



## **ASSETS AND SERVICES COMMITTEE**

### **Agenda**

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#### **NOTICE OF MEETING**

An ordinary meeting will be held in the Supper Room, Waihinga Centre, Martinborough on Wednesday 1 September 2021 at 10:00am subject to COVID-19 restrictions.

COVID-19 restrictions may require this meeting to be held via video conference as elected members and members of the public may not be permitted to be physically present. All members participating via video conference will count for the purpose of the meeting quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002. Should this occur, a video recording will be made available shortly following the meeting on Council's website.

#### **MEMBERSHIP OF THE COMMITTEE**

Councillors Brian Jephson (Chair), Garrick Emms, Rebecca Fox, Pip Maynard, Alistair Plimmer, Ross Vickery and Mayor Alex Beijen.

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#### **Open Section**

- A1.** Apologies
- A2.** Conflicts of interest
- A3.** Public participation  
*As per standing order 14.17 no debate or decisions will be made at the meeting on issues raised during the forum unless related to items already on the agenda.*

**A4.** Actions from public participation

**A5.** Extraordinary business

**A6.** Minutes for Confirmation:

Assets and Services Committee Minutes of 7 July 2021

***Proposed Resolution:*** *That the minutes of the Assets and Services Committee meeting held on 7 July 2021 are a true and correct record.*

Pages 1-5

#### **B. Recommendations from Martinborough Community Board**

**B1.** Recommendations from Martinborough Community Board

Pages 6-9

**C. Decision Reports**

- |            |   |             |
|------------|---|-------------|
| <b>C1.</b> | Intersection and Pedestrian Improvements to Bidwills Cutting Road | Pages 10-27 |
| <b>C2.</b> | Road Stopping and Sale Humphries Street, Greytown                 | Pages 28-38 |

**D. Information and Verbal Reports from Chief Executive and Staff**

- |            |  |               |
|------------|--|---------------|
| <b>D1.</b> | Hinekura Road Update<br><i>David Boone from GWRC in attendance</i> | Pages 39-78   |
| <b>D2.</b> | Three Waters Reform Update   | Pages 79-112  |
| <b>D3.</b> | Partnership and Operations Report                                  | Pages 113-134 |
| <b>D4.</b> | Action Items Report  | Pages 135-141 |



## **ASSETS AND SERVICES COMMITTEE**

### **Minutes from 7 July 2021**

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- Present:** Councillors Brian Jephson (Chair), Garrick Emms, Rebecca Fox, Pip Maynard, Alistair Plimmer, Ross Vickery, and Mayor Alex Beijen.
- In Attendance:** Euan Stitt (Group Manager Partnerships and Operations), Harry Wilson (Chief Executive), Karen Yates (Policy and Governance Manager), Katrina Neems (Chief Financial Officer), Sarah Edney (Building Services Manager), Rick Mead (Environmental Services Manager), Kyle Dudley (Environmental Health Officer), and Suzanne Clark (Committee Advisor).
- Wellington Water: Jeremy McKibbin, and Adam Mattsen and Susanna Cullen.  
Waka Kotahi: Emma Speight and Steve James.  
Martinborough Community Board: Mel Maynard (Chair) and Aidan Ellims (Deputy Chair)
- Conduct of Business:** The meeting was held in the Supper Room, Waihinga Centre, Texas Street, Martinborough and was conducted in public between 10:00am and 12:55pm except where expressly noted.
- Also in Attendance:** Cr Pam Colenso.
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#### **Open Section**

- A1. Apologies**  
There were no apologies.
- A2. Conflicts of Interest**  
There were no conflicts of interest declared.
- A3. Public Participation**  
There was no public participation.
- A4. Actions from Public Participation**  
There were no actions from public participation.

**A5. Extraordinary Business**

There was no extraordinary business.

**A6. Minutes for Confirmation**

*ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/20)* that the minutes of the Assets and Services Committee meeting held on 12 May 2021 are a true and correct record subject to adding Cr Alistair Plimmer as present.

*(Moved Cr Plimmer/Seconded Mayor Beijen)*

Carried

*ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/21)* that the public excluded minutes of the Assets and Services Committee meeting held on 12 May 2021 are a true and correct record adding Cr Alistair Plimmer as present.

*(Moved Cr Jephson/Seconded Cr Emms)*

Carried

**B Recommendations from Subcommittees/Community Boards**

**B1. Recommendation from Water Race Subcommittee**

Mr Stitt noted a good response rate and that the next stage was determining a plan of action with Wellington Water.

Cr Emms noted that Longwood didn't date from the 1930's. The correct construction date is the 1920's.

Members noted that the overall result indicated that the water races were still useful for the majority of people that had one and that there was an expectation that urban ratepayers should contribute to the operational cost. Next steps would include the effect of changing water standards.

Members discuss consent renewal timeframes, good management of the water race by Wellington Water, fit with the three waters reforms and ensuring users are adequately notified of any future changes.

*ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/22):*

1. To receive the Water Race Subcommittee Report.

*(Moved Cr Jephson/Seconded Cr Emms)*

Carried

2. To receive the key findings and recommendations from the Water Race Survey to the Assets and Services Committee.

*(Moved Cr Jephson/Seconded Cr Emms)*

Carried

**C Information and Verbal Reports from Chief Executive and Staff**

**C1. Waka Kotahi Update**

Ms Speight and Mr James provided a brief on safety proposals for the Wairarapa state highway corridor being prepared for consultation and answered members' questions on the proposals.

Mayor Beijen left the meeting at 10:59am.

Mayor Beijen returned to the meeting at 11:01am.



**C2. Upgrade of the Water Treatment Plants at Waiohine and Soldiers Memorial Park**

Cr Vickery left the meeting at 11:20am.

Cr Vickery returned to the meeting at 11:22am.

Mr McKibbin, Mr Mattsen and Ms Cullen discussed the project scoping and funding gaps and full identification of project risks with members and undertook to provide further information to members at the upcoming Council meeting.

Physical compliance with drinking standards had been achieved.

*ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/23):*

1. To receive the update report for the Water Treatment Plant Upgrade Projects at Waiohine and Soldiers Memorial Park.  
*(Moved Cr Plimmer/Seconded Mayor Beijen)* Carried
2. To note the delivery of compliant drinking water for Greytown (at Memorial Park) is expected to be delivered in the 2021-22 financial year.  
*(Moved Cr Jephson/Seconded Cr Emms)* Carried
3. Action 300: Provide further timeline and project cost information for the Water Treatment Plan Project at Waiohine and Soldiers Memorial Park for the 28 July 2021 Council meeting; E Stitt

**C3. Smart Meter Trial Greytown**

*ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/24)* to receive the update report for the Smart Meter Trial Greytown.

*(Moved Cr Maynard/Seconded Cr Emms)* Carried

**C4. Tauherenikau River Water Main Crossing Featherston**

Mr McKibbin and Mr Mattsen discussed identification of options for pipe placement including the Tauherenikau Railway Bridge, and completing a full risk assessment of the water pipeline with members.

The water pipe crossing Tauherenikau River was being inspected every week and after every flood event.

Members discussed water storage as a way to reduce risk from breakages in direct supply pipelines.

*ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/25):*

1. To receive the Tauherenikau River Water Main Crossing Featherston Report.  
*(Moved Cr Plimmer/Seconded Cr Vickery)* Carried
2. That Wellington Water provide an interim update of projects and costs relating to water treatment plants and likely costs based on the Tauherenikau River Water Main Crossing Featherston report for next Council meeting.  
*(Moved Cr Fox/Seconded Mayor Beijen)* Carried
3. To recommend to Council to investigate additional storage at all towns to increase resilience for supply.  
*(Moved Cr Fox/Seconded Cr Maynard)* Carried

The meeting adjourned at 11:38am.

The meeting reconvened at 11:50am.

#### **C5. Partnerships and Operations Report**

Members requested more detail in the roading summary including a high level roading activity progress against plan report and discussed works being undertaken at Donalds Creek, storm damage at Tora, Cape Palliser ecoreef and the archeological report commissioned, water leak remediation works, culvert repairs on Ponatahi Road, Featherston Wastewater options and implementation timeline, completion of the manganese reduction plant project, Lake Ferry drip line repairs, and identifying and incorporating ongoing maintenance costs associated with trails proposed in the draft Walking and Cycling Strategy.

Members noted that a spelling correction was needed to paragraph 4.6 for Hau Ariki Marae.

Ms M Maynard expressed concerns about the funding of Innovating Streets, lack of consultation with the Martinborough Community Board, whether additional funding was available to look at road safety issues elsewhere, and badly lit pedestrian crossings and possible solutions.

*ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/26):*

1. To receive the Partnerships and Operations Report.  
*(Moved Cr Fox/Seconded Cr Vickery)* Carried
2. To recommend to Council to consider recommendations from the Martinborough Community Board to improve safety in the Martinborough area.  
*(Moved Mayor Beijen/Seconded Cr Fox)* Carried
3. Action 301: Provide the archaeological report for the Cape Palliser ecoreef consent application to the Assets and Services Committee, Maori Standing Committee and the Martinborough Community Board for information; E Stitt
4. Action 302: Provide information to the MCB on why the Innovating Streets Project was being partially funded by the Infrastructure Reserve Fund; E Stitt
5. Action 303: Invite Community Board Chairs to a future Waka Kotahi workshop on safety proposals; K Yates

#### **C6. Trade Waste Activities Report**

Mr Mead discussed the inspection and operator education work being undertaken by officers.

*ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/27) to receive the Trade Waste Activities Report.*

*(Moved Cr Emms/Seconded Cr Jephson)* Carried

**C7. Action Items Report**

*ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/28)* to receive the Action Items Report.

*(Moved Cr Emms/Seconded Cr Jephson)*

Carried

**C8. Hinekura Road Update**

Mr Stitt outlined the background to the Hinekura Road situation noting that it was a complex problem and that officers were working with Greater Wellington Regional Council to address the road in the longer term. Officers were unable to undertake work on the road until it stabilised.

Mr Stitt agreed that a lessons learned report should be prepared.

*ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/29)* to receive the Hinekura Road Update Report.

*(Moved Cr Maynard/Seconded Cr Jephson)*

Carried

Cr Jephson thanked Mr Stitt for his work as Partnership and Operations Manager and wished him all the best for the future.

**Confirmed as a true and correct record**

.....(Chair)

.....(Date)

# ASSETS AND SERVICES COMMITTEE

1 SEPTEMBER 2021

## AGENDA ITEM B2

### RECOMMENDATIONS FROM MARTINBOROUGH COMMUNITY BOARD

#### Purpose of Report

To provide an opportunity for members to consider recommendations received from the Martinborough Community Board.

#### Recommendations

Officers recommend that the Committee:

1. *Receive the Recommendations from Martinborough Community Board Report.*
2. *That the following recommendations from the Martinborough Community Board be considered:*

Recommendations from Martinborough Community Board	Resolution Number
1. To recommend the Assets and Services Committee request officers investigate creating built out shoulders on the pedestrian crossings at Cambridge Road and Oxford Street, to mirror the crossings on Jellicoe and Kitchener Street.	MCB2021/48
2. To recommend the Assets and Services Committee considers the following road safety matters: a. A temporary low sitting roundabout at the junction of SH53 Kitchener Street and Princess Street.	MCB2021/27
3. To recommend the Assets and Services Committee considers the following road safety matters: a. Temporary coloured cat eyes on both sides of pedestrian crossing on Jellicoe Street (at the footpath beside Venice Street) in the 50 metres before the crossing.	MCB2021/27

4.	To recommend the Assets and Services Committee considers the following road safety matters: a. Temporary coloured cat eyes or speed bumps on both sides of the pedestrian crossing outside the school on Dublin Street on the Heavy Traffic Bypass.	MCB2021/27
5.	To recommend the Assets and Services Committee considers the following road safety matters: a. Requests officers investigate options to slow traffic on Roberts Street outside the Kindergarten.	MCB2021/27
6.	To recommend the Assets and Services Committee considers the following road safety matters: a. Request officers investigate options for a cycle/foot pathway along Puruantanga Road from the corner of Princess Street to Te Kairanga Vineyard.	MCB2021/27

## 1. Background

Recommendation MCB2021/48 was made by the Martinborough Community Board. Officers have provided some commentary on the recommendations, however in some cases this is a high level overview and a more in-depth report will be needed prior to the Committee being able to make a decision in accordance with the Local Government Act.

Chair Mel Maynard spoke at the Assets and Services Committee on the 7 July 21 regarding MCB2021/27 and the A&S Committee recommended that Council consider the Martinborough Community Board recommendations to improve safety in the Martinborough area (A&S2021.26). As they have not yet been forwarded to Council, the Committee are asked to review the recommendations alongside officer commentary prior to them being forwarded to Council.

### 1.1 Pedestrian Crossings (MCB2021/48 - #1, #3)

Audits are also being done on all pedestrian crossings in the district to identify deficiencies in the current standards. The audits will include signage, road-marking and lighting.

Once the audit is complete pedestrian crossing improvements across the district will be prioritised according to safety needs and available budget. The outcome of the audit and a plan for improvements will be provided to the Assets and Services Committee as well as the Community Boards within the Partnership and Operations Report.

A recommendation to Council for #1 is not required as the outlined work is being completed within the current work programme.

Council officers do not endorse recommendation #3 as cat's eyes are not a permitted design standard for pedestrian crossings.

### **1.2 Kitchener Street Roundabout (MCB2021/27 - #2)**

Placement of a roundabout (temporary or otherwise) on a State Highway is at the discretion of Waka Kotahi. The proposed location must meet minimum standard thresholds for Waka Kotahi to agree that the project has merit and for the project to be approved. For the Kitchener/Princess Streets location Waka Kotahi would look at levels of traffic across all four entry points, the impact for heavy vehicle users as this is the heavy traffic bypass route, and the impact to cyclists and pedestrians.

Officers will raise the Community Board's recommendation with Waka Kotahi to determine feasibility. A formal recommendation to Council is not considered necessary for this to be undertaken.

### **1.3 Speed and Visibility Outside School and Kindergarten (MCB2021/27 - #4, #5)**

Officers believe that the main issue the Community Board is aiming to address with these recommendations is safety. The introduction of speed bumps, as suggested, on Dublin Street would have a noise impact on residents potentially 24 x 7.

Officers do not recommend installing speed bumps without community consultation as a similar installation in Greytown generated a lot of complaints.

Officers do not endorse the recommendation for cat's eyes to be placed on pedestrian crossings as they do not meet design standards.

Officers' preferred method for public safety in the areas identified is speed reduction. A speed review proposal for consultation is currently being prepared and speed around schools and kindergartens can be considered for inclusion in this proposal. Consultation with the community is planned for the end of 2021. Officers consider that a recommendation to Council is not required.

### **1.4 Wineries Cycle Track**

This issue has also been raised through the LTP consultation feedback and directly from the members of the community. In the recent Alcohol Control Bylaw discussions with key stakeholders and licensees, there was interest expressed in addressing the perceived safety issues along the vineyard route. Options include diverting vineyard cycle traffic off the road, lowering speed limits and hard engineering at key junctures. The road safety measures could be part of a broader initiative to promote responsible tourism in Martinborough.

There would be financial implications if a cycle track was to go ahead, with an estimated cost of approximately \$190,000 CAPEX (along Puruantanga and Huangarua Roads) with ongoing OPEX costs yet to be determined. This does not allow for officer time to manage an unplanned project. Officers would investigate with the business and wider community the best way to fund a cycle track, including direct funding by businesses or targeted rates.

Officers recommend that the Committee endorse the recommendation to Council but note that as this is not a planned programme of work for the 21/22 year it will proceed as and when resources allow.

Contact Officer: Tim Langley, Roading Manager

Reviewed By: Harry Wilson, Chief Executive Officer

# ASSETS AND SERVICES COMMITTEE

1 SEPTEMBER 2021

## AGENDA ITEM C1

### INTERSECTION AND PEDESTRIAN IMPROVEMENTS TO BIDWILLS CUTTING ROAD

#### **Purpose of Report**

To inform Councillors of the proposed Safety Improvements on Bidwills Cutting Road.

#### **Recommendations**

Officers recommend that the Council:

1. *Receive the Intersection and Pedestrian Improvements to Bidwills Cutting Road Report.*
2. *Recommend that the option shown on Plan C01 Bidwills Cutting Road Improvements- Pedestrian access and safety improvements to Five Rivers Hospital be accepted.*
3. *Recommend that a budget of \$226,000.00 of works as identified on Plan C01 be approved and funded from the Infrastructure Reserve fund.*

#### **1. Executive Summary**

Bidwills Cutting Road is classified as a Primary Collector Road under the One Networks Roading Classification and is a strategic route linking State Highway 2 and State Highway 53, and also Greytown and Martinborough.

Since January 2015 there have been 11 injury and 13 non injury accidents reported on Bidwills Cutting Road.

The implementation of safety improvements will reduce the ongoing risk of accidents along the Bidwills Cutting Road corridor creating a safer network.

#### **2. Background**

Ongoing growth and development along and adjacent to Bidwills Cutting Road has led to the identification proposed safety projects at various locations to enhance the safety of road users incorporating all modes of transport. The projects for consideration are:

- Footpath, pedestrian access to the Fiver Rivers Hospital Development.
- Bidwills Cutting Road/Glenmorven Road/Fabians Road intersection improvements.
- Bidwills Cutting Road/Moiki Road intersection improvements.



### **3. Discussion**

#### **3.1 Footpath, pedestrian access to the Fiver Rivers Hospital Development**

The proposed development is located within the current 50km per hour speed zone along Bidwills Cutting Road, meaning it is classified as an urban development. As a safety improvement Pedestrian Crossing are permitted within areas of 50km speed zones.

WSP consultants have been engaged to provide optioneering for consideration to provide a safe walking transport mode to the development from the Greytown residential area. Currently the footpath network ends at Hospital Road/ State Highway 2 intersection.

##### **3.1.1. Footpath State Highway 2 Hospital Road to Bidwills Cutting Road.**

The proposal is to extend the footpath along the State Highway linking Hospital Road to Bidwills Cutting Rd to provide ongoing connectivity of the walking mode. Proposals are to add a 1.5-metre-wide concrete footpath at an offset from the kerb and channel to provide a perceived safe separation from the State Highway vehicle traffic movements

##### **3.1.2. Bidwills Cutting Road Improvements-Pedestrian access and safety improvements to Five Rivers Hospital**

The development of the Five Rivers Hospital has required to need to develop a footpath and vehicle safety movements for the benefit of Hospital patients and staff use. Over the last 5 years Arbor Place has been vested as road following a successful light commercial development by Greytown Trust Lands Trust.

The draft proposal options in Appendix 1 shows 2 options for consideration consisting of: footpath installation, Kuranui College carparking adjustments, installation of flush median road-markings, kerb and channel and drainage improvements along with widening of Bidwills Cutting Road. The widening of the carriageway is to accommodate the flush painted median allowing for right turn bay into Arbor Place and Five Rivers hospital as well as a safe pedestrian refuse at the crossing location.

Option shown on Plan C01 is the preferred as it locates the crossing point further away from the SH2 intersection. Turning traffic into Bidwills Cutting Road is higher speed due to the larger radius of the curve from State Highway 2. The proposed crossing point is further along Bidwills Cutting allowing traffic to react safely if pedestrians are using the crossing.

##### **3.1.3. Consultation**

Kuranui College is the main affected party due to amendments to the road parking along the college boundary. Once the draft plans are approved as the preferred option the College will be engaged. Other neighbouring parties will be informed of the proposed safety improvements.

##### **3.1.4. Financial Considerations**

The proposed works have been driven by the development of the Five Rivers Hospital and safety concerns from a few parties. No allowance has been made in the approved budgets 2021/2022 financial year.

None of the works have been identified in the Low-Cost Low Risk work category funded by Waka Kotahi and are not able to attract financial assistance. It must be noted that the funding in the above Category has yet to be approved.

The estimates below represent the following sections of identified works:

Location	Work description	Cost
Footpath State Highway 2 Hospital Road to Bidwills Cutting Road	To construct a 1.5metre wide concrete footpath	<b>\$25,300.00</b>
Bidwills Cutting Road Improvements-Pedestrian access and safety improvements to Five Rivers Hospital	To construct a footpath, kerb and channel, pedestrian islands, drainage facilities, widen existing carriageway and install road-markings	<b>\$200,700.00</b>

### **3.2 Bidwills Cutting Road-Glenmorven Road intersection improvements.**

Ongoing subdivision along Glenmorven Road has increased traffic movements through the intersection. Fabians Road providing the link to Papawai and Greytown for Bidwills Cutting Road safety improvements are required.

WSP Consultants have been engaged to provide options for intersection improvements at the above Intersection.

The draft proposal in Appendix 2 shows additional signage, markings and an extension to the seal on Glenmorven Road. The seal extension will prevent loose aggregate migrating out to the intersection which causes breaking issues.

Funding for this project falls under Waka Kotahi subsidised Road to Zero Work Category and has a primary benefit to impact on a safe roading network. In terms of the Government Policy Statement the improvements have a strategic priority of Safety and a very high rating alignment.

### **3.3 Bidwills Cutting Road-Moiki Road intersection improvements**

Recent subdivision along Moiki Road has increased traffic movements through the intersection. Also taken into account is a successful agricultural contracting business based out of Moiki Road generating high volume seasonal movement

WSP Consultants have been engaged to provide options for intersection improvements at the above Intersection.

The draft proposal options in Appendix 3 shows additional signage, markings.

Option 2 is preferred due to the installation of no passing lines either side of the intersection.

Funding for this project falls under Waka Kotahi subsidised Road to Zero Work Category and has a primary benefit to impact on a safe roading network. In terms of the Government Policy Statement the improvements have a strategic priority of Safety and a very high rating alignment.

## **4. Conclusion**

Safety on the roading network is driven by driver safety. Continuous minor improvements to the network help to reduce the Death and Serious injury accidents. The main benefit in the reduction of these accidents is the impact on social costs to the community.

