial river deposits and residual soils, overlying Ignimbrite rock at depth.

At the southern abutment, the alluvial deposits consist of firm silt and clay to a depth of 17m to 19.5m below ground level (bgl). Cone tip resistance values (qc) within these alluvial deposits were recorded between 0.4MPa to 1.2MPa. Weathered ignimbrite rock comprising very dense sand was encountered from a depth of 17m to 19.5m bgl, with tip resistance values recorded between 20 MPa and 30 MPa, and SPT blow counts of 50+. The interface between the alluvial deposits and the rock slopes up steeply away from the stream. Groundwater was encountered at a depth of 6.5m bgl at the southern abutment, at approximately stream level.

At the northern bank, a 0.5m layer of roading fill overlies residual ignimbrite comprising silt, clay, and sand mixtures to a depth of 4.65m bgl. Cone tip resistance values (qc) within this material were recorded between 5 MPa and 25 MPa, with SPT blow counts of 50+. Moderately weathered to slightly weathered ignimbrite rock was identified below a depth of 4.65m bgl and extended to a depth beyond testing (18.0m bgl). Groundwater was encountered at a depth of approximately 6.5m bgl.

3.3.2 PREVIOUS LABORATORY TESTING

Uniaxial compressive strength tests were carried out on the recovered core from the borehole completed on the southern abutment (BH01) to supplement the foundation design of the Bailey bridge. Due to the urgency of the installation of the temporary bridge, a series of tests were undertaken at a locally available concrete lab and therefore were not IAENZ accredited. Additional samples were sent to an accredited soils and rock laboratory for UCS testing to be completed for the design of the permanent structure. The results from the preliminary and accredited UCS test results are presented the previous geotechnical report in Appendix C.

[2] No.4 Road Bailey Bridge Foundation Design Report (2-91W84.18)

3.3.1 RECENT GEOTECHNCAL INVESTIGATIONS

A site walkover and geotechnical hazard mapping exercise was completed by a WSP Geotechnical Engineer on the 2 June 2023. The purpose of the investigation was to identify and map geotechnical hazards related each of the proposed permanent bridge options in order to aid in the decision making process of the proposed design.

The geotechnical hazards identified from the site inspection are presented in Appendix C.

3.4 GEOTECHNCAL HAZARDS

3.4.1 SUBSOIL CONDITIONS

The subsoil conditions across the subject site can be inferred based on the results of the desktop assessment, visual inspection carried out during the site inspection, and the results from the geotechnical investigations as part of the Bailey bridge construction.

As discussed in section 3.3.1, the subsoil conditions at the southern stream bank generally comprise a layer of alluvial deposits consisting of firm silt and clays overlying weathered ignimbrite at depth. Based on the results of previous investigations and the site walkover, it is assumed that the majority of the southern embankment comprises a similar subsoil profile.

Subsoil conditions along the northern bank generally comprise residual soils overlying a shallow ignimbrite rock profile. The depth of ignimbrite rock along the length of No.4 Road is unknown but assumed to be of a similar depth as encountered within previous investigation due to the presence of weathered rock visible within the cut faces of No.4 Road.

Based on the results of previous investigations, the overlying alluvial deposits that form the southern stream bank and the residual soils overlying the ignimbrite rock on the northern stream bank are assumed to be of insufficient strength to support anticipated design loads associated with the installation of a permanent bridge structure. These weak materials are likely to exhibit large static vertical settlements when loaded and therefore, piled foundations bearing on competent ignimbrite rock at depths of up to approximately 22 m bgl, will likely be required for the construction of a permanent bridge structure along any of the proposed alignment within the subject area.

3.4.2 SLOPE STABILITY

Results from the desktop study and site walkover indicate that the site appears to have a history of slope instability which is apparent through the number of recent and relict slip scarps observed along the alignment of No.4 road. A summary of the slope instability across the subject site is summarised below.

3.4.2.1 SOUTHERN BANK:

The southern stream bank stands approximately 8m in height above the stream level and comprises moderately vegetated slopes that rest at angles between 30 to 35 degrees. Evidence of recent slope instability is present along the stream bank as a result of the recent event. The vegetation has been stripped from the face of the southern bank due to the elevated stream levels, exposing the underlying soils which are currently susceptible to ongoing scour and erosion from the river below. As a result, the southern stream banks have become over steep and marginally stable, and are at risk of further regression, encroaching closer to the road corridor. A recent example

of this was identified during the site inspection. A landslip has occurred immediately east of the hairpin turn on No.4 Road approximately 4m from the road corridor. The slip scarp is over steep and at risk of further regression.

Further signs of slope instability are visible on the southern bank immediately below the current Bailey bridge abutment. As discussed in section 3.1, the southern stream bank has a history of instability, and the gabion and sheet pile wall used to remediate the historic landslip below the old bridge abutment remains in place today. However, the gabion wall deformed significantly as a result of the recent event, as well as the formation of a back scarp and cracking in the pavement above the southern bridge abutment. The piled bridge foundations provide some retaining to the material immediately behind the current bridge abutment through soil arching effects but no remedial measures were taken to stablise the land on either side of the abutment, and behind the deformed gabion wall. Therefore there remains potential for further slope movement around the southern bridge abutment.

Above No. 4 Road, signs of recent and historical rockfall above the hairpin turn were identified from historical aerial images and the recent site walkover. These were identified by areas of overhanging and fresh rock exposed along the cliff face compared to the highly weathered material surrounding it.

Image 1: Existing Gabion Wall

Image 2: Eroded southern stream banks

3.4.2.2 NORTHERN BANK:

The elevation of No. 4 Road descends from its intersection with No. 3 Road, as it heads north, traversing the valley side, to a low point approximately 8m above the stream level at the location of the current Bailey bridge.. The northern stream bank is moderately vegetated and stands at a natural slope angle of approximately 60 to 70 degrees, with some near vertical localised relict dropouts present along the bank face.

At the location of the Bailey bridge foundation, the remains of the old bridge abutment and some rock fill exist upon a blocky outcrop of ignimbrite rock is visible immediately below the northern abutment. The rock protrudes out from the bank face and appears to be more resistant to scour than the surrounding stream bank.

Relict and recent landslips were identified at several locations along the road shoulder of No.4 Road. Three, narrow and near vertical dropouts were identified during the site inspection immediately east of the existing bridge abutment and were assumed to be a result of the recent event. These slips appeared to be localised dropouts caused by the undermining of the stream bank. Further up No.4 Road, two larger relict landslips were identified along the length of No.4 Roadwithin the

subject site, one of which had been remediated with a gravity retaining structure. The cause of these slips is assumed to be a result of concentrated overland water flows and steep topography.

The near vertical cut slopes that form the upslope of No.4 Road appear to comprise varying levels of weathered ignimbrite covered with a varying thickness of vegitation. These slopes vary in height from approximately 4m to over 10m within the extent of the subject site. The cut face at the location of the northern bridge abutment was extended during the construction of the Bailey bridge and has exposed residual soils overlying slightly weathered ignimbrite. The recent cut and older cut slopes show only minor signs of localised instability and appear to perform well when cut at steep angles.

Image 3: Blocky outcrop at northern bridge abutment

Image 4: Upslope cut banks of No.4 Road.

3.5 LIQUEFACTION

Liquefaction is a phenomenon that typically affects saturated, recent (Holocene) loose to medium dense sand and non-plastic silts as a result of strong ground shaking (i.e., earthquakes). These deposits are prone to the build up of excess porewater pressure during cyclic shaking, which can lead to total strength loss within the affected layers, vertical ground settlement, and lateral movement known as lateral spreading. While fine grained soils such as clays and plastic silts do not 'liquefy' in the classic sense, they may soften as a result of intense shaking (cyclic softening).

The results of previous investigations indicate that the groundwater table was identified to exist at a depth of approximately 6.5m bgl at the southern abutment, within the firm to stiff silts and clays of the alluvial deposits. Based on this, liquefaction may be expected to occur within the alluvial deposits below the groundwater table but not manifest at the surface.

The southern stream bank of Te Raparapa-ā-hoe Stream is approximately 8m in height and may be susceptible to liquefaction-induced lateral spreading under a seismic event. This should be considered in the design of any bridge abutments on the southern stream embankment.

3.6 SCOUR

Scour is an ongoing and natural process that occurs along the banks of Te Raparapa-ā-hoe Stream and is one of the main contributing factors of ongoing slope instability within the subject area. During periods of prolonged rainfall ongoing scour of the stream banks intensify as the water levels within the stream elevate and the flow velocities increase. Therefore, a scour assessment is required to understand the potential for slope instability across the subject site as a result of scour process

and highlight the need for retaining structures and/or scour protection associated with the design of each option mentioned within this report.

Image 5: Northern stream bank subject to scour processes.

4 BRIDGE DESIGN CONSIDERATIONS

4.1 GENERAL

The following section documents the factors that will influence the design of the replacement bridge.

4.1.1 SERVICE REQUIREMENTS (FUNCTION)

4.1.1.1 ONE NETWORK ROAD CLASSIFICATION

Under Waka Kotahi's One Network Road Classification, #4 Road is classified as secondary collector road. As such, the structure will have an importance level of 3. The design will have a design life of 100 years.

4.1.1.2 *CARRIAGEWAY*

While the approach road to the bridge is two laned, the previous #4 Road Bridge was a one lane bridge. Based on Appendix A of the Bridge Manual, for a new one lane bridge, the minimum width of bridge deck required is 5.6m, consisting of 3.5m wide lane plus 0,6m wide shoulder and 0.45m for barrier each side.

For a two-lane bridge with <500 AADT, the additional width will be the width of the extra lane itself (i.e. 3.5m). Note that additional width may be required for sightline given the constrained geometrics.

4.1.1.3 PERMITTED TRAFFIC SPEED

The bridge is located in the 100km/hr speed limit area.

4.1.1.4 TRAFFIC VOLUME

The AADT is 283 vehicle/day with a 9.9% HCV.

4.1.1.5 PEDESTRIANS AND CYCLISTS

The previous bridge does not have any special provision for pedestrians and cyclists hence none is proposed on the replacement bridge.

4.1.1.6 SERVICES

The previous bridge does not carry any services and hence none is proposed on the replacement bridge.

4.1.2 URBAN DESIGN CONSIDERATIONS

The project landscape consists of rural areas which impose no special urban design requirement.

4.1.3 CONSTRAINTS ON SPAN ARRANGEMENT AND CLEARANCES

As the bridge is spanning a waterway, the required horizontal clearance is to satisfy the hydraulic requirement and avoid restricting the waterway. The required freeboard is 600mm to the 1/100

(SLS2) flood level. While some debris was present in the waterway during the flood in January, no large trees was observed hence the 1,2m freeboard requirement is not considered to be necessary.

4.1.4 CONSTRAINTS ON CONSTRUCTION METHODS

Access and available working width will greatly influence the construction of the replacement bridge. The approach road to the bridge site is very narrow with tight horizontal curves which is restrict the available space to position a crane for piling or lifting in bridge beams.

The streambed of Te Raparaoa-ā-hoe stream also very steep and access to construct a new pier will be very challenging. There is cultural considerations to minimise disturbance to the streambed.

4.1.5 CONSTRAINTS ON CONSTRUCTION MATERIALS

There are no constraints on the selection of construction materials. However, materials used for the construction of the bridge will need to be readily available and able to meet the durability requirements of the Bridge Manual. Concrete or steel is the most common material to achieve this. The whole of life cost of materials will be considered, including the cost of maintenance and taking into account traffic impacts and site constraints in undertaking maintenance works.

The environment is relatively benign for corrosion. The concrete exposure class is A2 (Inland) as per NZS3101 and for the steel marco-climate corrosion category is C2 as per SNZ TS 3404.

4.1.6 INTERACTION OF CONSTRUCTION WITH TRAFFIC FLOWS

The preference is for an offline construction to avoid disruption to traffic. As the Bailey bridge is positioned where the previous bridge was, the construction staging to achieve this needs to be considered in the next stage of design.

4.1.7 SITE SEISMIC HAZARD

For an importance Level 3 structures, the damage control limit state (DCLS) annual probability of exceedance (APE) of 1/1000.

The hazard factor, Z, of 0.2 to be adopted in accordance with figure 3.3 of NZS 1170.5

The proposed bridge site is not located close to any of the major faults shown on figure 3.5 of NZS 1170.5 and, therefore, the near-fault factor, N(D,T) of 1.0 will be adopted.

4.1.8 ENVIRONMENTAL CONSIDERATIONS AND CONSTRAINTS

Environmental considerations for the design and construction of the proposed bridge include:

- Working around Te Raparaoa-ā-hoe stream.
- Erosion and sediment control for bridge foundation works,
- Noise, vibration and dust

Mitigation measures will need to be considered in accordance with the designation and consent conditions (if any).

4.1.9 SIDE PROTECTION REQUIREMENTS

The previous bridge had timber post and rail side protection that is unlikely to meet any barrier test-level standard.

To comply with the Bridge Manual, for the options that have a height differential from the road to the water below, TL5 (1270mm high) is required. Otherwise, TL4 barrier (semi-rigid or rigid, 910mm high) is required.

4.1.10 ACCESS FOR INSPECTION AND MAINTENANCE

Materials requiring minimal maintenance will be utilised for the proposed bridge, where possible the deck will be continuous over intermediate supports and abutments will be integral or semi-integral. The overall maintenance requirement of the structure will be kept to a minimum.

The streambed is likely to be too steep to provide walking access for inspection. The abutments and the base of any piers will need to be carried out using a mobile bridge inspection unit.

Maintenance work can be carried out by mobile work platform and constructing scaffolding support on the riverbank.

4.1.11 ANY TERRITORIAL AUTHORITY REQUIREMENTS ADDITIONAL TO THE REQUIREMENTS OF THE NZ TRANSPORT AGENCY

Western Bay of Plenty Council has not imposed any requirements additional to those of the Bridge Manual regarding the bridge design.

4.1.12 DESIGN STANDARDS

The design of the structures will meet the relevant New Zealand design and material standards. In particular:

- NZ Building code
- NZTA Bridge Manual v3.4
- NZTA Highway Design Guide
- NZS1170
- Material standards (NZS3101, AS/NZS5100.6)

4.1.13 DEPARTURE REQUIRED

As the main purpose of the project is to provide a like-for-like replacement of the previous bridge, some elements may not meet the new design standards. These will be identified as design progresses and departure submitted where necessary.

5 HYDRAULIC CONSIDERATIONS

5.1 LEVEL ASSESSMENT

As part of the Bailey Bridge Assessment a memo was prepared and flooding levels were calculated to determine the flood levels for the 50 year and 100 year events. This is attached as Appendix B. In all cases the proposed bridges are above these flood events.

5.1.1 HYDROLOGY

Te Raparaoa-ā-hoe stream catchment area to the location of the bridge is 4,031 ha in area. The underlying soil is predominantly well drained within the catchment.

5.1.2 PEAK FLOW ESTIMATES

Rainfall has been calculated from NIWA Hirds v4. Climate change has been accounted for using the RCP8.5 scenario for 2081 to 2100.

A modified rational method was used to determine the peak flows for the 50yrcc and 100yrcc ARI storm events (including the effects of climate change). A weighted average runoff coefficient of 03 was used for the entire catchment. Results are below.

5.1.3 RESULTS

Flood Event	Flow Rate (m^3/s)	Top Water Level (RL m)	Existing Bridge Soffit - Underside of The Superstructure Level (RL m)
50yrcc ARI Storm Event	154.00	19.93	22.2
100yrcc ARI Storm Event	175.50	20.26	22.2

The current modelling shows that the existing bridge was approximately 2.27m above the 50 yrcc ARI event and 1.94m above the 100 yrcc ARI. The current temporary Baily bridge will be above this height due to the trussed nature of the structure.

Any new bridges in any proposed locations will need to be above the 100 yr cc ARI level of 20.26 plus freeboard clearance.

5.1.4 SCOUR ASSESSMENT

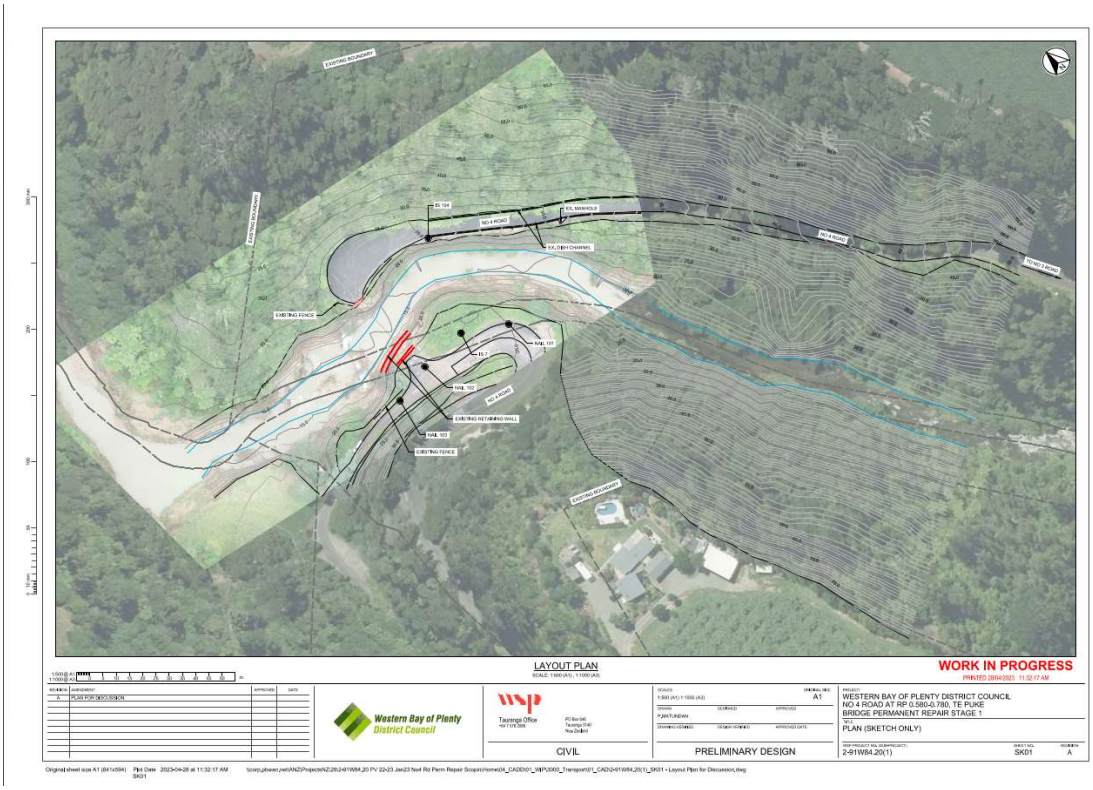
A scour assessment of Te Raparaoa-ā-hoe stream is recommended to determine and understand any future slope instability, that could be caused by scour within the stream bed in the vicinity of the proposed bridge alignment.

