

Waharoa (Matamata) Aerodrome Committee

Open Agenda

Notice is hereby given that an ordinary meeting of Waharoa (Matamata) Aerodrome Committee will be held on:

Date: Thursday 22 March 2018
Time: 12:30pm
Venue: Kaimai Cheese Board Room
Waharoa

Membership

Mayor

Jan Barnes, JP

Cr James Thomas, JP

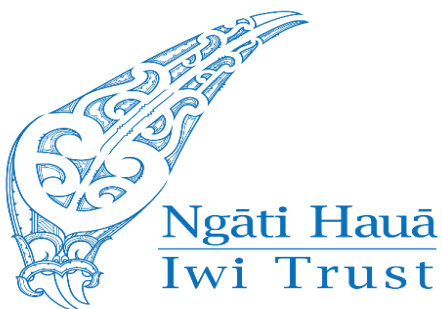
Cr Kevin Tappin

Mr Mokoro Gillett

Mrs Rangī Kaukau

Mr Mike Diamond

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1 Meeting Opening

2 Karakia

3 Present

4 Apologies

At the close of the agenda no apologies had been received.

5 Notification of Urgent Business

Pursuant to clause 3.7.5 and 3.7.6 of the Standing Orders NZS 9202:2003 and Section 6A (7) of the Local Government Official Information and Meetings Act 1987, the Chairman to enquire from members whether there are any additional items for consideration which qualify as extraordinary or urgent additional business.

6 Confirmation of minutes

Minutes, as circulated, of the Ordinary Meeting of Waharoa (Matamata) Aerodrome Committee, held on 23 November 2017

Reserve Management Plan Update

Trim No.: 1985774

Item 7.1

Executive Summary

Staff will present an update on the reserve management plan review process.

Recommendation

That:

1. The report be received.
2. The Waharoa (Matamata) Aerodrome Committee requests that Council resolves to review the Reserve Management Plan for the Waharoa (Matamata) Aerodrome.

Content

Background

The Committee has been systematically working through the current management plan (adopted in 2010) identifying issues to be updated or addressed in a review of the plan.

This has included a number of workshops and the setting up of a Technical Working Party to progress with the review.

Staff will present an update on progress.

Issues

Capacity

At the previous meeting of the Waharoa (Matamata) Aerodrome Committee, staff indicated that the Technical Working Party does not currently have the capacity to produce a draft reserve management plan without external assistance. It was agreed that the bulk of the work involved in producing the revised management plan including facilitation of consultation should be outsourced to progress work on the plan. The Technical Working Group met in February 2018 to discuss the outsourcing process. A Request for Proposals document has been developed. Staff will provide an update on this process.

Requirement for a Council Resolution

The Ngati Haua Claims Settlement Act 2014 empowers the Committee to “perform the functions of the administering body” under Section 41 of the Reserves Act 1977 “in relation to any review of the Reserve Management Plan (except for the functions of initiating any review or approving any management plan), which remain functions of the Council unless delegated to the committee”.

Although Council has indicated that it intends to review the reserve management plan it has not yet formally resolved to do so. In order for staff and/or the appointed consultant to progress with the necessary formalities as required by the Reserves Act (e.g. public notices etc.) a Council Resolution is required. The Committee may wish to recommend that Council resolves to formally review the management plan.

Attachments

There are no attachments for this report.

Signatories

Author(s)	Mark Naude Parks and Facilities Planner	
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Approved by	Susanne Kampshof Asset Manager Strategy and Policy	
	Manaia Te Wiata Group Manager Business Support	

Long Term Plan 2018-28 Update

Trim No.: 1988288

Item 7.2

Executive Summary

In January and February Audit New Zealand audited our Consultation Document (CD) for the Long Term Plan (LTP) 2018-28 and all the underlying information. The CD and all underlying information has now been approved by Council for public consultation.

Consultation will be open from 28 March to 29 April. From there a hearing will be held on 16 May (and 17 May if required) to hear from those submitters who would like to present to Council. Following the hearing Council will make decisions on all submissions received and the plan will be updated accordingly. Audit New Zealand will then complete a final audit of the Long Term Plan and Council will adopt the final plan on 27 June 2018.

Recommendation

That:

1. The information be received.

Content

Background

Long Term Plans

Under the Local Government Act 2002, Council has to set out its long term plans for the community. The Long Term Plan:

- identifies the key projects to take place over the next 10 years
- provides an overview of each activity Council will carry out and the services Council will provide for the next ten years
- determines how much this will cost and how Council will fund it.

The Long Term Plan must be adopted by 30 June 2018. The project timeline for a Long Term Plan is typically 14-18 months and involves staff across the whole organisation, Councillors and the community.