## **5. Appendices**

Appendix 1 – Bidwills Cutting Road Improvements-Pedestrian access and safety improvements to Five Rivers Hospital

Appendix 2 – Bidwills Cutting - Glenmorven intersection improvements

Appendix 3 - Bidwills Cutting Road-Moiki Road Intersection Improvements

Contact Officer: Tim Langley, Roading Manager

Reviewed By: Harry Wilson, Chief Executive Officer

# **Appendix 1 – Bidwills Cutting Road Improvements-Pedestrian access and safety improvements to Five Rivers Hospital**



#### DRAWING INDEX

C00 COVER SHEET  
C01 OPTION 1 - LAYOUT PLAN AND CROSS SECTIONS  
C02 OPTION 1 - LAYOUT PLAN AND CROSS SECTIONS

C11 EXISTING SERVICES - LAYOUT PLAN

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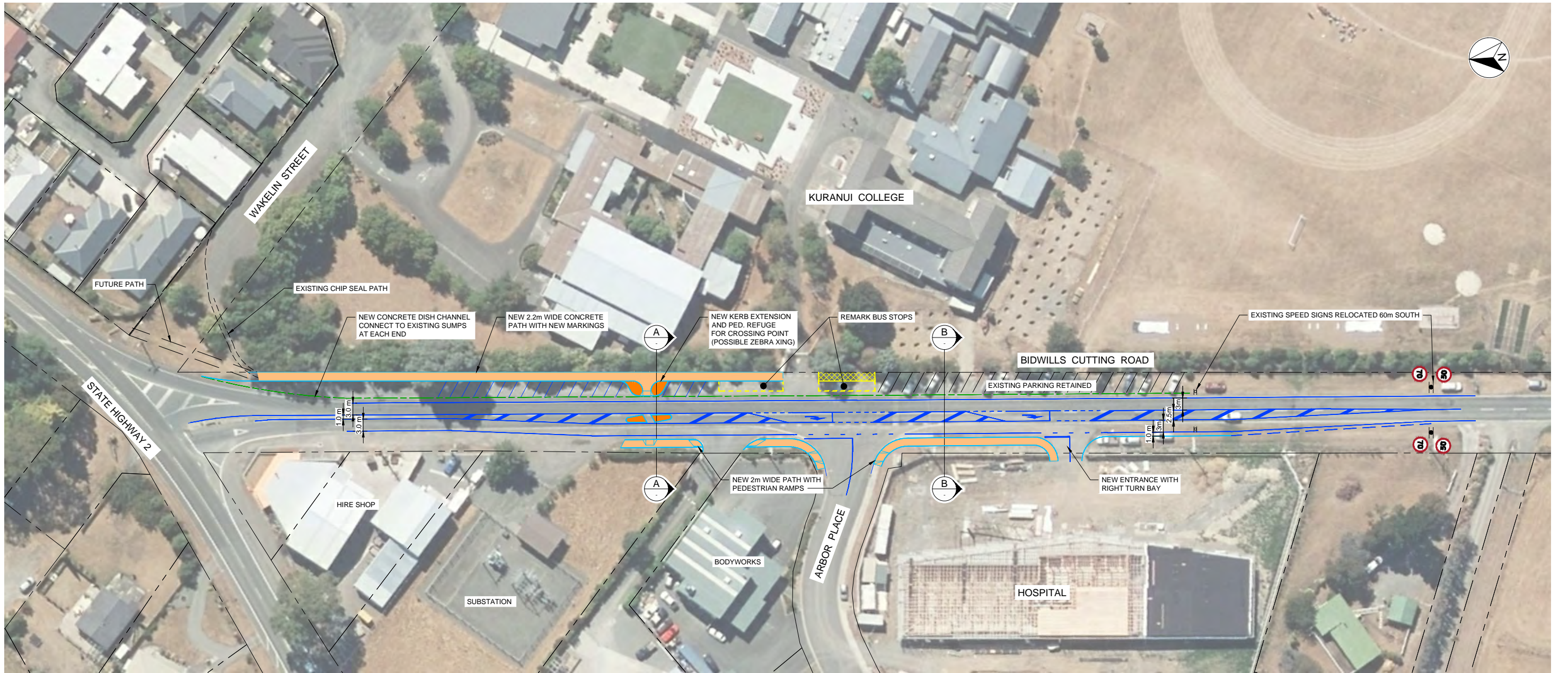
## **SOUTH WAIRARAPA DISTRICT COUNCIL BIDWILLS CUTTING ROAD, GREYTOWN ROAD UPGRADE**

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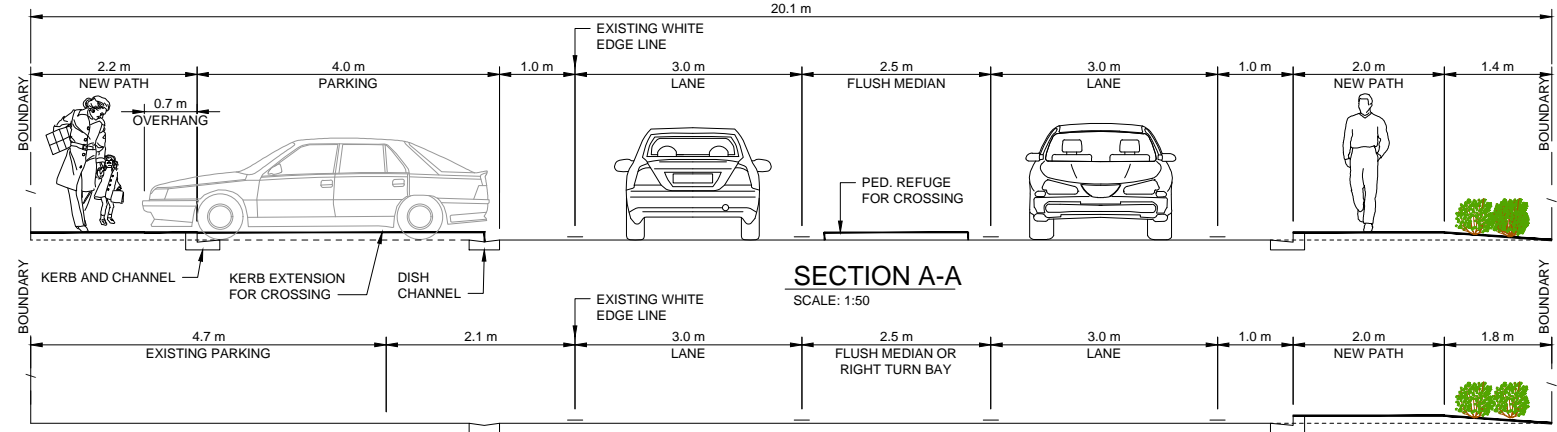
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**Project No: 5-C4368.02  
Date: 17-08-2021**

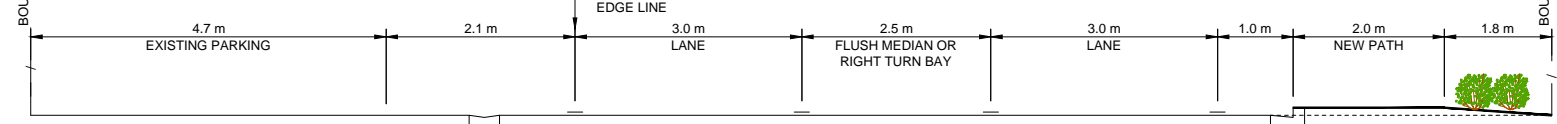




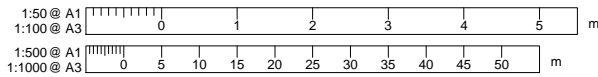
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REVISION	AMENDMENT	APPROVED	DATE
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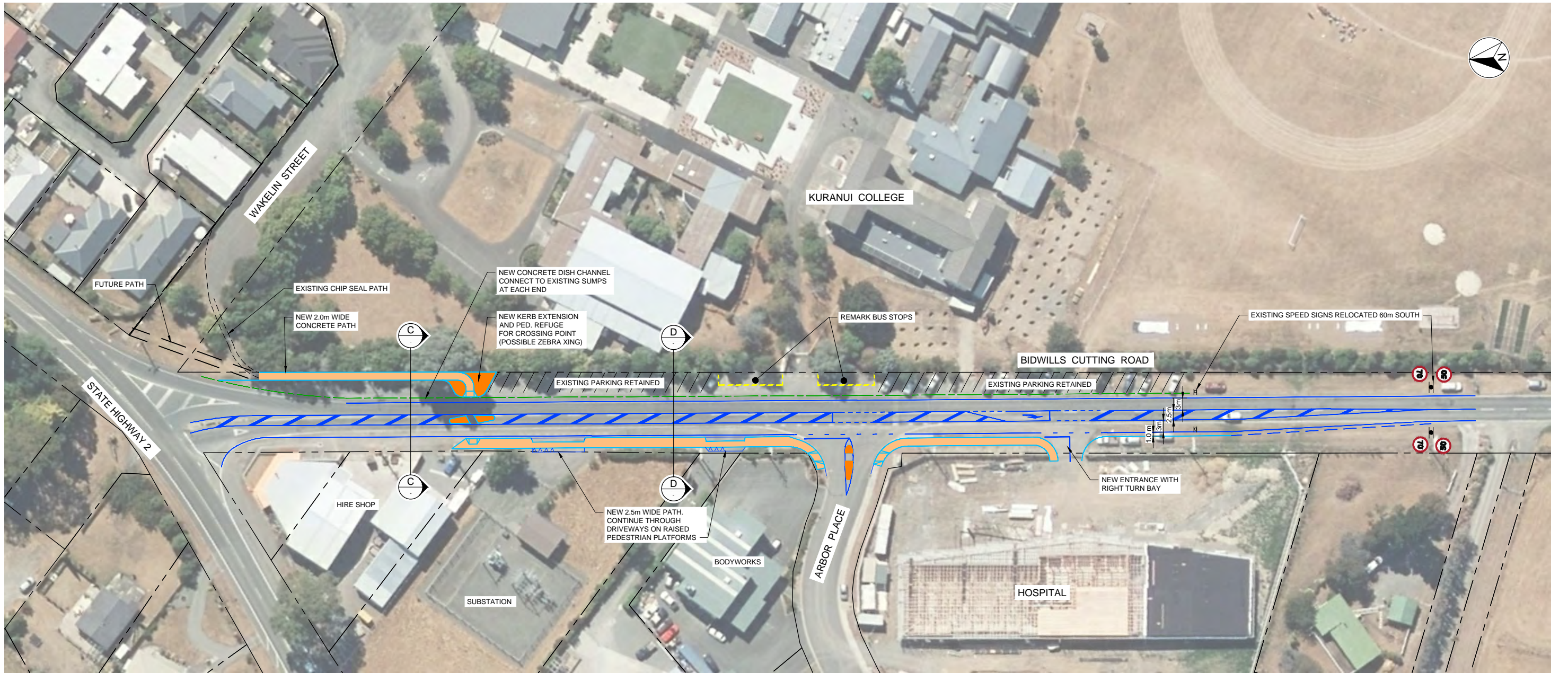
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Wellington Office  
+64 4 471 7000

PO Box 12-003  
Wellington 6144  
New Zealand

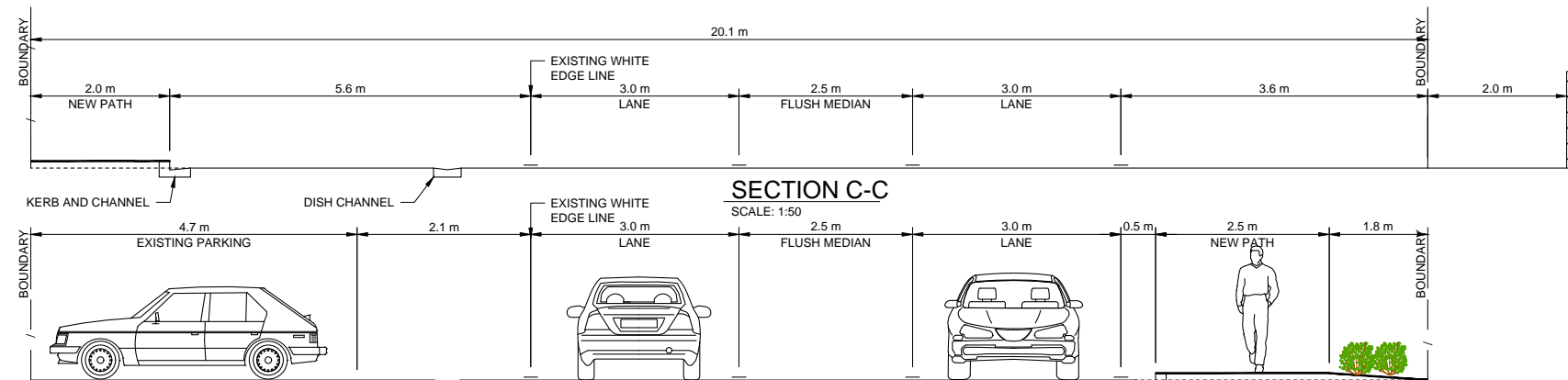
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PROJECT			
SOUTH WAIRARAPA DISTRICT COUNCIL			
BIDWILLS CUTTING ROAD, GREYTOWN			
ROAD UPGRADE			
TITLE			
OPTION 1			
LAYOUT PLAN AND CROSS SECTIONS			
WSP PROJECT NO. (SUB-PROJECT)		SHEET NO.	REVISION
5-C4368.02		C01	A



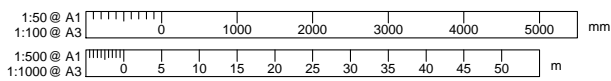


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SECTION D-D  
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REVISION	AMENDMENT	APPROVED	DATE
A	FOR CLIENT REVIEW	D.H.	17-08-2021



**wsp**  
Wellington Office  
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PO Box 12-003  
Wellington 6144  
New Zealand

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CONCEPT

PROJECT  
SOUTH WAIRARAPA DISTRICT COUNCIL  
BIDWILLS CUTTING ROAD, GREYTOWN  
ROAD UPGRADE  
TITLE  
OPTION 2  
LAYOUT PLAN AND CROSS SECTIONS  
WSP PROJECT NO. (SUB-PROJECT)  
5-C4368.02

SHEET NO.  
C02  
REVISION  
A





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1:1000 @ A3

REVISION	AMENDMENT	APPROVED	DATE
A	FOR CLIENT REVIEW	D.H.	17-08-2021



**wsp**  
Wellington Office  
+64 4 471 7000

PO Box 12-003  
Wellington 6144  
New Zealand

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-	-	17-08-2021	

PROJECT  
SOUTH WAIRARAPA DISTRICT COUNCIL  
BIDWILLS CUTTING ROAD, GREYTOWN  
ROAD UPGRADE  
TITLE  
EXISTING SERVICES  
LAYOUT PLAN  
WSP PROJECT NO. (SUB-PROJECT)  
5-C4368.02

SHEET NO.  
C11  
REVISION  
A



## **Appendix 2 – Bidwills Cutting - Glenmorven intersection improvements**



## DRAWING INDEX

C01 - LOCALITY PLAN AND EXISTING LAYOUT PLANS  
C02 - OPTION - LAYOUT PLAN

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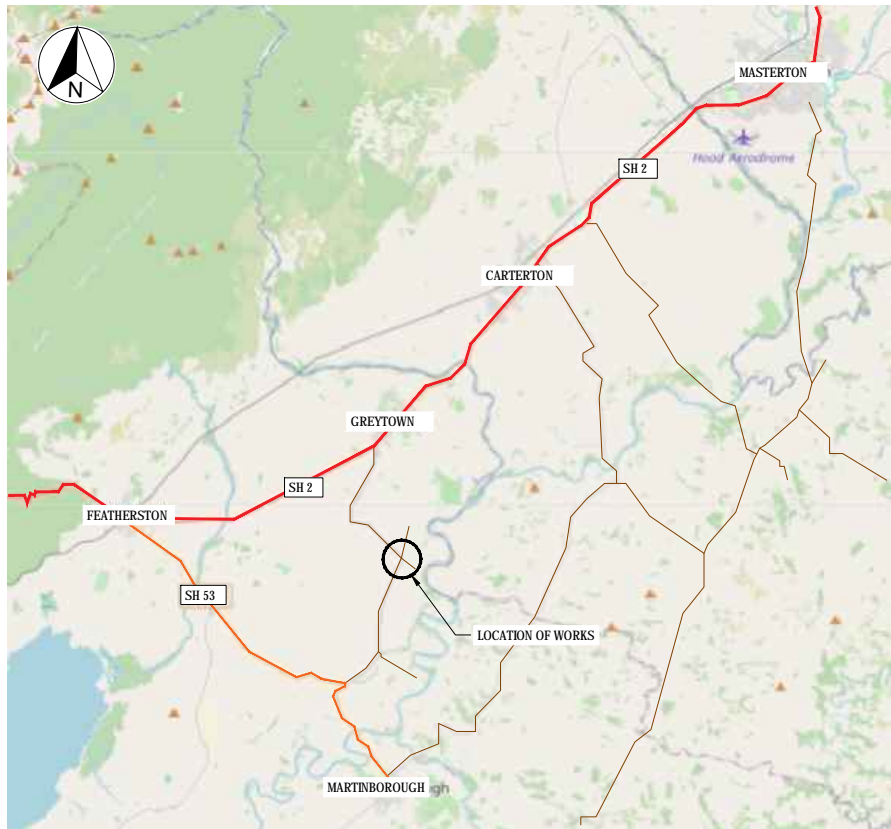
# **SOUTH WAIRARAPA DISTRICT COUNCIL BIDWILLS CUTTING ROAD & GLENMORVEN ROAD INTERSECTION INTERSECTION IMPROVEMENTS**

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**CIVIL**  
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Date: 2021-07-29

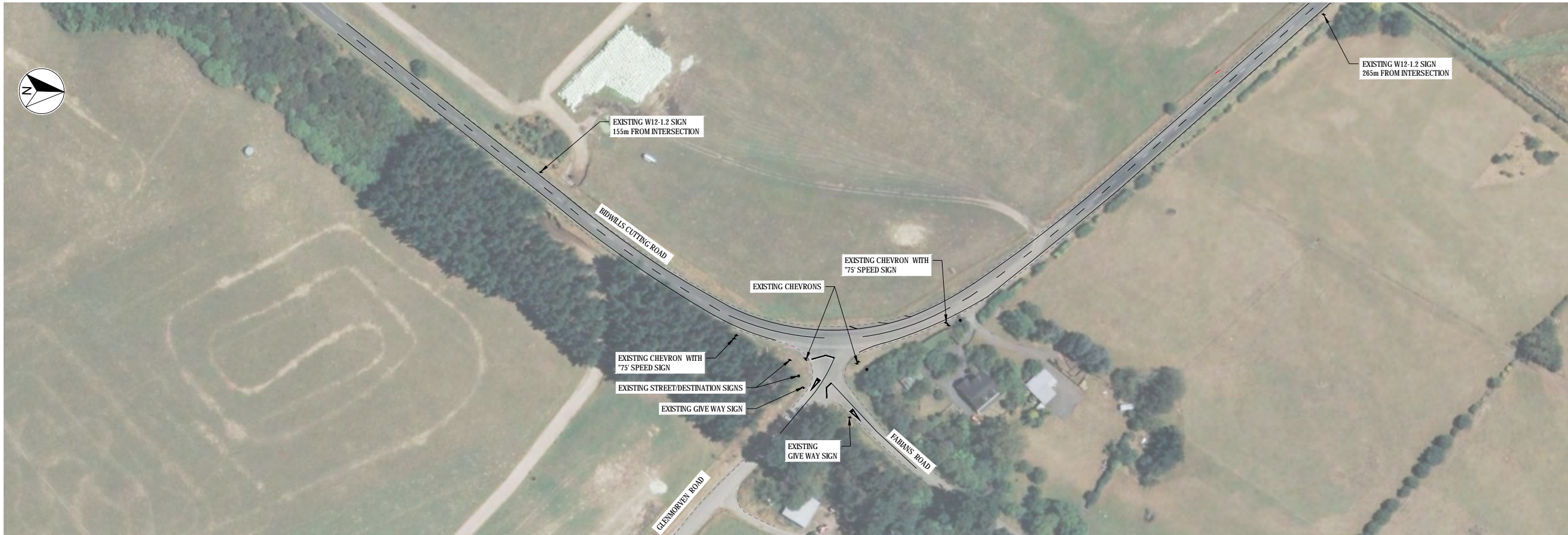
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LOCALITY PLAN  
N.T.S

NOTES:

1. ALL MARKINGS AND SIGNS TO BE IN ACCORDANCE WITH WAKA KOTAHĪ MANUAL OF TRAFFIC SIGNS AND MARKINGS (MOTSAM), TRAFFIC CONTROL DEVICES MANUAL AND COPTTM AS REQUIRED.



EXISTING LAYOUT PLAN  
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1:2000 @ A3

REVISION	AMENDMENT	APPROVED	DATE
A	DRAFT FOR REVIEW	DH	29-07-2021



**wsp**  
Wellington Office  
+64 4 471 7000

PO Box 12-003  
Wellington 6144  
New Zealand

SCALES			ORIGINAL SIZE
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DRAWN	DESIGNED	APPROVED	
C. MATTHEWS	C. MATTHEWS	D. HUANG	
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE	
D HUANG	D HUANG	29-07-2021	

DRAFT FOR REVIEW

PROJECT		
SOUTH WAIRARAPA DISTRICT COUNCIL		
BIDWILLS CUTTING ROAD & GLENMORVEN ROAD INTERSECTION IMPROVEMENTS		
TITLE		
LOCALITY AND EXISTING LAYOUT PLANS		
WSP PROJECT NO. (SUB-PROJECT)		
5-C4368.00 (2)		
SHEET NO.		
C01		
REVISION		
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PROPOSED LAYOUT PLAN  
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REVISION	AMENDMENT	APPROVED	DATE
A	DRAFT FOR REVIEW	DH	29-07-2021



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DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE
D HUANG	D HUANG	29-07-2021

PROJECT	
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TITLE	
PROPOSED LAYOUT PLAN	
WSP PROJECT NO. (SUB-PROJECT)	SHEET NO.
5-C4368.00 (2)	C02
REVISION	A

## **Appendix 3 – Bidwills Cutting Road- Moiki Road Intersection Improvements**





## DRAWING INDEX

- C01 - LOCALITY PLAN AND EXISTING LAYOUTS
- C02 - OPTION 1 AND OPTION 2 LAYOUT PLANS
- C03 - OPTION 3 LAYOUT PLAN

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# **SOUTH WAIRARAPA DISTRICT COUNCIL BIDWILLS CUTTING ROAD & MOIKI ROAD INTERSECTION, MARTINBOROUGH INTERSECTION IMPROVEMENTS**

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**CIVIL**

**DRAFT FOR REVIEW**

Project No: 5-C4368.00 (1)

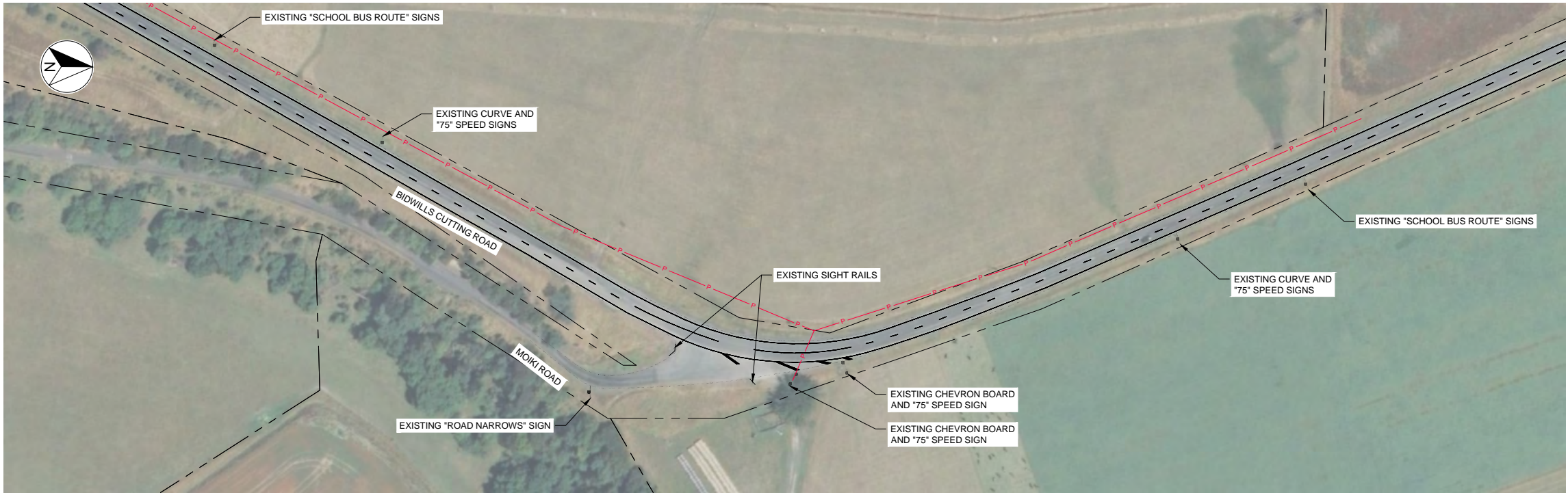
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NOTES:

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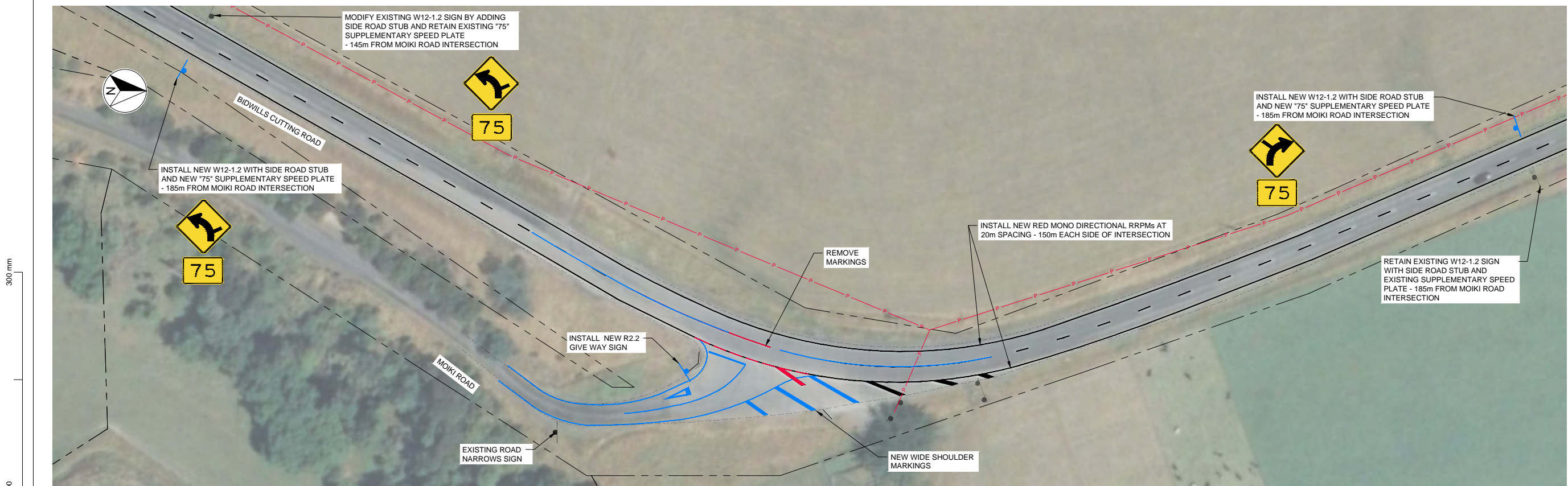
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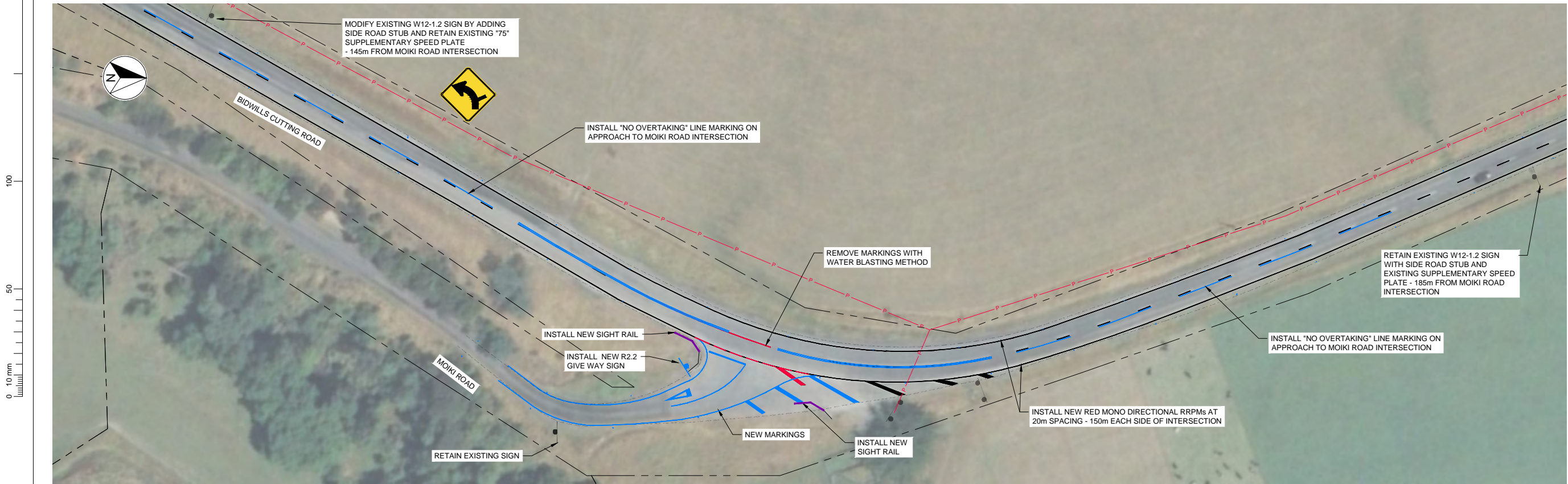
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SOUTH WAIRARAPA DISTRICT COUNCIL		
BIDWILLS CUTTING ROAD & MOIKI ROAD INTERSECTION		
INTERSECTION IMPROVEMENTS		
TITLE		
LOCALITY PLAN AND EXISTING LAYOUT PLAN		
WSP PROJECT NO. (SUB-PROJECT)		SHEET NO.
5-C4368.00(1)		C01
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OPTION 1 - LAYOUT PLAN

