



# AGENDA

## **Project Planning & Monitoring Committee meeting Monday, 21 October 2024**

**I hereby give notice that a Project Planning & Monitoring Committee meeting will be held on:**

**Date: Monday, 21 October 2024**

**Time: 9.30am**

**Location: Bay of Plenty Regional Council Chambers  
Regional House  
1 Elizabeth Street  
Tauranga**

*Please note that this meeting will be livestreamed and the recording will be publicly available on Tauranga City Council's website: [www.tauranga.govt.nz](http://www.tauranga.govt.nz).*

**Marty Grenfell  
Chief Executive**



# Terms of reference – Project Planning and Monitoring Committee

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## Common responsibility and delegations

The following common responsibilities and delegations apply to all standing committees.

### Responsibilities of standing committees

- Establish priorities and guidance on programmes relevant to the Role and Scope of the committee.
- Provide guidance to staff on the development of investment options to inform the Long Term Plan and Annual Plans.
- Report to Council on matters of strategic importance.
- Recommend to Council investment priorities and lead Council considerations of relevant strategic and high significance decisions.
- Provide guidance to staff on levels of service relevant to the role and scope of the committee.
- Establish and participate in relevant task forces and working groups.
- Engage in dialogue with strategic partners, such as Smart Growth partners, to ensure alignment of objectives and implementation of agreed actions.
- Confirmation of committee minutes.
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### Delegations to standing committees

- To make recommendations to Council outside of the delegated responsibility as agreed by Council relevant to the role and scope of the Committee.
- To make all decisions necessary to fulfil the role and scope of the Committee subject to the delegations/limitations imposed.
- To develop and consider, receive submissions on and adopt strategies, policies and plans relevant to the role and scope of the committee, except where these may only be legally adopted by Council.
- To consider, consult on, hear and make determinations on relevant strategies, policies and bylaws (including adoption of drafts), making recommendations to Council on adoption, rescinding and modification, where these must be legally adopted by Council.
- To approve relevant submissions to central government, its agencies and other bodies beyond any specific delegation to any particular committee.
- Engage external parties as required.

# Terms of reference – Project Planning and Monitoring Committee

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## Membership

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<b>Chairperson</b>	Cr Rod Taylor
<b>Deputy chairperson</b>	Cr Rick Curach
<b>Members</b>	Deputy Mayor Jen Scoular Cr Hautapu Baker Cr Glen Crowther Cr Steve Morris Cr Marten Rozeboom Cr Kevin Schuler Cr Mikaere Sydney <i>Mayor Mahé Drysdale (ex officio)</i>
<b>Non-voting members</b>	(if any)
<b>Quorum</b>	<u>Half</u> of the members present, where the number of members (including vacancies) is <u>even</u> ; and a <u>majority</u> of the members present, where the number of members (including vacancies) is <u>odd</u> .
<b>Meeting frequency</b>	Five weekly

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## Role

The role of the Project Planning and Monitoring Committee is:

- To ensure that approved projects are effectively planned and delivered on a timely basis and in a way that provides good social, economic and environmental outcomes, including value-for-money, for the community.

## Scope

- Provide input to operational proposals, options, and costs of projects as considered appropriate by the Committee having taken into account value, risk, and public interest (within scope and budgets approved through the Annual Plan or Long-term Plan process or separately by Council).
- Provide input to the proposed approach and options for procurement processes that the Committee considers significant having taken into account value, risk, and public interest.
- Take necessary steps to ensure that procurement processes provide value-for-money.
- Approval of tenders and contracts that are outside of approved staff delegations.
- Ensure that the design and delivery of projects reflect Council's strategic framework ("Our Direction") as appropriate including, but not limited to, the adopted community outcomes and Council's four lead strategies (Tauranga Taurikura – Environment Strategy; Tauranga Matarauui – Inclusive City Strategy; Connected Centres Programme; Western Bay Economic Strategy).

- Ensure that where projects have a potential negative environmental impact, appropriate mitigation is considered in design, delivery, and eventual operations.
- Monitor the delivery of projects. (Note that the 'Five Transportation Projects' will be reported to the Vision, Planning, Growth and Environment Committee, and the projects managed by Te Manawataki o Te Papa Ltd will be reported, alongside other council-controlled organisation reporting, to Council).

### **Power to Act**

- To make all decisions necessary to fulfil the role, scope and responsibilities of the Committee subject to the limitations imposed.
- To establish sub-committees, working parties and forums as required.

### **Power to Recommend**

- To Council and/or any standing committee as it deems appropriate.



## Order of Business

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**1      OPENING KARAKIA**

**2      APOLOGIES**



### **3 PUBLIC FORUM**

#### **3.1 7th Avenue Cul-de-sac - Christine Currie**

#### **ATTACHMENTS**

**Nil**

- 4      ACCEPTANCE OF LATE ITEMS**
- 5      CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN**
- 6      CHANGE TO ORDER OF BUSINESS**

## 7 CONFIRMATION OF MINUTES

### 7.1 Minutes of the Project Planning & Monitoring Committee meeting held on 17 September 2024

**File Number:** A16773835

**Author:** Aimee Aranas, Governance Advisor

**Authoriser:** Anahera Dinsdale, Acting Team Leader: Governance Services

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### RECOMMENDATIONS

That the Minutes of the Project Planning & Monitoring Committee meeting held on 17 September 2024 be confirmed as a true and correct record.

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### ATTACHMENTS

1. Unconfirmed Minutes Project Planning and Monitoring 17 September 2024 - A16773850





# **MINUTES**

**Project Planning & Monitoring  
Committee meeting  
Tuesday, 17 September 2024**

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<b>10</b>	<b>Closing karakia</b> .....	<b>8</b>

**MINUTES OF TAURANGA CITY COUNCIL  
PROJECT PLANNING & MONITORING COMMITTEE MEETING  
HELD AT THE TAURANGA CITY COUNCIL, GROUND FLOOR  
MEETING ROOMS 1 & 1B, 306 CAMERON ROAD, TAURANGA  
ON TUESDAY, 17 SEPTEMBER 2024 AT 9.30AM**

**MEMBERS PRESENT:** Cr Rod Taylor (Chairperson), Cr Rick Curach, Cr Hautapu Baker, Cr Glen Crowther, Cr Steve Morris, Cr Marten Rozeboom, Cr Kevin Schuler, Mayor Mahé Drysdale

**ALSO PRESENT:**

**APOLOGIES:** Cr Jen Scoular

**LEAVE OF ABSENCE:** Cr Mikaere Sydney

**IN ATTENDANCE:** Marty Grenfell (Chief Executive), Paul Davidson (Chief Financial Officer), Barbara Dempsey (General Manager: Community Services), Alastair McNeill (General Manager: Corporate Services), Nic Johansson (General Manager: Infrastructure), Mike Naude (Director of Civic Development), Mike Seabourne (Head of Transport), James Woodward (Manager: Performance, Monitoring, Risk & Assurance), Amanda Davies (Manager: Spaces and Places Project Outcomes), Alison Law (Manager: Spaces & Places), Kelvin Hill (Manager: Water Infrastructure Outcomes), Ceilidh Dunphy (Manager: Community Relations), Karen Hay (Team Leader: Cycle Plan Implementation), Cameron Barnes (Portfolio Manager – Transport Infrastructure), Shawn Geard (City Centre Infrastructure Lead), Emily McLean (Programme Lead: City Development), Coral Hair (Manager: Democracy & Governance Services), Anahera Dinsdale (Acting Team Leader: Governance Services), Aimee Aranas (Governance Advisor)

## **1 OPENING KARAKIA**

Cr Baker opened the meeting with a Karakia

## **2 APOLOGIES**

### **APOLOGY**

### **COMMITTEE RESOLUTION PPM1/24/1**

Moved: Cr Rick Curach

Seconded: Cr Marten Rozeboom

That the apology for absence received from Cr Jen Scoular be accepted.

Notes that Cr Mikaere Sydney is on leave of absence.