The Consultation Document (CD)

The CD provides an overview of the key issues Council is seeking community feedback on. It is intended to be a concise and simple basis for the general reader to gain a reasonable understanding of the Council's direction, how rates, debt, and levels of service might be affected by this, the issues Council is facing, what key projects are proposed, the financial strategy and how to have their say. The CD also points readers to the Council's website for more detailed information.

The CD will be the tool for engaging with the community during the consultation period and is now what Council needs to make as widely available as is reasonably practicable as a basis for consultation.

A copy of the CD will be tabled at the meeting.

Underlying information for the CD

Prior to adopting the CD, Council is required to adopt the information that supports it and make this underlying information available during the consultation process.

The supporting information for the CD consists of information about:

- Council, its structure
- its financial strategy
- its infrastructure strategy
- the district, population growth and its economy, and community outcomes
- the activity plans and activity group funding impact statements
- our processes to involve Maori in decision making
- significant assumptions that have been made in preparing the plan
- financial statements
- mandatory policies.

Issues

Maori participation in decision-making

This has been developed in collaboration with Te Mana Whenua Forum Mo Matamata-Piako (Forum) and has been informed by the review of the Forum Heads of Agreement. Traditionally it has included a description of the functions of the Forum updates on Treaty of Waitangi settlements and associated legislation including the Ngāti Hauā Claims Settlement Act 2014, and also how Council engages with local iwi/hapu on matters relating to resource management.

Recent changes to the Resource Management Act may see some changes to how council engage with iwi/hapu on RMA matters. The details of this text were confirmed with the Forum at its December meeting, along with the performance measure in relation to Iwi engagement.

Council proposals

In addition to financials, the CD sets out a number of specific proposals under the headings of the new community outcome themes that Council wants community feedback on:

- Economic Opportunities
- Vibrant Cultural Values
- Connected Infrastructure
- Environmental Sustainability
- Healthy Communities

In Vibrant Cultural Values section Council is proposing:

- Increasing funding for youth - proposing to provide \$10,000 each year of new funding to support the Matamata- Piako Volunteer Youth Ambassadors
- Increasing community grants
- Working with iwi - planning to work with individual Iwi to develop relationship agreements on how we will engage with each other. These will sit alongside Treaty of Waitangi Settlement agreements and other committees that Council administers or participates in.

Other documents

Council will also be consulting on the following documents:

- the Revenue and Financing Policy
- the Fees and Charges 2018/19
- the Rates Remissions and Postponements Policies
- the Development Contributions Policy.

Analysis

Legal and statutory requirements

There are an array of legislative requirements set out in the LGA 2002, the Local Government (Financial Reporting and Prudence) Regulations 2014 and Local Government Rating Act 2002.

Impact on policy and bylaws

The outcome of this process will result in new plans for Council to take effect from 1 July 2018. The LTP is the 'cornerstone' of the Local Government Act 2002 planning process.

Once adopted, the LTP will set the direction for Annual Plans and Annual Reports over the next three year cycle. There are statutory restrictions if Council wants to deviate from the direction established in the adopted LTP.

Communication, consultation and decision making processes

We are required to use the special consultative procedure as detailed in section 83 of the Local Government Act 2002 which states that the period of consultation must be not less than one month and we must provide an opportunity for persons to present their views in a manner that enables spoken (or New Zealand sign language) interaction between the person and Council.

LTP Communications plan

The communications plan includes a mixture of communication methods, including: print, individual/targeted communications, online, displays, face to face (e.g. market days, attending community meetings) and social media.

Submission from the Committee

The next meeting of the Committee is scheduled on 19 July, at which time the submission period will be finished.

The Committee may wish to consider making a submission. For example, the Committee may wish to support the proposals under the 'Vibrant Cultural Values' section of the CD or seek funding to advance the work programme.

If the Committee decides to make a submission, it may wish to delegate for the Chairperson or another Committee member to present any submission to Council at the hearing on 16 May 2018.

Consent issues

There are no consent issues.

Timeframes

Process	Start	Finish
LTP CD approved for consultation (and supporting information)	7 March 2018	7 March 2018
Submissions open	28 March 2018	29 April 2018
LTP hearing	16 May 2018 (17 May if required)	16 May 2018 (17 May if required)
Council adopt final LTP Rates struck for 2018/19	27 June 2018	27 June 2018
LTP in force	1 July 2018	30 June 2021

Contribution to Community Outcomes

The LTP contributes to all community outcomes. The community outcomes are set out in section 1 of the LTP and the contribution that each activity makes to the outcomes is outlined in section 6.