6 GEOMETRIC CONSIDERATION

6.1 OVERVIEW

No. 4 Road bridge is located at RP 0.722 from where the road heads east, traversing the steep sided valley, rising in elevation at approximately 7% grade and following the Te Raparaoa-ā-hoe stream. . with a flat grade across the bridge to running north to south. On the opposite, southern side of the bridge, No 4 Road continues to rise out of the base of the valley, around a sharp hairpin bend, before linking up the approximate 30 properties along No. 4 Road.

Te Raparaoa-ā-hoe steam is incised and constrained by the valley sides, with native trees and shrubs on either side.



6.1.1 *TRUCK MOVEMENTS*

Prior to the existing bridge's collapse this bridge serviced a number of Kiwfruit orchards with large trucks. The existing bridge was positioned to make most of the open area created on the northern bank of the stream to allow truck movements. This has been replicated with the temporary bridge. Any proposed options should allow for large truck movements and turning in the same way as the original bridge.

6.1.2 GRADES

The roads into and out of the gorge are approximately 7% in gradient. All options propose to keep the original road grades, however the grades on the proposed option 2 bridge is also at this 7% grade and is on the limit of the allowable bridge grades and Option 3 is at 15% and does exceed this gradient.

6.1.3 WESTERN BOPDC INFRASTRUCTURE DEVELOPMENT CODE

The Western Bay of Plenty District Council maintain a Infrastructure Development Code that outlines the design standards for Transport and other infrastructure in the Western Bay of Plenty District. Any new roading work will need to be designed and constructed in terms of this document.

7 PLANNING CONSIDERATIONS

7.1 PLANNING REQUIREMENTS

A Planning Assessment has been undertaken (as Appendix A of this report) to determine what resource consent requirements are triggered with the proposed permanent replacement of the bridge at this location.

7.1.1 STAKEHOLDERS AND EFFECTED PARTIES

The proposed location of the replacement bridge and the works are located within the legal road corridor and will not cross a private property boundary, no landowners are affected by these works. Any new site plans for the location of the bridge will require an assessment for potential affected parties and stakeholders.

The works are located within a Statutory Acknowledgement Area. The relevant stakeholders and affected parties are listed below.

- Waitaha
- Tapuika
- Ngai Te Rangi Area of Interest

7.1.2 REQUIRED CONSENTS

The proposed works will require a Discretionary Resource Consent from the BOPRC to undertake the works. This is required for any of the options for the bridge replacement location. Under the WBOPDP a Restricted Discretionary Resource Consent is required.

A Building Consent from the Western Bay of Plenty District Council will be required.

7.1.3 OTHER APPROVALS

The location of the works has been assessed again Heritage New Zealand Pouhere Taonga Act 2014, the Reserves Act 1977, the Wildlife Act 1953 and the Department of Conservation for Reserve Management Plans and Conservation Management Strategies and no relevant provisions apply to this site.

The proposed works are identified on the Department of Conservation Maps within the following:

- Ecological Districts overlay.
- Indigenous Forest overlay.

8 MULTI-CRITERIA ANALYSIS OF OPTIONS

8.1 MULTI CRITERIA ANANLYSIS

To determine a best option (or options) for further consideration or investigation a high level Multi Criteria Analysis (MCA) is undertaken to factor all the relevant risks and considerations to make an informed choice on the best option to replace the #4 Road Bridge. An MCA is a standard best practice approach to evaluate a range of competing criteria, with a scoring system and a weighting for each criterion. It should be noted that MCA is for the purpose of identifying, or recommending a preferred bridge option for future investigation and summarises the development and evaluation of options from idea generation through to the preferred option. This MCA is not intended for the purpose of securing future funding and consequently does not follow the processes or procedures of those MCA required by Waka Kotahi, for example.

8.1.1 OPTIONS CONSIDERED

A range of options have been considered by the project team as a means of addressing the current problem. As directed by Western Bay of Plenty District Council, the ideas were primarily focussed on a design solution that:

- Takes into consideration the inputs and requirements of Mana Whenua.
- Provides a resilient solution that is not impacted by future storm events.
- Could be constructed in an efficient manner, with readily available plant and machinery, that could operate with the confines of #4 Road and the preferred bridge location.
- Could be constructed from readily available materials.
- Has limited impact to local community during construction, preferably maintaining access at all times.
- Is cost effective and provides value for money.

We have considered four Options, Options 1 to 3 as outlined in Section 2 and a fourth Option, Option 1A. Option 1A is the relocation of the existing bridge at the location of the temporary Bailey bridge and on the alignment of the original single lane bridge. This would involve lifting the existing temporary bridge and replacing it on likely enhanced foundations. This would save money and risk by re-using the existing piles, but the bridge and access to #4 Road would need to be closed for a period as a trade off.

8.1.2 ASSESSMENT

Key

Low	1 Point
Medium	2 Points

High	3 Points
Very High	4 Points

The option with the lowest points is the preferred option. Scoring is based on the risk relative to the other options with the better options gaining a low score and the less desirable options being attributed a high score.

8.1.3 OPTIONS ANALYSIS

Option	Option 1	Option 1A	Option 2	Option 3
Geotechnical Risk	Low	Low	High	High
Geotechnical Cost	Medium	Low	Medium	Very High
Consenting	Medium	Medium	Medium	Medium
Hydraulic Risk	Low	Low	Low	Very High
Geometric risk	Low	Low	Medium	High
Bridge Form	Low	Low	Medium	High
Bridge Structure Cost	Low	Low	Low	Very High
Stakeholder Risk	Low	Medium	High	High
Constructability	Low	Low	Medium	Very High
Inconvenience to public	Medium	Very High	Medium	High
Score	1+2+2+1+1+1+1+1+1+2 =13	1+1+2+1+1+1+1+2+1+4 =15	3+2+2+1+2+2+1+3+2+2 =20	3+4+2+4+3+3+4+3+4+4 =33
Ranking	1	2	3	4=

9 RECOMMENDED OPTION

9.1 RESULTS OF THE MULTI CRITERIA ANALYSIS

The Multi Criteria Analysis shows that Options 1 and 1A have the most potential going forward. This is to relocate the bridge adjacent to the temporary bridge or to relocated at the site of the existing (and temporary) bridge. Of the other two options, Option 2 ranks reasonably well, but has a much higher geotechnical risk (unknown ground conditions), and worse overall ranking, due to the geometric alignment, sloping form and constructability. The worst option is Option 4, with only the consenting scoring equally to the other options. The long length, cost, geotechnical risk, new geometric alignment all brings the score up. This bridge would be twice as long as the other options and require a centre span that exposes the bridge to the same risk that took out the original bridge and would be very difficult to access and construct.

9.1.1 FINAL RECOMMENDATION

WSP recommend Option 1 as the best option to pursue and develop as a specimen design. WSP would also recommend keeping Option 1A as an alternative to be developed in parallel. If there was no inconvenience to the public then Option 1A would be the best option as the alignment is better and we could re-use or enhance the existing foundations that would save money and lower the geotechnical risk as the piles are already in place, however to construct this option the bridge and access to #4 Road would need to be closed for a period. As this is a design and build process, we would recommend the early involvement of Contractor to see if accelerated construction techniques could be used to build the majority of the super structure off site and remove the existing bridge and build the new one with minimal delay.

10 LIMITATIONS

Limitation Statement

This report ('Report') has been prepared by WSP New Zealand Limited ('WSP') exclusively for The Western Bay of Plenty District Council ('Client') in relation to the Options Report for the permanent replacement of the bridge across Te Raparaoa-ā-hoe stream ('Purpose') and in accordance with a time and disbursement basis as a variation to BOP West ONMC 2/14-002/601 ('Agreement'). Dated 26 April 2023. The findings in this Report are based on and are subject to the assumptions specified in the Report and our offer of service letter dated 31 March 2023, WSP accepts no liability whatsoever for any use or reliance on this Report, in whole or in part, for any purpose other than the Purpose or for any use or reliance on this Report by any third party.

In preparing this Report, WSP has relied upon data, surveys, analyses, designs, plans and other information ('Client Data') provided by or on behalf of the Client. Except as otherwise stated in this Report, WSP has not verified the accuracy or completeness of the Client Data. To the extent that the statements, opinions, facts, information, conclusions and/or recommendations in this Report are based in whole or part on the Client Data, those conclusions are contingent upon the accuracy and completeness of the Client Data. WSP will not be liable for any incorrect conclusions or findings in the Report should any Client Data be incorrect or have been concealed, withheld, misrepresented or otherwise not fully disclosed to WSP.

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APPENDIX A

PLANNING MEMO

Memorandum

To	Simon Banks
From	Mischa Wild
Reviewed By	Michael Jones
Date	1 June 2023
File/Ref	2-91W84.20
Subject	Preliminary Planning Assessment – #4 Road Bridge – Te Puke

Purpose of memo

The purpose of this planning assessment is to determine what resource consent requirements are triggered with the proposed permanent replacement of the bridge at #4 Road, Te Puki, in the Western Bay of Plenty District (WBOP). The #4 Road Bridge in the Western Bay of Plenty District was completely washed out during an extreme storm event in January 2023 and a temporary bailey bridge is currently in place. A rules assessment for the installation of a permanent bridge has been carried out against the Resource Management Act Planning Framework.

The assessment of activity triggered the Bay of Plenty RNRP and will require a Discretionary Resource Consent for the works. This is determined by LM R10 (Rule 2C) being a discretionary activity. The works trigger this rule as vegetation clearance is being undertaken on a slope that is greater than 35 degrees. Also, BW R36 (Rule 71) which is a discretionary activity under the Plan. This is triggered by the erection and placement of the bridge structure over the bed of the Raparapahoe Stream, including the excavation, other disturbances to the bed of the stream, and disturbance and removal of indigenous vegetation, in, on, or under the bed of the stream. It should be noted that the works trigger a Restricted Discretionary Activity for temporary discharge of stormwater to surface water during the construction phase of the activity. If the works discharge more than 150g/m3 of suspended solids concentration, then DW R8 will apply, and a Discretionary Resource Consent is required for a temporary stormwater discharge to surface water for the duration of the works. There will not be any on-going effects once the works are complete.

A Discretionary Resource Consent is required regardless of either Option 1 or Option 2 being undertaken.

Note: this is not a consenting strategy

Brief Description of proposal

In January 2023 an extreme storm event destroyed the existing bridge that spanned the Raparapahoe Stream on # 4 Road approximately 3km southwest of Te Puke. The road is a 2 laned, sealed, secondary collector road, located in the Rural Zone of the WBOP. A temporary bailey bridge was installed to provide access to properties as there is no other road access for residents and workers.

The proposal is to install a new permanent bridge for # 4 Road over the Raparapahoe Stream. The location of the works site is to be either, adjacent to the temporary bailey bridge, this is the location for Option 1. Option 2 is the location of the bridge within a closer proximity of the road bends to realign the road and provide for safer vehicle movements.

Table 2-1 states a brief description of the activities that are possible during the construction of the activity. Earthworks and clearance of indigenous vegetation are required, as well as the temporary discharge of stormwater to surface water during the construction of the works.

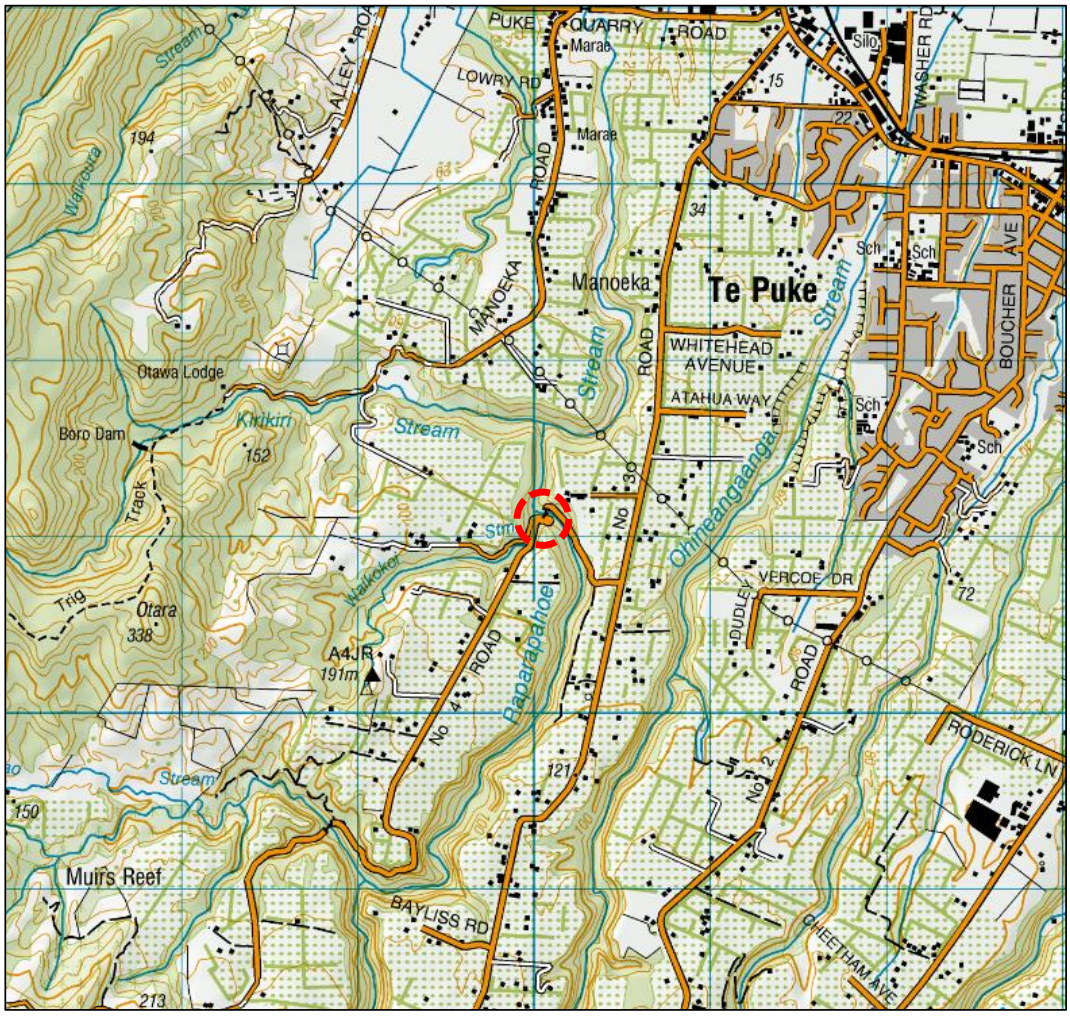

Figure 1: Approximate location of #4 Road Bridge near Te Puke, Western Bay of Plenty

Figure 2: Aerial view of #4 Road Bridge site

Figure 3: Original #4 Road Bridge after Storm event January 2023

Table 0-1: Possible activities during construction

Activities	Brief description
Clearing access to the site	Clearance of indigenous vegetation.
Clearance of vegetation	Dependant to which option is chosen for the location of the bridge, this would result in significant more

	established indigenous vegetation being removed if the location is moved towards the road bends.
Earthworks and site preparation	Earthworks are required for the abutments for either location of the bridge during construction.
Works in waterways	The construction of a permanent bridge spans over the Raparapahoe Stream, works will be in the beds of a stream.
Discharges	A temporary stormwater discharge consent for the duration of construction Temporary discharge to water during construction due to earthworks and proximity to the stream.

Statutory Assessment

1.1 Overview

The purpose of this section is to identify the relevant statutory provisions that need to be considered to progress the #4 Road Bridge replacement project, and to provide a high-level assessment of these respective provisions. This assessment is based on establishing the proposed bridge on the following road corridor:

- # 4 Road, Te Puke RP 0.694, and RP 0.735

The focus of the assessment is on the consents and approvals required to establish a permanent replacement bridge on the above site.

The relevant provisions are identified and assessed under the respective subsections below.

1.2 National Environmental Standards

An assessment of the 9 current National Environmental Standards (NES) against this activity has identified that there are no relevant provisions within the NES that apply.

1.3 Bay of Plenty Regional Natural Resources Plan

A rules assessment is shown in Table 3-1 below for the BOP RNRP. A high level assessment has been carried out for the proposed activity against the relevant rules. The assessment is based off the proposed works, a site visit and an assessment against the rules based on the activity.

A Discretionary Resource Consent is required under the Bay of Plenty Regional Natural Resources Plan based on the following rules assessment.