**CARRIED**

### 3 PUBLIC FORUM

#### 3.1 Bethlehem Road Footpath - Margaret Murray-Benge, Kay Sirkku and Martin Heart

- Margaret Murray-Benge, Kay Sirkku, and Martin Heart spoke about their concern for the eastern side of Bethlehem Road's footpath, between Bethlehem Shores and the Carmichael Road intersection.
- The submitters noted they had petitioned on behalf of their community to request a footpath along that section of grass and for part of Bethlehem Road to be curbed and channelled.
- They provided testimonies demonstrating the dangerousness of the road such as the lack of visibility, where a recent collision had occurred between a reversing car exiting from their driveway and a child riding their bike past the property.
- They requested the Committee to keep their community updated on any further progress or any decisions made.
- Chairperson Rod Taylor agreed to keep the submitters informed.

### 4 ACCEPTANCE OF LATE ITEMS

Nil

### 5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

### 6 CHANGE TO ORDER OF BUSINESS

Nil

### 7 DECLARATION OF CONFLICTS OF INTEREST

Nil

### 8 BUSINESS

#### 8.1 Projects Update July 2024

**Staff** Nic Johansson (General Manager: Infrastructure),  
Mike Naude (Director of Civic Development),  
Mike Seabourne (Head of Transport),  
James Woodward (Manager: Performance, Monitoring, Risk & Assurance),  
Amanda Davies (Manager: Spaces and Places Project Outcomes),  
Alison Law (Manager: Spaces & Places),  
Kelvin Hill (Manager: Water Infrastructure Outcomes),  
Cameron Barnes (Portfolio Manager – Transport Infrastructure),  
Shawn Geard (City Centre Infrastructure Lead)

#### Summary

##### General Requests from Councillors

- To have the total funding costs for projects supplied in future updates.
  - Requested a further information session be held to understand the capital programme budget.
-

**Capital Programme Update – James Woodward**

- The Capital Programme had developed significantly over the last three years. The types of assets and programmes that had been delivered were broad and moved towards vertical infrastructures like community assets by the Spaces and Places or the Civic Development teams.
- The procurement model had also changed over the last three years to reflect, at a national level, that the supply chains requested 'pipeline certainty' and to receive confirmation that projects would go ahead.
- The 2023/24 Financial Year (FY23/24) actual spend came to \$418.43m. That programme experienced an acceleration of spending towards the end of the year.
- The distribution of the FY23/24 programme showed that the majority of the budget was spent by Transport, Civic & City Centre, and Waters.
- The 2024/25 Financial year's actual spend to July 2024 was \$29.78m. The distribution programme had become more consistent with Transport delivering 22%, Civic & City Centre 27% and Waters 20% of the projects.
- It was forecasted by year end that the Council would have spent \$560.17m. That result would be monitored closely through gateway processes.
- As projects moved through their life cycles and phases staff reviewed spending to ensure that the projections aligned throughout the remainder of the year and that they were within their financial limits.

**Requests from Councillors**

- A comprehensive break down on what projects had influenced and the metrics used to yield the results for the Capital Programme Budget and Spend FY24/25 graph.
- The financial breakdown to be divided into projects completed, those currently in progress, future and carried-forward projects.

**City Development Highlights – Mike Naude**

- Staff gave an overview of projects completed and delivered from the last financial year.
- Staff updated the Committee on the progress of the Cameron Road indoor courts. The tender for the project included the design and delivery of the site.
- It was confirmed that the Queen Elizabeth Youth Centre would not be demolished until after the Cameron Road indoor courts were completed. It was expected that the project would be slightly over budget because of the additional seismic work needed.
- It was requested that all spending towards getting the Memorial Park Aquatics Facility site ready be halted as the project was not yet confirmed. Committee members were not satisfied with the projected cost of \$4m to prepare the site.
- It was confirmed to the Committee that a comprehensive report would be provided in February 2025

**Requests from Councillors**

- To provide a breakdown of the additional costs of the geotechnical work on the project.

**City Centre Highlights – Emily McLean and Shawn Geard**

- A key precinct in the City Centre Investment Plan were the Monmouth Redoubt Banks as they needed restoration.
- The new bus shelters would be of a quality to protect travellers from some weather events but were not such to encourage the spaces to become dwelling spaces.
- The proposed bus stops along Durham Street faced backlash from surrounding stakeholders who were concerned with the intensity of the bus traffic in the inner city. New plans for future bus stops were being designed and would be presented back to the Committee.

**Requests from Councillors**



- For future reports to include amounts not yet committed by external funding.

At 11:20am the meeting adjourned.

At 11:30am the meeting reconvened.

### **Spaces and Places – Amanda Davies and Alison Law**

- Blake Park was inundated with visitors prompting netball to relocate to a new centre where they would have the priority use, followed by community sports and then events.
- Transport use around the Baypark had been considered and found not suitable for public transport as there was no ideal turning area for buses. A proposed new entrance off Truman Lane would create a new bus lane and turning bay which would encourage public transport usage. There were also plans to link up the new cycle way and a staircase installed with assistance from Waka Kotahi outside of Baypark.
- The Spaces and Places team had around 150 projects to deliver over the 2023/24 financial year. Some projects would be extended for completion in the 2024/25 financial year.

#### Requests from Councillors

- To provide information on the external funding contributions for the development of the Merivale Community Centre.
- To supply information around developments to upgrade and improve accessibility around the Waipuna Park facilities.

### **City waters – Kelvin Hill**

- Developments around projects were progressing well.
- Asbestos had been located at the Opal Drive Pumpstation causing a two day delay in the construction.
- Some piles were incorrectly placed in the Bioreactor 2 in Te Maunga Wastewater Treatment Plant. There were three solutions being discussed between staff and the contractors.

#### Requests from Councillors

- Provide a high-level breakdown of the waters budget within the Long Term Plan

### **Transport – Mike Seabourne and Cameron Barnes**

- The development of the transport network by Tauranga Crossing would result in a network that could cope with peak demands to improve the reliability of the bus network and the predicted future demands within the area. There was still some uncertainty with the operation of that network as a section of it varied on a day-to-day basis.
- There were several misplaced powerpoles in the Arataki bus interchange that needed to be moved. A manhole cover and sewer pipe had not been identified in the design process which had resulted in the ground being too unstable for the powerpoles.

#### Requests from Councillors

- To provide the maintenance schedule for upkeeping pedestrian crossings painted.
  - To provide financial details for the series of works on the pedestrian crossing at Levers Road including the initial cost of installation, the unstalling, the reinstallation and then the final unstalling of the pedestrian crossing.
-

**COMMITTEE RESOLUTION PPM1/24/2**

Moved: Cr Rick Curach

Seconded: Cr Marten Rozeboom

That the Project Planning & Monitoring Committee:

- (a) Receives the report "Projects Update July 2024".

**CARRIED**

**Attachments**

- 1 PPMC 20240817 - Project Performance End of July 2024

At 1:15 pm the meeting adjourned.

At 1:45pm the meeting reconvened.

**8.2 Links Avenue Update**

**Staff** Mike Seabourne (Head of Transport)  
Karen Hay (Team Leader: Cycle Plan Implementation)  
Ceilidh Dunphy (Manager: Community Relations)

**Key Points**

- Staff acknowledged the amount of work that the Panel Members had undertaken within the community around the formation of the outcomes they were seeking. It was considered that the community had become burnt out with the longevity of the project and were no longer wanting to be a part of discussions with staff, resulting in being cautious with any proposed changes and wanting to effectively communicate the 'why' to residents.
- The project had reached a point where it was now necessary for the Council to form a decision on the cul-de-sac in Links Avenue and staff were seeking early feedback to provide the necessary details to help the Council formulate their decision.
- Once the trial had concluded, the implications of B to B opening and what that demand had on the network would be measured and studied. There would be an opportunity for the road to revert back to the pattern that was upheld in the operating framework.
- The concrete blocks separating the cycle path from the road was meant to be a temporary fix which would be rectified when funding become available and the Links Avenue corridor would then be looked at more strategically, including the development of a wider shared footpath for walking and cycling.
- The traffic management that had been installed was to dissuade the corridor from becoming a rat-run again and any future changes should note this as it was what the community wanted.
- The Links Avenue closure was an attempt to change the behaviour of motorists that were using it as a through route instead of using the state highway.

At 2:35pm, Cr Hautapu Baker left the meeting.

