

Local Updates:

- **7.65 average rates rise struck as 2021-2051 long term plan is adopted**

- This is around \$5/week more for the average household.

The money is being divided between:

- \$800 million into 3 waters over the 30 years with a further \$10m into stormwater
- \$6m into climate change projects
- \$600,000 for riparian planting.
- Roading gets around \$320m

- Moana Court is up for sale

- Paid parking to be introduced

- Village planning stays while under review.

- **View Rd properties sold to Ngati Toa for \$10 million.**

This minimises any loss that we were facing. Ngati Toa's plans are to provide iwi with affordable homes for rent and purchase.



- **Recycling**

There has been an increase in contamination of recycling bins in Titahi Bay. Contaminants include nappies, sanitary items, food and non-recyclable plastics. When contamination gets too high, the entire load goes to landfill. Council is mailing residents a letter and brochure in the next few weeks, explaining what to recycle and what happens to it after it's collected. This will be followed by a city-wide communications campaign.

- **Porirua Wastewater Treatment Plant – extension of time for consent submissions**

In response to requests from Ngāti Toa and Regional Public Health there has been an extension of the closing date for submissions on the Council's application for resource consent to 28 July.

More info at <https://www.wellingtonwater.co.nz/pwp/treatment-plant/>





- **Porirua Business Growth Forum**

On 16 June a Business Growth Forum was held. Local businesses engaged with The Minister of Infrastructure - Grant Robertson, Senior Economist - Brad Olsen and senior executives from Adventure Park, Ngāti Toa and Whittakers to discuss their ideas for the future of Porirua.

Upcoming Events:

The Titahi Bay Community Group (yes that's us!!) are having our eagerly anticipated AGM. A time to get together, find out what's going on in the Bay with local groups and vote in a new committee...want to get involved, mentorship provided? This year it is being held at the Tbay Cafe. Tuesday 31 August, 6:30-7:30pm, nibbles provided. All Welcome!

Other information:



Wi Neera to Onepoto shared pathway and coastal resilience project:

The LTP includes a newly agreed capital budget of \$10.7m for the shared pathway and coastal resilience project. This is broken down as: \$3.6m (PCC), \$3.9m (Waka Kotahi - NZTA) and \$3.2m (external funding sources). Council agreed to underwrite the project if Waka Kotahi and external funding can't be found so completing the project is no longer contingent on external funds.

'Waka Kotahi has previously agreed to part-fund the project through to obtaining resource consent and council will continue to work with Waka Kotahi Investment Advisor to maximise the funding opportunities available towards the upcoming design and capital works stages. The Funding Plan includes seeking additional funding from other funding organisations.

Applications will be lodged with the Lottery Community Facilities and Significant Project Funds (among others) when they open in September. Other potential funding sources with a focus on environmental, cultural and heritage outcomes are also being investigated.' - Mike Duncan

Some of the key themes from recent feedback on the preliminary concept design included:

- Strong support for amenity features, such as seating, lighting, pause points, etc
- To ensure design parameters demonstrate a safe pathway suitable for a wide range of users
- Consideration of safety of all users on and across Titahi Bay Rd – focusing on: Pedestrian refuges; Safe crossing points for cyclist and pedestrians; Possible extension of path to the crossing at the northern end; minimising conflict between cyclists, pedestrians and vehicles
- Mixed views on the proposal to narrow the vehicle lanes (some noted potential impacts on vehicle access, emergency service response times, travel times, parking space and safety)





- Mixed views on proposal to remove harbour-side parking (some concern about a potential increase in parking pressures at peak times and during events, and vehicle congestion)
- Mixed views on proposal to reduce the speed limit to 50km/h along the full length of Titahi Bay Road (some noted this could add to existing congestion within the 50 km/h sections)
- The need to ensure the pathway is non-linear (i.e. not a straight line) where possible
- The need to ensure the design provides for future sea level rise
- The need to 'future-proof' the shared path (by increasing the width) to cater for increased demand - and allow for future separation of pedestrians and personal electric vehicles
- The need to consider the needs of harbour users/water-sport groups (rowing and waka ama) and create bays for motorists/spectators
- The funding shortfall and ability to source the additional funding required
- Treatment of the buffer zone between the southbound lane and the shared pathway
- Traffic Management requirements during construction.

Council continues to work through the points and questions raised. Feedback plus input from technical specialists, is helping shape the consent-level design and guiding discussions with project stakeholders. Some items being explored in more detail with project stakeholders include:

- Stormwater design considerations
- Further investigation of potential impacts of a change in speed limit
- Access (and requirements for) for emergency services
- Possible futureproofing of the design (to accommodate future growth and/or incorporate amenity features later on as funding permits)
- Needs of harbour users/water-sport groups (e.g. rowing and waka ama).

Work that's currently underway includes preparation/development of:

- Consent-level design for the shared pathway and coastal resilience works
- Concept Safety Audit assessing options, and impacts of, changing Titahi Bay Rd speed limits
- Ecological plant species palettes (for all planted areas, including saltmarsh wetland)
- Cultural impact assessment
- Environmental effects report and background information for the consent process
- Resource consent applications (to GWRC and Porirua City Council)
- Review and refinement of project schedules (materials, quantities and volumes, costings).

Council is continuing engagement with Ngāti Toa and other stakeholders, including a project update to Ngāti Toa's Kaumatua Committee early this month.

'The target timeframe for lodgement of the resource consent applications is the first quarter of 2021/22 - and the earliest possible commencement of construction (assuming non-notified consents and funding availability) is summer 2022.' - Mike Duncan

