

Mā tō tātou takiwā
For our District

Waihī Beach Community Board

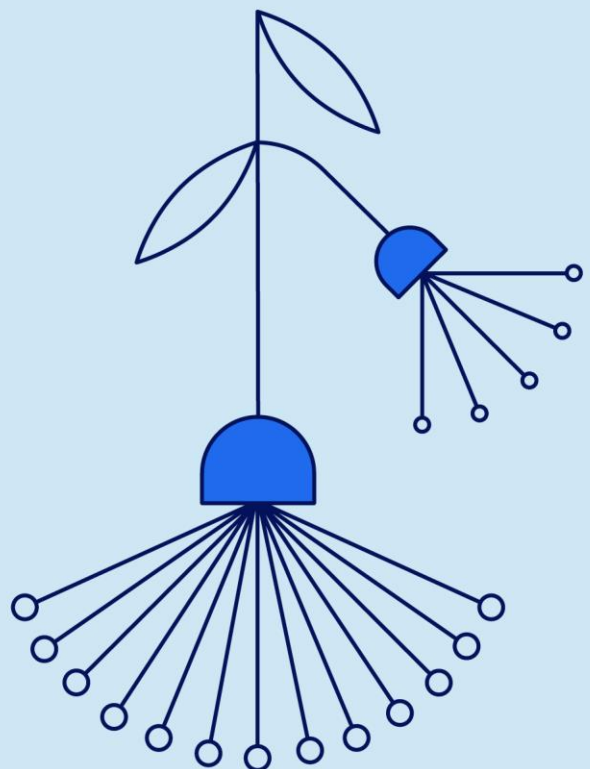
Poari ā Hapori o Waihī Beach

WBC23-6

Monday, 9 October 2023, 6.30pm

Waihī Beach Community Centre,

106 Beach Road, Waihī Beach



Waihi Beach Community Board

Membership:

Chairperson	Ross Goudie
Deputy Chairperson	To be confirmed
Members	Heather Marie Guptill Dani Simpson Cr Anne Henry Cr Allan Sole
Quorum	3
Frequency	Eight weekly / Workshops as required

Role and Purpose of Community Boards:

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

Delegated Functions:

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

- To have input into Council and its Committees on issues, services, plans and policies that affect communities within the Community Board Area.
- To provide an effective mechanism for community feedback to Council.
- To receive reports from Council appointees on Council matters relevant to the Community Board.
- To control, expend and monitor funds as allocated by Council.
- To allocate Community Board reserve funds to specific capital non-recurring projects for council assets on council land.

Notice is hereby given that a Waihi Beach Community Board Meeting will be held in the Waihi Beach Community Centre, 106 Beach Road, Waihi Beach on:
Monday, 9 October 2023 at 6.30pm

Order Of Business

1	Present	4
2	In Attendance.....	4
3	Apologies	4
4	Consideration of Late Items.....	4
5	Declarations of Interest	4
6	Public Excluded Items	4
7	Public Forum.....	4
8	Presentations	5
8.1	Presentation – Te Whānau ā tauwhao ki otawhiwhi	5
8.2	Presentation – Pippa Coombes – Waihi Beach Skatepark Update.....	6
8.3	Presentation – Pio Shores Sports and Recreation Association	7
8.4	Presentation – Waihi Beach Lifeguard Services	8
8.5	Presentation – Waihi Beach Coastguard.....	9
8.6	Presentation – Waihi Beach School Road Safety Improvements.....	10
9	Minutes for Confirmation	11
9.1	Minutes of the Waihi Beach Community Board Meeting held on 14 August 2023.....	11
10	Reports	22
10.1	Waihi Beach Community Board Workshop Notes – 11 September 2023.....	22
10.2	Waihi Beach Community Board Chairpersons Report – October 2023.....	42
10.3	Waihi Beach Community Board Councillor’s Report – October 2023.....	85
10.4	Projects and Monitoring Committee Updates – Proposal to Lease Bowentown Seaforth Road South Reserve.....	87
10.5	Infrastructure Group Report – Waihi Beach Community Board – October 2023	90
10.6	Waihi Beach Community Board Operational Report – October 2023.....	116

1 PRESENT**2 IN ATTENDANCE****3 APOLOGIES****4 CONSIDERATION OF LATE ITEMS****5 DECLARATIONS OF INTEREST**

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

6 PUBLIC EXCLUDED ITEMS**7 PUBLIC FORUM**

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

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

8 PRESENTATIONS

8.1 PRESENTATION – TE WHĀNAU Ā TAUWHAO KI OTAWHIWHI

File Number: A5749424

Author: Rosa Leahy, Governance Advisor

Authoriser: Greer Golding, Governance Manager

EXECUTIVE SUMMARY

Matua Tuanau will be in attendance to provide the Board with updates from Te Whānau ā Tauwhao ki Otawhiwhi.

8.2 PRESENTATION – PIPPA COOMBES – WAIHĪ BEACH SKATEPARK UPDATE

File Number: A5667921

Author: Rosa Leahy, Governance Advisor

Authoriser: Greer Golding, Governance Manager

EXECUTIVE SUMMARY

Ms Coombes will be in attendance to provide the Board with an update regarding the Waihi Beach Skatepark.

8.3 PRESENTATION – PIO SHORES SPORTS AND RECREATION ASSOCIATION

File Number: A5749010

Author: Rosa Leahy, Governance Advisor

Authoriser: Greer Golding, Governance Manager

EXECUTIVE SUMMARY

Mr Roy, representing Pio Shores Sports and Recreation Association, will be in attendance to speak to the proposal to lease Bowentown Seaforth Road South Reserve.

8.4 PRESENTATION – WAIHĪ BEACH LIFEGUARD SERVICES

File Number: A5749019

Author: Rosa Leahy, Governance Advisor

Authoriser: Greer Golding, Governance Manager

EXECUTIVE SUMMARY

Representatives from Waihi Beach Lifeguard Services will be in attendance to speak to the proposal to lease Bowentown Seaforth Road South Reserve.

8.5 PRESENTATION – WAIHĪ BEACH COASTGUARD

File Number: A5758427

Author: Pernille Osborne, Senior Governance Advisor

Authoriser: Greer Golding, Governance Manager

EXECUTIVE SUMMARY

Representatives from the Waihi Beach Coastguard will be in attendance to speak to the proposal to lease Bowentown Seaforth Road South Reserve.

8.6 PRESENTATION – WAIHĪ BEACH SCHOOL ROAD SAFETY IMPROVEMENTS**File Number:** A5760085**Author:** Rosa Leahy, Governance Advisor**Authoriser:** Greer Golding, Governance Manager**EXECUTIVE SUMMARY**

Representatives from Waihi Beach School will be in attendance to speak to the Road Safety Improvements on Beach Road. Further information relating to this topic can be found in the Waihi Beach Community Board workshop notes from the 11 September 2023 workshop.

9 MINUTES FOR CONFIRMATION

9.1 MINUTES OF THE WAIHĪ BEACH COMMUNITY BOARD MEETING HELD ON 14 AUGUST 2023

File Number: A5745713

Author: Pernille Osborne, Senior Governance Advisor

Authoriser: Greer Golding, Governance Manager

RECOMMENDATION

1. That the Minutes of the Waihi Beach Community Board Meeting held on 14 August 2023 as circulated with the agenda be confirmed as a true and correct record.
2. That the Chairperson's electronic signature be inserted into the confirmed minutes.

ATTACHMENTS

1. Minutes of the Waihi Beach Community Board Meeting held on 14 August 2023

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
WAIHĪ BEACH COMMUNITY BOARD MEETING NO. WBC23-5
HELD IN THE WAIHĪ BEACH COMMUNITY CENTRE, 106 BEACH ROAD, WAIHĪ BEACH
ON MONDAY, 14 AUGUST 2023 AT 6.30PM**

1 PRESENT

Chairperson R Goudie, Member H Guptill, Member D Simpson and Cr A Henry

2 IN ATTENDANCE

A Henderson (General Manager Corporate Services), G Golding (Governance Manager), A Hall (Roading Engineer West), P Osborne (Senior Governance Advisor) and R Leahy (Governance Advisor)

OTHERS IN ATTENDANCE

30 members of the public including:

Mayor J Denyer

Cr R Joyce (Katikati-Waihi Beach Ward)

Cr A Wichers (Maketu-Te Puke Ward)

3 APOLOGIES

APOLOGY

RESOLUTION WBC23-5.1

Moved: Cr A Henry

Seconded: Member H Guptill

That the apology for absence from Cr A Sole and Member A Kurtovich be accepted.

CARRIED

4 CONSIDERATION OF LATE ITEMS

Nil

5 DECLARATIONS OF INTEREST

Nil

6 PUBLIC EXCLUDED ITEMS

Nil

7 PUBLIC FORUM

7.1 BERT VAN HEUCKELUM – ADDITIONAL PRODUCE MARKET

Mr Van Heuckelum, a resident of Katikati and olive grower was in attendance regarding his application to run an additional produce market on Sunday in Waihi Beach. The below points were noted:

- A group of local growers and producers would like to establish a weekly farmers market at the reserve behind the Waihi Beach Community Hall on the same day as the existing Sunday Market.
- The market would be funded through interest free loans from the market's committee members.
- Mr Van Heuckelum believed that the two markets would compliment each other and benefit the wider Waihi Beach.
- It was not possible for the market to be held on another day due to the growers and producers being committed to other markets.

7.2 VARIOUS SPEAKERS – CURRENT SUNDAY MARKET

Pippa Coombes, Doug Longdill, Nicky Knight, Willy Postma (Secret Garden), Andy Kennedy (Flatwhite Cafe), and Kelly Moselen (Sunday Market) spoke in support of the existing Sunday Market and the following views were noted:

- Letters of support for the Sunday Market from Pippa Coombes, Doug Longdill and Joanne Coombes were presented to the Board (Tabled Items 1 & 2).
- The Sunday Market attracts foot traffic into the shops on Wilson Road, an additional market on the same day may affect this.
- There was support for the proposed farmers market, however, it should be held on a different day to the Sunday Market.
- Mr Van Heuckelum should work together with the Sunday Market to come to a solution.

7.3 TREVOR ALLAN – ADDITIONAL PRODUCE MARKET

Trevor Allan spoke in support of the proposed farmers market and the following views were noted:

- There was not enough local produce at the existing Sunday Market and more opportunities need to be created for local growers.
- The Sunday Market at Wilson should be split so there was a dedicated section for local produce.
- There was more than 30 growers and producers that wanted a stall at the proposed farmers market.

7.4 DENIS HENDERSON – VARIOUS ITEMS

Mr Henderson was in attendance and spoke on behalf of the Athenree Action Group on the below issues:

- The Waione Avenue Reserve and Boat Ramp area needs upgrading. The group would like to see the boat ramp extended. Furthermore, drainage in the grass area needs to be installed alongside kerbing, channelling, parking and a BBQ area.
- Mr Henderson provided the Board with a copy of the group's proposal (Tabled Items 3 & 4)
- Athenree lacked footpaths, kerbing and channelling in the area. The Board was presented with a copy of the group's proposal (Tabled Item 5).
- It was noted that on the southern side of the road there was no footpath between 61 Athenree Road to Sandleigh Drive.
- The Board requested the Cycleways Manager to attend next Community Board meeting to discuss the Athenree-Waihi Beach crossing.

7.5 MIKE HICKEY – VARIOUS ITEMS

Mr Hickey was in attendance and spoke to the Board about the below issues:

- Mr Hickey was concerned that Council had not acknowledged his submission despite requesting an acknowledgement of receipt. It was noted that there were 35,000 individual responses to the Your Place engagement survey and it was unlikely that Council staff had been able to respond to his request.
- There had been 158 dog attacks in the Bay of Plenty area up from 120 the previous year.

- The apartment development on Edinburgh Street had reduced the site line for drivers and the area required road safety improvements.

7.6 ROSE FOX – VARIOUS ITEMS

Ms Fox was in attendance and spoke to the Board about the below issues:

- Requested the Board make a decision on the entrance way road signs at the next meeting.
- Ms Fox was concerned that Council was consulting with Pio shores on projects in Bowentown but not other residents in that area.

7.7 PIPPA COOMBES – SKATEPARK

Ms Coombes requested that the Skatepark be added to the agenda for the next Community Board meeting.

8 PRESENTATIONS

8.1 PRESENTATION – TE WHĀNAU Ā TAUWHAO KI OTAWHIWHI

Matua Tuanau was unable to attend the Board meeting on behalf of Te Whānau ā Tauwhao ki Otawhiwhi.

8.2 PRESENTATION – SUSTAINABLE WAIHĪ BEACH

Ms Coombes was in attendance on behalf of Sustainable Waihi Beach, to seek funding from the Board towards beach clean up pods. The below points were noted:

- The organisation had obtained funding for five beach clean up pods to be installed at Waihi Beach.
- The group had been working with Council's Reserves and Facilities team and Heritage New Zealand on the project. Sustainable Waihi Beach would like to see the project implemented nationally.
- Sustainable Waihi Beach sought funding for their launch day on 1 October 2023, of which part of the funding would go towards a rake artist. The Board was advised

that any content captured throughout the launch could be utilised for Sustainable Waihi Beach future marketing purposes.

- Sustainable Waihi Beach had considered other artwork options, however, they wanted it to be interactive for attendees on launch day.

RESOLUTION WBC23-5.2

Moved: Member D Simpson

Seconded: Cr A Henry

That the presentation on behalf of Sustainable Waihi Beach on 14 August 2023, be received.

CARRIED

8.3 PRESENTATION – STORM WATER ACTION TEAM (SWAT)

Mr and Mrs Hope were in attendance to provide the Board with an update on behalf of the Storm Water Action Team (SWAT). The below points were noted:

- Mr and Mrs Hope had attended the Projects and Monitoring Committee meeting on 8 August 2023. They were pleased with the commitment from Council to address stormwater issues in Waihi Beach.
- The next SWAT meeting would be held on 1 September 2023.

RESOLUTION WBC23-5.3

Moved: Chairperson R Goudie

Seconded: Member H Guptill

That the presentation on behalf of the Storm Water Action Team (SWAT) on 14 August 2023, be received.

CARRIED

9 MINUTES FOR CONFIRMATION

9.1 MINUTES OF THE WAIHI BEACH COMMUNITY BOARD MEETING HELD ON 19 JUNE 2023

RESOLUTION WBC23-5.4

Moved: Chairperson R Goudie

Seconded: Member H Guptill

1. That the Minutes of the Waihi Beach Community Board Meeting held on 19 June 2023 as circulated with the agenda be confirmed as a true and correct record.
2. That the Chairperson's electronic signature be inserted into the confirmed minutes.

CARRIED

10 REPORTS**10.1 WAIHI BEACH COMMUNITY BOARD CHAIRPERSON'S REPORT - AUGUST 2023**

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

- Mr Goudie thanked Margaret Scriminger who, on behalf of the Rural Women's Support Trust, provided care packages to the Elderly Housing residents affected by the flooding.
 - The Elderly Housing residents were concerned about returning to their homes if there was still a risk of flooding.
 - Road safety issues at Waihi Beach would be discussed at the next Community Board workshop on 11 September.
-

RESOLUTION WBC23-5.5

Moved: Chairperson R Goudie

Seconded: Member H Guptill

That the Chairperson's report dated 14 August 2023 titled 'Waihi Beach Community Board Chairperson's Report - August 2023' be received.

CARRIED

10.2 WAIHI BEACH COMMUNITY BOARD COUNCILLOR'S REPORT - AUGUST 2023

The Board considered a report from Councillor Henry. The report was taken as read with further discussion as below:

- Council deliberated on the financial modelling for new development. The Financial Contributions and adoption of the Annual Plan would be confirmed at the 30 August 2023 Council meeting.
- Council decided that the Northern Harbour Boat Ramp project had not progressed far enough, and would be considered as part of the LongTerm Plan.

RESOLUTION WBC23-5.6

Moved: Cr A Henry

Seconded: Member H Guptill

That the Councillor's report dated 14 August 2023 titled 'Waihi Beach Community Board Councillor's Report – August 2023' be received.

CARRIED

10.3 WAIHI BEACH COMMUNITY BOARD GRANT APPLICATION – AUGUST 2023

The Board considered a report from the Senior Governance Advisor. The report was taken as read with further discussion as below:

- There was concern that the Board may be setting a precedence if they were to grant funding that would be used for future and ongoing marketing purposes.
- The Board was provided with the below points of clarification:
 - a. That Sustainable Waihi Beach were hoping to move towards a sustainable financial model, which would involve reusing content from past events on the website to keep marketing costs low; and
 - b. The organisation had already obtained funding for the set up of the initiative and only required funding for the launch day event.

RESOLUTION WBC23-5.7

Moved: Chairperson R Goudie

Seconded: Cr A Henry

1. That the Senior Governance Advisor's report dated 14 August 2023, titled 'Waihi Beach Community Board Grant Application – August 2023', be received.
2. That the Waihi Beach Community Board approve the grant application from Sustainable Waihi Beach for \$1500. This grant will be funded from the Waihi Beach Community Board Grants Account, subject to all accountabilities being met.

CARRIED

10.4 PROJECTS AND MONITORING COMMITTEE UPDATES – WAIHĪ BEACH LIBRARY & HUB REVISED CONCEPT PLAN, AND WAIHĪ BEACH STORMWATER

The Board considered a report from the Senior Governance Advisor. The report was taken as read.

10.5 INFRASTRUCTURE GROUP REPORT – WAIHĪ BEACH COMMUNITY BOARD – AUGUST 2023

The Board considered a report from the Executive Assistant, Infrastructure Group. The report was taken as read with further discussion on items as listed.

RESOLUTION WBC23-5.8

Moved: Chairperson R Goudie

Seconded: Member H Guptill

That the Executive Assistant, Infrastructure Group's report, dated 14 August 2023 titled 'Infrastructure Group Report – Waihi Beach Community Board – August 2023' be received.

CARRIED

10.5.1 DILLION STREET SHARED PATH BRIDGE

There had been some unforeseen expenses for the Dillon Street bridge, the Roading Engineer West had not yet received the final costings.

10.5.2 MONTESSORI PRESCHOOL – FLOODING CONCERNS

Some Members of the Board were concerned about potholes and surface flooding outside the Montessori school. The Board was provided with the following advice:

- The area outside the Montessori School was private property and not covered by Council's Levels of Service.
- It would set an unsustainable precedence if the Board funded the maintenance of private property.
- Damage outside the Montessori School could be discussed at a walkaround with the Board and Roading Engineer (West).

10.5.3 PENSIONER UNIT PEDESTRIAN REFUGE

The Board was advised that the cost of the Pensioner Housing pedestrian refuge was roughly \$45,000. The issue of whether the contractor should pay for it had been discussed with the General Manager Infrastructure. It was concluded to be an asset, and subsequently paid for out of Council's projects budget.

10.5.4 TOURISM INFRASTRUCTURE FUNDING PROJECT (STAR GAZING PLATFORMS)

The Board requested an update about the Lookout Platforms.

10.5.5 WAIHI BEACH GATEWAYS PROJECT

The Roothing Engineer West would discuss the entrance way signage at the workshop scheduled 11 September 2023.

10.5.6 WILSON ROAD CARPARK

The below points were noted in relation to the Wilson Road carpark extension:

- The Board requested costings for a sealed extension of Wilson Road carpark.
- The Board was advised that there was not adequate funding available in the roading budget to seal the Wilson Road carpark with asphalt.
- If the Board agreed to extend the carpark with gravel then it would likely be completed before Christmas.

10.5.7 WAIHI BEACH PIO SHORES PUMP STATION

The Board requested an update regarding the Pio Shores pump station and whether or not the pump was fully operational.

10.6 WAIHI BEACH COMMUNITY BOARD – FINANCIAL REPORT JUNE 2023

The Board considered a report from the Financial Business Advisor. The report was taken as read with further discussion on the below items:

- The Board requested to resolve some of the historical funding allocations back into the budget. A discussion on this would be held at the workshop scheduled 11 September 2023.

RESOLUTION WBC23-5.9

Moved: Chairperson R Goudie

Seconded: Cr A Henry

That the Financial Business Advisor's report dated 14 August 2023 and titled 'Waihi Beach Community Board – Financial Report June 2023', be received.

CARRIED

10.7 WAIHI BEACH COMMUNITY BOARD OPERATIONAL REPORT – AUGUST 2023

The Board considered a report from the Senior Governance Advisor. The report was taken as read.

RESOLUTION WBC23-5.10

Moved: Cr A Henry

Seconded: Member H Guphill

That the Senior Governance Advisor's report dated 14 August 2023 titled 'Waihi Beach Community Board Operational Report – August 2023', be received.

CARRIED

The Meeting closed at 8:15pm.

Confirmed as a true and correct record at the Waihi Beach Community Board meeting held on 9 October 2023.

.....
Chairperson R Goudie

CHAIRPERSON

10 **REPORTS**

10.1 **WAIHĪ BEACH COMMUNITY BOARD WORKSHOP NOTES – 11 SEPTEMBER 2023**

File Number: A5747814

Author: Pernille Osborne, Senior Governance Advisor

Authoriser: Greer Golding, Governance Manager

EXECUTIVE SUMMARY

The Waihi Beach Community Board workshop notes from 11 September 2023, have been provided as **Attachment 1** for transparency.

BACKGROUND

The discussion topic for the workshop was in relation to the 'Safer Streets' conversation, and the direction given by the Board at the workshop has led to the recommendation presented within the Infrastructure Report.

ATTACHMENTS

1. **Attachment 1 – Waihi Beach Community Board Workshop Notes – 11 September 2023**  

WAIHI BEACH COMMUNITY BOARD WORKSHOP

DATE:	Monday, 11 September 2023 at 9.00am
HELD:	Waihi Beach Community Centre, Waihi beach
TOPICS:	1. Safer Streets Conversation
FORUM MEMBERS PRESENT:	Chairperson R Goudie, Councillor A Henry, Councillor A Sole (via Zoom), Member H Guptill, Member D Simpson
STAFF IN ATTENDANCE:	A Hall (Roading Engineer – West), J Rickard (Community and Strategic Relationships Manager), R Leahy (Governance Advisor)
OTHERS IN ATTENDANCE	Councillor R Joyce, M Appleton (Waihi Beach School Board Trustee), P Carter (ARUP), S Sherlaw (Beca), A Jeffcoat (Beca), J Bisley (Travel Safe) and R Coll ((Waihi Beach School Principal) via Zoom)

1. Safer Streets Conversation

Mr Carter, on behalf of the Waihi Beach School, presented a report regarding the improvement of the road safety on Beach Road. The following points were noted:

- Mr Carter had produced a high-level desk top study to identify accessibility issues and potential mitigating options.
- The study focussed on creating safe and equitable access for pedestrians, cyclists and bus users travelling to the school. Accessibility for cars was reasonably good as there were several different drop-off zones that parents could use.
- Currently teachers had to chaperone kids off the bus to get to the school safely.
- There were approximately 80 students that used the bus and 230 students enrolled in the school.

Waihi Beach Community Board – workshop notes

1

- There was an option for the school to provide some land on Beach Road to create a bus stop for the school bus.
- There was agreement with the Board and stakeholders that a designated bus stop in front of the school was the preferred option.
- The school would need to educate parents not to use the layby for school drop offs.
- The Board requested that a holistic approach be considered when looking at road safety in the wider area. The Community and Strategic Relationships Manager advised the Board that improving the road safety and transport connections around the RSA, Community Hub, Library and Skatepark would need to be addressed through the Long Term Plan.
- The Board was advised that the school bus stop would be a capital investment and would be paid for out of their Community Board Roding Account.
- The placement of the pedestrian crossing needed to consider the visibility, private access points and be a sufficient distance away from the bus stop.
- The School Principal advised that the Ministry of Education would not fund a bus stop, however, they would be open to providing land for the project.
- Narrowing the road and lowering the speed on Beach Road could assist with improving road safety.
- The Roding Engineer advised against having a pedestrian crossing too close to the roundabout due to a number of safety concerns.
- Council staff and the school would liaise with the Ministry of Education over obtaining land for the dedicated bus stop (once Council understood how much land was required, if any).
- The Board agreed that the school bus stop project should be futureproofed and large enough to accommodate two buses.
- The Board agreed that the wider road safety issues around the Community Centre should be looked at during the design phase of the new library and in conjunction with affected stakeholders.