Community Outcomes are the outcomes that Council seeks for its community (required by legislation). Council has reviewed the community outcomes and its overall Vision for the LTP 2018-28 and the new vision and outcomes are set out below. These outcomes must be disclosed in the LTP.

Vision, Outcomes and Strategic Priorities 2018-28

Matamata-Piako – The Place of Choice Lifestyle. Opportunities. Home.

Enabling...

Connected Infrastructure	Economic Opportunities	Healthy Communities	Environmental Sustainability	Vibrant Cultural Values
Infrastructure and services are fit for purpose and affordable, now and in the future.	We are a business friendly Council.	Our community is safe, healthy and connected.	We support environmentally friendly practices and technologies.	We promote and protect our arts, culture, historic, and natural resources.
Quality infrastructure is provided to support community wellbeing.	Our future planning enables sustainable growth in our district	We encourage the use and development of our facilities.	Development occurs in a sustainable and respectful manner considering kawa/protocol and tikanga/customs.	We value and encourage strong relationships with iwi and other cultures, recognising waahi tapu and taonga/significant and treasured sites and whakapapa/ancestral heritage.
We have positive partnerships with external providers of infrastructure to our communities.	We provide leadership and advocacy is provided to enable our communities to grow.	We encourage community engagement and provide sound and visionary decision making.	We engage with our regional and national partners to ensure positive environmental outcomes for our community.	Tangata Whenua with Manawhenua status (those with authority over the land under Maaori lore) have meaningful involvement in decision making.

Strategic Priorities – What's most important?

We have identified some strategic priorities for Council to focus on first; these will be reviewed each year:

- *Planning for and providing affordable infrastructure that is not a limiting factor in our district's growth.*
- *Developing and implementing an economic strategy that encourages and supports economic growth in our district.*
- *Reviewing the provision and suitability of sporting and recreational facilities in the district.*
- *Supporting environmentally friendly practices and technologies.*
- *Building relationships with iwi and other groups within our community that represent our cultural diversity.*
- *Advocating for services on behalf of our communities.*

Financial Impact

i. Cost

Preparation of the LTP is provided for within existing budgets. The funding source for all the activities within the plan is set out in the Revenue and Financing Policy.

Attachments

There are no attachments for this report.

Signatories

Author(s)	Niall Baker Acting Senior Policy Planner	
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Approved by	Sandra Harris Senior Policy Planner	
	Don McLeod Chief Executive Officer	

Marae Underpass Update

Trim No.: 1988282

Item 7.3

Executive Summary

There is an underpass under the State Highway which is currently in a state of disrepair. Ngāti Haua Iwi Trust representatives have been in contact with NZTA. The members may wish to verbally update the Committee on the latest progress of these discussions and any works that have been undertaken.

Recommendation

That:

1. The information be received.

Content

Background

State Highway 27 adjoins the Raungaiti Marae entranceway. The latest measured traffic volume is 9,157 Average Daily Total (ADT) with a 20% of the volume being heavy vehicles. The speed limit in the vicinity of the Marae vehicle crossing is 100 km/h.

There is an underpass under the State Highway which has been in a state of disrepair. Ngāti Haua Iwi Trust representatives have been in contact with NZTA, this report seeks to update the Committee on the latest progress of these discussions.

Issues

There is an underpass under the State Highway which is currently in a state of disrepair. Ngāti Haua Iwi Trust representatives have been in contact with NZTA, the attached letter was provided at the last Committee meeting on the latest progress of these discussions.

It is understood that the main barriers for use of the underpass have been lighting and water that pools in the underpass. Vandalism has caused most of these issues. Council's records show that the underpass was built in approximately 1997, with the contract being managed by Council. It is Council's understanding that once built the underpass would become an NZTA asset and the marae would be responsible for the maintenance and operating costs of the underpass (i.e. power).

Analysis

Options considered

There are no options considered, the Marae is working with NZTA on this matter.

Analysis of preferred option

There are no preferred options.

Legal and statutory requirements

There are no legal or statutory issues.

Impact on policy and bylaws

There is no impact on policies or bylaws

Consistency with the Long Term Plan / Annual Plan

Not applicable.

Impact on Significance and Engagement Policy

This matter is not significant.

Communication, consultation and decision making processes

The Marae is working with NZTA on this matter.

Consent issues

Council staff are not aware of any consent issues at this stage.

Timeframes

No timeframes have been discussed by the Committee.

