

Papamoa Residents and Ratepayers Association

I would say most residents in the Papamoa area are conservative and want consistent, honest local body leadership using common sense and logic. They are generally contented and happy, and overlook many of the strange decisions from the Tauranga City Council.

BUT

We do not like **mock consultation**, ie talking to the community and calling it consultation after the plans have been fully developed and when it is too late to change the direction of the ship.

We also do not like **no consultation** and the associated strange results.

Our community is a valuable asset to the Tauranga City Council but generally their knowledge is ignored.

Our community is knowledgeable and would like to be in the steering committees when an idea is a kernel with the Tauranga City Council.

After all, the real knowledge of local conditions and what works and does not work lies with our local people and communities and not always in the silos of the council.

The Papamoa Ratepayers and residents Group is a good place to start. We represent the local people.

Here is a list of poor consultations to start with.....

No Consultation

Street Lights move to LED



Here we go again! From the distinctive Bell to what looks like a shovel.

There are retrofit LED kits on the market that can replace the sodium bulbs in the stainless steel bell street lights without having to chop off the bell and stick on a grey plastic "shovel".



Before



After

- Street lighting
- LED lighting with a loss of some of the different designs of the different subdivisions.
- What do you think?



No Consultation

Removal of Tsunamis Refuge Mounds



Diggers remove the stockpiled fill in Golden Sands in December. Photo / Andrew Warner

Plans for a new tsunami refuge in Pāpāmoa East have been abandoned.

Over summer Tauranga City Council had removed a mound of dirt fill it had stockpiled for the high-ground evacuation refuge at the intersection of The Boulevard and Golden Sands Dr.

The mound had been there for more than a year after being collected during the Te Okuroa Dr build.

Thankyou BOP Times.

Mock Consultation

Wairakei Stormwater Reserve

Royal Palm Beach Estate to Gravatt Rd

This area was created by the developer and in the early years was maintained by the community. It is peaceful, our only parklands in Papamoa and looks great with the openness.

The planting and further planting of wetland bushes around this reserve in the Palm Beach area is unwanted and being done under dubious reasoning. The majority of the residents want the planting stopped, that which was put in removed, and the area to stay as it is.

Boffa Miskell working for the TCC have come up with a plan to change the look and fabric of this area. They say they consulted fully and there is a large list of meetings in their document. However the only meeting they had with the residents was during a meeting of the PRRA where we were told what we were going to get and even then it was not really clear as so much information was given out in a such a short time.

All this is being driven by a flawed document subtitled “ A Comprehensive Stormwater Consent covering the Papamoa Catchment” made in 2015.



Imagine this with 1.5 m high wetland plantings around the edge!!!!

Mock Consultation

6.1.2 Area 2a – Royal Palm Beach Estate to Gravatt Road (Boffa Miskell document)

The existing highly manicured park environment in Area 2a is wider than in Area 1, and has visual connectivity with the coast at Harrisons Cut. This area is dominated by exotic plants and the private gardens occasionally extend into the reserve. The reserve has a high level of surveillance from adjacent private properties and a high proportion of permeable fencing. Council reserve maintenance and planting is actively supplemented by neighbours.

An indigenous riparian margin and wetland planting in the ponds is absent, so there is little aquatic habitat for fish entering the reserve from Harrisons Cut. In particular, there is no habitat for whitebait spawning. Mowing to the water's edge reduces amenity and water quality.

The lack of a defined pond edge, or pond edges becoming submerged when water levels are high, presents a public safety hazard.

There is stormwater-related interpretation material in this area of the reserve but no cultural recognition of the coastal connection or adjacent urupa. Where it runs parallel to Santa Barbara Drive, the reserve has sightlines to Papamoa Hills and Mangatawa, but no interpretation of these views.

Vegetation Management:

- Along all pond margins, short stature wetland and lake margin planting will provide whitebait spawning areas and fish habitat, and reduce mowing impacts.
- Landward of marginal planting, a band of short amenity plants will provide an interface with mown areas.
- Planting will extend to adjacent wet areas and areas that are periodically submerged so mowing is required only on dry grass.

Cultural Recognition:

- A cultural interpretation panel at the Harrisons Cut outlet structure can describe the glass eel migration and importance of coastal connections.
 - A cultural recognition element at Papamoa Beach Road could acknowledge the connection with the urupa and historical events in the Harrisons Cut area.
- Ecology:
- Options for improving fish passage through the pond outlet structure will be investigated.
 - The feasibility of daylighting the pipe connection between Papamoa Beach Road and the base of the outlet structure to improve fish passage will be investigated.

Mock Consultation

Bayfair Underpass DISASTER !!!!

In Nov 2019 the BUA had a full day meeting with NZTA on the options to keep an underpass at Bayfair. Option 5 below was considered a possibility and came in on budget. NZTA left the meeting to fully cost the Option. 3 months later we have had no costings or decision. What can possibly take so long???

