

MINUTES OF KAITAKE COMMUNITY BOARD

FILE REFERENCE: ECM 7715044
MEETING DATE: Wednesday 9 May 2018 at 4.30pm
VENUE: Plymouth Room, Civic Centre, Liardet St.
MEMBERS PRESENT: Mr Doug Hislop (Chair), Mr Graham Chard, Mr Paul Coxhead and Mr Mike Pillette

APOLOGIES: Cr Roy Weaver

STAFF IN ATTENDANCE: Jayne Tidbury-Beer

NON-MEMBERS PRESENT: Mayor Neil Holdom and Cr John McLeod

Mike Pillette opened the meeting with a Karakia

MATTERS FINALLY DETERMINED BY THE KAITAKE COMMUNITY BOARD UNDER DELEGATED AUTHORITY AND REFERRED TO THE COUNCIL FOR INFORMATION AND RECORD

1. Kaitake Community Board Long-term Plan 2018-2028 Submission

File Reference:

Moved: Graham Chard)

Seconded: Paul Coxhead)

Resolved:

That having considered all matters raised in the report and the amendments as tabled, the Kaitake Community Board forward their submission to the Council for consideration.

Committee Advisers Note: For clarification, the Kaitake Community Board's submission is as follows:

The Kaitake Community Board requests the following changes or additions to the Draft Long-Term Plan 2018-2028. They are not prioritised in any particular order.

The Kaitake Community Board would like to speak to their submission.

Provide a Funding Stream to Support the Current Kaitake Community Board Programme to Make the Oakura Community Predator Free

Background information

The Kaitake Community Board is a member of Wild for Taranaki, an umbrella group made up of a wide variety of organisations and agencies. Wild for Taranaki is the identity of the Taranaki Biodiversity Trust, and is a community-driven response to restoring the natural environments of Taranaki. As the closest urban area to the Egmont National Park it is most important that Oakura residents are encouraged to embrace this project and volunteer to participate in it.

This project stems from a core component of the Kaitake Community Board Plan: a thirty year vision. The plan is closely aligned to the New Plymouth District Blueprint key direction of Environment that includes the objective to: *'Encourage ongoing community stewardship of the local environment and its biodiversity to restore and maintain natural habitats, ecosystems and viable populations of native species.'*

Research shows there to be many potential public health advantages of eradicating possums, rats and stoats and the KCB intends to play a major part in this project. It has a timeframe of 1-3 years and the KCB will seek funding from a variety of sources.

However to achieve appropriate funding support it is important that the Council is viewed as the supportive, local territorial authority best done through a funding inclusion in the Long Term Plan.

Undertake a feasibility study to provide a safe walkway/cycleway from Oakura to New Plymouth and link to the Kaitake Trail

Background information

From its initial development the New Plymouth District Blueprint has signalled this link. It is also part of the Kaitake Community Plan, aligned with the Blueprint's key direction of Destination. These inclusions signal a strong determination to see the concept tested through a feasibility study and subsequent business case.

The Board recognises the Blueprint, in its entirety, is a long term initiative that will take time, focus and a collaborative, multi-agency approach. However there is a clear-cut necessity to ensure do-able parts are included in long term planning. The KCB has carried out some initial investigations on the viability of this link and believes it is very do-able. Including it in the Long Term Plan makes much sense.

Address Traffic Safety Issues Within the Okato Community

Background information

At the State Highway 45 and Hamton Road intersection in Okato initiate, through the New Zealand Transport Authority with staff assistance, a review of the speed limit to implement traffic calming measures, provide safer pedestrian movement opportunities and upgrade and extend the Okato footpath network.

Provide a safe solution for the junction of Cumming Street, Oxford Road, and Old South Roads. This intersection has become much busier as Wiremu Road has become the preferred option for heavy traffic movements to and from South Taranaki. It is on the school route for many children.