Attachments

- A. NZTA letter regarding marae underpass

Signatories

Author(s)	Sandra Harris Senior Policy Planner	
	Michelle Staines-Hawthorne Corporate Strategy Manager	
Approved by	Don McLeod Chief Executive Officer	



19 May 2017

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Tēnā koe Weka

Raungaiti Marae underpass

Further to our recent discussions, please find outlined below a summary of what is proposed to get the underpass outside Raungaiti Marae back into an operational state. The aim is for the underpass to be a more attractive option for residents, school children and Marae users wishing to cross State Highway 27 so that the number of pedestrians crossing over the highway is reduced, thereby improving safety for all concerned.

In addition to the underpass, we also briefly touched on the speed limit and issues with the Marae entrance. As discussed, while these matters are outside the scope of the current proposal, the Transport Agency is aware of them and will continue to consider options and seek to work with the Council, NHIT and the Marae to improve safety along this corridor. You also queried whether it was possible to install a bus shelter – as far as I am aware, the Transport Agency does not provide these facilities, however, I will investigate further.

Proposed works

1. Painting – the underpass will be painted in a standard neutral colour in the first instance. You have confirmed there is desire to develop a mural(s), design and location to be determined. We discussed the potential to protect the paintwork with graffiti guard and we undertook to investigate the cost and availability of this further. In terms of ongoing maintenance of the paintwork, it is noted that the Agency is unable to provide for the ongoing upkeep of any mural. For the base colour, however, any damage (e.g. graffiti) can be reported and corrected by the Transport Agency's contractors. Another option would be for the Marae to take on this responsibility with the Agency providing the appropriate paint.
2. Vegetation (residential side) – the contractors will remove the existing vegetation with the exception of the large harakeke. The existing silver birch trees may also be retained but trimmed and lifted – if necessary, however, (or if preferred by the Marae) they will be removed completely also. The area will have weedmat installed and be replanted and mulched – a list of the proposed species to be used is attached. All species are NZ natives as discussed.
3. Fencing (residential side) – the contractors will remove the existing fence and replace with a closed-board wooden fence, similar to that on the Marae boundary.
4. Lighting – it is proposed to install three vandal-proof lights within the underpass, with a floodlight at either entrance.

5. Drainage – following our discussions, Broadspectrum have investigated the pump situation further. They have identified that the pump is still in place but requires servicing. The Transport Agency will arrange for the pump to be repaired or replaced as necessary.

With the possible exception of the painting mentioned above, the ongoing maintenance will be undertaken by the NZ Transport Agency. Any issues should be reported to the relevant Contract Manager as soon as possible. As discussed, even the planting will be maintained by the Transport Agency due to health and safety requirements for working within the road reserve.

If you can confirm the above is satisfactory, including the list of proposed plants (attached), we will get on with ordering materials and arranging the work to be carried out. As discussed, no works are proposed within Marae grounds, however, the contractors may require some access. We are happy to discuss the proposal with Marae whānau and/or meet onsite if this is desired. Please let me know if you have any questions or amendments, otherwise I look forward to your confirmation and getting this project started.

Naku noa, nā

Jenni Fitzgerald
Planning & Investment Manager (Acting)

List of plant species proposed

Name	Botanical name
Karamū (shining karamu)	<i>Coprosma lucida</i>
Karamū	<i>Coprosma robusta</i>
Ti kōuka (cabbage tree)	<i>Cordyline australis</i>
Akeake	<i>Dodonaea viscosa</i>
Kānuka	<i>Kunzea ericoides</i>
Mānuka	<i>Leptospermum scoparium</i>
Ngaio	<i>Myoporum laetum</i>
Māpou	<i>Myrsine australis</i>
Akiraho (twiggy tree daisy)	<i>Olearia virgate</i>
Harakeke	<i>Phormium tenax</i>
Kōhūhū	<i>Pittosporum tenuifolium</i>
Kōwhai	<i>Sophora microphylla</i>

Item 7.3

Attachment A

Marae Entrance, Parking Arrangements

Trim No.: 1988284

Executive Summary

Safety issues at the Raungaiti Marae entranceway have been highlighted as an issue for the Committee's consideration. It has also been identified that there is not enough parking available for the Marae at times.

A preliminary study on the options of upgrading the entranceway and parking was completed and presented to the Committee on 28 May 2015, with further discussion at its August and November meetings.

At the August meeting committee members requested the staff further investigate option 1 - Parking on the north side of the proposed access road and as an alternative, parking on the state highway as proposed by the Soaring Centre was also discussed at the meeting that the option of shifting the power pole next to the entrance way should be investigated and prioritising the development of the entrance over developing further parking on the site.

At the November 2015 meeting the Committee requested staff mark out the proposed location of the entrances way for Committee members to view in February 2016. The marking of the entrance way and a site visit for Committee members was completed in February 2016. At the meeting in April 2016 Gary Thomson, Te Kaiwhakarite from Community Waikato also attended to assist with questions and discuss resources and support available in regards to funding opportunities.

