



**I give notice that
a Fences, Roothing, Reserves & Dogs Committee Meeting will be held
on:**

Date:	Tuesday, 5 December 2017
Time:	10.00am
Location:	Council Chamber 107 Heuheu Street Taupō

AGENDA

MEMBERSHIP

Chairperson Cr Barry Hickling
Deputy Chairperson Cr John Williamson

Members Cr John Boddy
Cr Anna Park
Cr Maggie Stewart
Mayor David Trewavas

Quorum 3

**Gareth Green
Chief Executive Officer**

Order Of Business

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3.1 FENCES, ROADING, RESERVES & DOGS COMMITTEE MEETING - 3 OCTOBER 2017

Author: Tina Jakes, Democracy & Community Engagement Manager

Authorised by: Brian Fox, Group Manager: Corporate and Community

RECOMMENDATION(S)

That the minutes of the Fences, Roothing, Reserves & Dogs Committee meeting held on Tuesday 3 October 2017 be confirmed as a true and correct record.

ATTACHMENTS

1. **Fences, Roothing, Reserves & Dogs Committee Meeting Minutes - 3 October 2017** 

4.1 LICENCES TO OCCUPY- CBD STREETSIDE DINING

Author: Ella Howie, Solicitor - Property

Authorised by: Brian Fox, Group Manager: Corporate and Community

PURPOSE

The purpose of this report is for the Committee to make a decision on the granting of new licences to occupy public space in the CBD for outdoor dining.

EXECUTIVE SUMMARY

Existing licences to occupy public space in the CBD for outdoor dining were granted on 1 December 2014 and expire on 30 November 2017. A decision is required from the Committee to grant new licences to occupy for outdoor dining.

A recent market valuation undertaken suggests all existing licence fees are below market rent.

Officers have received competing applications from Café Baku and Dixie Browns, for the blister island outdoor dining space near Colonel Roberts Reserve currently licenced to Dixie Browns.

This report recommends that new three year term licences are granted to licence holders listed in Attachment One and that rent is adjusted by inflation for the previous three year licence term. This approach will support CBD business owners and ensure that the vibrant outdoor dining experience continues in a well managed way.

This report also recommends that Dixie Browns is granted a new licence to occupy for the blister island space, continuing the status quo.

RECOMMENDATION(S)

That the Fences, Roading, Reserves & Dogs Committee agrees:

1. To grant new Licences to Occupy for outdoor dining on the following terms:
 - (a) Licence term of three years commencing on 1 December 2017;
 - (b) Licences to be granted to the businesses identified in Attachment One and additional CBD businesses who apply for a licence where the proposed licence area is suitable;
 - (c) Licence fees are to be the current rental fees adjusted by inflation for the period from the fourth quarter of 2014 to the third quarter of 2017.
2. To grant Dixie Browns a new licence to occupy for the blister island space currently occupied by it, and to decline the competing licence application from Café Baku.

BACKGROUND

The existing licences to occupy which are due to expire on 30 November 2017, were granted pursuant to the 25 November 2014 Council resolution:

TDC201411/14 RESOLVED

1. *That the Licences to Occupy for a term of three years commencing on 1 December 2014 be granted to holders identified in the schedules attached to the Officer's report [A1061407 and A1377799] and additional CBD businesses who apply for a licence where the proposed licence area is suitable, with current rental fees to be adjusted by inflation from 1 December 2013.*
2. *That the Mayor and Chief Executive be delegated the authority to execute the final documents on behalf of Council.*

Cozens/Jollands

Prior to the 2014 Council resolution above, licences were granted for a term of one year.

The blister island space currently occupied by Dixie Browns was originally occupied by Friends Cafe. After Friends Café left, the space was vacant for roughly 6 months. Dixie Browns then applied to occupy the vacant space and was granted a licence to occupy for the area in September 2016.

DISCUSSION

Granting of new licences

The Council Street Trading Policy permits restaurant dining within 1 meter from the dining premises without a licence. Any seating further than 1 meter requires a licence from Council. This system appears to be working well as it enables all dining premises the opportunity to have outside side dining in a fair and reasonable way.

The existing licences have worked well for Council staff and business owners. The expiry of the existing three year term licences presents the opportunity to review the new licence terms.

The terms of the licence ensure that there are clear parameters in which the business owners can operate. These parameters are set to ensure that there is still adequate space (2 meters) for pedestrian access. This enables Council staff to regulate unauthorised use of the CBD footpaths. Outdoor dining licences create vibrancy in the CBD with alfresco dining occurring in appropriate places throughout the CBD.

An independent valuation of the market rental for outdoor dining licences was carried out by Key Valuers Ltd in October 2017- refer financial considerations section of this report. The current licence fees are below market rent and there is therefore scope to grant the new licences with increased licence fees.

The Committee need to consider the risk that this may discourage business owners from having outdoor dining. For this reason, it is recommended that the Committee adopt a subsidised approach whereby the current fees are increased by inflation for the previous three year licence term. This is considered to be the most palatable option for licence holders, ensuring vibrant outdoor dining continues and Council receives financial return for the occupation of public space.

Based on the above information, there are considered to be three main options:

1. Grant new three year term licences with fees increased by inflation- ***preferred option***.
2. Grant new three year term licences with fees increased to market rent.
3. Grant new three year term licences with fees decreased by a percentage to be determined by the Committee.

Competing applications for blister island space

The owner of Dixie Browns has explained that:

- The space is working really well for them, they really value the licence and would like to keep the licence;
- They have invested in barriers and additional furniture for the blister island space and would be disappointed to lose the space;
- They have never had issues with the area and stick to the rules;
- They have 2 full time staff catering the space;
- They are concerned that they may now lose the space to Baku;
- They operate for longer hours than Cafe Baku;
- It would not work for them to share it the space with Cafe Baku as there is not enough space;
- It would not work with them if Café Baku had the space one year and they had it the next as they would have nowhere to store their furniture and barriers;
- Opening hours are normally 6am to 10pm.

The owner of Café Baku has explained that:

- They would like to occupy the space currently occupied by Dixie Browns;
- The space is closer to their business;
- Their opening hours are 6am to 4pm;
- They would be interested in sharing the space with Dixie Browns and have approached Dixie Browns but have not heard back.

At present, there is not enough blister island space to create an additional licence to occupy area. Existing car park spaces are also highly valued by the community. Dixie Browns are currently going through the process to obtain a liquor licence for the blister island space.

For the competing applications from Café Baku and Dixie Browns, there are considered to be three main options:

1. Grant Dixie Browns a new licence for the space it currently occupies- **preferred option**;
2. Grant Café Baku a new licence for the space currently occupied by Dixie Browns;
3. Decline to grant both Dixie Browns and Café Baku a licence for the blister island space.

OPTIONS

Analysis of Options- granting of new licences to occupy

Option 1. Agree to grant new three year term licences with fees increased by inflation- **preferred**

Advantages	Disadvantages
<ul style="list-style-type: none"> • Current outdoor dining experience and atmosphere can continue in a well managed way. • Business owners are not restricted by large and unpredicted increased in licence fee. • Small increased financial return for Council. 	<ul style="list-style-type: none"> • Opportunity loss for greater financial return.