NZTA is dragging its feet. At this rate it will be too late to build. Possibly a deliberate ploy. The Mayor was to update us tonight.

Option 5: Extend existing underpass and provide a new SH2 bridge span



Mock Consultation

TCC Proposed Recycling Flowchart



Supplier



Retail



Home



Landfill

TCC Glass kerbside pickup
Cost \$26/household.
Proposed kerbside recycling pickup
will cost \$250 - \$400 per ratepayer.

Revealed: New Zealand's
recycling plastic waste
'poisoning' Indonesian
villages.
China - previously the top
recipient - imposed a ban on
waste imports .



MRF 20 %
contaminated



MRF Materials Recovery Facility



Homeowner must pick up the additional cost for recycling pickup.
Traditional thinking. – no real minimisation of waste. What is the business case?

Mock Consultation



Recycling is good. But why do we the ratepayers have to pay for it. And this will increase our rates by \$250 - \$400 per year.

We are being told that local council pick up of all the recycling is “Best Practice”. Mixing in paper, glass, cans, all types of plastics into one plastic bin and then taken to a MRF which will then separate out all the paper, glass, cans and plastics and contaminate 20% of the usable recycling material.

What a waste of effort and your ratepayer dollars.

This is not a business TCC should be involved in. Show us the business case.

Domestic rubbish is less than 20% of all rubbish going to the landfill.

We can only recycle plastics 1 & 2, some glass, steel and aluminium. We used to have roadside free collection of paper.

So for plastics 4,5 6,7 they will be bundled and sent straight to the dump or shipped overseas to be burnt.

Nelson recently has decided to only pick up plastics 1 & 2.

Lets be different in Tauranga, for example, encourage consumers to return their empty containers back to the supplier to pass back up the chain to the manufacturer.

No Consultation

Chip Seal over Hot Mix roads.



STREETS AFFECTED BY CHIPSEALING APRIL 2019

Excerpt from letter from Chris Phayer to TCC expressing the frustration over the lengthy process to get a resolution

Hi Phil, Cr. Morris and Mr Grenfell

It is becoming very difficult to know where to start with communications to Tauranga City Council, essentially due to the fact that we residents (ie your clients and funding body) seem to be having to “drive the bus” as well as “pay the fares”. I sincerely hope you can appreciate and understand our extreme frustration with this matter, which is growing again now, in the apparent absence of reasonable and timely actions being taken by TCC.

This matter has been ongoing for far too long and it feels that we are being ignored. We met at the end of November and, from your own notes of the meeting, we had an understanding of a resolution being not far away (see email threads below which are just some of those exchanged in the last 12 months).

We chased before Christmas to be told that your consultants were not delivering their report as promised and that a resolution before Christmas was no longer possible.

We have waited and waited and waited but there is still no progress being reported by TCC and we have still yet to see the Engineer’s report.

At our meeting on 29 November 2019, we were reminded of the Defects Liability Period (DLP) for construction contracts (in this case being 12 months and which is now expired) and were informed that TCC would be aiming at repairs being planned for completion by 31 March 2020, essentially due to workloads of council and contractors.

Today is 9 February 2020 and we have heard nothing more since the email below dated 16 December 2019. Not so much as “update” even.

And the list continues.....

Complete essential roading infrastructure. There may be an anti-car lobby in the TCC but roads are all we have at present, and roads will be required in the future regardless of words like work from home, autonomous, self drive, and for every driver we move into an alternative transport modes, buses , E biking, walking, ---- another driver will take their place on the road such is the growth of Tauranga. Make the roads we have, more efficient, remove the bottlenecks, eg make 4 lane Turret Road bridge, manage the major intersections better. Promote ride sharing, it all helps. But if the population keeps on increasing so will the traffic.

Locally in Papamoa, we need upgrades on our major road, Papamoa Beach Road to a modern safe standard. Over 13,000 vehicles per day travel on this road. It now has reached the threshold to be sealed in hot mix and channelled at the same time.

Why was Te Okuroa Drive made as a very tight 2 lane road with inconsistent design when it will become a major thoroughfare?

Zone more land for large areas of open space and parks in the new subdivisions. Then do not sell the land later. Become visionary for the future. Plant trees and create a place to get away from the 400m2 and getting smaller section.

Build the **BOP Museum** in Papamoa.

Safer cycle lanes & E Bike highways which are separated from the traffic. A bad example is Te Okuroa Drive. Cyclists are designated second rate citizens.

**We all liked Tauranga the way it used to be.
That is why we all came here. Let's get
smarter and work together to get that
balance back again.**

Inclusion works.

Talk to the locals.

Philip Brown pbbihug@gmail.com