Table 0-1: Bay of Plenty Regional Natural Resources Plan Rules Assessment

Activity	RMA	Rule	Rule description	Comment	Activity status
Earthworks and quarries	S9	LM 1 (Rule 1)	The disturbance of land and soil as a result of earthworks or a quarry, where the activity does not exceed the limits in Table LM 1 within any 12 month period is a permitted activity subject to the following conditions: **Table LM 1: Permitted Limits for Earthworks and Quarries:** (e) Riparian Management Zone – Schedule 1 streams **Permitted Limits within any 12 month period:** Earthworks for stream crossing purposes – Exposed area no greater than 600 m^2 per crossing.	The following limits apply: - If earthworks are greater than 600 m^2 per crossing within any 12 month period. - If the earthworks are within an area that contains a slope greater than 35 degrees. - Any earthworks carried out on slopes greater than 35 degrees that do not comply with this rule is a Discretionary Activity under LM R4.	Permitted
Earthworks and Quarries	S9	LM R4 Rule 1C	The disturbance of land and soil as a result of earthworks or a quarry, where the activity:	**Triggered - Discretionary Resource Consent required.** The earthworks to carry out this activity is on a slope that	Discretionary

			1. Is not permitted by a rule in this regional plan, and 2. Is not a controlled activity under a rule in this regional plan, and 3. Is not a restricted discretionary activity under a rule in this regional plan, Is a discretionary activity.	is greater than 35 degrees therefore, the activity triggers this rule, requiring a discretionary resource consent.	
Vegetation Clearance	S9	LM R10 (Rule 2C)	**Land and Soil Disturbances by Vegetation Clearance:** The disturbance of land and soil resulting from vegetation clearance, where the activity: 1. Is not permitted by a rule in this regional plan, and 2. Is not a controlled activity under a rule in this plan, and 3. Is not a restricted discretionary activity under a rule in this regional plan; Is a discretionary activity.	**Triggered – Discretionary Resource Consent required.** The activity is being undertaken on a slope greater than 35 degrees at the northern position of the bridge and does not meet the requirements of the rules for land and soil disturbance by vegetation clearance. Therefore, the activity triggers Rule 2C, requiring a discretionary resource consent.	Discretionary
Activity in the bed of a river or stream	S13	BW R36 (Rule 71)	**Activity in the Beds of Streams, Rivers and Lakes.** Unless provided for by another rule in this regional plan, the: 1. Use, erection, reconstruction, placement, alteration, extension, removal, or demolition of any structure	**Triggered – Discretionary Resource Consent required.** This rule is triggered as the single span bridge is located adjacent to a land slope that is greater than 35 degrees. As the abutments are positioned on the bed of the	Discretionary

			or part of any structure in, on, under, or over the bed of a stream, river or lake, 2. Excavation, drilling, tunnelling or other disturbances to the bed of a stream, river or lake, 3. Introduction of planting of any plant or any part of any plant in, on, or under the bed of a stream, river or lake, 4. Disturbance, removal, damage or destruction of any plant or any part of any plant in, on, or under the bed of a stream, river or lake, 5. Deposition of any substance in, on, or under the bed of a stream, river or lake, 6. Reclamation or drainage of the bed of a stream, river or lake, Is a discretionary activity.	stream on land slope greater than 35 degrees, and require earthworks, this rule is triggered. This rule is triggered if the location of the bridge is moved to a new position. Earthworks are required for the placement of new abutments on a slope greater than 35 degrees, requiring a Discretionary Resource Consent. Erosion protection is required for the earthworks surrounding the abutment areas.	
Discharges	S15	DW R21 (Rule 30A)	Discharge of Stormwater to Surface Water The discharge of stormwater to surface water, or to land where the discharge enters surface water, where the rate of discharge is greater than 125 litres per second for a 10 minute duration 10% AEP storm event (10 year return period storm) is a restricted discretionary activity subject to the following conditions: (a) The suspended solids concentration of the discharge shall not be greater than 150g/m³, except where a 10 minute duration 10% AEP storm event (10 year return period storm) is exceeded. (b) The discharge shall be substantially free of grease, oil, scums and foam. (c) The discharge shall not contain any stormwater from a timber preservation site, timber treatment site,	May not comply. The works may not comply with condition (a) It is not known if the suspended solids concentration of the discharge will be less than 150g/m³ at this stage based on the description of the activity.	Restricted Discretionary

			or a site where chemically treated timber is stored. (d) The discharge shall not cause or induce erosion to the bed or banks of any surface water body, or to land, where the erosion is persistent or requires active erosion control measures to bring it under control. Erosion includes: (i) Instability of land or the banks of the surface water body. (ii) Scour to the bed of the surface water body. (iii) Damage to the margins or banks of the surface water body. (e) The discharge shall not cause nor contribute to flooding or ponding on any land or property owned or occupied by another person. (f) The discharge shall not contain hazardous substances, or substances that are toxic to aquatic ecosystems (as measured relative to the ANZECC Guidelines for Fresh and Marine Water Quality, 200025. (g) The discharge shall not contain any wastes (including, but not limited to, wastewater or condensates) from a trade or industrial process. (h) The discharge shall not cause a conspicuous change in the colour of the receiving waters. (i) Where the discharge is to a part of a receiving water body that is classified as Water Supply, the discharge shall not contain any substance that renders the water unsuitable for treatment (equivalent to coagulation, filtration, disinfection and micro-filtration) for human consumption. This activity is also subject to the requirements of the rules in the RL Rotorua Lakes and LR Lake Rotorua Nutrient Management section of this regional plan. The Regional Council restricts its discretion to the following matters: (a) Management and maintenance of the stormwater system to achieve the rule conditions. (b) Measures to avoid, remedy or mitigate the adverse effects of the stormwater discharge on: (i) Erosion or land instability. (ii) Water quality.	The activity meets the requirements of the other conditions. A consent for stormwater discharge would only apply during the construction of the bridge. A temporary Stormwater discharge consent would be required as there will be no on-going discharges once works are complete.	

			(iii) Flooding of land owned or occupied by another person. (iv) Aquatic ecosystems, indigenous flora and fauna, and the migration of fish species. (v) Users of the water body, including recreational use. (vi) Sites of significance to tangata whenua. (c) The administrative charges under section 36 of the Act. (d) Monitoring requirements. Explanation/Intent of Rule To provide for discharges of stormwater to water where the volume of discharge is greater than that considered to be minor, as specified in DW R20, but where the adverse effects are known or can be predicted, and can be controlled through appropriate resource consent conditions. Where the discharge of stormwater to surface water does not comply with DW R20, and is not a restricted discretionary activity under DW R21, it is a discretionary activity under DW R8. Refer to Flow Diagram DW 1 to assist reading of this rule.		
Discharges	S15	DW R8 (Rule 37)	Discharges to Water or Land Any: 1 Discharge of a contaminant to water. 2 Discharge of water to water. 3 Discharge of a contaminant onto or into land in circumstances which may result in the contaminant (or any other contaminant emanating as a result of natural processes from that contaminant) entering water. 4 Discharge of a contaminant from any industrial or trade premises onto or into land. That is not: (a) Permitted by a rule in this regional plan. (b) Permitted by a rule in any other Bay of Plenty	Might be triggered. Should the suspended solids concentration of the discharge be more than 150g/m^3 and not meet DW R21 condition (a), the activity triggered this rule. This rule would only apply during the construction of the bridge. A temporary Stormwater discharge consent would be required as there will be no on-going	Discretionary

			regional plan. (c) Prohibited by a rule in this regional plan. (d) Restricted discretionary status by a rule in this regional plan. (e) Controlled status by a rule in this regional plan. Is a discretionary activity. This activity is also subject to the requirements of the rules in the RL Rotorua Lakes section of this regional plan. The activity will also be subject to the LR Lake Rotorua Nutrient Management rules if the discharge activity is within the Lake Rotorua groundwater catchment (see Map LR 1). All discharges to surface water that are discretionary under this rule will be assessed against the Water Quality Classification of the receiving water body (refer to Schedule 9 and the Water Classification map). Resource consent applicants who seek to exceed the relevant Water Quality Classification standards must provide evidence in their application to demonstrate how the adverse effects of the proposed activity will be avoided, remedied or mitigated to be consistent with IM O3. Advisory Note: 1 Cleanfill sites that do not discharge leachate or contaminants to land are included in the definition of 'earthworks' and addressed by rules in the Land Management section of this regional plan. 2 If a resource consent applicant is unable to avoid, remedy or mitigate adverse effects on the environment, and does not meet IM O3, the resource application is likely to be publicly notified and/or consent may be declined. 3 The application of fertiliser is permitted under DW R11 subject to compliance with the conditions of the Rule. If the application does not comply with DW R11, a resource consent is required under DW R8. The	discharges once works are complete.	

			Regional Council prefer resource users to comply with DW R11 rather than apply for a resource consent. Explanation/Intent of Rule: To allow the Regional Council to assess the adverse effects of any discharge of contaminants or water to the environment that is not otherwise addressed by other regional rules. The resource consent process is an appropriate means of assessing such effects. DW R8 applies to, but is not limited to, comprehensive catchment discharge consents for stormwater, discharges from contaminated sites, and large scale discharge of contaminants from trade and industrial premises (including waste disposal discharges).		
		Schedule 1 (A)	**Aquatic Ecosystems Area – Habitats and migratory pathways of indigenous fish species**	Listed is Raparapahoe Stream as a habitat or migratory pathway for indigenous fish species. • Common Smelt • Common Bully • Banded kokopu • Koaro • Longfinned eel	
Discharges	S15	Schedule 9 (4)	**Aquatic Ecosystem (Bay of Plenty) Water Quality Classification** Any discharge of contaminants or water to water in a river or stream classified as Aquatic Ecosystem (Bay of Plenty) in the Water Quality Classification Map shall not alter the quality of the water beyond the following standards and criteria after reasonable mixing of the discharge with the receiving water: (a) The natural temperature of the water shall not be changed by more than 3 degrees Celsius as a result of	Schedule 9(4) of the RNRP also applies to the site. The site is listed as an Aquatic Ecosystem (Bay of Plenty) Water Quality Classification and any discharge of contaminants to water shall not alter the quality of the water beyond the following standards and criteria after	

11

			the discharge. (b) The discharge shall not cause the dissolved oxygen level to fall below 80% of saturation concentration. (c) The discharge shall not cause the E. coli level to exceed 126 cfu/ml as measured by a single sample. (d) There shall be no undesirable biological growths as a result of any discharge of a contaminant into the river or stream. (e) Aquatic organisms, fish and other food resources shall not be rendered unsuitable for human consumption by the presence of contaminants as a result of the discharge (refer to ANZECC Guidelines for Fresh and Marine Water Quality, 200043). (f) The discharge of contaminants (either by itself or in combination with the same, similar, or other contaminants) or water to water shall not cause: (i) The production of conspicuous oil or grease films, scums or foams, or floatable or suspended materials. (ii) Any conspicuous change in the colour or visual clarity. There shall be no greater than 10% decrease in secchi disc depth or black disk range. (iii) Any emission of objectionable odour (refer to the Operative Bay of Plenty Regional Air Plan). (iv) The rendering of fresh water unsuitable for consumption by farm animals (refer to ANZECC Guidelines for Fresh and Marine Water Quality, 2000). (v) No more than minor adverse effects on aquatic life (refer to ANZECC Guidelines for Fresh and Marine Water Quality, 2000).	reasonable mixing of the discharge with the receiving water.	

1.4 Western Bay of Plenty District Plan

Based on the description of the activity to construct a permanent bridge over the Raparapahoe Stream on # 4 Road, the relevant District Plan Rules have been identified.

The replacement permanent bridge is Permitted under the Western Bay of Plenty District Plan (WBOPDP) as long as all the performance standards are met. If one of the performance standards cannot be met, a Restricted Discretionary Activity applies under section 10.5.2 of the WBOPDP.

Table 0-2: District Plan notations

Notation	Detail
Location	#4 Road Bridge, Te Puki
Zoning	Rural
Historic building	No
Listed/heritage trees	No
Cultural sites of significance	Statutory Acknowledgements Area
Natural Hazards	Active Faultline within 330m of the site Geothermal Regions Overlay
Ecological sites	Significant Ecological Feature Overlay
Outstanding landscapes	No
Significant Natural Areas	No

Figure 4: District Plan showing overlays at the proposed works site.

Table 0-3: Western Bay of Plenty District Plan Rules Assessment

Zone	Activity	RMA	Rule	Rule description	Comment	Activity status
District Wide	*Natural Environment*		5.4.2	a. Restricted Discretionary Activities (excluding Matakana Island)Native vegetation removal, destruction, or clearance (including logging and burning). b. Earthworks. c. Infilling (including dumping), drainage or piping of wetlands. d. Planting of exotic species. e. Visitor and outdoor recreational facilities and activities. f. Educational facilities. g. Accommodation facilities associated with e. or f. above. h. Dwellings and accessory buildings including minor dwellings and accessory dwellings. i. Home enterprises. j. Subdivision. k. Minerals exploration, mining and quarrying. l. Works and network utilities as provided for in Section 10.	**Triggered. Restricted Discretionary Resource Consent required.** The proposed activity requires a Restricted Discretionary Resource Consent due to the works requiring clearance of native vegetation, and earthworks to prepare the works site. The proposed works are in relation to works and network utilities.	Restricted Discretionary

District Wide	*Natural Environment*		5.6.1	**Matters of Discretion – Assessment criteria for Restricted Discretionary Activities.** In considering an application for a Restricted Discretionary Activity Council is restricted to the following assessment criteria. These criteria can be used as a guide for Discretionary and Non Complying Activities. a. The scale and intensity of the activity shall be tailored to ensure the sustainability of natural habitats and ecosystems associated with the site. b. All existing native vegetation shall be retained except where removal is unavoidable for the following reasons. i. To create a building platform; ii. For access and parking; iii. For the purposes of the proposed activity. In this case mitigation should be provided to compensate for the loss of this vegetation where deemed appropriate. c. Any native vegetation removal must not adversely affect the functioning and sustainability of natural habitats and ecosystems. d. All earthworks necessary for building platforms, access or the	**Matters of discretion over what Council are able to take into account when considering the Restricted Discretionary Resource Consent application.** The proposed works will require native vegetation removal to prepare the site. Further information will be required to be able to assess these matters in the Restricted Discretionary Resource Consent prior to submission to Council.	

				activity shall be such that they create minimal disturbance to natural habitats and ecosystems. e. Any effects on the Significant Ecological Feature as a result of the location of house sites and the associated threat from any animal predators, or any garden plants entering the feature. f. The noise, light or glare impact from construction activity, the facility or the activity, must not adversely affect the sustainability of natural habitats and ecosystems. g. Development proposals shall ensure that any run-off or stormwater resulting from the establishment of the activity does not lead to siltation, sedimentation or a reduction of water quality in natural watercourses, wetlands and groundwater that leads to adverse effects on identified natural habitats and ecosystems. h. For works and network utilities the proposal must demonstrate the necessity to locate within or adjacent to the Significant Ecological Feature concerned. i. The nature, duration, form and extent of the the proposed development, activity, alteration or change and its effects on the Significant Ecological Feature.		

				j. The degree of modification or damage that will be caused to the Significant Ecological Feature. k. Whether there is reasonable alternative location on the site for the proposed development or activity that will result in a nil or lesser impact on the proposed natural area. l. The objectives and policies in the District Plan relating to the protection of Significant Ecological Feature. m. The potential effects of the proposed development on the ecological relationships between features (e.g. connectivity and buffering). n. Consideration of relevant iwi management plans. o. Ways in which an effect can be avoided, remedied or mitigated.		
District Wide	*Infrastructure, Network Utilities and Designations*	S9	10.3	Activities for Existing Infrastructure and Network Utilities (a) Activities relating to the operation, maintenance (including vegetation trimming/removal as prescribed in the Electricity (Hazards from Trees) Regulations 2003, or other superseding legislation), removal or	As the works are within a Significant Ecological Feature Overlay, this rule would be triggered because it is anticipated that vegetation clearance for trees and/or shrubs over 3m in height will occur. Under the Natural Environment section the activity	Restricted discretionary

				replacement of existing infrastructure and network utilities. Provided that: Within Identified Significant Features, these activities shall not result in: 1. The removal of trees and/or shrubs over 3m in height; 2. Vegetation disturbance/destruction/removal of greater than 1%, or being no more than 150m2 in area of the Identified Significant Feature area contained within the site, in any 12 month period. 3. Greater than 50m3 of earthworks within an Identified Significant Feature, in any 12 month period. However, if these works do result in any of 1., 2. or 3. above, then resource consent will be required. Refer to activity status and Information Requirements of Section 5 (Natural Environment), Section 6 (Landscape) and Section 7 (Historic Heritage) for whichever Identified Significant Feature these works are being undertaken within.	status has been determined as restricted discretionary .	
District Wide	*Infrastructure, Network Utilities and Designations*	S9	10.4	Activity Performance Standards for Infrastructure and Network Utilities The activities within Activity Table 10.3 shall comply with the Performance Standards in 10.4	The proposal is not exempt from the standards under 10.3 therefore the performance standards shall apply.	Permitted

				and the Performance Standards for the zone in which the activity is located. Except that activities within Table 10.3 shall be exempt from the Performance Standards for the zone in which the activity is located where those Performance Standards are inconsistent with standards already specified in either Activity Table 10.3 or the Performance Standards in 10.4. An activity that will not comply with a Performance Standard shall be a Restricted Discretionary Activity for that particular non-compliance, unless the activity is assigned a more stringent activity status within Activity Table 10.3, then that activity status shall take precedence. **a. Ground reinstatement** i. Where the development, operation, maintenance or minor upgrading of infrastructure or network utilities involves ground disturbance, the ground affected shall be reinstated as far as practicable to the condition existing before the start of the activity; ii. Where the removal of infrastructure/network utilities involves disturbance to the ground, the ground shall be reinstated as far as practicable to the condition of the land immediately surrounding where the activity has occurred. **h. Noise and Vibration** 4c.1.3.2 Noise limits	It will be necessary to demonstrate that the proposed works are able to meet these standards.	
Rural Zone	*Rural*		18.3.1	Activity Lists (i) Works and network utilities as provided for in Section 10.	Under Rule 18.3.1 Permitted Activity List, the only applicable activity for the proposed works applies. Rule 18.3.1 (i) Works and network utilities as provided for in Section 10. Section 10.3 (a) Activities for Existing Infrastructure and Network Utilities: The works are within the road reserve and are listed as a permitted activity. Provided that	Permitted

					the standards listed within Identified Significant Features can be met, including the Performance Standards listed in Section 10.4. If 1., 2., or 3. In Rule 10.3 (a) cannot be met, see Rule 5.4.2, requiring a Restricted Discretionary Resource consent.	

Under the WBOPDP the proposed works will require a Restricted Discretionary Resource Consent as the works will trigger Rule 5.4.2.

An assessment of both the BOPRNRP and WBOPDP has determined that a Discretionary Resource Consent is required under the rules of the BOPRC RNRP and a Restricted Discretionary Resource Consent is required under the rules of the WBOPDP to undertake these works.

1.5 Other Approvals

The location of the works has been assessed again Heritage New Zealand Pouhere Taonga Act 2014, the Reserves Act 1977, the Wildlife Act 1953 and the Department of Conservation for Reserve Management Plans and Conservation Management Strategies and no relevant provisions apply to this site.

The proposed works are identified on the Department of Conservation Maps within the following:

- Ecological Districts overlay.
- Indigenous Forest overlay.

Stakeholders and Affected Parties

The purpose of this section is to identify relevant property and landowners, potential stakeholders and those parties whom might be considered as potentially affected by the proposal at a high level.

The proposed location of the replacement bridge and the works are located within the legal road corridor and will not cross a private property boundary, no landowners are affected by these works. Any new site plans for the location of the bridge will require an assessment for potential affected parties and stakeholders.

The works are located within a Statutory Acknowledgement Area. The relevant stakeholders and affected parties are listed below.

- Waitaha
- Tapuika
- Ngai Te Rangi Area of Interest

Technical Information

The subsections below identify a range of technical inputs and management plans that need to be considered for the purpose of supporting a resource consent application(s).

- An ecological assessment to ensure that no indigenous/endangered species are present.