Direction

1. The Board and Stakeholders agreed that the preferred option was for a designated 'bus only stop' in front of Waihi Beach School on Beach Road.

-
2. The Board agreed that at their next formal meeting they would resolve to fund a concept design for a bus stop through their Community Board Roding Account. The bus stop design would accommodate two buses and consider the placement of the proposed Beach Road / Browns Drive pedestrian crossing.

The workshop closed at 12:00pm.

Waihi Beach School Access Improvements

Desktop Concept Study

For discussion purposes only

September 2023

Introduction

Purpose and scope

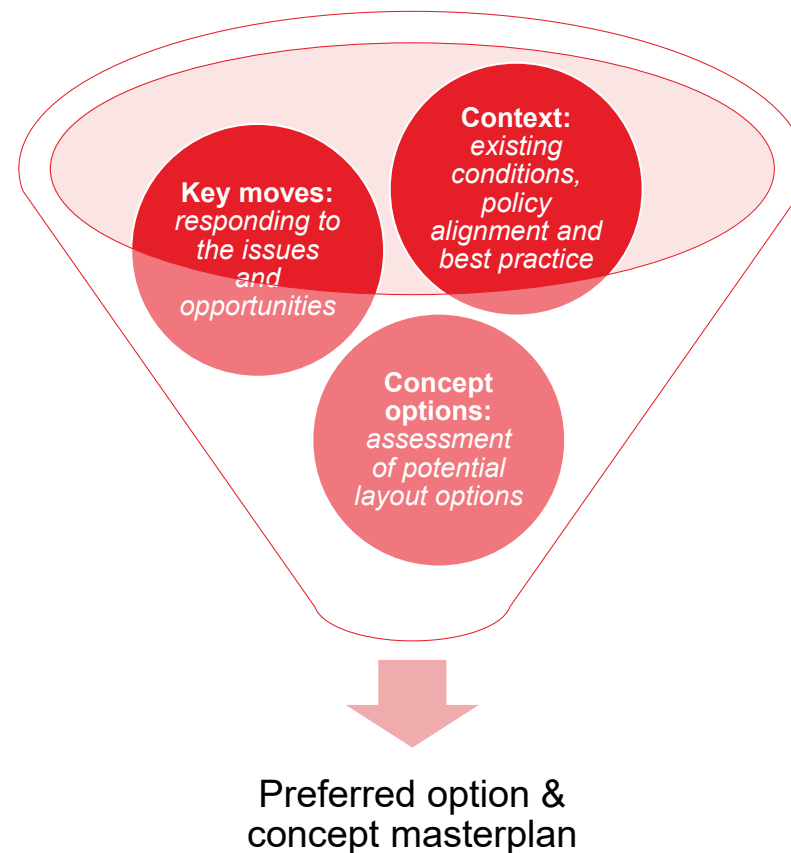
Waihi Beach School have engaged Arup to provide transport planning advice and to develop conceptual options to improve safety and access to the school and more broadly across the site.

This report summarises the context and investigations undertaken, recommends key moves to respond to the issues and opportunities, and presents the conceptual options developed.

The options developed aim to:

- Improve safety for the school community,
- Provide equity of access to and from school for a wider group,
- Integrate with the school and wider site layout, and
- Respond to local needs and uplift the values of the school community.

This work is the first step in developing a longer-term vision for access to, and movement within the site. The outputs intend to support ongoing engagement with council and stakeholders.



Context

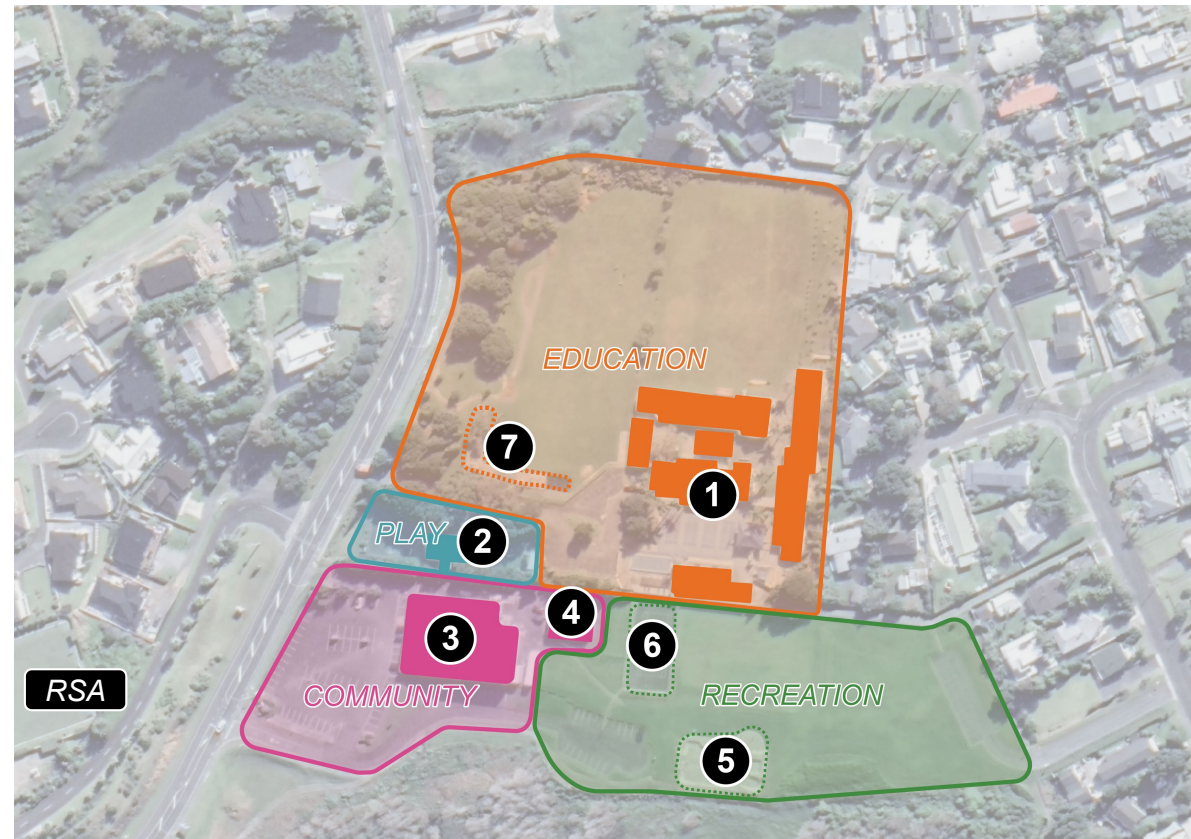
Site features

Waihi Beach School is located on community zoned land on the outskirts of the Waihi Beach township. The school accommodates primary aged students with approximately 250 enrollments. The broader site hosts a mix of community, educational and recreational uses as follows:

1. Waihi Beach School campus: *The campus is also used for after school activities, Saturday farmer's market, Sunday church services and Zumba classes*
2. Play Centre
3. Library and Community Centre: *Uses include gymnastics, prizegiving's, events and concerts*
4. MenzShed
5. Skate Park
6. Tennis courts
7. Play equipment

Additionally, The RSA restaurant and club room is located to the southwest of the site. This mix of uses creates a community hub that is used by a broad demographic of residents, from young school-aged children through to the older and vulnerable people.

Proposals and initial concept designs for a new library, Council service centre and hub are earmarked for the site, between Beach Road and the existing library and community centre building. Associated changes to access at this end of the site are anticipated (eta. 2028).



Context

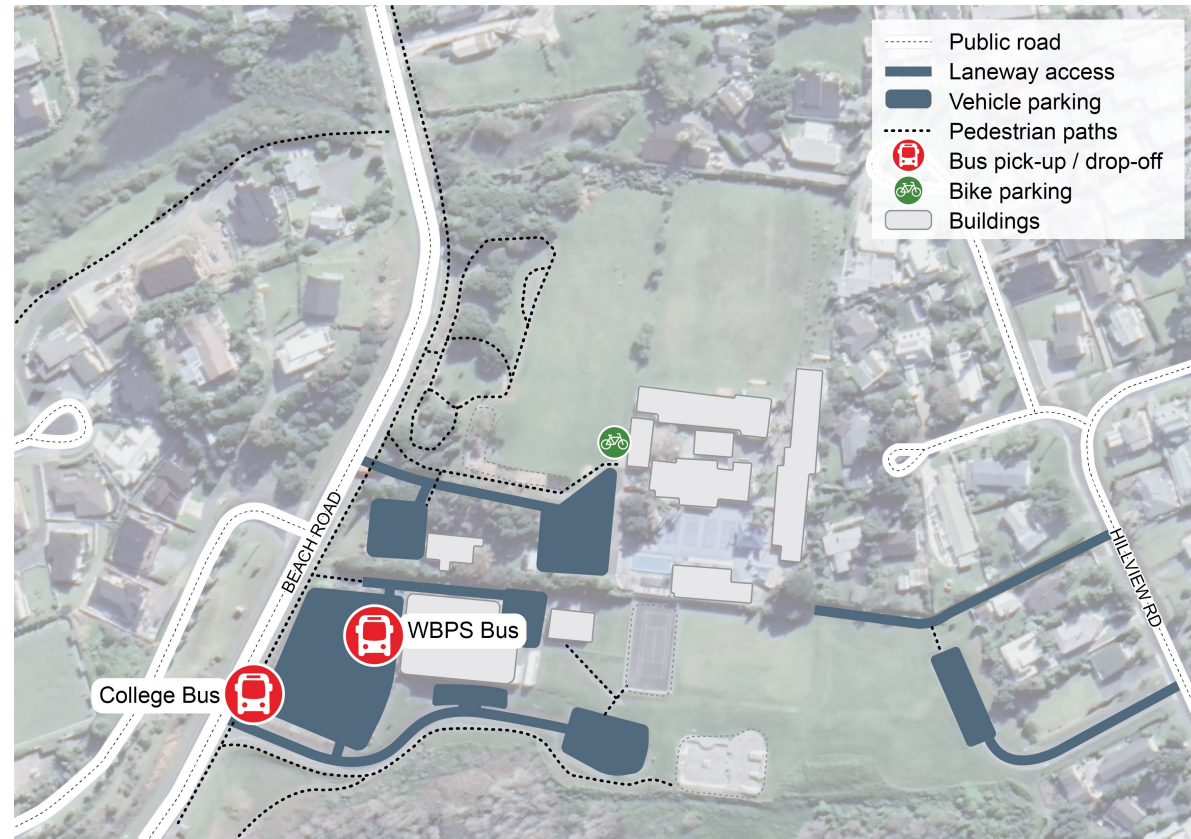
Existing site access

Primary access to Waihi Beach School and other facilities on the site is via Beach Road, which is the main traffic route for access to the north-end of Waihi Beach. Secondary access is via Hillview Road which is a local road.

Walking and cycling: A network of paths provide pedestrian access to the site. This includes footpaths along the eastern side of Beach Road and a network of trails nearby the playing fields. Pathways throughout the site generally focus on connecting site features to car parking. Cycling primarily occurs on footpaths, with bike parking located by the main entrance.

Bus: The Waihi Beach School bus currently uses the Community Centre car park, requiring students to walk under teacher supervision through the school carpark and the Community Centre service lane which is a driveway used by users of the other facilities.

Vehicle access: A number of laneways provide access to the various parking areas on the site. These are used informally for pick-up and drop-off and parking for visitors to the site.



Context

Policy alignment

There are several relevant policies strategies and plans relating to transport and access in Waihi Beach at the national, regional, district and local level. The following documents have been reviewed to inform alignment with the outcomes of this project:

National	<ul style="list-style-type: none"> Land Transport Management Act Ministry of Transport/Te Manatū Waka's Outcomes Framework Hike It, Bike It, Scoot It, Skate It; Safe School Travel Plan; (Waka Kotahi) Teach Road Safety (Ministry of Education/Te Tāhuhu o te Mātautanga)
Regional	<ul style="list-style-type: none"> Bay of Plenty Regional Public Transport Plan 2022-2032 (Bay of Plenty Regional Council) Regional Mode Shift Plan (Bay of Plenty Regional Council)
District	<ul style="list-style-type: none"> Walking and Cycling Action Plan 2020-2021, Western Bay of Plenty Travel Safe Road Safety Action Plan Report 2019 (Western Bay of Plenty District Council and Taurunga City Council)
Local	<ul style="list-style-type: none"> Waihi Beach Community Board – relevant minutes

These documents highlight the importance of improving safety for all road users, including through road safety education, providing inclusive access for all ages and abilities, improving environmental sustainability through a shift to active modes, and the importance of access to education.

ARUP



Context

Best practice and design guidance

Planning and design for child-friendly cities is gaining traction around the world, acknowledging that if we build successful cities for children, we will have successful cities for all. The following documents were reviewed to inform the issues and opportunities for access to Waihi Beach Primary School:

- Cities Alive: Designing for Urban Childhoods (Arup)
- Playful cities design guide (CatalyticAction, Placemaking X, The Lego Foundation and Arup)
- Safe Kids Aotearoa (Starship)
- The Value of Play Report (Real Play Coalition)
- Urban Playground: How child friendly planning and design can save cities (Gill, T.)
- Children in the City: Reclaiming the Street (Karsten, L.& Vliet, W. V.)
- *Integrating Safe System with Movement and Place for Vulnerable Road Users (Austroads)*
- *Cycle Parking Planning and Design (Waka Kotahi)*
- *Design guide for Indented Bus Bays (Waka Kotahi)*

These documents highlight the limitations of modern childhood resulting from urban infrastructure, with most public spaces not built with children in mind. They conclude that some of the key challenges facing urban children include traffic and uneven access to place, with associated opportunities in reducing the speed of cars, creating narrow streets, adding more trees and integrating nature play.



Context

Issues and opportunities

Based on site observations, desktop reviews and supported by the review of relevant policy and best practice guidance, the following are considered the key issues and opportunities for access to the site:

Issues

1. Access between the school and existing bus pick-up/drop-off requires walking through off-site car parking, resulting in a need for children to be escorted by a teacher;
2. Lack of conflict-free access for pedestrians to main site features and poor delineation of pedestrian zones;
3. Existing pedestrian network does not align with pedestrian desire lines, resulting in a number of informal pedestrian routes (observed, mapped);
4. Lack of formal pick-up and drop-off area resulting in children walking through car parks un-escorted;
5. Poor sight-lines and visibility at driveway crossovers.

Opportunities

1. Provide formal pedestrian paths that align with desire lines and provide clear delineation from traffic;
2. Improve safety of bus access through creation of accessible area with turning circles on the school site (supporting an un-escorted outcome);
3. Formalise pick-up and drop-off area.



Key moves

Bus access and operations

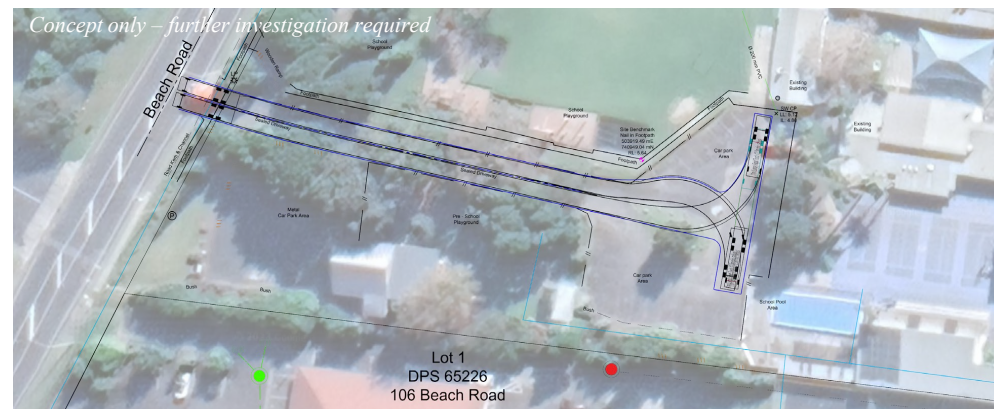
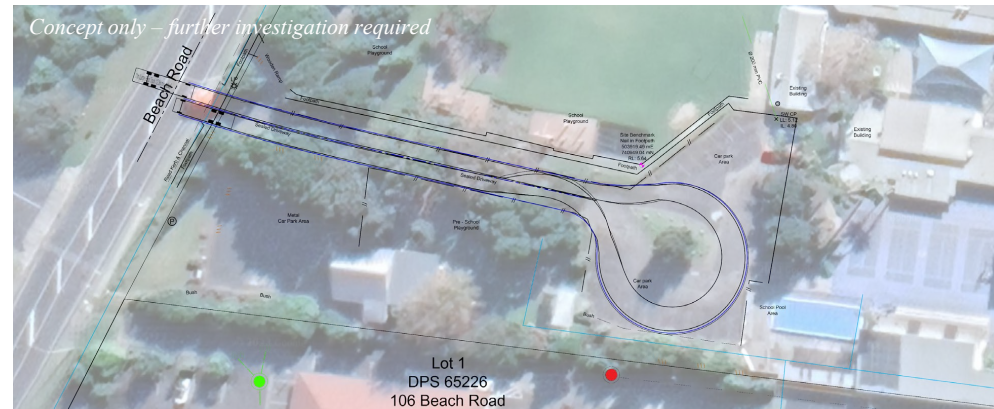
Ensuring the safety of school bus access is not only about the well-being of students but also about promoting overall traffic safety, community awareness, and adherence to regulatory requirements. It is a collective effort to create a secure environment for students and everyone on the road.

There is scope to improve access and safety to school bus services by formalising bus pick-up, drop-off and circulation. Currently, students access the bus via the school carpark and Community Centre service laneway to the waiting bus in the community centre carpark. There is no safe refuge for students getting on and off the bus, and they must be accompanied by teaching staff.

On-campus options

As shown in the adjacent concept plans, there are two options for accommodating bus movements on-campus. This can be achieved within the existing main entrance driveway and car park footprint, creating opportunities for a central mobility hub at the front of the campus.

However, these bus movements require a significant amount of the current space which will lead to a loss of other functions such as parking and pick-up drop-off. Additionally, a degree of physical separation such as fencing would be required to prevent conflict between children and bus movements.



Key Moves

Bus access and operations

Bus shelter and mobility hub

On-campus options for bus pick-up and drop-off present an opportunity to create a central mobility hub at the school entry.

Provision of a bus shelter connected to the school entrance would offer practical benefits such as weather protection, safety, and enhanced accessibility. This could incorporate improvements to cycle parking, with connections via an enhanced pathway network.

This has the potential to promote public and active transport for access to the school and wider site, while also contributing to the overall functionality and cohesion of the school community.

Design precedents



Key Moves

Bus access and operations

Beach Road layby option

A layby to the north of the main entrance on Beach Road would create an alternative option for bus pick-up and drop-off with safe, conflict free, pedestrian access to the school via new and enhanced pedestrian links.

This option would also offer a pick-up and drop-off option for cars outside of bus operating hours. The proposed layby design would comfortably accommodate approximately four cars at any one time.

Provision of a layby in this location would require reconfiguration of the existing footpath on Beach Road.

Existing operations option

There is potential to enhance the safety of bus pick-up and drop-off while retaining existing bus operations. This would require provision of new pedestrian footpath between the school entrance and Community Centre and Library.



Key Moves

Bus access and operations

Option 1: On campus	<i>This option relocates the bus pick-up and drop-off to the main entrance. The turning circle takes up the majority of available space.</i>	Benefits	Impacts / Challenges
		<ul style="list-style-type: none"> • Unsupervised outcome • Opportunity to create mobility hub at main school entrance 	<ul style="list-style-type: none"> • Bus turning circle takes up majority of space, restricting other uses (parking, pick-up, drop-off) • Fencing and/or railing required • Loss of school/MoE land
Option 2: On campus	<i>This option relocates the bus pick-up and drop-off to the main entrance. To exit the bus must make a three-point turn to position for exit.</i>	Benefits	Impacts / Challenges
		<ul style="list-style-type: none"> • Unsupervised outcome • Opportunity to create mobility hub at main school entrance • Retains areas for parking, and pick-up drop-off 	<ul style="list-style-type: none"> • Fencing and/or railing required • Loss of school/MoE land
Option 3: Beach Road layby	<i>This option relocates the bus pick-up and drop-off to a potential layby location on Beach Road. This is supported by improvements to pedestrian connections across the playing fields.</i>	Benefits	Impacts / Challenges
		<ul style="list-style-type: none"> • Potential to accommodate multiple users (cars, college bus) • Conflict free access to school campus and improved visibility for parents • Enhanced traffic calming • Reduced traffic into school driveway and interruptions on Beach Road 	<ul style="list-style-type: none"> • Requires council approval • May still require teacher supervision
Option 4: Existing operations	<i>This option uses the existing bus pick-up and drop-off location, focusing on formalising and strengthening pedestrian connections to the location.</i>	Benefits	Impacts / Challenges
		<ul style="list-style-type: none"> • Improved footpath connectivity between site features • New footpath connections also cater to other pedestrian demands 	<ul style="list-style-type: none"> • Likely to still require teacher supervision • Requires removing existing fence • Potentially impacted by new library and council service centre plans

Key Moves

Pedestrian access and amenity

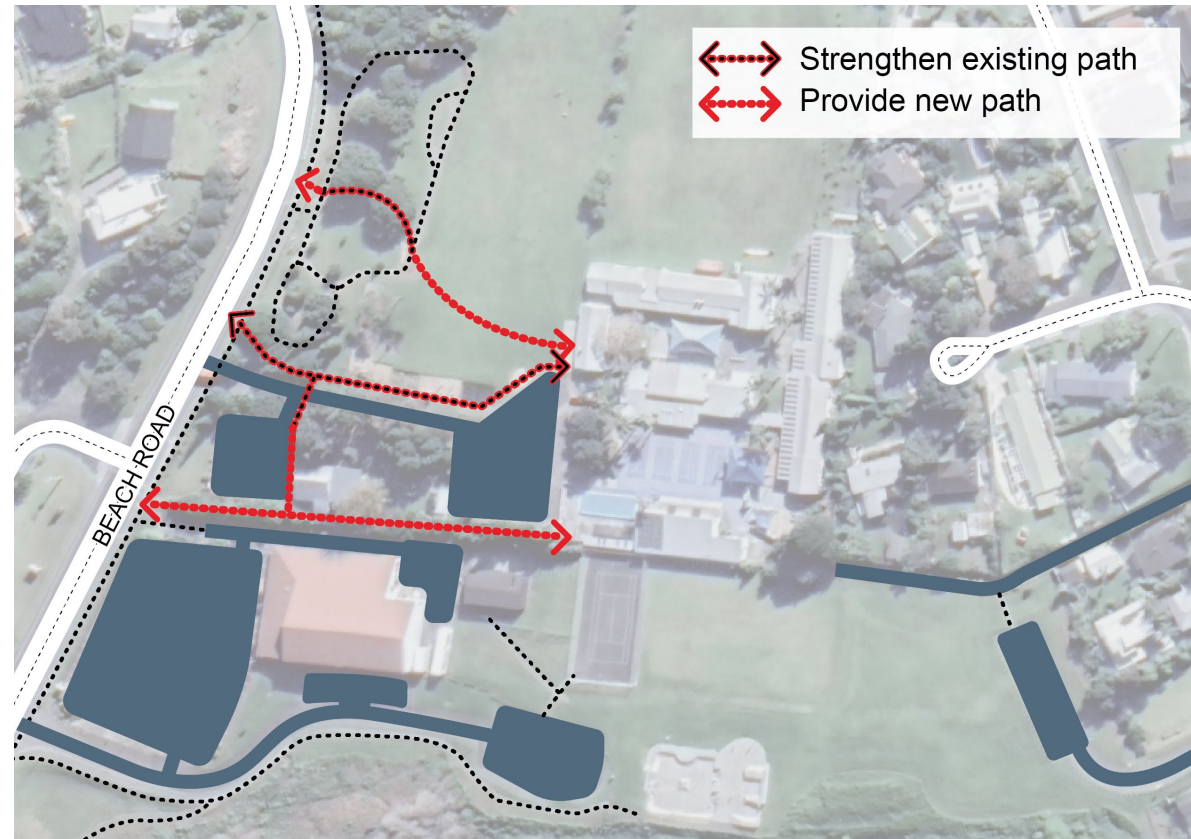
Safe pedestrian access to, and within schools is essential for the well-being and safety of students, the community, and the environment. It encourages physical activity, teaches important life skills, and contributes to creating a more livable and sustainable urban environment.