Option 2. Agree to grant proposed new licences with fees increased to market rent

Advantages	Disadvantages
<ul style="list-style-type: none"> • Council will receive increased revenue. • Licence fees will align with market rent. 	<ul style="list-style-type: none"> • Financial impact on CBD businesses. For many this may seem unaffordable. • Potential loss of CBD outdoor dining vibrancy at a cost to the public and business owners. • CBD business owners are likely to view the decision as unsupportive. • Business owners may view the decision as unfair as they don't have time to prepare for the fee increase.

Option 3. Agree to grant proposed new licences with fees decreased by a percentage to be determined by the Committee

Advantages	Disadvantages
<ul style="list-style-type: none"> • Holders of outdoor dining licences supported and satisfied. • Outdoor dining experience encouraged. 	<ul style="list-style-type: none"> • Financial loss to Council. • Licence fees will be further from market rental rate. • Inconsistent Council approach to charge 'market rent' for commercial activities.

Analysis of Options- competing applications from Cafe Baku and Dixie Browns for blister Island space

Option 1. Grant Dixie Browns a new licence for the space it currently occupies- **status quo and preferred**

Advantages	Disadvantages
<ul style="list-style-type: none"> • Status quo is continued. • Dixie Brown's will be happy to continue to 	<ul style="list-style-type: none"> • Café Baku will be disappointed.

occupy the space. • Dixie Brown's has longer opening hours so the space will receive greater use.	
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Option 2. Grant Café Baku a licence for the space currently occupied by Dixie Browns

Advantages	Disadvantages
<ul style="list-style-type: none"> • Café Baku will receive the benefit of using the space. 	<ul style="list-style-type: none"> • Dixie Browns will be disappointed to lose the space they have invested in. • The space would only be used during Café Baku's opening hours of 10am to 4pm.

Option 3. Decline to grant both Dixie Browns and Café Baku a licence for the blister island space

Advantages	Disadvantages
<ul style="list-style-type: none"> • Increased open public space. 	<ul style="list-style-type: none"> • Both business owners will be disappointed. • Loss of outdoor dining vibrancy. • Loss of income for Council.

Analysis Conclusion:

Granting of new licences to occupy

The preferred option is Option 1 which is effectively continuing the status quo for another three years with licence fees increased by inflation. The preferred option is considered to be the most balanced and beneficial option for both Council and the Licence holders. The vibrancy of the CBD can continue in a well managed way while Council can continue to receive some financial return from the occupation of public space.

Competing applications from Cafe Baku and Dixie Browns for blister Island space

The preferred option is to continue the status quo and grant Dixie Browns a new licence for the existing space currently occupied by it. The current occupation of the area by Dixie Browns is going well, and given they have longer opening hours than Café Baku the space may receive greater use by the public.

CONSIDERATIONS

Financial Considerations

The rental rate for outdoor dining is currently charged at \$598.00 (inclusive of GST) per annum for the first 12 square meters then a further charge of \$11.50 (inclusive of GST) per square meter thereafter. Sizes of lease areas range from 12 square meters to 99.4 square meters, resulting in annual rentals ranging from \$598.00 to \$1,646.80 inclusive of GST.

Key Valuers Ltd undertook a valuation of the licence areas in October 2017. The market valuation looks at other methods used by Councils around New Zealand which vary in methods and rates such as:

- (a) no charge for occupied space;
- (b) charges dependent upon complying with Councils smoke free objective;
- (c) A "per table" rate;
- (d) There tier "set fee" system based upon size;
- (e) Per square meter rate for occupied space based upon a percentage of underlying land values;

The methodology adopted by Key Valuers Ltd uses a percentage return of 8% on the "averaged" value of the underlying land as sourced from the latest Rating Valuation information. Using this land value methodology, recommended licence fees are significantly higher than what is currently being charged.

If the market rental as assessed by Key Valuers Ltd, is applied to existing licences it would result in annual rentals ranging from \$1056.00 to \$8,747.00 inclusive of GST, or total rental income of \$73,882.00 plus GST.

Legal Considerations

Local Government Act 2002

The matter comes within scope of the Council's lawful powers, including satisfying the purpose statement of Section 10 of the Local Government Act 2002. The matter will enable the Council to meet the current and future needs of communities for good quality local public services. (i.e. efficient, effective and appropriate to present and anticipated future circumstances).

The licences would be subject to licence holders having all necessary food and alcohol consents for the outside dining.

The Committee has the power to grant licences to occupy road under the Local Government 1974 and pursuant to its terms of reference.

Policy Implications

The current policy on outside dining appears to be working well and it is therefore considered unlikely that a review of policy will be undertaken.

The CBD is classified as Commercial Environment under the District Plan, and covered under the Town Centre Environment section. No issues are raised in the District Plan on the proposed activity, and the granting of licences for outside dining would contribute towards Objective 3c.2.1 that the existing character and amenities of the Town Centre Environment are maintained and enhanced.

Risks

There are no significant risks associated with the recommended resolution as it will simply be agreeing to continue the current situation. Enforcement of licenced areas will enforce that adequate pedestrian access (2 meters) is maintained.

SIGNIFICANCE OF THE DECISION OR PROPOSAL

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;
- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016), and are of the opinion that the proposal under consideration is of low importance.

ENGAGEMENT

Consultation on the proposal has not been carried out. Licence holders are generally satisfied with the current licence fees, although there are a few that are put off by the fees. After Council have made a decision on the granting of new licences, licence holders will be contacted to see if they wish to apply for a new licence.




COMMUNICATION/MEDIA

Council's communication team will be notified of the decision and will arrange appropriate communication.

CONCLUSION

It is recommended that the status quo is continued and that the Committee agree to grant new licences to occupy for outdoor dining.

ATTACHMENTS

1. Outdoor dining licence list 
2. Outdoor dining- rental assessment 
3. Blister Island- map and photos 

4.2 LICENCE TO OCCUPY - MR WHIPPY AT WHAREWAKA

Author: Nathan Mourie, Senior Reserves Planner

Authorised by: Kevin Strongman, Group Manager, Operational Services

PURPOSE

To decide on offering a licence to occupy at Wharewaka for the purposes of operating a mobile shop.

EXECUTIVE SUMMARY

The owner of the Mr Whippy mobile shop has expressed a desire to pursue a licence to occupy at Wharewaka Reserve (Attachment 1). This is one of eight locations identified in the Tapuaeharuru Bay Lakeshore Reserves Management Plan as suitable for commercial activity.

RECOMMENDATION(S)

That the Fences, Roading, Reserves & Dogs Committee approves a three year licence to occupy for Alison and Richard Cunningham, trading as Mr Whippy, for Council administered land at Wharewaka Reserve, Taupō for the purposes of operating a mobile shop selling light refreshments including ice-cream, snacks and coffee.

BACKGROUND

The proposal has not been presented previously.

The Mr Whippy business was recently sold to a new owner. The previous owner had a concession to operate at Lakefront Reserve over the winter months (May to October) on the same site as the Gelato Cart operates over the summer months. This licence will end 31 October 2018.

This committee resolved to allow the Gelato Cart to operate at the Lakefront Reserve site year round once the Mr Whippy licence period ended. Consequently the new owner enquired if there were any other available sites which might be suitable for operation. There are two currently unoccupied commercial sites, one at Acacia Bay and the other at Wharewaka.