At 2:36pm, Mayor Mahé Drysdale left the meeting.

- Staff would not recommend setting up community panels for this type of project in the future as it lacked a scope of change. Links Avenue had too many technical constraints that made it difficult to deliver what the community panel were seeking. However, staff reiterated that the community panel had done a fantastic job putting in many hours trying to find a suitable solution that would cater to as many people as possible.
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**COMMITTEE RESOLUTION PPM1/24/3**

Moved: Cr Glen Crowther

Seconded: Cr Rick Curach

That the Project Planning & Monitoring Committee:

- (a) Receives the report "Links Avenue Update".
- (b) Notes that a report on the future of the cul-de-sac is to be tabled at the Councils November 2024 meeting.

**CARRIED**

**8.3 Outline Work Programme for Project Planning & Monitoring Committee for the 2024/25 Financial Year**

**Staff** Nic Johansson (General Manager: Infrastructure)

**Key Points**

- It was proposed from an earlier request that the actual versus revised budgets be bought back to either Project Planning and Monitoring Committee or to the Accountability, Finance and Risk Committee. The decision would be discussed between the Chairs of each of these committees.
- The procurement strategies on how the Council generated value for money, along with the process of interaction with NZTA to obtain a 50% contribution would be provided to the Committee.
- To ensure that future projects were fully understood, information on the project lifecycle and stage gates would be provided to the Committee.
- Staff explained that a baseline of project management capabilities was created several years ago and was constantly being reviewed to determine how staff were performing and how that had resulted in better delivery of the projects.

**Requests from Councillors**

- Provide an overall Durham Street bus interchange project financial breakdown and laneway information.

**COMMITTEE RESOLUTION PPM1/24/4**

Moved: Cr Glen Crowther

Seconded: Cr Rick Curach

That the Project Planning & Monitoring Committee:

- (a) Receives the report "Outline Work Programme for Project Planning & Monitoring Committee for the 2024/25 Financial Year".
- (b) Notes the outline work programme for the Committee as per Attachment One of this report
- (c) Requests staff to report back informally to elected members on the Durham Street bus interchange project including any opportunity to revisit the decision and consequences of delaying the project.
- (d) Delegates to the Chief Executive to make the decision on the continuation or not of the Durham Street bus interchange project based on feedback from the elected members.
- (e) Notes that the Chief Executive will report back to the next relevant Committee meeting on this decision.

**CARRIED**

**9 DISCUSSION OF LATE ITEMS**

Nil

**10 CLOSING KARAKIA**

**The meeting closed at 3:45pm.**

**The minutes of this meeting were confirmed as a true and correct record at the Project Planning & Monitoring Committee meeting held on 21 October 2024**

.....  
Cr Rod Taylor  
**CHAIRPERSON**

Unconfirmed

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**8        DECLARATION OF CONFLICTS OF INTEREST**

## 9 BUSINESS

### 9.1 7th Avenue cul-de-sac

**File Number:** A16662941

**Author:** Sarah Searle, Principal Strategic Advisor

**Authoriser:** Nic Johansson, General Manager: Infrastructure

#### PURPOSE OF THE REPORT

1. To present an overview of the preceding chronology and decision-making relating to the decision by Council to convert the intersection of Cameron Road and 7<sup>th</sup> Avenue into a cul-de-sac.

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#### RECOMMENDATIONS

That the Project Planning & Monitoring Committee:

- (a) Receives the report "7th Avenue cul-de-sac".
- (b) Agrees that the Public Excluded Attachment "Commissioners Briefing Cameron Road Stage 1" to remain in confidential due to legal privilege and privacy reasons.

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#### EXECUTIVE SUMMARY

2. The conversion of 7<sup>th</sup> Avenue/Cameron Road intersection to a cul-de-sac was part of the broader Cameron Road Stage 1 project ("CRS1"). An overview of CRS1 and the outcomes sought is outlined below under "Background".
3. An initial overview of CRS1 was presented to Council's Transport Committee on 10 December 2018. Engagement was undertaken in various forms with impacted parties over subsequent years as the design was finalised and through to construction.
4. Concerns were expressed by (and in some cases still remain) some local businesses and landowners in relation to engagement undertaken and negative impacts of the cul-de-sac.
5. Interested members of the public met with Commissioners in March 2023, and an internal briefing was given to Commissioners in September 2023 (see attachment 1 (confidential)).
6. Following the Commissioner meeting and briefing it was decided to proceed with the proposed design and construction of the cul-de-sac, which was completed in early 2024. Some parties remain unhappy with this change.
7. An overall review of CRS1 is anticipated after 12 months post completion (likely early in 2025) to assess how the newly formed areas have adapted to changes in the spatial plan.

#### BACKGROUND

##### Cameron Road Stage One project

8. "Short-Term Transport Options" for Cameron Road were presented to Council's Transport Committee in a report dated 10 December 2018<sup>1</sup> which stated:

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<sup>1</sup>[https://econtent.tauranga.govt.nz/data/bigfiles/committee\\_meetings/2018/december/agen\\_trans\\_10dec2018.pdf](https://econtent.tauranga.govt.nz/data/bigfiles/committee_meetings/2018/december/agen_trans_10dec2018.pdf)

9. *“Cameron Road is a core transportation and land use corridor for the City. In order to support Bay of Plenty Regional Council with the implementation of their new bus system, improve cycling provision in the city ... and to promote the wider intensification of the Te Papa peninsula, transportation improvements are required for Cameron Road. These transport improvements are also essential to supporting growth in the broader Pyes Pa / Tauriko area, including the Tauriko West urban growth area and NZTA investment in SH29.*
10. *Initial concept planning has been undertaken for the corridor, from the CBD to Tauranga Hospital (Phase one) ... However, further investigations and community engagement is required to assess the impact of the proposal, refine the design and identify any mitigating measures that might be required”.*
11. The Transport Committee endorsed staff completing investigations in accordance with the timeframes outlined in the report in order to:
  - *Confirm, refine and finalise the short term transport improvement proposal for Cameron Road... phase one between the CBD and Tauranga Hospital and phase two between the hospital and Greerton*
  - *Identify potential mitigation measures to respond to any negative impacts of the proposed improvements*

### **Futureproofing Cameron Road Stage One – detailed design**

12. From 2018 to 2020 further design details were refined. Through the planning and design stages a number of side streets were considered for cul-de-sac and/or left in/left out only to help with reducing vehicle turning movements onto Cameron Road.
13. Beca produced an Issues and Opportunities Summary for Cameron Road – Crime Prevention through Environmental Design (CPTED) which was considered in the design process.
14. An overview flyer titled ‘Futureproofing Cameron Road Stage One’ (attached to this paper) in March 2021 set out key objectives and draft proposed design. Objectives included to -
  - (i) Make Cameron Road safer
  - (ii) Provide more ways to move
  - (iii) Make Cameron Road more attractive
15. The flyer states that “when asked [through early engagement around CRS1] what they would like to see in a future Te Papa, the community said they wanted walkable, pedestrian-friendly neighbourhoods that are safe, open, clean ... with places to meet. The first steps towards this future will be along Cameron Road”.
16. This overview included a map with proposed road layout changes including a proposed cul-de-sac at 7<sup>th</sup> Avenue.

### **Consultation and engagement**

17. Consultation on the project with Cameron Road businesses began in December 2018 and involved Council staff visiting businesses face to face.
18. In December 2019, Council staff invited businesses to join a Community Liaison Group. This group consisted of representatives from each block to represent their own and their neighbours’ concerns at regular stakeholder meetings.
19. The public consultation period for this project was between 10 March and 10 April 2021 and included a mailout to all Te Papa property owners, a mail drop to all Te Papa addresses, and emails to all businesses that had provided them. The campaign included print and radio ads inviting anyone who wanted to give feedback at one (or all) of four community drop-in sessions on Cameron Road, including the Council offices, a supermarket, a church, and the Tauranga Farmers’ Market.