Summary

The proposed works will require a Discretionary Resource Consent from the BOPRC to undertake the works. This is required for either Option 1 or Option 2 bridge replacement and for the location of the bridge. Under the WBOPDP a Restricted Discretionary Resource Consent is required

Mischa Wild

Prepared by
Mischa Wild

Date: 16 May 2023

Reviewed by
Michael Jones

APPENDIX B

HYDROLOGY AND HYDRAULIC ASSESSMENT

Memorandum

To	Paul Anderson
Copy	Ehsan Hendi; Abby Brunsden
From	Isabella Paiva de Souza
Office	Tauranga
Date	7 March 2023
File/Ref	083
Subject	No. 4 Road – Hydrology and Hydraulic Assessment

1 Background

WSP has been engaged by the Western Bay of Plenty Council to undertake flood modelling for Bridge 83 located at No.4 Road in Te Puke. The bridge crosses the Raparapahoe Stream at the bottom of a steep gully approximately 1.3 km from the intersection of No.4 and No.3 roads. Due to a stream flood on 29th January 2023, Bridge 83 was washed out. The main objective of the assessment is to find the flood water level at the bridge during a 50yr and 100yr ARI storm event (including the effects of climate change) and determine a minimum bridge soffit level. The location of the bridge is shown Figure 1.

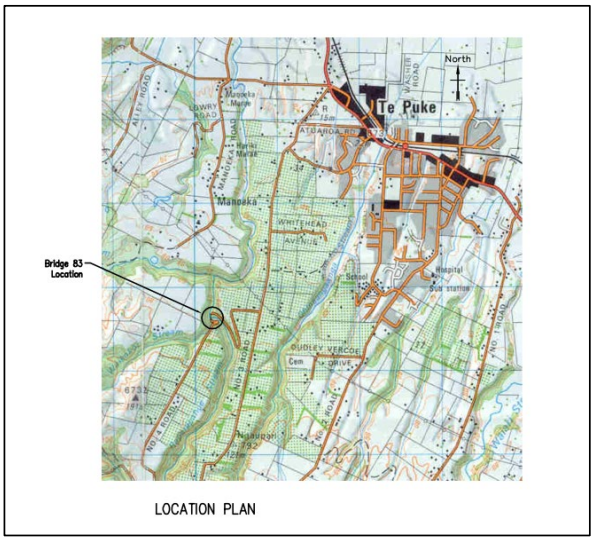

Figure 1: Location Plan Bridge 83 No.4 Road – Te Puke

WSP
Tauranga
Gartshore House
L3, 116 Cameron Road
Tauranga, New Zealand
+64 7 578 2089
wsp.com/nz

2 Hydrology

The Raparapahoe Stream catchment area to the location of the Bridge is 4,031 ha. Based on information from the Smap Soil Drainage layer (2022) and FSL Soil Drainage layer (2020), the underlying soil is predominantly well drained within the catchment.

2.1 Rainfall Intensities

Rainfall intensities were sourced from NIWA HIRDS v4. Climate change has been accounted for using the RCP8.5 scenario for 2081 to 2100.

2.2 Peak Flow Estimation

A modified rational method adapted for rural catchments, based on Griffith & McKerchar (2012) was used to determine the peak flows for the 50yrcc and 100yrcc ARI storm events (including the effects of climate change). A weighted averaged runoff coefficient of 0.3 was used for the entire catchment. Table 1 below shows the results from our hydrological assessment.

Table 1: Catchment hydrological outputs

Catchment	Catchment Area (ha)	Time of Concentration (min)	50yrcc ARI flow (m^3/s)	100yrcc ARI flow (m^3/s)
Raparapahoe Stream	4030.82	206	154.5	175.5

3 Hydraulics

A 1D steady hydraulic model was generated for the river using HEC-RAS 6.3.1 software and LiDAR information to determine flood parameters. The key design events assessed were the 50yrcc and 100yrcc ARI storm events. Table 2 presents the parameters used for the hydraulic models. The bridge data used in the model was obtained from long section plans of the bridge provided by the Western Bay of Plenty, dating back to 1953.

Table 2: Hydraulic model parameters

Parameter	Existing Conditions
Geometry	• LiDAR LINZ 1m DEM (NZVD-2016) • UAV Survey Data 2023
Manning's roughness value (n)	• 0.035 for the streambed • 0.05 for grassland • 0.15 for Indigenous Forest • 0.02 for Road
Upstream boundary condition	100yrcc and 50yrcc ARI peak flows
Downstream boundary condition	Normal flow (i.e., friction slope average = 0.32%)

4 Design criteria

Table 3 provides the key design criteria that have been applied to this hydrological and hydraulic assessment.

Table 3: Key design criteria

No.	Type	Selected Criteria	Standards / Guidelines
1	Rainfall	HIRDS V4	BoPRC Hydrological and hydraulic guidelines BoPRC Stormwater Management Guideline
2	Climate Change	RCP 8.5 scenario used	MfE Coastal Hazards and Climate Change Guidance Report (BoPRC)
3	Runoff Assessment	Modified Rational Method	BoPRC Hydrological and hydraulic guidelines
4	Bridge Freeboard	Passage of the 50-year return period flood with a minimum clearance of 0.6 m	BoPRC Hydrological and hydraulic guidelines
5	Debri raft	No allowance for debris raft. Assume new structure will be single span	NZTA Bridge Manual

5 Results

The model successfully generated results for two flood scenarios: 50yrcc and 100yrcc storm events. Based on the BoPRC Hydrological and Hydraulic Guidelines, the design standard necessitates that rural road bridges should be able to withstand a 50-year recurrence interval flood event with a minimum clearance of 0.6 meters. Consequently, the underside of the superstructure level must be at RL 20.53 m or higher to meet the minimum freeboard criteria. Table 4 provides a summary of the hydraulic model outputs, and more detailed information can be found in Appendix A.

Table 4: Model results

Flood Event	Flow Rate (m^3/s)	Top Water Level (RL m)	Existing Bridge Soffit - Underside of The Superstructure Level (RL m)	Proposed Bridge Soffit - Underside of The Superstructure Level (RL m)
50yrcc ARI Storm Event	154.00	19.93	22.2	20.53
100yrcc ARI Storm Event	175.50	20.26	22.2	20.86

6 Conclusion

The primary findings of this assessment can be summarised as follows:

- The **minimum required** bridge soffit level is RL 20.53 meters. This is in accordance with the 50yrcc flow + allowance for freeboard.

7 References

- Hydrological and Hydraulic Guidelines, Bay of Plenty Regional Council. Available at: https://www.boprc.govt.nz/media/373948/hydrological-and-hydraulic-guidelines.pdf
- Stormwater Management Guidelines for the Bay of Plenty Region, Bay of Plenty Regional Council. Available at: https://www.boprc.govt.nz/media/520746/guidelines-2012-01-stormwater-management-guidelines-for-the-bay-of-plenty-region2.pdf
- The NZ Transport Agency's Bridge manual SP/M/022 Third edition, Amendment 0 Effective from May 2013.
- Western Bay of Plenty Development Code, DS-5: Stormwater, September 2009.
- MfE Coastal Hazards and Climate Change Guidance Report, Bay of Plenty Regional Council, September 2021.

8 Appendix A – Flood Model Results

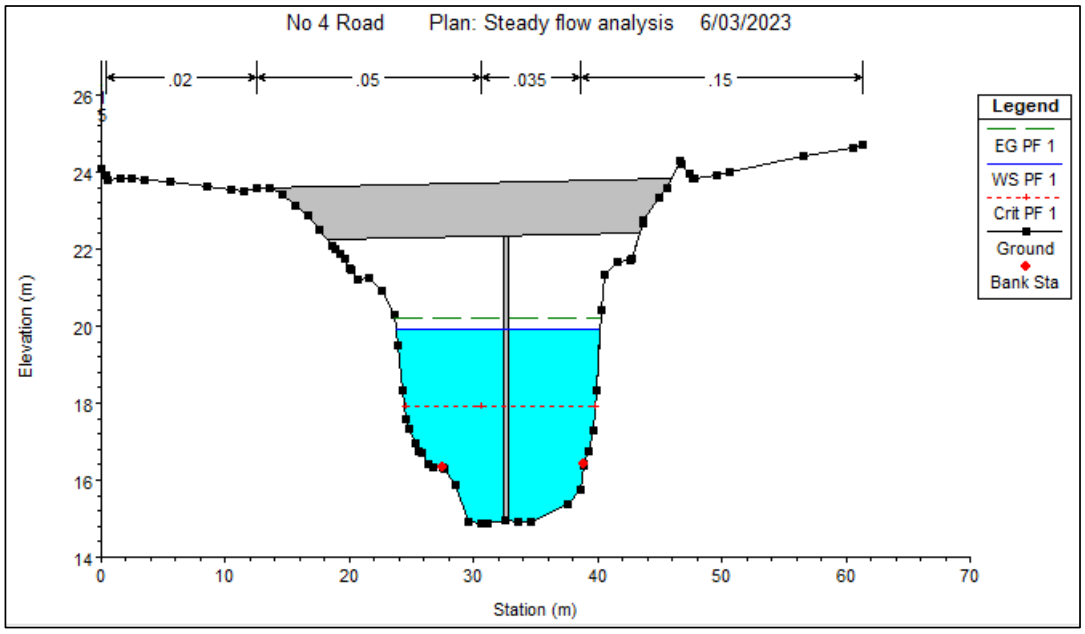

Figure A- 1 : Bridge cross Section during a 50yrcc ARI Storm Event

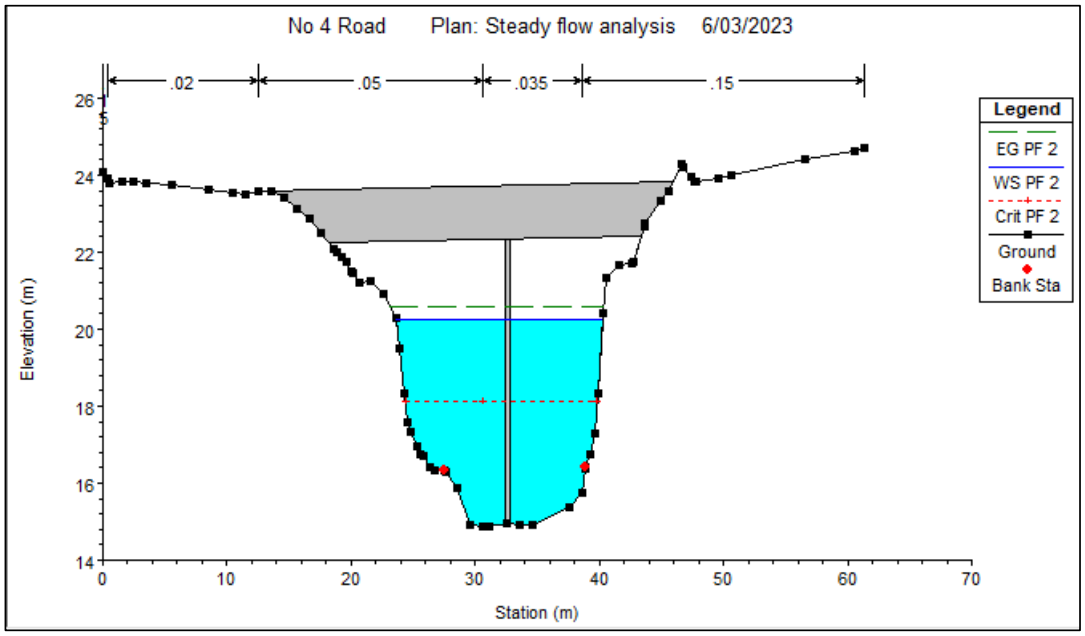

Figure A- 2 : Bridge cross Section during a 100yrcc ARI Storm Event

River: Raparapahoe Profile: PF 1
Reach Raparapahoe RS: 385 Plan: Steady flow analysis

Plan: Steady flow analysis Raparapahoe Raparapahoe RS: 385 Profile: PF 1

		Element	Inside BR US	Inside BR DS
E.G. US. (m)	20.25	E.G. Elev (m)	20.23	20.02
W.S. US. (m)	19.93	W.S. Elev (m)	19.91	19.72
Q Total (m3/s)	154.00	Crit W.S. (m)	17.91	17.77
Q Bridge (m3/s)	154.00	Max Chl Dpth (m)	5.04	4.95
Q Weir (m3/s)		Vel Total (m/s)	2.39	2.29
Weir Sta Lft (m)		Flow Area (m2)	64.45	67.22
Weir Sta Rgt (m)		Froude # Chl	0.39	0.37
Weir Submerg		Specif Force (m3)	179.56	177.74
Weir Max Depth (m)		Hydr Depth (m)	4.03	3.71
Min El Weir Flow (m)	23.61	W.P. Total (m)	31.44	32.18
Min El Prs (m)	22.42	Conv. Total (m3/s)	2397.5	2169.5
Delta EG (m)	0.23	Top Width (m)	16.00	18.13
Delta WS (m)	0.20	Frctn Loss (m)		
BR Open Area (m2)	111.28	C & E Loss (m)		
BR Open Vel (m/s)	2.39	Shear Total (N/m2)	82.94	103.22
BR Sluice Coef		Power Total (N/m s)	198.18	236.49
BR Sel Method	Momentum			

Figure A- 3 : Cross Section 385 flow outputs (i.e., the bridge cross section and the immediate upstream cross-section) – 50yrcc ARI Storm event

River: Raparapahoe Profile: PF 2
Reach Raparapahoe RS: 385 Plan: Steady flow analysis

Plan: Steady flow analysis Raparapahoe Raparapahoe RS: 385 Profile: PF 2

		Element	Inside BR US	Inside BR DS
E.G. US. (m)	20.61	E.G. Elev (m)	20.60	20.37
W.S. US. (m)	20.26	W.S. Elev (m)	20.24	20.04
Q Total (m3/s)	175.50	Crit W.S. (m)	18.12	17.97
Q Bridge (m3/s)	175.50	Max Chl Dpth (m)	5.37	5.27
Q Weir (m3/s)		Vel Total (m/s)	2.52	2.40
Weir Sta Lft (m)		Flow Area (m2)	69.78	73.10
Weir Sta Rgt (m)		Froude # Chl	0.39	0.38
Weir Submerg		Specif Force (m3)	209.68	207.64
Weir Max Depth (m)		Hydr Depth (m)	4.31	3.93
Min El Weir Flow (m)	23.61	W.P. Total (m)	32.79	33.60
Min El Prs (m)	22.42	Conv. Total (m3/s)	2668.7	2432.0
Delta EG (m)	0.24	Top Width (m)	16.19	18.58
Delta WS (m)	0.21	Frctn Loss (m)		
BR Open Area (m2)	111.28	C & E Loss (m)		
BR Open Vel (m/s)	2.52	Shear Total (N/m2)	90.24	111.09
BR Sluice Coef		Power Total (N/m s)	226.98	266.71
BR Sel Method	Momentum			

Figure A- 4 : Cross Section 385 flow outputs (i.e., the bridge cross section and the immediate upstream cross-section) – 100yrcc ARI Storm event

APPENDIX C

GEOTECHNICAL INFORMATION

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WORK IN PROGRESS

PRINTED 23/05/2023 11:38:45 am

REVISION	AMENDMENT	APPROVED	DATE
A	PLAN FOR DISCUSSION		

Western Bay of Plenty District Council

wsp
Tauranga Office
+64 7 578 2089
PO Box 646
Tauranga 3140
New Zealand

CIVIL

SCALES: 1:250 (A1) 1:500 (A3)
ORIGINAL SIZE: A1
DRAWN: P.MATUNDAN
DESIGNED:
APPROVED:
DRAWING VERIFIED:
DESIGN VERIFIED:
APPROVED DATE:

PRELIMINARY DESIGN

PROJECT
WESTERN BAY OF PLENTY DISTRICT COUNCIL
NO 4 ROAD AT RP 0.580-0.780, TE PUKE
BRIDGE PERMANENT REPAIR STAGE 1

TITLE
PLAN (SKETCH ONLY)

WSP PROJECT NO. (SUB-PROJECT): 2-91W84.20(1)
SHEET NO.: SK01
REVISION: A

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WORK IN PROGRESS

PRINTED 23/05/2023 11:38:45 am

REVISION	AMENDMENT	APPROVED	DATE
A	PLAN FOR DISCUSSION		

Western Bay of Plenty District Council

wsp
Tauranga Office
+64 7 578 2089
PO Box 646
Tauranga 3140
New Zealand

CIVIL

SCALES: 1:250 (A1) 1:500 (A3)
ORIGINAL SIZE: A1
DRAWN: P.MATUNDAN
DESIGNED:
APPROVED:
DRAWING VERIFIED:
DESIGN VERIFIED:
APPROVED DATE:

PRELIMINARY DESIGN

PROJECT
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10.8 NO.1 ROAD REHABILITATION AND WIDENING PROGRAMME

File Number: A5498364

Author: Calum McLean, Senior Transportation Engineer

Authoriser: Gary Allis, General Manager Infrastructure

EXECUTIVE SUMMARY

No. 1 Road has been identified as a high priority cycle route. In addition, approximately one fifth of the road is under-width and overdue for pavement reconstruction. A vertical realignment is necessary over approximately 500m to accommodate a future connection between No. 1 Road and Cannell Farm Drive. Benefits would be achieved from undertaking these improvement projects concurrently however Waka Kotahi funding is not currently available from the National Land Transport Fund for implementation of a shared path.

Two road sections have been maintained beyond their economic life and this has resulted in significant pavement failures and road user dissatisfaction.

The recommendation is to proceed with the rehabilitation and widening over two years with out constructing the cycleway.

RECOMMENDATION

1. That the Senior Transportation Engineer's report dated 8 August 2023 titled 'No.1 Road Rehabilitation and Widening Programme' be received.
2. That the report relates to an issue that is considered to be of **low** significance in terms of Council's Significance and Engagement Policy.
3. That the Project and Monitoring Committee approves proceeding with pavement reconstruction and widening of sections 2 & 3 and vertical realignment for the future Cannell Farm Drive extension.

Section	Year	Estimated Cost
2	2024/2025	$1,450,000
3	2023/2024	$1,750,000

And

That implementation of the shared path be reconsidered once sections 2 and 3 of No1 Road rehabilitation and widening have been completed.

BACKGROUND

Approximately one fifth of No. 1 Road is too narrow for the volume of traffic it carries. There are also sections where the pavement condition has reached the end of its life. This causes problems for heavy vehicles using the road to access horticultural businesses.

The sub-standard road width and condition and the lack of a shared path prevents people who live or work on No. 1 Road from walking or cycling to/from Te Puke town centre and creates safety risks for anyone who attempts to walk or cycle on the road.