Currently, safe access to community facilities and services is compromised across the site due to poor provision and delineation of pedestrian zones. The existing path network does not accommodate key desire lines between the school, surrounding facilities and the wider community.

Internal path improvements

By providing designated crossings, pathways, and traffic control measures, schools can reduce the likelihood of conflict between vehicles and pedestrians.

This can be achieved by strengthening the existing pathways onsite, with a particular focus on routes from the school to Beach Road via the Community Centre, as well as establishing new pathways through the site to create safe and secure access to and from the school campus.





Key Moves

Pedestrian access and amenity

Pedestrian amenity

Incorporating pedestrian-friendly amenities demonstrates a commitment to the well-being and safety of the school community while also contributing to the overall quality of campus life.

Provision of new pathways and strengthening of existing pathways offers an opportunity to enhance the overall amenity of public space in across the campus and also serve as an educational tool. Incorporating features like informational signage, nature trails, and sensory activities can provide learning opportunities outside of the classroom.



Key Moves

Pedestrian access and amenity

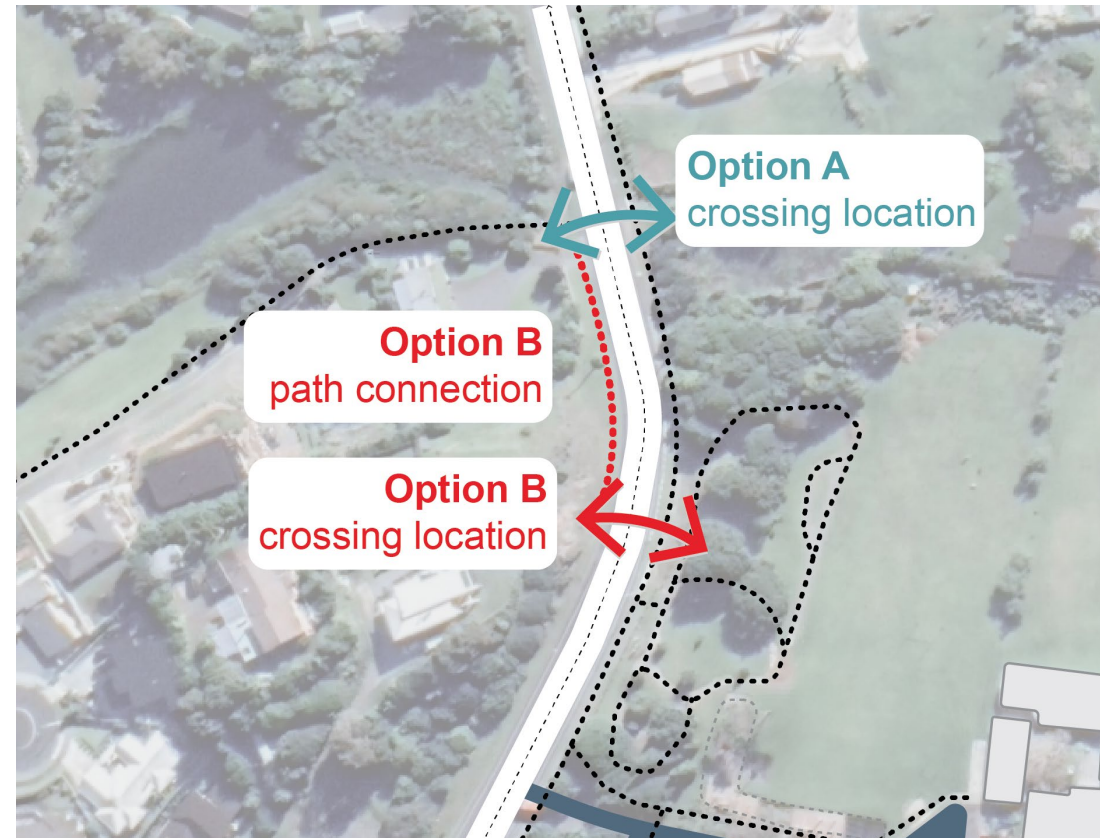
Beach Road refuge

Currently there is a lack of formal, safe crossings of Beach Road and no footpaths on the western side of the corridor.

There is demand for a pedestrian connection across Beach Road, in the vicinity of Ralph Lane. Ralph Lane provides the most direct access to residential areas to the west, with path connections provided through a gully environment.

As shown in the adjacent plan, there are two options suggested for further investigation:

- Option A: this option accommodates existing desire lines and has the potential to act as a traffic calming gateway and reinforce the change of road environment and speed. There are constraints associated with this option as the road would require widening to accommodate a median refuge. Widening works have potential impacts on the creek (culvert extension), and gully environs.
- Option B: This option is located on a wider segment of road, not requiring widening. Construction of a new footpath between the crossing location and Ralph Lane would be required. While this option supports movements to and from the school, it has less utility for the wider community. Sightlines and speed management need to be considered as part of further investigations.



Key moves

Pedestrian access and amenity

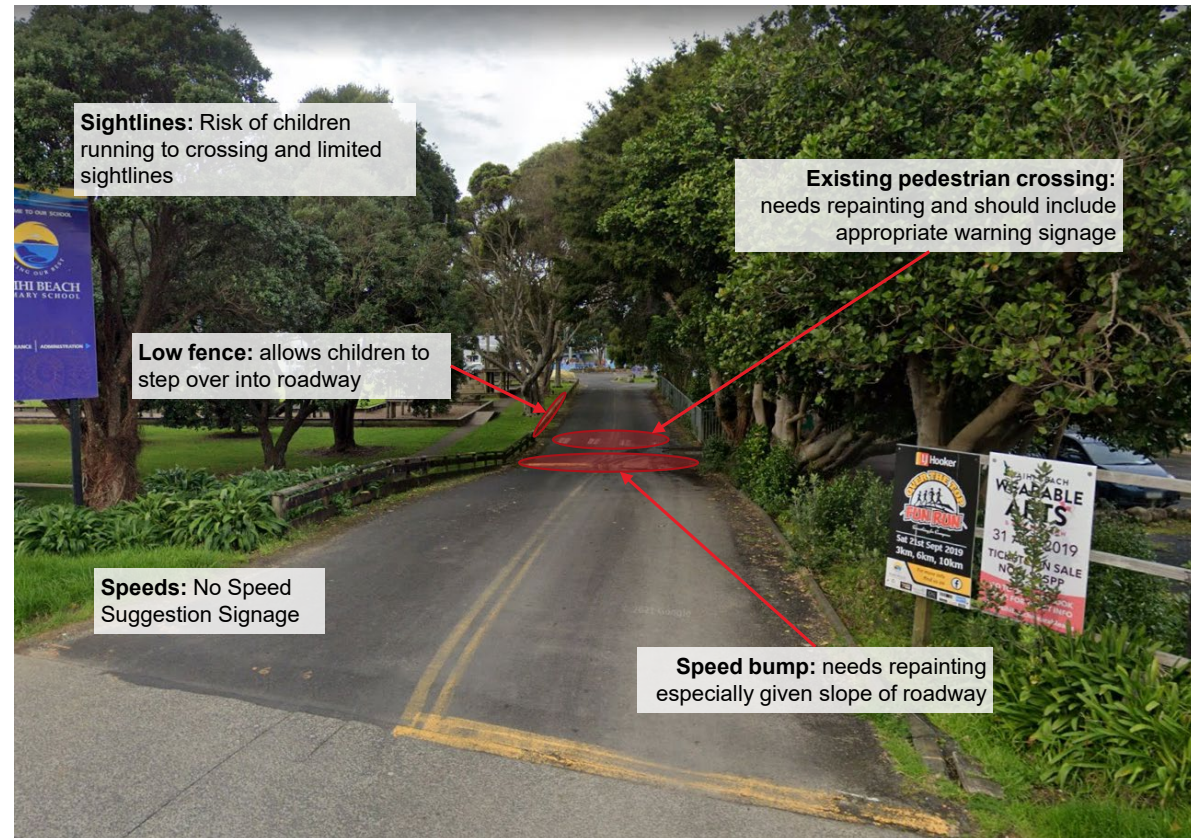
Entrance gateway and sight lines

Creating a welcoming entrance to the site, with clear delineation between access modes, is the first step in formalising multi-modal access and reducing conflict.

The access drive also acts as a key pedestrian desire line between Beach Road and the school entrance. While there is a pathway parallel to the access driveway, this is less visible and indirect.

Additionally, there is demand for crossing the access driveway for access between the play centre car park and play equipment. This currently occurs in an area with poor visibility.

Reconfiguring the access driveway as a 'gateway' entrance feature through signage, change in road surface and on-ground circles will help inform drivers of the change of road environment. This will require management of existing plants, refreshing road markings and road resurfacing.



Next Steps

Progressing the key moves

A number of key moves proposed can be progressed independently, with next steps to suggested in the following table.

In addition, Waihi Beach School should consider:

- Developing a Travel Plan in line with the requirements of Ministry of Education 5 Year Agreement (5YA). This funding is available for traffic system improvements. To secure funding, project works needs to be planned in school's 10 Year Property Plan (10YPP). This includes ongoing engagement with relevant parties including:
 - Western Bay of Plenty District Council: as the 'road controlling authority' council has a responsibility for ensuring roads are safe and fit for purpose.
 - Local Board
- Collaboration with key stakeholders to develop a longer-term vision for access to, and movement within the site. The development of the new library, Council service centre and hub should act as a catalyst for improved site integration and connectivity with the wider community.

	Key move	Next steps
Bus access & operations	On-campus bus access	<ul style="list-style-type: none"> Further investigation of the benefits and trade-offs and communication with existing users of the car park is undertaken prior to progressing design development. Pursuing the bus access changes will require Building Consent and likely Outline Plan of works, it is suggested engaging with Western Bay of Plenty District Council to clarify their requirements.
	Beach Road layby bus access	<ul style="list-style-type: none"> Engagement with Western Bay of Plenty District Council and Bay of Plenty Regional Council on potential alterations to Beach Road.
Pedestrian access & amenity	Internal path improvements	<ul style="list-style-type: none"> Proposed improvements to pedestrian access and amenity can be undertaken independently to bus access options. It is suggested that design development and implementation is costed and budgeted for as a priority.
	Beach Road refuge	<ul style="list-style-type: none"> Further work is required to determine the preferred location of a pedestrian refuge on Beach Road. It is suggested that Waihi Beach School engages with Western Bay of Plenty District Council to open a dialogue about alterations to Beach Road.
	Entrance gateway and sight lines	<ul style="list-style-type: none"> Proposed entrance gateway and sight line improvements should be considered in conjunction with potential changes to bus access and operations and preferred bus access options.

10.2 WAIHĪ BEACH COMMUNITY BOARD CHAIRPERSONS REPORT – OCTOBER 2023**File Number:** A5739110**Author:** Ross Goudie, Community Board Chairperson**Authoriser:** Adele Henderson, General Manager Corporate Services**RECOMMENDATION**

1. That the Chairpersons report dated 9 October 2023 titled 'Waihi Beach Community Board Chairpersons Report – October 2023' be received.
2. That the Waihi Beach Community Board approve the Entranceway Project design in principle, noting that changes may be required to address safety restrictions and material once locations are confirmed.

General Update

As most people know, Alan Kurtovich has resigned from the Waihi Beach Community Board. We wish him well and thank him for his time on the Board.

The closing date for the nominations was 25 September 2023 and two candidates were nominated. The by-election voting papers are going to be sent out on 27 October and votes must be received by 18 November 2023.

There was lots of activity going on in our community over the last two months.

Entranceway Sign Project

The Waihi Beach Community Board had a driving workshop with the Transportation Area Engineer to discuss potential locations for the Entranceway Signs. Two locations were identified as preferred options. The next step for the Board is to undertake discussions with the landowners.

The proposed designs have been made available as **Attachment 1** and the Board will continue to provide further updates as the project progresses.

Stormwater Liaison Group

The planning of the Stormwater projects is advancing with comprehensive actions and work programmes in place. We wish to congratulate the stormwater team for their hard work and for communication on all levels. The modelling of flow impacts in various catchments was most interesting, as the steep catchments at the northern part are completely different to the rest of the ward. The 1-Mile creek catchment below the dam is particularly fast, and that will be a big factor in what happens in that stream.

Attachment 2 has been provided as information.

Long Term Plan (LTP)

At the last Waihi Beach Community Board meeting, the Board was presented with some very good points for improvements for locations in Athenree.

As part of the LTP, the Board will highlight the below issues for discussion:

1. Prioritisation of Stormwater Projects
2. Wilson Road Parking, including 2 Mile Creek
3. The Climate Change Planning Process
4. Waihi Beach Library and Hub
5. School/Library traffic planning (Safer Streets conversation)
6. Cycling access for:
 - Mountain Bike Trails;
 - Waihi Connection; and
 - Athenree Estuary.
7. Destination Waihi Beach Continuation of funding
8. Waihi Beach Skatepark development
9. Katikati Community Resource Centre funding from Waihi Beach to be redirected to 'Live Well Waihi Beach'
10. Elderly Housing

District Plan

The District Plan review has been promised for five years. Despite funding of over \$1 million in the last LTP, and forward funded as part of the 11.4% rate increase two years ago, very little has happened on the ground. The Board would like an update on the status of this review.

Staff Comment:

The District Plan Review was approved through the 2021 LTP and proposed to occur over four years from July 2021–July 2024.

The decision to commence a District Plan review was approved in September 2021 and community wide pre-engagement occurred in June 2022.

Within this period, government announced an amendment to the Resource Management Act (RMA) which resulted in a mandatory requirement for Council to carry out a plan change for Ōmokoroa and Te Puke to enable medium density housing within a set timeframe (notification required by 19 August 2022).

The outcome of community engagement both through the District Plan Review and specific housing engagement in Te Puke identified a need for the development of a Spatial Plan.

These two plan making processes have been our focus and deemed an appropriate use of resources as we have awaited new legislation signalled to replace the RMA. With the new legislation now recently in force (the Natural and Built Environments Act and Spatial Planning Act in effect August 2023) it has removed the requirement for a full district plan review.

In light of this, Council will be asked for direction on how to proceed with a District Plan Review.

Katikati–Waihi Beach Community Forum

The last Community Forum, held at the Bowentown Boating Club, was very interesting on one particular issue, being the state of the road from Bowentown roundabout south towards Anzac Bay. The road has seriously deteriorated and needs a complete rehabilitation. I believe that part of the road is about 45–50 years old, so is due.

Staff Comment:

Currently waiting on confirmation of funding to proceed.

If we receive funding, a rehab is likely to occur in the next year or so. I would expect this project to commence during the 2024/25 construction season.

Safer Streets Conversation

On 11 September 2023, the Board, Waihi Beach School Principal, Council staff and a consultant, met to discuss improving the road safety along Beach Road particularly for children of Waihi Beach School. Many options were discussed with the help of the school's roading expert.

Workshop notes relating to this discussion and capturing the agreed direction can be found as a separate report in the agenda.

Live Well Waihi Beach

An update has been provided as **Attachment 3**.

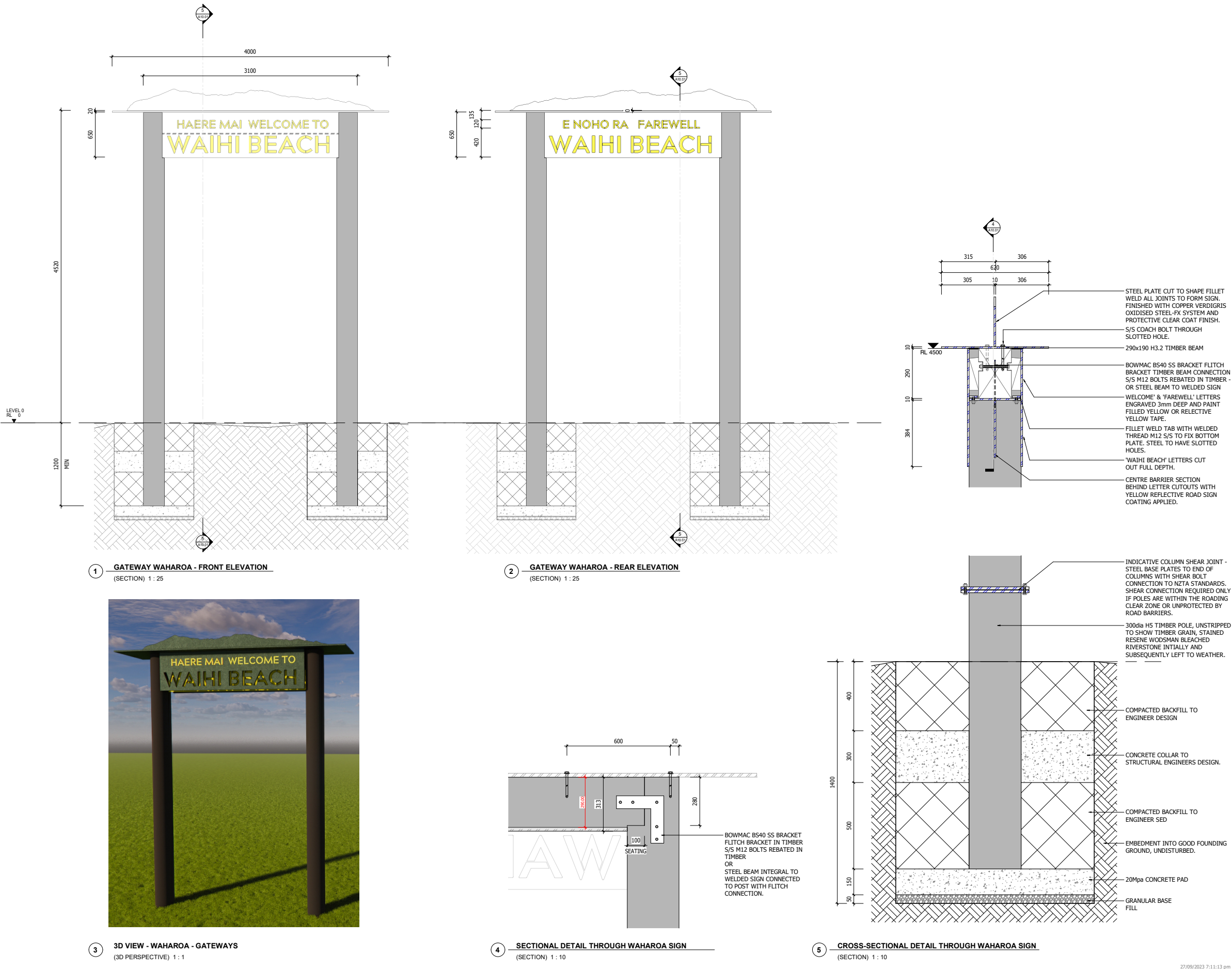
Waihi Beach Surf Club

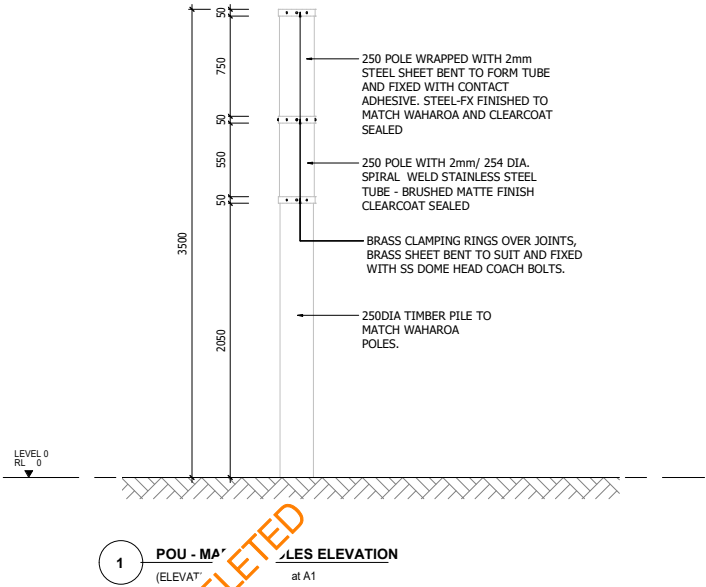
The Waihi Beach Surf Club have applied to Council to have an Emergency Hub building on reserve land near the coastguard building at Waihi Beach. This would be used by at least five service groups that need equipment and staff room space if and when events happen at that end of the beach. While submissions close on 25 September 2023, it is possible that we will be hearing a lot more about this in the future. The Community Board will be supporting this project and will be putting in a submission by 25 September 2023. The submission has been included as **Attachment 4**.

The 'Guide to Public Rescue Equipment for the New Zealand Coast' has been included as **Attachment 5** for the Boards information.

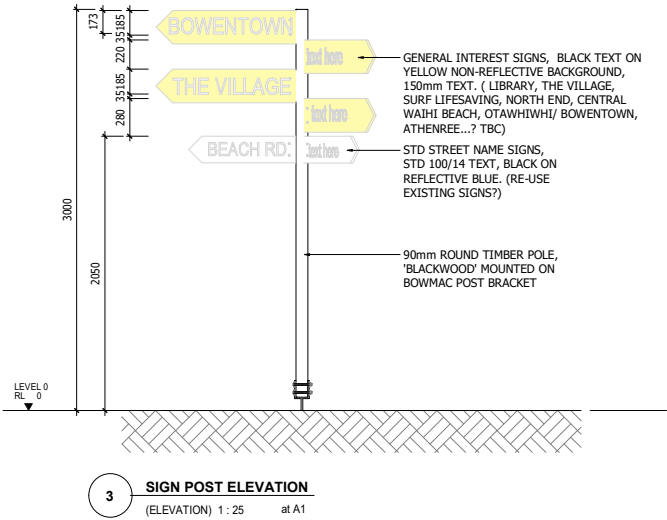
ATTACHMENTS

1. **Attachment 1 – Entranceway Signs Waihi Beach**  
2. **Attachment 2 – Stormwater Liaison Group**  
3. **Attachment 3 – Live Well Waihi Beach Update**  
4. **Attachment 4 – Submission to Western Bay of Plenty District Council**  
5. **Attachment 5 – A Guide to Public Rescue Equipment for New Zealand Coast**  





2 3D VIEW - POU - MARKER POLES
(3D PERSPECTIVE) 1 : 1



4 3D VIEW - SIGN POST
(3D PERSPECTIVE) 1 : 1

Rose Fox
architect

Client
Fox on the Run Enterprises Ltd, Rose Fox, ph 021 174 3579
Address
WAIHI BEACH
Legal Description

NOTES	
WALLTYPE SCHEDULE	
KEYNOTE No.	DESCRIPTION

REVISIONS		
1	ISSUED FOR PRICING	22.06.2023
2	ISSUED FOR APPROVAL	27.09.2023

ENTRY POU - MARKER
POLES & SIGN POSTS

GATEWAY ENTRYWAYS
PROJECT - WAIHI BEACH

PROJECT NUMBER 2303

SCALE at A1=As indicated		
	DRAWING No. CURRENT REVISION DATE ISSUED	A10.02 2 27.09.2023

27/09/2023 7:11:13 pm



OPTION 1

NORTH ENTRY SIGN

- OPTION 1
- Raised up the hill safely
- Good visibility for some distance prior
- First glimpse of the sea, which is really when you know you've arrived
- Attractive backdrop







OPTION 2

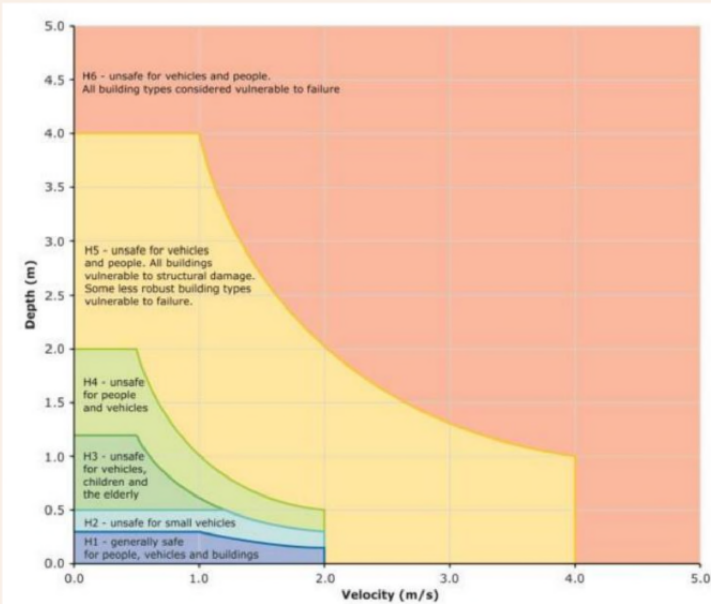


SOUTH ENTRY SIGN

After the shelter belts and before the slight curve towards the intersection with Athenree.
Good visibility for some distance prior.
Far enough away from the intersection it is not directly related - less confusing; and after the large directional signs to all of Waihi Beach.
Attractive backdrop (shame about the roadworks but they're gone now)

Hazard Identification

Hazard Category		Unsafe For
	H1	Safe
	H2	Small Vehicles
	H3	Children, Elderly and Vehicles
	H4	People and Vehicles
	H5	Less Robust Buildings
	H6	All Building Types



LIVE WELL WAIHI BEACH UPDATE

MOVE WITH YOU, WAIHI BEACH is a new event which calls on the community to check in on their friends and whānau AND to plan to get whakapakari tinana | moving together to improve our overall health and wellbeing! And with Gumboot Friday coming up, if you wish to raise funds you can do that as well.