20. Due to changing COVID-19 alert levels, door-knocks of each property were not possible, meaning flyers were hand-delivered to properties with mail boxes. Properties without a mailbox may not have received a copy of the flyer. Correspondence was also sent by email to members of the Community Liaison Group.
21. Once consultation was completed, a summary document dated May 2021 was emailed to all who engaged, summarising the changes made to the design as a result of consultation. This was posted on Council's website.
22. After consultation the detailed design phase continued, bringing in the changes made as a result of the consultation. This included reversing the proposal to convert 5<sup>th</sup> Avenue / Cameron Road to a cul-de-sac but retaining the proposed cul-de-sac at 7<sup>th</sup> Avenue.
23. The final design was posted on Council's website in September 2021 including the closure at 7<sup>th</sup> Avenue. Construction of the cul-de-sac was undertaken from September 2023 and completed in early 2024.
24. A report summarising overall engagement around Futureproofing Cameron Road – Stage One (not 7<sup>th</sup> Avenue specific) is available [online](#).

### Issues and challenges

25. Council has been corresponding directly with one affected property owner since 2021 when enquiries were made about the design (further detail in confidential attachment).
26. Several other business property owners on 7<sup>th</sup> Avenue also expressed concern before the changes were made. Concerns included loss of carparking, difficulty of access and traffic movements (left turn slip lane preferred) having a negative effect on business, and security issues with increased green space meaning more opportunity for homeless people to congregate in an area which was already a problem.
27. Some owners were also concerned the change would have a negative impact on the valuation of their property, and possibly cause current commercial tenants to not renew their tenancy.

### Engagement with Commissioners

28. In March 2023 the Commissioners met with three property owners about their concerns around the consultation process and implications of the 7<sup>th</sup> Avenue cul-de-sac. The actions from this meeting were for Nic Johansson (GM: Infrastructure) to confirm what was communicated around the decision and to consider the option for a left in left out turn and advise on this.
29. Following this meeting an email was sent to the relevant parties from Brendan Bisley (Director of Transport) declining to reverse the decision, outlining the reasoning why (see paragraphs below) plus agreeing to install CCTV to address safety concerns.
30. *"In relation to the Cameron Road project, we are trying to create a key movement corridor that suits the long term needs of the Te Papa peninsula to cater for the intensification that is expected to occur over the next 20 years. To do this we have maintained the two traffic lanes along the road, but are adding bus lanes (initially part time) as well as better walking and cycling facilities and more signalised crossing to make it safe to cross Cameron Road from one side to the other.*
31. *Another key part is the aesthetics and additional planting areas we are planning along the corridor. To improve the pedestrian experience, we would also like to reduce the number of road crossings where possible so have looked at closing the side roads at locations along the road. 7<sup>th</sup> Avenue was one of these locations as the street is predominately residential and has good access from Edgecumbe Road along with the new traffic signals planned to be installed at 9<sup>th</sup> Avenue. The closure removes the need for pedestrians to cross traffic as they walk along Cameron Road and will create an area that can be planted to provide some significant aesthetic enhancement..."*

32. An internal briefing on the 7<sup>th</sup> Avenue cul-de-sac decision was given to Commissioners in September 2023. This is included as a confidential attachment to this paper.
33. Next steps recommended from the September briefing were to continue with the construction of the cul-de-sac per the current design, and to complete a review after completion of the CRS1 project.

### Recent engagement and possible remedial actions

34. Further to the election of a new Mayor and Councillors in July 2024 there have been requests from one building owner to reconsider the decision.
35. Possible remedial actions which could be undertaken by Council (short of reversing the cul-de-sac) include:
- Exploring the creation of additional parking on 7<sup>th</sup> and 8<sup>th</sup> Avenue
  - Installation of CCTV to alleviate safety concerns for the green space

### STATUTORY CONTEXT

36. The Local Government Act sets out Council's legal obligations in relation to the making of decisions and consultation with interested and affected persons. This is considered in the confidential attachment to this paper.

### STRATEGIC ALIGNMENT

37. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	<input type="checkbox"/>
We value, protect and enhance the environment	<input checked="" type="checkbox"/>
We are a well-planned city	<input checked="" type="checkbox"/>
We can move around our city easily	<input checked="" type="checkbox"/>
We are a city that supports business and education	<input type="checkbox"/>

38. As outlined above, objectives of CRS1 included environmental, traffic and amenity improvements.

### OPTIONS ANALYSIS

39. This report is for information purposes and therefore contains no options.

### FINANCIAL CONSIDERATIONS

40. Financial considerations were outlined in CRS1 reports. There are no additional financial considerations generated by this report.

### LEGAL IMPLICATIONS / RISKS

41. Legal considerations are covered in the confidential attachment "Commissioner Briefing Information".
42. The owners of one property also instructed a barrister to engage with Council around the proposals for CRS1 in January 2023.

### TE AO MĀORI APPROACH

43. Mana whenua were partners on the design of CRS1. This report creates no further implications for mana whenua.

## CLIMATE IMPACT

44. As stated in the objectives above, the design of CRS1 was in large part to encourage more multi-modal transport and more green space, thereby generating a positive climate impact.
45. This report has no further climate implications.

## CONSULTATION / ENGAGEMENT

46. Paragraphs 17-24 above outline historical engagement around this decision. No further engagement is proposed at this stage.

## SIGNIFICANCE

47. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
48. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
  - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
  - (b) any persons who are likely to be particularly affected by, or interested in, the issue.
  - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
49. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the issue is of low significance. Although this decision is of high significance to locally affected businesses, these are limited in number and this report is solely to give an overview of context.

## ENGAGEMENT

50. Taking into consideration the above assessment, that the issue is of low significance, officers are of the opinion that no further engagement is required prior to Council receiving this report.

Click here to view the [TCC Significance and Engagement Policy](#)

## NEXT STEPS

51. This paper is for information only and no further steps are proposed.
52. Council may wish to separately decide whether to revisit the decision or offer any remedial actions for any ongoing issues and concerns.

## PUBLIC EXCLUDED ATTACHMENT

53. Commissioners Briefing Cameron Road Stage 1

## ATTACHMENTS

1. **(PDF) Initial detail provided to landowners - TCC26135 Cameron Rd DL EMAIL FA2 - A16846260**  

# Futureproofing Cameron Road Stage One

March 2021



*Artist's impression*



Proudly Supported by  
**New Zealand Government**  
Te Kāwanatanga o Aotearoa



**Tauranga City**

## Planning for tomorrow

Tauranga is growing fast. By 2063 our population is projected to have increased by almost 80,000. This means we're going to need more houses, more schools, and more ways for people to move around the city.

We have been working with the community to develop a 30-year plan for Te Papa peninsula. Futureproofing Cameron Road is the first project on the path to bringing this plan to life. It aligns with our City's wider strategies, including the Urban Form Transport Initiative and Western Bay of Plenty Transport System Plan that have been endorsed by Council.

### We are futureproofing Cameron Road to:



#### **Make Cameron Road safer**

Whether you live, work, walk, go to school, or commute along Cameron Road, we want you to be safe. With more students, cyclists, pedestrians and vehicles using Cameron Road, there's an increasing risk of accidents that could result in serious injuries or death. We want to reduce this so people can feel safe using Cameron Road.



#### **Provide more ways to move**



We will be providing a wider range of transport options so people can choose whether to walk, cycle, use public transport or drive.



#### **Make Cameron Road more attractive**

We want to create a destination, not just a commuting corridor.

### When asked what they would like to see in a future Te Papa, the community said they wanted...

WALKABLE, PEDESTRIAN-FRIENDLY  
NEIGHBOURHOODS THAT ARE...



SAFE, OPEN,  
CLEAN...

WITH PLACES  
TO MEET.

THE FIRST STEPS  
TOWARDS THIS FUTURE  
WILL BE ALONG  
CAMERON ROAD.





## Why is Cameron Road so important?



MORE THAN

**200,000**

PASSENGERS GET ON A BUS ON CAMERON ROAD EACH YEAR.

MORE THAN

**1 million**

PASSENGERS RIDE A BUS THAT TRAVELS DOWN CAMERON ROAD EACH YEAR.

**60%**

OF ALL BUS CONNECTIONS IN TAURANGA PASS THROUGH CAMERON ROAD.