Improvement projects are proposed to address these deficiencies, as described in Table 1 below and the appended layout plan.

Section	Start (RP)	End (RP)	Length (m)	Current Speed limit (kph)	Existing seal width (m)	Proposed seal width (m)	Pavement remaining life	Proposed upgrade
1	0	300	300	50	9	No change	10+ years	Widen existing footpath to 2.5m
2	300	950	650	50	5.8	8	0	Reconstruction, widen, new shared path
3	950	1930	980	80	5.8	8.5	0	Reconstruction, widen, new shared path
4	1930	3120	1190	80	8.8	8.5	10+ years	New off-road shared path
5	3120	4120	1000	80	8.8	8.5	10+ years	New off-road shared path

Table 1: No 1 Road Improvements Projects

The pavement over sections 2 and 3 has reached the end of its economic life and is overdue for reconstruction. These sections are also under-width compared to the rest of the road. Renewal and widening of these sections have been identified as an urgent need by the No. 1 Road community who have raised their concerns with Council multiple times over the last 3 years. If the road is not re-constructed soon, the road will continue to deteriorate, likely contributing to more crashes and damage to vehicles. In addition, a new road planned to connect No. 1 Road and Cannell Farm Drive needs to be future proofed by lowering No. 1 Road at the intersection.

Providing a walking and cycling connection over Sections 1 – 5 is essential for realising the benefits of a shared path as it enables connectivity to the rest of the network and to the largest employers on the road. A shared path would provide more transport choices for staff and visitors, particularly for the 1,000+ seasonal workers at Trevelyan's.

The No. 1 Road cycleway is strategically aligned and has been identified in the Walking and Cycling Action Plan 2020-2021 as a high priority cycle route to connect residential, rural, and horticultural businesses to the existing cycle network of Te Puke.

Funding

Improvements were planned to be progressed over a 3-year period as summarised in Table 2 below.

Section	Scope	Cashflow (excl. road lowering for future Cannell Farm Drive extension)			Total
		23/24	24/25	25/26	
1	Widen existing path		$150,00		$150,000
2	Widen & reconstruct pavement, new shared path		$2,250,000		$2,250,000
3	Widen & reconstruct pavement, new shared path	$3,350,000			$3,350,000
4	New shared path			$1,950,000	$1,950,000
5	New Shared path			$1,650,000	$1,650,000
		$3,350,000	**$2,400,000**	**$3,600,000**	**$9,350,000**

Table 2: No 1 Road Improvement Projects – original 3 year programme (option B)

Pavement renewals are delivered through the One Network Maintenance Contract.

Seal widening and walking and cycling improvements are typically aligned with the renewals programme via the Low-Cost/Low-Risk (LCLR) programme however Waka Kotahi advised that a business case must be submitted for the walking/cycling facility because the estimated total cost exceeded the $2M cap placed on LCLR projects.

A single stage business case was developed and submitted to Waka Kotahi in June 2023. In July 2023 Waka Kotahi accepted the Business Case but declined to subsidise the project because there are currently inadequate funds available from the National Land Transport Fund, although funding may be available in the future.

Due to the lack of certainty around Waka Kotahi funding it is proposed to reduce the project scope in the short-term to that described in Table 3.

Section	Scope	Cashflow (incl. road lowering for future Cannell Farm Drive extension)*			Total
		23/24	24/25	25/26	
2	Widen & reconstruct pavement. Allow for future path		$1,450,000		$1,450,000
3	Widen & reconstruct pavement. Allow for future path.	$1,750,000			$1,750,000
		$1,750,000	**$1,450,000**		**$3,200,000**

Table 3: No 1 Road Improvement Projects – recommended 3 year programme (option A)

*In addition, there is an opportunity to achieve better value for money by undertaking vertical realignment of No. 1 Road as part of the section 2 works, to enable the future extension of Cannell Farm Drive. The estimated cost of these enabling works is $250,000, which would be funded from financial contributions.

Progress to date

Design and investigation of the section 3 pavement reconstruction and widening is well progressed and assumes the following:

- A 2.5m separated walking/cycling facility will be Implemented in the future,
- The road centreline will be relocated eastward to accommodate the future path.
- Kerb and channel and a piped stormwater system will be implemented where necessary to accommodate the centreline shift and avoid costly utility service relocations.

To hold the pavement and improve the safety of the road until pavement reconstruction is undertaken, Council's road maintenance contractor, WestLink recently completed repairs and minor improvements over sections 1 to 4 as follows:

- 32 'mill and fill' patches (total area 1220m^2, 246 tonnes of hot-mix asphalt)
- Re-marking of centrelines and edge-lines.
- Installation of new edge marker posts.

SIGNIFICANCE AND ENGAGEMENT

In terms of the Significance and Engagement Policy this decision is considered to be of **low** significance because it impacts a small part of the community

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/Affected Parties	Completed/Planned Engagement/Consultation/Communication		
Name of interested parties/groups	Trevalyan's Pack & Cool Te Puke Community Board Plant & Food Research	Planned	
Tangata Whenua	Waitaha, Tapuika		
General Public	No. 1 Road residents and property owners		

ISSUES AND OPTIONS ASSESSMENT

Option A

That the Project & Monitoring Committee approves proceeding with pavement reconstruction and widening of sections 2 & 3 and vertical realignment for the future Canell Farm Drive extension.

Section	Year	Estimated Cost
2	2024/2025	$1,450,000
3	2023/2024	$1,750,000

And

That implementation of the shared path be reconsidered once sections 2 and 3 have been completed.

Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	**Advantages** • Addresses residents and road users concerns regarding the condition and safety of the road. • Eliminates need for additional expensive pavement holding treatments. • Facilitates future road connection between No. 1 Road and Cannell Farm Drive. • Cost savings from undertaking vertical realignment with pavement reconstruction/widening. • Postpones implementation of separated cycling/walking facility until funding shortfall is filled. **Disadvantages** • No cost savings from undertaking separated cycling/walking facility with pavement reconstruction and widening. • Postpones implementation of separated cycling/walking facility.
Costs (including present and future costs, direct, indirect and contingent costs).	$3,200,000

Option B

That the Project & Monitoring Committee approves proceeding with pavement reconstruction and widening of sections 2 & 3, vertical realignment for the future Canell Farm Drive extension and installation of the separated walking/cycling facility over sections 1 to 5.

Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	**Advantages** • Addresses residents and road users concerns regarding the condition and safety of the road. • Eliminates need for additional expensive pavement holding treatments. • Facilitates future road connection between No. 1 Road and Cannell Farm Drive. • Cost savings from undertaking vertical realignment with pavement reconstruction/widening. • Cost savings from undertaking separated cycling/walking facility with pavement reconstruction and widening. • Progresses implementation of separated cycling/walking facility. **Disadvantages** • 51% FAR is not currently available. This funding shortfall for the separated cycling/walking facility will need to be filled from other sources.
Costs (including present and future costs, direct, indirect and contingent costs).	$9,600,00
Option C That the Project & Monitoring Committee does not approve proceeding with pavement reconstruction and widening of sections 2 & 3, or vertical realignment for the future Cannell Farm Drive extension or installation of the separated walking/cycling facility over sections 1 to 5.	
Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	**Advantages** • 51% FAR is not currently available. Postpones implementation of cycling/walking facility until funding shortfall is filled. **Disadvantages** • Does not address residents and road users concerns regarding the condition and safety of the road. • Necessitates additional expensive pavement holding treatments. • Does not facilitate future road connection between No. 1 Road and Cannell Farm Drive. • Does not offer best value for money for whole of life cost.
Costs (including present and future costs, direct, indirect and contingent costs).	$100,000 per annum

STATUTORY COMPLIANCE

The recommendation(s) meets:

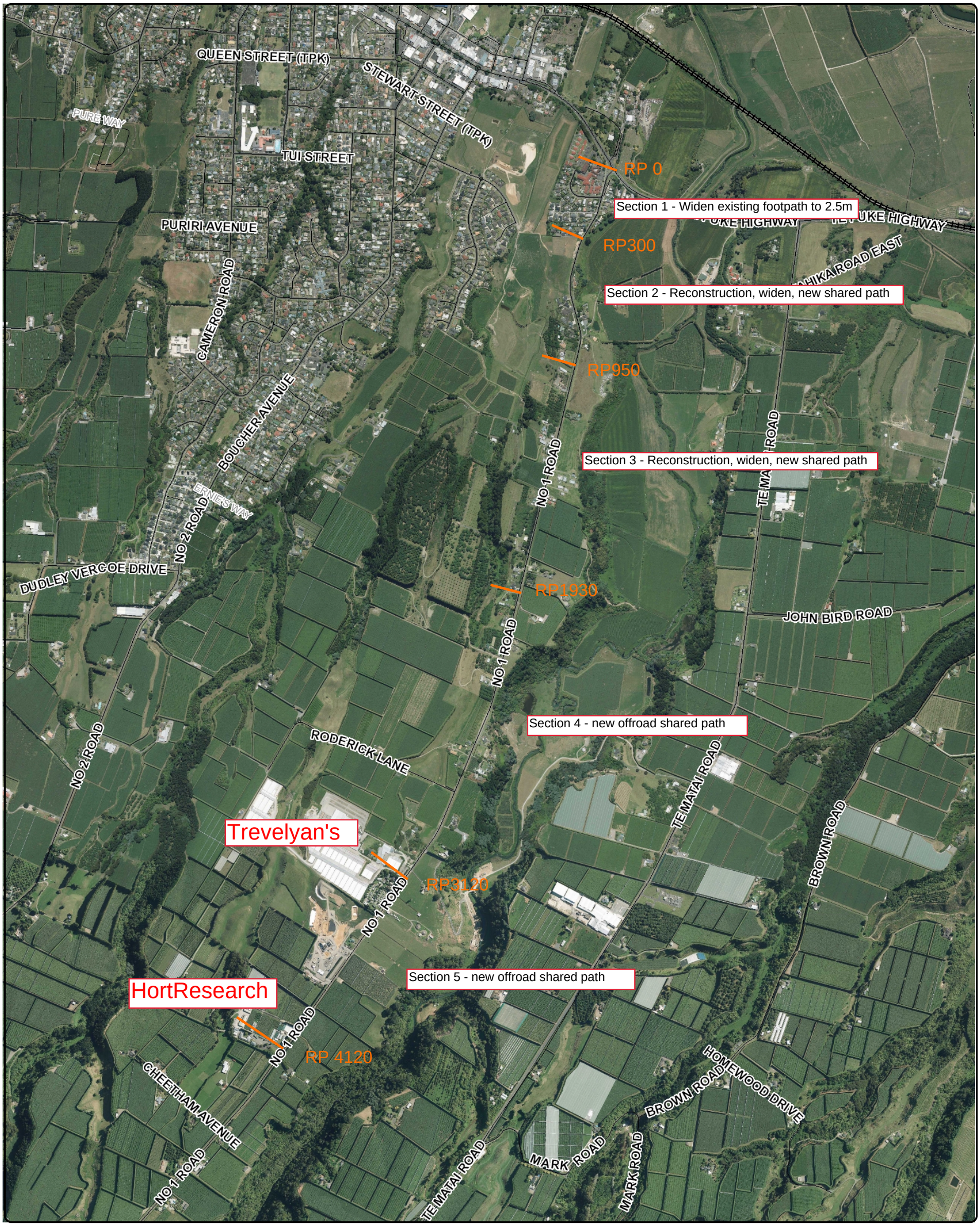
- *Legislative requirements/legal requirements*
- *Current council plans/policies/bylaws*
- *Regional/national policies/plans.*

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
283429 001 210413 001	The recommended option is funded from existing budgets Pavement Rehabilitation. Low Cost Low Risk (Minor Safety Projects).

ATTACHMENTS

1. No 1 Road Sections 1 to 5



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

Date: 31/05/2023
Operator: Geocortex
A3 Scale 1: 14,956
0 748 Meters

Western Bay of Plenty District Council | For our people

No 1 Road Improvements

10.9 OPERATIONAL RISK AND SCORECARD REPORT QUARTERLY UPDATE ENDING JUNE 2023

File Number: A5622256

Author: Tracy Harris, Executive Assistant Infrastructure Group

Authoriser: Gary Allis, General Manager Infrastructure Group

EXECUTIVE SUMMARY

The purpose of this report is to present the Scorecard report for the 4th quarter ending 30 June 2023, and to advise on current capital projects, operational issues, property proposals, and trending across the Council activities.

RECOMMENDATION

That the Executive Assistant, Infrastructure Group's report, dated 8 August 2023, titled 'Operational Risk and Scorecard Report Quarterly Update Ending 30 June 2023' be received.

BACKGROUND

SCORECARD REPORT

The Scorecard report for the 12 months ending 30 June 2023 is attached, refer Attachment 1. The executive summary of that report notes trends and provides commentary. The first section of the Scorecard provides growth monitoring statistics and additional lots. Part two provides a summary on progress with the work programme. Note this Scorecard Report does not include financial information as that is being reported to the Audit and Risk Committee.

We are interested in feedback on the format of the Scorecard report and the information that it contains to make changes to provide the level and type of performance reporting that the Committee requires. We note that improved detail is required in the narrative in each section, and this will be improved in the next iteration.

OPERATIONAL RISK AND STATUS TABLE

The operational risk table has been developed to show:

- Project or activity;
- Brief description of the risk and why it has arisen;
- Type of risk (e.g., timing, financial, service delivery);
- Project or topic status update;
- Items that the Committee needs to be aware of; and
- Traffic light system:

Green: Operational item, for information;

Orange: Potential to escalate, Council needs to be aware; and
Red: High risk, Council direction may be required.

This is an up-to-date status and forward-looking report and may supersede the comments in the Scorecard Report.

Additional information and topics may be provided at the meeting.

TOPIC AND DESCRIPTION	RISK TYPE	RISK LEVEL
Roading Storm Damage The storm damage repairs, and reinstatement programme is shown in Attachment 2. The repairs are progressing well. This agenda contains separate reports on No.4 Road Bridge and Te Puna Station Road. At this stage the subsidy for the reinstatement works is likely to be 51%, 71% or 91% depending on the timing of the works and whether the subsidy rules are changed by cyclone affected areas.	Financial Reputational Timing	
Two Mile Creek Bank Protection The project has been let to Beach Contractors. Based on the tender price the total project cost will be in the vicinity of $2.5M, which is well within budget. Project undertook some initial setup prior to shutting down for the fish passage period. The works will recommence 30 November. The project is planned to be extended up to Te Mata Reserve subject to consent, landowner agreement and Council approval.	Timing Weather	
Capital Expenditure A review of all the capital projects has been undertaken to assess the likely performance for the year. At this stage the assessment is that the capex will be around 80% of the full year target however this is continually impacted by the significant periods of rain. The expenditure includes budgeted items, additional expenditure approved by Council and projects with unbudgeted external funding. The wet weather to date in the construction season is having an impact on the roading programme. Road pavements cannot be constructed in the wet, and they need several fine days to dry before sealing. To date a significant portion of the construction season has been lost. The storm event and clear up has diverted design and construction resources.	Weather Financial Weather related contract claims	
Elder Housing The site at Heron Crescent has been cleared. 4 units were demolished and 7 have been removed and have been on sold. Civil works on the site are well underway. Council has endorsed the initial concept design for replacement units, with some conditions subject to a successful funding application from Ministry of Housing and Urban Developments Affordable Housing Fund.	Timing Financial	

ATTACHMENTS

1. Scorecard Report - Twelve Months Ending June 2023

2. WBOPDC Emergency Works Project Status as at 2 August-2023

Pūrongo paetae

Scorecard Report

For the twelve months ended
30th June 2023

Western
Bay of Plenty
District Council

Executive Summary

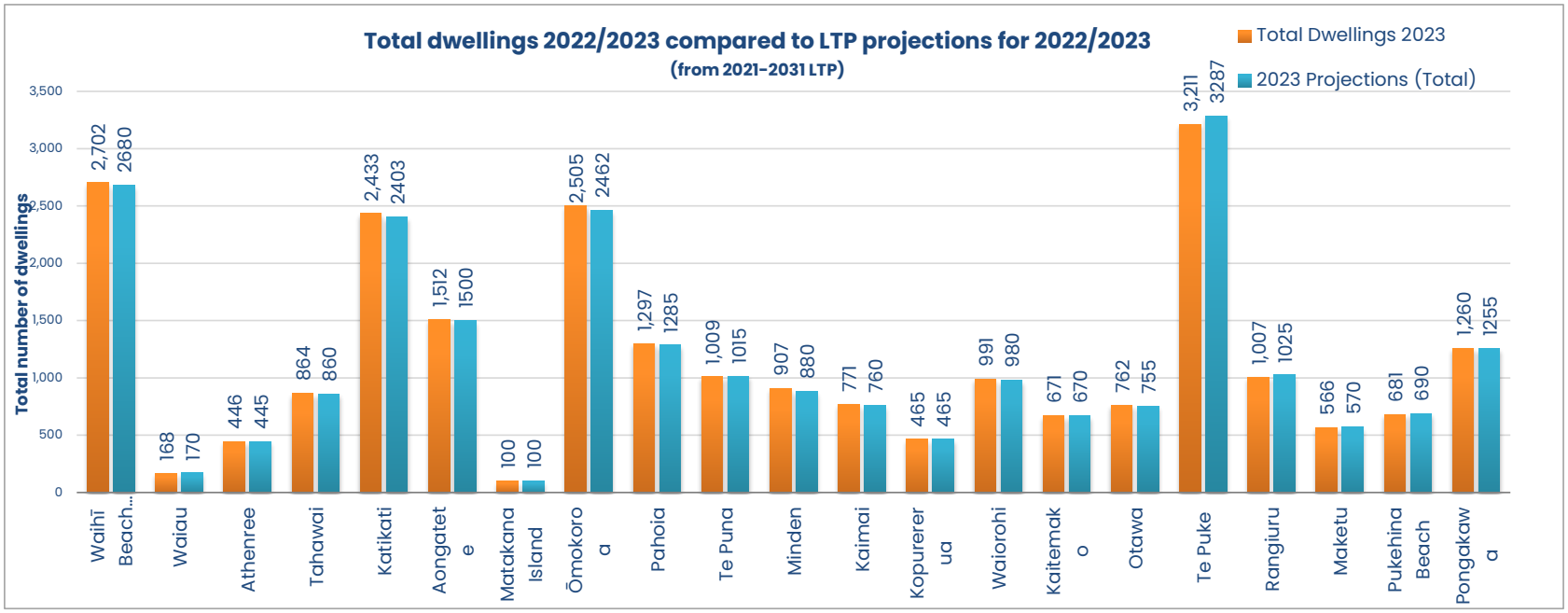
The purpose of this report is to provide a Performance and Monitoring update to the Western Bay of Plenty District Council Senior Leadership Team. This report is for the twelve months ended 30th June 2023 and includes growth monitoring statistics, work programme & long-term plan activity update & internal services update.