With the recent developments at Wharewaka and the extension of the walkway, this location has become more appealing as a viable commercial site and Mr Whippy have expressed a desire to operate from this site.

Wharewaka Reserve is a Recreation Reserve under the Reserves Act 1977.



Figure 1 – Wharewaka Reserve, Taupō

DISCUSSION

The new owners of the Mr Whippy business have indicated a strong desire to improve the image and professionalism of the operation. They have committed to a new, modern vehicle which would allow them to expand into further food items – namely healthier food options and barista style coffee.

Mr Whippy is a very well-known brand within New Zealand and if the operation is run well, should be an appropriate activity to carry out at Wharewaka Reserve.

The Reserve Management Plan allows for refreshments to be sold in this location as non-alcoholic beverages and/or food. The proposal to offer ice-cream, light snacks and coffee clearly fits within this policy definition.

The specific site is quite loosely defined in the management plan, and the development and road extension have opened up further areas of the reserve to vehicles. With this in mind it is anticipated that further discussions will be held with the operator to determine the most appropriate site within the reserve to operate from. As the reserve development is quite new and we are still assessing how the site might be used by the public over the summer, this may be something which is modified as the usage patterns become clearer.

It is proposed that as the activity is a new one for this area, the location is reasonably removed from the most popular Lakefront Reserve locations and nobody is quite sure how well the business may do in this location, that the initial licence fee is relatively modest. If the business is viable then it is intended that a rent review may be held after the first year.

Based on this information it is considered that there are two options – accept or decline the application to operate a mobile shop at Wharewaka Reserve.

OPTIONSAnalysis of Options

Option 1 – Approve the request to operate a mobile shop

Advantages	Disadvantages
<ul style="list-style-type: none"> • In line with legislation and council policy and plans • Would create another activity/attraction in the reserve • Modest rental return to Council • Semi-permanent occupation means that the site is under observation much of the time 	<ul style="list-style-type: none"> • May result in the potential for increased rubbish to be disposed of in the reserve

Option 2 – Decline the request to operate a mobile shop

Advantages	Disadvantages
<ul style="list-style-type: none"> • Keeps the reserve as a non-commercial location purely for public use and enjoyment 	<ul style="list-style-type: none"> • Somewhat contradicts the reserve management plan intent • Would deny users the opportunity to make use of the services offered

Analysis Conclusion:

The proposal seems to fit Council's intent for this reserve, and the business is well-known and likely to be well run. The preferred option is to approve the request to operate a mobile shop at Wharewaka Reserve.

CONSIDERATIONS**Financial Considerations**

The financial impact of the proposal is estimated to be \$1,200 in licence fees payable to Council.

Legal ConsiderationsLocal Government Act 2002

The matter comes within scope of the Council's lawful powers, including satisfying the purpose statement of Section 10 of the Local Government Act 2002. The matter will enable the Council to meet the current and future needs of communities for good quality performance of Council's regulatory functions (i.e. efficient, effective and appropriate to present and anticipated future circumstances).

The proposal has been evaluated with regards to a range of legislation. The key legislation applicable to the proposal has been reviewed and the proposal is consistent with relevant legislation and Council policy.

The following authorisations are required for the proposal:

- | | | |
|---|---|---|
| <input type="checkbox"/> Resource Consent | <input type="checkbox"/> Building Consent | <input type="checkbox"/> Environmental Health |
| <input type="checkbox"/> Liquor Licencing | <input checked="" type="checkbox"/> Licence to occupy | |

Authorisations are not required from external parties.

Policy Implications

There are no known policy implications.

Risks

There are no known risks.

SIGNIFICANCE OF THE DECISION OR PROPOSAL

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;
- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016), and are of the opinion that the proposal under consideration is of low importance.

ENGAGEMENT

Taking into consideration the above assessment, that the decision is of a low degree of significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

COMMUNICATION/MEDIA

No communication/media is required.

CONCLUSION

The proposal is in line with current legislation, policy and plans; and the operation is a well-known and reputable business. The residential and reserve development at Wharewaka means that this type of activity is likely to be compatible with the users and visitors to the reserve. It is recommended that the activity is granted a licence to operate for the purposes of selling light refreshments such as ice-cream, snacks and coffee.

ATTACHMENTS

1. Mr Whippy Licence Request 

4.3 LEASE RENTAL REVIEW REQUEST - BEST START EDUCARE AT WAIPAHIHU RESERVE

Author: Nathan Mourie, Senior Reserves Planner

Authorised by: Kevin Strongman, Group Manager, Operational Services

PURPOSE

To decide on a reduction in ground rental for Best Start Educare at Waipahihi Reserve.

EXECUTIVE SUMMARY

Best Start Educare have a current lease to operate a child-care business on Council administered land at Waipahihi Reserve. They have informed Council that the business they operate is now a registered charity. Consequently they have asked Council for consideration to reduce the rental amount payable to Council from a commercial rate to a community rate.

The assessment does not lead officers to a strong conclusion for the status quo or a rental reduction, but on balance the preferred option is to reduce the rental payable to that equivalent to the rates payable by other community groups.

RECOMMENDATION(S)

That the Fences, Roothing, Reserves & Dogs Committee approves a reduction in the annual rental payable by Best Start Educare for the land that they occupy at Waipahihi Reserve Taupō from \$16,000 plus GST per annum to a rate outlined for sporting and community leases (Taupō) in the relevant Taupō District Council Annual or Long Term Plan. The rate being assessed on the building area, and being \$1,310 including GST per annum at the time of the 2017/18 annual plan. The change in rental will commence at the next rent review date as specified in the deed of lease document between Taupō District Council and Best Start Educare.

Or

That the the Fences, Roothing, Reserves & Dogs Committee declines to reduce the annual rental payable by Best Start Educare for land that they occupy at Waipahihi Reserve.

BACKGROUND

The proposal has not been presented previously in this form. It does however include some aspects similar to a previous request from April 2016.

Waipahihi Reserve is a Recreation Reserve under the Reserves Act 1977.

Best Start Educare (BSE) employ nearly 2,000 people and run over 260 centres in New Zealand for the purpose of providing education and early childcare. BSE entered into a lease of part of Waipahihi reserve with Council in November 2015 for community kindergarten and after school care programme purposes. BSE's lease is for 15 years with one right of renewal of a further 15 years. The lease indicates a rent review every three years from the commencement date. The next upcoming rent review date is 1 November 2018.

While this particular request has not been considered by Council before, it is not the first attempt by BSE to have their lease rental reduced. On 4 April 2016 this committee considered a report which proposed assigning the lease from Best Start Educare (formerly Kidicorp) to the Wright Family Foundation (WFF), who since 2015 have been 100% shareholders in the Best Start Educare Business. The Wright Family Foundation is a charitable trust. Under this proposal Best Start Educare also asked for a rental reduction for the following reasons:

"With the unexpected expenses we have incurred getting the centre established, and the fact we are a not for profit organisation providing a community service we ask that our ground rent be reduced to \$10pa and we continue to pay rates and costs for other services." – Wayne Wright, CEO Best Start Educare.

The reports preferred option was to reduce the lease rental to \$1,170 per annum. The lease amount at the time was \$16,000 plus GST per annum. The committee at the time decided not to assign the lease to the WFF, and consequently to reject any lease rental reduction.