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OPTION 2 - LAYOUT PLAN

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REVISION	AMENDMENT	APPROVED	DATE
A	DRAFT FOR REVIEW	DH	29-07-2021



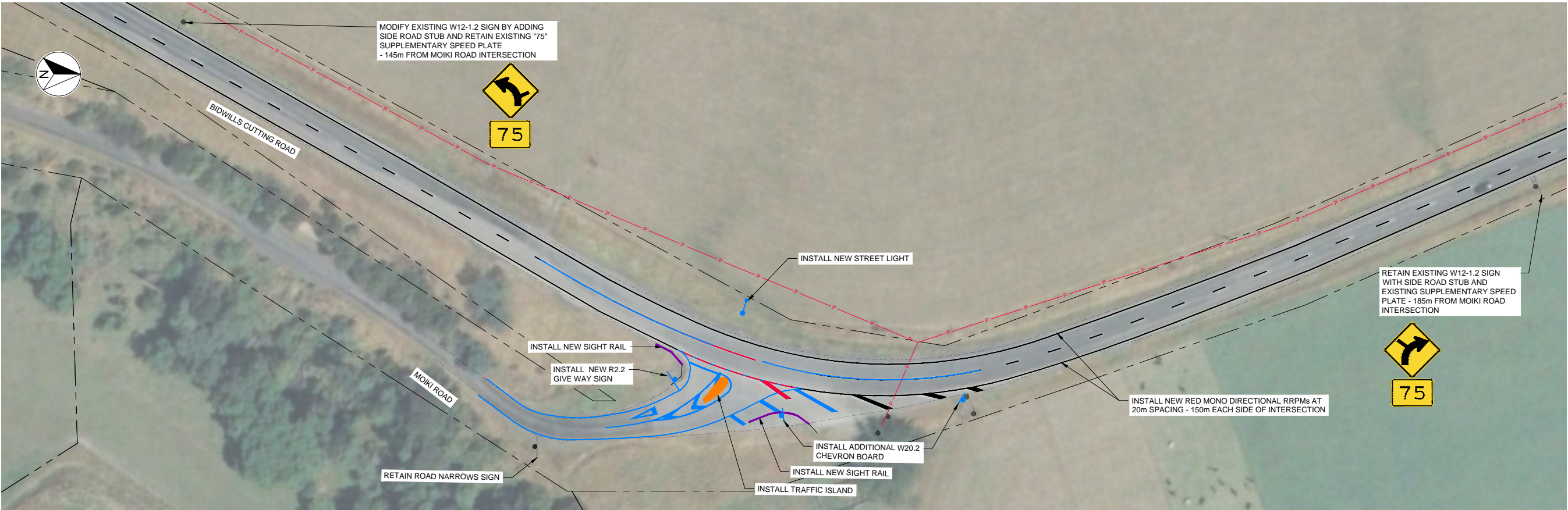
PO Box 12-003  
Wellington 6144  
New Zealand

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DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE
D HUANG	D HUANG	29-07-2021

DRAFT FOR REVIEW

PROJECT	SOUTH WAIRARAPA DISTRICT COUNCIL BIDWILLS CUTTING ROAD & MOIKI ROAD INTERSECTION INTERSECTION IMPROVEMENTS
TITLE	OPTION 1 & OPTION 2 LAYOUT PLAN
WSP PROJECT NO. (SUB-PROJECT)	5-C4368.00(1)
SHEET NO.	C02
REVISION	A





**OPTION 3 - LAYOUT PLAN**

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REVISION	AMENDMENT	APPROVED	DATE
A	DRAFT FOR REVIEW	DH	29-07-2021



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CIVIL

27

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D HUANG	D HUANG	29-07-2021	

DRAFT FOR REVIEW

PROJECT		
SOUTH WAIRARAPA DISTRICT COUNCIL BIDWILLS CUTTING ROAD & MOIKI ROAD INTERSECTION IMPROVEMENTS		
TITLE		
OPTION 3 LAYOUT PLAN		
WSP PROJECT NO. (SUB-PROJECT)	SHEET NO.	REVISION
5-C4368.00(1)	C03	A

# ASSETS AND SERVICES COMMITTEE

1 SEPTEMBER 2021

## AGENDA ITEM C2

### ROAD STOPPING AND SALE, HUMPHRIES STREET GREYTOWN

#### Purpose of Report

To inform the Committee of the proposed stopping and sale of a section of legal road adjacent to 23 Humphries Street, Greytown and the development of the Council's Road Encroachment and Sale Policy.

#### Recommendations

Officers recommend that the Committee:

1. *Receives the Road Stopping and Sale, Humphries Street Greytown Report.*
2. *Notes that officers have assessed the application and public notification of the proposal to stop the road in accordance with Schedule 10 of the Local Government Act 1974 will commence following lodgement of the Survey Office plan with LINZ.*
3. *Notes that officers will report to the Committee on the outcome of the process and for any recommendation to Council to proceed with the road stopping and sale of the section of legal road adjacent to 23 Humphries Street.*
4. *Notes that officers are developing a Road Encroachment and Sale Policy alongside processing the 23 Humphries Street road stopping and sale application.*

#### 1. Background

The owners of 23 Humphries Street, Greytown approached the Council with a proposal to stop and purchase a 295m<sup>2</sup> section of legal road adjoining the frontage of their property. Note that the proposed section is part of the berm, not the formed road - see Appendix 1 for a map of the proposed land for purchase. The house is currently situated at or over the boundary with the legal road. The house was originally built within the owners' property, however, we understand that in 2010 Council purchased a 5m strip alongside the road boundary for future road widening.

The owners would like to renovate the house, which is an identified cottage on the Greytown Heritage trail, and wish to extend the front of the property to retain the unique look of the cottage. They are limited in their ability to do so under the current circumstances. They propose to consolidate the land into their existing title.

Council does not currently have a Road Encroachment and Sale Policy. The Finance Audit and Risk Committee has previously raised with officers their support for developing a policy particularly to address irregular boundary alignment in Greytown. There has been no capacity within council to progress this work and so officers have engaged an external contractor to assist in developing the policy and to expedite the Humphries Street application.

### **1.1 Proposed Road Stopping and Purchase, 23 Humphries Street**

Council is able to stop the section of legal road in question under section 342 of the Local Government Act 1974.

#### **342 Stopping and closing of roads**

The council may, in the manner provided in Schedule 10,—

- (a) stop any road or part thereof in the district:  
provided that the council shall not proceed to stop any road or part thereof in a rural area unless the prior consent of the Minister of Lands has been obtained;  
or
- (b) close any road to traffic or any specified type of traffic (including pedestrian traffic) on a temporary basis in accordance with that schedule and impose or permit the imposition of charges as provided for in that schedule.

Although the section of legal road is physically part of the berm, the public currently has rights of access. Any decision to stop the section of road must follow the process of public notification set out in Schedule 10 of the Act (see Appendix 2).

Officers have considered the application and can confirm there is no longer any intention to widen Humphries Street in the area in question and cannot foresee any future need to do so. There do not appear to be any issues with services in the proposed area and this would be confirmed by survey. Any access requirements can be covered in the sale and purchase agreement.

Officers do not consider that the proposed sale would result in reduced transport or amenity value to the public and will be visually consistent with the neighbouring property to the west. No safety issues have been identified and the application is supported from a traffic engineering perspective.

A Survey Office Plan has been commissioned by the applicant and once this is completed and lodged with Land Information New Zealand (LINZ), public notification will commence in accordance with Schedule 10. Note that the applicants have received an indication of consent from adjacent property owners.

The application is being processed on the basis that the applicant will meet all reasonable costs, including for officer time, public notification, valuation, survey, legal advice, land adjustment and purchase. Note that the costs for developing the policy will not be passed on to the applicants and only reasonable costs for officer time in relation to the application will be recharged. The land will be valued at market rate on the basis of the benefit accrued from the additional land. In some circumstances,

additional land makes subdivision possible where it would otherwise not be and the valuation would take this into account.

### **1.2 Consultation**

The notification requirements relating to the proposed stopping of the section of legal road adjacent to 23 Humphries Street are provided in Schedule 10 of the Local Government Act 1974. The Council's Significance and Engagement Policy is not engaged and further public consultation is not necessary.

### **1.3 Legal Implications**

The requirements of the Local Government Act 1974 relating to road stopping is outlined in this report. Note that under section 32, Schedule 7 of the Local Government Act 2002, Council cannot delegate the decision to dispose of the land.

## **2. Conclusion**

Officers have received and assessed an application to purchase a section of legal road adjacent to 23 Humphries Street, Greytown. Officers, with the assistance of external consultants, are developing a Road Encroachment and Sale Policy alongside processing the application. Once a survey has been completed and lodged with LINZ, the proposed road stopping will be publicly notified. Officers will report to the Committee on the outcomes and for any recommendation to Council to proceed with the road stopping and sale of the section of land.

## **3. Appendices**

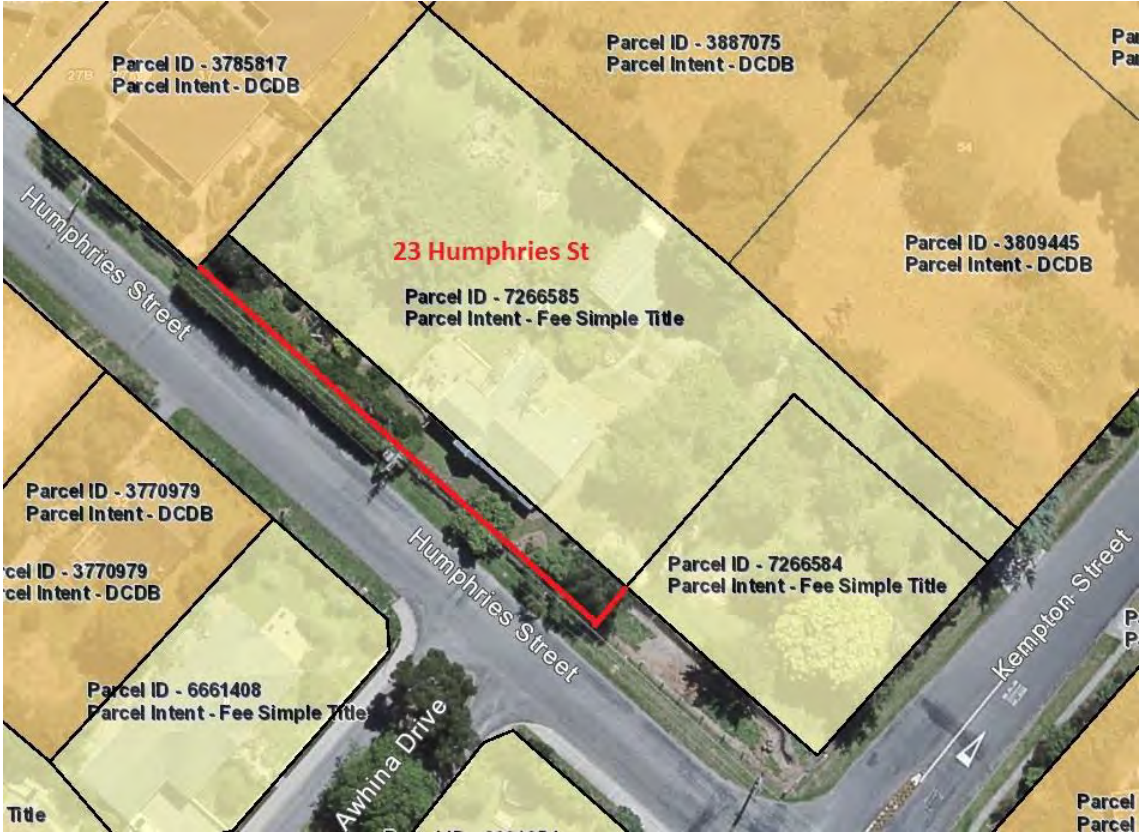
Appendix 1 – Section of Humphries Street, Greytown legal road

Appendix 2 – Schedule 10, Local Government Act 1974

Contact Officer: Karen Yates, Policy and Governance Manager

Reviewed By: Harry Wilson, Chief Executive

## **Appendix 1 – Section of Humphries Street, Greytown legal road**



Proposed section of road to be stopped and sold within the red line

## **Appendix 2 – Schedule 10, Local Government Act 1974**



## **Schedule 10**

### **Conditions as to stopping of roads and the temporary prohibition of traffic on roads**

ss 319(h), 342

Schedule 10: inserted, on 1 April 1979, by section 3(1) of the Local Government Amendment Act 1978 (1978 No 43).

#### *Stopping of roads*

- 1 The council shall prepare a plan of the road proposed to be stopped, together with an explanation as to why the road is to be stopped and the purpose or purposes to which the stopped road will be put, and a survey made and a plan prepared of any new road proposed to be made in lieu thereof, showing the lands through which it is proposed to pass, and the owners and occupiers of those lands so far as known, and shall lodge the plan in the office of the Chief Surveyor of the land district in which the road is situated. The plan shall separately show any area of esplanade reserve which will become vested in the council under section 345(3).

Schedule 10 clause 1: amended, on 1 October 1991, by section 362 of the Resource Management Act 1991 (1991 No 69).

- 2 On receipt of the Chief Surveyor's notice of approval and plan number the council shall open the plan for public inspection at the office of the council, and the council shall at least twice, at intervals of not less than 7 days, give public notice of the proposals and of the place where the plan may be inspected, and shall in the notice call upon persons objecting to the proposals to lodge their objections in writing at the office of the council on or before a date to be specified in the notice, being not earlier than 40 days after the date of the first publication thereof. The council shall also forthwith after that first publication serve a notice in the same form on the occupiers of all land adjoining the road proposed to be stopped or any new road proposed to be made in lieu thereof, and, in the case of any such land of which the occupier is not also the owner, on the owner of the land also, so far as they can be ascertained.
- 3 A notice of the proposed stoppage shall, during the period between the first publication of the notice and the expiration of the last day for lodging objections as aforesaid, be kept fixed in a conspicuous place at each end of the road proposed to be stopped:

provided that the council shall not be deemed to have failed to comply with the provisions of this clause in any case where any such notice is removed without the authority of the council, but in any such case the council shall, as soon as conveniently may be after being informed of the unauthorised removal of the notice, cause a new notice complying with the provisions of this clause to be affixed in place of the notice so removed and to be kept so affixed for the period aforesaid.



- 4 If no objections are received within the time limited as aforesaid, the council may by public notice declare that the road is stopped; and the road shall, subject to the council's compliance with clause 9, thereafter cease to be a road.
- 5 If objections are received as aforesaid, the council shall, after the expiration of the period within which an objection must be lodged, unless it decides to allow the objections, send the objections together with the plans aforesaid, and a full description of the proposed alterations to the Environment Court.
- Schedule 10 clause 5: amended, on 2 September 1996, pursuant to section 6(2)(a) of the Resource Management Amendment Act 1996 (1996 No 160).
- 6 The Environment Court shall consider the district plan, the plan of the road proposed to be stopped, the council's explanation under clause 1, and any objection made thereto by any person, and confirm, modify, or reverse the decision of the council which shall be final and conclusive on all questions.
- Schedule 10 clause 6: replaced, on 1 October 1991, by section 362 of the Resource Management Act 1991 (1991 No 69).
- Schedule 10 clause 6: amended, on 2 September 1996, pursuant to section 6(2)(a) of the Resource Management Amendment Act 1996 (1996 No 160).
- 7 If the Environment Court reverses the decision of the council, no proceedings shall be entertained by the Environment Court for stopping the road for 2 years thereafter.
- Schedule 10 clause 7: amended, on 2 September 1996, pursuant to section 6(2)(a) of the Resource Management Amendment Act 1996 (1996 No 160).
- 8 If the Environment Court confirms the decision of the council, the council may declare by public notice that the road is stopped; and the road shall, subject to the council's compliance with clause 9, thereafter cease to be a road.
- Schedule 10 clause 8: amended, on 2 September 1996, pursuant to section 6(2)(a) of the Resource Management Amendment Act 1996 (1996 No 160).
- 9 Two copies of that notice and of the plans hereinbefore referred to shall be transmitted by the council for record in the office of the Chief Surveyor of the land district in which the road is situated, and no notice of the stoppage of the road shall take effect until that record is made.
- 10 The Chief Surveyor shall allocate a new description of the land comprising the stopped road, and shall forward to the Registrar-General of Land or the Registrar of Deeds, as the case may require, a copy of that description and a copy of the notice and the plans transmitted to him by the council, and the Registrar shall amend his records accordingly.
- Schedule 10 clause 10: amended, on 12 November 2018, by section 250 of the Land Transfer Act 2017 (2017 No 30).

*Temporary prohibition of traffic*

- 11 The council may, subject to such conditions as it thinks fit (including the imposition of a reasonable bond), and after consultation with the Police and the New Zealand Transport Agency, close any road or part of a road to all traffic or any specified type of traffic (including pedestrian traffic)—
- (a) while the road, or any drain, water race, pipe, or apparatus under, upon, or over the road is being constructed or repaired; or
  - (b) where, in order to resolve problems associated with traffic operations on a road network, experimental diversions of traffic are required; or
  - (c) during a period when public disorder exists or is anticipated; or
  - (d) when for any reason it is considered desirable that traffic should be temporarily diverted to other roads; or
  - (e) for a period or periods not exceeding in the aggregate 31 days in any year for any exhibition, fair, show, market, concert, film-making, race or other sporting event, or public function:

provided that no road may be closed for any purpose specified in paragraph (e) if that closure would, in the opinion of the council, be likely to impede traffic unreasonably.

Schedule 10 clause 11: replaced, on 14 August 1986, by section 14(1) of the Local Government Amendment Act (No 3) 1986 (1986 No 50).

Schedule 10 clause 11: amended, on 26 March 2015, by section 5 of the Local Government Act 1974 Amendment Act 2015 (2015 No 20).

- 11A The council shall give public notice of its intention to consider closing any road or part of a road under clause 11(e); and shall give public notice of any decision to close any road or part of a road under that provision.

Schedule 10 clause 11A: inserted, on 14 August 1986, by section 14(1) of the Local Government Amendment Act (No 3) 1986 (1986 No 50).

- 11B Where any road or part of a road is closed under clause 11(e), the council or, with the consent of the council, the promoter of any activity for the purpose of which the road has been closed may impose charges for the entry of persons and vehicles to the area of closed road, any structure erected on the road, or any structure or area under the control of the council or the promoter on adjoining land.

Schedule 10 clause 11B: inserted, on 14 August 1986, by section 14(1) of the Local Government Amendment Act (No 3) 1986 (1986 No 50).

- 11C Where any road or part of a road is closed under clause 11(e), the road or part of a road shall be deemed for the purposes of—
- (a) *[Repealed]*
  - (b) the Traffic Regulations 1976:

- (c) the Transport (Drivers Licensing) Regulations 1985:
- (d) *[Repealed]*
- (e) the Transport (Vehicle Registration and Licensing) Notice 1986:
- (ea) the Land Transport Act 1998:
- (f) any enactment made in substitution for any enactment referred to in paragraphs (a) to (ea)—

not to be a road; but nothing in this clause shall affect the status of the road or part of a road as a public place for the purposes of this or any other enactment.

Schedule 10 clause 11C: inserted, on 14 August 1986, by section 14(1) of the Local Government Amendment Act (No 3) 1986 (1986 No 50).

Schedule 10 clause 11C(a): repealed, on 10 May 2011, by section 100(3) of the Land Transport (Road Safety and Other Matters) Amendment Act 2011 (2011 No 13).

Schedule 10 clause 11C(d): repealed, on 1 May 2011, by section 35(4) of the Land Transport Amendment Act 2009 (2009 No 17).

Schedule 10 clause 11C(ea): inserted, on 1 March 1999, by section 215(1) of the Land Transport Act 1998 (1998 No 110).

Schedule 10 clause 11C(f): amended, on 1 March 1999, by section 215(1) of the Land Transport Act 1998 (1998 No 110).

- 12 The powers conferred on the council by clause 11 (except paragraph (e)) may be exercised by the chairman on behalf of the council or by any officer of the council authorised by the council in that behalf.
- 13 Where it appears to the council that owing to climatic conditions the continued use of any road in a rural area, other than a State highway or government road, not being a road generally used by motor vehicles for business or commercial purposes or for the purpose of any public work, may cause damage to the road, the council may by resolution prohibit, either conditionally or absolutely, the use of that road by motor vehicles or by any specified class of motor vehicle for such period as the council considers necessary.
- 14 Where a road is closed under clause 13, an appropriate notice shall be posted at every entry to the road affected, and shall also be published in a newspaper circulating in the district.
- 15 A copy of every resolution made under clause 13 shall, within 1 week after the making thereof, be sent to the Minister of Transport, who may at any time, by notice to the council, disallow the resolution, in whole or in part, and thereupon the resolution, to the extent that it has been disallowed, shall be deemed to have been revoked.
- 16 No person shall—
  - (a) use a vehicle, or permit a vehicle to be used, on any road which is for the time being closed for such vehicles pursuant to clause 11; or

- 
- (aa) without the consent of the council or the promoter of any activity permitted by the council, enter or attempt to enter, or be present, on any road or part of a road that is for the time being closed to pedestrian traffic pursuant to clause 11; or
  - (b) use a motor vehicle, or permit a motor vehicle to be used, on any road where its use has for the time being been prohibited by a resolution under clause 13.

Schedule 10 clause 16(aa): inserted, on 14 August 1986, by section 14(2) of the Local Government Amendment Act (No 3) 1986 (1986 No 50).

# ASSETS AND SERVICES COMMITTEE

1 SEPTEMBER 2021

## AGENDA ITEM D1

### HINEKURA ROAD EROSION AND LANDSLIDE REMEDIATION REPORT

#### **Purpose of Report**

To update members on risk mitigation proposals to the landslide erosion along Hinekura Road near Hikawera Road.

#### **Recommendations**

Officers recommend that the Committee:

1. *Receive the Hinekura Road Erosion and Landslide Remediation Report.*
2. *Note the Greater Wellington Regional Council (GWRC) Erosion and Landslide Remediation Plan and that all recommendations identified in this report will be carried out within existing Council budgets.*
3. *Note the WSP Consultants Hinekura Landslide July 2021 Assessment memo.*
4. *Note that Council officers will continue to work closely with GWRC and WSP Consultants to come up with a final risk mitigation strategy for 1673 Hinekura Road.*

#### **1. Background**

There is an active landslide at 1673 Hinekura Road of approximately 450m long and 100m wide. This landslide has likely been active for many years and is prone to movement and instability following heavy rain. Council officers regularly monitor the road for movement.

During the June 2021 weather event this section of road became unstable and was closed. It has since been reopened to light traffic.

Stabilising the landslide area is considered difficult, however proposals have been received from GWRC and WSP Consultants to mitigate the risk of further erosion and stabilise the landslide area and road.