### Along Cameron Road (2010-2019)



**599**

CRASHES

**1**

DEATH

**177**

PEOPLE INJURED

### Busy corridor for school children

The community told us that school children should be able to travel to school safely by bicycle. There are two schools and the University of Waikato along this section of Cameron Road and five schools when including Stage Two of the project.



## What is Futureproofing Cameron Road?

Cameron Road is one of our city's busiest roads, connecting people in Tauranga's southern suburbs to the city centre.

It is an important through route and a destination for many with schools, businesses and the hospital being located along it. As our city continues to grow, this key route will become even more important. This is why we want to make changes now.

Key changes along Cameron Road include the installation of part-time bus lanes and a new two-way cycleway. These changes have many added benefits such as supporting other cycleway and bus network improvements planned for the future.

Futureproofing Cameron Road is not a project specifically geared to ease traffic congestion for people that travel by car. However, a bonus of enabling more ways for people to travel along this route will reduce car dependency which will help improve journeys for those who travel by car.

The long-term plan is to transform the length of Cameron Road from Harington Street to Barks Corner, with potential to even extend this to Tauriko.

**Stage One** is from Harington Street to the hospital, the planning and construction for this has been funded by Central Government.

**Stage Two** is from the hospital to Barks Corner, and the funding for developing a business case was included in the grant from Central Government. We'll be asking for your input in 2021.

**Stage Three** is a long-term goal (pending funding) and will create a connection from Barks Corner to Tauranga Crossing in Tauriko. There are no set dates for this stage.

## Next steps

We expect detailed design for Stage One to be completed in July 2021 following your feedback, with main construction starting in September 2021.

At the end of April we will start some early work along Cameron Road and the side streets. This will include installing new signalised crossings, parking improvements, trial road closures and work on some side road crossings to make them safer, as well as preparation for utility works on our wastewater and stormwater.

## Tell us what you think

There are parts of the project we can't change (retaining existing traffic lanes; installing bus lanes and a bi-directional cycleway). However, we are keen to get your input on other elements through the next design and development phases.

If you want to learn more, get involved or share your thoughts about this project, here's how to do it:

### Community Information Days

Tauranga City Council Offices  
306 Cameron Road  
Monday 22 March  
7 am until 7 pm

PAK'nSAVE  
476 Cameron Road  
Tuesday 23 March  
12 noon until 6 pm

Tauranga Baptist Church  
640 Cameron Road  
Thursday 25 March  
12 noon until 6 pm

Tauranga Farmers Market  
Tauranga Primary School, 31 Fifth Avenue  
Saturday 27 March  
7.15 am until 12 noon

These events are pending COVID-19 alert levels.  
Please check our website for any changes.

### Visit our webpage

<https://www.tauranga.govt.nz/cameronroad>  
While you are there, sign up to our regular e-newsletter.

### Email us

[cameron@tauranga.govt.nz](mailto:cameron@tauranga.govt.nz)

### Phone us

07 577 7000



*Tauranga City*



## **9.2 Project Update - Merivale Community Centre**

**File Number:** A16753052

**Author:** Amanda Davies, **Manager:** Spaces and Places Project Outcomes

**Authoriser:** Barbara Dempsey, **General Manager:** Community Services

### **PURPOSE OF THE REPORT**

1. Provide an update on the progress of the Merivale Community Centre Development.
- 

### **RECOMMENDATIONS**

That the Project Planning & Monitoring Committee:

- (a) Receives the report "Project Update - Merivale Community Centre".
- 

### **DISCUSSION**

2. Please find attached slide pack containing a Project Update on the Merivale Community Centre for information.

### **ATTACHMENTS**

1. Project Update - Merivale Community Centre - A16784788 [↓](#) 



## Project Update – Merivale Community Centre

Project, Performance and Monitoring Committee

21 October 2024



# Merivale Community Centre




- The Merivale Community Centre is identified as a priority in the adopted Community Centre Action and Investment Plan
- Investment in Community Facilities/Infrastructure is a key priority in ‘Our Direction’

Programme	Key Deliverables FY25	Council Strategic Outcomes
Community Centre Action and Investment Plan	<ul style="list-style-type: none"><li>• <b>Construction of Merivale Community Centre</b></li><li>• Construction of Gate Pa Community Centre</li></ul>	<ul style="list-style-type: none"><li>• Tauranga Mataranui – An Inclusive City</li><li>• Tauranga Tatai Whenua – A Well Planned City</li></ul>



# Project Budget and RAG Status

Project	Actuals Sept 24	FY25 Budget	FY25 Forecast	Total Project Budget	Actuals vs FY 25 Budget	FY25 Forecast vs FY25 Budget
Merivale Community Centre	596,524	6,942,847	6,481,848	7,737,000	9%	83%

Funding allocation	Total Project Budget		Project/Programme	Phase	Current Status		
					Scope	Cost	Time
Loan Funded	6,637,000						
External Grant Funded	1,100,000	TECT Community Trust (\$300K) BayTrust (\$300K) Lottery Grants Board (\$500K)	Merivale Community Centre	Implementation			
Total	7,737,000						