Best Start Educare have subsequently registered the business with Charities Services (Department of Internal Affairs) and Inland Revenue (Appendices 1 and 2).

DISCUSSION

Officers have looked into what charitable works the WFF supports, but have asked BSE what projects the WFF have funded and supported, or intend to, in the Taupō District. The reason being that if the committee are to consider reducing the rental from a commercial to a community rate, then it is important to know how the Taupō community may benefit from the charitable status of BSE.

BSE replied (attachment 3) that as they are a nationally focused organisation it may be difficult for them to point to specific community initiatives. They do however serve the community with five early childhood education centres. Any surplus funds are firstly reinvested into the professional development of their teachers and improving the quality of the facilities; with other surplus funds used to further the aims of the organisations that the WFF supports. The assertion by BSE being that many of these indirectly benefit the Taupō Community.

From the WFF website the foundation claims to support the following initiatives:

- Plunket
- New Zealand Spelling Bee
- Kids' Lit Quiz
- Birthing Centre
- Plain English Awards
- House of Science
- NZ Bumblebee Conservation Trust
- Graeme Dingle Foundation – Tauranga
- Brainwave Trust Aotearoa
- The Parenting Place
- SuperGrans Western Bay of Plenty
- Roots of Empathy NZ

If rental was assessed against the community fee rate of \$2.34 per square metre over the current lease area of approximately 4,700m²; then the rental would be approximately \$11,000 including GST. This would compare to \$18,400 including GST for the current rental.

The above calculation still amounts to a high fee, relative to the intention of providing a significantly lower fee for non-commercial activity. However if the community rate is calculated on the area of the buildings as in line with current practice; this would be for an area of 560m² which would equate to a rental fee of \$1,310.00.

It is a little problematic to reconcile the scale of a business with over 260 centres and nearly 2,000 staff with the traditional goals and operations of a charitable entity. It feels like the main focus of a charity should be charitable purposes, but this doesn't appear on the surface to be the case with BSE, whose focus is running a child care and education business. Typically businesses of this size have large expenditure commitments which mean that there is relatively little surplus left over for charitable purposes once all of the staff, building, operating, depreciation, management and director costs have been met. It is possible that the company started off as a profit driven business, and once it reached a scale that the owners were happy with its stability that it transformed into a charitable based organisation leveraging off the existing business model.

Given the lack of clear evidence of local, community based charitable benefits to the Taupō District, it may be challenging to justify approval of local ratepayer funded relief to a nationwide organisation which has some relatively selective and limited charitable contributions. Officers are not aware of what the scale of any of those charitable contributions may be to the identified organisations; they may be major or insignificant in relation to the scale of the business.

It would be a much clearer decision if BSE were to make a direct charitable contribution within the Taupō District community by backing other local support organisations or sponsoring community facilities such as a destination playground for example.

Based on this information it is considered that there are two options – reduce or maintain the current rental amount.

OPTIONSAnalysis of Options

Option 1 – Reduce the rental from \$18,400 to \$1,310

Advantages	Disadvantages
<ul style="list-style-type: none"> • Council recognises the likely intent of the BSE/WFF business model • In line with the assumed intent of Council's Annual Plan fees and charges regime 	<ul style="list-style-type: none"> • Council would lose the majority of the currently payable rental amount

Option 2 – Decline to reduce the rental amount from \$18,400

Advantages	Disadvantages
<ul style="list-style-type: none"> • Council would retain the full currently paid rental amount 	<ul style="list-style-type: none"> • BSE is dissatisfied • May not recognise the true intention of BSE's business operation

Analysis Conclusion:

The assessment does not lead officers to a strong conclusion for the status quo or a rental reduction, but on balance the preferred option is to reduce the rental payable to that equivalent to the rates payable by other community groups.

The preferred option would reduce the rental amount from \$18,400 including GST per annum to \$1,310 including GST per annum.

It is however a decision that elected members need to make balancing the benefits that BSE bring to the community as a charitable entity against the subsidised funding of the BSE business by ratepayers.

CONSIDERATIONS**Financial Considerations**

The financial impact of the proposal is estimated to be a loss of \$17,090 per annum in rental accruing to Council.

Long-term Plan/Annual Plan

The expenditure outlined is currently unbudgeted for.

Legal ConsiderationsLocal Government Act 2002

The matter comes within scope of the Council's lawful powers, including satisfying the purpose statement of Section 10 of the Local Government Act 2002. The matter will enable the Council to meet the current and future needs of communities for good quality performance of Council's regulatory functions. (i.e. efficient, effective and appropriate to present and anticipated future circumstances).

The proposal has been evaluated with regards to a range of legislation. The key legislation applicable to the proposal has been reviewed and the proposal is consistent with relevant legislation and Council policy.

The following authorisations are required for the proposal:

- | | | |
|---|---|---|
| <input type="checkbox"/> Resource Consent | <input type="checkbox"/> Building Consent | <input type="checkbox"/> Environmental Health |
| <input type="checkbox"/> Liquor Licencing | <input checked="" type="checkbox"/> Licence to occupy | |

Authorisations are not required from external parties.

Policy Implications

There are no known policy implications.

Risks

There are no known risks.

SIGNIFICANCE OF THE DECISION OR PROPOSAL

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;
- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016), and are of the opinion that the proposal under consideration is of low importance.

ENGAGEMENT

Taking into consideration the above assessment, that the decision is of a low degree of significance, officers are of the opinion that no further engagement is required prior to Council making a decision.




COMMUNICATION/MEDIA

No communication/media is required.

CONCLUSION

It appears that the intent of the BSE business model and the ownership by the WFF is that the child-care businesses support various activities that the founders of the company and the board of the foundation deem to be deserving of their philanthropy. The owners claim that as an organisation they use surpluses from more affluent areas paying parental fees to subsidise Community Kindergartens. The centre at Waipahihi Reserve is supposed to be Community Kindergarten with no fees for non-working parents and care givers. While it is hard to quantify any direct district benefits accrued from the charitable status of the business, it does appear that the current principles behind BSE and WFF are mainly benevolent. It is also important for Taupō to have high quality, affordable early childhood care and education facilities. While the rental change is unlikely to affect the presence of BSE in this location, it may be appropriate for Council to show support for this type of activity which is important to our local communities. Given that the intent appears to be largely charitable, it is likely that BSE should be given consideration of receiving a rental rate based on the sporting and community rate outlined in Council's LTP or Annual Plan fees and charges.

ATTACHMENTS

1. Charities Services Registration 
2. Inland Revenue Registration 
3. BCE response to request for community benefits 

4.4 LAKEFRONT RESERVE CONCESSIONS 2017

Author: Nathan Mourie, Senior Reserves Planner

Authorised by: Kevin Strongman, Group Manager, Operational Services

PURPOSE

For Council to consider and make a decision on the granting of commercial activity licences on Council administered reserve land at Lakefront Reserve.

EXECUTIVE SUMMARY

Council has received one suitable request for carrying out of commercial activities on Lakefront Reserve this summer. The request is from an operator who has previously been granted a seasonal licence to operate a bicycle hire business on Lakefront Reserve. They have asked if it is possible to be granted a licence for the same purpose this summer (2017/18).

Officers support the granting of a three month licence to Mr Simpson, operating as Bikes on Taupō.

