

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
PROJECTS AND MONITORING MEETING NO. PMC25-2
HELD IN THE COUNCIL CHAMBERS, 1484 CAMERON ROAD, TAURANGA
ON TUESDAY, 10 JUNE 2025 AT 9.30AM**

1 KARAKIA

Whakatau mai te wairua
Whakawātea mai te hinengaro
Whakarite mai te tinana
Kia ea ai ngā mahi

Āe

Settle the spirit
Clear the mind
Prepare the body
To achieve what needs to be
achieved.
Yes

2 PRESENT

Cr D Thwaites, Cr A Sole, Cr G Dally, Mayor J Denyer, Cr M Grainger, Cr A Henry, Cr R Joyce (Via Zoom), Cr M Murray-Benge, Cr L Rae, Deputy Mayor J Scrimgeour and Cr A Wichers

3 IN ATTENDANCE

M Taris (Interim Chief Executive Officer), P Watson (Acting General Manager Infrastructure Services), A Henderson (General Manager Corporate Services), A Curtis (General Manager Regulatory Services), R Davie (Deputy CEO/General Manager Strategy and Community), L Balvert (Communications Manager), S Parker (Cycleways Manager), C McLean (Director Transportation), R Garrett (Governance Manager), J Duncan (Governance Coordinator) and R Leahy (Senior Governance Advisor)

4 APOLOGIES

Cr Coxhead was on leave of absence

5 CONSIDERATION OF LATE ITEMS

Nil

6 DECLARATIONS OF INTEREST

Nil

7 PUBLIC EXCLUDED ITEMS

Nil

8 PUBLIC FORUM

8.1 ROD SNOW AND JOHN FOWLER – ALLPORT ROAD ISSUES

Mr Snow and Mr Fowler were in attendance to discuss issues with Allport Road. They noted the below points:

- Due to the condition and nature of the road there were regular 'near misses' and most recently an accident on the road.
- Mr Snow was of the belief that there had been an increase in truck movements on Allport Road. He estimated that in previous years, the truck movements were approximately 500 per year, however, this had increased to around 20,000 per year due to the conversion of farm land to a pumice quarry and kiwifruit orchards.
- Despite the increase in truck movements, the road had not been upgraded to accommodate heavy vehicle movements. Mr Snow understood that the minimum road width for Allport Road should be 7 ½ metres, however, there were not many places on Allport Road which met that standard.
- Mr Snow was of the belief that the quarry paid \$200,000 per year to the Council as part of their consent conditions towards road maintenance.
- Mr Snow understood there to be another consent application for an additional quarry on Allport Road, if approved, this would further increase the truck movements on this road.

Mr Snow and Mr Fowler responded to pātai as below:

- Mr Snow had engaged a qualified civil engineer to undertake research into the issues with Allport Road.
- The road was originally built for dairy farms that required minimal truck movements, however, there was only one dairy farm left on Allport Road. Many of the properties had converted to kiwifruit which required many more truck movements.

It was noted that a response regarding the query around funding arrangements from the quarry and issues with Allport Road would be provided to the public forum speakers and Committee following the hui.

9 PRESENTATIONS

Nil

10 REPORTS

10.1 PRECIOUS FAMILY RESERVE PUBLIC TOILET LOCATION OPTIONS

The Committee considered a report from the Acting General Manager Infrastructure Group dated 10 June 2025. An overview of the report was provided.

Staff responded to pātai as below:

- The family had previously looked at a different site for the memorial seat, however, it was subsequently determined that the current site was a more appropriate location. The memorial seat was approximately 17 metres from the proposed toilet site.
- If the toilet site was moved closer to the beach, there would be added costs due to a new resource consent being required. Furthermore, due to the beach site being a floodable area, it would require a different floor level which would limit disability access.

RESOLUTION PMC25-2.1

Moved: Cr A Sole

Seconded: Deputy Mayor J Scrimgeour

1. That the Acting General Manager Infrastructure Group report dated 10 June 2025 titled 'Precious Family Reserve public toilet location options' 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.

CARRIED

MOTION

Moved: Cr M Murray-Benge

Seconded: Cr L Rae

3. That the Projects and Monitoring Committee approves the following option;
 - c. The toilet facility be used at a different site elsewhere in the District.

The motion was voted on and declared lost.

LOST

Cr Murray-Benge voted for the motion and requested for her vote to be recorded.

RESOLUTION PMC25-2.2

Moved: Cr M Grainger

Seconded: Cr D Thwaites

3. That the Projects and Monitoring Committee approves the following option;
 - a. Proceed with the installation of the toilet facility as shown on **Attachment 1** being the consented location, noting that staff will engage with the family on relocating the memorial seat, if required.

