

**MINUTES OF A MEETING OF THE BLUFF COMMUNITY BOARD HELD IN THE BLUFF
MUNICIPAL CHAMBERS, GORE STREET, BLUFF ON MONDAY 20 NOVEMBER 2017
AT 7.00 PM**

PRESENT: Mr R Fife (Chair)
Mrs W Glassey (Deputy Chair)
Mrs G Henderson
Mr G A Laidlaw (from 7.04 pm)
Mrs P Young

IN ATTENDANCE: Mr R Pearson – Roading Manager
Mrs N Allan – Service Centre Manager
Mr L Beer – Bluff Publicity/Promotions Officer
Ms L Kuresa – Committee Secretary

1. APOLOGY

Cr A J Arnold, Cr I L Esler and Mr G A Laidlaw for lateness.

Moved G Henderson, seconded W Glassey and **RESOLVED** that the apologies be accepted.

2. PUBLIC FORUM

2.1 Demolition of the Club Hotel

John Edminston from Bluff Oyster and Food Festival Trust was in attendance to speak to this Item.

Note: Mr G Laidlaw joined the meeting at 7.04 pm.

Mr Edminston said the Bluff Oyster and Food Festival Trust would be applying for resource consent for the demolition of Club Hotel, and the Trust wanted the support of the Board as well as the Invercargill City Council on this matter. The Trust met last week with representatives from Heritage New Zealand and they were informed of the state of Club Hotel. The Trust was advised on what it needed to do to try and sell it in December and in the interim two reports had been carried out on the premises. One was done by GM Engineering and the other was done by Cole. The Board was aware that the premises was in a bad state, so the Trust would be putting in a report that it had exhausted all avenues to try and sell Club Hotel. It had been on Trade Me for years with no success in selling it. The Trust hoped it would be completed for next year's Festival but that depended on whether the Trust was able to get the resource consent and support it needed to plan ahead, but if it was not completed then there was always the 2019 Festival.

The Chairman said that the biggest concern he had was that if it was demolished it would be one great empty hole but he was happy to see what the Trust had planned for that site.

After further discussions, the Board said it was a great idea. The Board indicated its support for the Trust's plans going forward because it would enhance the main street and attract visitors to stop and take photos and maybe stay in town longer. The Board congratulated the Trust for its forward thinking.

The Chairman thanked Mr Edminston for taking the time to present to the Board on this matter.

2.2 **Awarua Development**

Tyrone Strongman was in attendance to speak to this Item.

Mr Strongman tabled a copy of his submission and took the meeting through it.

In response to questions, the following answers were given:

1. The reality is that we are more likely to have 16,000 passengers, which means that the shortfall will be smaller and that means that the subsidy required for the next year to run the service will be reduced. Only 10% of the ferry passengers are using the bus service at the moment but if we are able to replace this service with the service that Real Journeys is offering, we will cut the price by 60%. That will make Stewart Island and Bluff more accessible and it will also mean that tourists will have more money to spend in Bluff or Stewart Island.
2. The bus timetable coincides with the ferries from Bluff and Invercargill. It will mean that we can connect onto Catch a Bus Service and Intercity Services. It will also mean that we can join the Intercity network and get them to add Bluff as a destination to book a ticket to and from Bluff. Whilst the Regional Passenger Transport Plan for Invercargill looks good, there will be a big improvement on the current service by enhancing it. Also, if we were to have the Bus Smart Programme then Invercargill residents who had the Bus Smart card would be able to use that to come down to Bluff for the day for \$15.00 return. There will also be ongoing tourism opportunities by having the service here in Bluff.
3. There are SIT students who have wanted to utilise the bus and they were talking to the families who run the intermediate bus about using the bus but they are the position now where they are full.
4. The bus that Go Bus is looking at giving us is a 24 seater bus and it looks like a coach. It has the capacity to store bags underneath and a cage on the back to put things like prams and bikes. It will also be an opportunity to offer locals the right to bike to Bluff and catch the bus back to Invercargill or vice-versa.
5. The beneficiaries who live in Bluff are saying that they don't have access to jobs in Invercargill because of transport issues.