The first 100 people to sign up will receive a free event t-shirt, which can be collected from Tue 3 Oct.

Check Live Well Waihi Beach Facebook page or email hello@livewellwaihibeach.co.nz for pick-up days and times.

How to participate? It's simple, really ...

1. We challenge you to achieve a marathon over a month – you could complete 42kms yourself OR 42km between a team. You plan your routes and decide how to move | whakapakari tinana.
2. Sign up here if you want to be officially part of the event, and be one of the first 100 people to get an event t-shirt (if you just want to get out moving and not officially sign up – that's great too!)
3. If you are 'moving' as part of a team – add your team name on this form (*it's not required though*) **Each team member must sign up individually.**
4. Plan some outings to walk, bike, wheel, paddle or however you want to move – with friends or whānau over the next month. Also maybe plan some time to catch up, listen to your friends, check-in with them, have a cup of tea.
5. If you want to get serious and track your movement, you could sign up to www.strava.com (this is not necessary but kind of fun!)
6. If you'd like to support Gumboot Friday – check out their Givealittle page [here](#) where you can start your own fundraiser or donate directly.
7. Post some photos on Facebook or Insta with hashtag *#movewithyouwaihibeach* or email them to hello@livewellwaihibeach.co.nz to try for your luck in winning spot prizes over the month.
8. Join us on **Sunday 5 November at 2pm at Waihi Beach Surf Club** to come together and celebrate with complimentary platter, music and spot prizes.

Submission to Western Bay of Plenty District Council

From: Waihi Beach Community Board

Lease of ground in the Bowentown Seaforth South Reserve

The WBCB supports the emergency hub in the south end of Waihi Beach, as a very sensible and necessary facility for the future.

The position of the Facility is a complex discussion, of managing the risks in the future and the need to service the needs of the organisations using it. Also, the views of the locals need to be heard.

We wish to be heard on this submission.



A Guide to **Public Rescue Equipment** for the New Zealand Coast



Contents

ACKNOWLEDGEMENTS	02
INTRODUCTION	03
SECTION 01: SLSNZ Drowning Prevention Strategy	05
The Role of Risk Assessments	07
Assessment Process	08
SECTION 02: How to use this document	10
SECTION 03: International Signage Standards	11
SECTION 04: PRE Research Summary	12
Research Project One – Accuracy of throw for various PRE	12
Research Project Two – Best in-water PRE	14
SECTION 05: PRE for beaches	15
SECTION 06: Rescue buoy signage and housing	18
Level 1: Large signage for PRE (rescue buoy) incorporated with water safety signage	18
Level 2: Large signage for PRE (rescue buoy)	20
Level 3: Small signage for PRE (rescue buoy)	21
User Information	22
SECTION 07: PRE for rocky coasts, tidal inlets and estuaries	23
SECTION 08: Life ring signage and housing	25
Level 1: Large signage for PRE (life ring) incorporated with water safety signage	25
Level 2: Small signage for PRE (life ring) on post mount	27
Level 3: Small signage for PRE (life ring) on wall mount	28
User Information	29
CONCLUSION	30
REFERENCES	31

Acknowledgements

This manual has been developed by:
Dr Mick Kearney, National Coastal Safety Manager,
Surf Life Saving New Zealand.

www.surflifesaving.org.nz

and

Dr Teresa Stanley, Research and Impact Manager,
Drowning Prevention Aotearoa.

www.dpanz.org.nz

The project was funded by New Zealand Search & Rescue and the guidelines have been endorsed by the New Zealand Search & Rescue Consultative Committee.

www.nzsar.govt.nz/governance/nzsar-consultative-committee

The guidelines have also been endorsed by
Standards New Zealand.

www.standards.govt.nz

The production of this manual has been inspired by Pat Miller, the founder of Operation Flotation. Her vision and passion to save lives, not only in her community but throughout New Zealand, led to the development of these guidelines.

www.opflot.co.nz

Thanks go to the National Sea Rescue Institute - South Africa, who provided their Rescue Buoys to trial and guidance on how they instigated a national PRE programme.

<https://www.nsri.org.za/>

Additional thanks go to Dr Kevin Moran and Dr Jonathon Webber from the University of Auckland who provided technical input and review.

September 2023

Physical Address:

Surf Life Saving New Zealand
Pelorus Trust Sports House, 93 Hutt Park Road,
Seaview, Lower Hutt City, Wellington 5010

PO Box: PO Box 39 129, Wellington Mail Centre,
Lower Hutt 5045

Phone: +64 4 560 0383



Introduction

Every year bystanders undertake numerous in-water rescues across New Zealand's coastal and inland waterways. Recent research indicates:

- 14% of NZ adults have rescued someone;
- 43% of rescues occurred at a beach;
- 58% of rescues occurred at an unpatrolled beach;
- 54% of rescues were conducted without the use of any rescue or personal flotation device (Omnipoll, 2023)

The number of bystanders who undertake a rescue without the use of any form of rescue or personal flotation device is concerning. Data retrieved from the Water Safety New Zealand (WSNZ) DrownBase further highlights the danger of not taking rescue or a personal flotation device when undertaking a rescue.

“In New Zealand between 2013-2023, 100% of those individuals who died while attempting a bystander rescue did not carry any form of personal flotation device”

(Water Safety New Zealand, 2023)

This supports the notion that if a bystander decides to undertake an in-water rescue, taking some form of rescue or personal flotation device with them is the safest option.

Surf Life Saving New Zealand (SLSNZ) recommends using Public Rescue Equipment (PRE) as a crucial method to decrease the number of drowning incidents in New Zealand's coastal and inland waterways. PRE serves as a rescue tool and personal flotation device for both rescuers and individuals in danger, especially when there is no other alternative but to enter the water for a rescue.

The provision of flotation is an essential step in the Drowning Chain of Survival (Szpilman et al. 2014). This chain, recognised by the International Lifesaving Federation, New Zealand and European Resuscitation Councils, consists of five links that guide life-saving steps for lay and professional rescuers. These links include preventing drowning, recognising distress, providing flotation, removing the person from the water, and providing necessary care

PRE must be appropriate for the features and conditions of the coastline and water. The equipment should be easy to use by members of the public with minimal hesitation and without putting the safety of the rescuer at risk.

It is not only the type of PRE that is important, but that it is positioned in the correct location and that maintenance and checking procedures are in place.

As with all coastal management issues, decisions should be based upon a robust and regular risk assessment process. This guide is intended to help land managers decide the PRE requirement only if a need is identified through a coastal risk assessment. Remember, in some cases the results of a risk assessment could indicate that PRE is not required, such as some very shallow shelving beaches or areas where historically no incidents have occurred.

Introduction

However, PRE requirements should never be looked at in isolation; there are other control measures available that complement PRE, such as education, signage or lifeguard services.

SLSNZ has produced this guide, which is based upon the New Zealand Standard 5823:2005 “Specification for buoyancy aids and marine safety harnesses and lines” and the internationally recognised 2416:2010 “Water safety signs and beach safety flags”, but also based on recent research that we conducted and other international research that determined the optimum colour to use for PRE.

These guidelines are administered through Standards New Zealand, which is the national standards body for New Zealand. It is not intended to be a definitive document nor is it an exhaustive list of safety guidelines. However, it fulfils its aim of setting a standard for the design and associated signage design for PRE, as well as providing land managers with sufficient information to enable them to set up effective and consistent PRE systems on their coastline.

The number of PRE and their locations should be determined through a robust and regular risk assessment. PRE is only required if a need is indicated through the risk assessment process. Remember, in some cases the results of a risk assessment may indicate there are no PRE requirements, such as at isolated locations or a quiet beach where the level of risk is very low. The benefits of standardising the design and content of PRE are immeasurable, but one thing is certain, our coast will become safer as more land managers adopt these standard measures. We strongly urge all land managers to read and use this guide to help make all our coast a safer place to visit.

It is important that all coastal users understand the risks and, equally important, the need to take care of their own welfare when undertaking an in-water bystander rescue. PRE should never take away the responsibility that members of the public have for their own actions and subsequent safety.



Section 01

SLSNZ Drowning Prevention Strategy

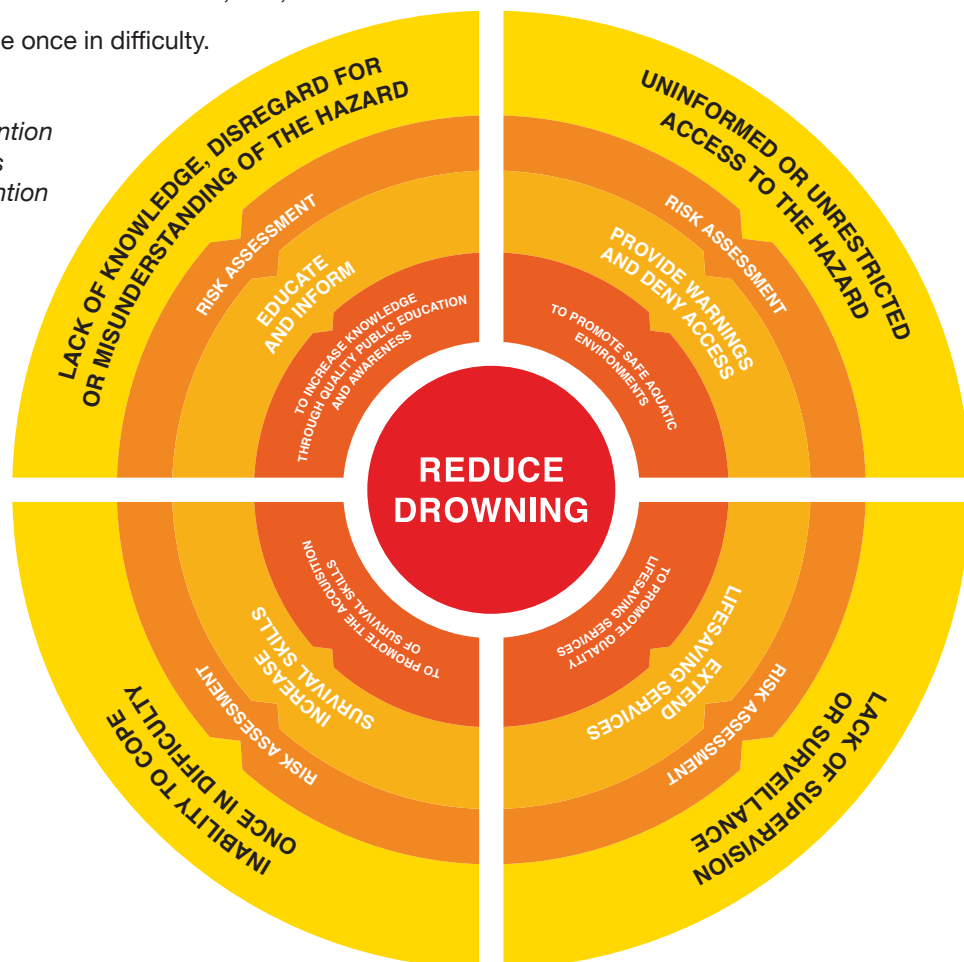
The drowning prevention strategy employed by SLSNZ is based upon the framework developed by the International Lifesaving Federation “Drowning Prevention Strategies, A framework to reduce drowning deaths in the aquatic environment for nations/regions engaged in lifesaving” (International Life Saving Federation, 2015).

A key component of this drowning prevention strategy is the “Drowning Prevention Chain” which identifies four causal factors, that acting alone, or in any combination, can lead to death or injury by drowning. These are outline below and shown conceptually in Figure 1.

The four causal factors are:

1. Lack of knowledge, disregard for or misunderstanding of the hazard;
2. Uninformed or unrestricted access to the hazard;
3. Lack of supervision or surveillance; and,
4. Inability to cope once in difficulty.

Figure 1
The Drowning Prevention Chain, causal factors and drowning prevention strategies.



Section 01

SLSNZ Drowning Prevention Strategy

Each causal factor has corresponding drowning prevention strategies and control measures that can reduce death or injury by drowning (Table 1).

The four drowning prevention strategies are:

1. Educate and inform;
2. Provide warnings and deny access;
3. Extend lifesaving services; and
4. Increase survival skills.

Table 1

Summary of the causal factors that lead to drowning and associated drowning prevention strategies and control measures to help prevent drowning. Signage is a recognised control measure.

CAUSAL FACTORS	DROWNING PREVENTION STRATEGIES	CONTROL MEASURES
1. Lack of knowledge, disregard for or misunderstanding of the hazard.	Educate and inform	<ul style="list-style-type: none"> • Community education • Arrival education
2. Uniformed or unrestricted access to the hazard.	Provide warnings and deny access	<ul style="list-style-type: none"> • Manage access • Safety signage • Activity management
3. Lack of supervision and surveillance	Extend lifesaving services	<ul style="list-style-type: none"> • Trained observers • Carer supervision • Lifeguard services and emergency response capacity • Remote monitoring
4. Inability to cope once in difficulty	Increase survival skills	<ul style="list-style-type: none"> • Community education • Emergency communications • Public Rescue Equipment

Section 01

SLSNZ Drowning Prevention Strategy

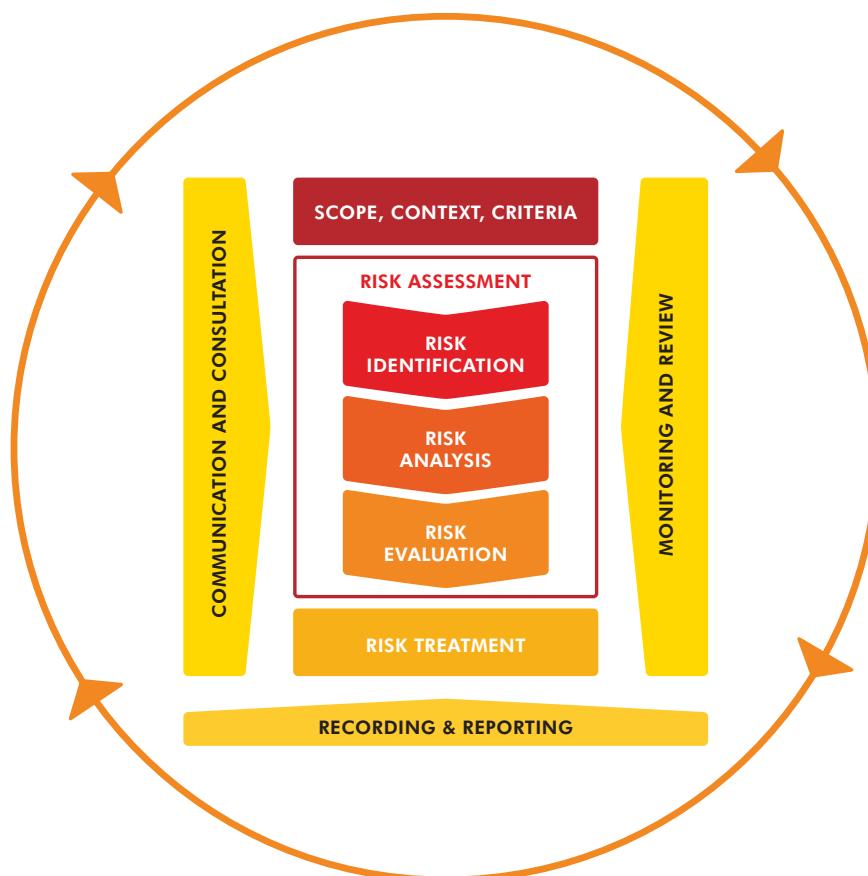
THE ROLE OF RISK ASSESSMENTS

A formal risk assessment should be conducted to decide on the most appropriate drowning prevention strategies and control measures for a specific location and/or population. It ensures that all risk elements in the coastal landscape are duly considered and addressed in the risk assessment reporting and implementation process.

SLSNZ uses the risk management standard, ISO 31000:2018-02 Risk management - Guidelines, which provides an internationally recognised framework for evaluating risk (International Organisation for Standardisation, 2018). This standard is supported by AS/NZS IEC 31010:2020 Risk management – Risk assessment techniques that guide selecting and applying techniques for assessing risk in a wide range of situations (Australia Standards/New Zealand Standards, 2020). The process is displayed in Figure 2 and further explained below.

Figure 2

Risk management process, adapted from ISO 31000:2018-02 Risk management - Guidelines (International Organisation for Standardisation, 2018).



Section 01

SLSNZ Drowning Prevention Strategy

ASSESSMENT PROCESS

The generic framework and the main elements of the risk assessment process identified are:

1. Communication and consultation

The purpose of communication and consultation is to assist relevant stakeholders in understanding risk, the basis on which decisions are made, and why particular actions are required. The communication seeks to promote awareness and understanding of risk, whereas consultation involves obtaining feedback and information to support decision-making. Close coordination between the two should facilitate an honest, timely, relevant, accurate and understandable exchange of information, taking into account the confidentiality and integrity of information as well as the privacy rights of individuals.

2. Establish the scope, context, and criteria

Establishing the scope, context, and criteria is to customise the risk management process, enabling practical risk assessment and appropriate treatment. Scope, context and criteria involve defining the scope of the process and understanding the external and internal context.

3. Risk assessment

Risk assessment is the overall process of risk identification, analysis, and evaluation. Risk assessment should be conducted systematically, iteratively and collaboratively, drawing on the knowledge and views of stakeholders. It should use the best available information, supplemented by further enquiry as necessary.

- a. **Risk identification** - Risk identification aims to find, recognise and describe risks that might help or prevent an organisation from achieving its objectives. Relevant, appropriate and up-to-date information is essential in identifying risks.
- b. **Risk analysis** - The purpose of risk analysis is to comprehend the nature of risk and its characteristics, including, where appropriate, the level of risk. Risk analysis involves a detailed consideration of uncertainties, risk sources, consequences, likelihood, events, scenarios, controls and their effectiveness. An event can have multiple causes and consequences and can affect multiple objectives.
- c. **Risk evaluation** - The purpose of risk evaluation is to support decisions. Risk evaluation involves comparing the risk analysis results with the established risk criteria to determine where additional action is required.

4. Risk treatment

Risk treatment aims to select and implement options for addressing risk.

Risk treatment involves an iterative process of:

- a. Formulating and selecting risk treatment options;
- b. Planning and implementing risk treatment;
- c. Assessing the effectiveness of that treatment;
- d. Deciding whether the remaining risk is acceptable;
- e. If not acceptable, take further treatment.

Section 01

SLSNZ Drowning Prevention Strategy

5. Monitor and review

Monitoring and review aim to assure and improve the quality and effectiveness of process design, implementation and outcomes. Ongoing monitoring and periodic review of the risk management process and its outcomes should be planned, with responsibilities clearly defined.

6. Recording and reporting

The risk management process and its outcomes should be documented and reported through appropriate mechanisms. Recording and reporting aim to:

- a. Communicate risk management activities and outcomes across the organisation;
- b. Provide information for decision-making;
- c. Improve risk management activities;
- d. Assist interaction with stakeholders, including those responsible for risk management activities.

For further information regarding the Risk Assessment Process, please contact:

Dr Mick Kearney

National Coastal Safety Manager
Surf Life Saving New Zealand

Email: mick.kearney@surflifesaving.org.nz

Section 02

How to use this document

This document should be used as a guide by land managers when specifying and installing PRE for coastal environments. You may find it useful to initially visit each coastal site to carry out a risk assessment that will help determine your PRE control measures. If you have any questions when using this guide or would like some further guidance please contact the SLSNZ Coastal Safety team, who will be happy to assist with your queries; contact details can be found below the table of contents.

STEP 1: Understanding the coastal environment

Every coastal site has different features that will in turn affect which PRE is used. Coastal sites may also have different features depending on the state on the tide. A full understanding of coastal features should be gained before addressing on-site risks.

STEP 2: Understand risk management and carry out a risk assessment

It is important to base your PRE requirements on a full coastal risk assessment. If you are not familiar with coastal risk assessments, please contact the SLSNZ Coastal Safety team, who are able to provide coastal risk assessments. Please remember PRE is only part of a possible coastal safety solution; other control methods should be considered to complement PRE when undertaking a coastal risk assessment.

STEP 3: Public rescue equipment location

It is important that your PRE is sited at the correct location to ensure it can be recognised and deployed in an emergency. Your coastal risk assessment will help identify the most appropriate position to place your PRE.

STEP 4: Signage, housing and maintenance

You should ensure that all PRE has the correct signage and is maintained in order for it to be found and deployed effectively when required. It is also important that a regular checking system is in place when developing your PRE management plans. We recommend the PRE signage acts as the housing for PRE.

STEP 5: Consider incorporating Water Safety Signage with PRE signage

Combining PRE and Water Safety Signage at the same location provides a designated water safety focal point, which has numerous benefits. The Water Safety Signage alerts potential users to foreseen risks, while PRE signage provides instruction on PRE usage and housing. This will provide designated water safety focal points, while reducing signage costs and signage pollution.

If combining Water Safety Signage with PRE signage please refer to "A Guide to Water Safety Signage in New Zealand". SLSNZ has produced this guide, based upon the internationally recognised Australian / New Zealand Standard 2416:2010 "Water safety signs and beach safety flags" administered through Standards New Zealand. It is not intended to be a definitive document nor is it an exhaustive list of safety guidelines. However, we hope it fulfils its aim of setting a standard for the design and content of national coastal water safety signs and symbols as well as providing land managers with sufficient information to enable them to set up effective and consistent signage systems on their coastlines.

Section 03

International Signage Standards

SLSNZ recommends beach safety signage as an important preventative measure to reduce coastal drownings. SLSNZ urge all councils adhere to the Australian / New Zealand Standard 2416:2010 “Water safety signs and beach safety flags” administered through Standards New Zealand (MBIE), which is the national standards body for New Zealand.

Standards New Zealand is the national body who promote international standards. The AS/NZS 2416 Water safety signs and beach safety flags standards provide internationally recognised signage (Standards New Zealand, 2010a; 2010b; 2010c). These standards provide detailed guidance on symbol usage, signage layout and design. Adhering to these documents will provide signage consistency across New Zealand, and help make our beaches a safer environment for users.

- I. AS/NZS 2416.1:2010 Water safety signs and beach safety flags - Specifications for water safety signs used in workplaces and public areas. Prescribes water safety signs intended for use with the aquatic environment. Adopted with national changes from ISO 20712-1:2008 (International Organisation for Standardisation, 2008; Standards New Zealand, 2010a).
- II. AS/NZS 2416.2:2010 Water safety signs and beach safety flags - Specifications for beach safety flags - Colour, shape, meaning and performance. Specifies requirements for the shape and colour of beach safety flags for the management of activities on coastal and inland beaches. Adopted with national changes from ISO 20712-2:2007 (International Organisation for Standardisation, 2007; Standards New Zealand, 2010b).
- III. AS/NZS 2416.3:2010 Water safety signs and beach safety flags - Guidance for use. Provides guidance for the selection and use of water safety signs as specified in ISO 20712-1 and beach safety flags as specified in ISO 20712-2, in aquatic environments. It provides guidance on their location, mounting positions, lighting and maintenance. It also provides guidance on the design and location of multiple signs (International Organisation for Standardisation, 2007, 2008; Standards New Zealand, 2010c).