CARRIED

Cr M Murray-Benge, Cr L Rae and Cr A Henry voted against the motion and requested for their votes to be recorded.

10.2 AHI PĀTIKI / ATHENREE CROSSING DRAFT CONCEPT PLAN PUBLIC ENGAGEMENT FEEDBACK RESULTS AND NEXT STEPS

The Committee considered a report from the Cycleways Manager dated 10 June 2025. An overview of the report was provided.

Staff responded to pātai as below:

- There were a small number people surveyed who were vehemently against the project. Most of their concerns were around environmental impacts and cost of the project.
- Indicative costs for the project were difficult to establish at this stage. The 2021 feasibility study on the project provided a cost estimate of \$1.9–3.3 million, however, it was likely to be more than the estimate.
- Staff would undertake a funding strategy for the project. It was noted that the project would largely rely on external funding, however, Council would also need to contribute to the project.
- The cost for proceeding with the resource consent process would be covered by an internal budget.
- If the resource consent was successful, it would likely come with consent conditions which would need to be built into budget for the overall project.
- Members of the public were not surveyed on whether the project should be a rock causeway or timber boardwalk, however, it was noted that a rock causeway would have significantly more environmental effects and would be more difficult to proceed with.

It was noted that the project aligned with or was included in the Regional Land Transport Plan, the Waihi Beach Community Plan, the Walking and Cycling Action Plan and the Recreation and Open Space Policy.

RESOLUTION PMC25-2.3

Moved: Cr A Sole

Seconded: Cr A Henry

1. That the Cycleways Manager report dated 10 June 2025 titled 'Ahi Pātiki / Athenree Crossing Draft Concept Plan Public Engagement Feedback Results And Next Steps' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That the Projects and Monitoring Committee receives the feedback following public consultation on the Ahi Pātiki Pathway draft concept plan, as shown in **Attachments 2–5** of this report.
4. That the Projects and Monitoring Committee adopt the draft Ahi Pātiki Pathway concept design version dated 31 March 2025, as shown in **Attachment 1** of this report.

AND

5. That the Projects and Monitoring Committee approve for staff to proceed with the Resource Consent application process and to report back to the Committee on the decision outcome.
AND
6. That if the Resource Consent application is approved, that staff develop a funding strategy to advance the project.

CARRIED

10.3 OPERATIONAL RISK AND STATUS REPORT

The Committee considered a report from the Executive Assistant Infrastructure Group dated 10 June 2025. The report was taken as read.

Staff responded to pātai as below:

- Fluoridation of water was expected to begin in June/July 2025. There was no update regarding an alternative supply of non-fluoridated water.
- Staff were progressing through the final stages in terms of financial contributions. Once that had been signed off then the title could be issued for Stage 1 of Rangiora Business Park.
- Staff would provide a list of the roading sites for storm damage remedial works and an update on their status to Councillors.
- The Wairakei South Bluehaven proposal would follow its own path through the fast track legislation. Staff anticipated that their application to the panel would address all concerns including stormwater hazards and demonstrate how the risks would be mitigated.
- Allport Road was on the list of road rehabilitations for Council's forward work programme and was due to be rehabilitated in the next 3-5 years.
- In relation to edge breaks on roads, council did repair edge breaks as the focus was on pre-seal repairs for reseal sites. This year, the majority of the pavement maintenance budget had been spent on pre-seal repairs in preparation for next year's reseal sites. Council had limited budget to undertake repairs on edge breaks.
- The application for a variation to the resource consent for the JACE Investments Ōmokoroa Town Centre development related to the roading network in the town centre. The application was currently on hold awaiting further information.
- A report regarding the funding model regarding the Te Puke Wastewater Treatment Plant would be brought to the 26 June 2025 Council meeting. Consultation with developers would then take place in the first week of July. Following consultation, a report would be brought to Council to award the contract.

RESOLUTION PMC25-2.4

Moved: Cr M Murray-Benge

Seconded: Cr A Sole

That the Executive Assistant Infrastructure Group's report, dated 10 June 2025 titled 'Operational Risk and Status Report' be received.

CARRIED

11 INFORMATION FOR RECEIPT

11.1 KATIKATI WASTEWATER FUTURE DIRECTIONS

The Committee considered a report Project Co-ordinator Infrastructure – Asset & Capital. The report was taken as read.

Staff responded to pātai as below:

- Both land-based and ocean disposal options were being considered for the Wastewater Treatment Plant, discharge to the harbour was not being considered.
 - The discharge options being considered had a lens on cultural, environmental, community impacts as well as sustainability, energy and efficiency.
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The Meeting closed at 11.50am.

Confirmed as a true and correct record by Council on 24 July 2025.

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Cr D Thwaites
CHAIRPERSON