## Building Design



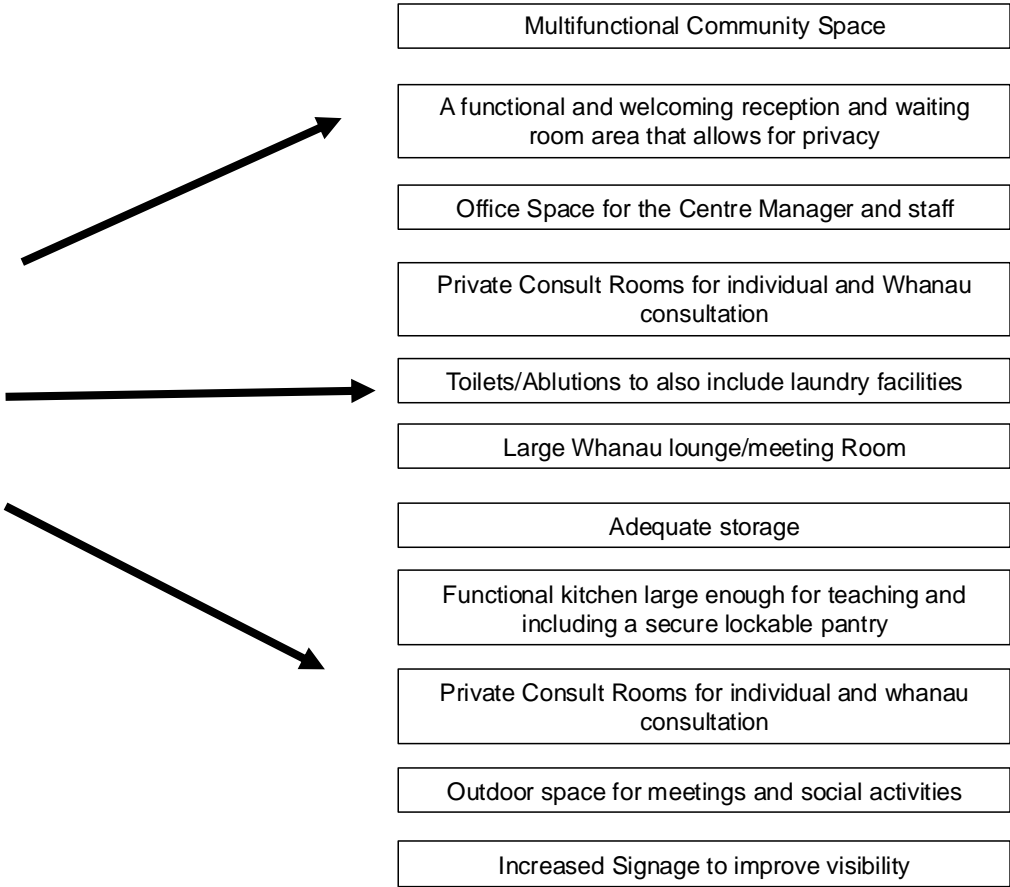
# Key Design Drivers

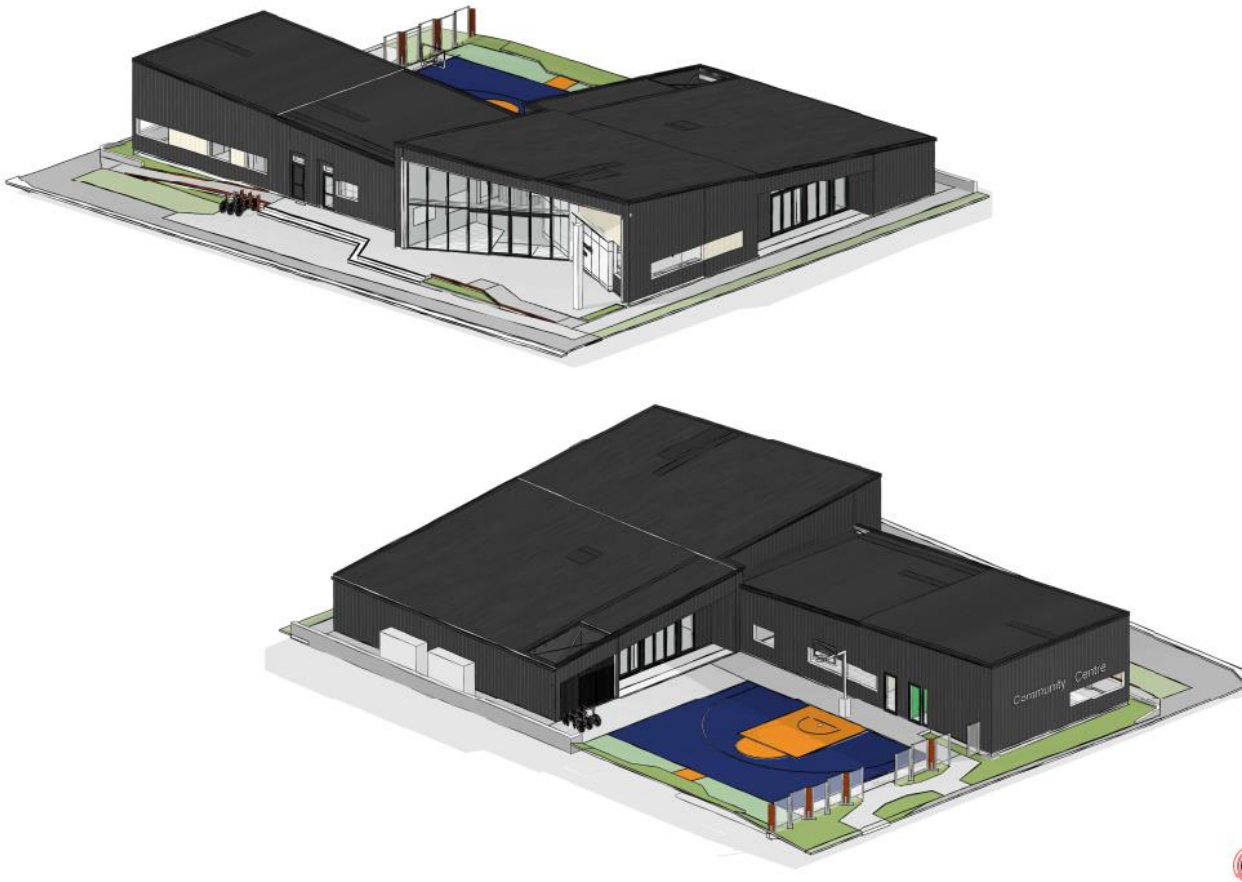
**Objectives for the new community centre.**

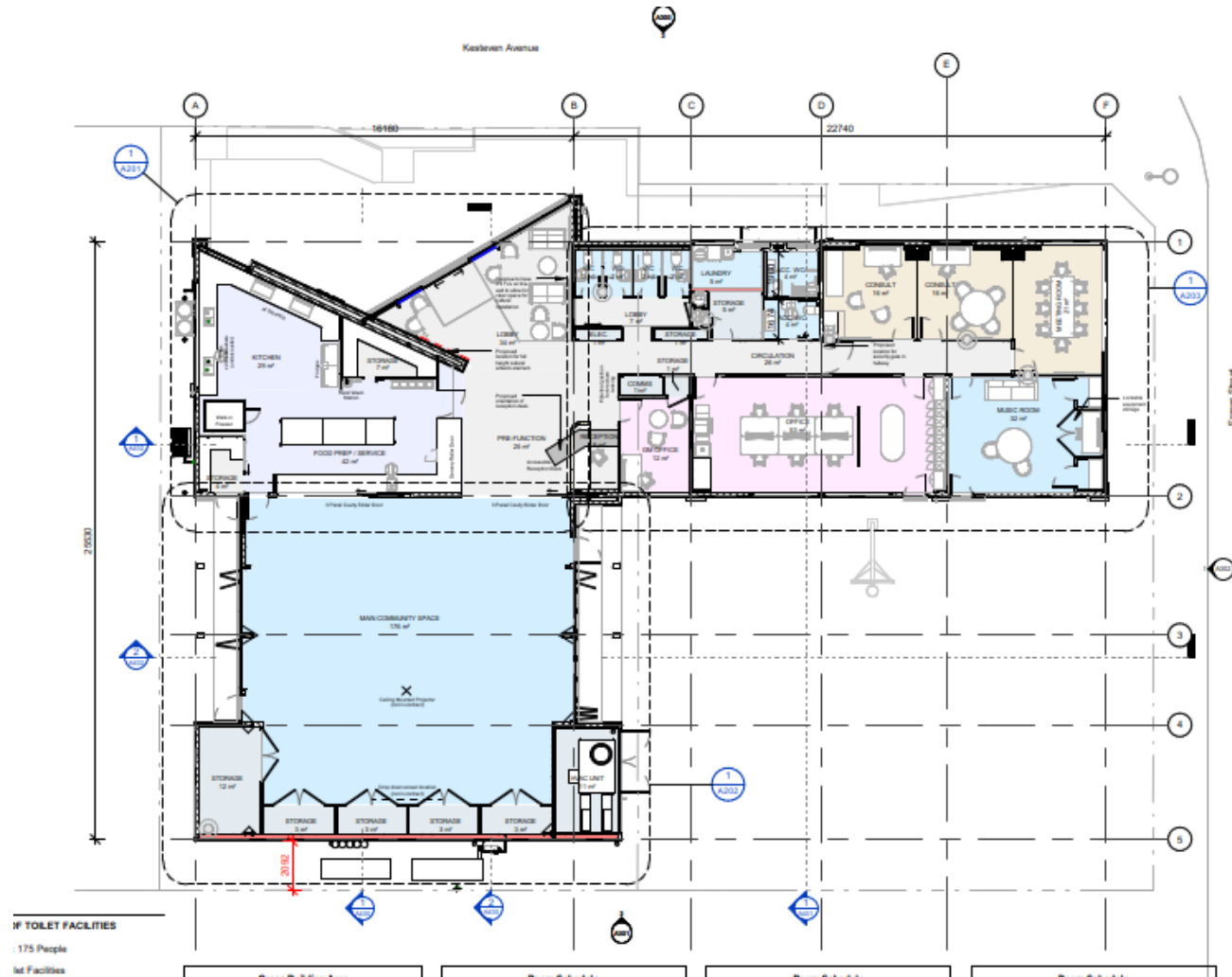
1. To better meet the needs of the community
2. To serve the Merivale community with capacity to expand support to Gate Pa and Greerton
3. Enhanced space for a focus on youth programmes and youth services provision
4. Catering facilities with the potential for servicing affordable nutritional food
5. A technology and creative hub
6. Provision of easy and effective access to services
7. A service hub that is recognised as a model for best practise for interagency collaboration with multiple organisations that provide satellite services that complement existing programmes
8. A resource for residents to support the advancement of community cause<sup>2</sup>

**Proposed benefits of new facility**

1. Modern, fit for purpose facility - the current, reconfigured residential house is constraining activities
2. Flexible, functional spaces
3. Potential for collaborations with service providers focused on holistic community development, health and wellbeing benefits
4. The opportunity to meet a range of identified community needs including but not limited to: Youth services; Parental/Whanau support; culturally specific and Kaupapa services; Access to technology and transport; Housing assistance and advocacy; Training and education; Employment services
5. Serving a wider community area and need, i.e., to provide facility space, service and programme opportunities to residents of nearby suburbs such as Gate Pa and Greerton.