This issue was considered by the Committee at each of the 2017 meetings. Discussion at the November 2017 meeting indicated Wharekai funding/feasibility study options are being investigated and consideration was being given to erecting an archgola over possible concrete apron beside wharekai which will give a big covered area. The carpark options are being included in this study.

No further work has been undertaken on this project by Council staff, who wish to confirm any further in-kind assistance or timeframes for development being proposed by the Marae.

Recommendation

That:

1. The information be received.

Content

Background

State Highway 27 adjoins the Raungaiti Marae entranceway. The latest measured traffic volume is 9,157 Average Daily Total (ADT) with a 20% of the volume being heavy vehicles. The speed limit in the vicinity of the Marae vehicle crossing is 100 km/h.

The road marking on the pavement in the surrounding area is marked for two single lanes, one in each direction, There is a marked right-turn bay for northbound traffic to enter the Marae and widening of 2.8m on the east side to allow left- turning traffic to turn into the Marae and be clear of south-bound traffic.

The access to the Marae building and other buildings is a narrow unsealed vehicle crossing off SH 27 on the southern boundary the Waharoa (Matamata) Aerodrome. This crossing is not wide enough for use by more than one vehicle at the same time.

The existing vehicle crossing is narrow and does not comply with current Matamata-Piako District Council and NZ Transport Agency standards. The current entranceway is not suitable to allow for safe traffic to enter the busy State Highway. There is also limited parking available on the site.

If the vehicle crossing is to be made safer, it has been recommended that the crossing be widened to allow for a separate entry and exit. The entranceway is also required to be sealed. Minor changes will also need to be made to the marking on SH 27. This involves the relocation of the right turn bay by some 4m to the north and deleting part of the painted median north of the crossing.

Separating the entrance and exit will allow right turning traffic to enter the property while a car is waiting to exit, a traffic movement which cannot occur with the present vehicle crossing.

A number of parking options were presented to the committee in May and August for their consideration and further discussed at the November meeting in 2015:

- Parking on the north side of the proposed access road

This area has a road length of 95m but about 74m are clear of any buildings. This can be set up for 45 degree parking (the usual angle) and 74 m can produce 20 carparks. This does require land from the Aerodrome Reserve to be utilised for the parking and access way.

- Parking on the north side of the existing road

This can be up to 74m in length and would accommodate 20 carparks. This length of parking involves fence relocation and tree stump removal this would also require land to be utilised from the Aerodrome Reserve.

- Parking on the south side of the existing road

There is a grass berm of about 7.4m wide between the Marae main building and the end of the fence that runs past the church. This berm would be reduced to 5.4m if the existing road was widened. This berm is some 55m length which can be set up for 45 degree parking and can cater for 15 carparks.

- Parking on the west side of State Highway 27

This would be the cheapest option but only provide 8 carparks. This requires the existing road berm to be used for parking and the underpass used to cross the State Highway.

- Parking by the church fence

Mentioned above is an internal road that is parallel to the highway. The distance between the boundary fence and the fence by the church is 13.3m of which there is about 6m of grass between the road and the church fence. This area is some 55m long which can be set up for 15 angle carparks. One negative with this option would be the manoeuvring and would need to be considered further.

- Soaring Centre alternative – parking along the state highway

At its meeting on 28 May, the Committee indicated that option one was the preferred option with consideration of moving two power poles which obstruct view for safety of vehicles exiting.

Following this staff undertook further consultation with Aerodrome users on the viability of this option as recommended in the previous report. The Soaring centre has advised that the proposed layout would block the glider exit and manoeuvring area at the rear of the closest large hangar. In order for this layout to be successful the area available for parking would need to be shortened to stop at the edge of the smaller square hangar, reducing the number of car parks that would be available with this design.

The Soaring Centre suggested an alternative option of parking along the front boundary of the aerodrome, staff advised that this option was unlikely to be acceptable to NZTA, this was confirmed at the November Committee meeting.

Issues

At the August 2015 meeting committee members requested the staff further investigate option 1 - Parking on the north side of the proposed access road and as an alternative, parking on the state highway as proposed by the Soaring Centre was also discussed at the meeting that the option of shifting the power pole next to the entrance way should be investigated and prioritising the development of the entrance over developing further parking on the site.

At the November 2015 meeting the Committee requested staff mark out the proposed location of the entrances way for Committee members to view in February 2016. The marking of the entrance way and a site visit for Committee members was completed in February 2016.

Preferred option – Parking on the north side of the marae entrance

Staff prepared a further plan and estimate based on the preferred option identified at the August Committee meeting. Maps and cost estimates were provided in November 2015 for consideration.