Both these requests were part of the KCB's 2016/17 AP submissions with the staff recommendation that: *'following completion of investigations any required capex to be considered in either AP 2017/18 or LTP 2018-2028'*.

Improve Oakura Beach Access

Improve beach access at specific access ways and provide access for those with disabilities as part of the current review of NZS4404 infrastructure standard for improving mobility considerations. The Kaitake Community Board believes it is important for Council to remove any hindrances for disabled people to live a full life in our community.

Design and Complete the Walkway/Cycleway Access Connection Between the Whenuariki Stream and Timaru Stream Footbridges

Background information

These bridges were built by Council in 2002 and 2003 as the next stage of developing a walkway/ cycleway from Oakura to Fort St George and completing the off-highway Oakura/Pukeiti/Oakura cycle loop. In 2004 it was established that the connecting trail between the bridges was partially on private land, not coastal reserve, and that route was closed off. Since that time there have been numerous submissions to Council to establish an alternative connection but nothing has eventuated. However Council did obtain an agreement with local hapu Ngati Tairi to construct a path around the base of the escarpment adjacent to the Whenuariki Stream and an engineering solution was developed. Since then nothing further has been done.

The Kaitake Community Board has submitted for a connection to be developed during both Annual Plan and Long Term Plan processes in 2011, 2012, 2015, 2016, and 2017 with no result. The latest Council recommendation was included in the KCB requests for variation to the 2016/17 Annual Plan and reads, *'Endorsement of existing AP 2015/16 item. Following completion of investigations any required capex to be considered in either AP 2017/18 or LTP 2018-2028.'*

The walkway/cycleway, commencing at the end of the Oakura Beach Holiday Park, was a local community project begun in the mid '70's. The KCB, working in conjunction with the Parks Team, has continued to develop and maintain the walkway/cycleway as best as we are able within the Parks Team's limited resources. It attracts heavy traffic. Over the past 3 year-8 month period the total pedestrian count has been 178,231, with a monthly average of 4050 users. It is used by walkers, runners, cyclists, mums and dads with pushchairs, others walking their dogs and so on. It is a feature that makes the Oakura Beach Holiday Park an even more popular destination. It is the local equivalent to the New Plymouth walkway and on a straight population comparison would attract similar user numbers. Should Council delay this project for another 10 years? Isn't it time for everyone to stop evading the issue, or putting a spin on the difficulty of a solution, and just get on with it?

Ensure Shearer Reserve is a Neighbourhood Playground Space and Public Area that Meets the Needs of All

Background information

This was a request to the 2016/17 Annual Plan and the recommendation was for it to: *'be referred for consideration in the 2017/18 Annual Plan'*. That went nowhere, so the Kaitake Community Board re-submits it again.

Shearer Reserve is a low lying area and very prone to flooding during high rainfall events. There is very poor natural soakage, making playground access difficult for long periods. The community requires a hard surface pathway suitable for pushchairs and trolleys from the adjacent carpark to the children's playground and a review of current drainage provisions to establish if a better piped solution to Wairau Stream could be instituted.

Provide Oakura Entrance Signs

Background Information

State Highway 45 intersects Oakura. Vehicles speeding through the village is a continuing and escalating problem. Many drivers treat the section between the 50kph restricted area as a line that just connects the beginning and end points of their journey. Slowing down is a hindrance for them. The community requires welcome signs at both ends of the restricted area that includes a 'Watch out for our children' message as an inexpensive traffic calming measure.

Develop of an Oakura CBD Local Area Blueprint that Programmes Township Upgrades and Enhancements that Maintain Amenity and Rural Character Values

Background information

This is part of the Kaitake Community Board Plan - a thirty year vision, with a proposed timeframe of 1 - 3 years in the Community/Citizens section and is based on growth assumptions for the community.