## **2. Discussion**

### **2.1 Immediate Works**

GWRC's Council officers will continue to work with GWRC, WSP Consultants and the landowner to finalise a risk mitigation strategy. Initial works as proposed by GWRC (see Appendix 1) will be undertaken, and Council's share of the cost amounting to \$30,000 will be completed within existing budgets. Works will be undertaken as weather allows.

### **2.2 Geotechnical Assessment**

A geotechnical assessment of the Hinekura Road landslide area has been provided by WSP Consultants and is attached in Appendix 2.

### **2.3 Communications**

Council's Communication's Team have setup an email group for Hinekura Road residents to enable immediate distribution of future road closures. The group will be kept up to date on current and future works proposals.

## **3. Conclusion**

Council officers are working with key stakeholders to put immediate risk mitigation measures into place for the active landslide at 1673 Hinekura Road. A longer term risk mitigation plan will be developed to further stabilise the land and roading infrastructure.

## **4. Appendices**

Appendix 1 – GWRC Erosion and Landslide Remediation Plan

Appendix 2 – WSP Consultants Hinekura Landslide July 2021 Assessment memo

Contact Officer: Tim Langley, Roading Manager

Reviewed By: Harry Wilson, Chief Executive Officer

# **Appendix 1 – GWRC Erosion and Landslide Remediation Plan**

TO Harry Wilson  
Chief Executive  
South Wairarapa District Council

FROM David Boone  
Manager, Land Management  
Greater Wellington Regional Council

DATE 24 August 2021

## **HINAKURA HILL - RECOMMENDED EROSION AND LAND SLIDE REMEDIATION PLAN**

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This memo outlines GW's recommendation for risk mitigation works to the landslide erosion along Hinakura Road near Hikawera Road.

### **Background**

A large, active landslide was observed at 1673 Hinakura Road in South Wairarapa in June, 2020. The landslide area, approximately 450m long and 100m wide, has likely been active for many years. The land movement and instability was exacerbated by a heavy rain event in March 2020. A geotechnical assessment was commissioned by South Wairarapa District Council and undertaken by WSP consultants on 19 June, 2020. The assessment found the following key issues as a result of the landslide occurring:

- The slope had experienced fresh tension cracks which were affecting an 80m section of Hinakura Road
- A linear fissure (split) had occurred on the western side of the landslide, and ran through a farm dam about 50m upslope of the road which supplies water to the farm. The dam, ~300m<sup>2</sup> in area (depth unknown), was observed to be leaking water as a result.
- Movement of the landslide continues to occur.
- Ongoing movement may result in the breaching of the farm dam, which would flood the slope below the dam as well as the road. This outcome would result in further severe damage to the road and impacted farmland, as well as pose safety risks to road users.

### **Current situation**

In June, 2021, a landslide occurred in close proximity to 1673 Hinakura Road in South Wairarapa. As part of this, there were two shear planes (a plane or other surface along which rocks are ruptured by compressive stress) detected, and a sympathetic movement tied to them. The road dissected one of the shear planes, which has resulted in the road subsiding. These shear plane movements are shown in Appendix 1 below.

The June 2021 rain event caused significant damage to the road, and resulted in the road being impassable for local residents and large utility vehicles for approximately a week.

To date, remedial action has involved removal of trees and temporary repairs to improve drainage. As it stands, the road in this location only allows for light vehicle access following these repairs. The recommendations outlined in this memo highlights a sequence of remedial actions to reduce risk by minimising the likelihood of



the land sliding in the future to safeguard land, infrastructure and the community's reliance on the road in the short and long-term.

## **Recommendations**

To maximise the effectiveness of these recommendations all actions need to be implemented.

GW has considered recommendations provided by WSP in their geotechnical assessment report (19 June, 2020). Where applicable, costs are estimated (GST exclusive), and do not include any council staff time required for the supervision of the works.

All paddocks and stages referred to in the below table are shown in Appendix 1.

Stage and description	Rationale	Construction notes	Estimated cost (GST exclusive)
<b>Stage 1: New water supply dam</b>  Construction of a new dam as shown in Appendix 1	<p>The current dam is instable. Although it is not the only cause of road risk, it is a contributing factor and should be relocated.</p> <p>Construction of the new dam site is critical to landowner approval of other works required.</p>	<p>The new dam site has telephone lines nearby so exact siting of the dam and associated angle drains will need to take this into consideration.</p> <p>The overflow outlet and associated drainage will need to be considered how best to drain past the road.</p> <p>The map shows a second alternative dam site in the paddock "Cabbage Trees 2". A third option is to alter the drainage to drain into the existing dam in Big Dam paddock and alter the reticulation setup.</p>	\$10,000
<b>Stage 2: Tree removal</b>  Damaged and leaning trees on site to be removed and replaced. This includes: a) Trees on the shear plane (No Name paddock) b) Removal of old willows in toe accumulation area (Cabbage Tree 1 paddock) c) Old pines on top road edge d) Crack and golden willow on bottom road edge	<p>These trees are a health &amp; safety hazard.</p> <p>Their removal will allow for other land stabilising work to be undertaken.</p>	<p>Tasks (c) and (d):</p> <p>Removal of the trees along and above the road will be similar to tree removal already completed.</p> <p>Tasks (a) and (b):</p> <p>The old willows in the toe accumulation area and in No Name paddock will be removed by ground crew.</p>	\$5,000
<b>Stage 3: Drainage construction</b>  Construction of approximately 850m of V drains in paddock labelled "Cabbage Tree 1 paddock." (See Appendix 3 for explanation of a V drain)	<p>This will dewater the slope to minimise lubrication of the shear planes.</p>	<p>These will be constructed to allow for movement across the shear plane edges without cutting off the drains.</p>	\$10,000

<b>Stage 4: Drainage across road</b>  Construction of approximately 150m of novacoil. This will be connected to the existing drain on the western side of the movement with a catching box, and drain to the base of the movement. (See Appendix 3 for explanation of a catching box)	Removal of the current drainage along the shear plane boundary, which will minimise the likelihood of the land to continue subsiding.	The western-most v drain near the dam to be decommissioned may be reconfigured once the dam has been infilled.  The novacoil and catching box will need to be entered onto the SWDC asset register and programmed for routine monitoring and maintenance.	\$5,000
<b>Stage 5: Decommission old water storage dam</b>  Empty and infill redundant dam	Minimise the ability for excess water to accelerate the movement, and prevent breaching of the dam.	This will require a pump unit for a day, and a digger for a day. The water could be pumped into the new dam to provide water over the summer.  <b>Seasonal constraints:</b> The earthworks described in stages 1-5 need to take place during the summer when the area is drier, both to allow the completed works to settle before any significant rainfall events occur and to minimise the pugging damage and risk of getting machinery stuck.	\$2,000
<b>Stage 6: Fencing stock exclusion for planting protection</b>  Existing fencing needs to be reinstated, and fencing of two proposed retirement areas (Stages 7).	The retirement areas act to stabilise the ground through preventing excess water build up. The fencing helps to ensure the area remains securely managed, and stock are excluded to protect the seedlings and maintain vegetation cover.	A gate and laneway for stock movement may also need to be added to retain access to the remaining part of No Name paddock after the retirement.  <b>Seasonal constraints:</b> The fencing will need to take place during drier months, and for the reinstatement of the fences removed to date these cannot be reinstated until the rest of the trees are removed. The recommended planting cannot be put in until the earthworks are completed so will need to be put in next winter.	\$15,000
<b>Stage 7: Planting</b>  Retirement of land in "No Name" paddock of farm. This will remove LUC class 7 land (Erosion prone), and the bottom of the shear plane from grazing.	This will provide erosion control to minimise movement of the hill side.	<b>"No Name" planting:</b> About 2,500 seedlings, and 50 willows for stabilising small stream banks  <b>Road edge planting and "Cabbage Tree 1":</b> About 130 poles (Willow or poplar trees), and	\$16,000

<p>And</p> <p>Retirement of land above the road, replacement of road edge trees, and poplar and willow planting around v drains and infilled dam.</p> <p>See Appendix 2 for detailed retirement planting plan</p>		<p>500 seedlings</p> <p><b>Seasonal constraints:</b> The recommended planting cannot be put in until the earthworks are completed so will need to be put in next winter.</p> <p><b>Winter 2021 planting already completed:</b> This winter some willows have been planted below the road where one of the existing culverts drains to, and where additional water will drain to once the V drains are constructed. These willows will help tie up the soil and stabilise the receiving area.</p>	
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Estimated total cost of recommended works is **\$63,000 (excluding GST)**.

### **Works implementation**

GW accepts no responsibility to deliver the work involved in these recommendations, however we are agreeable to assisting SWDC's lead on implementing further remedial work.

GW staff have involved the landowner in the development of these recommendations and we understand that they are supportive of the works being undertaken. Confirmation and formal approval to enter upon private land to undertake any work is a matter for SWDC to manage.

GW will, in good faith, make every possible effort to assist SWDC to be successful in the delivery of works required to manage future landslide erosion risk at this site.

GW will provide the tree planting materials needed. GW staff will assist with site supervision and contractor management during works construction if so requested by SWDC.

GW is committed to co-funding 50% of the total cost of works described in this memo, up to a maximum of \$30,000, conditional to the Manager, Land Management being satisfied that the full package of necessary erosion mitigation works described in this memo have been implemented to a satisfactory quality. GW considers that SWDC is responsible for confirming the source of the remaining 50% co-funding prior to beginning any work, i.e. SWDC and/or landowner contribution.

For further information, please contact:

**David Boone**

Manager, Land Management

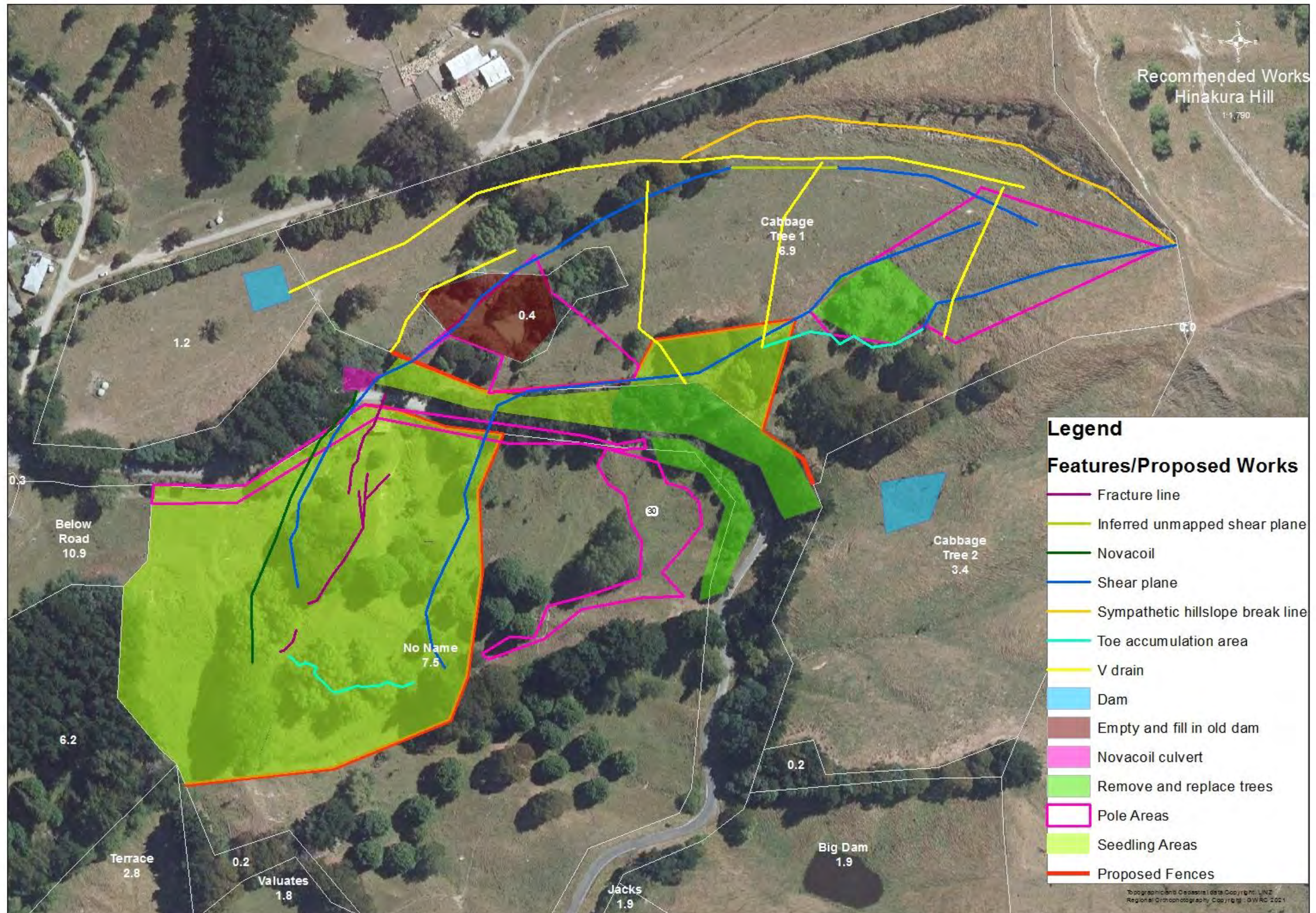
DD: 06 826 1549

[david.boone@gw.govt.nz](mailto:david.boone@gw.govt.nz)

Mobile: 027 458 3947



## Appendix 1





## Appendix 2





### Appendix 3



Picture of a catching box, with inlet visible where water is running. An outlet is on the other side of the box.





Picture of a v drain, with the aerial view of this v-drain on the right, White Rock Road.

**Appendix 2 – WSP Consultants  
Hinekura Landslide July 2021  
Assessment memo**

## Memorandum

To	Ben Turner, Tim Langley (South Wairarapa District Council)
From	Giles Farquhar, David Stewart
Office	Wellington
Date	16 August 2021
File/Ref	5-C4072.01; GER Report 2021/46
Subject	Hinakura Road Landslide July 2021 Assessment

### 1 Introduction

WSP were engaged by South Wairarapa District Council (SWDC) to inspect and carry out an initial assessment of the reactivated landslide affecting Hinakura Road (RP: Hinakura RD/17.07 – 17.140) and the property of 1673 Hinakura Road, 15 km east of Martinborough in the Wairarapa.

The landslide moved significantly on 22 June 2021 following heavy rainfall (149mm fell on the 21<sup>st</sup> and 22<sup>nd</sup> June at the Pahaoa River rain gauge, Hinakura (Greater Wellington, 2021)).

The initial site visit was carried out with Ben Turner by WSP Principal Geotechnical Engineer, David Stewart on 29 June 2021 (Photo 1). A set of photos from that visit were supplied to SWDC on 29 June (copied in Appendix A). Engineering geologist Giles Farquhar and principal surveyor Caleb Baidon visited the site on 5 July 2021 to carry out a UAV survey and install and survey monitoring pegs around the landslide.

WSP were previously engaged to assess this landslide following movement a year before, in June 2020. An inspection and UAV survey of the landslide was carried out on the 10<sup>th</sup> June 2020 and a geotechnical memo supplied to SWDC included recommendations for mitigating the movement and monitoring the landslide. The 2020 survey data and availability of a 2013 LiDAR survey has allowed comparison with the 2021 survey to determine movement rates.

This current memo summarises observations from the 2021 site visits, summarises landslide displacement data especially from UAV surveys and provides some recommendations to assist SWDC in mitigating the risk at the site.





Photo 1: Site on 29 June 2021, showing translation of the road downslope. Lateral scarp in foreground has been removed to allow arborists in to cut down tilting trees (arborist staff visible in background). White SWDC monitoring pegs visible at right and just to left of blue culvert marker.

## 2 Site Description

The section of Hinakura Road inspected is a tar sealed road providing access to farms in the Hinakura Valley, just east of Hikawera Road. Traffic volumes are relatively light but include a high proportion of logging truck traffic as well as school traffic. There is one alternative route to the north, which is one way, requires dry weather and adds a large amount of time to the trip.

The landslide is 500m long and ~80m wide in farm paddocks in a broad south facing gully, extending from the ridge top down a relatively planar gentle slope (average of 1V to 6H) with the landslide toe near the base of the slope below the road (Refer plan in Appendix B). A small farm dam is located in the gully, about 50m upslope of the road. The dam water surface is currently approx. 400m<sup>2</sup> in area and 9m higher in elevation than the road.

## 3 Investigations and Monitoring

### 3.1 WSP Geotechnical investigations

Initial observations were made on the walkover of the site on 29 June 2021 with more detailed engineering geological mapping undertaken on 5 July 2021 using the June 2020 UAV imagery as a base map. The main landslide features were transferred onto an updated aerial map obtained via UAV survey on the 5<sup>th</sup> July 2021.

Two hand auger investigation holes were carried out in an attempt to get information on ground characteristics and identify the failure depth. One hand auger was located on the dam crest and the second to the east of the dam, but reaching only 1.5m and 1.0m depth respectively. Both hand augers were terminated due to the stiff squeezing nature of the soils and the failure plane was not identified. Hand auger locations are displayed on the Appended Engineering Geology map (Appendix B).

## 3.2 WSP Survey activities

### 3.2.1 Waratah 'extensometer'

Installation of a pair of waratahs, one either side of the 'fissure' below the dam which marks the western lateral margin of the landslide (Photo 2). The initial measurement (using steel tape measure) between the two waratahs was 5.02m on 5 July 2021.

### 3.2.2 Survey pegs around landslide

Wooden survey pegs were installed at 12 locations across the landslide extent above the road on 5 July 2021 (as locations shown in Appendix B). This will allow future monitoring of vertical and horizontal displacements of different portions of the landslide and provide data to be able to better understand how the landslide behaves.

The pegs were installed to just above flush with ground level (Photo 3) and initial coordinates were surveyed by RTK GPS.

All pegs and waratahs have been GPS surveyed by a WSP surveyor with initial coordinates provided in Appendix E.



Photo 2: Waratah extensometer below dam (offset broken fence at left) and Photo 3: Survey peg

### 3.2.3 UAV survey

A WSP surveyor carried out a UAV survey (using a DJI Phantom P4 RTK drone) of the full extent of landslide on the 5<sup>th</sup> July 2021. Subsequently an accurate 3D model of the site has been produced which shows landslide features and locations of installed survey monitoring points. A copy of this model in reality mesh format was provided to SWDC via a cloud based data transfer; this model can be viewed using free Bentley Context Capture viewer software. The UAV model captured in June 2020 model has been reprocessed to a higher spatial accuracy which has enabled comparison of movement between the 2020 and 2021 drone surveys. In addition, the two UAV survey models have been compared to 2013 aerial LiDAR data to see the changes to the slope since 2013.

## 3.3 SWDC Monitoring pegs along the road

11No. pegs were installed at the landslide along the road by SWDC on the 30<sup>th</sup> April 2021. Distances between pegs have been measured and recorded by SWDC. The pegs identified up to 850mm of movement between 30<sup>th</sup> April 2020/2021 and 22<sup>nd</sup> June 2021. The vast bulk of

movements occurred between the 14<sup>th</sup> and 22<sup>nd</sup> of June, with only up to 100mm of movement in the prior 6 weeks. SWDC's results are presented in Appendix C.

These pegs were sighted on the 29 June 2021 visit (Photo 1). However, the majority of these pegs were destroyed during reinstatement of the road after the landslide movement in the week prior to the 5 July visit.

### 3.4 GWRC

A consultant to GWRC (Stan Braaksma) has separately provided assistance to SWDC regarding planting and drainage for the landslide.

## 4 Observations

### 4.1 Farm Dam Area

The dam crest has changed markedly since the June 2020 visit (compare Figures 1a and 1b).

Total horizontal offset of ~ 10m is indicated at the dam crest as the fissure marking the western extent of the landslide intersects the dam (Figure 1a). Horizontal movement of the fence below the dam crest between June 2020 and July 2021 is ~8.5 m (compare Figures 1a and 1b and Figures 2), with about 1.6m of vertical displacement over this 12 month period (refer Appendix D). Comparison with the 2013 LiDAR (Figure 2) shows that much more movement happened in the last 12 months than the period between 2013 and 2020.

With further movement of the landslide, the water from dam is expected to increase in flow onto the slope below and into the lower part of the landslide





Figure 1a: Farm Dam as at June 2020



Figure 1b: Offset of dam crest as at 5 July 2021



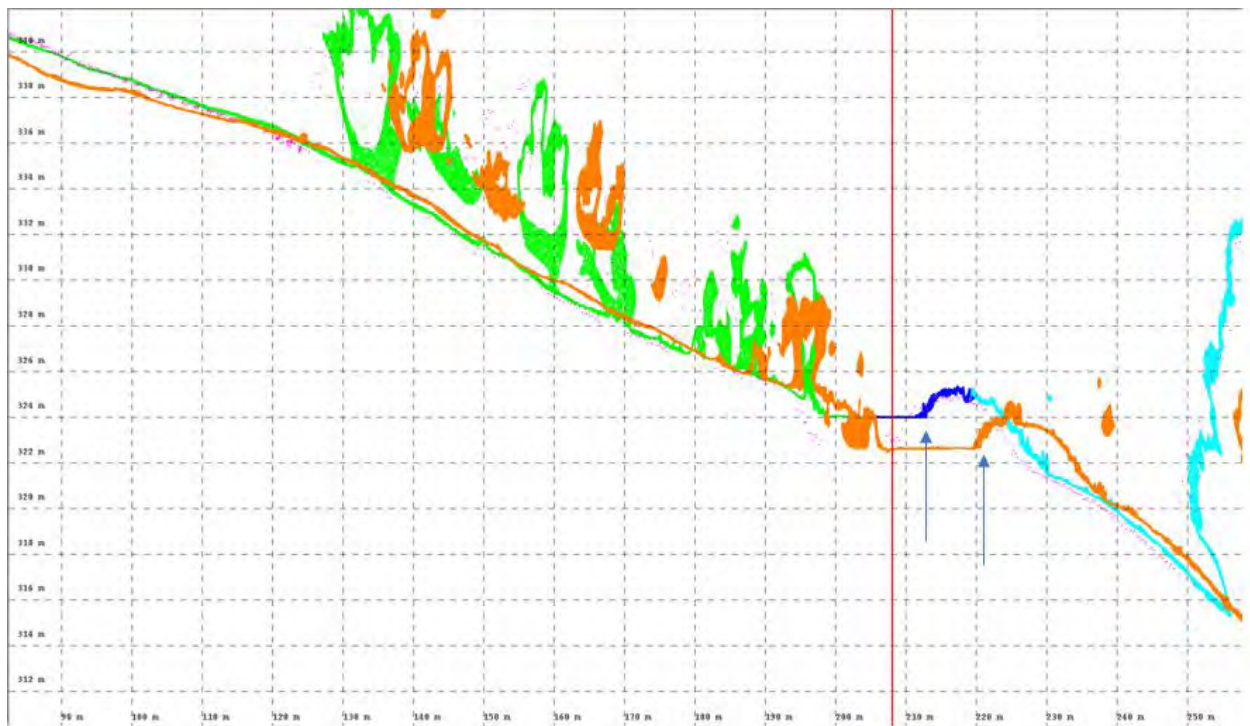


Figure 2: Movement at the dam displayed by blue arrows, 2020 (blues and green) and 2021 (orange). 2013 LiDAR is visible as pink dots

## 4.2 Road level observations

At road level the road had been reinstated. Trees above the road are tilting downslope with the movement. SWDC have undertaken removal of some of these tilting trees (Photo 1) because of the risk they posed to the road.

Movement of the road is of a similar order to the farm dam with ~8m horizontal and 1 – 2m vertical drop indicated from June 2020 to July 2021 (Figures 3 and 4).

The barn that was present in 2020 below the road has been removed by the farmer after a tension crack intersected the structure (Figure 3).





Figure 3: Movement of the road from June 2020 to July 2021. Red line remains in the same location showing the movement of the road from north to south.



Figure 4: Horizontal and vertical offset of the road edge between 2020 and 2021. Profile position is along red line at right, which is parallel to the direction of slope movement - oblique to the road alignment



### 4.3 Upper landslide area

The head scarp at the top of the slope is more obvious and appears to have become larger with a large amount of exposed in-situ mudstone in the upper northern lateral scarp (Photo 4).



Photo 4: UAV image from 5 July 2021 of the head area of the landslide

Comparison of the 3D survey models shown that the ground surface has dropped significantly (refer evacuated zone on Figure 5) just below the headscarp. The upper southern margin has a zone of buckled ground inferred to be a compression zone and has risen slightly suggesting that the movement direction here has been largely southward, before becoming more westward moving further downslope. The influence of this upper slope movement on the whole landslide is worthy of further consideration.