The proposal shows the reduced parking area to allow continued manoeuvring of aircraft in the adjacent hangars and the fencing is set back approximately 2 metres from the nearest hangar to ensure that this area can still be accessed for maintenance.

In order to reduce costs the proposal does not include a splitter island or any road markings directing vehicles (other than the vehicle entrance) or parking layout. This would mean that the parking area will be 'open' and parking configurations managed by the Marae as they do now with their current parking spaces.

Shifting the power pole

As requested at the August 2015 meeting, Staff contacted PowerCo and Northpower regarding the options and costs for shifting the power pole to improve the sight lines for vehicles turning right out of the Marae entranceway. This option plus costs were discussed by the committee in 2016, however the cost was viewed to be prohibitive when weighed against the small benefits in sightline improvement gained from shifting the power pole.

Underpass

It is understood that the main barriers for use of the underpass are lighting and water that pools in the underpass. Vandalism has caused most of these issues. Council's records show that the underpass was built in approximately 1997, with the contract being managed by Council. It is Council's understanding that once built the underpass would become an NZTA asset and the marae would be responsible for the maintenance and operating costs of the underpass (i.e. power).

Analysis

Options considered

The Committee could continue with the preferred option or consider an alternative option.

Analysis of preferred option

There are no preferred options.

Legal and statutory requirements

If some of the land from the Aerodrome is to be used for a new access way or car parking, a legal agreement would need to be developed to formalise this matter.

Impact on policy and bylaws

There is no impact on policies or bylaws

Consistency with the Long Term Plan / Annual Plan

This project has not been identified in Council's Long Term Plan or Annual Plan 2017/18

Impact on Significance and Engagement Policy

The Aerodrome is identified as a significant asset and therefore any formal or legal agreements around the land would have to be carefully considered and may require further consultation.

Communication, consultation and decision making processes

Initial informal consultation has been completed with the NZ Transport Agency around the entranceway and State Highway requirements but any final design to the entranceway and State Highway would need to be formally approved by the NZ Transport Agency.

The committee may wish to undertake further consultation with stakeholders from both the Aerodrome users group and the Marae prior to settling on a final option.

Consent issues

A Resource Consent is required for parking and changing the vehicle entrance way. Advice from the Council Planners is as follows:

The activity of providing parking for a Marae within the subject property triggers resource consent under the following rules:

- 2.2.6.3 – Marae, Wharehenui and housing developments where there is no Iwi Housing and Marae Development Plan or where the development is not in accordance with an approved Plan = Discretionary activity
- 2.2.7.2 – Activities (excluding buildings) on public reserves not provided by a Management Plan approved under the Reserves Act 1977, or by a Conservation Management Strategy under the Conservation Act 1987, or where there is no Management Plan = Discretionary activity.

The proposed vehicle entrance is unable to comply with the minimum separation distances required between other crossings and intersections. Therefore the following rule is applicable:

- 9.1.2(ii)1.4 - An existing vehicle crossing that changes in character, scale, or intensity of use or a new vehicle crossing:
 - Meeting the performance standards in 9.1.2(iii)(a)(i)–(iv); and:
 - There is no location anywhere along the site's frontage where the performance standards in 9.1.2(iii)(a)(v) can be met; and:
 - The vehicle crossing is not associated with a new subdivision.

It is assumed that the final layout of the parking area will demonstrate compliance with the minimum dimensions in the Development Manual in respect of the individual parking spaces and manoeuvring areas.

Potentially affected parties:

- NZTA in respect of the entranceway and potential traffic safety/efficiency effects.
- MPDC as the requiring authority for the designation. Approval is required from the requiring authority to undertake an activity not provided for under the designation.

- Occupiers of the two aerodrome sheds located directly adjacent to the new parking area. It is noted that additional aerodrome occupiers may be identified once final plans are provided and a site visit has been undertaken.

Timeframes

No timeframes have been discussed by the Committee.

Financial Impact

i. Cost

Estimated costs for the preferred option have been summarised below excluding GST. It should be noted that these estimates were prepared in 2015 and may now be out of date.

Project options	Entrance way and parking	Entrance way only	Parking only	Resource Consent	Total
One project	55,792	-	-	2,000	57,792
Staged project	-	38,676	28,077	2,000	68,753
Vehicle entrance only	-	38,676	-	2,000	40,676

Project costs

These have been broken down in to the following two options:

- Completing the entrance and parking work as one project
- Staging the project, with completing the vehicle entrance way first and the parking as a subsequent project

Committee members should note:

- Prices are exclusive of GST
- Prices are estimates only, based on the best information Council staff have at this time, actual costs would not be known until the project was tendered.
- Estimates were calculated in October/November 2015. Costs may increase over time and if the project does not proceed for any length of time revised estimates should be sought.