In the 2022/2023 financial year, 334 Dwelling Consents Issued (DCI) were issued for the District, with 246 in residential and 88 in rural areas. Top residential areas for DCIs were Ōmokoroa, Te Puke, and Waihī Beach – Bowentown / Athenree. Residential DCIs decreased by 33% compared to the previous year. A total of 414 additional lots were proposed at s223 stage, with 384 in residential and 30 in rural areas. Residential s223 applications increased by 102%, rural decreased by 61%. At s224 stage, 291 new lots were created, 221 in residential and 70 in rural areas. Residential s224 applications decreased by 14%, rural increased by 56%. Te Puke exceeded projected lots, while Ōmokoroa fell short. Overall, s224 lots decreased by 4% due to slower subdivision activity caused by inflation and costs.At the time of this generating this report, there were 339 reporting items, consisting of 227 projects and 112 processes (business as usual). 32 reporting items are pending and will be included in the Annual Report 2022-2023. It is projected that 63% of projects and processes will meet their targets, with 81% expected to be on time and 67% on budget.

The long-term plan activity update indicates that the organisation is performing well in delivering committed projects and achieving Key Performance Indicators (KPIs). However, the report suggests that improvements can be made in providing more comprehensive and updated commentary to the public. Currently, comments are often repeated without significant updates, and enhancing this aspect could be beneficial.

Part One: Growth Monitoring Statistics as of 30 June 2023

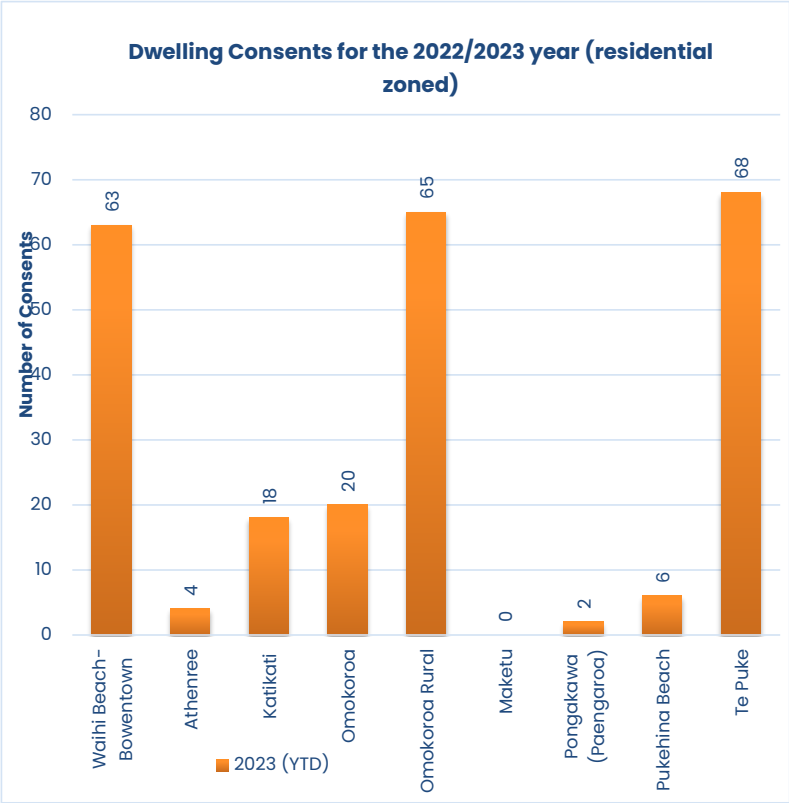
This report provides ward and district level data regarding three indicators of development in the District:

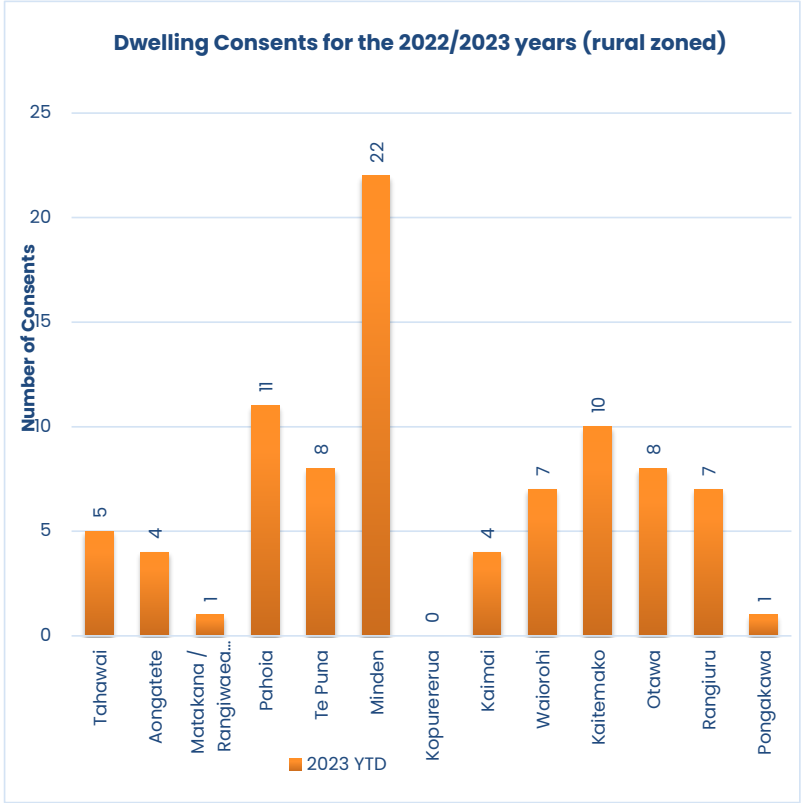


a. Dwelling consents issued
b. Additional lots proposed at subdivision application stage
c. Subdivision - New lots created at Section 224 approval stage
(Note: the actual number of lots created may change during the consent process)

a. Dwelling Consents Issued - By Ward

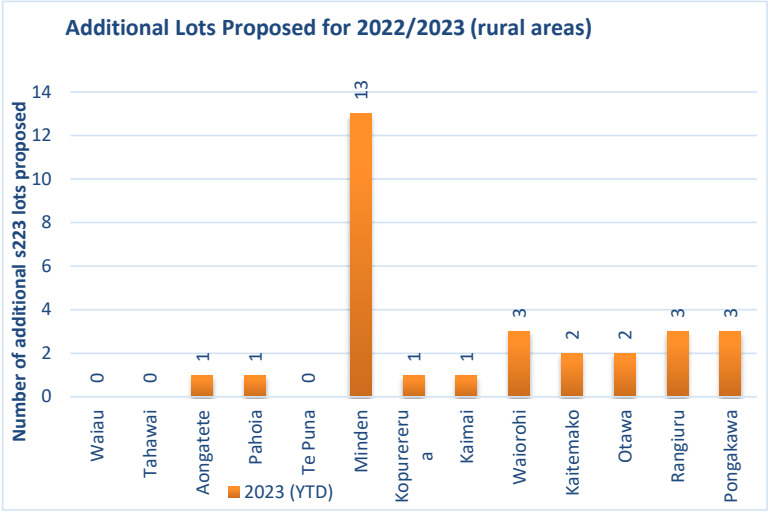
For the 2022/2023 financial year, there was a total of 334 DCI for the District. 246 of the total dwellings issued came from residential zoned areas and the remaining 88 were from rural zoned areas. The residential areas with the top three DCI were Ōmokoroa (includes Ōmokoroa rural) which had 85 total, followed by Te Puke (68) and then Waihī Beach – Bowentown / Athenree (67).
Overall, in comparison to the 2021/2022 financial year for residential zoned areas there was a 33% decrease in DCI. The top three rural areas with DCI issued were Minden (22), Pahoia (11) and Waiorohi (10). In comparison to the 2021/2022 financial year, rural DCI also decreased by 33%. Factors that contributed to the decreases in 2022/2023 were the slowdown in subdivision activity and the cost increase of building supplies.





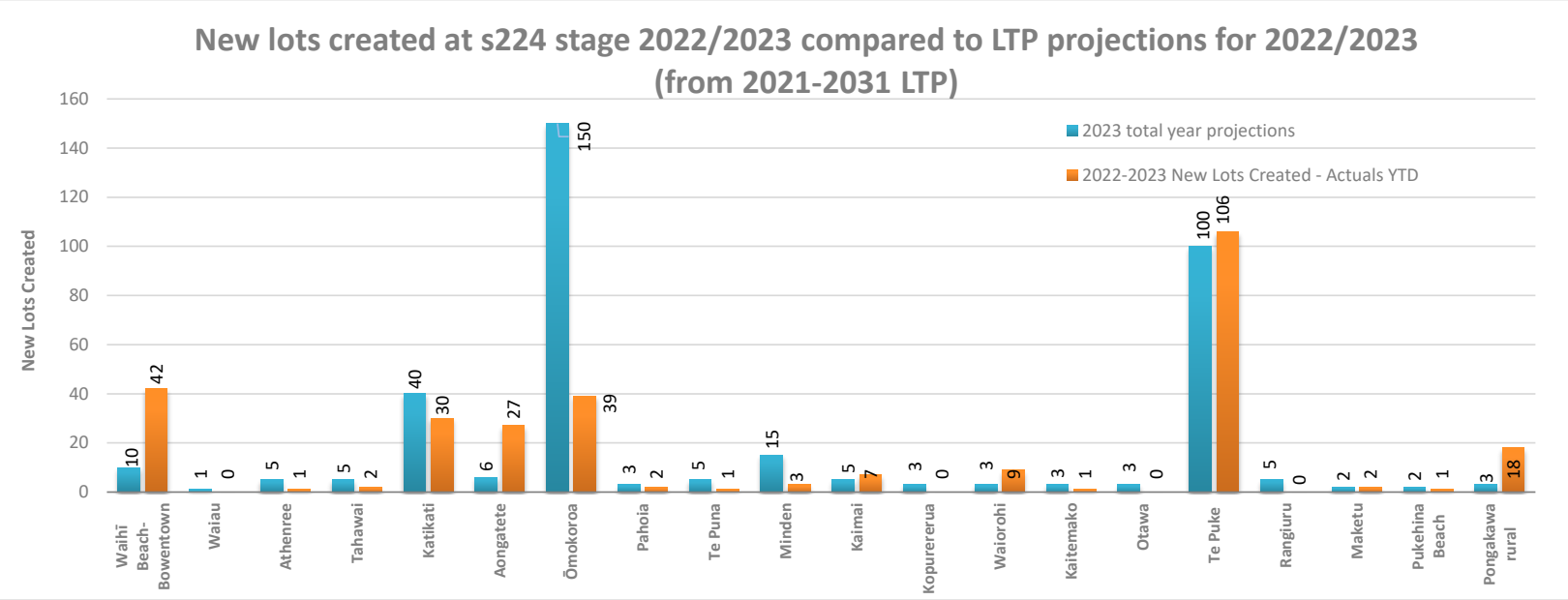
b. Additional Lots Proposed by Ward

For the 2022/2023 year there were a total of 414 additional lots proposed at s223 stage. 384 of the total additional lots proposed were from residential zoned areas, and the remaining 30 were from rural zoned areas. In residential zoned areas, the top three areas with the most s223 applications were Te Puke (367, 357 was Zest development), Ōmokoroa (6) and Waihī Beach – Bowentown / Athenree (6). In rural zoned areas the top three contributors to s223 lots was Minden (13), Rangiuru, Pongakawa and Waiorohi (3), and lastly Kaitemako and Otawa (2). In comparison to the 2021/2022 year, residential lots created at s223 stage increased by 102% and rural lots decreased by 61%. Overall, there was a 56% increase from the 2021/2022 year, this increase will be reflected in new lots created at s224 stage in the coming years.

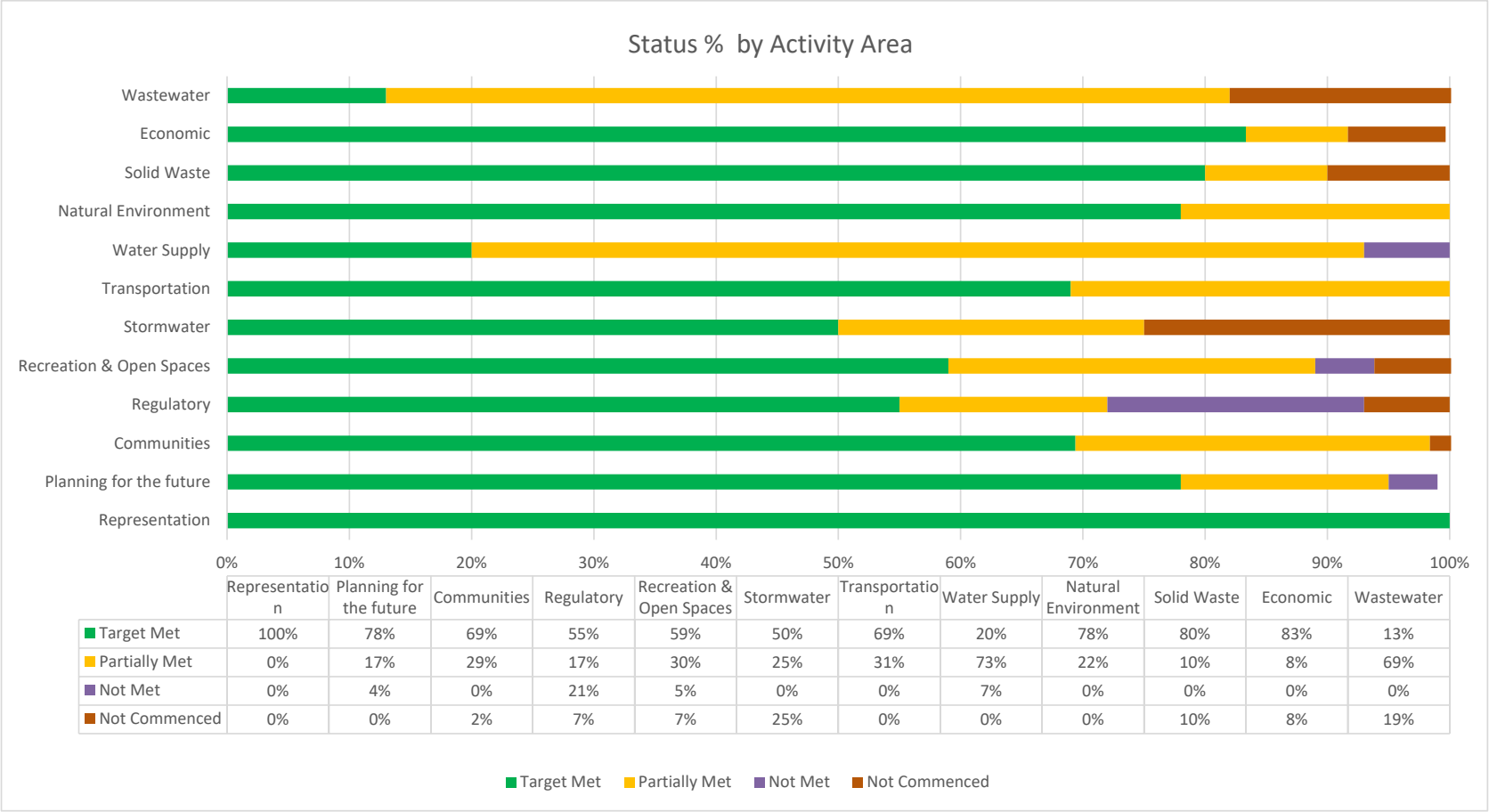


c. New lots created – by Ward

For 2022/2023 there was a total of 291 s224 new lots created across the District. 221 of the total s224 new lots created were from residential areas and the remaining 70 were from rural zoned areas. In residential areas, the top three areas with the most s224 new lots created were Te Puke (106), Waihī Beach – Bowentown / Athenree (43) and lastly Ōmokoroa (39). In rural areas, the top three areas with the most s224 new lots created was Aongatete (27), Pongakawa (18) and lastly Waiorohi (9). In comparison to the 2021/2022 year, residential s224 applications decreased by 14% and rural applications increased by 56%. Te Puke exceeded 2023 LTP new lot projections by 6 lots and Ōmokoroa had 111 less s224 new lots created than projected in the 2021 – 2031 LTP. Overall, new lots created at s224 stage decreased by 4% compared to 2021/2022 due to subdivision activity running slightly slower than assumed due to inflation and rising costs.



Part Two: Work programme & Long Term Plan update



	Representation	Planning for the future	Communities	Regulatory	Recreation & Open Spaces	Stormwater	Transportation	Water Supply	Natural Environment	Solid Waste	Economic	Wastewater
Target Met	100%	78%	69%	55%	59%	50%	69%	20%	78%	80%	83%	13%
Partially Met	0%	17%	29%	17%	30%	25%	31%	73%	22%	10%	8%	69%
Not Met	0%	4%	0%	21%	5%	0%	0%	7%	0%	0%	0%	0%
Not Commenced	0%	0%	2%	7%	7%	25%	0%	0%	0%	10%	8%	19%

Representation

Projects					
Status		**Time**		**Cost**	
Not commenced		Under schedule		*Too early to predict*	
Not met		***On time***	***1/1***	Under cost	
Partial met		Over schedule		***On cost***	***1/1***
Target met	***1/1***			Over cost	

Processes					
Status		Time		Cost	
Not commenced		Under schedule		Too early to predict	
Not met		***On time***	***3/3***	Under cost	
Partial met		Over schedule		***On cost***	***3/3***
Target met	***3/3***			Over cost	

Work programme		**Non-Financial**	
Key measures	**Target**	**Result year to date**	**Narrative**
Percentage of meetings attended by Elected Members and Community Board members. - Elected Members at Council and committee meetings. - Community Board Members at Community Board meetings.	 ≥80% ≥80%	 97% 93%	From Elections 2022 - current. New triennium has different meetings and new Elected Members
Level of satisfaction with representation provided by elected members: - Community - Māori	 ≥60% ≥60%	 51% 37%	Key reasons for dissatisfaction include lack of transparency & visibility & lack of understanding of people's needs.

