

Mā tō tātou takiwā  
**For our District**

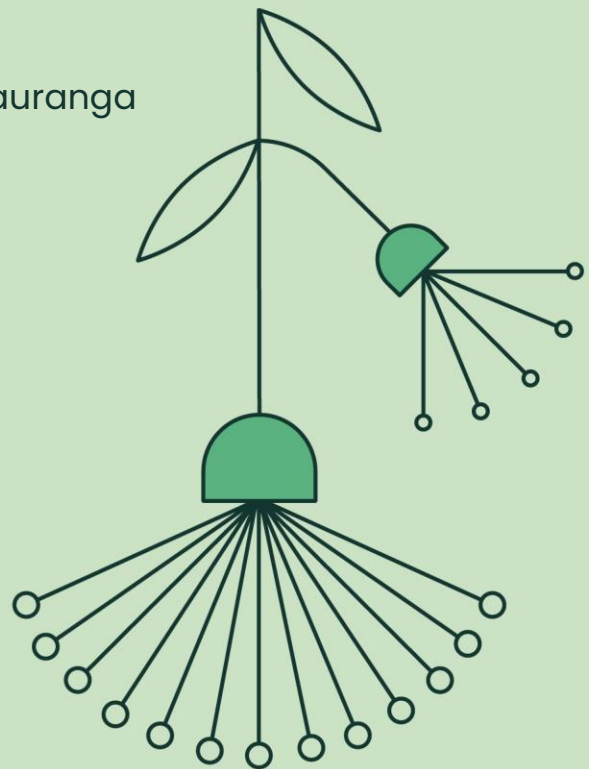
## Projects and Monitoring Committee

Kōmiti Whakakaupapa me Aroturuki

PMC23-3

Tuesday, 8 August 2023, 9.30am

Council Chambers, 1484 Cameron Road, Tauranga



# Projects and Monitoring Committee

## Membership:

<b>Chairperson</b>	Cr Don Thwaites
<b>Deputy Chairperson</b>	Cr Allan Sole
<b>Members</b>	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
<b>Quorum</b>	Six (6)
<b>Frequency</b>	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 administering 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 600m<sup>2</sup> 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 Waihi 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 Waihi Beach and to facilitate the service a permanent base is required. A new base will also provide back up should the Waihi 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 Waihi 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

<b>Option A</b>	
That the Projects and Monitoring Committee <b>approves</b> in principle to entering a lease with WBLGSI for an area of reserve up to approximately 600m <sup>2</sup> being part of Lot 1 DPS 75873 for a 20 year term with one 15 year right of renewal.	
<b>Assessment of advantages and disadvantages including impact on each of the four well-beings:</b> <ul style="list-style-type: none"> <li>• <b>Economic</b></li> <li>• <b>Social</b></li> <li>• <b>Cultural</b></li> <li>• <b>Environmental</b></li> </ul>	Supports the provision of surf life saving at the Bowentown end of Waihi Beach.
<b>Costs (including present and future costs, direct, indirect and contingent costs).</b>	To be met by the applicant
<b>Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).</b>	
<b>Option B</b>	
That the Projects and Monitoring Committee <b>does not</b> approve in principle to entering a lease with WBLGSI for an area of reserve up to approximately 600m <sup>2</sup> being part of Lot 1 DPS 75873 for a 20-year term with one 15-year right of renewal.	
<b>Assessment of advantages and disadvantages including impact on each of the four well-beings:</b> <ul style="list-style-type: none"> <li>• <b>Economic</b></li> <li>• <b>Social</b></li> <li>• <b>Cultural</b></li> <li>• <b>Environmental</b></li> </ul>	Does not support the provision of surf life saving at the Bowentown end of Waihi Beach.
<b>Costs (including present and future costs, direct, indirect and contingent costs).</b>	
<b>Other implications and any assumptions that relate to this option</b>	

## 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 – Waihi 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**  

















## 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 24m<sup>2</sup> (from 1212m<sup>2</sup> to 1236m<sup>2</sup>) 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 administering 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 24m<sup>2</sup>.
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 1212m<sup>2</sup> upon which is situated the club's clubrooms. The lease area would need to be extended by 24m<sup>2</sup> (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