RECOMMENDATION(S)

That the Fences, Roding, Reserves & Dogs Committee approves the request by Moses Simpson for a three (3) month licence to occupy Council administered reserve land at Lakefront Reserve for the period 9 December 2017 to 9 March 2018 at the location identified in this report for the purposes of hiring out bicycles to members of the public.

BACKGROUND

The proposal has not been presented previously.

The applicant wishes to operate on Lakefront Reserve. Activities on the reserve are referenced in the Tapuaeharuru Bay Lakeshore Reserves Management Plan 2008. The reserve management plan for this area allows for specified commercial operations in designated areas, with licences being available for a maximum of five years. Council also agreed to a minor amendment of the Tapuaeharuru Bay Lakeshore Reserves Management Plan by passing the following resolution at its meeting on 25 October 2011:

That Council agrees to a minor change to the Tapuaeharuru Bay Lakeshore Reserves Management Plan to allow further licences for land or water-based recreational activities to be granted for up to six months, with applications to be brought to Council for a decision.

The operator previously operated a bicycle hire business over the 2015/16 summer period as "Bikes on Taupō". It is proposed that the operation is located in the same area as previously occupied. Council also previously granted a similar licence for the same location to "vintage cycles" in 2012, but the activity was never carried out.

DISCUSSION

The operator would be permitted to hire cruiser style bicycles and erect a small gazebo or shade tent no larger than 3x3m and one sandwich board sign or small flag. The hours of operation would be limited to between 7am and 8pm daily.

The licence would be granted for a single season running from 9 December 2017 to 9 March 2018. The licence would be subject to officers sighting and approving relevant health and safety and SOP (standard operating procedure) plans relating to the proposed activity.

The proposed location of the activity is shown below.



OPTIONS

Analysis of Options

Option 1. Decline to grant the respective licences

Advantages	Disadvantages
<ul style="list-style-type: none"> • The public can enjoy the reserve without pressure to spend money • Part of the reserve remains available as public open space • Staff time saved in monitoring and preparing licence 	<ul style="list-style-type: none"> • Recreational opportunities are lost • Declining the activities may be perceived as being inconsistent with similar previous activities granted on the reserves • Business opportunities to trade on reserve land lost • Loss of revenue from the licences

Option 2. Agree to grant the respective licences

Advantages	Disadvantages
<ul style="list-style-type: none"> • Increased recreational opportunities for the public and visitors • Consistent with similar previous activities granted on reserves 	<ul style="list-style-type: none"> • Staff time monitoring and preparing licence • Reserve land space lost • Increased pressure on Lakefront Reserve space and possible damage to reserve

• Revenue gained from the licences	from activity
------------------------------------	---------------

Analysis Conclusion:

Option 1 is preferred for the proposal – grant the request. The activity should create economic and recreational opportunities and enhance the public's enjoyment of reserve.

CONSIDERATIONS**Financial Considerations**

The financial impact of the proposal is estimated to be approximately \$1200 as the licence fee payable to council by the operator.

Legal ConsiderationsLocal Government Act 2002

The matter comes within scope of the Council's lawful powers, including satisfying the purpose statement of Section 10 of the Local Government Act 2002. The matter will enable the Council to meet the current and future needs of communities for good quality performance of Council's regulatory functions. (i.e. efficient, effective and appropriate to present and anticipated future circumstances).

The proposal has been evaluated with regards to a range of legislation. The key legislation applicable to the proposal has been reviewed and the relevant matters for consideration are as follows:

Reserves Act 1977 – Section 54 (1)(d)

Council may grant leases or licences for the carrying on of any trade, business, or occupation on any specified site within the reserve, provided that the trade, business, or occupation must be necessary to enable the public to obtain the benefit and enjoyment of the reserve or for the convenience of persons using the reserve.

Public notice in accordance with section 119 of the Act is not necessary where the proposal is in conformity with and contemplated by the approved management plan for the reserve.

The proposal is consistent with the relevant legislation.

The following authorisations are required for the proposal:

- | | | |
|---|---|---|
| <input type="checkbox"/> Resource Consent | <input type="checkbox"/> Building Consent | <input type="checkbox"/> Environmental Health |
| <input type="checkbox"/> Liquor Licencing | <input checked="" type="checkbox"/> Licence to occupy | |

Authorisations are not required from external parties.

Policy Implications

There are no known policy implications. The proposals have been evaluated against the Long Term Plan, Annual Plan and the Taupuaeharuru Bay Lakeshore Reserves Management Plan.

The proposal is consistent with Council policy, including the Taupuaeharuru Bay Lakeshore Reserves Management Plan

Risks

There are no known risks.

SIGNIFICANCE OF THE DECISION OR PROPOSAL

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- The level of financial consequences of the proposal or decision;
- Whether the proposal or decision will affect a large portion of the community or community of interest;
- The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;

- d. Whether the proposal affects the level of service of an activity identified in the Long Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016), and are of the opinion that the proposal under consideration is of low importance.

ENGAGEMENT

Taking into consideration the above assessment, that the decision is of a low degree of significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

COMMUNICATION/MEDIA

Decisions made by Council should be communicated in the appropriate manner. It is considered that communication should be undertaken directly with the applicant.

CONCLUSION

The activity provides additional recreational opportunities to users of the reserve which are consistent with the management plan and relevant legislation. It is recommended that the licence application for this activity is granted.

ATTACHMENTS

Nil

4.5 NUMBER 54 ACACIA BAY ROAD, TAUPO TREE REMOVAL

Author: Vincent Wang, Engineering Officer
Authorised by: Kevin Strongman, Group Manager, Operational Services

PURPOSE

The purpose of this report is to make a decision on the removal or not of trees in line with the adopted Tree and Vegetation Policy.

EXECUTIVE SUMMARY

The resident at 54 Acacia Bay Road has asked Council to remove one of the cherry blossom trees on the berm adjacent to their property. The issue raised by the resident was they were unable to get the boat trailer down the side of the house.

The council arborist had advised that these trees were in a healthy condition after inspection of two cherry blossom trees outside customer’s property. Due to the aggressive root system, poor growth form, short life span and poor reaction to maintenance trimming, council arborists do not encourage this species to be planted as a berm tree.

Therefore, a decision needs to be made by this committee in order to remove a healthy tree under the current tree and vegetation policy inspected.

RECOMMENDATION(S)

That the Fences, Roading, Reserves & Dogs Committee approves the request to remove the identified two cherry blossom trees, stump grinding and a suitable replacement species planted at 54 Acacia Bay Road.

BACKGROUND

The original request to remove one of cherry blossom trees from the berm at 54 Acacia Bay Road was received in October 2017 due to the resident being unable to park boat trailer inside his property.

After investigation by both the transportation team and arborist, officers advised the customer that the tree was healthy and it would need to be processed as an agenda item to this committee.

DISCUSSION

The arborist has advised that this particular species have aggressive roots, resulting in damage to infrastructure, poor growth form in conditions experienced in Taupō district, short life span and poor reaction to maintenance trimming. Currently, council arborists are looking at the planting list for the Taupō district and removing cherry trees from it.

From investigation by the transportation team, there appears to be a sector of the footpath replaced recently which was very likely a result of damage by roots of these two trees.