These standards can be accessed through Standards New Zealand’s online library <https://www.standards.govt.nz/shop/asnzs-2416-12010/>. This may be a standard which you already have access to through your Standards NZ online library subscription. If not, please contact Standards New Zealand to organise adding this to your current subscription.

SLSNZ encourages the installation of water safety signage with PRE. This helps inform people using aquatic areas of the hazards present. This is only reasonable, as it cannot be expected that visitors to a unique area will understand the inherent hazards of these locations in the same way that experts such as surf lifeguards would.

Section 04

PRE Research Summary

Two research projects were undertaken in conjunction with Drowning Prevention Auckland in developing these guidelines. The first project was to determine bystander accuracy of throwing PRE 10 m toward a target, and the second was to determine the preferred in-water PRE by bystanders.

Research Project One – Accuracy of throw for various PRE

BACKGROUND

Public Rescue Equipment (PRE) to support bystander rescues has been occurring in New Zealand for over 20 years albeit on an ad hoc basis with little evidence of best type of PRE and whether or not they are best suited for bystander rescue. A lack of any standards and very little guidance for PRE to help coastal managers and emergency services to determine and plan their PRE requirements has resulted in much of the PRE found on our beaches and waterways not having been tested, and therefore may not be best suited for the environment. PRE must be appropriate for the features and conditions specific to each location and the personnel utilising it, in other words, are bystanders able to use the PRE to undertake a safe rescue in that specific environment?

METHODOLOGY

Participants were asked to throw four PRE types in various locations for a 10m accuracy throw without any instructions. The four types of PRE were selected from those being used currently in New Zealand; large life ring (Auckland west coast), rescue tube (Northland east coast and Hawaii), and those used with success in other countries; rescue buoy (South Africa) and small life ring (Ireland). The throw rope was also tested, attached and unattached to the life ring PRE.

Throwing accuracy was measured on the following scale to get close to a target: 1 = up to 1 metre away, 2 = 1 - 3 metres from target, 3 = 3 - 5 metres from target, 4 = 5 or more metres from target.

Throws were made from a level or gentle slope as would be expected on a beach, and from a height to simulate from a jetty or rocky headland.

Responses were analysed on SPSS statistical software.

RESULTS

A total of 253 participants undertook the PRE testing. Throwing PRE from ten metres away was unlikely to reach within one metre of a victim in the water.

	Large life ring no throw rope	Large life ring with throw rope	Small life ring no throw rope	Small life ring with throw rope	Rescue buoy	Rescue tube	Throw rope
% within 1 m target level ground	7%* **	-	17%*	5%* **	9%* **	2%	34%* **
% within 1 m target from height	10%**	2%	33%	-	10%	10%	29%

* Significant difference gender

** Significant difference age under 15 years

Section 04

PRE Research Summary

The throw rope was the most accurate PRE to throw. 'Swimming' designed PRE (rescue tube and rescue buoy) and the large life ring are the most difficult to throw, especially the rescue tube and the large life ring.

Adding a throw rope to PRE makes it significantly more difficult to throw.

Throwing the life rings from height is more accurate than from level ground. Throwing the small life ring is more accurate than the large life ring from both levels.

Males and people aged 15 years and over were significantly more likely to throw accurately on level ground when compared with females and children under 15 years.

RECOMMENDATIONS

It is unrealistic to expect bystanders to successfully throw PRE ten metres or more at a beach type environment on level or gentle sloping ground. In-water rescue using either the rescue buoy or the rescue tube is likely to be required.

PRE to be used from height should be either the small or the large life ring without a throw rope attached, dependent upon the buoyancy required in that environment. Rougher, moving water such as around west coastlines would require the large life ring. The smaller life ring would be most suitable to environments such as waterholes.

A throw rope should be available either as a back-up for either inaccurate throws or for rescues very close to shore.

Section 04

PRE Research Summary

Research Project Two – Best in-water PRE

BACKGROUND

The previous study recommended the use of in-water rescue at beach-type environments. This study aimed determine which of the rescue buoy or the rescue tube would be the best to recommend in New Zealand environments.

METHODOLOGY

Bystanders were asked to simulate a rescue as either the rescuer or a patient using both the rescue buoy and the rescue tube. Responses to their preferences on ease of use were recorded on an Alchemer survey for both the rescuer and the patient. Responses were transferred to SPSS for analysis.

RESULTS

A total of 82 people participated in trialing the in-water PRE (rescue buoy, 63; rescue tube, 65).

Almost all respondents (98%) indicated they would be comfortable using either of the PRE in a rescue situation.

Rescuers responded that rescue buoy was easier to put on (rescue buoy 36% vs rescue tube 23%), easier to tow without patient (61% rescue buoy vs rescue tube 18%) and with patient (57% rescue buoy vs rescue tube 27%), and easier to explain how to use (52% rescue buoy vs rescue tube 27%).

Patients found the rescue buoy easier to hold on to (61% rescue buoy vs rescue tube 39%).

RECOMMENDATION

The rescue buoy should be available for use on beach-type environments in New Zealand where in-water rescue may be required.

Section 05

PRE for beaches

A rescue buoy (sometimes referred to as a torpedo buoy) is the recommended PRE for beaches. This type of rescue buoy has been designed as a rescue and personal flotation device intended for use on in-shore waters where early rescue may be expected. The rescue buoy can be thrown, dropped or passed to a person in the water to assist affecting a rescue.

The specifications of the rescue buoy should adhere to the New Zealand Standard 5823:2005 “Specification for buoyancy aids and marine safety harnesses and lines”. This standard sets out general and specific requirements for buoyancy aids for surface water use. General design requirements, constructional requirements and requirements for individual components are specified in NZS 5823:2005. New Zealand Standard 5823:2005 can be accessed through Standards New Zealand’s online library <https://www.standards.govt.nz>.

ADVANTAGES OF THE RESCUE BUOY

- Distinctive and can be identified quickly.
- Designed to be thrown, dropped, or towed behind a swimmer to be passed to a person in the water.
- The attachment of a lanyard and shoulder strap allows the rescue buoy to be towed behind a swimmer enabling in-water rescue.
- Hydrodynamic and lightweight design creates very little drag for a person swimming with it.
- Useful buoyancy tool which can keep rescuers and swimmers afloat.
- The rescue buoy may also be connected to a landline device, which allows individuals onshore to pull the rescuer and persons back to shore.
- The rails, or sides, or the buoy have handles allowing persons to grab on.
- Resistant to environmental degradation when made with UV resistant materials.
- Easily stored.

LIMITATIONS OF THE RESCUE BUOY

- Single person use: The rescue buoy can be used for more than one person but is designed for a single person.
- Does not secure an unconscious or semi-conscious person.
- Made from hard plastic material which may cause injury if it hits the person when thrown.

Section 05

PRE for beaches

Rescue Buoy Specifications

Design

The rescue buoy shall be of rigid construction to facilitate throwing and shall be fitted with hand-holds. It shall be of such a shape as will enable it to be easily grasped by a person in the water. It shall have provision for fitting of a rescue line, lanyard and webbed shoulder strap and have no sharp edges.

Flotation

A minimum positive flotation/buoyancy of 100 N to help support the person in the water.

Weight and dimensions

The unit should have a weight of 1–2 kg and approximate dimensions of Length (70 cm), Width (28 cm) and Height (13.6 cm).

Lanyard and shoulder strap

The lanyard shall be a nylon filament rope that has a diameter of not less than 10 mm and a breaking force of not less than 22.1 kN. The rope shall be 190 cm long and spliced to the rescue buoy and the shoulder strap.

The shoulder strap shall be made from webbing that is not less than 5 cm in width. The shoulder strap drop should allow for a 60 cm opening for diagonal placement over the neck and under the arm.

Retroreflective tape

The rescue buoy shall include retroreflective tape as a means of making it visible at night. The retroreflective tape shall be attached at two places on the rescue buoy and be in such positions that they are not obstructed when a person is holding onto the rescue buoy.

Colour

Although New Zealand Standard 5823:2005 “Specification for buoyancy aids and marine safety harnesses and lines” sets out a range of different colours for lifejackets and personal flotation devices (PFDs), and recommends that rescue buoys should be one of these colours, the standards were issued in 2011. Since then new research has been conducted by WorkSafe BC (Canada), which has become internationally accepted and which suggested that fluoro green was the most visible on-water colour. SLSNZ has therefore considered this research, and at this time recommends that rescue buoys should be coloured fluoro yellow/green (Hex #DAEE01), which is also a standard ‘emergency services’ colour.

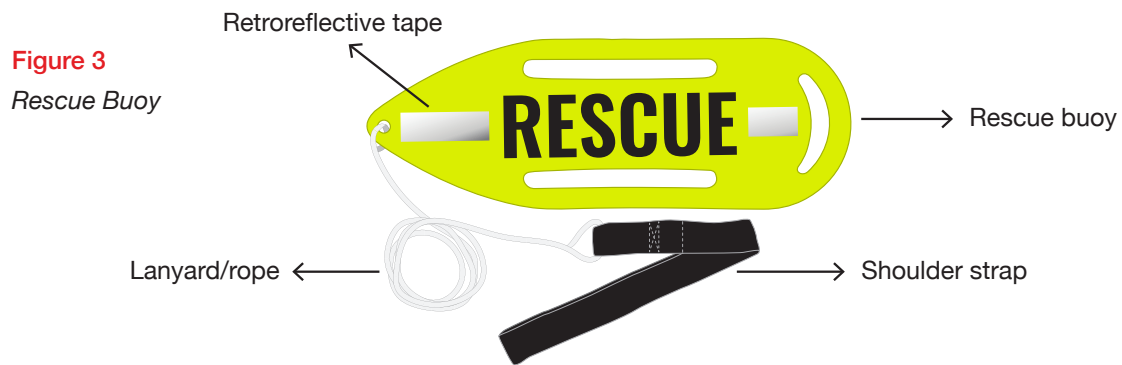
This then provides a number of benefits:

- It is likely to be the most visible on water colour during daylight and when viewed through night vision goggles;
- It is highly visible to the public when searching for PRE to access in an emergency;
- It is a colour that will be associated with ‘safety equipment’ and so less likely to be stolen;

Section 05

PRE for beaches

- It is already synonymous with the Emergency Services and so likely to be universally recognised and accepted.



Section 06

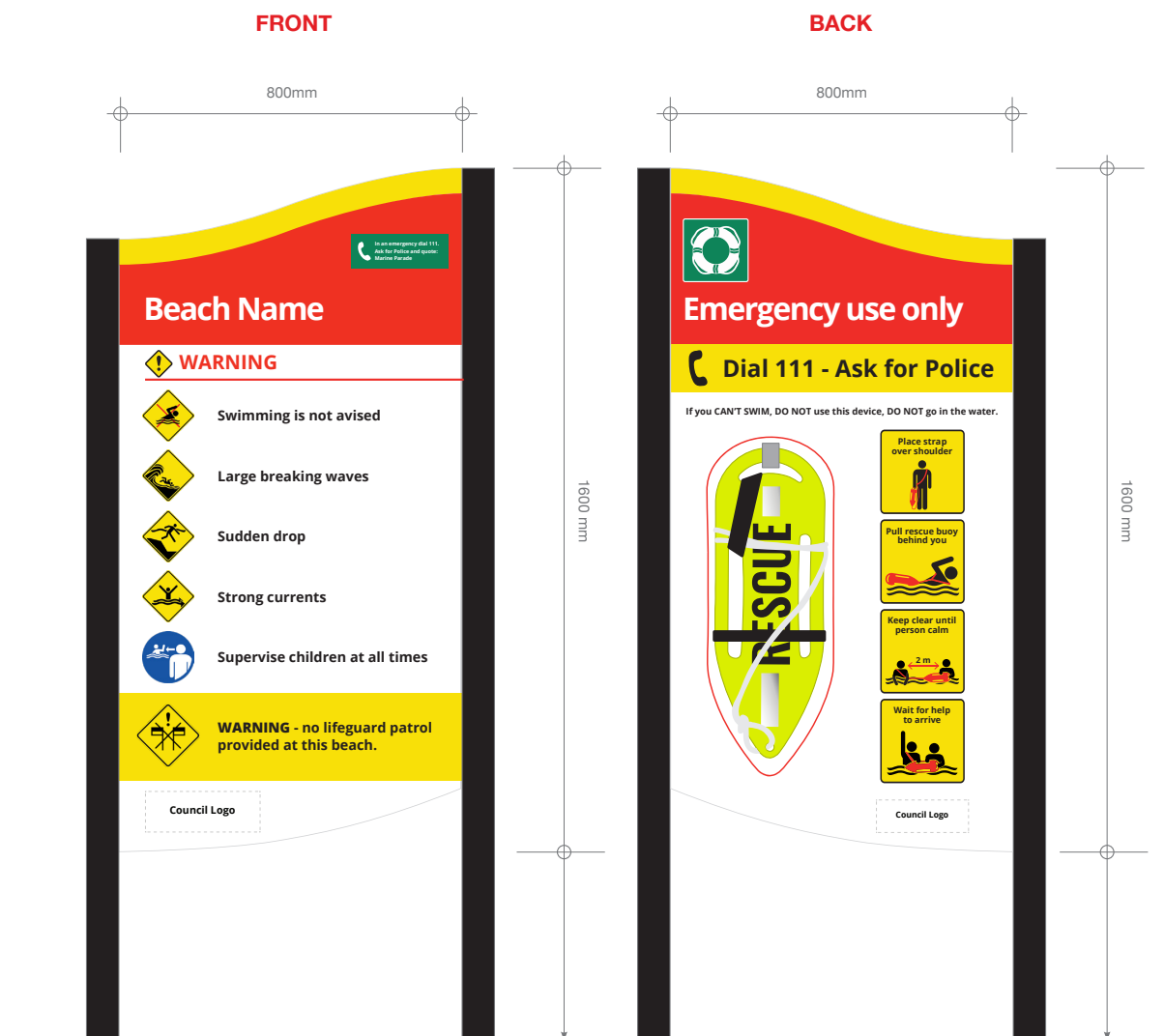
Rescue buoy signage and housing

This section is dedicated to PRE signage and housing. Please note the signage also houses the PRE on the reverse of the sign. You can select which type of PRE signage/housing is best suited specific to location.

Level 1: Large signage for PRE (rescue buoy) incorporated with water safety signage *'Recommended'*

Figure 4

Front and Back (Dimensions shown are a guide only).



Section 06

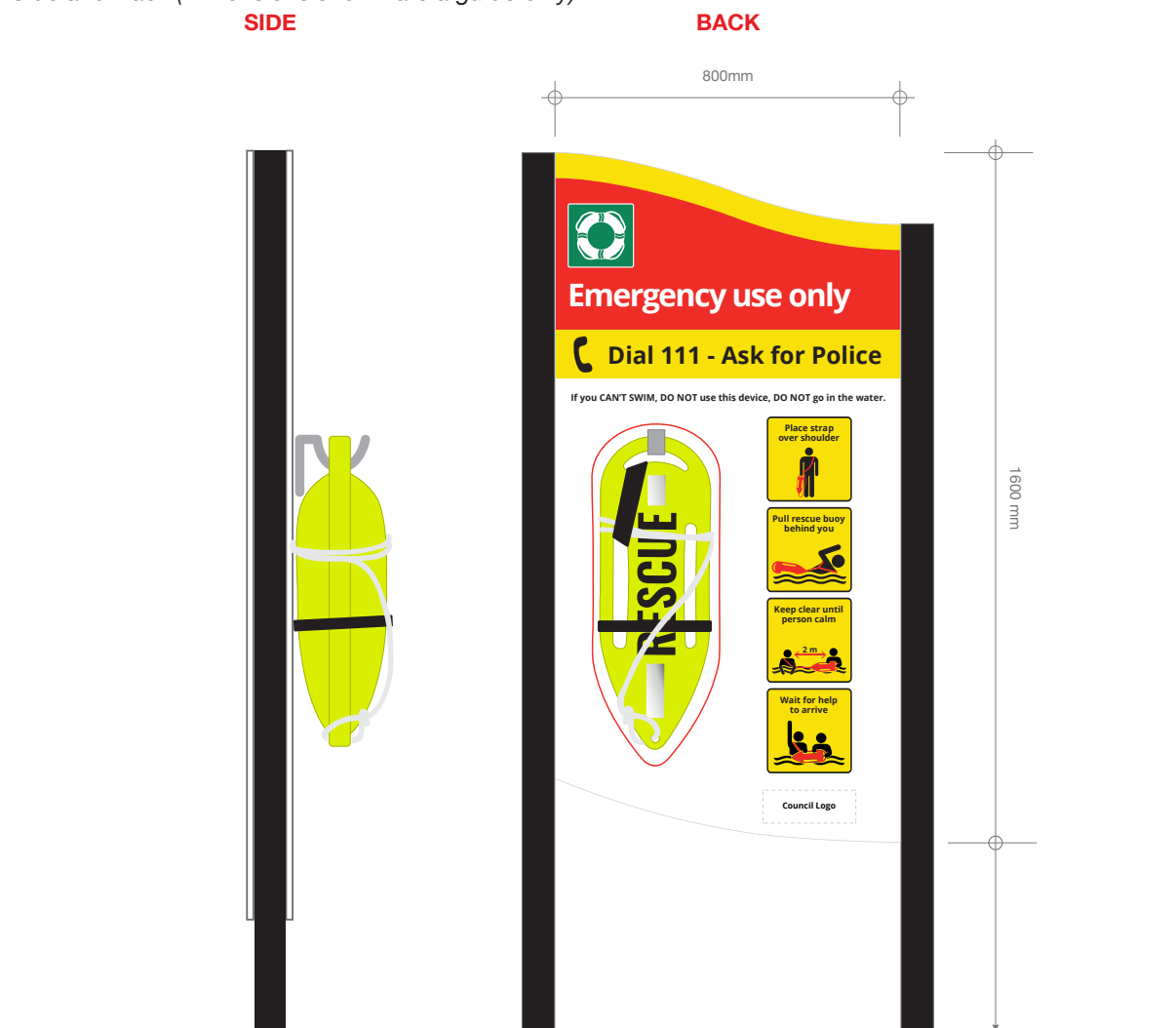
Rescue buoy signage and housing

Level 1: Large signage for PRE (rescue buoy) incorporated with water safety signage *'Recommended'*

Where ever practicable, Surf Life Saving New Zealand encourages the installation of water safety signage with PRE. This helps inform people using aquatic areas of the hazards present. This is only reasonable, as it cannot be expected that visitors to a unique area will understand the inherent hazards of these places in the same way that experts such as surf lifeguards would.

Figure 5

Side and Back (Dimensions shown are a guide only).



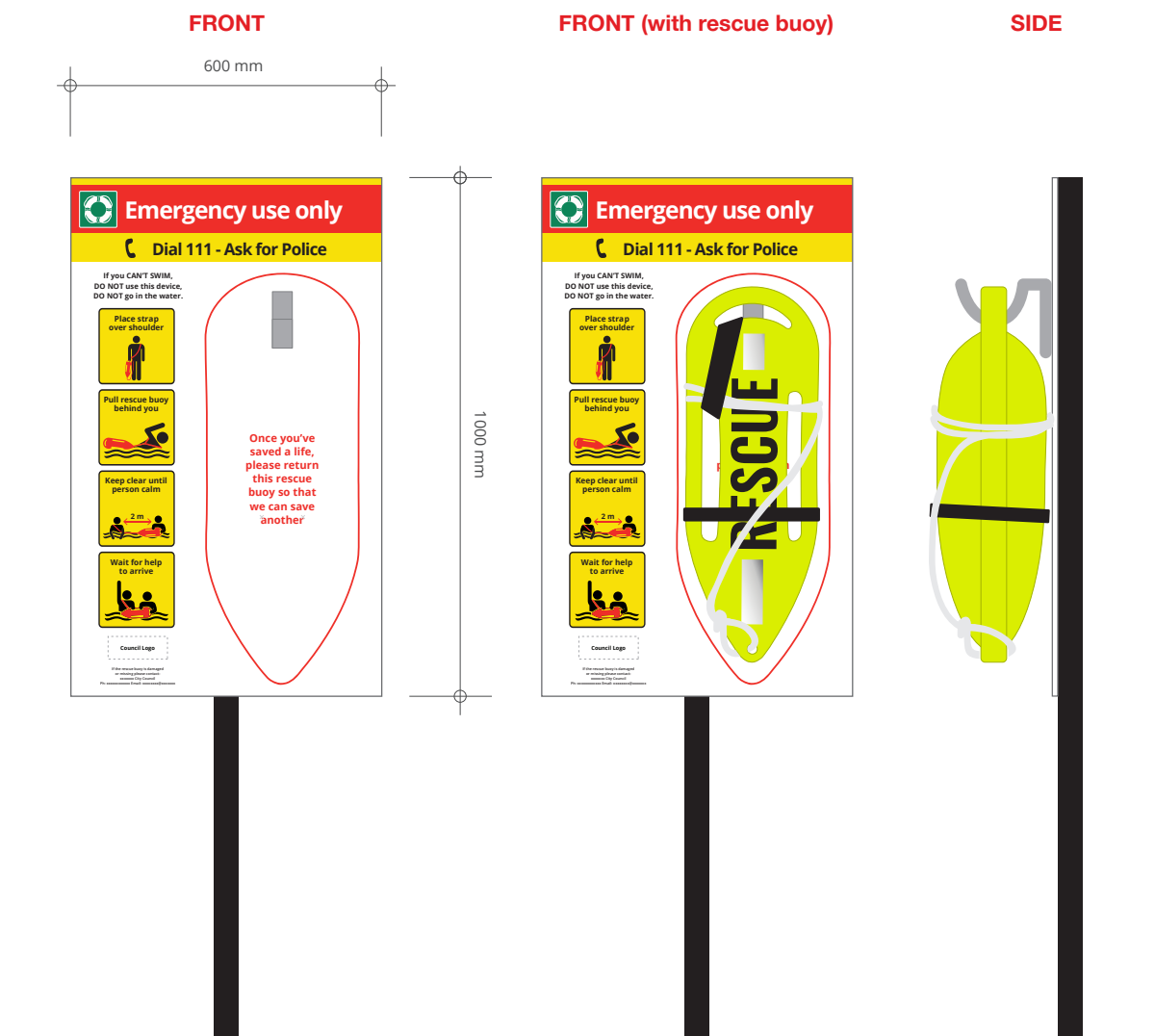
Section 06

Rescue buoy signage and housing

Level 2: Large signage for PRE (rescue buoy)

Figure 6

Front, Front with rescue buoy and Side (Dimensions shown are a guide only).