<b>Option A</b>	
That the Projects and Monitoring Committee <b>approves</b> in principle to extending the lease area over Section 6 SO 453028, being part of Moore Park, by approximately 24m <sup>2</sup>	
<b>Assessment of advantages and disadvantages including impact on each of the four well-beings:</b> <ul style="list-style-type: none"> <li>• Economic</li> <li>• Social</li> <li>• Cultural</li> <li>• Environmental</li> </ul>	Supports Katikati Netball to provide for the netball activity
<b>Costs (including present and future costs, direct, indirect and contingent costs).</b>	All costs relating to the processing of the proposal are to be borne by the Katikati Rugby and Sports Club Inc.
<b>Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).</b>	
<b>Option B</b>	
That the Projects and Monitoring Committee <b>does not approve</b> in principle to extending the lease area over Section 6 SO 453028, being part of Moore Park, by approximately 24m <sup>2</sup>	
<b>Assessment of advantages and disadvantages including impact on each of the four well-beings:</b> <ul style="list-style-type: none"> <li>• Economic</li> <li>• Social</li> <li>• Cultural</li> <li>• Environmental</li> </ul>	Does not support a community sporting activity
<b>Costs (including present and future costs, direct, indirect and contingent costs).</b>	
<b>Other implications and any assumptions that relate to this option</b>	

## 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 from 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 alternative option**  









**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<sup>2</sup> to 733m<sup>2</sup> (including use of the existing hall space) or 440 m<sup>2</sup> to 402 m<sup>2</sup>. 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 Waihi 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 Waihi 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 Waihi 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 Waihi 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 Waihi Beach Library would require approximately 400m<sup>2</sup> 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<sup>2</sup> per 1000 pax (assuming the growth of the Waihi Beach community and surrounding areas was 5000 in 2050).

Comparing this to recent library builds nationally it was a higher m<sup>2</sup>/1000pax but with significantly different community sizes. The most comparable, newest build is the Te Kauwhata library (105m<sup>2</sup> / 1000pax) and locally the Katikati Library (81 m<sup>2</sup> / 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<sup>2</sup> with the intention to continue to use the existing community hall space. The reduction in ~40m<sup>2</sup> 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<sup>2</sup> 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<sup>2</sup>. The Katikati build in 2017/18 was \$4,000 m<sup>2</sup>

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 Waihi 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

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



<p><b>Assessment of advantages and disadvantages including impact on each of the four well-beings</b></p> <ul style="list-style-type: none"> <li>• <b>Economic</b></li> <li>• <b>Social</b></li> <li>• <b>Cultural</b></li> <li>• <b>Environmental</b></li> </ul>	<p>Progresses the design to inform the LTP budget and construction timing decision making.</p> <p>The revised concept plan has incorporated the Council direction to simplify the design and modify the footprint</p> <p>Enables progress towards replacing the current constrained facility</p>
<p><b>Costs (including present and future costs, direct, indirect, and contingent costs).</b></p>	<p>The current market conditions are favourable to proceed with the construction</p>
<p><b>Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).</b></p>	
<p><b>Option B</b></p> <p>That the Projects and Monitoring Committee approve the concept design for further consultation with the Waihi 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.</p>	
<p><b>Assessment of advantages and disadvantages including impact on each of the four well-beings</b></p> <ul style="list-style-type: none"> <li>• <b>Economic</b></li> <li>• <b>Social</b></li> <li>• <b>Cultural</b></li> <li>• <b>Environmental</b></li> </ul>	<p>Delays progress on the design and value engineering and the concept design estimate will be used for the LTP budget process.</p> <p>Enables the concept to be tested with the community.</p>
<p><b>Costs (including present and future costs, direct, indirect, and contingent costs).</b></p>	<p>Neutral</p>
<p><b>Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).</b></p>	<p>Enables community feedback on the design.</p>

**FUNDING/BUDGET IMPLICATIONS**

<b>Budget Funding Information</b>	<b>Relevant Detail</b>
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. **Waihi Beach Library Space Allocations**  
2. **Waihi Beach Architectural Revised Concept Design**  
3. **Waihi Beach Library Updated Bulk and Location 2 August 2023**  



























## 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 'Waihi 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

Waihi 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 Waihi Beach.

After extreme flooding events in 2012, Council ran a project with the Waihi Beach community to investigate all the stormwater issues at Waihi 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 Waihi 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 Waihi Beach has been completed, which will provide guidance throughout the decision-making process.