# Work Completed to Date



- Demolition of existing Merivale Community Centre Occurred on 26 July 2024
- A temporary facility was opened on the 12 Aug 2024 for the Merivale Community Centre to operate
- Work commenced on the relocation of the wastewater pipe in Aug 2024

# Comms and Engagement

- Working with our Mana Whenua partners:
  - Ngāi Tamarawaho (Buddy Mikaere)
  - Ngāti Tapu (Puhirake Ihaka)
  - Ngāti Ruahine (Keni Piahana)
- Working closely with the Merivale Community Centre team
  - Meeting regularly during the design stages to ensure building will deliver on the needs of the community
  - Providing updates via Email and phone
  - Assisting with the decanting of the old Merivale building
  - Met with District nursing and TCC Accessibility team for input into the design
- Meeting and updating our funding partners:
  - TECT Community Trust
  - BayTrust
  - Lottery Grants Board
- Working across wider TCC teams (Wastewater, Transport, Community Development, Facilities)
- We have used Letter drops, Social media, print media, and our TCC website, to ensure that the public is aware and updated on the project.

# Next Steps

Task Name	Duration	Start	Finish
▸ RFP	1 day	Wed 21/02/24	Wed 21/02/24
Contract Award to Marra Construction	1 day	Wed 21/02/24	Wed 21/02/24
▸ DESIGN	162 days	Tue 20/02/24	Wed 9/10/24
▸ Preliminary Design Development	29 days	Tue 20/02/24	Tue 2/04/24
▸ Developed Design - Stage 2	38 days	Tue 2/04/24	Fri 24/05/24
▸ DETAILED DESIGN-Stage 3	96 days	Mon 27/05/24	Wed 9/10/24
▸ BUILDING CONSENT PROCESS	35 days	Mon 26/08/24	Fri 11/10/24
BC Application & Processing	20 days	Mon 26/08/24	Fri 20/09/24
RFIs	15 days	Mon 23/09/24	Fri 11/10/24
BC Approval	0 days	Fri 11/10/24	Fri 11/10/24
▸ CONSTRUCTION (Off Site)-Stage 4	103 days	Mon 26/08/24	Fri 31/01/25
▸ CONSTRUCTION ( On Site) - Stage 4	270 days	Mon 8/07/24	Wed 13/08/25
▸ Demolition (Insitu)	19 days	Mon 8/07/24	Thu 1/08/24
▸ Site vacant duartion	56 days	Fri 2/08/24	Fri 18/10/24
▸ Enabling works	60 days	Mon 19/08/24	Mon 11/11/24
▸ Main building	180 days	Tue 12/11/24	Wed 13/08/25
▸ COMPLETION DOCUMENTATION	20 days	Thu 17/07/25	Wed 13/08/25

### 9.3 Project Update - Durham Street Bus Facility

**File Number:** A16756296

**Author:** Shawn Geard, City Centre Infrastructure Lead

**Authoriser:** Nic Johansson, General Manager: Infrastructure

#### PURPOSE OF THE REPORT

1. To update the committee on confirmation of facility location and progress of the Durham Street Bus Facility.

---

#### RECOMMENDATIONS

That the Project Planning & Monitoring Committee:

- (a) Receives the report "Project Update - Durham Street Bus Facility".
- 

#### EXECUTIVE SUMMARY

2. On 17<sup>th</sup> September 2024 the Project Planning & Monitoring Committee passed Resolution PPM1/24/4, which requested staff to report back to elected members regarding the Durham Street Bus Facility locations. It further delegated to the Chief Executive to decide on the facility locations based on elected member feedback. This paper is presented to confirm that decision.
3. On the 24<sup>th</sup> September, following a briefing on the Durham Street Bus Facility locations, Elected members endorsed those locations to be progressed as previously planned with three bus stops on either side of Durham Street between Elizabeth Street and Spring Street.

#### PROJECT SUMMARY

4. The Durham Street Bus Facility comprises of three bus stops on either side of Durham Street between Elizabeth Street and Spring Street, along with a single stop for Inter Regional bus services on the southern side of Elizabeth Street adjacent to 94 Elizabeth Street. Refer to attachment for layout.
5. The location of this facility was approved by Council Resolution CO9/24/4 on 29 April 2024.
6. The project is currently undergoing detailed design with civil details being finalised. Bus shelter fabrication is currently out for tender.
7. Construction along Durham Street is programmed to occur during the 2024/ 2025 summer period, this will align to when impact of construction will be lowest.
8. Construction of the inter-regional site at Elizabeth Street requires further engagement to ensure construction best aligns with minimising disruption, this is expected to occur later in 2025.
9. This project is linked to Bay of Plenty Regional Council's commitment to remove on street bus layovers within the city centre, this is currently underway.
10. Summary of physical works scope
  - (a) High Quality bus shelters including seating, lighting, CCTV, digital displays providing timetables/ bus route maps, and realtime information signage,
  - (b) Shelter foundations designed to minimise impacts of underground utilities,

- (c) Provision of new bus aprons including earthworks, stormwater, and concrete,
  - (d) Kerb changes to address safety risks associated with bus tracking,
11. Council has a project to deliver a new safe, universally accessible, and active laneway between Durham Street and Grey Street midway along the block between Elizabeth and Spring Streets. Options for this will be presented at a later meeting.

## PROJECT BACKGROUND

12. The long-term solution for public transport in Tauranga has been defined through the Public Transport Reference Case and is currently being further developed the network-wide Western Bay of Plenty Public Transport Services and Infrastructure (PTS&I) Business Case. The PTS&I Business Case also incorporates the agreed Public Transport Spine with respect to city centre routing.
13. Tauranga's central bus interchange was historically located on Willow St outside the old library (between Hamilton St and Wharf St); however, this location is to become a pedestrianised space upon opening of Te Manawataki o Te Papa enabling public space extending from the civic square to the waterfront.
14. When the current Durham Street interim bus stops was established June 2022 Resolution CO23/21/8 (6 December 2021) set the interim facility as only being approved for a period no longer than 18 months, a condition that expired December 2022.
15. The current temporary facility requires significant capital expenditure to continue operation in any state due to the original installation only being planned for 18 months.
16. The laneway between Durham Street and Grey Street required the strategic acquisition of mid-block properties to provide enough space to create the accessway. 79 Grey Street was purchased in April 2023 and 134 Durham Street is currently under settlement with the building now demolished. The full property width of 134 Durham Street was deemed necessary due to the significant gradient difference between Durham Street and the service lane to achieve universal accessibility through ramps and switchbacks.

## PROJECT STATUS

17. Bus shelters have progressed with fabrication currently undergoing procurement. Once the fabrication supplier is selected work will continue to ensure fabrication details align with project requirements.
18. Roading and urban realm design is undergoing final reviews/ revision prior to being procured, this procurement will commence once a shelter fabricator has been selected to ensure contractual alignment.

## KEY PROJECT RISKS

19. A number of adjacent stakeholders are concerned with the impact the bus facility may have on their business/ property (including carparking being removed), through the design these have been addressed where possible however it is acknowledged that without further increased desirability of the bus network this risk remains.
20. Project Cost remains a risk as fabrication/ construction procurement progresses, this risk has been mitigated through external cost estimation throughout the design and an open procurement process.
21. The Safe System Audit report (independent road safety assessment) has noted that Durham Street bus stops and associated bus movements increases road user safety risks within this length of Durham Street, this is mostly attributed to the road width with turning buses. The total Safe System Assessment score remains relatively low (54/448 up from the existing scenario of 24/448). This risk has been mitigated as far as reasonable through a number of minor kerb changes