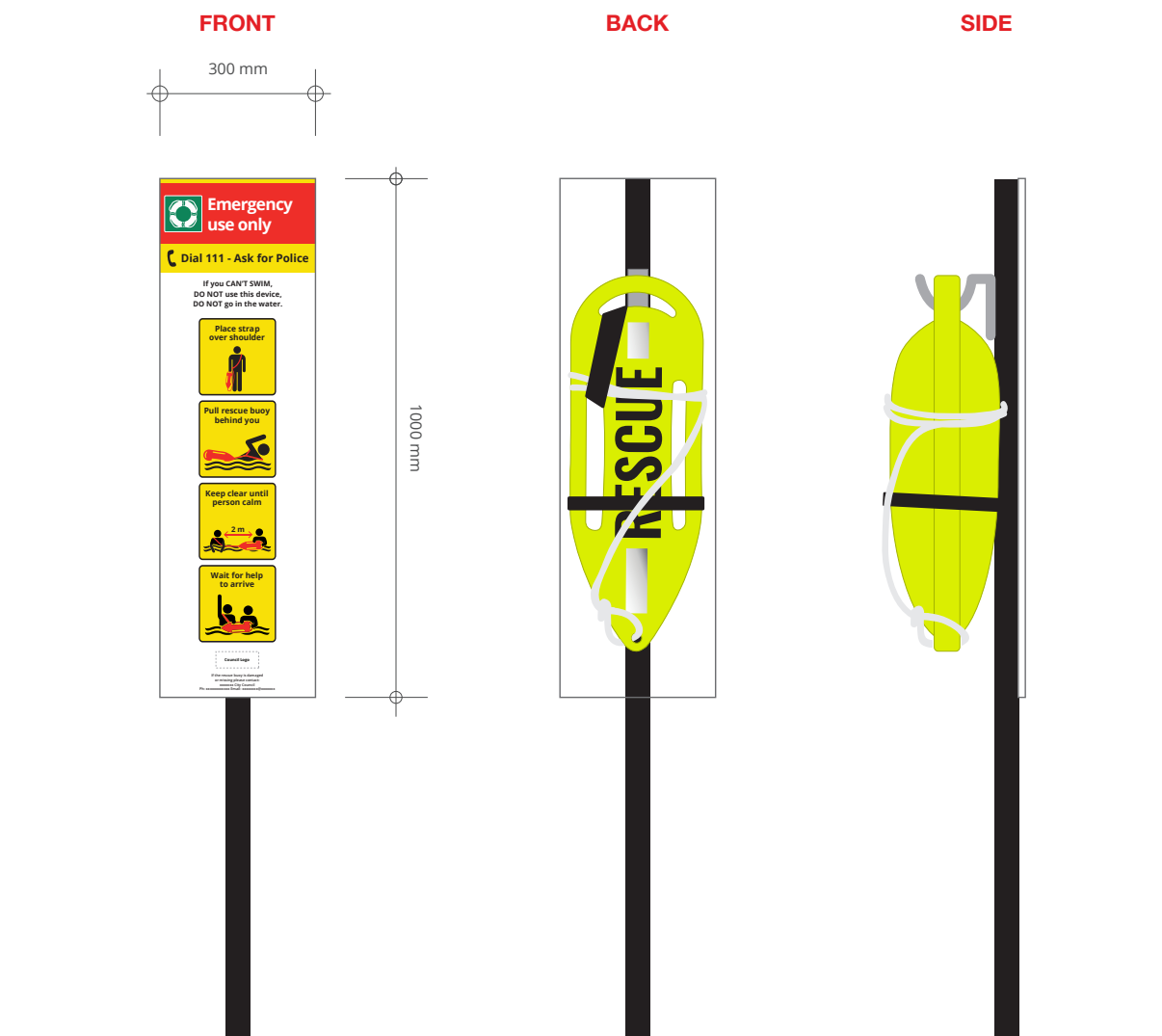
Section 06

Rescue buoy signage and housing

Level 3: Small signage for PRE (rescue buoy)

Figure 7

Front, Back and Side (Dimensions shown are a guide only).



Section 06

Rescue buoy signage and housing

User Information

IN WATER RESCUE INSTRUCTIONS

Figure 8*In water rescue instructions*

SLSNZ offers a bystander rescue module which can be completed at your local beach. Get in touch with the SLSNZ Coastal Safety team, who will be happy to assist with your queries; contact details can be found on the inside back cover of this document.

Section 07

PRE for rocky coasts, tidal inlets and estuaries

A life ring (sometimes referred to as an angel ring) is the recommended PRE for rocky coasts, tidal inlets and estuaries. The life ring has been designed as a rescue and personal flotation device intended for use on in-shore waters where early rescue may be expected. The life ring can be thrown or dropped to a person in the water to assist affecting a rescue. The life ring may be connected to a rescue line, which allows individuals onshore to pull the persons back to shore.

Life rings with rescue lines attached are suitable at swift-water locations such as river mouths, estuaries and areas around rocky coasts where frequent strong currents are present and there are obvious access/exit points that allow for safe retrieval of the person from the water.

Life rings without a rescue line attached are recommended where the person might not be easily recovered from the water (for example, where there are no obvious access/exit points onto the rocks, where there is a large drop between the rocks and the water, or where large waves are breaking onto the rocks). In these instances the life rings keep the person afloat and away from the rocks until help arrives or a rescue can be organised.

The specifications of the life ring should adhere to the New Zealand Standard 5823:2005 "Specification for buoyancy aids and marine safety harnesses and lines". This standard sets out general and specific requirements for buoyancy aids for surface water use. General design requirements, constructional requirements and requirements for individual components are specified in NZS 5823:2005. New Zealand Standard 5823:2005 can be accessed through Standards New Zealand's online library <https://www.standards.govt.nz>.

ADVANTAGES OF THE LIFE RING

- Distinctive and can be identified quickly.
- Useful buoyancy tool which can keep swimmers afloat.
- The life ring may also be connected to a rescue line, which allows individuals onshore to pull the persons back to shore.
- The life ring has handles allowing persons to grab on.
- Resistant to environmental degradation when made with UV resistant materials.
- Easily stored.

LIMITATIONS OF THE LIFE RING

- Single person use: The life ring can be used for more than one person but is designed for a single person.
- Only effective where there is a straight drop between the rescuer and the person, with little or no throwing needed.
- Does not secure an unconscious person.
- Made from hard plastic material which can cause injury if it hits the person when thrown.

Section 07

PRE for rocky coasts, tidal inlets and estuaries

Life Ring Specifications

Design

The life ring shall be of rigid construction to facilitate throwing and shall be fitted with becketts or hand-holds. It shall be of such a shape as will enable it to be easily grasped by a person in the water. It shall have provision for fitting of a rescue line and have no sharp edges.

Flotation

A positive flotation/buoyancy of 125 N to help support the person in the water.

Weight

A life ring shall have a mass within the range of 1 kg to 6 kg.

Rescue line

Where a life ring is fitted with a rescue line, the line should not be less than 20 m long, not less than 5 mm in diameter, have a breaking strength not less than 3 kN and be capable of floating.

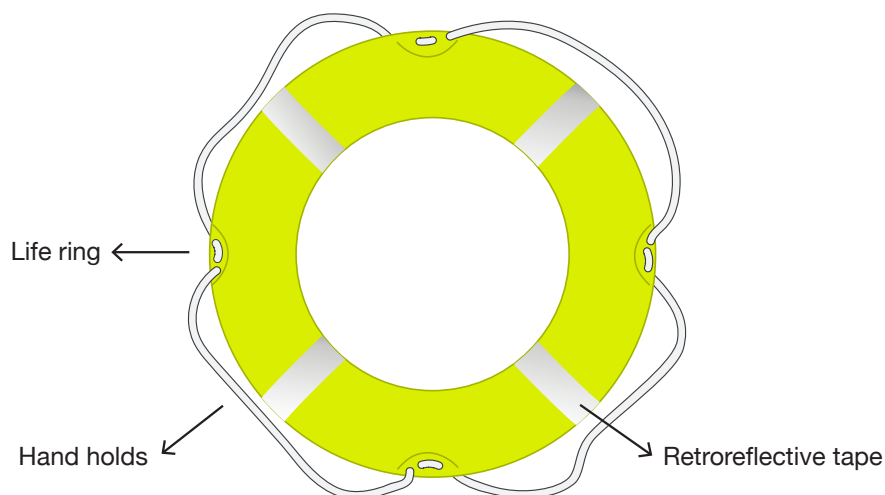
Retroreflective tape

The life ring shall include retroreflective tape as a means of making it visible at night. The retroreflective tape shall be attached at four places on the life ring and be in such positions that they are not obstructed when a person is holding onto the life ring.

Colour

SLSNZ recommends that for the same reasons outlined previously for rescue buoys, that the preferred colour for life rings should be fluoro yellow/green.

Figure 9
Life Ring



Section 08

Life ring signage and housing

This section is dedicated to life ring signage and housing. Please note the signage can also house the life ring. You can select which type of life ring signage/housing is best suited specific to location.

Level 1: Large signage for PRE (life ring) incorporated with water safety signage *'Recommended'*

Ideal for placement at locations where there is a lot of space for life ring housing and water safety signage. These include areas such as walkways and open spaces adjacent to rocky headlands, tidal inlets and estuaries.

Figure 10

Front and Back (Dimensions shown are a guide only).



Section 08

Life ring signage and housing

Level 1: Large signage for PRE (life ring) incorporated with water safety signage *'Recommended'*

Wherever practicable, Surf Life Saving New Zealand encourages the installation of water safety signage with PRE. This helps inform people using aquatic areas of the hazards present. This is only reasonable, as it cannot be expected that visitors to a unique area will understand the inherent hazards of these places in the same way that experts such as surf lifeguards would.

Figure 11

Side and Back (Dimensions shown are a guide only).



Section 08

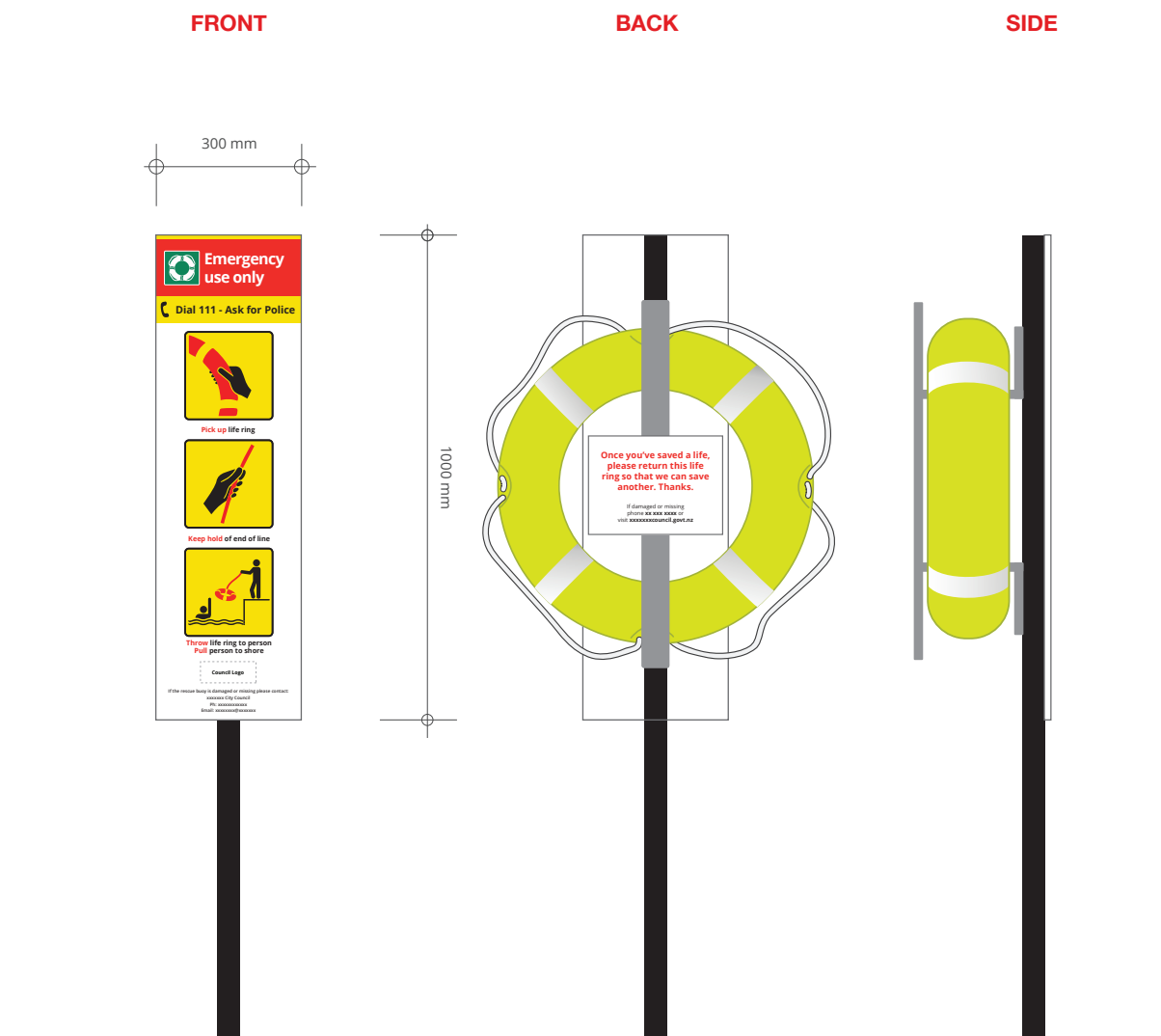
Life ring signage and housing

Level 2: Small signage for PRE (life ring) on post mount

Ideal for placement at locations where there are limited sites to attach life ring housing. These include areas such as rock platforms and all the locations listed at Level 2.

Figure 12

Front, Back and Side (Dimensions shown are a guide only).



Section 08

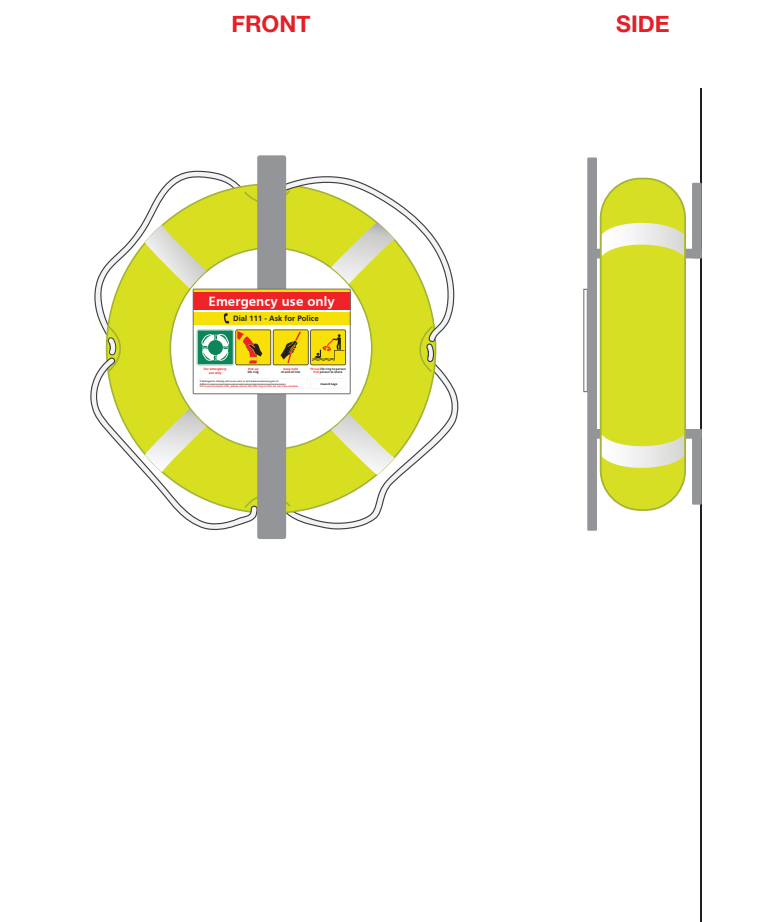
Life ring signage and housing

Level 3: Small signage for PRE (life ring) on wall mount

Ideal for placement at locations where there are limited sites to attach life ring housing. These include areas such as rocky walls on headlands.

Figure 13

Front and Side (Dimensions shown are a guide only).



Section 08

Life ring signage and housing

User Information

ON LAND RESCUE WITH RESCUE LINE ATTACHED

Recommended where there are obvious access/exit points that allow for safe retrieval of the person from the water.

Figure 14

Instructions: On land rescue with rescue line attached



ON LAND RESCUE WITH NO RESCUE ROPE ATTACHED

Recommended where the person might not be easily or safely recovered from the water.

Figure 15

Instructions: On land rescue with no rescue line attached



Conclusion

Aquatic recreation areas are maintained for the safe enjoyment of the community. Many land managers espouse the beauty and uniqueness of their coastal areas and have strategies encouraging people to actively enjoy them.

Effective management increasingly needs to promote the safe enjoyment of aquatic areas through prudent and effective risk management. The provision of PRE provides a rescue and personal flotation device for people in distress, and also for those who decide to undertake an in-water bystander rescue.

1. PRE should be:
 - Easy to use with minimal hesitation;
 - Supported by internationally recognised signage standards and easy to follow instructions;
 - Supported by an education programme that teaches emergency service personnel and members of the public how to use the equipment before it is required in an emergency.
2. PRE is available as emergency flotation for anyone to use to protect themselves while they attempt to help a swimmer in distress.
3. PRE should minimise the risk to the rescuer.

The coastal risk assessment process offers the assuredness that recommendations from an independent and expert third party assessment of risk can provide. The benefits include more effective delivery of outcomes such as 'safe enjoyment of aquatic areas'.

SLSNZ encourages the installation of water safety signage with PRE. This helps inform people using aquatic areas of the hazards present. This is only reasonable, as it cannot be expected that visitors to a unique area will understand the inherent hazards of these places in the same way that experts such as surf lifeguards would.

References

International Organisation for Standardisation. (2007). ISO 20712-2:2007 Water safety signs and beach safety flags — Part 2: Specifications for beach safety flags — Colour, shape, meaning and performance.

International Organisation for Standardisation. (2008). ISO 20712-1:2008 Water safety signs and beach safety flags — Part 1: Specifications for water safety signs used in workplaces and public areas.

International Organisation for Standardisation. (2018). Risk management – Guidelines.

International Life Saving Federation. (2015). Drowning Prevention Strategies – A framework to reduce drowning deaths in the aquatic environment for nations/regions engaged in lifesaving. 2015 edition. The International Life Saving Federation Gemeenteplein 26, 3010 Leuven, Belgium.

Omnipoll. (2023). National Coastal and Water Survey in New Zealand. Unpublished survey.

Standards Australia/Standards New Zealand. (2009). AS/NZS ISO 31000:2009 Risk management - Principles and guidelines. Wellington, New Zealand.

Standards Australia/ Standards New Zealand (2020). AS/NZS IEC 31010:2020 Risk management – Risk assessment techniques.

Standards New Zealand. (2005). New Zealand Standard 5823:2005 “Specification for buoyancy aids and marine safety harnesses and lines”. Wellington, New Zealand.

Standards New Zealand. (2010a). AS/NZS 2416.1:2010 Water safety signs and beach safety flags - Specifications for water safety signs used in workplaces and public areas. Wellington, New Zealand.

Standards New Zealand. (2010b). AS/NZS 2416.2:2010 Water safety signs and beach safety flags - Specifications for beach safety flags - Colour, shape, meaning and performance. Wellington, New Zealand.

Standards New Zealand. (2010c) AS/NZS 2416. 3:2010 Water safety signs and beach safety flags, Part 3: Guidance for use. Wellington, New Zealand.

Szpilman, D., Webber, J., Quan, L., Bierens, J., Morizot-Leite, L., Langendorfer, S. J., Beerman, S., & Løfgren, B. (2014). Creating a drowning chain of survival. *Resuscitation*, 85(9), 1149–1152. <https://doi.org/10.1016/j.resuscitation.2014.05.034>

Uglene, W. (2011). On-water visibility study. WorkSafeBC

Water Safety New Zealand. (2023). Coastal drowning deaths 2013-2023. Retrieved from DrownBaseTM database.

10.3 WAIHĪ BEACH COMMUNITY BOARD COUNCILLOR'S REPORT – OCTOBER 2023**File Number:** A5740520**Author:** Allan Sole, Councillor**Authoriser:** Adele Henderson, General Manager Corporate Services**RECOMMENDATION**

That the Councillor's report dated 9 October 2023 titled 'Waihi Beach Community Board Councillor's Report – August 2023' be received.

UPDATES

While I have been unable to attend meetings in person since my accident mid-June, I have been able to attend a number on Zoom and am receiving minutes and notes from many others.

Stormwater

Stormwater is an issue for us here in Waihi Beach, and I must congratulate the people from Waihi Beach Storm Water Action Group (SWAT – a community driven group), council staff, contractors, and Elected Members on the way they have conducted themselves and worked towards solutions for the many issues facing Waihi Beach. Many projects are underway or completed and the future of Waihi Beach areas that flood will be better serviced going forward by some major upgrades and capital projects.

We must remember that you never know what might be about to happen, but we as a community can be better prepared and take responsibility with actions that will help prevent future events compounding on our local area.

Annual Plan

Council have now approved the Annual Plan and the high inflationary environment was a key driver of the rates increases. I also am aware that Council has to be able to continue to do its business, as required via legislation, or by commitments to communities.

Council also has updated valuations provided by QV, our Valuers and endorsed by the Valuer General. Property valuations are complicated, and some capacity constraints in

the sector led to some delays. It is very evident within our rural sector that there are some major valuation changes.

Your rates bill will be with you by now and it represents what was approved by Council.

The Long Term Plan

The Long Term Plan is well underway with many policies being reviewed and groundwork on many challenges coming along the road over the next 10 years.

The next three years are going to be tough to prepare for; with enormous cost increases, legal requirements, and law changes before we consider potential changes in government and what “Three Waters” will look like.

My thoughts are that there will be many topics we will be asking our communities for direction on and how we prepare for very fast changes both environmentally and legislative.

Māori Wards

The Council have decided to provide for the introduction of Māori Wards and while not a unanimous decision, it was resolved by a clear majority. There is a lot more to come from this on how Māori wards will be established and what comes out of the wider Representation Review.

Community Board By-Election

With the resignation of Alan Kurtovich there is an opening for a new Board member. I have had a little time with Alan and I found him to be driven for what he felt was a better Waihi Beach. I wish him the best as he moves on with life. Thanks Alan.

A by-election is to be held to elect a new community board member.

10.4 PROJECTS AND MONITORING COMMITTEE UPDATES – PROPOSAL TO LEASE BOWENTOWN SEAFORTH ROAD SOUTH RESERVE

File Number: A5744872

Author: Pernille Osborne, Senior Governance Advisor

Authoriser: Greer Golding, Governance Manager

EXECUTIVE SUMMARY

This report has been prepared to provide the Waihi Beach Community Board with an update relating to a report that was considered by the Projects and Monitoring on 8 August 2023 titled 'Proposal to Lease – Waihi Beach Lifeguard Services Incorporated – Bowentown Seaforth Road South Reserve'.

BACKGROUND

The report provided the Projects and Monitoring Committee with three options in relation to the proposal. These options as well as the full report presented can be found on pages 8–19 of the [agenda](#).

Following consideration of the Reserves and Facilities Manager's report, the Projects and Monitoring Committee passed the below resolution on 8 August 2023.

RESOLUTION PMC23–3.3

Moved: Cr A Sole

Seconded: Cr R Joyce

1. That the Reserves and Facilities Manager's report dated 6 June 2023 and titled 'Projects and Monitoring Committee Updates – Proposal to Lease 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 Council approves in principle to entering a lease with WBLGSI for an area of reserve up to approximately 600m² being part of Lot 1 DPS 75873 for a 20 year term with one 15 year right of renewal.
 4. If approval in principle is given, Council 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.

CARRIED

Ms Donna Pfefferle and Mr Craig McQuiod, from Waihi Beach Lifeguard Services, spoke to a PowerPoint presentation and responded to pātai as follows:

- The Waihi Beach Lifeguard Services team had met with the BMX community regarding their track, who wanted to modernise it. They discussed that the track could be refigured and the cost of this could be built into this budget.

ADDITIONAL INFORMATION

The Waihi Beach Community Board Chairperson requested some further information in relation to any potential cricket ground boundary lines, to ensure that the proposed plans for the Emergency Hub did not encroach on the cricket ground boundary. There was also a question around any improvement/maintenance of the cricket grounds, similar to the BMX track. The below information was provided by the Reserves and Facilities Manager in response to these queries.

*“Council was not aware of any marked boundary line around the cricket wicket. **Attachment 1** has no marked out boundary.*

It was important to note that the cricket wicket, which was jointly funded by Council and the Pio Shores Sports and Recreation Association, was used for casual cricket, and was not used or ever intended to be used for competition cricket.

The site was constrained by size to allow for a big outfield.