Undertaking a projected view of increased commercial activity (both sides of highway and expansion to the south) plus likely increased residential development, make this a critical component of future Oakura. A local area blueprint is required with planned infrastructural solutions where every question can be addressed. The location of retail areas and professional services, elderly housing requirements, social hub development, an essential hall upgrade, pedestrian crossings, additional parking, public toilets, etc. require identification, careful consideration and future planning. This is far better practice than remedial action.

There is a lot of history preceding this submission. Fourteen years ago Council resolved to begin this work, as noted in the minutes of the KCB on 22 November 2004. The relevant section reports:

'Oakura CBD - File Reference: W70 60 Kelly, DM RE115835

The Council recently approved the 2004-2012 LTCCP under which provision was made for the completion of Oakura CBD improvements and facilities, improvements in parking and reducing traffic speed in the 2005/06 financial year. In preparation for construction, the Special Projects Team is proposing to prepare a design brief and commission consultants to carry out the design and documentation work this financial year. As part of this process it is considered appropriate to develop a mechanism for enabling representative community input into the project.

Resolved: That having considered all matters raised in the report, it is recommended that the Chairperson be delegated authority to nominate a small committee representing a typical cross-section of community interests. This group would attend regular Project Control Meetings with Council officers, initially to contribute to the formulation of the brief, and subsequently to monitor the progress of the project.'

Six years ago during the 2012/22 Long Term Plan process the KCB submitted again on getting this underway. At the same time we asked Council to initiate an Oakura traffic study to identify future highway, road and street network issues, and formalise a Rooding Structure Plan. The Council recommendation provided was that: *'progress on the implementation on these projects would occur during the 2013/14 year.'* However neither of these requests for integrated growth planning processes was seen necessary enough to progress during the 10 year life of the plan.

Consequently the KCB initiated its own strategic planning initiative, with that three-year project culminating in the Oakura Community Engagement Project Report - 2014/16. The worth of this report is well documented, and has been used by Council in a range of settings that demonstrates the usefulness of such community-led work.

That report was then embedded in our subsequent Community Plan where we set out to ensure it provided the raw material, all the priorities and all the objectives to be turned into comprehensive District Plan rules, internal plans, programmes and services by staff. It is a community-led strategy looking out over an extended time horizon of thirty years. Its real worth is in the subsequent actions Council takes to progress elements embedded in it, yet any execution of it through the draft 2018/28 Long Term Plan is difficult to find.

Bear in mind the Blueprint key direction of Community/Citizens that states: *'New Plymouth District is made up of many communities and neighbourhood centres. Strengthening and connecting local communities ensures that they become successful, safe and liveable environments for residents. The Council's role is to support community, business and industry initiatives by providing high- quality public infrastructure and a pragmatic regulatory response that helps our community achieve their goals.'*

Those are great words, but in this instance where is the roadmap showing us where you are going and how you will get there?

Oakura Footpath Construction

Background information

This was a request to the 2015/16 and 2016/17 Annual Plans and the latest staff recommendation was for it: *'to be referred again for consideration in the 2017/18 Annual Plan'*. The request is to complete a short section of the footpath construction on the eastern side of upper Wairau Road adjacent to the dangerous intersection with Highway 45. The footpath in this vicinity needs extending to the corner of the main highway. Initial developer funding was paid a number of years ago for a four lot subdivision and since then another subdivision has been approved. The footpath construction hasn't been done but should be, and funded from Developer Contributions. Currently there is no footpath connection for the more than fifty houses on Upper Wairau Road up to and including Tui Grove residents to the footpath on the southern side of Highway 45. As a consequence many parents choose to drive their children to the primary school or to the secondary school bus collection point rather than have them walking or biking to cross at the dangerous Wairau Road intersection.

Build into the Long Term Plan a Substantive Undertaking about Further Investigations and a Solution to the Okato Water Supply

Background information

A top priority in the Kaitake Community Board Plan is to maintain and enhance a network of quality, environmentally sustainable infrastructure (water supply, waste, wastewater and stormwater) to meet current community demands and future anticipated growth.