A community Liaison Group has been established consisting of:

- (g) Waihi 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 Waihi Beach. The project team will work closely with the Waihi 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 Waihi 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 Waihi 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 proceed 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 Waihi 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 Waihi 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	<ul style="list-style-type: none"> <li>• Waihi Beach Stormwater Liaison group</li> <li>• SWAT (Stormwater Action Team)</li> <li>• Elected Members</li> <li>• Otawhiwhi Marae</li> <li>• Waihi Beach community</li> <li>• Bay of Plenty Regional Council</li> <li>• Development Engineering Team</li> <li>• Planning Team</li> </ul>	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**

<b>Option A</b>	
<p>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,</p> <p>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.</p> <p>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.</p>	
<p><b>Assessment of advantages and disadvantages including impact on each of the four well-beings</b></p> <ul style="list-style-type: none"> <li>• <b>Economic</b></li> <li>• <b>Social</b></li> <li>• <b>Cultural</b></li> <li>• <b>Environmental</b></li> </ul>	<p><b>Advantages</b></p> <ul style="list-style-type: none"> <li>• Accelerates the stormwater work program that will reduce the risk of flooding to dwellings.</li> <li>• Improved Levels of Services</li> <li>• Reduces strain on Waihi Beach community impacted by flooding</li> <li>• Ensures a cohesive work program</li> </ul> <p><b>Disadvantages</b></p> <p>Additional expenditure required, ahead of what is currently planned in the Long-Term Plan</p>
<p><b>Costs (including present and future costs, direct, indirect and contingent costs).</b></p>	<p>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.</p>
<p><b>Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).</b></p>	<p>Additional work will put more strained on an already strained market. This report assumes there is sufficient contractors/consultants available to undertake work required.</p>
<b>Option B</b>	

That Council does not approve the accelerated work programme at Waihi Beach.	
<b>Assessment of advantages and disadvantages including impact on each of the four well-beings</b> <ul style="list-style-type: none"> <li>• Economic</li> <li>• Social</li> <li>• Cultural</li> <li>• Environmental</li> </ul>	<b>Advantages</b> <ul style="list-style-type: none"> <li>• Expenditure inline with current Long-Term Plan</li> </ul> <b>Disadvantages</b> <ul style="list-style-type: none"> <li>• Continued risk of flooding to private property at Waihi Beach</li> </ul> Does not align with recommendations of the Waihi Beach Liaison Group.
<b>Costs (including present and future costs, direct, indirect, and contingent costs).</b>	Potential impact on operational budget if further large events are experienced.
<b>Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).</b>	

### 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. **Waihi Beach Stormwater Project List** 
2. **Feedback from SWAT on Waihi Beach Stormwater P&M Report** 



















## 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 Rangioru 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 Ranguru 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:

**Liase Closely with:**

- Affected local residents
- Te Ara Kahikatea trail group and trail users
- Western Bay business units;
  - Animal Services
  - Reserves
  - Roothing
  - 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



**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:

<b>Date</b>	<b>Count/Estimate</b>	<b>Vehicles Per Day (vpd)</b>	<b>% Heavy Vehicles</b>	<b>Heavy Vehicles Per Day (hvpd)</b>
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

<b>Interested/Affected Parties</b>	<b>Completed/Planned Engagement/Consultation/Communication</b>		
	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.		
Name of interested parties/groups	Waka Kotahi, NZ Police	<b>Planned</b>	
Tangata Whenua	Ngāti Taka Hapu, Pirirākau Tribal Authority		
General Public	Clarke Road, Te Puna Station Road, and Teihana Road residents and property owners		

## ISSUES AND OPTIONS ASSESSMENT

<b>Option A</b>	
That the Project & Monitoring Committee approves the temporary reopening of Te Puna Station Road to one-way, one lane, eastbound traffic.	
<b>Assessment of advantages and disadvantages including impact on each of the four well-beings</b> <ul style="list-style-type: none"> <li>• <b>Economic</b></li> <li>• <b>Social</b></li> <li>• <b>Cultural</b></li> <li>• <b>Environmental</b></li> </ul>	<b>Advantages</b> <ul style="list-style-type: none"> <li>• Reopening the road will mitigate the traffic issues on Clarke Road.</li> </ul> <b>Disadvantages</b> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Both Ngāti Taka and Pirirākau have previously expressed support for leaving Te Puna Station Road closed to traffic.</li> <li>• Future slips and/or deterioration of the existing slips pose a hazard to road users.</li> <li>• 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.</li> </ul>
<b>Costs (including present and future costs, direct, indirect and contingent costs).</b>	\$15,000 (Supply and installation of new traffic management apparatus) \$5000 (maintenance of new traffic management apparatus/12 months)
<b>Option B</b>	
That the Project & Monitoring Committee does not approve the temporary reopening of Te Puna Station Road to one-way, one lane, eastbound traffic.	
<b>Assessment of advantages and disadvantages including impact on each of the four well-beings</b> <ul style="list-style-type: none"> <li>• <b>Economic</b></li> <li>• <b>Social</b></li> <li>• <b>Cultural</b></li> <li>• <b>Environmental</b></li> </ul>	<b>Advantages</b> <ul style="list-style-type: none"> <li>• Both Ngāti Taka and Pirirākau have previously expressed support for leaving Te Puna Station Road closed to traffic.</li> <li>• Road users will not be exposed to the risk of future slips or deterioration of existing slips.</li> <li>• Minimal work will be required to maintain the closure closure.</li> </ul> <b>Disadvantages</b> <ul style="list-style-type: none"> <li>• An alternative solution must be sought for the traffic issues on Clarke Road.</li> </ul>
<b>Costs (including present and future costs, direct, indirect and contingent costs).</b>	\$5,000 (maintenance of existing traffic management apparatus/12 months)