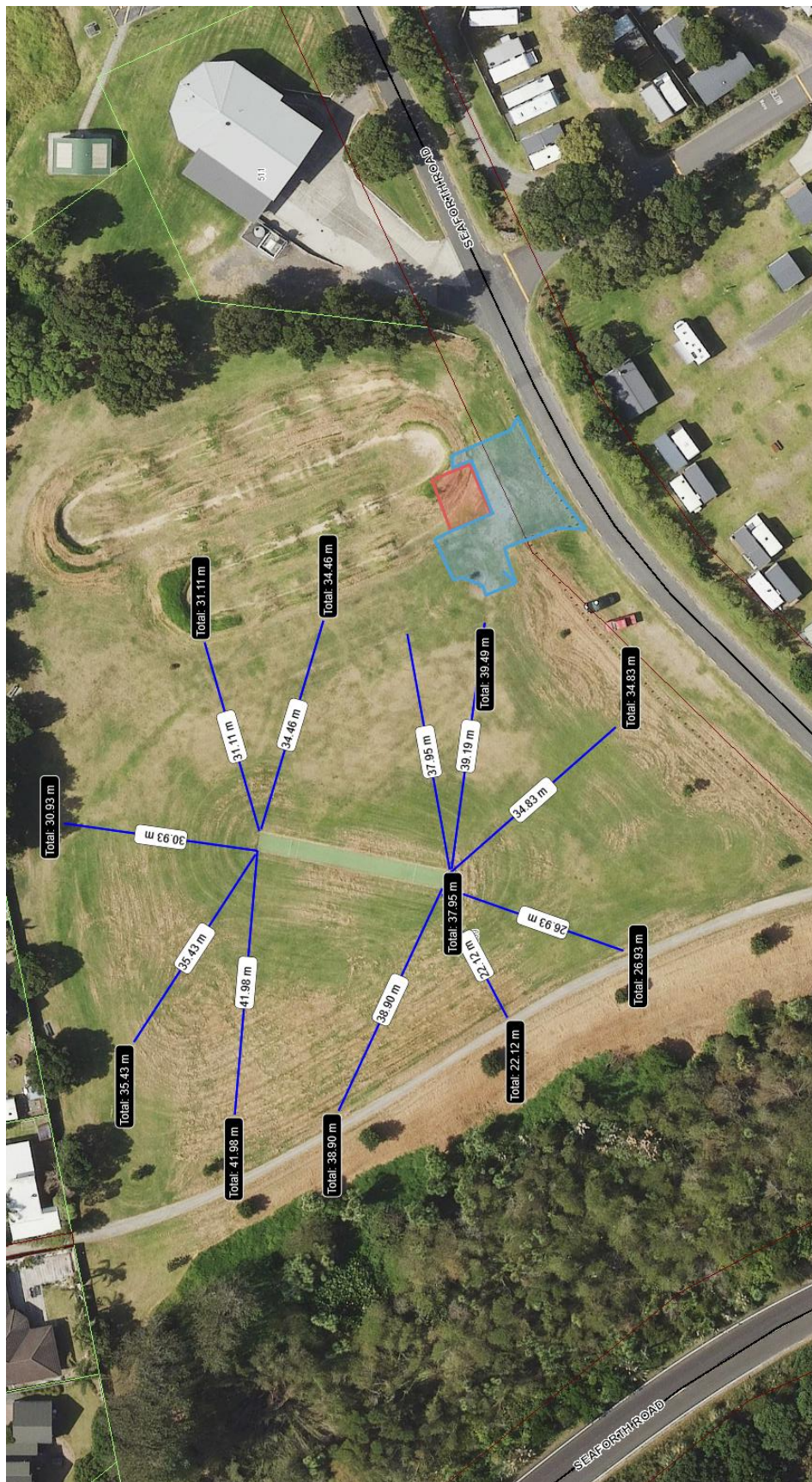
***Attachment 1** has been marked up to show the distances from the cricket wicket ends where a batter would be hitting from to give an indication of distances to obstacles.*

Currently the shortest distance to an obstacle (footpath) was 22 metres.

We have tried to overlay where the proposed Lifeguard building would go and have shown the distance as 39 meters. Note that given the overlay may not be to scale, we have not taken this line up to the area shown, which allows for a margin of error. Had we extended the line, it would have been 44 metres, which was double the distance to the nearest footpath.”

ATTACHMENTS

1. **Attachment 1 – Ariel Shot with boundaries and marked distances** 



10.5 INFRASTRUCTURE GROUP REPORT – WAIHĪ BEACH COMMUNITY BOARD – OCTOBER 2023

File Number: A5697783

Author: Tracy Harris, Executive Assistant Infrastructure Group

Authoriser: Cedric Crow, General Manager Infrastructure Services

EXECUTIVE SUMMARY

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

RECOMMENDATION

1. That the Executive Assistant Infrastructure Group's report, dated 9 October 2023 titled 'Infrastructure Group Report – Waihi Beach Community Board – October 2023' be received.
2. That the Waihi Beach Community Board approve up to \$18,000 from the Waihi Beach Community Board Roading Account, for costs relating to Stage 1 of the Beach Road Safety Enhancement Project, being a concept design of a bus stop on Beach Road.
3. That the Waihi Beach Community Board note that a preferred location for the requested pedestrian refuge on Beach Road (between Browns Drive and Waihi Beach School) will be recommended by the external consultant for Councils consideration.

ROADING

Beach Road Safety Enhancement Projects

Further to ongoing concerns with obtaining safe and practical links between Waihi Beach North residential areas and the school, community hall, library, Menz Shed and the village *areas and other local amenities*. Waihi Beach School requested Phil Carter of ARUP to write a Waihi Beach School Access Improvements Desktop Concept Study.

This study considered multiple school access concerns and the interaction with neighbouring amenities.

The study was presented and discussed at the Community Board workshop on 11 September.

From the ARUP report (Attachment 1 of the workshop notes included in this agenda) suggested enhancements, Beach Road Bus stop and the Beach Road pedestrian refuge were considered priorities at the workshop.

Beca have been requested to forward cost estimate to design the bus stop bay and recommend a location for the pedestrian refuge.

The below draft estimate has been provided:

Stage 1 – \$18,000

This includes a topographical survey, concept design and Indicative Cost Estimate.

If the Board approves the concept design through Stage 1, they will then be presented with a recommendation to fund Stage 2.

Stage 2 – \$20,000

This includes a detailed design; engineers estimate and Land Requirement Plan.

A recommendation relating to this project has been included in the Infrastructure Report for the Boards consideration.

Transportation – Waihi Beach Community Rooding

Description: Develop and implement the Community Rooding Plan approved by the Waihi Beach Community Board.

Waihi Beach Community Board Rooding Current Account				\$
Current Account Opening Balance 1 July 2022				\$347,819
Allocation for 2022/23				\$144,900
Interest for 2023 (to be confirmed)				\$17,309
Subtotal				\$510,028
Committed Projects	2022 Spent \$	2023 Spent \$	Status	\$
Beach Road pedestrian refuges (design & install)	\$11,493		Design Complete	-
Athenree footpath			Complete	\$56,665
Seaforth Road shared path			Complete	\$99,544
Dillion Street shared path bridge		\$102,808	Construction	\$240,000
Seaforth Road Bowentown shared path			Complete	\$42,488
Albacore reserve path			Design	\$55,000
Committed Projects Total				\$493,697
Forecasted Current Account Closing Balance 30 June 2023				\$16,332
Non-Committed Projects	Priority	2022 Spent \$	Status	\$
Waihi Beach Gateways project	1		Consultation	TBA

Town Centre Development – Wilson Road to Edinburgh Street

Description: Progress the shared path from Wilson Road to Edinburgh Street with a bridge over Two Mile Creek.

Boffa Miskell have developed a concept design which includes alterations to the Wilson Road carpark, a shared path, and the development of a carpark on 37 Edinburgh Street.

The concept plans have been presented to Council.

This project is currently on hold as the Board confirm the preferred layout, and consideration to alternative parking options are still under discussion. The Board have requested for this to be discussed at their next workshop.

Dillon Street Shared Path Bridge

Description: The Board have resolved to construct an additional shared path bridge to support and encourage alternative modes of transport. The bridge is to be located on Dillon Street, immediately adjacent to the existing 2 Mile Creek bridge.

Bridge It NZ have been engaged by Council to design a cost-efficient shared path bridge across Two Mile Creek to enhance and encourage safer alternative transport use.

Contractors have been approached to provide connecting footpaths. It is expected that the paths will be completed, and the bridge opened by the end of October 2023.

WATER SERVICES

Stormwater – Waihi Beach Pio Shores

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

The project comprises of upgrading of the existing stormwater pumpstations at Papaunahi Street and Boulevard North that are currently pumping to the dune basins. This is based on the infiltration assessment carried out by GHD and modelling of the network by Tonkin & Taylor. The design flows correspond to a safe maximum infiltration rate. An additional protection against overtopping of the basins during prolonged pumping includes a level sensor at each basin that will stop the pumps once the free Board level is reached.

The construction of the new pump upgrades at Sea Crest Place and Papaunahi Road was largely complete with pump commissioning tests undertaken in June 2023. The Papaunahi Road Pumpstation is operating as designed.

However, during Cyclone Gabrielle in February the foredune of the soakage basin for the of Sea Crest Place pumpstation was eroded due to sea surge conditions. This has meant that we cannot operate the upgraded pump system to its full capacity due to resource consent restrictions. The new pump system has a design capacity of 110L/s the systems is currently being operated at 83L/s this is nearly double the original pump station design of 44L/s.

Council staff have appointed a contractor to reinstate the foredune however, prior to commencement Shore skinks were found within the site that are an at-risk species, this triggers an issue with needing relocation and consent from DOC.

The dune will be reinstated once we receive advice on how to proceed, but planting will be done once plants are available. Foredune plants have also been difficult to source

with all suppliers having no stock, these have been ordered but are not expected to be available until April 2024.

Two Mile Creek

Description: Erosion protection of the banks of Two Mile Creek.

After diligently addressing the requirements and concerns raised by BOPRC regarding Two Mile Creek Erosion Protection Works, we are delighted to announce that we have received approval from BOPRC to proceed with the 2 Mile Creek construction works. We have already communicated this positive outcome to Beach Contractors, and we are gearing up to commence physical works within the creek from 1 November 2023, immediately after the conclusion of the fish migration period. Beach Contractors will remobilize at 37 Edinburgh Street, which will serve as our site access to the creek. The construction of the rock revetment will initiate at Lot 26 Wilson Road and proceed downstream to accommodate as many properties as possible before 14 December 2023. Following this date, the contractors will demobilize for the holiday stand-down period. The remaining works are scheduled to resume in February 2024, at which point Beach Contractors will mobilize on-site for the final phase.

In addition to this positive development, significant progress has been made in incorporating the upstream properties into the erosion protection works. We are currently in the final stages of completing the easement diagram. Once this diagram is finalised, we will contact the affected property owners to request their endorsement of the legal agreements.

Storm Event

Description: Over the summer period Waihi Beach has experienced a record amount of rain. With a years' worth of rain falling in the last 6 month period. Generally, the ground water tables are high, and the soils are saturated, which has resulted in Waihi Beach experiencing several flood events over the past 12 months.

Following the Monday 29 May flood event Council have committed to collaborating with the Waihi Beach community through a liaison group 'Waihi Beach Stormwater Liaison Group', consisting of staff, the Community Board, Waihi Beach SWAT representatives and iwi representative from Te Whānau a Tauwhao (hapū of Otawhiwhi Marae).

The Liaison Group had their inaugural meeting on 21 July 2023.

Elected members directed staff to investigate an accelerated stormwater work program at Waihi Beach. To date, Council staff have considered community feedback and compiled a list of capital projects, maintenance tasks, community communication and process reviews which has now been reviewed by the liaison group.

The accelerated list of projects was presented to the Projects and Monitoring Committee meeting on 8 August 2023, where the Committee gave their approval to bring projects and planned budgets forward to address the project list which we put together. The link below has all the projects currently on the list.

<https://www.westernbay.govt.nz/community/about-the-western-bay/projects/Waihi-beach-stormwater-projects>

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

1. Projects with a project complexity scale of 1 are easily implemented and can be funded within existing capital works and operational budgets. Projects Council has committed to complete by July 2024.
2. 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. Projects Council has committed to complete by July 2024. These projects are all planned projects in the LTP, with the exception of The Crescent stormwater runoff investigation and the raising of gullies above the flood zone.
3. 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. Projects Council are considering for this catchment. A consultant has been engaged to undertake modelling for the following projects. for these projects and a prioritisation framework, be established with the community Liaison Group.

It will be recommended that additional funding is required to progress projects with a complexity scale of 2 to the design stage.

That Additional funding is required to progress all projects with a complexity scale of 3 to concept design and project prioritisation stage. It should be noted further funding will be required in future years for design and implementation and will need to be reviewed as part of the 2024/35 Long Term Plan.

Progress to date includes:

- Complexity scale 1: 11 of 41 projects are complete and a further 20 are underway.
- Complexity scale 2: 8 of 11 projects are underway.
- Complexity scale 3: 10 of 15 projects are underway.

RESERVES

Broadlands Block (now known as Te Mata Reserve)

Description: Volunteers maintaining Te Mata Reserve have approached the Community Board with a request for funding to assist with some of the larger maintenance items within the reserve.

- Te Mata Community group working bees have been impacted by the wet weather and the waterlogged wetland makes access difficult and unsafe. School and community planting date has been postponed to 10 October 2023.
- The mowing schedule has been updated to reflect an improved level of service.
- The reserve has helped manage the significant amount of rainfall that has occurred this year.
- The group is actively trying to attract new members. There is a project underway to grow a volunteer base during community days at Waihi Beach and via community communication channels. The Reserves and Facilities Volunteer Co-ordinator will assist the group in building capacity.
- Community volunteers and Waihi Beach School will continue with working bees to release weeds away from native plants.
- A joint environmental programme with BOPRC & WBOPDC has being prepared with the Groups' input and with Reserves and Facilities Manager for review and sign-off.

Waihi Beach to Athenree Crossing (Walkway/Cycleway)

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

- Engineering and environmental reports are completed, pending staff review/feedback.
- A hui with Tangata Whenua to complete the concept design draft (for further community feedback) has been delayed due to other commitments and expect to get this completed before the end of June.

Once the initial draft concept plan hui has been held and the concept confirmed, feedback will be sought from the Board and other stakeholder groups.

This will be an iterative process but when it is concluded, it is proposed that public feedback is sought through a new round of engagement, prior to the lodging of the resource consent application. The reason for this – it builds a stronger application because the level of engagement is greater and is more likely to achieve the desired resource consent decision outcomes for the affected communities. Once this has concluded and any changes made, the resource consent application will be lodged as a fully notified process sometime later in 2023.

Staff are aiming to progress discussions with Tangata Whenua to close out on the draft design prior to wider community consultation.

Waihi – Waihi Beach Cycleway

Description: Trail developments within the Waihi Beach Water Catchment Reserve and future connection to Waihi.

Storm damaged trail repairs are progressing and will be completed before the busy summer holiday season.

Works are about to commence on the large wash-out at the northwest corner of the Dam Loop Trail and an upgraded design offers improved resilience to future weather events. This side of the dam loop trail remains closed until works completed.

- **Forest Loop Trail:** Following the May 29 storm event, trail access is now restored to the third Matariki lookout platform.
- **The Trig Trail:** The trail is open, access currently from the Ocean View roadside of the dam loop trail (due to the dam loop trail southeast corner culvert wash-out).
- **Dam carpark and driveway:** The repairs have been completed.
- **Waihi – Waihi Beach:** Discussions with Hauraki District Council staff and a supportive adjoining farm owner continue which offers the greatest likelihood so far, of formalising a route. There is no specific funding to design or construct this route currently.
- The intention is that all repairs within the water reservoir reserve/catchment area described above will be completed over winter in time for the holiday season.

Tourism Infrastructure Funding Project (Star Gazing Platforms)

Description: The construction of three lookout platforms on elevated sites with wide ranging views – accessed from the Trig and Forest Loop trails.

All three lookout platforms have now been constructed and aim to cater to future Matariki events. Artistic elements and signage are yet to be added.



Forest Loop to Boundary with Hauraki District Council

Description: This future shared path provides a boundary connection point to Hauraki District

Trail Investigations into a new route (to Waihi) from the Forest Loop Trail to the boundary (and then via DOC land and private property to Heard Road and Waihi) have been identified but can't be confirmed until land access agreement is in place with the adjoining farm owner in Hauraki District.

Hauraki District Council is supportive of the process, but timing is dependent on the private property owner subdivision plans (who is supportive also). There is no funding in place yet for this connection.

New Shared Path Connection

Description: This future shared path (primarily for cyclists) will connect between the Dam Loop Trail and the top of the Forest Loop trail (then onto the Boundary trail and connection to Hauraki District)

The route has been identified and now planning continues slowly with the existing District wide walking/cycling budget available. There is a new project proposed in the draft 2024-2034 LTP – for eventual public consultation. Unfortunately, the funding application made to the MBIE Tourism Infrastructure Fund Round 7 was unsuccessful.

Community Mara Kai (Food Garden)

The proposal for a Community Mara Kai (Food Garden) at the Waihi Beach Plunket and Beach Road Recreation Reserve, is currently on hold. This will be on hold pending the outcome of further consideration of the future options for the replacement of some of the pensioner housing units at Waihi Beach that were impacted by the 29 May extreme weather event.

The applicant and all submitters to the public consultation process (that had commenced under the Reserves Act 1977) have been advised of the process being put on hold. Once any strategic decisions have been made on the flood affected pensioner units, the process of considering the submissions to the Community Mara Kai (Food Garden) can recommence, at which time, all submitters will be notified.

OPERATIONS**Waihi Beach Library Update**

Description: Updated designs to being developed to lesson scope.

New design options are being investigated to ensure that the cost is within the current allocated budget. These options will be socialised with the Board once options have been agreed on.

Pensioner Housing

Description: Remediation works for the 11 Elder Housing units affected by the 29 May floods.

The reinstatement of the four least affected units is nearly complete. It is likely five tenants will be moving back into these units in the first week of October 2023. The remaining tenants have permanent accommodation except for three, who are still in private rental accommodation with Council paying the top up for rent through insurance. This will be long-term until units become available in either Waihi Beach or Katikati.

Emergency Management

Description: Support the Waihi Beach Community to be resilient in the event of an emergency.

Follow up with relevant agencies following the flood on 29 May. Staff continue to strengthen relationships with the Community Response Teams in Waihi Beach, Bowentown and Athenree, and to keep them updated with emergency response information and warnings.

Council staff have worked with the Athenree Community Response team to see how they can better support them and are drafting a revised version of the Western Bay of Plenty Preparedness brochure for the Athenree community – waiting on publication of new tsunami maps before printing.

Continue communication between Council and the Community Response teams, to deliver preparedness messages to the community.

Work on rolling out new tsunami maps for the community will take place later in the year along with a public education campaign of what to do and where to go in response to a tsunami warning.

An updated box of resources is being created to support the Community Response Team who may end up operating in a Community Emergency Hub which includes signage.

Establishing Community Resource Recovery Centres

The feasibility study into Community-led Resource Recovery for the current recycling centres went to Council on 7 March 2023. Staff is currently working with Chrome Collective and Envision to progress the recommendations and continue conversations with community groups and Tangata whenua.

Solid Waste

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

SeatSmart event – Sunday, 1 October 2023 – Katikati Recycling Centre

Over 10,000 baby car seats expire each year in New Zealand. Most of these car seats end up in landfill.

Council is partnering with SeatSmart to run two one day amnesty events in Te Puke on 24 September and at the Katikati Recycle Centre for Western Bay of Plenty residents to bring in their expired baby car seats to be recycled. The event will run from 10 am to 3 pm. Residents will need proof of address in the Western Bay to drop off car seats. The waste minimisation levy will be used to cover the cost for recycling the car seats collected. Residents can drop-off any number of expired car seats at no cost on the day. We cannot accept mouldy car seats, 'snap and go' seats, polystyrene, or car seat accessories such as mirrors. The event is open for Waihi Beach residents as well.

Residents that miss the two amnesty events will still be able to take their car seats to "Baby on the Move" in Tauranga but will need to pay a subsidized \$20 recycling fee for each expired car seat they drop off.

Teams at SeatSmart dismantle the seats and separate out the materials to go on to be repurposed and recycled. For example, seatbelt straps can be used to make bags. Up to 67 percent of the car seat's materials by weight are recyclable. Please note that the Katikati Recycling Centre is usually closed on Sundays and will not be accepting recycling or greenwaste on the day. This event is for car seat drop-off only.

Mobile Recycling Trailers

Two mobile recycling trailers continue to make their rounds in the rural part of the District on a rostered basis. The trailers visit Omanawa Hall, Te Ranga School and BP Pongakawa. The next outing and what can be recycled can be found [here](#).

Mobile trailers continue with their regular outing to designated sites using the winter hours.

Kerbside Collection Data

Kerbside Tonnes	Sep 2022	Oct 2022	Nov 2022	Dec 2022	Jan 2023	Feb 2023	Mar 2023	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2024	Total Tonnes
Waste Tonnes	394	386	402	515	496	415	433	395	404	456	373	396	5065
Recycle Tonnes	124	117	158	182	168	145	194	142	146	143	155	139	1813
Glass Tonnes	101	105	103	150	191	144	147	117	112	116	102	106	1494
Food Tonnes	47	31	45	42	53	57	42	37	27	37	19	28	465
Total Tonnes Diverted from Landfill: 3724													
Tonnes Diverted from Landfill Percentage: 39%													

ATTACHMENTS

1. **MAS Waihi Beach Community Board October 2023 PDF** 

Action Sheets Report

Division: Infrastructure Services Group
Committee: Waihi Beach Community Board

Printed: SEPTEMBER 2023

Meeting	Officer/Director	Section	Subject
Waihi Beach Community Board 19 June 2023	Asset Management Team Leader	New Item	Petition – Waihi Beach Flooding
<p>That Council accepts the petition, as presented by Mr Hickey at the 19 June 2023 Waihi Beach Community Board meeting, for consideration.</p> <p>“As ratepayers of Waihi Beach, we would like to make known our concerns about extreme flooding in our area. WBOPDC would do well to pre-empt this huge problem by clearing all drains, creeks, culverts, and catchment ponds of which most are overgrown and filled with sediment. Contact has been made with WBOPDC with little or no regard made to major problems. Our rates are very high and yet we feel we are the forgotten and neglected northern end of the region, so perhaps having this problem published might have some effect. We are thankful for the upgrade of bark in our playgrounds, disappointed to hear the library is delayed, but it is the flooding, footpaths and continual maintenance that should be a priority and is a very real and pressing issues as shown twice in recent months.”</p>			
<p>October 2023: Staff are providing updates to the Board under the Waihi beach Stormwater Projects. This MAS has been closed out.</p> <p>July 2023: Council is acting on the communities concerns of a perceived lack of maintenance. In the past 3 weeks:</p> <ul style="list-style-type: none"> • Pre-rain inspections are continuing, and discussions have been held with the contractor to ensure they are undertaking the inspections correctly. Pre-rain checks that were undertaken in the past month were on the following dates; 2 June, 13 June, 19 June, 3 July. • Discussions are being held on the suitability of a grate for Beach Road next to the pensioner flats. If this is feasible, we will get manufacturing underway. • Repairs to One Mile Creek banks have been complete following erosion during recent weather events. • The Waihi Beach Open drain network was inspected for debris and blockages with work order issued to Downer. • Currently waiting for property owner permission to undertake clearance of the Jenkinson Street Open Drain to prevent the inlet from blocking. • Browns Drive work to stop debris from blocking the pond inlet has been issued to contractor. • CCTV for Wallnutt Ave and Citrus Ave areas will be undertaken week of 17 July. • Consultants have been engaged to undertake surveying of the Waihi Beach Dam for debris and sediment build up. <p>Council has committed to collaborating with the Waihi Beach community through a liaison group “Waihi Beach Stormwater Liaison Group” consisting of staff, the Community Board, Waihi Beach SWAT representatives and iwi representative from Te Whānau ā Tauwhao (hapū of Otawhiwhi Marae). The purpose of this group is to:</p>			

Action Sheets Report

Division: Infrastructure Services Group
Committee: Waihi Beach Community Board

Printed: SEPTEMBER 2023

- Address maintenance issues, both perceived and actual.
- Provide a risk-based approach to stormwater management at Waihi Beach.
- Address flooding issues in line with Councils Levels of Service.
- Improve community awareness and resilience on stormwater issues and flood risks.
- Better understand the long-term risk to the community and long-term potential solutions.
- Recommend priority projects for early delivery of large capital projects to address flooding issues.