The Okato community has lived with serious water supply issues for a number of years resulting in having to endure stringent water restrictions. Due to this current, insufficient water supply Council did embark on an exploratory investigation for a new water source. A site was found, but the identified water source was concluded to be unsuitable for public consumption due to contamination, so the investigation was stopped. We understand that the funding committed to the project ran out, however that does not change the fact that the Council recognised there was an issue that needed to be dealt with. It appears as if that committed stance has altered.

The draft 2018/28 Long Term Plan statement states:

'Okato water supply - The Mangatete Stream is the main water supply to the 561 residents of the Okato township. This supply will sufficiently meet the predicted short to medium growth in the Okato area. The Council will continue to engage with the Okato community on water supply solutions as the township grows.'

Based on the draft statement we submit that this generalist statement offers no solution to Okato's potable water needs and the community will continue to suffer for years to come. The community informs us there has been no indication of why the bore(s) weren't connected to the adjacent water treatment station, why there are no further ongoing contamination checks of the test bores, no other water source investigations, or planned leaking pipe investigations.

However in the Council's own Performance Report for the period 1 July (sic 2107) to 31 March 2018 with the purpose of advising of the Council's performance for the period it states under Carryforwards Summary for the period ended 31 March 2018: *'Okato Water Treatment Project - Description - Improvement to plant and use of bores, Renewal \$30,000, Service Level \$420,000, Total \$450,000, Comments Design works progressing.'*

These two statements are in clear variance with each other, so Council must provide surety to the community on what course of action it is undertaking in this regard.

Institute an Environmentally Friendly Nappy Disposal Service

Background information

A composting system for used nappies could easily be set up at the Colson Road Transfer Station that is fully modular, allowing plant capacity to be easily extended as demand increases. There are systems available in New Zealand, such as HotRot, being used by other councils that require minimal site works and low labour requirements. Collection points could be set up and residents could drop off their nappies for a small charge so they can be composted rather than being sent to the landfill.

This would be a practical and simple solution to support maximising opportunities to reduce levels of waste sent to the landfill and progress the Zero Waste by 2040 initiative.

Reserve parking development on Tasman Parade

Background Information

The council reserve grassed area outside the New Plymouth Old Boys Surf Club gear shed and adjacent to the Oakura Boardriders Club is being used much more frequently for visitor parking since the advent of two commercial operations on the beachfront. Consequently it is becoming a dusty or muddy eyesore, depending on the weather. We have had several members of the public raise issues with the safety aspect as well. Vehicles reversing onto Tasman Parade from both sides of the street is an issue, as are vehicles speeding down Messenger Terrace into the area. Children access this area frequently so it is only a matter of time before more serious problems arise. To that end something has to be done.

A community group (the Oakura Beach Precinct Community Group) was set up in 2013. It was represented by the two clubs, the Kaitake Community Board, and other interested residents with skill-sets suitable to design and implement changes to the area. The overarching objective of the group was to achieve long term community betterment of the regional community enjoyment of this area, better community relevance of both clubs' facilities, to future proof each club's purpose and to better deliver each clubs activities. The group took the community view that the beachfront is the 'jewel in the crown' of Oakura and serious consideration is required for issues such as:

- Improved safety for pedestrians and all ages
- Improved traffic and parking arrangements
- Refreshed social, sport & community facilities.
- Changing toilets & club facilities
- Potential retail cafe or seasonal cart coffee
- Landscaping combined with beach and stream conservation
- Appreciation of hapu (Nga Mahanga a Tairi) and heritage of this area
- Provisions for all ages, and
- A long term vision achieved over say 20 years and a precinct which is a sensitive fit into wider community activities and facilities (school, main street retail and the like)

The group did discuss this with Council officers of the day and came up with the following approach. Having a shared dialogue from time to time to ensure the study direction and purpose is realistic and fits the Oakura Structure Plan and operational expenditure of NPDC. The KCB and the group did quite a bit of initial work and submitted to Council back in March 2014 to no avail. However the work that was done was incorporated in the subsequent Oakura Community Engagement Report.