## FINANCIAL CONSIDERATIONS

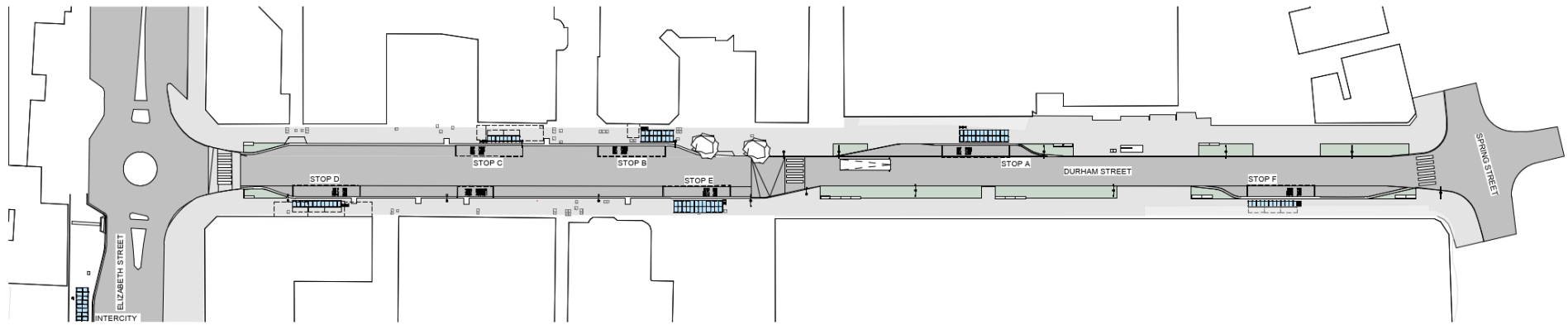
22. Costs associated with design has equated \$675,000, this has included architectural shelter design for further use within the city centre.
23. Estimated construction cost of the Durham Street Bus Facility is \$3.825m comprising of:
  - (a) 2 Bus Stops within existing planted area - \$1,220,000
  - (b) 3 Bus Stops within the existing concrete apron and kerb adjustments - \$1,225,000
  - (c) 1 Bus Stop outside the proposed Durham Street Laneway - \$470,000
  - (d) Inter-regional on Elizabeth Street - \$910,000
24. Total project value at completion is estimated to be \$4.5m.
25. At the 29 April 2024 meeting the option was approved with a cost of \$5m.

## ENGAGEMENT

26. Taking into consideration the above assessment, that the matter is of medium significance, officers are of the opinion that no further engagement is required prior to Council making a decision.
27. Further detailed engagement is planned with project stakeholder to minimise potential adverse impacts associated with this project.

## ATTACHMENTS

1. **Durham St Bus Facility Layout - A16840530** [↓](#) 





#### **9.4 Project updates: Monmouth Redoubt Historic Reserve | Pōteriwahi property demolition | Waitaha Reserve Upgrade**

**File Number:** A16841376

**Author:** Alison Law, Manager: Spaces & Places  
Amanda Davies, Manager: Spaces and Places Project Outcomes

**Authoriser:** Barbara Dempsey, General Manager: Community Services

#### **PURPOSE OF THE REPORT**

1. Provide an update on the progress of three projects: Monmouth Redoubt Historic Reserve; Pōteriwahi property demolition and Waitaha Reserve upgrade.

---

#### **RECOMMENDATIONS**

That the Project Planning & Monitoring Committee:

- (a) Receives the report "Project updates: Monmouth Redoubt Historic Reserve | Pōteriwahi property demolition | Waitaha Reserve Upgrade".

---

#### **PROJECT SUMMARY**

##### **Monmouth Redoubt Historic Reserve**

2. The Monmouth Redoubt is a recorded archaeological site. The redoubt was built in 1864 by the 43rd Monmouthshire Light Infantry Regiment after arriving in Tauranga as part of the military force. Their task was to block supplies being sent from Tauranga in support of the Maori King forces in the Waikato. The redoubt was built on top of the archaeological features of the earlier settlement at Taumatakahawai.
3. This historic reserve is unique in New Zealand due to location adjacent to the city centre, which provides excellent opportunities for public appreciation, interpretation and heritage tourism.
4. Historical reserves come with specific obligations under the Reserves Act for protection and preservation in perpetuity. It is vital to take care of this reserve as it provides important historic values relating to several time periods in Māori and Pākehā histories. It is also valued as a green space, for its landscape and viewed over the harbour, Matapihi and views to Mauao.
5. Due to the steep banks of the redoubt, the site is subject to significant erosion. This project is to restore the redoubt and enhance the surroundings in a way that helps to retain the integrity of the site. This includes green retaining wall systems, a boardwalk on the eastern site and conserving the visible profile of the banks and ditches.
6. There is a conservation plan which needs to be adhered to and the reserve is to be managed in keeping with the plan.
7. Work to protect and enhance the redoubt is planned for next year and to prepare for this we undertook soil testing on Friday 11 October to test for any contamination within the soil. We will have a resource consent condition requiring us to get written approval from the disposal site that receives the material, and the formal testing will need to be undertaken to support this process.
8. Testing now and ahead of the major work beginning gives us certainty around our programme and eliminates possible variations or extensions of time once a contract is awarded. The testing was supported by a cultural monitor from Ngai Tamarawaho, and archaeological oversight was also be provided. Testing was done in a way to ensure minimal ground disturbance.



9. Communications and engagement have taken place with mana whenua and stakeholders over the course of the project planning. There is a communications plan in place for the planned works.
10. A full report on this project will come to this committee later this year before the actual project commences in early 2025.



*View across Redoubt towards Police station*



*View to west along northern ditch*

### **Pōteriwahi Property demolition - 96 Taniwha Place**

11. The property at 96 Taniwha Place was purchased in 2023, through the Strategic Acquisition Fund, for \$1.6m. The property sits between the upper platform of the Pōteriwahi site and the lower area adjacent to the river.
12. This property improves access to the back part of the upper platform of Pōteriwahi and enables access to the lower area by the river. This will facilitate development of that part of the upper platform for housing and/or recreation and of the lower area into an ecological and cultural reserve (if the land is to be developed in that way). It also enables walking and cycling access through the site and along the river to Miles Lane and, in due course, to Tauriko West.
13. The house on the site is in poor condition. An assessment was undertaken of the condition and rental potential of the property, through which it was determined that the remediation and holding costs were not worth the rental value, given the development of Pōteriwahi was expected to be within the next 2-3 years. Demolition of the house was undertaken the week of 14 October. The platform on which the house currently sits provides an opportunity as a gathering point.
14. Council received an update about the potential Pōteriwahi development at a workshop on 17 October 2024.
15. The image below shows the property at 96 Taniwha Place (blue boundary).



## Waitaha Reserve

16. The Waitaha Reserve Upgrade project was initiated in early 2023 in response to community feedback around improving the level of service of reserve space in the Welcome Bay community.
17. Engagement with the local community and mana whenua on the design and functionality of the reserve has been integral to the outcome of the project. Work onsite has progressed well, with the installation of an amphitheatre, connecting pathways, a community garden, rest area benches, a new basketball court, and resurfacing of the existing mini skatepark and playgrounds designed for various age groups.
18. The project has received positive feedback from the local community who are looking forward to having the long overdue upgraded space open for use. Planned works for the coming weeks include contouring the two playground areas and the installation of new play equipment. Work is expected to be completed in time for the Christmas break.
19. As part of the opening, we are planning a site blessing with hapu as well as a community celebration that we're organising with support from the local community centre. Cr Baker has confirmed his attendance.
20. The image below shows the layout of the upgraded reserve. We are also setting up a community garden (not shown on this layout plan).

### FULL SITE LAYOUT



**FINANCIAL CONSIDERATIONS**

21. These projects are being delivered within the available funding in the Long-Term Plan.

**ENGAGEMENT**

22. Monmouth Historic Reserve: Communications and engagement have taken place with mana whenua and stakeholders over the course of the project planning. There is a communications plan in place for the planned works. Details of this will be provided when the full report comes to Council.
23. Waitaha Reserve; Engagement with the local community and mana whenua on the design and functionality of the reserve has been integral to the outcome of the project. We have been in contact with the local community centre throughout the development.

**ATTACHMENTS**

**Nil**

**10      DISCUSSION OF LATE ITEMS**

## 11 PUBLIC EXCLUDED SESSION

### Resolution to exclude the public

---

#### RECOMMENDATIONS

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
<b>11.1 - Commissioners Briefing Cameron Road Stage 1</b>	s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons  s7(2)(g) - The withholding of the information is necessary to maintain legal professional privilege	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

**12      CLOSING KARAKIA**