The Chairman said that this potentially had great opportunities and the feedback from the survey would give a good indication on what the community wanted. It also had potential especially in-line with Real Journeys.

In response to a question by R Fife, as to whether Go Bus was a national service, Mr Strongman said that Go Bus was the largest bus company in New Zealand. They had the flexibility to give Bluff bigger buses, smaller buses and essentially match the capacity along the way. Go Bus was a contractor, so they would run the service for Bluff, but Awarua Development would need to run the business of it.

In response to a question by W Glassey, as to whether this new service would replace the Intermediate school bus service, Mr Strongman said that it would.

W Glassey said it would mean that taxpayers would need to pay for people's choices because that was a contentious issue. This was due to the fact that Bluff School students had a choice, including most of the people who used that service.

Mr Strongman said that those families would need to pay \$1,000 per year under this new service. At the moment people were paying \$2.00 each way and Awarua Development would not be able to maintain that, so the fare would be increased to \$2.50 each way, which was the concession rate. Whilst the ratepayer would be subsidising this service, they would be paying for it as well. The unique thing about this new service was that it would be a tourist route as well and ratepayers would be subsidising tourists to come to Bluff. The difference was that tourists would always pay the full price, so a tourist would pay \$10.00 whereas a ratepayer would pay \$7.50.

The Chairman said that was a concern and Mr Strongman said that the school bus situation was urgent but it was something that needed to happen if the community wanted tourists to come to Bluff. If the community wanted to operate tours and open up new developments, Bluff needed to be accessible, competitive and affordable. Whilst it would be subsidising choice, those buses would be available for students, schools and all Bluff residents.

Mr Pearson said that the Regional Public Transport Plan, (RPTP) was out for consultation, so people could go to the website that sets out the process within the website to submit. He said that submissions closed on 15 December. The website had an overview of the services and part of that was for individuals to submit on what was in the Plan or what needed to be included in the Plan. He said that submissions would be heard on 26 February 2018.

The Chairman thanked Mr Strongman for taking the time to present to the Board.

2.3

The Cycle/Walking Tracks

Russell Hawkes from Environment Southland was in attendance to speak to this item.

Mr Hawkes updated the Board on the remainder of the Invercargill/Bluff Walking and Cycling Trail. He said that the last time he presented to the Board he had every expectation that the people would potentially be catching the bus from Bluff to Invercargill after using the trail. The trail had gone as far as Kokeno Place and Environment Southland had been trying to get approval for the next stage of the trail. Funding was in place to do the work from Bluff to Green Hills. The trail would be located on either State Highway land or Railway reserve, which was where the issue was. It had been a long and frustrating process and they had confirmation that an audit would be completed and sent to Kiwi Rail before Christmas. In the meantime, NZTA had identified that there were issues with some sections of the road, and they were not particularly with people walking across the railway line overbridge. He took the meeting through the process going forward and said that he wanted to give the Board some positive news on this matter but there had been some obstacles along the way.

In response to questions, the following answers were given:

1. The issues are not around where the track will be. It's about the railway crossing.
2. The next potentially difficult bit is at the lagoon that's not far out of Bluff where there's a wire rope barrier. They are looking at building a structure on the water side of the wire road barrier to stop the water getting onto the road, which will be convenient so that we can put a cycle track along there. That's all within the road reserve and it's also within the coastal marine area but because it's a designated road reserve they can do that as road protection works. It was hoped that we may be able to get that done before Christmas but it won't be at this stage.
3. The funding is \$150,000 for the work. It's the easiest part of the whole trail. We will be going to the Community Trust of Southland for some funding and it's included in the Environment Southland Long Term Plan. We may be able to get more funding from NZTA and there could be funding through the new Government for Walking/Cycling Road Safety. I don't think the funding to complete the work been an issue. The issue is getting a signature on a piece of paper to get the work done and the people we are dealing with are in Wellington. It is frustrating for everyone involved.
4. If we can get the trail finished to the middle of Bluff Township and turn that into a shared zone and if it becomes a safety issue, it will fall squarely on NZTA's shoulders to fund anything that needs to be done. That will take it away from local funding because it's on the State Highway. Once it becomes a shared zone, the Bluff Community Board might be able to negotiate with NZTA to do something about the safety improvements that are needed.
5. We will have the paperwork completed by the end of the year and we ready to put a contractor there to do the work. We could have tenders closed by the middle of February 2018 but I've said that before, so I will keep in touch if there are any changes.