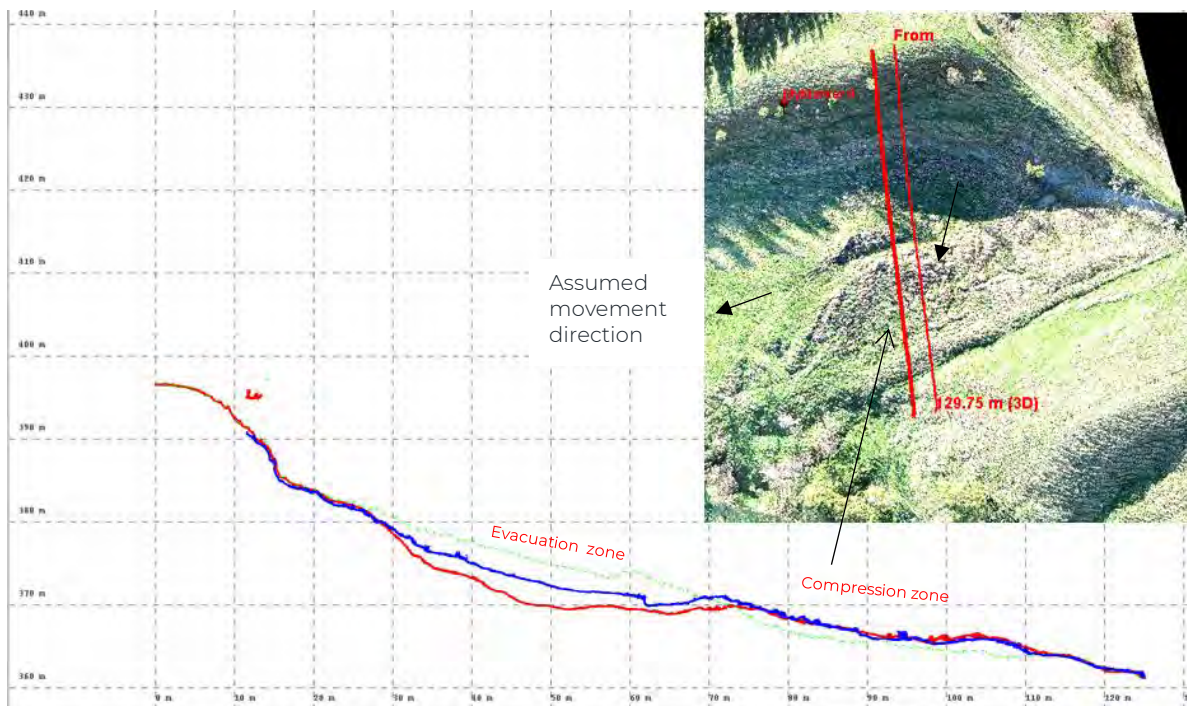


Figure 5: Comparison of ground surface in upper landslide area in 2013 (green), 2020 (blue-uncorrected) and 2021 (red). Profile along thicker red line.

Many of the features noted in the WSP 2020 report are still present, but many features have become more pronounced due to the most recent movement, such as more widespread tension cracking, tilting and bulging of the ground.

Ground springs were noted by the farmer in many areas around the slip area and are present for variable lengths of time and regularly appear in new locations.

Majority of the slope in the upper section and near the dam is saturated with pooling of water on the ground surface

## 5 Conclusions

- The large landslide at 1673 Hinakura Road moved significantly (>850mm) after a heavy (159mm) rain event on 22 June 2021, disrupting the road.
- An 80m long section of Hinakura Road currently significantly affected with temporary repairs undertaken by roading contractor to make it usable by light vehicles
- Comparison of UAV survey models captured in June 2020 and 5 July 2021 indicate about 8.5m horizontal and 1.5 m vertical movement of the landslide between these dates at both the farm dam and road level.
- Comparison of June 2020 and 2013 (LiDAR) surveys suggest a much smaller amount of movement (about 2 to 3 m of movement) between these 2013 and 2020, which is consistent with the landowners comment that slope movement has been noted for the past ~ two years.
- The farm dam is compromised by the pronounced fissure marking the edge of the landslide which extends through the dam. As at 5 July the water level appears similar to 2020. However, the dam is leaking and there is a high risk of the dam wall breaching soon and flooding the slope below. The likely consequence if there is a rapid dam breach is uncontrolled water flows inundating the road and associated more severe damage to the road as well as safety risks to road users (as noted in our 2020 report).
- The assessed risk is High to Very High, hence risk mitigation actions are required.
- Stabilisation of such a large landslide will be difficult and requires a good understanding of the mechanisms controlling the movement. However, there are measures that can be carried out to mitigate risks from future movement. Dewatering of the farm dam followed by drainage management across the landslide area will assist. Targeted tree planting will remove water and provide root reinforcement in the medium to longer term.
- Drilling of investigation drillholes would enable determining the depth of the landslide, and ground and groundwater conditions at representative locations including at road level.
- Periodic surveying of the survey pegs will enable the behaviour of the overall landslide to be better understood. This information in addition to subsurface investigation results, will enable better targeting of the type and location of additional stabilisation measures.
- The rate of movement has accelerated, and in addition to manual measuring of the waratahs and the pegs at road level, Council may wish to consider real-time monitoring sensors to provide immediate notice of accelerating movement trends.

## 6 Recommendations

- Dewatering of the farm dam in a controlled manner as soon as possible, supervised by appropriate geotechnical and / or dam specialists.
- Continue engaging with GWRC and implement drainage and tree planting measures to assist stabilisation of the landslide.
- Periodic survey of monitoring points across the site after movement events are observed to establish the extent of the movement and movement trends.
- Reinstatement and regular measurement of the SWDC monitoring points on the road that were destroyed.
- Consideration of installation of real-time monitoring at keys locations such as the dam waratah extensometer and road level to provide alerts to Council/residents of developing movement.
- Undertake drilling investigations at road level and ideally other locations to better define the depth of failure and groundwater conditions.
- Carry out assessment of new survey and geotechnical investigation information, to update the landslide model; and carry out slope stability analysis, and assessment of movement patterns across the landslide to provide recommendations for long term risk mitigation of the landslide movement.

## Appendix A: Photos from 29 June 2021 WSP Site visit



## 29 June 2021 Hinakura Road Landslide photos



Approx. 4-5m offset of original white edge line to right of cones



Sharp tension cracks in (1 year old) drain





Landslide margin through/ below dam face





Water breaching dam along line of fissure (moderate flow) view downslope



Fissure (western landslide margin) going upslope of dam





View of edge of landslide from above dam, toward headscarp





Central section of western (right looking down) lateral margin scarp





Head scarp with compression bulge on eastern (left looking down) margin





Eastern margin mid section with compression zone in foreground and trees buttressing edge of movement





Eastern margin of landslide pushing steeper slopes below and causing secondary movement onto steeper slopes above road. Subhorizontal striae visible on both photos showing main movement is very low angle (near horizontal).





Lower slope above road landslide has pushed and tilted pine trees at top of steep slope above road (which have been cut down this week to the right – photo below)







Bulging at eastern margin of landslide has just reached fence (and trees)



## Appendix B – Engineering Geology Map





AERIAL IMAGERY FROM 5.07.2021

DRAFT

**HINAKURA ROAD LANDSLIDE**  
**ENGINEERING GEOLOGY MAP**  
5-C4072.01  
G. FARQUHAR

**LEGEND**

- |                            |                     |                 |                    |                         |
|----------------------------|---------------------|-----------------|--------------------|-------------------------|
| ACTIVE LANDSLIP OUTLINE    | TENSION CRACK       | HAND AUGER      | WSP SURVEY WARATAH | HISTORIC LANDSLIP SCARP |
| INFERRED LAND-SLIP OUTLINE | WATER FLOW          | WSP SURVEY PEG  | WATER BODY         |                         |
| HEAD SCARP                 | HISTORIC WATER FLOW | SWDC SURVEY PEG | CULVERT            |                         |





## Appendix C – SWDC Tape measurements between roadside pegs

Peg to peg	Displacement (m)							Total Displacement
	30/04/2021	3/05/2021	19/05/2021	27/05/2021	3/06/2021	14/06/2021	22/06/2021	
I to A	21.49	21.44	21.43	21.42	21.4	21.39	21.38	0.11
I to B	17.56	17.51	17.5	17.49	17.46	17.45	17.45	0.11
I to C	20.85	20.8	20.85	20.85	20.85	20.86	21.57	-0.72
I to D	21.66	21.85	21.66	21.65	21.66	21.69	22.26	-0.6
I to E	5.95	5.95	5.96	5.95	5.97	5.95	5.79	0.16
A to B	9.1	9.1	9.1	9.1	9.09	9.1	9.01	0.09
A to C	24.88	24.86	24.9	24.84	24.84	24.84	25.07	-0.19
B to C	15.76	15.76	15.76	15.76	15.75	15.75	15.94	-0.18
D to E	17.66	17.65	17.64	17.64	17.65	17.66	17.79	-0.13
D to F	20.87	20.87	20.87	20.86	20.86	20.85	20.62	0.25
D to G	15.63	15.56	15.56	15.56	15.55	15.55	15.39	0.24
E to F	18.2	18.2	18	18.2	18.2	18.2	18.2	0
E to G	21.68	21.68	21.68	21.68	21.68	21.69	21.7	-0.02
H to D	32.26	32.22	32.29	32.24		32.12	32.01	0.25
H to G	16.81	16.75	16.77	16.76		16.66	16.59	0.22
Z to Y	18.01	18	18.01	18.01		18.04	18.52	-0.51
Z to X	15.06	15.07	15.06	15.05		15.03	14.61	0.45
Z to W	24.25	24.27	24.25	24.25		24.22	23.73	0.52
Y to X	12.88	12.9	12.88	12.87		12.87	12.8	0.08
Y to W	12.9	12.89	12.87	12.87		12.84	12.05	0.85
X to W	10.28	10.29	10.3	10.24		10.27	10.14	0.14



## Appendix D: Measurements of Fence Offset below Dam off 3D models July 2021 and June 2020



## Appendix E: GPS Coordinates for marks installed on 5 July 2021 and other existing marks

100	1819344.151	5427864.48	323.664	PEG	
102	1819383.079	5427899.281	328.245	PEG 2	
104	1819443.574	5427907.996	335.723	PEG 3	
106	1819506.185	5427929.379	346.074	PEG 4	
108	1819549.919	5427929.724	354.481	PEG 5	
111	1819613.553	5427900.659	362.598	PEG 6	
112	1819556.171	5427907.027	353.684	PEG 7	
114	1819525.669	5427899.264	347.312	PEG 8	
116	1819470.257	5427886.608	338.806	PEG 9	
118	1819417.192	5427877.224	330.967	PEG 10	
120	1819419.546	5427844.733	326.048	PEG 11	
122	1819293.476	5427814.959	309.162	PEG C	
124	1819298.786	5427806.744	308.45	PEG 12	
127	1820637.298	5428117.634	420.146	A1YA	
130	1819259.436	5427896.304	326.863	IS	
132	1819318.81	5427914.271	334.339	PEG	
134	1819676.597	5428005.607	405.11	TRIG FLAX	
138	1819303.19	5427815.521	309.221	PEG D	
140	1819295.958	5427838.005	311.878	PEG	
142	1819325.988	5427857.385	319.976	WARATAH	dam
144	1819327.144	5427862.258	319.996	WARATAH	dam
999	1819318.27	5427915.375	334.188	IT 1	



# ASSETS AND SERVICES COMMITTEE

1 SEPTEMBER 2021

## AGENDA ITEM D2

### THREE WATERS REFORM UPDATE

#### **Purpose of Report**

The purpose of this report is to provide an update on the Three Waters Reform Programme being led by the Government.

This report provides background to the Three Waters Reform Programme. It contains specific details around the WICS assessment and analysis of the three waters in New Zealand. This report also reviews the WICS assumptions supporting their assessment and analysis and the impacts of those assumptions for the South Wairarapa District Council.

A workshop has been scheduled on the 8th September 2021. This second workshop will discuss more detail on the direct impacts of the Water Industry Commission of Scotland (WICS) assumptions on the Council's three waters and collate all the feedback that the Council wishes to present to Local Government New Zealand (LGNZ) and the Department of Internal Affairs (DIA) by 1 October 2021.

#### **Recommendations**

Officers recommend that the Committee:

1. *Receives the Three Waters Report Update report; and*
2. *Confirms continued engagement with the Department of Internal Affairs so that the Full Council can then make a more informed decision on Three Waters Reform at a future date.*

#### **1. Executive Summary**

The New Zealand Government has initiated a wide-ranging reform of the three waters sector, which is ongoing in 2021 and intended for implementation 1 July 2024. Over the past two decades, there have been a large number of Government and sector reports dealing with the wide range of issues surrounding the New Zealand three waters sector.

In late December 2020, DIA issued a Request for Information (RFI) to all councils in the country. The RFI required the Council to input specific data related to the three water activities. This data was submitted in early February 2021 and then modelled and assessed by WICS.

In June 2021, the DIA released the WICS report. It built on the findings of the earlier report to provide a more up-to-date analysis.

In June 2021, concurrent with releasing the WICS report, DIA presented the proposed reform proposal. The proposal comprises several core components; the key component being the establishment of four statutory, publicly owned water services entities to provide safe, reliable, and efficient water services. The governance structure for the four new Water Service Entities (WSEs) was also presented.

South Wairarapa District Council has been included in Water Service Entity 'C'.

On 15 July 2021, at the LGNZ Conference, the Government announced a financial support package of \$2.5 billion to support the local government sector through the transition to the new water services delivery system and to position the sector for the future. There are two broad components to this support package:

- \$2 billion of funding to invest in the future of local government and community well-being, while also meeting priorities for government investment (the "better off" component) and;
- \$500 million to ensure that no local authority is financially worse off as a direct result of the reform (the "no worse off" component).

When announcing the second tranche of funding the Government indicated that councils would have an opportunity to review the large amount of information and so that each council could provide feedback by 1 October 2021.

The purpose of this 'engagement' period to 1 October 2021 is to provide time for all local authorities to engage with and understand the large amount of information that has been released. It will also allow councils to take advantage of the range of engagement opportunities to fully understand the proposal and how it affects each local authority and its community, and to identify issues of local concern and provide feedback to LGNZ on what these are and suggestions for how the proposal could be strengthened.

The Council is not expected to make any formal decisions regarding the reform through this engagement period. This is an opportunity for the sector to engage with – and provide feedback on – local impacts and possible variations to the proposed reform package outlined by the Government.

The June 2021 report released by DIA has been transparent regarding the modelling and analysis carried out by WICS. In common with all models, the models used by DIA/WICS have several built-in assumptions that when taken together have produced the results.

WICS has developed and presented a dashboard for South Wairarapa District Council. This outlines the outcomes of the assessment and analysis and the direct impact on the Council.

DIA has funded expertise to work through LGNZ to help councils interpret the WICS calculations and how these relate to the Council.



This review will need to consider:

- Investment projections for renewals, levels of service enhancements and growth investment.
- Revenue - three waters debt to revenue ratio, revenue from households and the number of household connections.
- Capital and operating efficiencies.
- Sensitivity analysis.

The three waters assets proposed to be transferred to the new Crown entity are the water and wastewater and possibly stormwater treatment facilities, pipes (water distribution network), pumps and all associated infrastructure that ratepayers and users have invested in over many years. This is not to be confused with the national debate on fresh water or water as a resource in general.

## **2. Background**

The New Zealand Government has initiated a wide-ranging reform of the three waters sector which is ongoing in 2021 and intended for implementation 1 July 2024. Over the past two decades, there has been many Government and sector reports dealing with the wide range of issues surrounding the New Zealand three waters sector.

The current reform was triggered by the Havelock North water supply incident in 2016 where contaminated groundwater entered the water network and led to 5,000 people falling ill and four consequential deaths.

The subsequent Government inquiry in 2017 observed that New Zealand had fallen well behind international best practice in the delivery of drinking water and made wide-ranging reform recommendations.

The Government received these recommendations and is acting on them in the current reform process.

In July 2020, the Government launched the Three Waters Reform Programme – a three-year programme to reform local government three waters service delivery arrangements.

At the same time, it announced a \$761 million funding package to provide post COVID-19 stimulus to maintain, improve three waters infrastructure, support a three-year programme of reform of local government water service delivery arrangements (reform programme), and support the establishment of Taumata Arowai, the new Waters Services Regulator.

In August 2020, the Council approved the signing of a Memorandum of Understanding to remain engaged in the reform process. It was a non-binding commitment to receive initial funding for specific shovel-ready projects and continue to be involved in the reform process.

The Council agreed to sign the MoU and consequently received funding of \$2.8 million to be spent on approved water, wastewater, and stormwater projects by March 2022. The Council is on track to spend this funding.

In December 2020, DIA released a report conducted by the Water Industry Commission for Scotland (WICS), commissioned as part of the programme.

This Phase 1 Report provided an early indicative view on the size of New Zealand's three waters infrastructure deficit and the potential benefits of reform. Local government representatives expressed concerns over the validity of parts of this analysis, which led to a request for information from councils on their three waters assets and services.

In late December 2020, DIA issued a Request for Information (RFI) to all councils in the country. The RFI required the Council to provide specific data related to the three water activities. This data was then modelled and assessed by the Water Industry Commission of Scotland (WICS). This was submitted in early February 2021.

In June 2021, the DIA released the WICS report. It built on the findings of the earlier report to provide a more up-to-date analysis. The key findings were in three parts:

- **Part 1** - The report's modelling indicated that a future investment of \$120 billion to \$185 billion will be necessary at a national level, for New Zealand to meet current levels of compliance that water utilities in the UK achieve with European Union (EU) standards, over the next 30 years. (These standards were assessed by WICS to be broadly comparable with equivalent New Zealand standards).
- **Part 2** - NZ's Three Waters sector is in a broadly similar position to Scotland in 2002, in terms of relative operating efficiency and levels of service. In just under two decades, Scottish Water lowered its unit costs by 45% and closed the levels of service gap on the best-performing water companies in the UK. WICS considers that New Zealand can achieve similar outcomes to Scottish Water over a longer period (30 years).
- **Part 3** - The WICS analysis showed that aggregation scenarios ranging from one to four entities provide the greatest opportunity for scale efficiencies and related benefits in terms of improved levels of service and more affordable household bills (when compared against the likely outcomes 'without reform').

An assessment of the WICS Report and its implications for the Council are outlined later in this report.

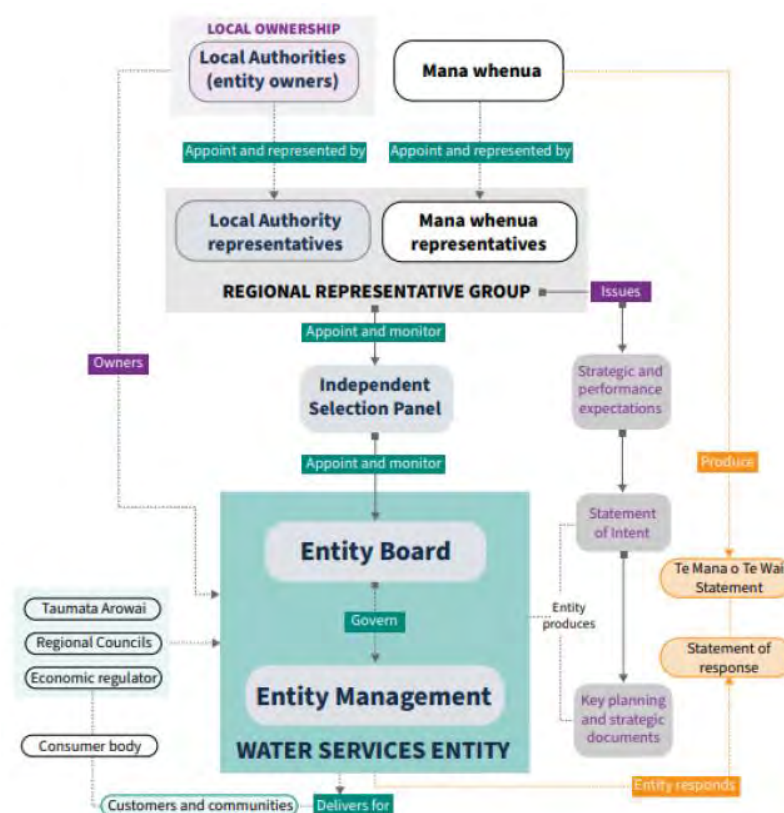
## **2.1 Government Reform Package**

In June 2021, concurrent with releasing the WICS Report, DIA presented the proposed reform proposal. The proposal comprises the following core components:

- a) establish four statutory, publicly owned water services entities to provide safe, reliable and efficient water services;

- b) enable the water services entities to own and operate three waters infrastructure on behalf of local authorities, including transferring ownership of three waters assets and access to cost-effective borrowing from capital markets to make the required investments;
- c) establish independent, competency-based boards to govern each water services entity;
- d) introduce mechanisms that protect and promote the rights and interests of iwi/Māori in the new three waters service delivery system;
- e) introduce a series of safeguards against future privatisation of the water services entities;
- f) set a clear national policy direction for the three waters sector, including expectations relating to the contribution by water services entities to any new spatial / resource management planning processes;
- g) establish an economic regulation regime, to ensure efficient service delivery and to drive the achievement of efficiency gains and consumer protection mechanisms; and
- h) develop an industry transformation strategy to support and enable the wider three waters industry to gear up for the new water services delivery system.

The proposed governance structure for the four new Water Service Entities (WSEs) and how the WSEs relate to other entities, as shown below.



South Wairarapa District Council has been included in Water Service Entity 'C', as shown below.





## 2.2 Financial Support Package

On 15 July 2021, at the LGNZ Conference, the Government announced a financial support package of \$2.5 billion to support the local government sector through the transition to the new water services delivery system and to position the sector for the future. There are two broad components to this support package:

- \$2 billion of funding to invest in the future of local government and community well-being, while also meeting priorities for government investment (the **“better off”** component) and;
- \$500 million to ensure that no local authority is financially worse off as a direct result of the reform (the **“no worse off”** component).

The **“better off”** component of the support package, which comprises \$1 billion Crown funding and \$1 billion from the new water services entities, is allocated to territorial authorities based on a nationally consistent formula that considers population, relative deprivation and land area. This formula recognises the relative needs of local communities, the unique challenges facing local authorities in meeting those needs and differences across the country in the ability to pay for those needs.

An indicative amount of \$7.5 million has been allocated from this **“better off”** funding should Council continue to be involved in the three waters reform programme. There are criteria on when and how this funding will be released.

Councils will be required to demonstrate that the use of this funding supports the three waters service delivery reform objectives and other local wellbeing outcomes and aligns with the priorities of central and local government, through meeting some or all of the following criteria:

- supporting communities to transition to a sustainable and low-emissions economy, including by building resilience to climate change and natural hazards; and
- delivery of infrastructure and/or services that:
  - enable housing development and growth, with a focus on brownfield and infill development opportunities where those are available; and
  - support local place-making and improvements in community well-being.

The “**no worse off**” component of the support package is intended to address the costs and financial impacts on territorial authorities directly because of the three waters reform programme and associated transfer of assets, liabilities, and revenues to new water services entities. It includes an allocation of up to \$250 million to support councils to meet unavoidable costs of stranded overheads, based on:

- One hundred and fifty million dollars (\$150 million) allocated to councils (excluding Auckland, Christchurch and councils involved in Wellington Water) based on a per capita rate that is adjusted recognising that smaller councils face disproportionately greater potential stranded costs than larger councils.
- Up to \$50 million allocated to the Auckland, Christchurch and Wellington Water councils excluded above based on a detailed assessment of two years of reasonable and unavoidable stranded costs directly resulting from the Water Transfer, as the nationally- consistent formula is likely to overstate the stranded costs for these councils due to their significantly greater scale and population. Stranded costs should be lower with respect to Watercare and Wellington Water as these Council Controlled Organisations have already undertaken a transfer of water services responsibilities, albeit to varying degrees; and
- Up to \$50 million able to be allocated to councils that have demonstrable, unavoidable, and materially greater stranded costs than provided for by the per capita rate (the process for determining this will be developed by the Department of Internal Affairs working closely with Local Government New Zealand).

The remainder of the no worse off component will be used to address adverse impacts on the financial sustainability of territorial authorities. This will require a due diligence process that will need to be worked through in the coming months.

In addition to the support package, the Government expects to meet the reasonable costs associated with the transfer of assets, liabilities, and revenue to new water services entities, including staff involvement in working with the establishment entities and transition unit and provision for reasonable legal, accounting and audit costs. There is an allocation for these costs within the \$296 million tagged contingency announced as part of the 2021 Budget package for transition and implementation activities. This allocation is additional to the \$2.5 billion support package.

DIA is continuing to work with LGNZ and Taituarā (previously Society of Local Government Managers), including through the joint Steering Committee process, to develop the process for accessing the various components of the support package outlined above, including conditions that would be attached to any funding. More information and guidance will be made available in the coming months.

### **2.3 Implications for Council Staff and Contractors**

While no decisions have been taken on whether to proceed with the reforms as proposed, Council staff/contractors that work in the three waters need certainty under

the reforms. DIA and LGNZ have been working together to develop principles to provide early certainty for existing Council-employed staff regarding their ongoing role.

DIA and LGNZ consider that the water service delivery reforms (if it proceeds) will provide real opportunities to workers, both through increased career opportunities and in removing any systemic issues that have been constraining their ability to deliver water services at a level that is in the best interest of their communities.

A major focus of both central and local government is on ensuring that reform does not result in a loss of current staff, but in fact creates a platform to attract, develop and retain talent and enhance local expertise.