OPTIONS

Based on this information it is considered that there are two options.

Option 1. Remove both cherry blossom trees at 54 Acacia Bay Road, including stumps and replant suitable species.

Advantages	Disadvantages
<ul style="list-style-type: none"> • Risk for damages of public infrastructure from tree root to be minimised • Reduction in maintenance cost 	<ul style="list-style-type: none"> • Cost of tree removal, stump ground and replant suitable species

Option 2. Retain both of cherry blossom trees at 54 Acacia Bay Road

Advantages	Disadvantages
<ul style="list-style-type: none"> • No cost associated with tree removal. 	<ul style="list-style-type: none"> • Root will continue to damage public infrastructure • Poor growth in Taupō district • Short life span • Difficult for maintenance

CONSIDERATIONS**Financial Considerations**

Depending on the outcome of the decision, if the decision was for the removal of the trees, the cost would be funded through Council's existing operations and maintenance budgets.

Legal ConsiderationsLocal Government Act 2002

The matter comes within scope of the Council's lawful powers, including satisfying the purpose statement of Section 10 of the Local Government Act 2002. The matter will enable the Council to meet the current and future needs of communities for good quality local public services. (i.e. efficient, effective and appropriate to present and anticipated future circumstances).

Policy Implications

The proposal has been evaluated against the Long-term Plan, Annual Plan, Taupō District Plan, Bylaws and the adopted Tree and Vegetation policy.

Risks

There are no known risks with this paper.

SIGNIFICANCE OF THE DECISION OR PROPOSAL

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;
- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016), and are of the opinion that the proposal under consideration is of low importance.

ENGAGEMENT

Taking into consideration the above assessment, that the decision is of a low degree of significance, officers are of the opinion that no further engagement is required prior to Council making a decision.





COMMUNICATION/MEDIA

The resident will be advised of the decision made by this committee.

CONCLUSION

While the trees are in a healthy condition, there is partial damage of the footpath which has been replaced recently outside the customer's property. The public infrastructure could be at high risk to further damage. It is recommended removing the existing two cherry blossom trees, stump ground and a suitable replacement species planted.

ATTACHMENTS

1. Customer Service Request 
2. Site Photo 1 
3. Site Photo 2 
4. Tree Removal Plan 

4.6 UPDATES TO TAUPŌ DISTRICT COUNCIL TRAFFIC CONTROLS**Author:** Vincent Wang, Engineering Officer**Authorised by:** Kevin Strongman, Group Manager, Operational Services**PURPOSE**

To update the Taupō District Council traffic controls or prohibitions on roads or public spaces, in accordance with the Taupō District Council Traffic Bylaw 2014.

EXECUTIVE SUMMARY

The Taupō District Council Traffic controls may be updated from time to time with new controls or prohibitions

RECOMMENDATION(S)

That, pursuant to the Taupō District Council Traffic Bylaw, Council imposes the following traffic controls and/or prohibitions on roads and/or public spaces in the Taupō District:

Sign/Marking	Why	Where
1. Two (2) 60 minutes parking restriction signs	To provide seven 60 minute time restricted parking spaces	Northern kerblines of Roberts Street outside No.64
2. One (1) disabled parking sign and marking	To provide a disabled parking space	Eastern kerblines of Gascoigne Street outside No. 11
3. One (1) disabled parking sign and marking & reduce existing bus stop length by 18 meter	To provide a parallel disabled parking space and two normal parallel parking spaces	Southern kerblines of Rangatira Street outside No. 31
4. One (1) disabled parking sign to increase the existing time restriction from P30 to P60	To increase the time restriction from P30 to P60	Story Place, outside Taupō Library
5. 6m long no stopping at all times (yellow broken lines) marking	To improve sight visibility for proposed pedestrian refuge	Lake Terrace, outside 88 Lake Terrace

BACKGROUND

Council must make a resolution whenever a sign or marking on the road is recommended or recommended to be changed, and as a consequence controls or prohibits the use of a road or public space.

The Taupō District Council Traffic Control Device Register (the Register) sets out all the signs and markings which control and prohibit the use of a road or public space in the Taupō District.

OPTIONS

The two options before Council are:

- 1) Accept the recommendation to amend and update the controls or;
- 2) Not accept the recommendation to amend and update the controls.

It is recommended that Council accepts the recommendation to update and amend the controls.

CONSIDERATIONS

The controls require updating to incorporate the following new signs and markings:

Sign/Marking	Why	Where
1. Two (2) 60 minutes parking restriction signs	To provide seven 60 minute time restricted parking spaces	Northern kerbline of Roberts Street outside No.64
2. One (1) disabled parking sign and marking	To provide a disabled parking space	Eastern kerbline of Gascoigne Street outside No. 11
3. One (1) disabled parking sign and marking & reduce existing bus stop length by 18 meter	To provide a parallel disabled parking space and two normal parallel parking spaces	Southern kerbline of Rangatira Street outside No. 31
4. One (1) disabled parking sign to increase the existing time restriction from P30 to P60	To increase the time restriction from P30 to P60	Story Place, outside Taupō Library
5. 6m long no stopping at all times (yellow broken lines) marking	To improve sight visibility for proposed pedestrian refuge	Lake Terrace, outside 88 Lake Terrace

1. In October 2017, Taupō District Council was asked to consider parking restrictions outside Burger King at Roberts Street by the General Manager of Burger King Taupō as their customers are having difficulty finding parking for short periods.

2. In August 2017, Taupō Access Group raised whether the space outside the Roast Shop on Gascoigne Street could be made into a mobility space.

3. In October 2017, Taupō District Council was asked to create a Mobility Parking Space at Mount View Primary School for the Special Education Unit on Rangatiara Street, Taupō as customers had to park in the bus stop for the past two years.

The school principal has advised that they were struggling with car parking as there are inadequate on street car parks outside the school particularly during the school start and finish time. Added to this, the Mountview School children and their parents parking on berms and no stopping lines creating safety issues.

There is only one bus parking at the bus stop at a time, which is 2:50pm, 3pm and 3:30pm. The existing bus stop is 34 metres in length, the minimum bus stop length was 12 metres and its desirable length was 15 metres for one bus turning and parking.

4. Council received a complaint from a mobility user that the time limit for mobility parking spaces outside Taupō library is too short as it takes longer time for them to get out and in out of their van. The current time limit is P30. Considering the time required for mobility users, we are proposing to increase the time limit.

5. To improve visibility at proposed pedestrian refuge on Lake Terrace it is required to remove three parallel parking spaces and marking 6m long no stopping at all times (yellow broken line).

Financial Considerations

The financial impact of maintenance to the Register does not change and is met within current budgets.

Legal Considerations

Local Government Act 2002

The matter comes within scope of the Council's lawful powers, including satisfying the purpose statement of Section 10 of the Local Government Act 2002. The matter will enable the Council to meet the current and future needs of communities for good quality performance of Council's regulatory functions. (i.e. efficient, effective and appropriate to present and anticipated future circumstances).

The proposal has been evaluated with regard to the Traffic Bylaw 2014, the Land Transport Act 1998 and the associated Rules. Prescribed signs need to be installed in order to be enforceable by our compliance officers.

Policy Implications

There are no policy implications associated with this paper.

Risks

There are no risks associated with this paper except not having prescribed signs installed.