Action Sheets Report

Division: Infrastructure Services Group
Committee: Waihi Beach Community Board

Printed: SEPTEMBER 2023

Meeting	Officer/Director	Section	Subject
Waihi Beach Community Board 19 April 2022	Transportation Area Engineer	New Item	Shared Path Enhancements
<p>The Board confirmed the below priorities for shared path enhancements:</p> <ol style="list-style-type: none"> 1. Anzac Bay/Bowentown Reserve 2. Dillon Street / 2 Mile Creek Shared Path Bridge 3. Seaforth Road – From Dillon Street to The Loop path widening 4. Albacore Reserve to Estuary – new path and cycle refuge on Seaforth Road <p>The Board also confirmed that, if a project was ready to go before another, (regardless of the priority) they would be happy for that project to proceed.</p> <p>The Board agreed to discuss the Athenree Footpath proposal (spoken about in public forum) at a workshop once an estimated cost was presented.</p>			
<p>October 2023:</p> <p>The contractor has been approached again to provide rough order costs for this shared path extension. The Board will be advised once an estimate has been received.</p>			
<p>July 2023:</p> <ul style="list-style-type: none"> Albacore Reserve to Estuary – Staff are still waiting to hear from the contractor who has been asked to provide cost estimate and design for this length of path. The Board will be advised of progress. 			
<p>June 2023:</p> <ul style="list-style-type: none"> Albacore Reserve to Estuary – new path and cycle refuge on Seaforth Road. The contractor has been asked to provide cost estimate and design for this length of path. The Board will be advised of progress. 			
<p>Dillon Street / 2 Mile Creek Shared Path Bridge</p> <ul style="list-style-type: none"> Bridge manufacturing has now commenced. The bridge is expected to be installed prior to Summer 2023 			
<p>Pio Shores – New Path extending from Plom Road towards Anzac Bay</p> <ul style="list-style-type: none"> This pathway will be considered after the completion of the Albacore reserve works and as priorities and funding allow. Further to previous effort to design and implement this pathway, this project will require consultation with the Pio Shores residents and cooperation with the Community Board. 			

Action Sheets Report

Division: Infrastructure Services Group
Committee: Waihi Beach Community Board

Printed: SEPTEMBER 2023

April 2023:**Dillion Street / 2 Mile Creek Shared Path Bridge**

- Design is currently being finalised by Bridge-it NZ. It is expected that the bridge will be installed prior to Summer 2023.

Pio Shores – New path extending from Plom Road towards Anzac Bay

- No change to this project. The new Board may wish to consider options for this resolved proposal or consider resolving to remove it from the priority list.

February 2023:

- **Dillion Street / 2 Mile Creek Shared Path Bridge**

The design process has identified an issue with particularly deep services placement below 2 Mile Creek. The bridge will require a minor design, which will mitigate the concerns with the service placement. The services can be designed around. There will be some cost variation accordingly.

- **Seaforth Road, ANZAC Bay Footpath Path Extension**

Works have now been completed.

- **Pio Shores – New path extending from Plom Road towards Anzac Bay**

No change to this project. The new Board may wish to consider options for this resolved proposal.

November 2022:

- **Dillion Street / 2 Mile Creek Shared Path Bridge**

Bridge It NZ will finalise a design and forward to Council for acceptance. Once the design has been approved, The installation will commence in conjunction with the 2 Mile Creek Erosion Protection works.

- **Seaforth Road – From Dillon Street to the Loop Path Widening**

The shared path has now been completed.

- **Seaforth Road, ANZAC Bay Footpath Path Extension**

The path works have now commenced and are expected to take 2 weeks to completed due to the current weather constraints.

- **Pio Shores – New path extending from Plom Road towards Anzac Bay**

Currently on the priority project list pending Community Board confirmation that they wish to proceed with this project. It will require consultation with the Pio Shores Residents and Ratepayers Association.

August 2022:

- **Dillon Street / 2 Mile Creek shared path bridge**

Bridge-it NZ have been engaged by Council to design a cost-efficient bridge. Costs have now been presented and accepted by The Board.

Action Sheets Report

Division: Infrastructure Services Group
Committee: Waihi Beach Community Board

Printed: SEPTEMBER 2023

The installation will commence in conjunction with the 2 Mile Creek Erosion Protection works

- **Seaforth Road – From Dillon Steet to The Loop path widening**

WestLink have been engaged by Council to construct the path. Consultation has been completed. Works will commence when resources become available.

- **Seaforth Road, ANZAC Bay Shared Path Extension**

The design and archaeology check for the agreed alignment has been completed with no significant concerns raised.

This section of shared path is proposed to be constructed once the Pio Shores stormwater enhancements have been completed.

- **Albacore Reserve to Estuary – new path and cycle refuge on Seaforth Road**

A preliminary alignment and road crossing safety enhancements have been identified. Contractor will be asked to commence works as and when the budget and resources become available.

- **Brighton Reserve – Path widening**

With consideration to the other roading budget commitments and priorities, the design and hence implementation of this project is on hold.

- **Pio Shores /Bowentown reserve headland – New path extending from Plom Road towards Anzac Bay**

The Board have been tasked with consulting with the Pio Shores Residents Association regarding interest and concerns for a path extension through the reserve headland area. Council staff will lend assistance as and when required.

May 2022:

- **Dillon Street / 2 Mile Creek shared path bridge.**

A contractor has provided rough order cost estimates and recommendations. The Board have been presented with preliminary information and resolved to fund the design and construction of the shared path bridge. The contractor has been advised accordingly.

The project is currently still in design phase. A calculated cost estimate will be presented to the Board accordingly.

- **Seaforth Road – From Dillon Steet to The Loop path widening.**

The contractor has been instructed to commence shared path construction. Works are expected to commence in June 2022

- **Seaforth Road, ANZAC Bay Shared Path Extension**

The design and archaeology check for the agreed alignment has been completed with no significant concerns raised.

Works will commence in conjunction with the Board's other priorities for roading account funding, as and when funds and resources allow.

- **Albacore Reserve to Estuary – new path and cycle refuge on Seaforth Road**

Contractor has been requested to present a cost estimate for implementing a new shared path and safety engineer consideration for the

Action Sheets Report

Division: Infrastructure Services Group
Committee: Waihi Beach Community Board

Printed: SEPTEMBER 2023

pedestrian refuge. Council has requested an Archaeology Authority check on this site and are still awaiting a response.

Works will commence in conjunction with the Board's other priorities for roading account funding, as and when funds and resources allow.

- **Brighton Reserve - Path widening**

Preliminary feasibility enquiries have commenced.

Due to the expense of other project works, this project is unlikely to commence before the 2023/24 financial year.

This project is currently on hold until finances and resources become available.

- **Pio Shores /Bowentown reserve headland - New path extending from Plom Road towards Anzac Bay**

The Board have enquired about the feasibility of continuing a shared path through the Bowentown headland reserve, between the sand dunes and the property boundaries. The Board were advised that this project was previously considered but was met with significant resistance from the adjacent landowners. The Board have been tasked with consulting with the Pio Shores Residents Association regarding interest and concerns for a path extension through the reserve headland area.

Action Sheets Report

Division: Infrastructure Services Group
Committee: Waihi Beach Community Board

Printed: SEPTEMBER 2023

Meeting	Officer/Director	Section	Subject
Waihi Beach Community Board 21 February 2022	Transportation Area Engineer	New Item	Wilson Road Parking
<p>The Board requested the Roading Engineer (West) make a site visit to look at options to extend parking. It was also suggested that it would be beneficial if the Deputy Chief Executive and the Strategic Property Manager were involved in these discussions, following the “walk-shop”.</p> <p>The Chairperson sought clarification on where the funding for additional parks would come from, to which he was informed that this would be through financial contributions, for example the Long Term Plan (LTP).</p>			
<p>October 2023:</p> <p>Rough order costs to extend and seal the carpark were forwarded to the Community for consideration and comparison with the original rolled metal extension proposal.</p> <p>The Board will be required to resolve to fund the extension – either the rolled metal or chip sealed option.</p> <p>Enquiries from Council to an adjacent property on Snell Crescent as to whether they would consider selling to Council have not been responded to. The enquiry is currently ongoing. Should this property be purchased by Council, there may be an opportunity to create an alternative and enhanced egress location which would remove the potential for pedestrian/vehicle conflict on Wilson Road, where the pedestrian movements are heavier. The details and the practicalities of utilising this lot have not been considered in any specific detail at this stage.</p> <p>July 2023:</p> <p>Concern has been raised regarding accessibility to the enhanced car parking. Alternative options are being considered.</p> <p>June 2023:</p> <p>This project is on hold, awaiting acceptance by the Community Board. A resolution in relation to this project has been included in the agenda for the Board’s consideration.</p> <p>April 2023:</p> <p>Estimated costs have been received. The Board have been advised and have been asked to consider accordingly.</p> <p>February 2023:</p> <p>The concept plans are due to be finalised with an estimate of the installation costs.</p> <p>November 2022:</p> <p>The new Board may wish to discuss the Wilson Road car park proposal at a forthcoming workshop.</p>			

Action Sheets Report

Division: Infrastructure Services Group
Committee: Waihi Beach Community Board

Printed: SEPTEMBER 2023

August 2022:

Boffa Miskell have forwarded a concept design which includes alterations to the Wilson Road carpark, development of 37 Edinburgh Street into a carpark facility and a shared path and bridge between the sites across 2 Mile Creek.

May 2022:

Council is currently planning on creating additional car parking on the vacant lot at 37 Edenborough Street upon completion of the 2 Mile creek restoration works.

Extending the hard standing parking areas at 25 Wilson Road, in the public car park behind “the porch” may be considered in conjunction with these works.

March 2022:

The position of Strategic Property Manager is currently unattended further to the departure of Strategic Property Manager from Council, otherwise, a meeting is yet to be arranged with The Deputy Chief Executive on this matter.

Action Sheets Report	Division: Infrastructure Services Group Committee: Waihi Beach Community Board	Printed: SEPTEMBER 2023
-----------------------------	---	--------------------------------

Meeting	Officer/Director	Section	Subject
Waihi Beach Community Board 29 November 2021	Cycleways Manager	New Item	Waihi Beach Historical Trail Information Project

The Board sought an update from staff (following the meeting) on the panel that MishMish was producing for the Waihi Beach Historical Trail Information Project.

October 2023:

It is the intention that staff engage directly with Ngati Tara Tokunui to resolve the matter about signage content.

July 2023:

The fabrication is currently on hold while staff resolve feedback received from Ngāti Tara Tokunui about the generic Māori content currently included (and agreed to by Te Whānau ā Tauwhao ki Otawhiwhi) on the sign for installation at Pohutukawa Park foreshore (north of the Surf Club Reserve). Note that staff have been working primarily with Ngāti Tara Tokunui (and Te Whānau ā Tauwhao ki Otawhiwhi to a much lesser extent) in the development of the Water Catchment Reserve where it is expected that cultural interpretation features/signs will eventually be installed through the Water Catchment reserve trails network, including the new star gazing platforms.

June 2023:

Design has been completed and staff expect the final edits/minor corrections to be completed by mid June at the latest, whereupon a copy of the design layout will be sent to the Board. The design will then be prepared for fabrication and installation. Staff expect this process to be completed over the winter months.

April 2023:

The draft signage is completed and can be discussed with the Board at their next workshop.

February 2023:

Following discussion with Tangata whenua, the sign design is virtually complete and is in a 'draft' stage. Staff would like to have a workshop and get the Board's feedback on the 'Draft' sign before the sign is fabricated and installed. Arrangements to attend a workshop are being made.

November 2022:

MishMish are currently waiting for sign content feedback from local Tangata whenua – which is expected very soon. Once this has been received then a draft of the proposed sign will be circulated with the Board for feedback.

August 2022:

No change since the previous report but the focus by staff on sign delivery remains.

Action Sheets Report

Division: Infrastructure Services Group
Committee: Waihi Beach Community Board

Printed: SEPTEMBER 2023

May 2022:

Staff continue to press MishMish to complete this project. Several matters have impacted delivery of this project and MishMish have formally apologised. Staff will keep the Board informed as soon as any update about delivery is available.

March 2022:

MishMish is aware of Council's priority on this project and delivery timeline remains Easter, subject to any covid/resource/supply-chain delays. Sign content from Tangata whenua & historical records are being used to complete the editing, associated graphics followed by coordination to construct and install.

January 2022:

Staff are receiving a project delivery timeline on this project from MishMish by 31 January and will advise the Board on receipt of it.

Staff understanding is that all the sign content from Tangata whenua and the historical society has been received by MishMish, for them to complete the editing, associated graphics followed by coordination to construct and install.

Action Sheets Report	Division: Infrastructure Services Group Committee: Waihi Beach Community Board	Printed: SEPTEMBER 2023
-----------------------------	---	--------------------------------

Meeting	Officer/Director	Section	Subject
Waihi Beach Community Board 24 April 2023	Operations Manager	New Item	Waihi Beach Library Location
The Community Board would like to have input into the Waihi Beach Library discussion, which included the consideration of scaling down the project.			
October 2023: Alternative options for the design and scope of the building are being sought due to the high cost of the original design. As discussed, options will be presented to the Community Board when received.			
July 2023: The revised scope for the Waihi Beach Library and Community Hub has gone to the Projects and Monitoring Committee meeting 8 August 2023. This will provide staff with direction on whether to proceed to full design phase. The outcome of the Projects and Monitoring Committee meeting will be provided to the Board through a separate report.			
June 2023: Additional scoping for the Waihi Beach Library is still underway. Waihi Beach Community Board will be involved in any discussions going forward.			

Action Sheets Report		Division: Infrastructure Services Group Committee: Waihi Beach Community Board	Printed: SEPTEMBER 2023
Meeting	Officer/Director	Section	Subject
Waihi Beach Community Board 24 April 2023	Cycleways Manager	New Item	Waihi-Waihi Beach Cycleway
<p>The Board sought clarification around a 'Plan B', if the preferred/proposed trail was unable to be obtained. They wanted to ensure that if there was an alternative route being considered that the Community Board had an opportunity to be involved in the discussion through a workshop.</p>			
<p>October 2023: A feasible shared path route up through the catchment reserve has been identified and initial planning for it has commenced. There is currently no budget to progress the construction, but a new project is proposed in the draft 2024/34 Long Term Plan.</p> <p>July 2023: Progress on this has stalled while staff and contractors focus on trail infrastructure damaged from the 29 May weather event. Planning is expected to resume later this year. It is noted there is no funding to construct the new trail at this stage. The outcome from a Tourism Infrastructure Fund (Round 7) application towards funding this project is not yet known.</p> <p>June 2023: The project team has identified a new route up through the water catchment to connect to the existing trails and future connection to the trail to Waihi. This new route requires a fresh planning process involving archaeological assessment and any other necessary consents. At this stage, the new route is not navigable.</p>			

Action Sheets Report		Division: Infrastructure Services Group Committee: Waihi Beach Community Board	Printed: SEPTEMBER 2023
Meeting	Officer/Director	Section	Subject
Waihi Beach Community Board 19 June 2023	Capital Projects Team Leader	New Item	Two Mile Creek Protection - Waihi Beach
<p>That Council accepts the signed letter, as presented by Mrs Dell at the 19 June 2023 Waihi Beach Community Board meeting, for consideration. The signed letter is regarding Two Mile Creek, and the protection work of a rock revetment from 34 Wilson Road and 47 Edinburgh Street. Residents say it would be more cost effective to continue the rock revetment.</p>			
<p>October 2023: Staff are working with property owners and will begin consultation on easements in the coming month. Following this a resource consent variation will be applied for with Bay of Plenty Regional Council. Property owners will be kept up to date and further updates will be included in the infrastructure reporting. This MAS has been closed out.</p> <p>10 July: Staff have taken note of the comments made by the residents. Staff have also had discussions with the property owners who will be affected by the current 2 Mile Creek Rock Revetment Project.</p> <p>To proceed with this project, staff will need to apply for an extension of the existing Consent and obtain approval from the property owners whose properties will be affected by the works.</p>			

Action Sheets Report		Division: Infrastructure Services Group Committee: Waihi Beach Community Board	Printed: SEPTEMBER 2023
Meeting	Officer/Director	Section	Subject
Waihi Beach Community Board 14 August 2023	Transportation Area Engineer	New Item	Wilson Road Carpark
<p>The below points were noted in relation to the Wilson Road carpark extension:</p> <ol style="list-style-type: none">1. The Board requested costings for a sealed extension of Wilson Road carpark.2. The Board was advised that there was not adequate funding available in the roading budget to seal the Wilson Road carpark with asphalt.3. If the Board agreed to extend the carpark with gravel, then it would likely be completed before Christmas.			
<p>October 2023: This MAS has been closed out as it has been responded to in the Wilson Road Parking MAS.</p>			

Action Sheets Report		Division: Infrastructure Services Group Committee: Waihi Beach Community Board	Printed: SEPTEMBER 2023
Meeting	Officer/Director	Section	Subject
Waihi Beach Community Board 14 August 2023	Cycleways Manager	New Item	Tourism Infrastructure Funding Project (Star Gazing Platforms)
The Board requested an update about the Lookout Platforms.			
October 2023: This MAS has been closed out as it is reported in the Infrastructure report.			

10.6 WAIHI BEACH COMMUNITY BOARD OPERATIONAL REPORT – OCTOBER 2023**File Number:** A5744957**Author:** Rosa Leahy, Governance Advisor**Authoriser:** Greer Golding, Governance Manager**EXECUTIVE SUMMARY**

This report is an operational update from across Council for matters that relate to the Waihi Beach Community Board area.

RECOMMENDATION

That the Governance Advisor's report dated 9 October 2023 titled 'Waihi Beach Community Board Operational Report – October', be received.

SERVICE REQUESTS

This section is to provide an overview of Service Requests for the Waihi Beach Community Board area since the last meeting.

There has been one of each of the following subtypes of Service Requests raised and **completed**.

- | | |
|--|---|
| • Accidents on Reserves and Facilities | • Sewage Overflow/Spill at Dump Station |
| • Compliments for Roding Team | • Stormwater Manhole Lost Lid |
| • District Plan Compliance | • Vandalism/Broken Glass on Reserves or Playgrounds |
| • General Health Matters/Enquiries | • Stormwater Manhole Lost Lid |
| • Grinder Pump/Septic Tank Issue | • Noise Complaint – Daytime |
| • Water Laboratory Report | • Noise Complaint – Afterhours |
| • Liquor Licence | |
| • Parking Query | |
| • Public Toilets (Hygiene/Paper) | |

There has been one of each of the following subtypes of Service Requests raised, which are **under investigation**.

- Film Permits
- Graffiti in Reserve

- Bollards
- Lighting Replacement/Maintenance Asset
- Mowing and Vegetation/ Gardens (not trees)
- Water Reinstatement After Works

The table below shows Services Request's that are higher in numbers and have a mix of statuses.

Service Request Subtype	Notes	Completed	Under Investigation/ Scheduled for Completion
Water Leaks	Across Waihi Beach.	10	1
Building Compliance	3 complete, 1 awaiting inspection and 1 inspection partially complete.	3	2
Compliance & Enforcement General	Across Waihi Beach and Athenree.	2	0
Complaints about Freedom Camping	Across Waihi Beach and Bowentown.	3	0
Water Connection/Meter/Toby Enquiry	Across Waihi Beach.	2	0
Damaged Bin – replace/repair	Across Waihi Beach and Bowentown.	4	2
Duty Planner	General Planning enquiries.	25	3
Flooding – open drain/culvert (raining only)	Across Waihi Beach – various requests for flooding or blocked drains.	4	
Building – general enquiry callback	Across Waihi Beach, Bowentown and Athenree – queries related to building consents.	35	2
Consents Planning	Across Waihi Beach – relating to resource consents.	3	3

Kerbside General Enquiry	Across Waihi Beach and Athenree.	7	0
Kerbside Additional Bins	Across Waihi Beach and Athenree.	5	1
Kerbside Missed Collection	Across Athenree and Waihi Beach.	6	0
Kerbside PAYT Issue	Across Waihi Beach.	2	0
LGOIMA Requests	Across Waihi Beach and Athenree.	5	0
Litter/Litter Bins or dumping in Reserve	Broadway Road and The Esplanade.	2	0
Lost/Stolen Bins	Across Waihi Beach.	2	4
Meter/Toby Issue (not leak)	Across Bowentown and Waihi Beach.	2	0
No Water	Across Waihi Beach and Athenree.	4	0
Pensioner Housing – Stafford Court	Mix of reports – general enquiries, damage and maintenance.	4	2
Plumbing: Toilets/Taps/Irrigation (Reserves)	Across Waihi Beach and Bowentown. Two reports of blocked public toilets.	2	0
Refuse General (Not bins or dumping)	Across Waihi Beach and Athenree.	2	0
Reserve Buildings/Roads/Tracks/Furniture	Across Waihi Beach and Bowentown. Various reports of damage.	0	2
Reserve Signs	Across Waihi Beach. Various reports of damage.	1	1
Reserves General Enquiries	Across Waihi Beach, Bowentown and Athenree – mix of queries including walkways, maintenance, repair works and planting.	11	6
Illegal Dumping/Carcasses	Across Waihi Beach and Bowentown. Various reports of illegal dumping.	4	0

Sewage Pipe Blocked/Damaged	Across Waihi Beach.	2	0
Reserve Trees	Across Waihi Beach. Reports relating to the pruning or removal of trees.	2	0
Urban Stormwater General Information/ Request	Across Waihi Beach, Bowentown and Athenree – a range of reports for various issues/queries, including flooding and drainage queries.	8	0
Wastewater General	Across Waihi Beach and Athenree – a range of issues/queries, including wastewater connections and dump stations.	9	1
Water General	Across Waihi Beach and Athenree – a range of issues/queries, including water pressure, water connections and fluoride.	3	0

MATTERS ARISING FROM PREVIOUS COMMUNITY BOARD MEETINGS (NOT MINUTE ACTION SHEETS)

This section relates to any matters arising from prior Community Board meeting where a Minute Action Sheet was not raised.

Date raised	Matter/Issue	Comment
August 2023	The Board requested the Cycleways Manager to attend the next Community Board meeting to discuss the Athenree-Waihi Beach crossing.	The Cycleways Manager is unable to attend the October 2023 meeting. Governance will invite the Cycleways Manager to attend the December 2023 meeting. In the meantime, an update has been provided through the Infrastructure Report in this agenda.
	The Board requested an update regarding the Pio Shores pump station and whether or not the pump was fully operational.	Information was sent to the Board members on 8 September 2023, and further updates have been provided through the Infrastructure Report in this agenda.
	The Board requested to resolve some of the historical funding allocations back into the budget. A discussion on this would be held at the workshop scheduled 11 September 2023.	This is currently under progress with the Governance Team and will be reflected in the Board financial report for their December hui.

June 2023	<p>Public Forum – Rock Revetment – Two Mile Creek</p> <p>There was a query regarding whether the walk bridge across to Edinburgh Street was still going to be built.</p> <p>The Chairperson advised that there would be more information available by the next meeting.</p>	<p>This particular project was put on hold pending further consultation with the Board regarding the design and perceived cost implications.</p>
-----------	---	--

COMPLETED/OUTSTANDING MINUTE ACTION SHEETS (NOT IN INFRASTRUCTURE REPORT)

This section relates to any Minute Action Sheets that are currently outstanding, as well as completed Minute Action Sheets since the last Community Board meeting.

Date raised	Matter/Issue	Comment
August 2023	The Board requested an update regarding the Pio Shores pump station and whether or not the pump was fully operational.	Information was sent to the Board members on 8 September 2023.
	The Board requested to resolve some of the historical funding allocations back into the budget. A discussion on this would be held at the workshop scheduled 11 September 2023.	This is currently under progress with the Governance Team.
	Community Board approved a grant for \$1500 for Sustainable Waihi Beach.	This action has been completed. Sent to accounts by staff on 6 September 2023. This minute action sheet has been closed off.
	Pippa Coombes requested to present at the next Community Board meeting on the Skatepark.	This has been added to the agenda. This minute action sheet has been closed off.