The Chairman thanked Mr Hawkes for taking the time to update the Board on this matter.

3. **MINUTES OF THE MEETING HELD ON 16 OCTOBER 2017**

Moved W Glassey, seconded G Henderson and **RESOLVED** that the minutes be accepted as a true and correct record.

4. **MATTERS ARISING**

Nil.

5. **REPORT OF THE BLUFF PUBLICITY/PROMOTIONS OFFICER**

The report had been circulated and Mr Beer took the meeting through it.

- 5.1 **Classic Motorcycle Mecca Burt Munro Challenge Bluff Hillclimb – Thursday 8 February 2018**
- 5.2 **Summer Sounds Concert – Sunday 28 January 2018**
- 5.3 **America's Cup Visit**
- 5.4 **Christmas in the Bluff – Sunday 10 December 2017**

Moved P Young, seconded G Laidlaw that the report be received.

Mr Beer said that the picnic table that Bluff Promotions commissioned next to the Light House Gallery was now in place but the concrete pad was still to be put down. Mrs Henderson had informed him that it was well used to date. He needed to liaise with Mr Pagan to get it put in the right position that he was happy with. He said that there was a Committee Meeting of the Tri-Whanau Triathlon Committee last week and they were working on a media release shortly in that regard. He also informed the meeting that a media release was made today on behalf of the Oyster Festival Committee advising the public that 50% of next year's Festival tickets had been sold and that ticket sales were going very well, so people needed to purchase their tickets.

The motion, now being put, was **RESOLVED** in the **affirmative**.

6. **REPORT OF THE DIRECTOR OF WORKS AND SERVICES**

The report had been circulated and Mr Pearson took the meeting through it.

6.1 **Bluff Action Sheet**

Moved W Glassey, seconded G Henderson that the report be received.

Mr Pearson informed the meeting of the following points that were not included in the Bluff Action Sheet:

- The Christmas tree has arrived and there will be some banners and other decorations delivered to Bluff shortly.
- The planned work to seal the roads had been completed.
- I haven't heard of any contractor issues with regard to sumps not working.
- The shrubs outside the fuel tanks were an issue and some response needed to be sought on what their intentions are for that area. I will write to them on the Board's behalf and come back to the Board once I get a response.
- The Cycling Strategy is a Southland wide Strategy where all councils sit on this Group. Bluff to Invercargill is highlighted as probably the number one priority, so the Board can write to the Governance Group of Ride Southland and encourage them to speed up any installation and identify what features they would be providing and how it worked.

Mr Pearson took the meeting through a PowerPoint Presentation with regard to the Bluff Boat Ramp.

In response to questions, the following answers were given:

1. The top of my list is you have to decide whether the boat ramp is going to work for you and it's going to be usable and does what you want it to do. After that you need to make decisions on what the rest of that area is going to look like.
2. I think that you as a Board should start to think about how you might recommend that some form of user pays recovery process.

After further discussion, it was agreed that the Board needed to give this matter a lot of thought and once the costings were available then all user groups needed to meet and be informed of the options and start working from there.

The Chairman thanked Mr Pearson for his report.

G Henderson said that with regard to the new Earthquake Building Act that had just come out, it stated that a submission needed to put in relation to roading. If there was an earthquake and the roads were closed off from Henderson to Liffey streets, emergency services would not be able to access those roads. They would need to go through Liffey Street to Ocean Beach Road and the tanks were there from Ocean Beach Road to Suir Street and if they were closed off there was no other access for emergency services.