## 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**  





## 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:

<b>Risk</b>	Low	Medium	High	Very High
<b>Points</b>	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)
<b>Total</b>	<b>13</b>	<b>20</b>	<b>33</b>	<b>15</b>
<b>Ranking</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>2</b>

## 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

<b>Option A</b>	
That the Project & Monitoring Committee endorse Option 1 and approve Council staff seeking feedback from the No. 4 Road community and other key stakeholders	
<b>Assessment of advantages and disadvantages including impact on each of the four well-beings</b> <ul style="list-style-type: none"> <li>• Economic</li> <li>• Social</li> <li>• Cultural</li> <li>• Environmental</li> </ul>	<b>Advantages</b> Decreases risk of project delay from stakeholder consultation.  <b>Disadvantages</b> Decreases risk that design does not meet public and stakeholder expectations.
<b>Costs (including present and future costs, direct, indirect, and contingent costs).</b>	Potentially most economical option.
<b>Option B</b>	
That the Projects & Monitoring Committee approve Council staff seeking feedback on all options from the No. 4 Road community and other key stakeholders.	

<b>Assessment of advantages and disadvantages including impact on each of the four well-beings</b> <ul style="list-style-type: none"> <li>• Economic</li> <li>• Social</li> <li>• Cultural</li> <li>• Environmental</li> </ul>	<b>Advantages</b> Increases risk of project delay from stakeholder consultation.  <b>Disadvantages</b> Decreases risk that design does not meet public and stakeholder expectations
<b>Costs (including present and future costs, direct, indirect, and contingent costs).</b>	May raise expectations of an alternative alignment that would not be eligible for Waka Kotahi funding
<b>Option C</b> That the Project & Monitoring Committee do not approve Council staff seeking feedback from the No. 4 Road community and other key stakeholders.	
<b>Assessment of advantages and disadvantages including impact on each of the four well-beings</b> <ul style="list-style-type: none"> <li>• Economic</li> <li>• Social</li> <li>• Cultural</li> <li>• Environmental</li> </ul>	<b>Advantages</b> Removes risk of project delay from stakeholder consultation.  <b>Disadvantages</b> Increases risk that design does not meet public and stakeholder expectations
<b>Costs (including present and future costs, direct, indirect, and contingent costs).</b>	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)**  





















































































































































**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
		<b>\$3,350,000</b>	<b>\$2,400,000</b>	<b>\$3,600,000</b>	<b>\$9,350,000</b>

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
		<b>\$1,750,000</b>	<b>\$1,450,000</b>		<b>\$3,200,000</b>

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<sup>2</sup>, 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

<b>Option A</b>		
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.		
<b>Section</b>	<b>Year</b>	<b>Estimated Cost</b>
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.		
<b>Assessment of advantages and disadvantages including impact on each of the four well-beings</b> <ul style="list-style-type: none"> <li>• <b>Economic</b></li> <li>• <b>Social</b></li> <li>• <b>Cultural</b></li> <li>• <b>Environmental</b></li> </ul>	<b>Advantages</b> <ul style="list-style-type: none"> <li>• Addresses residents and road users concerns regarding the condition and safety of the road.</li> <li>• Eliminates need for additional expensive pavement holding treatments.</li> <li>• Facilitates future road connection between No. 1 Road and Cannell Farm Drive.</li> <li>• Cost savings from undertaking vertical realignment with pavement reconstruction/widening.</li> <li>• Postpones implementation of separated cycling/walking facility until funding shortfall is filled.</li> </ul> <b>Disadvantages</b> <ul style="list-style-type: none"> <li>• No cost savings from undertaking separated cycling/walking facility with pavement reconstruction and widening.</li> <li>• Postpones implementation of separated cycling/walking facility.</li> </ul>	
<b>Costs (including present and future costs, direct, indirect and contingent costs).</b>	\$3,200,000	
<b>Option B</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.		