Estimated costs to complete the entrance and parking work as one project

Item	Description	Unit	Qty	Rate	Amount
5.0	Site Clearance				
5.1	Clearing and grubbing (Removal of 600 mm dia. tree stumps-15 Nos, and Removal of trees (450mm dia. 1 No, 400mm dia. 4 Nos, 300mm dia. 1 No)	LS	1	18000.00	18000.00
	Relocate the existing fence as indicated on the drawing	m	80	25.00	2000.00
6.0	Earthworks				
6.1	Excavation for the parking area and entranceway. Cut to waste.	m ³	250	15.00	3750.00

6.2	Excavation for the parking area and entranceway to be used for filling holes resulting from removal of tree stumps. Cut to Fill.	m ³	15	20.00	300.00
7.0	Pavement Construction				
7.1	Supply, spread and compact granular material of CBR >=10	m ³	154	45.00	6930.00
7.2	Supply, spread and compact WHAP40 Basecourse.	m ³	110	100.00	11000.00
8.0	Sealing				
8.1	Prepare surface, supply spray 180/200 Bitumen, spread and roll a) two coat grade 3 and 5 chipseal to road.	m ²	70	10.00	700.00
8.2	Supply, spread and compact AP20 (1 cu.m per 40 sq.m)	m ²	665	3.00	1995.00
9.0	Other Services				
9.1	Relocate the Fire Hydrant to a place as directed by the Engineer. Rate shall include cost of removal and installation.	LS	1	500.00	500.00
9.2	Relocate the 6.0m long existing benches (2 Nos) to a place directed by the Engineer	LS	1	500.00	500.00
9.3	Removing the existing markings for Right Turn Bay and remarking the RTB appropriate for the proposed entranceway.	LS	1	500.00	500.00
9.4	Preliminary and General	LS	1	5000.00	5000.00
9.5	Contingencies	%	10	46175.00	4617.50
Improvements to Marae Entrance (excluding GST)					55,792.50

Staging the project Stage 1 – vehicle entrance

Item	Description	Unit	Qty	Rate	Amount
5.0	Site Clearance				
5.1	Clearing and grubbing including Removal of tree stumps-600mm dia.- 4 Nos, 900 mm dia.- 9 Nos and 1200mm dia.-10 Nos, and Removal of trees 600mm dia.-2 Nos, 400mm dia- 4 Nos & 300mm dia.-1No	LS	1	16500.00	16500.00
5.2	Relocate the existing fence as indicated on the drawing. Rate shall include the cost of additional material if required.	m	80	25.00	2000.00
6.0	Earthworks				
6.1	Excavation for the entranceway. Cut to waste.	m ³	74	20.00	1480.00
7.0	Pavement Construction				
7.1	Supply, spread and compact granular material of CBR >=10	m ³	42	70.00	2940.00
7.2	Supply, spread and compact WHAP40 Basecourse.	m ³	32	120.00	3840.00
8.0	Sealing				

8.1	Prepare surface, supply spray 180/200 Bitumen, spread and roll a) two coat grade 3 and 5 chipseal to road.	m ²	210	15.00	3150.00
9.0	Other Services				
9.1	Relocate the Fire Hydrant to a place as directed by the Engineer. Rate shall include cost of removal and installation.	LS	1	500.00	500.00
9.2	Removing the existing markings for Right Turn Bay and remarking the RTB appropriate for the proposed entranceway.	LS	1	500.00	500.00
9.3	Project management, Design, Supervision, Health and Safety and Traffic Management	LS	1	4250.00	4250.00
9.4	Contingencies	%	10	35160.00	3516.00
Improvements to Marae Entrance (excluding GST)					38,676.00

Staging the project Stage 2 – parking

Item	Description	Unit	Qty	Rate	Amount
5.0	Site Clearance				
5.1	Clearing and grubbing	LS	1	1000.00	1000.00
6.0	Earthworks				
6.1	Excavation for the parking area and entranceway. Cut to waste.	m ³	184	20.00	3680.00
6.2	Excavation for the parking area and entranceway to be used for filling holes resulting from removal of tree stumps. Cut to Fill.	m ³	10	20.00	200.00
7.0	Pavement Construction				
7.1	Supply, spread and compact granular material of CBR >=10	m ³	111	70.00	7770.00
7.2	Supply, spread and compact WHAP40 Basecourse.	m ³	83	120.00	9960.00
8.0	Sealing				
8.1	Supply, spread and compact AP20 (1 cu.m per 40 sq.m)	m ²	555	3.00	1665.00
9.0	Other Services				
9.1	Relocate the 6.0m long existing benches (2 Nos) to a place directed by the Engineer	LS	1	500.00	500.00
9.2	Project management, Design, Supervision, Health and Safety and Traffic Management	LS	1	750.00	750.00
9.3	Contingencies	%	10	25525.00	2552.50
Construction of Additional Parking Space (excluding GST)					28,077.50