SIGNIFICANCE OF THE DECISION OR PROPOSAL

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;
- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016), and are of the opinion that the proposal under consideration is of low importance.

ENGAGEMENT

Taking into consideration the above assessment, that the decision is of a low degree of significance, officers are of the opinion that no further engagement is required prior to Council making a decision. The transportation team have consulted with key stakeholders including compliance team and received feedback as follows:

1. Compliance team and Burger King GM have been advised. They are in support of the proposal.
2. Property owners of No.5 and No.11 of Gascoigne Street have been advised. They are in support of the proposal.
3. Mount View Primary School principal and depot manager of Nimons Bus Service have been advised. The school principal suggested reducing existing size of bus stop since there was only one bus stopping at a time. They both support the reduction of the existing bus stop length and creation of two normal parallel parks and one disabled park.
4. Taupō library and compliance team have been advised. They are in support of the proposal.
5. As part of the proposed pedestrian refuge consultation the adjacent residents have been consulted. The residents had no comment to make regarding the proposed no stopping marking.






COMMUNICATION/MEDIA

No communication/media is required.

CONCLUSION

It is recommended that Council imposes the traffic controls and prohibitions detailed in the report. Staff will then update the Traffic Control Device Register in accordance with the resolution.

ATTACHMENTS

1. Proposed 60 Minutes Parking Restriction Zone at Roberts Street 
2. Proposed disabled parking at Gascoigne Street 
3. Proposed disabled parking and Bus Stop length change at Rangatira Street 
4. Mobility Parking sign outside Taupo Library Time Limit Change 
5. Proposed Lake Terrace pedestrian crossing plan 

4.7 PROPOSED LINEMARKING FOR MOTUOAPA MARINA REDEVELOPMENT

Author: Vincent Wang, Engineering Officer

Authorised by: Kevin Strongman, Group Manager, Operational Services

PURPOSE

To update the Taupō District Council traffic controls or prohibitions on roads or public spaces, in accordance with the Taupō District Council Traffic Bylaw 2014.

EXECUTIVE SUMMARY

Council has been approached by the harbourmaster to consider implementation of “No Parking” on Maniapoto St and Motuoapa Esplanade in the vicinity of the Motuoapa Marina to maximise visibility and manoeuvrability at this intersection.

All affected property owners have been consulted on the proposal and have agreed with the proposed additional line markings.

The Taupō District Council Traffic controls may be updated from time to time with new controls or prohibitions

RECOMMENDATION(S)

That the Fences, Roding, Reserves & Dogs Committee approves installation of no stopping at all times marking at Motuoapa Esplanade and Maniapoto Street intersection.

BACKGROUND

Council has been approached by the harbourmaster to consider implementation of “No Parking” on Maniapoto St and Motuoapa Esplanade in the vicinity of the Motuoapa Marina.

The Motuoapa Marina redevelopment has been opened to the public. It will berth around 160 vessels, and introduces a new four lane boat ramp on the lake side of the new reclamation. A new internal roadway will connect users around the marina, with parking for approximately 38 car/trailer spaces along with a further 64 standard carparks. This new facility is expected to attract increased vehicular and pedestrian movements, with the marina access road connected off the intersection of Maniapoto St and Motuoapa Esplanade. The new marina roadway will be complete with line marking up to this public roadway intersection.

In effort to maximise visibility and manoeuvrability at this intersection, additional ‘no parking’ yellow lines have been proposed to be marked alongside the public roadways for approximately 50m each side of the intersection, down both Maniapoto St and Motuoapa Esplanade.

Removal of these currently available parallel carparks from alongside these roadways is expected reduce congestion at this intersection, improving safety. With the inclusion of the new carparks within the marina redevelopment, along with maintaining the existing angled street parking along Motuoapa Esplanade, the loss of these few parallel street parks is anticipated to have a less than minor effect.

DISCUSSION

Council must make a resolution whenever a sign or marking on the road is to be changed, and as a consequence controls or prohibits the use of a road or public space.

The Taupō District Council Traffic Control Device Register (the Register) sets out all the signs and markings, which control and prohibit the use of a road or public space in the Taupō District.

OPTIONS

The two options before Council are:

- 1) Install “No Parking lines” on Maniapoto St & Motuoapa Esplanade;
- 2) Do not Install “No Parking lines” on Maniapoto St & Motuoapa Esplanade.

Analysis of Options

Option 1. Install “No Parking lines” on Maniapoto St & Motuoapa Esplanade

Advantages	Disadvantages
<ul style="list-style-type: none"> • Maximises visibility and manoeuvrability at the intersection • Reduce congestion and minimises the risk of potential crashes 	<ul style="list-style-type: none"> • Parallel parking will be lost along the section of streets to be marked.

Option 2. Do not Install “No Parking lines” on Maniapoto St & Motuoapa Esplanade

Advantages	Disadvantages
<ul style="list-style-type: none"> • Parallel parks are retained 	<ul style="list-style-type: none"> • Reduction in visibility and manoeuvrability at the intersection • Potential risk of congestion and crashes occurring

Analysis Conclusion:

The preferred option is to Install “No Parking lines” on Maniapoto St & Motuoapa Esplanade

CONSIDERATIONS

Financial Considerations

The financial impact of maintenance to the Register does not change and is met within current budgets.

Legal Considerations

Local Government Act 2002

The matter comes within scope of the Council's lawful powers, including satisfying the purpose statement of Section 10 of the Local Government Act 2002. The matter will enable the Council to meet the current and future needs of communities for good quality performance of Council's regulatory functions. (i.e. efficient, effective and appropriate to present and anticipated future circumstances).

The proposal has been evaluated with regard to the Traffic Bylaw 2014, the Land Transport Act 1998 and the associated Rules. Prescribed signs need to be installed in order to be enforceable by our compliance officers.

Policy Implications

There are no policy implications associated with this report.

Risks

There are no risks associated with this report except not having prescribed signs installed.

SIGNIFICANCE OF THE DECISION OR PROPOSAL

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;
- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016), and are of the opinion that the proposal under consideration is of low importance.

ENGAGEMENT

Taking into consideration the above assessment, that the decision is of a low degree of significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

Motuoapa community members who reside on Motuoapa Esplanade and Maniapoto Street have been consulted for the proposed "No Parking" broken yellow lines. All affected property owners have agreed with the proposed additional line markings.

COMMUNICATION/MEDIA

No communication/media is required.

CONCLUSION

It is recommended that Council imposes the traffic controls and prohibitions detailed in the report. Staff will then update the Traffic Control Device Register in accordance with the resolution.

ATTACHMENTS

1. Proposed No Stopping At All Time Lines for Motuoapa Marina Redevelopment 

4.8 TANIWHA STREET BUS STOP LAYOUT IMPROVEMENT

Author: Woinshet Hailesilassie, Engineering Officer

Authorised by: Kevin Strongman, Group Manager, Operational Services

PURPOSE

The purpose of this report is to discuss the proposed bus layout improvement on Taniwha Street (outside Pak n Save).

EXECUTIVE SUMMARY

To alleviate safety concerns at the bus stop on Taniwha Street, adjacent to Pak n Save Council is proposing to remove parking spaces and implement no stopping lines.

The preferred option is to remove three parking spaces and marking of no stopping yellow broken line.