We believe that the escalating vehicle speed and parking issues on Tasman Parade must be addressed now. While the Oakura Boardriders Club has offered

to oversee a re-creation of these areas through their own network we believe the Oakura Beach Precinct Community Group is best placed to work through all the specifics from a broader community aspect. Currently the reserve requires some short-term maintenance prior to the onset of this winter, and then a further long-term development solution to establish additional parking spaces and enhance the entrance to the Oakura Beachfront. Both sporting organisations support this request and are keen to work with Council to achieve a desirable result.

Provide an all Weather Hard Surface Walkway/Cycleway Through Matekai Park

Background information

The Kaitake Community Board Plan states that the development of pathways and physical links that facilitate connectivity throughout the village to the sea and between community facilities is a high priority.

This is a heavily used walkway/cycleway and is the favoured route to the school, the hall, and the shops. It is a formed track but lacks an all-weather surface, there are several steep sections with little more than a clay surface making them extremely slippery and impassable by parents with push chairs or buggies. With the increasing traffic volume on State Highway 45 and the restricted parking areas in the village CBD it makes good sense to provide an all-weather surface for a relatively small funding outlay.

Underground the Power Transmission Lines on Tasman Parade, Oakura

Background Information

When Powerco undertook an overhead line renewal programme in 2014/15 the Kaitake Community Board and concerned residents approached Council to ask if the Tasman Parade power-poles could be removed. This being the only public beach destination in the district that has overhead lines. In spite of the fact that most of the land in question is council owned and controlled, and Powerco sets out to be a community friendly corporate, Council management and Powerco would not support the request. At the same time other landowners along Messenger Terrace banded together and paid privately to underground the lines themselves from the Wairau/ Messenger Terrace intersection to Malinder Place. This altruistic action has added immensely to the environmental ambience and public amenity on the beachfront for everyone. A situation the council benefits from.

Another point worth reflection is that gross revenue achieved from the previous 31 road stoppings and sales along Messenger Terrace to residents is currently \$821,000. We all are aware that this extra money is consolidated into Council reserves through the *'one bucket'* policy, but the community are far from

impressed with the questions and responses from councillors at the 3 May Performance Committee meeting on the agenda item to sell part of the Messenger Road reserve to a new resident in the village. The general context of councillors' questions was, *"Are we getting enough return out of this and where else can we screw money out of similar scenarios?"* While it was treated as a light hearted joke by councillors this isn't a joke to our community. We are a community that works hard to balance the lifestyles of the residents with the obvious district-wide benefits of providing an enjoyable visitor destination to others. We need the council to be on-side with us on that.

To recap, the seaward side of the Tasman Parade road reserve is the Council's Corbett Park Coastal Reserve. On the south side of Tasman Parade in the area from Tasman Parade intersection to the Oakura Beach Holiday Park store are 11 lots, consisting of two residences and 9 council-owned lots, used for a variety of public purposes. There are only 7 power-poles involved in this request. With the Oakura Beach being promoted as a local, regional and tourist destination it would be more than useful for the Council to come to the party in this instance.

In Conclusion

These requests have been arrived at through extensive discussions with local residents and input from the Oakura Focus Group. The KCB welcomes the opportunity to submit on the 2018/28 Long Term Plan and recognise the difficulties of weighing up different community's needs in the overall scheme. We congratulate council on its extensive processes for determining requirements over the next ten-year period but emphasise there must be a balance between qualitative and quantitative decision-making. Council's role in making decisions for every community to help create better places to live and work can neither be overly influenced by a numbers game nor by councillor's voting on a particular pre-determined platform. We wish you well in your deliberations.

Doug Hislop - Chair
Mike Pillette - Deputy
Graham Chard - Member
Paul Coxhead - Member
Kaitake Community Board
4 May 2018

The meeting closed at 4.56pm.