

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
PROJECTS AND MONITORING MEETING NO. PMC24-1
HELD IN THE COUNCIL CHAMBERS, 1484 CAMERON ROAD, TAURANGA
ON TUESDAY, 27 FEBRUARY 2024 AT 9.30AM**

1 KARAKIA

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

2 PRESENT

Cr D Thwaites, Cr A Sole, Cr T Coxhead, Cr R Crawford, Cr G Dally, Mayor J Denyer, Cr M Grainger, Cr A Henry, Cr R Joyce, Cr M Murray-Benge, Deputy Mayor J Scrimgeour and Cr A Wichers.

3 IN ATTENDANCE

C Crow (General Manager Infrastructure Group), A Curtis (General Manager Regulatory Services), R Davie (Deputy CEO/General Manager Strategy and Community), C McLean (Director Transportation), C Nepia (Strategic Kaupapa Māori Manager), N Patel (Quality and Business Improvement Co-Ordinator), P Mickleson (Corporate Performance Manager), G Golding (Governance Manager), H Wi Repa (Governance Systems Advisor) and R Leahy (Governance Advisor).

VIA ZOOM

P Watson (Reserves and Facilities Manager), J Patterson (Transportation Manager), R Gallagher (Senior Policy Analyst) and C McGirr (Policy Analyst).

OTHERS

8 members of the public

4 APOLOGIES

Nil

5 CONSIDERATION OF LATE ITEMS

Nil

6 DECLARATIONS OF INTEREST

Cr T Coxhead declared an interest in Agenda Item 10.1 as a resident of Te Puna and requested it be noted that she represented the entire district during the decision making process.

7 PUBLIC EXCLUDED ITEMS

Nil

8 PUBLIC FORUM

8.1 PIRIRAKAU – TE PUNA STATION ROAD TRAFFIC RESTRICTIONS

Neville Bidois, Bill Borell, Rawiri Kuka and Harold Rawson were in attendance on behalf of Pirirakau to discuss the proposed temporary opening or closing of Te Puna Station Road.

- Neville provided the Committee with a historical background of Pukewhanake Pā and the surrounding areas.
- In 1965, Kōiwi were found between the north and east side of the Pā site. The historical significance of the Pā site and surrounding area had been passed down through oral history. Development has since unearthed archaeology that confirmed the stories that were passed down.
- The hapū did not want to see further damage to Pukewhanake Pā, the site had already suffered damage through climate change.
- The hapū did not support the re-opening of Te Puna Station Road from a cultural, environmental, ecological and safety perspective.

Speakers responded to the pātai as per below:

- Pukewhanake was listed as a wahi tapu site under the Historic Places Act 1993.
 - Support for a walking/cycling track in the Pukewhanake area would need to be considered by the hapū.
 - In previous years, Pirirakau had reluctantly agreed to development along Te Puna Station Road due to changes to the resource consent that was heard through the Environment Court.
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9 PRESENTATIONS

Nil

10 REPORTS

10.1 TE PUNA STATION ROAD TRAFFIC RESTRICTIONS

The Committee considered a report dated 27 February 2024. The report was taken as read, with further discussion as per below:

Staff responded to pātai as per below:

- Closing Clarke Road temporarily in the morning would require temporary traffic management, which would be costly.
- To mitigate traffic concerns on Clarke Road, it would be more practical to implement a heavy vehicle ban on Clarke Road. This would require a change to the Traffic and Parking Enforcement Bylaw 2019. This bylaw was scheduled to be reviewed next year.
- In the long-term, Te Puna Road was the appropriate route for vehicles travelling to and from the Te Puna Business Park.
- The resource consents for Te Puna Business Park, that the Transportation Director had been involved in, restricted heavy vehicles from using Te Puna Station Road to access the Business Park. If consent was granted, consent holders would be asked to use Te Puna Road to access the Business Park.
- The Transportation Director advised that if the road were re-opened, heavy vehicles from Te Puna Business Park would only be permitted to use Te Puna Station Road to access the State Highway and not access the Business Park from the State Highway. All heavy vehicles would access the Business Park from Te Puna Road.
- Te Puna Station road was susceptible to slips, particularly during heavy rainfall events. Washouts from the river would likely to increase as a result of climate change.
- The Committee were advised that that purpose of the recommendation was to implement a temporary arrangement for Te Puna Station Road. A permanent solution for Te Puna Station Road would be discussed through the Long-Term Plan process.
- There were parameters with the funding that comes from NZTA Waka Kotahi. Emergency funding that may be available to contribute to the re-opening of Te Puna Station Road can not be reallocated to upgrade the Te Puna Station Road-Te Puna Road intersection.
- The structure plan considerations for Te Puna Business Park include requirements for the developers to fund the upgrade to roading including Te Puna Station Road-Te Puna Road intersection.