DIA has confirmed that any member of staff who works primarily within the three waters will be guaranteed a role in the new WSEs whilst retaining key features of their current role, salary, location, leave and hours/days of work. A more bespoke approach is required for senior executives, other staff, and contractors. DIA will work with councils, staff, and unions further on this through the transition.

DIA has stated that it wants to provide as much certainty as possible, noting there is still more work to do. These workers should be assured that their wellbeing is a critical objective for both central and local government.

#### **2.4 Opportunity for Council Consideration and Feedback**

When announcing the second tranche of funding, the Government indicated that councils would have an opportunity to review the large amount of information, so that each council could provide feedback by 1 October 2021.

The purpose of this ‘engagement’ period to 1 October 2021 is to provide time for all local authorities to:

- engage with and understand the large amount of information that has been released on the nature of the challenges facing the sector, the case for change, and the proposed package of reforms, including the recently announced support package;
- take advantage of the range of engagement opportunities to fully understand the proposal and how it affects its local authority and its community; and
- identify issues of local concern and provide feedback to LGNZ on what these are and suggestions for how the proposal could be strengthened.

The Council is not expected to make any formal decisions regarding the reform through this engagement period. This is an opportunity for the sector to engage with – and provide feedback on – local impacts and possible variations to the proposed reform package outlined by the Government.

Following the engagement period, the Government will consider the feedback and suggestions provided by local authorities, in partnership with the joint steering committee. It will also consider the next steps, including the transition and implementation pathway and revised timing for decision-making, which could accommodate the time required for any community or public consultation.



LGNZ has confirmed that the Government will not be taking further decisions until after this engagement period.

The Government signalled earlier this year that council's 'opt-in' or 'opt-out' decision on the reforms would need to be made around November/December 2021. We understand this is still the intention. That being the case, unless there is a change to this timeline it is unlikely that councils will have the opportunity to consult with its communities. This is something that has been raised with the Government as a key issue.

In the coming months Council will need to reach a conclusion on 'opting in' or 'opting out', unless the government decides an all-in approach is to be applied.

Opting in would result in the transfer of all drinking water, wastewater and stormwater assets including all field operations from the Council to the new Water Service Entity 'C'. Indications are that any debt or financial reserves associated with the three waters will also be transferred. The details around how these are assessed and transferred is still to be determined.

Opting out will result in status quo; that is Council retaining all the three water activities it has now. However, in opting-out Council will be subject to;

- Taumati Arowai (Water Regulator);
- The Water Services Act once enacted;
- Economic Regulator – although this role has not been established yet, indications are that it will be established to manage charging regimes and investment requirements for all Water Supply Authorities whether WSEs or Councils.
- Increased costs associated with meeting these statutory requirements.

### **3. Water Industry Commission of Scotland (WICS) Assessment Modelling**

#### **3.1 DIA/WICS Model Assumptions**

The June 2021 report released by DIA has been transparent about the modelling and analysis carried out by WICS. In common with all models, the models used by DIA/WICS have several built-in assumptions that, when taken together, have produced the results.

The assumptions are made on a New Zealand wide basis and may not necessarily be valid for the South Wairarapa District Council specifically. The major assumptions in the WICS/DIA Model are:

- Use of UK Econometric models developed in 2003-04;
- Use of same service level standards as the UK (i.e. European water and discharge standards);

- Growth investment was modelled on 95% population coverage of public water supplies (NZ is currently 80%);
- A cap of \$70,000 debt per connected citizen was included in the model based on observed levels of spending in Scotland on rural areas;
- 30-40% efficiency gain for large multi-regional entities with 800,000+ population;
- No efficiency gains for local authorities with population 60,000 or less;
- Better debt raising ability for large multi-regional entities with lower interest rates;
- Capped debt raising for local authorities are 2.5 times revenue.

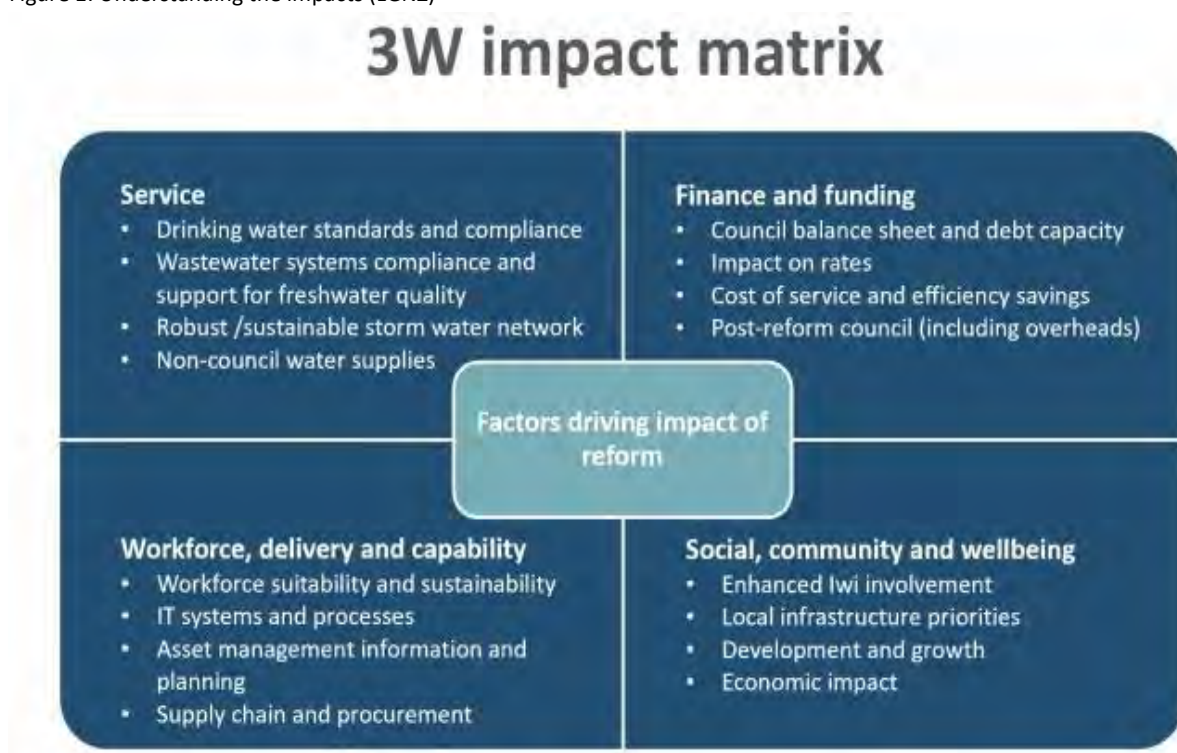
Running the models for 30 years with these assumptions embedded, has resulted in the very large numbers presented. This is exacerbated with the growth model assuming 15% more coverage by water supply systems in a sparsely populated country i.e. increasing the current 80% to 95% coverage of public water supplies.

Independent reviews of the DIA/WICS modelling were undertaken by Farrierswier and Beca. These reviews were generally supportive of the model scope and direction however they did raise a range of issues with the model application. Whilst technical in nature, these issues could have large impacts on the currently published model results – particularly in provincial and rural areas.

### **3.2 Broader Considerations**

LGNZ has developed a matrix shown in Figure 1 below which highlights the broad considerations each council should be considering. This helps ensure that benefits, issues, and risks around levels of service, capability and capacity, prioritisation of investment and impacts on communities and councils are also considered alongside the financial.

Figure 1: Understanding the impacts (LGNZ)



It should be noted that because of the three waters work undertaken across New Zealand over the last 18 months, it is likely that the future household costs for three waters will increase significantly for all councils because of meeting increased standards, regulations and satisfying a more rigorous compliance regime. Our view is that the future costs may not be as high as modelled by WICS but the direction is the same.

## 4. WICS Analysis

### 4.1 Scenarios

Broadly, WICS compares two scenarios:

- Aggregation of three waters services into four water services entities and the associated reforms to the regulatory, governance, management, resourcing, and policy direction that support improvements ('the whole reform package');
- No aggregation of three waters services and although in this scenario some reform takes place, for example, decisions already made to introduce a drinking water regulatory system and environmental standards, the wider reforms are not as extensive as in the former scenario.

### 4.2 Assumptions

The assumptions WICS have used to quantify the inputs are determined through benchmarking against the UK experience. Whilst there has been some adjustment based on council feedback the potential investment requirements and ability to deliver the same efficiency gains, both key drivers of the analysis, may not be comparable in the New Zealand context.

The key assumptions that drive household costs are:



- Investment – this is the single biggest driver of household cost in the WICS model. Due to the way it is calculated at a national level and allocated at entity level and council level, it is difficult to understand the impacts it makes on the difference on the household charges under the two scenarios. Any change at the national investment figure will have a material impact on household charges in both scenarios.
- Debt/Revenue – the difference between the treatment of debt in the councils and the entities means that it is likely to overstate the size of the difference in charges between council and the water service entity.

The impact of these is so significant that all other assumptions have minimal impact on household costs.

A key risk is that the investment level in three waters could be greater than forecast. The WICS forecast investment articulates this risk.

#### **4.3 Timeframes**

WICS have undertaken the analysis over the 30-year time horizon. Responses to the RFI across the country were not consistent, where councils did not provide 30-year information, ongoing investment in growth infrastructure is assumed at the level of the final year in the data set. Undertaking future economic analysis based on a 30-year forecast is notoriously difficult especially in the context of the quality of the existing asset data. Additionally, this assumes capital expenditure follows a linear trend however we know that investment in three waters infrastructure tends to vary.

#### **4.4 Impacts on Household Bills**

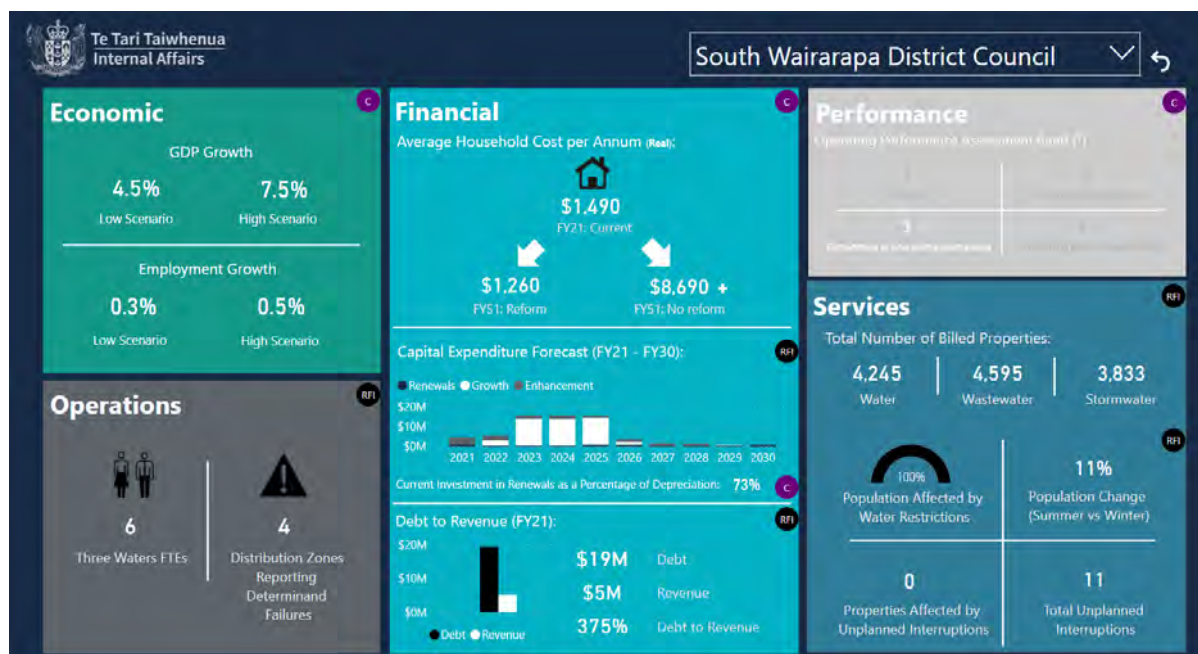
WICS have used an average household charge as the key piece of information for councils and communities.

The South Wairarapa District Council dashboards provided by DIA present three different average household costs, represented as A, B and C in Figure 2 below:

- **A** – represents the estimated average household cost using WICS modelling approach, this is not representative of actual charges.
- **B** – represents the projected future household charge in 2051 without reform.
- **C** – represents the projected future household charge in 2051 under the proposed Entity for your council, Entity C, with water reform.

These numbers are expressed in real terms, they are uninflated and expressed in today's dollars. The approach used by WICS to determine these values is outlined below

Figure 2: DIA Dashboard



#### 4.5 A = \$1,490 per household per year (2021)

To estimate current household charges for each council, WICS have:

- Taken the starting total three waters revenue collected by the council (including development contributions but excluding grants and subsidies);
- Multiplied that figure by 70% - which is their assumed percentage of revenue derived from households. We have noted that the 70% does generally align with the majority of councils, however some councils' revenue from households is higher and some lower;
- Divided that figure by the estimated number of household connections, which in turn is derived from:
  - The average of the connected drinking water and wastewater populations. The model does not use actual household connection as identified in the RFI or use stormwater connections.
  - Divided by a standard "household density" multiplier of 2.7.

#### 4.6 B = \$8,690 per household per year (2051 – no reform)

The process used by WICS to estimate future household charges is the same as outlined above, using estimated future revenue requirements, and estimated future household connections (which allows for growth in connections).

To determine the future household charge WICS have:

- Calculated the future required investment in growth, level of service enhancement and renewal of assets.
  - Growth investment is assumed to be the same as disclosed in each council's RFI, with the same annual average expenditure applied across

the full 30-year period if a council only disclosed 10 years of projected investment.

- Renewal investment is assumed to be 100% of the economic depreciation of assets. WICS have undertaken their own calculation of economic depreciation based on assumed asset values and lives.
- Level of service enhancement investment has been calculated using a standard approach across the country that has regard to population, land area and density. It does not reflect each council's actual investment set out in the RFIs.
- WICS have recalculated depreciation, this has increased council figures.
- Determined the impact of new investment on operating expenditure. WICS has assumed that for every \$100 of capital investment there is \$3 of additional operating costs. WICS have also included additional depreciation and financing costs for new assets.
- Determined the amount of new borrowings required to finance their modelled investment profile.
- Determined the amount of revenue that needs to be collected to ensure that councils can maintain a three waters debt to three waters revenue ratio of less than 250% over the modelling period. This is the revenue number that is divided by WICS' estimated future household connections to reach the household charges at B above.
- This revenue number typically results in operating surpluses being generated which are applied toward debt reduction.

#### **4.7 C = \$1260 per household per year (2051 with reform)**

WICS have undertaken the same modelling to estimate the future household charges for ratepayers of a council area if water reform entities were formed. The result reported in each council's dashboard (C) matches the projected future household charges for all councils in Entity C in 2051.

We have not reviewed (and have not been provided with) financial or economic models for any of the proposed water services entities, however we anticipate that the approach used to project future household charges for water services entities is closely aligned to that used to project future household charges for individual councils. The differences are likely to be in the assumptions applied, in particular:

- Entities have been modelled with no limit on the debt to revenue ratios (or no discernible limit). This means that WICS reports show the projected debt level for WSE C is allowed to nearly reach 800% of revenue by 2051. This accounts for a substantial part of the difference between the projected three waters rate for each council and Entity C in 2051.
- Entities have been assumed to be able to generate efficiencies amounting to 45% by 2051.
- Finally, the entity will benefit from the scale of aggregation. That is, the total revenue needs will be spread over a larger population base. The extent to which this scale benefit applies to a particular council will vary depending on population and land area.



- It is unclear whether the total investment requirements for WSE C, including depreciation and renewals investment, have been derived by adding the constituent parts of each council, or by undertaking new calculations using the population, land area and density of the new water services entity. Each approach is likely to have different results.

## **5. Three Waters Reform Verses Fresh Water Improvement**

In preparing itself to decide on the Three Waters reform, it is important that the Council is aware of what the decision is about. The three waters assets proposed to be transferred to the new Crown entity are the water and wastewater and possibly stormwater treatment facilities, pipes (water distribution network), pumps and all associated infrastructure that ratepayers and users have invested in over many years. This is not to be confused with the Government's intentions on freshwater or water as a resource in general.

## **6. South Wairarapa District Council and the Three Waters Reform**

At this stage, the Council's current position on the Three Waters Reform is outlined as follows;

- The Council has signed a MoU with Government (Department of Internal Affairs) and accepted the initial funding of \$2.8 million for water, wastewater and stormwater projects;
- These projects have been programmed and are being implemented in accordance with the agreed Delivery Plan;
- The Council has agreed to continue to engage with the DIA in good faith on the three water reforms;
- The Council participated in the DIA / Water Industry Commission for Scotland (WICS) Request for Information (RFI) process in January 2021;
- The Council will be subject to Taumata Arowai regulation (replacing the Ministry of Health once the Water Services Bill is enacted);
- The Council will be subject to provisions of the Water Services Act when it is enacted;
- The Council still has the option to opt-out of the three waters reform. Any decision to that effect is likely to be made November/December 2021;
- The Council will have to comply with Taumata Arowai and Water Services Act provisions during the transition period (until 1 July 2024) if joining the new entity, and indefinitely if the Council decides to opt out.

### **6.1 Strategy and Risks**

The Government has maintained its messaging that Council's will have the opportunity to opt-in or opt-out.

In deciding on whether to opt-in or opt-out, council will need to consider the following risks associated with opting-out of the three waters reform:

- The ability to meet the new service level and Taumata Arowai regulatory requirements;
- The ability to resource infrastructure service delivery requirements – staff and external support;
- The ability to engage effectively with iwi, within the new statutory requirements;
- Rural water supply challenges;
- The Economic Regulator will price set water charges; The Council may lose flexibility in this – see Lines Companies as an example;
- The Environmental Protection Agency may introduce a range of higher environmental related service levels.

There are also risks with opting in to the reform programme. These risks may arise from centralised management and services delivery verses local management and service delivery. Often, smaller local communities do not attract the same attention as the larger towns and cities

While it may be argued that some assumptions may overstate the future costs without reform, it is evident that there is still likely to be a significant increase in costs.

It should also be noted that the Government has launched a wider review of local government. This is a wide-ranging review that is being undertaken over the next 2-3 years. Although not directly related to the three waters reform, it will likely address the consequences or impacts of the reform.

## **6.2 Options**

At this stage the recommended option is to continue engaging with DIA. As more information is made available, Council can then make a more informed decision at a later date.

The other option is for Council not to engage any further in the reform process. The consequences being that Council could lose the opportunity of making a more informed decision at a later date. This is not a recommended option at this stage.

## **6.3 Policy/Legal Requirements/Plan**

The Long Term Plan 2021/31 does refer to the pending three waters reform and that it could impact on Council's involvement in owning and delivery the three water services. The budgets are based on the three waters remaining within Council for the next 10 years.

Any legal aspects associated with the three waters are likely to be dealt with in new or amendments to existing government legislation. At this stage there are no legal requirements that need to be considered by Council.

## **6.4 Considerations of Financial and Budgetary Implications**

Although the three waters reform will eventually have significant financial and budgetary implications, the government is clear in its latest announcements that council will not be financially disadvantaged with the three waters reform.

As stated previously the budgets in Council's Long Term Plan 2021-31 are based on the three waters remaining in Council ownership.

## **6.5 Significance and Engagement**

The three waters activities are listed as a strategic asset in Council's Significance and Engagement Policy. Therefore, under current legislation, any decision transferring ownership of the three water activities will require statutory processes to be followed including formal public consultation with the community.

Parliament is sovereign, and this sovereignty allows it to change the law that constitutes and empowers councils. In turn, council is obliged to comply with relevant legislation while it is in force. Therefore, in progressing the three waters reform, the government could modify current legislation or enact new legislation that exempts councils from undertaking public consultation on the transfer of ownership to the new WSEs.

This report focuses on the Council continuing to engage with DIA in the reform process. We understand that the Council is not required to consult with its communities prior to providing feedback to the government before the end of September 2021. Essentially the Council is being asked to fact-check data that is very technical. It is also providing feedback which will not in itself determine the outcome of the three waters process for the Council. We understand these are not matters that would normally trigger a consultation requirement.

The reform will be implemented by legislation. The Government has indicated that this process will involve some form of public consultation.

Given the context of the imminent reform, we understand that any Council decision to 'opt in' or 'opt out', would be a significant decision both in terms of the Local Government Act (LGA) and in the Councils Significance and Engagement Policy. Such a decision would require consultation according to s77 and s78 of the LGA.

## **7. Conclusion**

The three waters reform programme is underway. In July 2021 councils received the outcomes of the assessments and analysis undertaken by WICS. Although there are some questions around the scale of the increased costs, it is clear that whether councils opt-in or opt-out there will be increased costs for the three water services.

The WICS assumptions have been clearly outlined in this report. The direct impacts of these assumptions on the Council will be the subject of a second report in late September so that it can provide better informed feedback to DIA.

This report is about continuing to engage with DIA to obtain as much information as possible to better inform the Council. A decision to 'opt-in' or 'opt-out' of the three waters reform programme will need to be made at a future date.

There is no need to specifically consult with the community in making the decision to keep engaging with DIA.



### **7.1 Next Steps/Timeline**

The next steps are to continue to engage with DIA and gather as much information as possible on the three waters reform programme.

In the meantime, staff will assess the implications of the three waters reform in more detail and hold a workshop on the 8<sup>th</sup> September 2021.

Once DIA has assessed the feedback, we suspect it will provide further information or decisions on how and when the Council needs to decide whether to 'opt-in' or 'opt-out'.

## **8. Appendices**

Appendix 1 – Three Waters guidance for Councils over the next eight weeks

Contact Officer: Harry Wilson, CEO

Reviewed By: Katrina Neems, CFO

## **Appendix 1 – Three Waters guidance for Councils over the next eight weeks**



# Three Waters Guidance for councils over the next eight weeks

Local Government New Zealand, Taituarā, and Te Tari Taiwhenua Internal Affairs

30 July 2021



## Context

The Government has recently announced an integrated and extensive package of reform proposals together with a comprehensive financial support package. These announcements build on an intensive 12-month period of policy, commercial, legal and analytical work that has been progressed through a constructive partnership-based approach with the local government sector, under the oversight of a joint central-local government steering committee. Throughout this period the government has also undertaken multiple periods of engagement with local government and iwi/Māori.

The sector, through LGNZ's National Council, Taituarā and the Joint Steering Committee, have been working with the Government on their preferred model to ensure the Government's policy proposal worked within the broader local government "operating" system. We have shared the sector's concerns with DIA and challenged and tested policy as it's been developed. This has significantly influenced the shape of the reform. We are confident that there is a sufficient and evidence-based national case for change, including that the current approach to three waters service delivery is not capable of delivering the outcomes required in an affordable and sustainable way into the future.

### What's the Government's proposing?

The Government is proposing four new, large water service delivery entities. Their scale and balance sheet separation from councils means they will be able to borrow enough to fund the investment needed, a position that has been thoroughly tested with ratings agency Standard & Poors. The scale is also important to build and develop capability and capacity in the water services industry, as well as creating operating efficiencies and for effective quality and economic regulation. Without the new WSEs, councils will be directly responsible for all quality and economic regulatory obligations.

To support the sector through this massive change, LGNZ and the Crown (through DIA) jointly developed a [national-level package](#) to wrap around the reform proposals that addresses the sector's concerns and supports our communities now and into the future. The package is detailed in a [Heads of Agreement](#), signed in July, between LGNZ and the Government.

A summary of the proposed reform and support package can be found in [Appendix 1](#). [Appendix 2](#) provides an overview of the resources available to local authorities seeking further detail around the case for change and the decisions taken to date.

The Government and LGNZ have recommitted to working in partnership with the local government sector not just on these reforms, but on other challenges and opportunities. This is reflected in a [joint central/local government statement](#) released by the Government and LGNZ and underpinned by the Heads of Agreement.

Through the Heads of Agreement, the Government and LGNZ have agreed that local authorities will be provided a reasonable period from the end of the LGNZ conference through to 1 October to consider the impact of the reforms (including the financial support package) on them and their communities and an opportunity to provide feedback. The agreement and support package signal the Government's confidence in local government as a critical partner, both in this reform and in the future. We have heard strongly that Ministers want to work in partnership with our sector.

They have committed to doing so and LGNZ has made the same commitments. That is how we can be most effective and influential going forward.

**No formal decisions are required between now and 1 October, but we are seeking feedback on the potential impacts of the proposed reform and how it could be improved.**

## The purpose of the next eight weeks

The purpose of this period is to provide time for all local authorities to:

- engage with and understand the large amount of information that has been released on the nature of the challenges facing the sector, the case for change, and the proposed package of reforms, including the recently announced support package;
- take advantage of the range of engagement opportunities to fully understand the proposal and how it affects your local authority and your community; and
- identify issues of local concern and provide feedback to LGNZ on what these are and suggestions for how the proposal could be strengthened.

You are not expected to make any formal decisions regarding the reform through this period. This is an opportunity for the sector to engage with – and provide feedback on – local impacts and possible variations to the proposed reform package outlined by the Government.

This engagement period does not trigger the need for formal consultation.

We would encourage local authorities to share your feedback with us as it arises over this period – that way we can share insights and ideas on common issues across the sector and help each other benefit from each other's work.