Planning for the future

Projects					
Status		**Time**		**Cost**	
Not commenced		Under schedule		***Too early to predict***	***1/17***
Not met	***1/17***	***On time***	***15/17***	***Under cost***	***1/17***
Partial met	***3/17***	***Over schedule***	***2/17***	***On cost***	***13/17***
Target met	***13/17***			***Over cost***	***2/17***

Processes					
Status		**Time**		**Cost**	
Not commenced		Under schedule		*Too early to predict*	
Not met		***On time***	***6/6***	*Under cost*	
Partial met	***2/6***	Over schedule		***On cost***	***6/6***
Target met	***4/6***			*Over cost*	

Work programme		Non-Financial	
Key measures	**Target**	**Result year to date**	**Narrative**
Plans, strategies, and policies are developed or reviewed in accordance with Council-approved programme.	100%	100%	Key updates: • Plan Change 92 which introduces new intensification rules from the Enabling Housing Amendment to the RMA for Ōmokoroa and Te Puke was notified in line with statutory timeframes. The submissions and further submission phases were completed and the plan change is tracking towards a hearing set down for September 2023.

			• Decisions were released on two Private Plan Changes 93 and 94 on 9 September 2022. No appeals were lodged, and the Plan Changes were made operative on 24 December • The E-Plan (District Plan) is being maintained and updated with plan changes. The system has been improved to enable customers to make electronic submissions to plan change processes. • The District Plan Review is underway. The first phase of pre-engagement with the community provided feedback across a range of environmental topics. The feedback has been sorted to identify place based issues and priorities for plan review. Engagement with Tangata Whenua progressed with workshops in November and December as part of and alongside the SmartGrowth Tangata Whenua Spatial Planning exercise.

Level of resident satisfaction with the impact of growth on: - Range of housing choices - Personal Safety - The time taken to travel around your area - Employment opportunities - Road safety - Overall pleasantness of your local area	No survey	NA	This is a two-yearly survey. Next survey is scheduled for 2024.

Communities

Projects					
Status		**Time**		**Cost**	
Not commenced	***1/36***	*Under schedule*		***Too early to predict***	***5/36***
Not met		***On time***	***33/36***	***Under cost***	***4/36***
Partial met	***9/36***	***Over schedule***	***3/36***	***On cost***	***26/36***
Target met	***26/36***			***Over cost***	***1/36***

Processes					
Status		**Time**		**Cost**	
Not commenced		*Under schedule*		*Too early to predict*	
Not met		***On time***	***13/13***	*Under cost*	
Partial met	***5/13***	*Over schedule*		***On cost***	***13/13***
Target met	***8/13***			*Over cost*	

Work programme		Non-Financial	
Key measures	**Target**	**Result year to date**	**Narrative**
Number of activity performance measures achieved (Community Building, Community Facilities, Libraries & Service Centers)	≥70%	96%	This result is the culmination of a number of levels of service measures.
Level of resident satisfaction with Community Services based on a two yearly survey. This includes community development, library services and cemeteries.	No survey	NA	Next survey is scheduled for 2024.

Regulatory

Projects					
Status		**Time**		**Cost**	
Not commenced		*Under schedule*		***Too early to predict***	***2/5***
Not met	***1/5***	***On time***	***3/5***	***Under cost***	***1/5***
Partial met	***3/5***	***Over schedule***	***2/5***	***On cost***	***2/5***
Target met	***1/5***			*Over cost*	

Processes					
Status		**Time**		**Cost**	
Not commenced	***2/24***	*Under schedule*		*Too early to predict*	
Not met	***5/24***	***On time***	***24/24***	*Under cost*	
Partial met	***2/24***	*Over schedule*		***On cost***	***24/24***
Target met	***15/24***			*Over cost*	

Work programme		Non-Financial	
Key measures	**Target**	**Result year to date**	**Narrative**
Number of successful legal challenges or mediation settlements (exclude weather tightness claims)	0	0	No successful legal challenges or mediation settlements for the Resource Consents activity.
Percentage of service requests that are complaints about Council's processes for: - Animal Control - Health and Licensing - District Plan and Bylaw - Compliance - Building - Resource Consents Compliance and Enforcement	≤3%	0.33%	13 complaints were received out of a total of 3961 Service Requests.

Recreation and Open Spaces

Projects					
Status		**Time**		**Cost**	
Not commenced	***4/56***	*Under schedule*		***Too early to predict***	***9/56***
Not met	***2/56***	***On time***	***43/56***	***Under cost***	***7/56***
Partial met	***18/56***	***Over schedule***	***13/56***	***On cost***	***33/56***
Target met	***32/56***			***Over cost***	***7/36***

Processes					
Status		**Time**		**Cost**	
Not commenced		*Under schedule*		*Too early to predict*	
Not met		***On time***	***5/5***	*Under cost*	
Partial met		*Over schedule*		***On cost***	***5/5***
Target met	***5/5***			*Over cost*	

Work programme		Non-Financial	
Key measures	**Target**	**Result year to date**	**Narrative**
The percentage of recreational facilities that have an average to excellent grading of equal to or less than 3 (1 excellent, 5 very poor) as identified in the NZ Park and Recreation Asset Grading manual.	≥70%	93.8%	This result reflects the playground audit conducted this year resulting in a lower overall condition grading result.
Increasing overall resident satisfaction with recreation and open spaces facilities and amenities.	No survey	NA	Next survey is scheduled for 2024

Stormwater

Projects					
Status		**Time**		**Cost**	
Not commenced	***2/7***	*Under schedule*		*Too early to predict*	
Not met		***On time***	***5/7***	***Under cost***	***3/7***
Partial met	***2/7***	***Over schedule***	***2/7***	***On cost***	***3/7***
Target met	***3/7***			***Over cost***	**1/7**

Processes					
Status		**Time**		**Cost**	
Not commenced		*Under schedule*		*Too early to predict*	
Not met		***On time***	***1/1***	*Under cost*	
Partial met		*Over schedule*		***On cost***	***1/1***
Target met	***1/1***			*Over cost*	

Work programme		Non-Financial	
Key measures	**Target**	**Result year to date**	**Narrative**
The number of times per annum flooding occurs outside identified flood-prone urban areas during the one-in-50 year or less storm event.	≤3	NA	Waiting on the results & will be reported in the Annual Report
Level of resident satisfaction with Council's stormwater system	≥65%	63%	With the large number of weather events affecting the District there has been a significant decrease in residents' satisfaction with stormwater management.

Transportation

Projects					
Status		**Time**		**Cost**	
Not commenced		*Under schedule*		***Too early to predict***	***2/24***
Not met		***On time***	***20/24***	*Under cost*	
Partial met	***8/24***	***Over schedule***	***4/24***	***On cost***	***21/24***
Target met	***16/24***			***Over cost***	***1/24***

Processes					
Status		**Time**		**Cost**	
Not commenced		*Under schedule*		*Too early to predict*	
Not met		***On time***	***2/2***	*Under cost*	
Partial met		*Over schedule*		***On cost***	***2/2***
Target met	***2/2***			*Over cost*	

Work programme		Non-Financial	
Key measures	**Target**	**Result year to date**	**Narrative**
The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number. - Fatal crashes - Serious injury crashes	 ≤0 ≤0	NA	Result will be reported in the Annual Report
Level of satisfaction with our transportation networks (roads, cycling and walkways)	≥60%	50%	This result is a cumulation of Roading, Cycling & Walkways results. Satisfaction with the roads and streets in the District (excluding State Highways) has taken a major hit in 2023. Key reasons for dissatisfaction being the need to widen the roads & delays caused due to roadworks

Water Supply

Projects					
Status		**Time**		**Cost**	
Not commenced		*Under schedule*		***Too early to predict***	***1/12***
Not met	***1/12***	***On time***	***6/12***	***Under cost***	***7/12***
Partial met	***9/12***	***Over schedule***	***6/12***	***On cost***	***2/12***
Target met	***2/12***			***Over cost***	***2/12***

Processes					
Status		**Time**		**Cost**	
Not commenced		*Under schedule*		*Too early to predict*	
Not met		***On time***	***3/3***	*Under cost*	
Partial met	***1/3***	*Over schedule*		***On cost***	***3/3***
Target met	***2/3***			*Over cost*	

Work programme		Non-Financial	
Key measures	**Target**	**Result year to date**	**Narrative**
For the three supply zones the percentage of Council's treated water supply with a Ministry of Health grading as per the New Zealand Drinking Water Standards 2005 (revised 2018). - B or better for treatment - B or better for distribution	 100% 100%	 100% 100%	This system is not in operation anymore. Compliance has been taken over by Taumata Arawai. A new measure will be determined for future years.
Level of resident satisfaction with the quality of Council's water supply	≥80%	73%	Key reasons for dissatisfaction include silica, build-up stains & hard water

Natural Environment and Sustainable Living

Projects					
Status		**Time**		**Cost**	
Not commenced		Under schedule		***Too early to predict***	***1/9***
Not met		**On time**	***8/9***	*Under cost*	
Partial met	**2/9**	**Over schedule**	***1/9***	***On cost***	***8/9***
Target met	***7/9***			Over cost	

Processes					
Status		**Time**		**Cost**	
Not commenced		Under schedule		*Too early to predict*	
Not met		On time		*Under cost*	
Partial met		Over schedule		*On cost*	
Target met				*Over cost*	

Work programme		**Non-Financial**	
Key measures	**Target**	**Result year to date**	**Narrative**
Percentage of projects funded through Community Matching Fund that are completed.	≥90%	90%	Projects have been successfully funded and completed. The Community Matching Fund is well received and recognised in the community.
Percentage of residents who perceive the environment attributes monitored have improved or are being maintained - Quality of streams and rivers - The quality of harbours and estuaries - The protection of historic places - The general level of cleanliness in your area - The amount and quality of native plants and animals	≥75%	58.2%	Key reasons for dissatisfaction include poor water quality, better control of pollution, roadside litter & plants damaging wildlife.

Wastewater

Projects					
Status		**Time**		**Cost**	
Not commenced	***3/12***	*Under schedule*		***Too early to predict***	***3/12***
Not met		***On time***	***6/12***	***Under cost***	***6/12***
Partial met	***7/12***	***Over schedule***	***6/12***	***On cost***	***1/12***
Target met	***2/12***			***Over cost***	***2/12***

Processes					
Status		**Time**		**Cost**	
Not commenced		*Under schedule*		*Too early to predict*	
Not met		***On time***	***4/4***	*Under cost*	
Partial met	***4/4***	*Over schedule*		***On cost***	***4/4***
Target met				*Over cost*	

Work programme		Non-Financial	
Key measures	**Target**	**Result year to date**	**Narrative**
Compliance with resource consents for each wastewater scheme:			Maketu irrigation field bore monitoring non-compliant results have been a known ongoing issue & work is currently underway for design improvements and desludging
- Katikati	≥90%	98%	
- Maketu/Little Waihi	≥96%	89%	
- Te Puke	≥90%	100%	
- Waihi Beach	≥97%	100%	
- Ongare Point	≥95%	100%	
- Level of resident satisfaction with Councils reticulated wastewater disposal system	≥90%	86%	

Solid Waste

Projects					
Status		**Time**		**Cost**	
Not commenced	***1/6***	*Under schedule*		***Too early to predict***	***3/6***
Not met		***On time***	***5/6***	***Under cost***	***6/6***
Partial met	***1/6***	***Over schedule***	***1/6***	***On cost***	***2/6***
Target met	***4/6***			***Over cost***	**1/6**

Processes					
Status		**Time**		**Cost**	
Not commenced		*Under schedule*		*Too early to predict*	
Not met		***On time***	***4/4***	*Under cost*	
Partial met		*Over schedule*		***On cost***	***4/4***
Target met	***4/4***			*Over cost*	

Work programme		Non-Financial	
Key measures	**Target**	**Result year to date**	**Narrative**
Percentage of waste recycled or recovered as estimated by solid waste two yearly audit. The audit will be undertaken as per the Solid Waste Analysis protocol issued by Ministry of the Environment.	≥33%	42%	Kerbside results for 2022/2023 reveal: In total 8794 tonnes of waste was collected – 3724 tonnes of that was diverted from landfill.
Percentage level of customer satisfaction with household rubbish disposal methods.	≥80%	80%	

Economic Development

Projects					
Status		**Time**		**Cost**	
Not commenced	***1/12***	*Under schedule*		*Too early to predict*	
Not met		***On time***	***11/12***	***Under cost***	***1/12***
Partial met	***1/12***	***Over schedule***	***1/12***	***On cost***	***11/12***
Target met	***10/12***			*Over cost*	

Processes					
Status		**Time**		**Cost**	
Not commenced		*Under schedule*		*Too early to predict*	
Not met		*On time*		*Under cost*	
Partial met		*Over schedule*		*On cost*	
Target met				*Over cost*	

Work programme		Non-Financial	
Key measures	**Target**	**Result year to date**	**Narrative**
Percentage of economic contracts where key contract requirements have been achieved. Key service delivery contracts held by Priority One, Tourism BOP, Te Puke Economic Development Group, EPIC Te Puke, Katch Katikati and Waihi Beach Events & Promotions	≥90%	90%	All economic contracts have met or exceeded their KPI's. Economic contractors are performing to a high level and adding value to Council and the community.
Level of resident satisfaction with our role in promoting employment and business opportunities within the sub-region.	≥65%	47%	Key reason for dissatisfaction is the lack of promoting these opportunities.

Part Three: Internal Services – Strategic Priorities

Internal Services

Projects					
Status		**Time**		**Cost**	
Not commenced		*Under schedule*		*Too early to predict*	
Not met		***On time***	***28/30***	***Under cost***	***4/30***
Partial met	***6/30***	***Over schedule***	***2/30***	***On cost***	***26/30***
Target met	***24/30***			*Over cost*	

Processes					
Status		**Time**		**Cost**	
Not commenced	***1/47***	Under schedule		*Too early to predict*	
Not met	***1/47***	***On time***	***47/47***	*Under cost*	
Partial met	***14/47***	Over schedule		***On cost***	***47/47***
Target met	***31/47***			*Over cost*	

Narrative:

- Project 3157- Property-Vehicles-Fleet optimisation review complete and results about to be presented by Optifleet. This work will allow for more targeted fleet purchasing. Adding more electric vehicles to the fleet based on recommendations of Fleet Review.

- Project 2858- People and Capability-Performance, Learning, Development, and Coaching- Staff attending personal growth and development opportunities has continued to increase over the last quarter.

- Project 3279- Information Technology-Business Process Reviews digitisation and automation of business processes- The Objective Build project is complete, enabling customers to lodge building consents through a new portal available from our website. The mobile capture project enabling compliance officers to work remotely integrating inspections to our service requests is expected to go live in the next quarter.

Event Date	Site	Route Position	Proposed Treatment	Current Cost Estimate	Current Status	Next Steps	Construction Program Target	Forecast Spend by 30 June 2023
Jan-18	Oropi Gorge Rd	4180	TBC	$175,000	Waiting for feedback from WBOP DC	Detailed Design	23/24	$10,000
Jan-18	Oropi Gorge Rd	4285	TBC	$175,000	Waiting for feedback from WBOP DC	Detailed Design	23/24	$10,000
Jan-18	Oropi Gorge Rd	4530	TBC	$175,000	Waiting for feedback from WBOP DC	Detailed Design	23/24	$10,000
Oct-22	Reid Road	1050	TBC	$505,000	Optioneering	Geometric design	23/24	$10,000
Oct-22	Rocky Cutting Road	3417	Extension of existing gabion basket wall	$600,000	Construction	Completion	July/August 23	$20,000
Oct-22	Te Puke Quarry Road	7485	Centreline realignment. Re-route stormwater	$263,000	Construction	Complete	Aug-23	$200,000
Oct-22	Te Puna Station Rd	1200	TBC	TBC	Road closed	Consultation and decisions	TBC	$170,000
Jan-23	Kaiate Falls	1050	Reinforce slope with soil nails or cut batter with land purchase	$550,000	Design	Construction	Sep-23	$10,000
Jan-23	Lund Road	4766	TBC - pending landslide study	$300,000	Long term monitoring	Reporting	23/24	$150,000
Jan-23	Lund Road	4617	TBC - pending landslide study	Included in cost above for Lund Road	Long term monitoring	Reporting	23/24	Included in cost above for Lund Road
Jan-23	Manoeka Road	4500	Backfill with rock	$20,000	Ongoing	Construction	May-23	$10,000
Jan-23	Manoeka Road	5100	Reinstate carriageway with existing rock material	$12,500	Complete	-	Completed	$0
Jan-23	Ngamuwahine Road	2338	Repair culvert with rock outlet	$60,000	Complete	-	Completed	$2,613
Jan-23	Ngamuwahine Road	2820	TBC	$35,000	Design	Review data	23/24	$10,000
Jan-23	Ngamuwahine Road	2000	TBC	$35,000	Design	Review data	23/24	$10,000
Jan-23	Ngamuwahine Road	1442	TBC	$405,000	Design analysis	Construction	23/24	$10,000
Jan-23	No 3 Road	12000	TBC	$1,060,000	Scoping	Geotechnical Investigation	23/24	$10,000
Jan-23	No 3 Road	12334	TBC	$10,000	Scoping	Geotechnical Investigation	23/24	$0
Jan-23	No 3 Road	12420	TBC	$10,000	Scoping	Geotechnical Investigation	23/24	$0
Jan-23	No.4 Road Bridge 83 - Bailey bridge	700	Bailey Bridge including supply, install, monthly hire, removal	$1,200,000	Installed and monthly hire applies	Ongoing monthly hire	Completed	$770,000
Jan-23	No.4 Road Bridge 83 - Detour route	700	Temporary roadway through private property (a.k.a No.5 Rd) excl. Kirikiri Stream Bridge upgrade	$600,000	Maintenance	-	Aug-23	$600,000
Jan-23	No.4 Road Bridge 83 - Bridge replacement	700	New bridge	$4,000,000	Options report complete	Council to decide on Option	23/24	$63,000
Jan-23	Old Kaimai Road	3595	Repair embankement with granular fill	$82,538	Complete	-	Completed	$82,538
Jan-23	Oropi Gorge Rd	(multiple sites)	Clear overslips	$-	Complete	-	Completed	$0
Jan-23	Pongakwa Bush Road	9000	Reinstate carriageway	$300,000	Scope repairs	Construction	May-23	$300,000
Jan-23	Poripori Road	3850	Repair embankement with granular fill	$650,000	Design Complete	Construction	Sept/Oct 23	$20,000
Jan-23	Poripori Road	600	Retaining wall	$330,000	Design	Construction	23/24	$10,000
Jan-23	Rocky Cutting Road	3242	MSE Wall	$411,389	Construction	kerb and channel and sealing	July/August 23	$411,389
Jan-23	Rocky Cutting Road	3820	Granular fill	$870,000	Construction	Complete	July/August 23	$790,000
Jan-23	Te Puke Highway	6700	Reinstate road shoulder/embankement	$165,000	Design	Construction	July/August 23	$0
Jan-23	Te Puke Quarry Road	7400	TBC	TBC	Construction	Complete	June/July 23	$10,000
Jan-23	Turner Road	187	TBC	$20,000	Design	Construction	July/August 23	$0
Jan-23	Upper Ohauiti Road	11541	TBC	$170,000	Construction	Complete	July/August 23	$150,000
Jan-23	Various sites across network (initial response)	0	Network wide minor overslips, tree fall, drainage, TM, etc. initial response	$350,000	Ongoing	Finish overslip cleanups and scour repairs	ongoing	$300,000
Jan-23	Wairoa Road	2450	Repair embankment with granular fill with shear key	$1,170,471	Design	Physical works procurement, construction	July/August 23	$70,000
Jan-23	Washer Road (end of Station Rd)	0	Rock rip-rap	$400,000	Retrospective consent in progress	-	Completed	$130,000
Apr-23	Taumata Road	527	Concrete swale reinstatement	$38,275	Requires confirmation to proceed	-	TBC	$0
Apr-23	Seales Road	714	Reinstatement of road	$16,500	Initial response/reinstatement completed	Confirm further scope	TBC	$16,500