<p><b>Assessment of advantages and disadvantages including impact on each of the four well-beings</b></p> <ul style="list-style-type: none"> <li>• <b>Economic</b></li> <li>• <b>Social</b></li> <li>• <b>Cultural</b></li> <li>• <b>Environmental</b></li> </ul>	<p><b>Advantages</b></p> <ul style="list-style-type: none"> <li>• Addresses residents and road users concerns regarding the condition and safety of the road.</li> <li>• Eliminates need for additional expensive pavement holding treatments.</li> <li>• Facilitates future road connection between No. 1 Road and Cannell Farm Drive.</li> <li>• Cost savings from undertaking vertical realignment with pavement reconstruction/widening.</li> <li>• Cost savings from undertaking separated cycling/walking facility with pavement reconstruction and widening.</li> <li>• Progresses implementation of separated cycling/walking facility.</li> </ul> <p><b>Disadvantages</b></p> <ul style="list-style-type: none"> <li>• 51% FAR is not currently available. This funding shortfall for the separated cycling/walking facility will need to be filled from other sources.</li> </ul>
<p><b>Costs (including present and future costs, direct, indirect and contingent costs).</b></p>	<p>\$9,600,00</p>
<p><b>Option C</b></p> <p>That the Project &amp; Monitoring Committee does not approve proceeding with pavement reconstruction and widening of sections 2 &amp; 3, or vertical realignment for the future Cannell Farm Drive extension or installation of the separated walking/cycling facility over sections 1 to 5.</p>	
<p><b>Assessment of advantages and disadvantages including impact on each of the four well-beings</b></p> <ul style="list-style-type: none"> <li>• <b>Economic</b></li> <li>• <b>Social</b></li> <li>• <b>Cultural</b></li> <li>• <b>Environmental</b></li> </ul>	<p><b>Advantages</b></p> <ul style="list-style-type: none"> <li>• 51% FAR is not currently available. Postpones implementation of cycling/walking facility until funding shortfall is filled.</li> </ul> <p><b>Disadvantages</b></p> <ul style="list-style-type: none"> <li>• Does not address residents and road users concerns regarding the condition and safety of the road.</li> <li>• Necessitates additional expensive pavement holding treatments.</li> <li>• Does not facilitate future road connection between No. 1 Road and Cannell Farm Drive.</li> <li>• Does not offer best value for money for whole of life cost.</li> </ul>
<p><b>Costs (including present and future costs, direct, indirect and contingent costs).</b></p>	<p>\$100,000 per annum</p>

## STATUTORY COMPLIANCE

The recommendation(s) meets:

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

**FUNDING/BUDGET IMPLICATIONS**

<b>Budget Funding Information</b>	<b>Relevant Detail</b>
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**  





**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
<p><b>Roading Storm Damage</b></p> <p>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.</p> <p>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.</p>	<p>Financial</p> <p>Reputational</p> <p>Timing</p>	
<p><b>Two Mile Creek Bank Protection</b></p> <p>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.</p>	<p>Timing</p> <p>Weather</p>	
<p><b>Capital Expenditure</b></p> <p>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.</p> <p>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.</p>	<p>Weather</p> <p>Financial</p> <p>Weather related contract claims</p>	
<p><b>Elder Housing</b></p> <p>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.</p>	<p>Timing</p> <p>Financial</p>	

## ATTACHMENTS

### 1. Scorecard Report – Twelve Months Ending June 2023

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























































## 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
Ohauti Settlers Hall	459 Ohauti 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 (Pahoia School)	26 Esdaile Road, Tauranga

## ATTACHMENTS

### 1. Council Halls Policy 2020















## 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:

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 48 for the passing of this resolution</b>
<b>12.1 - Waka Kotahi (NZTA) Update on Western Bay Projects Presentation</b>	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
<b>12.2 - Transfer of Report considered in confidence at Performance and Monitoring December 2021</b>	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

<b>12.3 - Infrastructure Operational Risk Report August 2023 - Confidential</b>	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
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