## Who's doing what over the next eight weeks

Over the next eight weeks:

- DIA and the Steering Group will continue to work on policy development so they can refine and enhance the model based on feedback from the sector.
- LGNZ and Taituarā will continue to support councils to understand their individual council data and the potential impacts the proposal will have on them and their communities.
- LGNZ will also facilitate workshops and council meetings to gather your feedback and provide clear guidance and ideas to DIA, the Steering Group and the Minister on the remaining unresolved areas of concern.
- The Steering Committee will maintain a role in informing ongoing policy issues, informing the implementation of the reform package, and providing oversight of and input into the transition processes.
- Councils can use this time to work through the proposal and information provided by DIA, including to test the 'no worse off'/'better off' proposition underpinning the financial support package.

## Engagement with iwi/Māori

Over the next eight weeks, the Government will continue to lead engagement with iwi/Māori over the reform programme. You should be aware of this occurring but not let it stop you from maintaining your own constructive relationships. You should also be aware that as part of the [Heads of Agreement](#) and the funding allocation attached, it is proposed that to recognise the role that iwi/Māori will play in the new delivery system as partners, local authorities will be expected to engage with iwi/Māori in determining how it will use its funding allocation.

## What happens next - decision making and consultation

Following the engagement period, the Government will consider the feedback and suggestions provided by local authorities, in partnership with the joint steering committee. It will also consider the next steps, including the transition and implementation pathway, and revised timing for decision-making, which could accommodate the time required for any community or public consultation.

The Government will not be taking further decisions until after this engagement period.

## Engagement on boundaries

The Government is keen to engage with those most affected by boundary issues, with discussions already underway. This engagement will be ongoing and is not limited to the eight week period.

## What councils need to do over the next eight weeks

This is an opportunity for the sector to engage with the model and the proposal, at the national level and very specifically as it relates to your district/city. In this period Chief Executives should provide advice, for noting, to their council on the implications for the district/city. (Taituarā will develop a report format for chief executives to use). A decision on the advice, apart from noting, is not required, but the advice could form the basis of consultation with the community at a later date if required.

We would encourage councils to share your feedback with us as it arises over this period – that way we can share insights and ideas on common issues across the sector and help each other to benefit from each other's work.

**Local authorities are encouraged to review and consider the reform package and its implications for the communities they serve.**

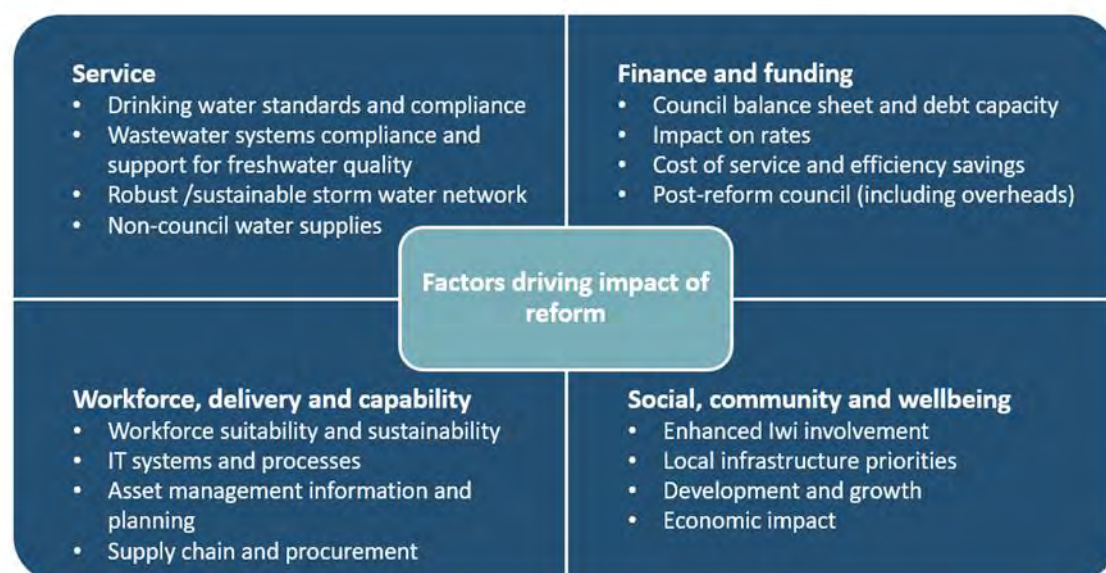
From now till 1 October, councils should carry out analysis to understand the potential impact of the reform by taking these steps:

1. Understand the key features of the proposed model and how it is intended to work (LGNZ will provide resources to help with this – see below).
2. Apply the proposed model to your circumstances (consider impacts on your community) for today and for the future (we would propose a 30 year horizon).



3. Consider the model holistically – in terms of service, finance and funding, workforce, delivery and capability and social, cultural, environmental and economic well-being. LGNZ can help with this analysis.
4. Using the Taituarā pro forma report framework, chief executives should report the outcome of this analysis as advice to their councils, for noting. The pro forma report will specify all the parameters to be covered. Please provide a copy of the advice to LGNZ.

Local authorities are encouraged to consider the impacts of the proposed reform holistically, in terms of service outcomes, economic development and growth, finance and funding, workforce capability and social, community and economic well-being. The diagram below provides a helpful framework for thinking through these impacts. LGNZ can help with this analysis.



Local authorities are also encouraged to provide feedback or participate in targeted workshops to develop solutions on outstanding issues identified by LGNZ and the Government.

As part of the agreement between LGNZ and the Government, we are also looking for feedback on and solution refinements for issues that councils have raised that aren't fully resolved and on which the Government has said there is room for flexibility to come up with solutions that meet local needs:

1. Ensuring all communities have both a voice in the system and influence over local decisions. This includes assurance that water service entities will understand and respond appropriately to communities' needs and wants, including responding to localised concerns.
2. Effective representation on the new water service entities' oversight boards so that there is strong strategic guidance from, and accountability to, the communities they serve, including iwi/mana whenua participation. This also covers effective assurance that entities, which will remain in public ownership, cannot be privatised in future.

3. Making sure councils' plans for growth, as reflected in spatial plans, district plans or LTPs, are appropriately integrated with water services planning. This includes that planning and delivery of water infrastructure investment is integrated with transport and other related infrastructure.

You can either provide potential solutions and refinement ideas in writing to us or participate in targeted workshops. If you would like to be part of a workshop, please email [feedback@lgnz.co.nz](mailto:feedback@lgnz.co.nz).

## Appendix 1: Summary of reform proposal and support package

### Government reform package

The Government has decided, based on the substantial work undertaken over the past year in partnership with the sector, to pursue an integrated and extensive package of reform to the current system for delivering three waters services and infrastructure. The package comprises the following core components:

- establish four statutory, publicly-owned water services entities to provide safe, reliable and efficient water services;
- enable the water services entities to own and operate three waters infrastructure on behalf of local authorities, including transferring ownership of three waters assets and access to cost-effective borrowing from capital markets to make the required investments;
- establish independent, competency-based boards to govern each water services entity;
- introduce mechanisms that protect and promote the rights and interests of iwi/Māori in the new three waters service delivery system;
- introduce a series of safeguards against future privatisation of the water services entities;
- set a clear national policy direction for the three waters sector, including expectations relating to the contribution by water services entities to any new spatial / resource management planning processes;
- establish an economic regulation regime, to ensure efficient service delivery and to drive the achievement of efficiency gains, and consumer protection mechanisms; and
- develop an industry transformation strategy to support and enable the wider three waters industry to gear up for the new water services delivery system.

### Financial support package

The Government has developed, in close partnership with Local Government New Zealand, a package of \$2.5 billion to support the sector through the transition to the new water services delivery system, and to position the sector for the future. There are two broad components to this support package:

- \$2 billion of funding to invest in the future of local government and community well-being, while also meeting priorities for government investment (the “better off” component).
- \$500 million to ensure that no local authority is financially worse off as a direct result of the reform (the “no worse off” component).



The better off component of the support package, which comprises \$1 billion Crown funding and \$1 billion from the new water services entities, is allocated to territorial authorities on the basis of a nationally consistent formula that takes into account population, relative deprivation and land area. This formula recognises the relative needs of local communities, the unique challenges facing local authorities in meeting those needs, and differences across the country in the ability to pay for those needs.

Territorial authorities will be required to demonstrate that the use of this funding supports the three waters service delivery reform objectives and other local well-being outcomes and aligns with the priorities of central and local government, through meeting some or all of the following criteria:

- supporting communities to transition to a sustainable and low-emissions economy, including by building resilience to climate change and natural hazards; and
- delivery of infrastructure and/or services that:
  - enable housing development and growth, with a focus on brownfield and infill development opportunities where those are available; and
  - support local place-making and improvements in community well-being.

The no worse off component of the support package is intended to address the costs and financial impacts on territorial authorities directly as a result of the three waters reform programme and associated transfer of assets, liabilities and revenues to new water services entities. It includes an up to \$250 million allocation to support councils to meet unavoidable costs of stranded overheads, based on:

- \$150 million allocated to councils (excluding Auckland, Christchurch and councils involved in Wellington Water) based on a per capita rate that is adjusted recognising that smaller councils face disproportionately greater potential stranded costs than larger councils;
- Up to \$50 million allocated to the Auckland, Christchurch and Wellington Water councils excluded above based on a detailed assessment of two years of reasonable and unavoidable stranded costs directly resulting from the Water Transfer, as the nationally-consistent formula is likely to overstate the stranded costs for these councils due to their significantly greater scale and population. Stranded costs should be lower with respect to Watercare and Wellington Water as these Council Controlled Organisations have already undertaken a transfer of water services responsibilities, albeit to varying degrees; and
- Up to \$50 million able to be allocated to councils that have demonstrable, unavoidable and materially greater stranded costs than provided for by the per capita rate (the process for determining this will be developed by the Department of Internal Affairs working closely with Local Government New Zealand).

The remainder of the no worse off component will be used to address adverse impacts on the financial sustainability of territorial authorities. This will require a due diligence process that will need to be worked through in the coming months.

In addition to the support package, the Government expects to meet the reasonable costs associated with the transfer of assets, liabilities and revenue to new water services entities, including staff involvement in working with the establishment entities and transition unit, and

provision for reasonable legal, accounting and audit costs. There is an allocation for these costs within the \$296 million tagged contingency announced as part of the 2021 Budget Package for transition and implementation activities. This allocation is additional to the \$2.5 billion support package.

The Department of Internal Affairs is continuing to work with Local Government New Zealand and Taituarā, including through the joint Steering Committee process, to develop the process for accessing the various components of the support package outlined above, including conditions that would be attached to any funding. More information and guidance will be made available in the coming months.

### Better off funding allocation

Council	Allocation
Auckland	\$ 508,567,550
Ashburton	\$ 16,759,091
Buller	\$ 14,009,497
Carterton	\$ 6,797,415
Central Hawke's Bay	\$ 11,339,488
Central Otago	\$ 12,835,059
Chatham Islands	\$ 8,821,612
Christchurch	\$ 122,422,394
Clutha	\$ 13,091,148
Dunedin	\$ 46,171,585
Far North	\$ 35,175,304
Gisborne	\$ 28,829,538
Gore	\$ 9,153,141
Grey	\$ 11,939,228
Hamilton	\$ 58,605,366
Hastings	\$ 34,885,508
Hauraki	\$ 15,124,992
Horowhenua	\$ 19,945,132
Hurunui	\$ 10,682,254
Invercargill	\$ 23,112,322

Kaikoura	\$ 6,210,668
Kaipara	\$ 16,141,395
Kapiti Coast	\$ 21,051,824
Kawerau	\$ 17,270,505
Lower Hutt	\$ 38,718,543
Mackenzie	\$ 6,195,404
Manawatu	\$ 15,054,610
Marlborough	\$ 23,038,482
Masterton	\$ 15,528,465
Matamata-Piako	\$ 17,271,819
Napier	\$ 25,823,785
Nelson	\$ 20,715,034
New Plymouth	\$ 31,586,541
Opotiki	\$ 18,715,493
Otorohanga	\$ 10,647,671
Palmerston North	\$ 32,630,589
Porirua	\$ 25,048,405
Queenstown Lakes	\$ 16,125,708
Rangitikei	\$ 13,317,834
Rotorua Lakes	\$ 32,193,519
Ruapehu	\$ 16,463,190
Selwyn	\$ 22,353,728
South Taranaki	\$ 18,196,605
South Waikato	\$ 18,564,602
South Wairarapa	\$ 7,501,228
Southland	\$ 19,212,526
Stratford	\$ 10,269,524
Tararua	\$ 15,185,454



Tasman	\$ 22,542,967
Taupo	\$ 19,736,070
Tauranga	\$ 48,405,014
Thames-Coromandel	\$ 16,196,086
Timaru	\$ 19,899,379
Upper Hutt	\$ 18,054,621
Waikato	\$ 31,531,126
Waimakariri	\$ 22,178,799
Waimate	\$ 9,680,575
Waipa	\$ 20,975,278
Wairoa	\$ 18,624,910
Waitaki	\$ 14,837,062
Waitomo	\$ 14,181,798
Wellington	\$ 66,820,722
Western Bay of Plenty	\$ 21,377,135
Westland	\$ 11,150,183
Whakatane	\$ 22,657,555
Whanganui	\$ 23,921,616
Whangarei	\$ 37,928,327

## Appendix 2: Three Waters Reform Programme key resources

The table below summarises the key resources that have been published in relation to the Government's recent announcements around the proposed three waters service delivery reform and financial support package.

Further information is available at the three waters reform programme webpage at:

<https://www.dia.govt.nz/Three-Waters-Reform-Programme>

Title	Description
<b>Cabinet papers and decisions</b>	
<a href="#">Cabinet paper one and minute – A new system for three waters service delivery</a>	Paper summarising the case for change and seeking Cabinet agreement to the overall reform package.
<a href="#">Cabinet paper two and minute – Designing the new three waters service delivery entities</a>	Paper seeking Cabinet agreement to the proposed structure of water services entities, associated oversight, governance and ownership arrangements and mechanisms that provide for communities and consumers to have a voice within the new structure.
<a href="#">Cabinet paper three and minute – Protecting and promoting iwi/Māori rights and interests</a>	Paper summarising iwi/Māori rights and interests in the three waters service delivery reforms, and seeking agreement to a number of specific mechanisms for protecting and promoting rights and interests in the new service delivery model.
<b>Summary of case for change and reform proposal</b>	
<a href="#">Transforming the system for delivering three waters services - the case for change and summary of proposals</a>	An overview of the case for change and the Government's proposed package of reform.
<a href="#">A3 Overview of the Three Waters Reform Programme</a>	A3 summarising the case for change, proposed new delivery system.
<a href="#">Financial support package information and FAQs</a>	Overview of the financial support package, allocations and responses to frequently asked questions.

Title	Description
<b>Models, tools and dashboards</b>	
<a href="#">Local Dashboard</a>	Dashboard of the potential impacts on local authorities with and without reform.
<a href="#">Simplified financial models</a>	Simplified versions of the financial models the Water Industry Commission for Scotland used in its analysis of the potential economic benefits of three waters reform. These models demonstrate the approach taken to calculate average household costs for each council and amalgamated entity. There are also slide packs setting out sensitivity analysis for each council and amalgamated entity to test the sensitivity of the modelling to key assumptions, including assumptions around levels of efficiency and future investment need.
<a href="#">Water Service Entities overview</a>	A short overview of the estimated position of the Water Service Entities following reform.
<b>Evidence base</b>	
<a href="#">Regulatory Impact Assessment – Decision on the reform of three waters service delivery arrangements</a>	Regulatory Impact Assessment (RIA) developed by the Department of Internal Affairs to inform the decision on whether and how to improve the system for delivering three waters services. Developed in two parts: <ul style="list-style-type: none"> <li>• a strategic RIA assessing the rationale for reform; and</li> <li>• six detailed RIA chapters assessing each of the core design choices that make up the package of policy proposals.</li> </ul>
Industry Development Study and Economic Impact Assessment (Deloitte)  <a href="#">Summary A3</a> <a href="#">Full report</a>	Analysis of the potential economic impact of the proposed reform package, and the opportunities and risks for industries affected by reform.



Title	Description
<p>Economic analysis of water services aggregation (Water Industry Commission for Scotland):</p> <p><a href="#">Final report</a></p> <p><a href="#">Supporting material part 1 - required investment</a></p> <p><a href="#">Supporting material part 2 – scope for efficiency</a></p> <p><a href="#">Supporting material part 3 – costs and benefits of reform</a></p> <p><a href="#">Supporting material part 4 – modelling the effect of ranges for key parameters for Auckland Council</a></p> <p><a href="#">Supporting material part 5 – Council outcomes under amalgamation</a></p>	<p>Second phase of analysis that builds on earlier work by making use of more up-to-date information collected through the Request for Information process and by making allowance for population growth and council-reported rates of connection. The analysis is done in three parts:</p> <ul style="list-style-type: none"> <li>• Estimated investment requirement for New Zealand’s three waters infrastructure to meet quality standards;</li> <li>• Scope for efficiency gains from transformation of the three waters service delivery system, including those associated with scale; and</li> <li>• The potential economic (efficiency) impacts of various aggregation scenarios.</li> </ul>
<p><a href="#">Review of methodology and assumptions underpinning economic analysis of aggregation</a> (Farrierswier)</p>	<p>Farrierswier, a regulatory economics consultancy in Victoria, Australia with deep understanding of the water services industry, reviewed the methodology and underpinning assumptions applied by the Water Industry Commission for Scotland in its analysis of the potential benefits of reform and the extent to which this is reasonable to inform policy advice.</p>
<p><a href="#">Review of assumptions between Scotland and New Zealand Three Waters Systems</a> (Beca)</p>	<p>Beca reviewed the standards and practices in the United Kingdom three waters industry and the relevance to New Zealand given WICS has used United Kingdom data and benchmarks as part of its analysis.</p>

## SUPPORTING INFORMATION

### Engagement and Consultation

The engagement process is included in the body of this report and further advice regarding any future consultation requirements will be provided in September 2021.

### Treaty of Waitangi considerations

There are extensive Treaty considerations and areas of significance for our mana whenua partners. The Crown is currently leading the engagement with iwi and Greater Wellington Regional Council is engaging with mana whenua on behalf of the Wellington Region. Iwi engagement and direction is key to the decision making process of this reform.

### Financial implications

There are substantial financial implications associated with reform. These will be covered in more depth in future advice to the Committee once the Crown communicates what the financial transaction methodology will be. Water Reform will impact Council's revenue, balance sheet and asset base, future financial liabilities and debt.

### Policy and legislative implications

There are extensive policy and legislative implications outlined in the report, mainly around the NPS-FM.

### Risks / legal

Significant risks have been identified; these will be reported to the Infrastructure and Audit and Risk Committees.

### Climate Change impact and considerations

Climate considerations are a driver of reform.

### Communications Plan

At this stage, Government is leading communications. Guidance is being prepared for Councils, this will be incorporated into future advice to the Committee.

### Health and Safety Impact considered

Three waters involves significant and complex safety risks, however these are not explicitly the subject of the report.

# ASSETS AND SERVICES COMMITTEE

1 SEPTEMBER 2021

## AGENDA ITEM D3

### PARTNERSHIPS AND OPERATIONS REPORT

#### **Purpose of Report**

To update councillors on activity and progress within the Partnerships and Operations group.

#### **Recommendations**

Officers recommend that the Committee:

1. *Receive the Partnerships and Operations Report.*

#### **1. Water Manager Commentary**

Operations and maintenance of the 3 waters assets has continued to be carried out to largely meet service level outcomes. There are however significant cost increases forecast in the operational expenditure that will need to be managed.

The majority of the projects in the draft Capex delivery programme are underway and in various stages of delivery.

#### **2. Wellington Water operational performance**

Performance against the service level agreement (KPI's) is measured on a quarterly basis and reported by dashboard. The Quarter 1 dashboard will be available at the next Assets & Services committee meeting for review. To date there are no major performance issues.

YE expenditure is forecast to significantly exceed budget and we are working with Wellington Water to manage the work programme and risk.

##### **2.1 Operational response events**

A significant wastewater overflow event occurred in Featherston from the 17<sup>th</sup> to 20<sup>th</sup> August. Heavy and consistent rainfall in Featherston caused wastewater overflows onto private property (grounds only) due to inflow and infiltration of rainwater into the wastewater network. As a result, the capacity of the network was overwhelmed including Donald St pump station.

Operational crews were out responding to the overflows. Sucker trucks were working around the clock and sandbags were brought in to prevent wastewater entering



garages. Additional Wellington Water staff were on the ground, talking to the affected properties and organising portaloos whilst the crews waited for the flows to subside. Residents from 2 affected properties were provided with temporary accommodation over three nights until their properties were cleaned up and disinfected. Investigations are underway to try and identify any immediate network issues (blockages, cross connections with stormwater etc).



Figure 1 Sucker truck working at Fitzherbert St, Featherston



Figure 2 Map showing properties affected by wastewater overflows

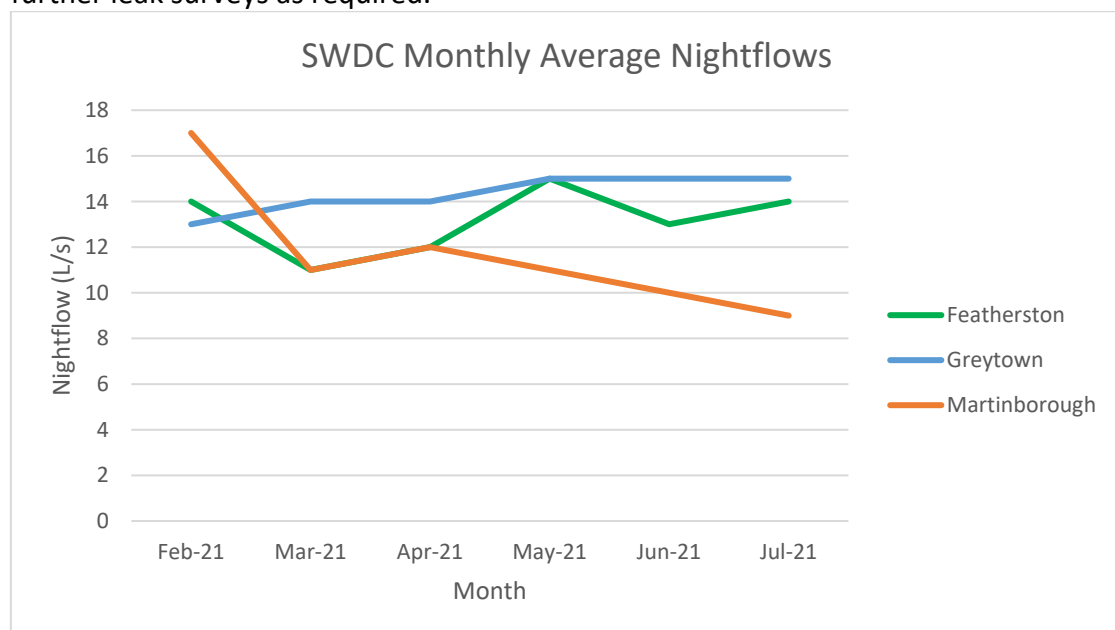
### 3. Reducing leakage across the South Wairarapa

Ongoing monitoring of the night flows in SWDC indicate that Greytown and Featherston leakage remains high. Proactive leak detection surveys have been carried out in Greytown and Featherston during July and early August, results below:

- Featherston: 12 public leaks and 1 private leak found
- Greytown: 18 public leaks and 4 private leaks found

The public leaks found have been passed to the field operations crews and have been prioritised for repair depending on their size. The property owners with private leaks are currently being notified and informed that they are required to have them repaired.

WWL continue to monitor the night flows across the SWDC area and will undertake further leak surveys as required.



### 4. Water Capex delivery programme

#### 4.1 Executive Summary

The final draft capex delivery programme for 2021-22 financial year has been issued to SWDC for review and approval. The initial draft programme based on asset condition and risk to service delivery exceeded the LTP funding by \$3M. Wellington Water has reviewed the initial programme based on risk and prioritised the programme to meet the available LTP funding. The risk remains around the remaining projects which will be reprioritised in year 2 of the LTP. Asset condition assessments being undertaken will further identify additional risks and assets that will need remediation.

## 4.2 Waiohine water treatment plant upgrade

A recent flow strategy has been updated for the Waiohine and Memorial Park water treatment plants to understand the supply risks to Greytown in the context of the two project upgrades. Currently, Greytown is heavily reliant on the Memorial Park bore for daily supply, this means there is an elevated risk of supply shortage if Wellington Water proceed with the shutdowns and commissioning of the new bore pump and containerised treatment plant at Memorial Park.

To mitigate this risk, Wellington Water have installed and commissioned a fourth bore at Waiohine which provides an additional 60% supply capacity. In addition to this, Wellington Water are recommending to prioritise the commissioning of the Waiohine treated water reservoir which will provide 10 times the supply storage resilience compared to current. This will allow increased supply to Greytown and longer shutdown periods for the Memorial Park commissioning works, far reducing the risk of potential supply shortages.