- There were high cost implications involved with the temporary re-opening of Te Puna Station Road. It was more practical to maintain the status quo until a decision on the future of the road had been made through the Long-Term Plan.
- There had only been one historical resource consent granted for one of the properties on Te Puna Station Road. The consent stipulates they cannot use the Te Puna Station Road-Te Puna Road intersection for transporter movements. The only legal road they can currently use to access State Highway 2 for transporters is via Clarke Road.
- There were both non-compliant and consented activities occurring on Te Puna Station Road. Council was engaging with the consent holder (on Te Puna Station Road) to look at amending their consent conditions.
- Traffic calming measures for Clarke Road relate to the structure plan considerations that apply under the District Plan for future development of Te Puna Business Park and were not specifically related to a consent. Resource consent requirements were monitored through Council's Compliance Team. Consents are generally monitored in relation to complaints or during scheduled monitoring periods.
- Traffic monitoring of the activities and level of vehicles travelling on Te Puna Station Road, Te Puna Road and Clarke Road was ongoing.
- A timeframe for the Te Puna Station Road-Te Puna Road intersection upgrade had not been confirmed yet.
- The issue of rat runner drivers on Clarke Road are a result of traffic congestion on State Highway 2. The opening of Takitimu Northern Link in 2027 would address this issue.

Councillors made the following comments:

- Council should work with residents on Clarke Road to address their concerns. Re-opening Te Puna Station Road would worsen congestion on State Highway 2.
 - Te Puna Station Road was intended to be the main thoroughfare for traffic, keeping the road closed puts additional pressure on Te Puna Road and Clarke Road.
 - The closure of Te Puna Station Road had caused anti-social behaviour in that area.
 - A solution was needed for the entire Te Puna community. Te Puna Road and Clarke Road were not fit for purpose for heavy vehicles.
 - Council should not invest money into a re-opening a road that is at risk of slips or washouts.
 - It should be a priority for Council to address the traffic concerns on Clarke Road.
 - The issues raised by the hapū should be taken into consideration when making a decision on temporarily re-opening or closing Te Puna Station Road.
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RESOLUTION PMC24-1.1

Moved: Cr A Henry

Seconded: Cr R Joyce

1. That the Senior Transportation Engineer's report dated 27 February 2024 titled 'Te Puna Station Road Traffic Restrictions' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That the Project and Monitoring Committee approves Option A being that a section of Te Puna Station Road remain closed to vehicular traffic on a temporary basis, subject to decisions made through the Long-Term Plan process.
4. That staff investigate options to mitigate traffic concerns on Clarke Road as a matter of priority.

In Favour: Cr D Thwaites, Cr A Sole, Cr R Crawford, Cr G Dally, Mayor J Denyer, Cr M Grainger, Cr A Henry, Cr R Joyce, Deputy Mayor J Scrimgeour and Cr A Wichers

Against: Cr T Coxhead and Cr M Murray-Benge

CARRIED

10.2 OPERATIONAL RISK AND SCORECARD REPORT QUARTERLY UPDATE ENDING 31 DECEMBER 2023

The Committee considered a report dated 27 February 2024. The report was taken as read, with further discussion as per below:

Staff responded to pātai as per below:

- Construction on Kumikumi Road was well advanced and the next seal extension site was Thorn Road. Work on Thorn Road was expected to begin in the next four weeks.
 - There was significant underspend in capital works projects for roading. Staff were working on how the capital works budget was spent. A contract had been awarded for resealing.
 - Capital works within Ōmokoroa was progressing, the stormwater project on the southern side was underway but faced delays due to issues with PowerCo laying underground cables.
 - Traffic calming measures would be implemented on No.1 Road where the speed limit changes from 80km/h to 50km/h. This work would occur within the next two weeks.
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- A survey of the bottom section of No 1 Road would be conducted. The survey would focus on the shape of the road to find solutions to address vibration and noise complaints.
 - Within the next four to six weeks work to reseal the upper section of No 1 Road would begin.
 - Council recently engaged Beca to conduct the design work for a permanent solution for the bridge on No 4 Road.
 - Work on the Heron Crescent development had started and the development was expected to be completed next year.
 - Staff were working with the insurer for the repair to the Waihi Beach Wastewater Treatment Plant, an outcome on this matter was expected within two months.
 - Work on Prole Road was expected to be completed by early 2025.
 - The Te Puke Wastewater Treatment Plant project was under stress. There had been challenges with the design consultant, staff were working to address these issues. A detailed design for the project was expected by 16 April 2024. Staff were working to improve the relationship with iwi, a relationship reset meeting was held on 23 February 2024.
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RESOLUTION PMC24-1.2

Moved: Cr M Murray-Benge

Seconded: Cr G Dally

That the Management Accountant's report, dated 27 February 2024 titled 'Operational Risk and Scorecard Report Quarterly Update Ending 31 December 2023' be received.

CARRIED

11 INFORMATION FOR RECEIPT**The Meeting closed at 11.02am.****Confirmed as a true and correct record by Council on 4 April 2024.**