Power pole costs

The total estimated cost for works to shift the power pole is approximately \$18,696 excluding GST. Usually when shifting poles Power Co funds the cost of materials for the work. Powerco sent through a letter of offer (circulated at the November 2015 meeting) setting out the contribution that would need to be made to shifting the power pole of \$12,697 excluding GST which would need to be funded.

Resource consent costs

The Resource Cost costs of Council are approximately \$1,500 and unlikely to exceed \$2,000. However this is on the basis that all affected party written approvals are obtained and no further information is required. If affected party approvals cannot be obtained then costs will be greater than this, as the consent would potentially need to be limited notified, and if affected party agreement cannot be reached a hearing on the consent application would need to be held.

ii. Funding Source

Council

Council does not have any funding for this project identified for this project. As part of the settlement negotiation there was no agreement on who would have responsibility for funding for this project. Council has contributed in kind, with staff time preparing plans and estimated of costs for this project.

Council will be consulting on its Long Term Plan in March/April 2018 – further details are set out in a separate report to the Committee, the Ngāti Haua Iwi trust may wish to consider making a submission to this process for funding.

Council Resource Consent Grant

Council has set aside funding to assist non-profit community organisations to fund the costs of resource consent applications. The Ngāti Haua Iwi Trust may be eligible to apply for funding from this grant to assist with resource consent costs.

Applications can be made at any time, with a maximum of \$5,000 to be granted to each community group per project. The funding only covers the costs associated with Council fees to process resource consents. Any reports or consultants fees that the community group incurs as part of preparing their application will not be covered by the grant.

The group must be a non-profit community organisation and should:

- have a high ratio of volunteers to paid employees
- have a high degree of public access to the organisation
- primarily be funded from grants, donations, subscriptions or similar and not from fees, charges or funding from central government

Applications must meet the following criteria:

- the resource consent application must be for an activity within the Matamata-Piako District
- the project must have no commercial aspect, and must clearly demonstrate community benefit
- the group must have a business plan setting out in sufficient detail the proposal, timeline, long-term plans, confirmed and potential funding sources and any other relevant information for the project.

Lotteries

Council staff have also identified a Lottery Marae Heritage and Facilities grant (Te Tahua Marae Tuku Iho Me Nga Whakaurunga).

Some funding is potentially available for car parking and fencing that meet the rest of the funding criteria. However, the Lottery Marae Heritage and Facilities Committee does not fund carparks and roading outside the land boundary on which the project is situated, and groups are expected to source at least 1/3 funding themselves.

Further information on the above and other lotteries grants can be found at <http://www.communitymatters.govt.nz/Funding-and-grants---Lottery-grants---Lottery-Marae-Heritage-and-Facilities>

Community Waikato

Community Waikato was established to provide practical support to social services organisations. Its work is the provision of capability and capacity strengthening services. Community Waikato works with and for tangata whenua, community and voluntary social service, health, education, disability, community development, culture & heritage, and environmental organisations in the Waikato region.

The Advisory team provides one-to-one advice, support and information on governance, management, strategic and operational planning, employment, resource development, legal structures, policy development, financial systems and funding, planning new services, projects and events and the myriad of other issues that come up for community groups. It tailors support and training to fit the needs of the organisations. We work with management and staff, volunteers and/or the board.

Gary Thompson, Te Kaiwhakarite for Community Waikato was invited to join the committee members to discuss the resources and support Community Waikato may be able to offer the Marae.

Gambling charity grants

Grants may also be available from the following organisations that operated within the Matamata-Piako District:

- Grassroots Trust Limited
- New Zealand Community Trust
- Pub Charity Limited
- The Lion Foundation

Trust Waikato

Trust Waikato donates money to community organisations and projects that focus on welfare, sport, recreation, youth, art, culture, and the environment, for the benefit of people in the Waikato region. Funding may be available from the trust to assist with costs. Further information can be found at <http://www.trustwaikato.co.nz>

Attachments

There are no attachments for this report.

Signatories

Author(s)	Sandra Harris Senior Policy Planner	
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Item 8.1

	Michelle Staines-Hawthorne Corporate Strategy Manager	
Approved by	Don McLeod Chief Executive Officer	