Mr Pearson said that the legislation talked about the priority of the roads and specifies what the urgency to fix buildings were. If there was only one road through town, you could not afford for that road to be closed off because if the building fell on top of it, you could not get through. As part of that, there was a need to consider the grid network of the streets. For instance if there was a street that had domestic housing on it and none of those houses were likely to fall onto the road, then the road was unlikely to close by debris. The main street which is the same as Tay Street in town, if there was an earthquake and half the building had fallen onto the road, would that matter to and around the city to a wider context. If that happened in Invercargill, we would say that cars could drive around streets but there would usually be streets that were closed progressively but there were alternatives. When looking at preparing a submission, there was a need to consider that if Gore Street was closed, were there other streets that did not have high buildings close to it that would allow people driving around the back of the streets to get through. If there was a grid network, that fortunately Invercargill and Bluff had, the pressures placed on the Gore Street properties for urgency to upgrade their buildings, could be less than if that was the only road available for emergency services to get through.

G Henderson said that if that that road was closed off from Suir Street with tanks damaged, you not be able to get out unless you drove up Konini Street and back down. Mr Pearson said it would still give you choice and the Board could have a look at that on a plan and decided if that was too hard. He was not sure if the tanks were likely to fall onto the road but that was something for the Board to look into. He said that the Board also needed to look at how much urgency they saw the earthquake strengthening on those buildings and what the positive impact of upgrading could be but equally what could be the negative impact if there was only a short time to upgrade those building.

The motion, now being put, was **RESOLVED** in the **affirmative**.

7. **CHAIRMAN'S REPORT**

The report was tabled and the Chairman took the meeting through it.

7.1 **Omaui Walking Track**

The Chairman informed the meeting that there was a good turnout for the opening of the Omaui Walking Track that happened two weeks ago. It was a very good track and the Omaui Walking Track Committee and the Maori Landcare Committee who had carried out a lot of work in building the track and enhanced it to contain the possums and rats as well. It was noted that the bird life had come back there and it was very good walk that would only enhance the area and complement the walking tracks in Bluff.

7.2 **Concept Plan**

The Chairman said he was tentatively looking at the 11 December to get some of the community groups together to have further discussion on ideas before going out to the public with a draft Concept Plan. He would prefer to have that meeting before Christmas so that they could work towards having some public consultation and get the community involved as well.

7.3 **America's Cup**

The Chairman said the evening was a success at Stirling Point. There were some great stories told by the America's Cup Team. It was good to see that they had taken the Cup around to the regions and he hoped that the event went well in Auckland in four years' time.

7.4 **Sea Wall by the War Memorial**

The Chairman said he was contacted by Mary Leask who advised that the seawall by the War Memorial was cracked in a number of places. He had looked at it and it would be good to get Mr Pearson there to have a look at it and decide what needed to be done. He wanted the issue addressed sooner rather than later.

Moved R Fife, seconded G Laidlaw and **RESOLVED** that the report be received.

8. **FINANCIAL STATEMENTS**

The report had been circulated.

Moved R Fife, seconded W Glassey and **RESOLVED** that the report be received.

9. **URGENT BUSINESS**

9.1 **Road Safety Initiatives**

Mr Pearson said that as part of one of the Road Safety initiatives, he had brought some tee-shirts that the Board could take away and wear. The idea was that councils from Waitaki-south wanting to do something different about the road safety toll and this initiative was to try and start a social movement. It was attempt not to tell everyone not to drive too fast but to ask the question, "What is your number in terms of the road toll". At the moment it was over 300, and as soon as you say what your number was in terms of the road toll in one year, who were you contributing towards it? It was about starting a conversation about road risk and taking the time to think about what you could do differently to change to the road toll. He also had some tape that people could use to wrap around areas that could prevent road risks.

There being no further business, the meeting finished at 9.15 pm.