RECOMMENDATION(S)

That the Fences, Roothing, Reserves & Dogs Committee approves the removal of 3 parking spaces and installation of yellow broken line (No Stopping At All Times) marking on Taniwha Street outside Pak n Save.

BACKGROUND

Taupō connector bus operators have raised concerns to council that due to the existence of the angle parking spaces next to the bus stop there have been near misses and they have issues with manoeuvring when trying to enter and exit the bus stop and the close proximity of the entrance to Pak N Save.

OPTIONS

Taupō District Council has considered the bus stop improvement due to;

1. The existence of the angle parking spaces, which impair visibility and create a hazard. Therefore, by removing the angle parking spaces and marking yellow broken lines, the safety of road users will be improved.
2. To provide entry taper as it is a design requirement to have a minimum of 15m entry taper for the bus stop, which will allow the buses to manoeuvre easily.

The two options before Council are:

Option 1. Remove three parking spaces and marking of no stopping yellow broken lines.

Advantages	Disadvantages
<ul style="list-style-type: none"> • Improve visibility and safety • Will be easier to manoeuvre for buses 	<ul style="list-style-type: none"> • Losing three parking spaces • Will incur cost to council for new marking and existing marking removal.

Option 2. Do not remove three parking spaces and marking of no stopping yellow broken lines.

Advantages	Disadvantages
<ul style="list-style-type: none"> • Three parking spaces will be retained for public usage. • Council will save costs for no stopping line marking and removal of existing parking markings. 	<ul style="list-style-type: none"> • The parking spaces will impair visibility and remain creating a safety hazard. • Buses will have difficulty to get in and out of the bus stop.

CONSIDERATIONS

Financial Considerations

The financial impact will be met within current budgets.

Legal Considerations

Local Government Act 2002

The matter comes within scope of the Council's lawful powers, including satisfying the purpose statement of Section 10 of the Local Government Act 2002. The matter will enable the Council to meet the current and future needs of communities for good quality performance of Council's regulatory functions. (i.e. efficient, effective and appropriate to present and anticipated future circumstances).

The proposal has been evaluated with regard to the Traffic Bylaw 2014, the Land Transport Act 1998 and the associated Rules. Prescribed signs need to be installed in order to be enforceable by our compliance officers.

SIGNIFICANCE OF THE DECISION OR PROPOSAL

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;
- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016), and are of the opinion that the proposal under consideration is of low importance.


ENGAGEMENT

Consultation letter sent to adjacent property owner (Pak n Save) and they advised that they agree with the proposal. Also as part of communication with the customer, the proposed layout was sent to the bus company.

CONCLUSION

A safety concern raised by Taupō Connector bus operators that recently there have been near misses due to the existence of the angle parking spaces next to the bus stop. Therefore, by considering safety and recommended entry taper to the bus stop, removing three angle parking spaces and marking with yellow broken line will improve safety and will allow easy manoeuvring for buses.

ATTACHMENTS

1. Taniwha Street bus stop layout improvement 

4.9	HUKA AND WAIKATO STREET PROPOSED BUS STOP AND PARKINGS IMPROVEMENT PLAN
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Author: Woinshet Hailesilassie, Engineering Officer

Authorised by: Kevin Strongman, Group Manager, Operational Services

PURPOSE

The purpose of this report is to discuss the proposed Huka and Waikato Street bus stop area signs installation and markings.

EXECUTIVE SUMMARY

To improve safety of students at Taupō Nui Tia College and improve the school buses movement on Huka Street council is proposing the installation of 2 x Clearway signs, 2 x bus stop signs, 2 x parking restriction signs, 80m long bus stop marking and no stopping at all times marking (yellow broken line) marking.

The preferred option is to install 2 x Clearway signs, 2 x bus stop signs, 2 x parking restriction signs, 80m long bus stop marking and no stopping at all times marking (yellow broken line) marking.

RECOMMENDATION(S)

That the Fences, Roothing, Reserves & Dogs Committee approves the installation of 2 x Clearway signs, 2 x bus stop signs, 2 x parking restriction signs, 80m long bus stop marking and no stopping at all times marking (yellow broken line) marking around the Huka and Waikato Street bus stop area.

BACKGROUND

Taupō Nui Tia College raised the following concerns around the bus stop area, on Huka and Waikato Street

1. Due to Taupō school buses uses the area as transferring location, many buses arrive at the same time and create hazards for students.
2. Parents picking up their children while parking on roadside, also create a hazard when children have to cross the road.

Therefore considering the issues above council is proposing installation of 2 x Clearway signs, 2 x bus stop signs, 2 x parking restriction signs, 80m long bus stop marking and no stopping at all times marking (yellow broken line) marking.

DISCUSSION

The area being used as a transfer area for many buses is creating hazards mainly for students, providing the proposed signs markings will alleviate the hazard, the proposed improvement include;

1. Installing 2 x restricted clearway from 2:30 to 4:00pm signs
2. Installing 2 x restricted bus stop signs
3. Installing 2 x restricted parking signs
4. 65m long No Stopping at all times(yellow broken line) marking
5. 80m long bus stop marking

OPTIONS

The two options before Council are:

Option 1. Implement the controls outlined

Advantages	Disadvantages
<ul style="list-style-type: none"> • Improve safety of students. • Providing signs and markings will improve visibility of bus stop area. • The traffic lanes will be used efficiently. 	<ul style="list-style-type: none"> • Will incur cost to council for signs installation and markings.

<ul style="list-style-type: none"> • Providing parking spaces with restricted signs will help parents to use parking efficiently and will stop parking on the berm. 	
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Option 2. Do not implement the controls outlined.

Advantages	Disadvantages
<ul style="list-style-type: none"> • Council will be saving costs of signs and markings installations. 	<ul style="list-style-type: none"> • Buses movement around the college will remain creating a hazard to students.

CONSIDERATIONS

Financial Considerations

The financial impact will be met within current budgets.

Legal Considerations

Local Government Act 2002

The matter comes within scope of the Council's lawful powers, including satisfying the purpose statement of Section 10 of the Local Government Act 2002. The matter will enable the Council to meet the current and future needs of communities for good quality performance of Council's regulatory functions. (i.e. efficient, effective and appropriate to present and anticipated future circumstances).

The proposal has been evaluated with regard to the Traffic Bylaw 2014, the Land Transport Act 1998 and the associated Rules. Prescribed signs need to be installed in order to be enforceable by our compliance officers.

Policy Implications

There are no known policy implications.

Risks

There are no known risks.

SIGNIFICANCE OF THE DECISION OR PROPOSAL

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;
- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016), and are of the opinion that the proposal under consideration is of low importance.

ENGAGEMENT

Consultation letters have been sent to residents adjacent to the bus stop, one resident responded commenting that the clearway signs would not allow parents to park on shoulder that may lead parents to park on berms. This will be monitored.

The college and bus company have been consulted during a meeting or as part of the discussion.

CONCLUSION

The bus stop is used by school buses and as a transfer area for many buses in the area, which is creating a safety hazard for students. The proposed signs installation and markings will improve the safety of students in the area and will allow efficient use of the traffic lane on Huka Street.

ATTACHMENTS

1. Huka and Waikato Street Proposed Bus Stop and Parkings Improvement Plan 