Jan-23	Old Coach Road	8505	Bridge/Culvert waterway scour and culvert dislodgment. Culvert end realigned and cast in situ head wall poured	$45,000	Complete	-	June/July 23	$40,000
May-23	Te Puke Quarry Rd - Underslip#2	7505	Centreline realignment. Bund off slip area	$150,000	Requires confirmation to proceed	Requires confirmation to proceed	TBC	$0
May-23	Poripori Road - Road Scour and Overtopping	1375	TBC	$135,777	Initial response/reinstatement completed	Consideration of further bridge outlet headwall backfill and side protection	Oct-23	$85,777
May-23	No3 Road - Under slip	11261	TBC	$227,500	Initial response/reinstatement completed	Requires confirmation to proceed	TBC pending outcomes	$0
May-23	Various Overslip Dispatches and General Cleanup	Various	Network wide minor overslips, tree fall, drainage, TM, etc. initial response	$150,000	Work in progress	Work in progress	Work in Progress. Target End of July 23	$145,254
May-23	Whataroa Rd Scour damage	460	Repair formation with rock	$15,000	Complete	-	Completed	$15,000
May-23	Taumata Road Unsealed Section Scour	8800	Rock scour armouring	$53,000	Estimate with Council	Complete	Completed	$0
Jun-23	Pongakwa Bush Road - Underslip	2810	Likely Rock Fill. May required drainage improvements	$350,000	Awaiting confirmation of scope from Council	Design	TBC	$0
Jun-23	Bledisloe Park Ave - Underslip	440	TBC	$750,000	Design	Construction	23/24	$0
Jun-23	Arawa Ave - Underslip	2260	TBC	$750,000	Geotechnical Testing	Geotechnical Analysis	23/24	$0
Jun-23	Maniatutu Road Scour	6795	Rock scour armouring	$60,000	Estimate to be prepared for work	Estimate to be prepared for work	TBC	$0
			TOTAL	$17,850,950			TOTAL	$4,652,071

11 INFORMATION FOR RECEIPT

11.1 WAIHĪ BEACH PENSIONER HOUSING

File Number: A5498284

Author: Kerrie Little, Operations Manager

Authoriser: Gary Allis, General Manager Infrastructure Group

EXECUTIVE SUMMARY

Information report to provide an update on the Waihī Beach Pensioner Housing units, the tenant welfare, repairs, and future options.

RECOMMENDATION

1. That the Operations Manager's report dated 8 August 2023 titled 'Waihī Beach Pensioner Housing' be received.

BACKGROUND

On 29 May 2023, a significant flood event swept through Waihī Beach. The worst affected areas included three blocks of Elder Housing Units at Beach Road. 11 units were damaged, and the residents evacuated by emergency services. These tenants are currently being housed in the Waihī Beach area in local private rental accommodation and their remaining belongings stored.

Council's Property Team continue to be in regular contact with the tenants to check their wellbeing and ensure they are kept informed on what is happening.

Repair work on the 4 least affected units (block 1) is being progressed and staff are assessing the best options for the other 7 units (blocks 2 and 3). Block 1 has not flooded previously and by repairing these will allow us to get 5 tenants back into their homes.

We have had 2 quotes for reinstatement and have had confirmation from the insurance company that we can proceed with the repairs. Initial work is due to commence 31 July and expected to take 8 – 9 weeks.

Options for the most affected units are being investigated and will be presented to a workshop with the Project and Monitoring Committee for a decision on the way forward.

11.2 HALL COMMITTEE PROCESS

File Number: **A5498178**

Author: **Kerrie Little, Operations Manager**

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

EXECUTIVE SUMMARY

The Committee has requested a briefing on how Community Halls are managed.

RECOMMENDATION

That the Operations Manager's report dated 8 August 2023, titled 'Hall Committee Process" be received.

BACKGROUND

Council's Community Halls are administered according to the Community Halls' Operational Policy 2020. Refer Attachment 1.

Most, but not all of the community halls in the District are situated on Council land, however the buildings are owned by hall committees. The activity sits within the Community Facilities activity in Council's Long Term Plan.

Council supports hall committees by:

- Helping fund some of the hall committees' costs, as described in the policy.
- Leasing to hall committees the land occupied by each hall, for a peppercorn rental where on Council Land.
- Remitting 100% of rates that hall committees would otherwise be charged.

Council's funding assistance to hall committees is collected from ratepayers that benefit from the hall.

Condition Assessment reports are carried out to enable preparation of 10-year plans to schedule maintenance. This was last completed by Prendos Consulting in 2020.

The Property Team are then able to review the 10-year maintenance plan, discuss the next financial year with the hall committee and confirm the maintenance plan and related costs. These discussions usually commence from August to November, with figures set in February and sent to finance.

Councils' Property team support the Hall Committees in larger projects e.g.:

- Te Puke War Memorial Hall – seismic strengthening
- Katikati War Memorial Hall - Seismic strengthening

- Te Puna Community Centre - demolition and subsequent rebuild of temporary facility

The Hall Committees produce financial reports. They are responsible for annual auditing as a registered society.

Council only holds rate strikes for the purpose of allocation for insurance and maintenance. Council's involvement in this way is intended to provide some transparency around correct/appropriate use of public funds.

The halls that Council administer are located as follows:

Waihī Beach Community Hall	106 Beach Rd, Waihī Beach
Te Puke War Memorial Hall/Town Hall	126 Jellicoe St, Te Puke
Katikati War Memorial Hall	31 Main Rd, Katikati
Whakamarama Hall	469 Whakamarama Rd
Ōmokoroa Settlers Hall	334 Omokoroa Rd, Omokoroa
Te Puna Community Centre	Corner Te Puna Rd & Tangitu Rd, Te Puna
Te Puna War Memorial Hall	23 Te Puna Road, Te Puna
Kaimai School & Community Hall	1853 SH 29
Omanawa Settlers Hall	Omanawa Rd
Pyes Pa Hall	724 Pyes Pa Rd
Ohauiti Settlers Hall	459 Ohauiti Rd
Oropi Hall	1295 Oropi Rd
Paengaroa Hall	Corner SH 33 & Lemon St, Paengaroa
Pongakawa Hall	952 Old Coach Rd, Pongakawa
Te Ranga Hall	1480 Te Matai Road
Pukehina Community Centre	14 Pukehina Parade, Pukehina

Halls that Council administer are located as follows:

Otamarakau Hall	2244 Old Coach Rd, Otamarakau
Apata-Pahoia Community Hall (Pahioa School)	26 Esdaile Road, Tauranga

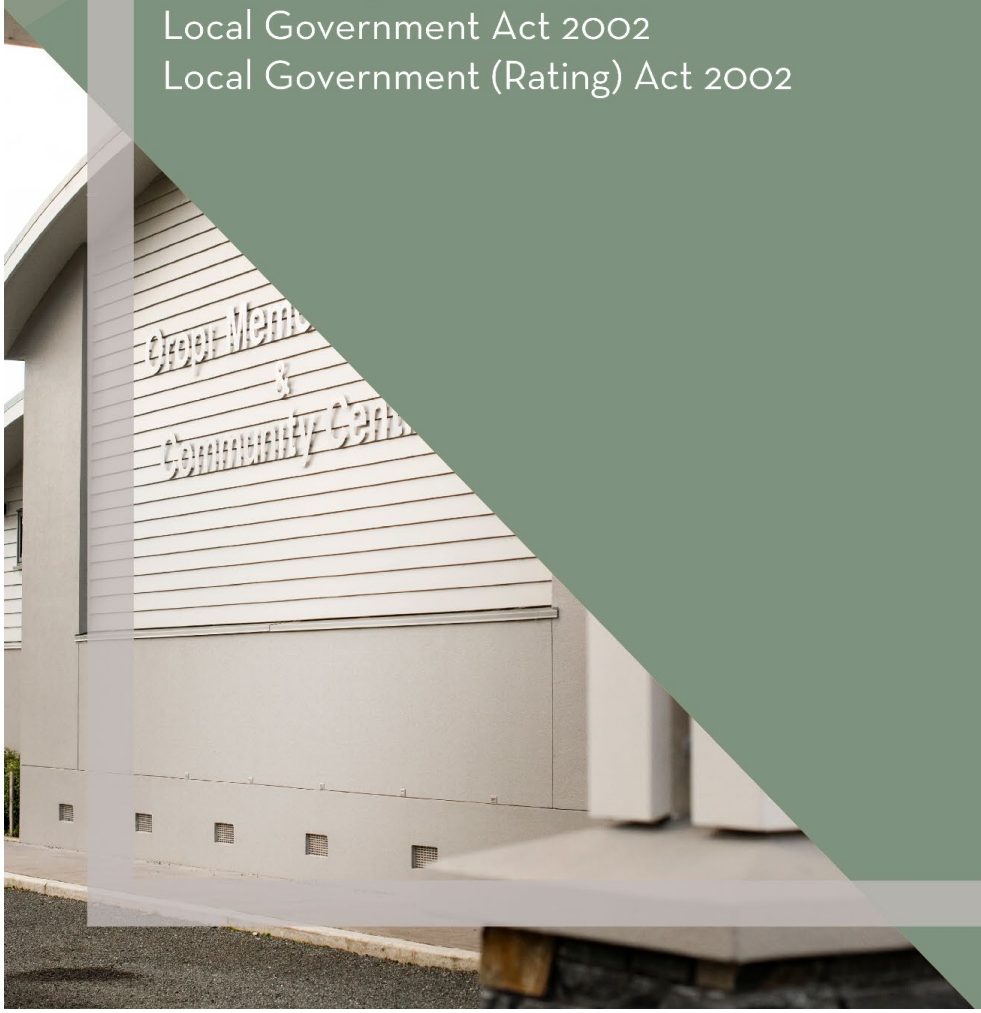
ATTACHMENTS

1. Council Halls Policy 2020

Western Bay of Plenty District Council

Community Halls Operational Policy 2020

Relevant Legislation
Local Government Act 2002
Local Government (Rating) Act 2002



Community Halls Operational Policy

Relevant Legislation
Local Government Act 2002
Local Government (Rating) Act 2002

1. Definitions

Renewal, maintenance and compliance work means work identified through a hall's condition assessment. It is work that is required:
a) To keep the hall at the same standard it is currently at, and
b) To ensure it complies with legislative requirements.

Condition Assessment means an independent assessment of a hall undertaken as a partnership between Council and the hall committee, and used to identify a programme of maintenance, renewals and compliance work.

10-year Programme means the projected 10-year maintenance, renewals and compliance works to be undertaken, based on a hall's condition assessment. The 10-year programme may include proposed minor capital work identified by the hall committee.

Minor capital work means work with a total capital value of less than $50,000, which is an upgrade on the existing hall standard (and does not come under renewals, maintenance or compliance work).

Major capital redevelopment means a project with a total capital value greater than $50,000, which is being undertaken to upgrade the existing hall.

Area of Benefit is defined as the geographic area within which all ratepayers are considered to gain benefit from the hall. If the hall has a targeted rate, it is charged across the hall's area of benefit.

Hall Committee is the entity that owns the community hall. Hall committees are incorporated societies established under the Incorporated Societies Act 1908.

2. General Approach

Halls are an activity of Council.

Most (but not all) of the community halls in the District are on Council land. Hall buildings are owned by **hall committees**. The activity sits within the Community Facilities activity in Council's Long Term Plan.

Council supports hall committees by:
- Helping fund some of the hall committees' costs (as described in this policy).
- Leasing to hall committees the land occupied by each hall, for a peppercorn rental.
- Remitting 100% of rates that hall committees would otherwise be charged.

Council's funding assistance to hall committees is collected from the ratepayers that benefit from the hall.

This means Council works with hall committees to:
- Establish areas of benefit for halls,
- Set a targeted rate for the hall's area of benefit, and
- Ensure funding is used for the purpose it is collected.

3. Policy

3.1. Halls can have an area of benefit

Halls may have a defined **area of benefit**. An area of benefit is set in accordance with relevant revenue and financing and rating legislation in the Local Government Act 2002 and the Local Government (Rating) Act 2002.

The area of benefit is a geographic area, within which all ratepayers are considered to benefit from the hall.

A hall that is not on Council-owned land can still have an area of benefit.

3.2. A targeted rate can be charged over a hall's area of benefit

If the hall has an area of benefit, a targeted rate can be charged over that area.

The targeted rate can be used to:
- Fund delivery of projects identified in a hall's **10-year programme**, including **minor capital work**, subject to policy 3.3 and 3.4.
- Partly contribute to a **major capital redevelopment** project, subject to policy 3.5.

A targeted rate can be set at $0 if appropriate, for example where there is no need to collect funds from ratepayers.

3.3. Hall Committees must have a 10-year programme of renewals, maintenance and compliance works (the 10-year programme)

Council will work in partnership with hall committees to undertake **condition assessments**. The condition assessments will be carried out on a 6-yearly cycle, timed to inform Council's Long Term Plan. The appointment of an assessor and the cost of the condition assessments will be covered by Council as part of general operating budgets.

The assessments will inform the **10-year programme,** which is the programme of **renewals, maintenance and compliance works** for the hall.

The 10-year programme will be used to set the targeted rate for the hall, if that hall's committee has requested a targeted rate. This is subject to the conditions set out below.

Council will also use the 10-year programme for financial projections for the halls activity to be included in Council's Long Term Plan.

A hall committee can request to spread the costs of the 10-year programme equally over a defined period of up to 10 years, by setting the targeted rate at a fixed amount. The fixed targeted rate to be collected over the defined period must not exceed the total value of works in the 10-year programme.

Conditions

If delivery of the 10-year programme means the targeted rate for the hall would exceed $50 per ratepayer in any one year, Council will work with the hall committee to consult the local community on the programme of works, the costs, and funding options.

3.4. Hall Committees can undertake minor capital works

Hall committees can identify **minor capital work** they wish to undertake, and include it in the hall's 10-year programme.

The targeted rate over the hall area of benefit can be used to fund minor capital work, subject to the following criteria:

1. Minor capital work should be identified and included in the hall's 10-year programme.

2. If a minor capital work means the targeted rate in any one year would exceed $50 per ratepayer, Council will work with the hall committee to consult the local community on the programme of works, the costs, and funding options.

3.5. Hall Committees can undertake major capital redevelopments

Council will work with hall committees on **major capital redevelopment** projects, following the process set out below. All major capital redevelopment projects must have Council approval prior to any rates-funded component of the works being considered.

Council will not provide funding retrospectively. If a project is already being undertaken (contracts let, fundraising started and/or physical works completed) without Council approval in principle, Council will not contribute funding to that project.

The targeted rate over the hall area of benefit may be used to fund part of a major capital redevelopment project.

Process for hall major redevelopment:

1. Develop an initial project concept in partnership with Council

Initial Project Concept: A short outline (under 4 pages) which summarises the proposed project and key facts. This should include a brief facility description, an indicative cost, potential funders, an outline of the perceived need for the facility, and how it aligns with strategic documents. It can also include analysis of immediate challenges and opportunities.

2. Progress to a detailed feasibility study that includes both capital and ongoing operational costs of the redevelopment.

Detailed Feasibility Study: A detailed study which examines holistically all areas of the potential facility development. This will require professional input from a range of consultants and involve such things as sports planning, demographics, business planning, preliminary concept design (including addressing accessibility issues), and assessment of operational costs.

3. If the plan is approved by Council and the hall committee, carry out community consultation on the proposed redevelopment, including potential capital funding requirements, ongoing operational funding requirements, and funding options, taking into account this policy.

Community Consultation: Engaging with the community primarily in the hall area of benefit, to understand their level of support for the proposal and willingness to contribute via their targeted rate (if that is required). The consultation should also consider the future ongoing operational costs and how those are proposed to be funded, and the costs to use the facility.

4. Prepare a detailed business case and funding agreement: If the project has received sufficient support, the business case should be developed including the funding mix to deliver the project. A funding agreement can be developed at the same time, to confirm any rates contribution.

Detailed Business Case and Funding Agreement: The detailed business case will build on the detailed feasibility study and provide greater detail around the operational and capital costs, the funding of these costs, and the contribution from rates (if any).

3.6. Hall Committees can fund insurance costs through the targeted rate

All hall committees are required to carry insurance for the halls they own. This is required by the lease agreements for hall committees.

Hall Committees can choose to be insured through Council's insurance scheme. The cost of insurance may be recovered through the targeted rate over the hall's area of benefit at the request of the hall committee.

3.7. Council process if a hall committee ceases operation

Where a hall committee ceases to operate, Council has no obligation to maintain the hall, or to keep it operating.

Council will consult with the local community in the area of benefit to consider options. These options will include:

- Partnering with schools or other organisations to ensure community space is provided for the local community.
- Including the community within another hall's area of benefit, if that hall can take over the role of the previous hall.
- Divesting the hall and land to a third party.

12 RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION TO EXCLUDE THE PUBLIC

RECOMMENDATION

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
12.1 - Waka Kotahi (NZTA) Update on Western Bay Projects Presentation	s7(2)(c)(ii) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
12.2 - Transfer of Report considered in confidence at Performance and Monitoring December 2021	s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

12.3 - Infrastructure Operational Risk Report August 2023 - Confidential	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7