Additional senior resources have been brought in to deliver the Waiohine and Memorial Park water treatment plant upgrade projects. The primary focus for the enhanced project team on this project is to have the treated water reservoir commissioning completed prior to summer demand pressures on supply. It has been acknowledged that there are commissioning risks related to the condition of the liner, The commissioning work is to start shortly.



*Figure 3 Final touches to the outlet pipe before commissioning starts on the treated water reservoir bladder (white)*





*Figure 4 Picture of the newly completed 4th bore at Waiohine*

#### **4.3 Memorial Park water treatment plant upgrade**

Whilst the primary focus of the enhanced project team is on the Waiohine treated water reservoir commissioning investigations and preparation work will continue on this project in the interim. This will enable the team to investigate and plan for outstanding risks and issues prior to construction work starting onsite.

The phasing of the civil works onsite at Memorial Park is being looked at closely, where discussions have been had between Wellington Water and SWDC. There is an awareness that the Memorial Park swimming pool is very popular over the summer period therefore the project team are looking at how best to minimise the public access disruption.



*Figure 5 Temporary pH correction and UV treatment at Memorial Park bore*

#### **4.4 Papawai Rd wastewater upgrade**

Construction work continues onsite, where good progress has been made in the open trenching sections at the wastewater treatment plant end of the pipeline upgrade. Sediment controls have been effective in the section of pipeline next to Tilsons creek.

A successful minor change of design alignment along Pah Rd was initiated to avoid the need for specialist asbestos removal of the old pipeline. This alignment change is likely to be extended for the remainder of Pah Rd due to challenges in unfavourable ground conditions. A review of the cost implications is currently being undertaken.



*Figure 6 Sediment controls and gabion baskets next to Tilsons Creek*

#### **4.5 Greytown smart meter trial**

The discovery survey has been carried out in July, which collected field information to identify which properties may be best suited to this trial. Of the 480 households surveyed, 380 were identified as potentially suitable participants for this trial. Planning for the on-boarding exercise is underway and due to start shortly.

Smart meter units (250) have been pre-ordered, and the project team are monitoring the current global supply chain in case of any delay issues. Wellington Water have been working with SWDC on updating the detailed communications plan.

Installation of the Smart meters is scheduled to commence in October.

#### **4.6 Boar Bush and Taits Creek water supplies**

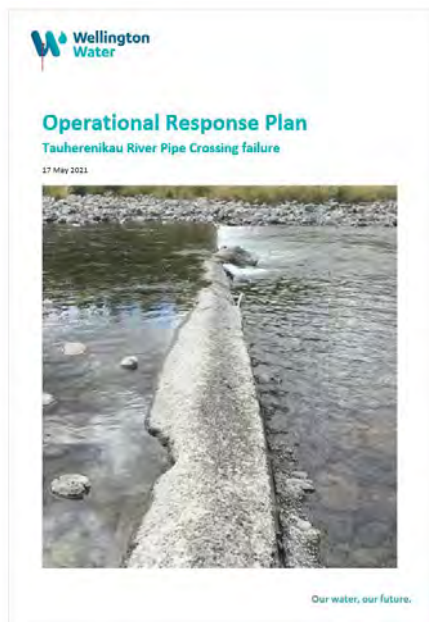
Investigations to date have shown major safety risks and issues around the asset condition and treatment capability for these two backup water supplies. Current recommendations are to fully isolate both supplies from the Featherston treated water network to ensure no contamination risk to the public water supply with untreated water.

Additional assessment work is needed to investigate and evaluate the suitability of these two sources for emergency supply for the Featherston community or alternatively complete safe decommissioning of these assets. Emergency supply options would see the need for additional investment of new treatment systems which currently do not exist.

#### **4.7 Tauherenikau pipeline crossing**

Wellington Water continue to undertake regular monitoring of the pipeline on a weekly basis and after rainfall events for any observed changes. The contingency plan is receiving final reviews internally however is ready for deployment should the operations teams need to respond.

The long-term replacement of the exposed pipeline is currently going through project briefing stage before making a start in planning and site investigations. The project is currently programme for construction in the 2023-24 FY.



*Figure 7 Covering page to WWL Operational Response Plan*



## 5. Land Transport

### 5.1 Roading Maintenance - Ruamahanga Roads

July had three weather events that caused significant disruption to the programme and additional works (including slips, washouts, trees down, water table scouring, metal scouring, potholes and culvert blockages) were attended to. Asset inspections were put on hold as Network inspections were increased to identify damage and prioritise work.



An outline of key works completed through July 2021 is provided below:

- 215.7 km of roads were inspected and identified faults recorded in RAMM for future scheduling with 145.3 being sealed and 70.4 being unsealed.
- 10 bridges were visually inspected and found to be in an acceptable condition and are listed below

KAHUTARA RD  
 KAHUTARA RD  
 KAHUTARA RD  
 KAHUTARA RD  
 KAHUTARA RD  
 KAHUTARA RD  
 PONATAHI RD  
 PONATAHI RD  
 PONATAHI RD  
 PONATAHI RD

LOWER VALLEY BRIDGE  
 OPORUA SPILLWAY CULVERT  
 BELCHERS BRIDGE  
 ROTOPAI UNDERPASS  
 BIG DRAIN BRIDGE 1  
 KAHUTARA CULVERT  
 WOOLSHED CREEK CULVERT  
 LUGOOR CULVERT  
 PONATAHI CULVERT #106  
 HUANGARAU BRIDGE

- 110 rural culverts were inspected, RAMM data updated including condition rating.
- 173.9 km of unsealed roads were graded.
- 1005 m3 of maintenance aggregate supplied and place on unsealed road
- 42.8 km of mechanical street sweeping was completed.
- Footpath renewals have been programmed for:
  - Revans Street, Royal Hotel to Railway Crossing
  - Fox Street, Birdwood Street to Railway Crossing
  - Bell Street, #19 to Watt Street
- Pre-seal repairs for the 2021-2022 sealing season have continued and draft programmed identified and will be confirmed as final as soon as budgets approved.
- 2021/2022 reseal programmed outlined below

Road	Road Name	Start	End	Length	Existing Surface Material	Existing Function
	<b>PROPOSED CHIPSEAL</b>					
256	BATTERSEA LINE	1785	1912	127	Single Coat Seal	Reseal
256	BATTERSEA LINE	1912	2720	808	Two Coat Seal	1st Coat
256	BATTERSEA LINE	2720	2955	235	Single Coat Seal	Reseal
35	BETHUNE ST	0	216	216	Single Coat Seal	Reseal
136	BOAR BUSH GULLY RD	0	223	223	Single Coat Seal	Reseal
84	DANIEL ST (MARTINBOROUGH)	5	461	456	Single Coat Seal	Reseal
192	DRY RIVER NO. 1 RD	2478	2992	514	Single Coat Seal	Reseal
192	DRY RIVER NO. 1 RD	2992	4321	1329	Single Coat Seal	Reseal
192	DRY RIVER NO. 1 RD	4854	5466	612	Single Coat Seal	Reseal
85	DUBLIN ST	825	990	165	Single Coat Seal	Reseal
85	DUBLIN ST	990	1313	323	Single Coat Seal	2nd Coat
85	DUBLIN ST	1313	1724	411	Single Coat Seal	2nd Coat
202	LAKE FERRY RD	13553	14770	257	Two Coat Seal	1st Coat
202	LAKE FERRY RD	14770	15550	430	Two Coat Seal	1st Coat
202	LAKE FERRY RD	15550	16365	775	Two Coat Seal	1st Coat
202	LAKE FERRY RD	16365	16939	574	Two Coat Seal	1st Coat
202	LAKE FERRY RD	16939	17079	140	Racked in Seal	Reseal

202	LAKE FERRY RD	32490	32631	141	Single Coat Seal	Reseal
237	MOERAKI RD	2848	3096	248	Single Coat Seal	Reseal
59	MOORE ST	0	332	332	Single Coat Seal	Reseal
98	NEW YORK ST	1012	1728	716	Single Coat Seal	Reseal
100	OXFORD ST	444	1171	727	Single Coat Seal	Reseal
102	PRINCESS ST	425	1262	837	Single Coat Seal	Reseal
254	WARDS LINE	1230	1519	289	Single Coat Seal	Reseal
31	WEST ST	1755	2333	578	Single Coat Seal	Reseal
259	WESTERN LAKE RD	22042	23180	1138	Single Coat Seal	Reseal
259	WESTERN LAKE RD	23180	24420	1240	Single Coat Seal	Reseal
259	WESTERN LAKE RD	30939	31118	179	Single Coat Seal	Reseal
265	WHITE ROCK RD	15520	17724	2204	Single Coat Seal	Reseal
265	WHITE ROCK RD	22830	23580	750	Two Coat Seal	1st Coat
265	WHITE ROCK RD	26665	28309	1644	Single Coat Seal	1st Coat
265	WHITE ROCK RD	28309	28889	580	Single Coat Seal	Reseal
265	WHITE ROCK RD	28889	29450	561	Single Coat Seal	Reseal
304	MOROA ROAD	8	816	808	Two Coat Seal	1st Coat
304	MOROA ROAD	816	882	66	Two Coat Seal	1st Coat
	PROPOSED A/C					
25	PAPAWAI RD	0	125	125	Single Coat Seal	Reseal
	PROPOSED CHIPSEAL					
	CAPE PALLISER RD	11463	12139	676	Two Coat Seal	Reseal
	CAPE PALLISER RD	12139	12425	286	Two Coat Seal	Reseal
	CAPE PALLISER RD	7890	8918	1028	Single Coat Seal	Reseal
	CAPE PALLISER RD	19448	19759	311	Racked in Seal	Reseal
	CAPE PALLISER RD	19759	19859	100	Racked in Seal	Reseal

- Sealed pavement rehabilitation sites for 2021/2022 on Western Lake Road had test pits carried out and material will be Lab tested to determine final design.
- Emergency response to climatic events occurred throughout the month.

## 5.2 Further activities of note

- Roading infrastructure input has been supplied to all subdivision resource consents.
- Heavy vehicle Over Weight Permits, Traffic management Plans and Corridor Access requests have been actioned and approved.
- Current audits are being carried out to identify kerb channel and footpath requirements so funding can be allocated.
- Audits are also being done on the Pedestrian Crossings to identify deficiencies in the current standards. The audits will include signage, road-marking and lighting.
- One Network Framework Assigned to Road Categories throughout the network



Back in 2013, Roding Excellence Group (REG) led development of the One Network Road Classification (ONRC). It categorised New Zealand's roads into six different classes, creating a nationally consistent functional hierarchy used everywhere today. The ONRC is a foundation tool for road activity management and benchmarking investment in asset management.

Providing a nationally consistent framework has been a giant leap forward. The benefits of the ONRC are numerous, and it is embedded in a number of national policies and systems. The national application of the ONRC has been world leading and has meant it can be used as the basis for a wide range of decision-making.

Following on from these initial benefits, the evolution of the ONRC into the One Network Framework (ONF) ensures it is fit for purpose in more complex urban environments, where there are a number of competing demands on limited road and street space, and a range of modes to be accommodated. This work also brings together and embeds the success of the Network Operating Framework (NOF), which have been utilised in urban areas.

By evolving ONRC to account for extended needs, the framework is strengthened into something that can be used *across* transport and land use disciplines, increasing its relevance.

The ONF provides a common language that can assist in linking strategies and policies together and support better, more holistic, decision-making. This common language also offers a mechanism to translate local movement and place frameworks into a national framework for more aligned investment conversations.

### **5.3 Introduction**

The transport system is a complicated system with many competing demands and users. We need a smarter proactive approach to managing our transport network - one that reflects agreed strategic goals and one that helps resolve competing demands for the limited space that is available.

While there will always be a need to maintain quality roads and occasionally enhance capacity, there is increasingly the need to 'sweat the existing asset' (better use existing transport resources) and involve all types of network users to get the best from existing resources.

The network operating framework is an integrated process that helps us better manage and plan the use of the transport network and explicitly link transport to the adjacent land uses.

### **5.4 What it is**

The network operating framework is simply an agreed process that enables collaborative discussions and that links strategic intent with operational and planning decisions. It does this using four workshop-based steps and a common language for the stakeholders to use. Towards the end of the process, there is a tool that allows performance deficiencies to be identified and interventions tested and compared.

It is also a holistic vision of transport that focuses on:

- moving people and goods, not vehicles, and seeing this by time of day
- seeing transport as supporting broader community goals
- balancing the competing demands for limited road space
- thinking 'network' rather than sites or routes.

## **5.5 What does it do and what does it deliver?**

The framework is a collaborative process based on a common language. For the Network Operating Framework to work, partnerships are needed across all stakeholders and at all levels.

All road users will continue to have legitimate access to the entire transport network. However, by applying the framework, certain routes will be assigned priority to enable them to work better for designated modes at particular times of day. This attempts to provide an integrated approach to managing congestion, safety and competing demands for limited road space on these routes. It also supports future planning and development of transport and travel choices by establishing the future networks with modal priority attached that deliver strategic goals.

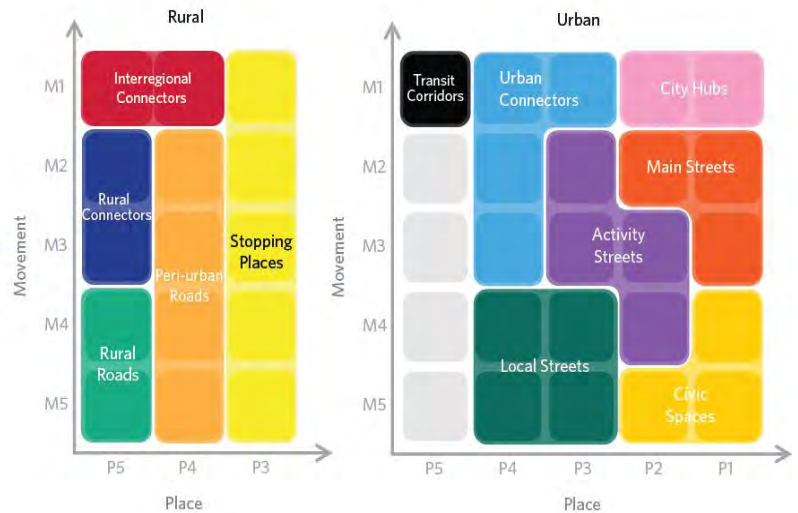
The process involves all relevant and major transport stakeholders agreeing on a collaborative view of strategic intent for a geographic area and how this is enabled and delivered by transport. This leads to a vision and language that embraces all modes across the entire network.

At all stages, stakeholders agree what is expected of transport, how and to whom priority is assigned and what the effects are of interventions on the network. The process is also an engagement and agreement framework, assisting clear and consistent informed decision making.

The framework has a tool that visually demonstrates overarching effect and any detailed trade-offs being made in order to deliver strategic goals that result from a given transport project or land use development. It informs decision making and helps establish agreements, partnerships and understanding of the network-wide effects of interventions as the basis for wider consultation and network or project development.

The framework has the potential to be a key planning and operational tool to inform decisions and to link those decisions to both strategic objectives and operational interventions. It also enables users to make informed travel decisions in relation to how they see the network developing and being operated.

The classification of roads and streets is being updated in CDC RAMM database by staff to reflect the roading network going forward.



## 5.6 Road to Zero – NZ’s road safety Strategy

Improving safety on New Zealand roads is a priority for Waka Kotahi. Road to Zero 2020-2030, New Zealand’s road safety strategy, tells us what New Zealand needs to do to make improvements in road safety. It sets us on a path to achieve Vision Zero, a New Zealand where no one is killed or seriously injured on our roads.



Road to Zero sets an initial target to reduce deaths and serious injuries on New Zealand’s roads, streets, cycleways and footpaths by 40 percent over the next 10 years. Reaching that target would mean reducing annual road deaths to 227 and serious injuries to 1,680 by 2030.

There are five key focus areas under Road to Zero:

1. Infrastructure improvements and speed management.
2. Vehicle safety.
3. Work-related road safety.
4. Road user choices.
5. System management.



Funding has been requested and to date the annual allocation has yet to be confirmed by Waka Kotahi

## **6. Amenities**

### **6.1 Housing for Seniors**

Two vacant units, one in Featherston and one in Greytown have been rented. Burling Flats new tenant arrives this weekend 14/08/2021 and Greytown Westhaven flats new tenant will be moved in by end August 2021.

Gardens in Burling Flats have been weeded and stones laid. Usual repairs, Oven repair, leaking taps, hedge trimming, curtain replacement.

Work has been completed at Cicely Martin Flat 12 with the shower relined, gib replaced and the bathroom painted.

### **6.2 Pain Farm and Cottage**

Both properties have had a building wash, which caused a power outage to the Homestead, this was repaired the day it was reported. Grounds are well maintained.

### **6.3 SWDC Playgrounds**

Work has continued of upgrades and maintenance of playgrounds, including:

- Greytown playground is being refurbished with new paint
- Featherston playground general refresh is completed, new baby seat replaced due to existing being damaged.
- Still awaiting parts for replacement of netting for Greytown equipment, ordered replacement see-saw and spinning wheel due to age. Equipment ordered can take 3 months to arrive

### **6.4 Parks and Reserves**

Activity has been ongoing in maintaining our parks and reserves:

- SWDC completing Section 17a Procurement, Request for proposal and Tender documents for the Parks and Services Contract. Tenders received and evaluating.
- Tree management plan for all SWDC parks and reserves discussions near completion. High winds have been causing tree damage through the district.
- Lake Ferry native planting is completed. Photos to come.
- Bench seats have been donated one each for Featherston and Greytown
- 4 single rubbish bins have been ordered to replace damaged green bins in Featherston and Greytown

### **6.5 Cemeteries**

Cemetery Activity and Burials have been steady.

Purchases of burial plots/niches 01/05/2021 30/06/21

	Greytown	Featherston	Martinborough
Niche	1		
In-ground ashes Beam			1
Burial plot	2		
Services area			
<b>Total</b>	<b>3</b>		<b>1</b>

Ashes interments/burials 01/03/2021 to 30/04/2021

	Greytown	Featherston	Martinborough
Burial	5		4
Ashes in-ground	1		2
Ashes wall	1		
Services Area	1		
Disinterment			
<b>Total</b>	<b>8</b>		<b>6</b>

Two new concrete beams at Martinborough Cemetery are awaiting contractors to fill edges with topsoil and are then ready to start using. New planting in the Featherston Natural burial cemetery and new road has been installed in the Greytown cemetery extension. Fencing organised this week.



## 6.6 Swimming Pools:



Maintenance and retiling has begun at the Featherston Pool. Weather has held up the work a bit but they are chipping away at it as much as possible.

Martinborough Pool is next – and there will be renumbering of the lanes at Greytown Pool.

Three gas barbecue's have been purchased and will be placed in each pool for the coming season on a trial bases due to extended hours. If not being used will be moved into parks around the district.



## 6.7 Other Projects:

- Housing for Seniors – only a few extractor fans in bathrooms/kitchens have been installed to meet the healthy homes ventilation standard. Currently waiting for a date/cost from tradespeople who are extremely busy at present.
- Featherston Information Centre – new heat pump being installed on Thursday, 19 August 2021.
- SWDC office in Martinborough – continuing to work on improving the working spaces within the council building.
- Wash Rite Wairarapa have completed their list of low-pressure wash, gutter clean, flush downpipes of council owned properties: The Design Library, Hodder Farm Cottage, Pain Farm Homestead & Cottage, The Old Courthouse/Information Centre, Martinborough Men's Shed, SWDC Office,



Featherston Library. Burling Flats had their gutters cleaned, downpipes and concrete paths. Looking to paint Burling flats before April 2022.

- Health & Safety officer & Property Advisor attended a Worksafe NZ Conference 'Asbestos Management in Public Sector'

## **7. Waste Management**

### **7.1 Martinborough Transfer Station:**

- Upgrading of the entrance into Martinborough transfer station has been completed.
- Recycling glass bins have a new large concrete pad placed under them for health and safety cleaning up any broken glass.
- New road up to the clean fill has been completed and now you can drive right around
- Oil drums and covered shed has been ordered and await arrival, due now.



### **7.2 Greytown Transfer station:**

- Green waste will be removed on a monthly cycle from September the 1<sup>st</sup>.

### **7.3 Featherston Transfer Station:**

- Green waste mulched and removed June / July

Overall, the transfer stations are tidy.

### **7.4 Kerb side pick ups**

Contamination levels remain high and we need to do some general education around what is not ok to put in recycling wheelie bins. Stickers are improving the overall contamination.

### **7.5 MRF Upgrade Ongoing in Masterton**

One of our Major Projects over the last 12 months has been an upgrade to our MRF to assist in meeting the new requirements created by the China Sword policy, Revised Basel Convention and New NZ Government export requirements for Plastic.

This has seen an investment of over \$2 Million Dollars by Earthcare to improve the sorting capability to meet the new standards.

There were significant issues due to manufacturing and shipping delays and the difficulty in getting skilled engineers into New Zealand due to Covid. The upgrade doubles the equipment in the plant.

During March and April we completed the initial installation of the MRF Upgrade and initial commissioning.

New Equipment Includes:

- Pellenc Optical Sorter – Paper
- Pellenc Optical Sorter – Plastic
- New Perforator
- New Plastic Baler – higher density bales
- New Paper Baler – higher density bales
- New Automated Plant Control System
- Waste Conveyor System
- Aluminium refeed conveyor
- New Perforator
- 15 Conveyors

In May and June, we will be installing a small number of items where shipping was delayed and completing the commissioning of the plant.

We closed the MRF down for 14 Days during the install and are working through the backlog of material accumulated during this period.

We have the most sophisticated MRF in New Zealand that matches best practice in European countries for sorting and classifying recycled kerbside material.

We are looking forward to shipping out our first full truckload of PET (40% of the plastic stream) and receiving the quality results from Flight plastics in Wellington Later this month.



## **8. Appendices**

Appendix 1 – Water Project Dashboard

Contact Officer: Harry Wilson, Chief Executive Officer



# **Appendix 1 – SWDC Water Project Dashboard**

SWDC Assets and Services Committee		Programme	Water			
Meeting	1/09/2021	Period	Aug-21			
Overall Programme Status (RAG)	Finance	Delivery	H&S	Stakeholders	Risk profile	Commentary
		↑				A small number of important projects sit on the capex delivery programme for the 2021-22 financial year. Off the back of last years delivery performance, key focus areas have been identified for improved project delivery. Additional senior resources have recently been brought in for the delivery of Waiohine and Memorial Park upgrade projects, where the PMO will be looking to ensure they have the support to ensure they are setup for success.
<b>Major Projects</b>						
Featherston WWTP	\$500k*	Jul 20 - Jun 2025				
Develop and implement a suitable wastewater solution for Featherston						Progress slowed during LTP consultation with the project team undertaking additional work and addressing questions raised by council. Planning is underway to begin the next stage of community engagement on the shortlisted options. Concerns were raised at the recent workshop with councillors around the affordability and consentability of the shortlisted options. Wellington Water are undertaking a peer review of the short listed options on consentability to provide further assurance. Once this work is resolved, we will work with WWL on finalising a communication plan before going out to community engagement. The current and forecasted pre-construction phases remain within budget.
<b>Upgrade/Renewal Projects</b>						
Papawai Road WW Upgrade	\$2.2m	May 2021 - Nov 2021				
Capacity issue - upgrade pipe	↑	↑	↑			Contractor has moved to the treatment plant end of the pipeline upgrade, making good progress in the open trenching sections. Ground conditions have been favourable and positive feedback has been received on the sediment management control next to Tilsons creek. A successful minor change of alignment was organised by the consultant, and is expected to be extended for the remainder of the project due to challenges in unfavourable ground conditions on Pah and Papawai Roads. A review of the cost implications is currently underway.
Waiohine Water Treatment Plant (WTP)	\$1.3m	Dec 2020 - June 2022				
b) Treated water storage commissioning		↑			↓	Construction work for new bypass pipework has been completed, as well as electrical upgrades and run-to-waste testing. Commissioning work to begin shortly with the current programme forecast for commissioning complete Q2. Commissioning risks remain due to unknown condition of storage bladder.
c) Chlorine dosing safety improvements		↑				Costs have been finalised for the civil construction and electrical upgrades required to ensure compliant system. Work to be programmed around commissioning works.
d) pH dosing system upgrade		↑				Temporary dosing system currently in place. Permanent dosing system construction and commissioning to follow treated water storage commissioning.
Memorial Park WTP upgrades	\$850k	Nov 2020 - 2022				
Stage 2: Replace bore pump, new housing container, additional pipework and run to waste		↑			↓	Offsite fabrication of containerised treatment plant due for completion Q1. Outstanding project items and risks are requiring close-out prior to final contract award for works to install the containerised plant on site.
Stage 3: Chemical dosing, electrical equipment, UV and filter upgrades		↑		↑		The project team has been modified to include more senior resources in key roles to deliver the Memorial Park upgrades project. A review of the project delivery and risks is being undertaken prior to final contract award and start. Stakeholder discussions with SWDC have been had, to review the phasing of the Memorial Park upgrades project around public impacts on summer activities, likely to see construction work start in the new calendar year.

SWDC-led Projects					
Water Race User Survey	n/a	Dec-20			
Survey Water Race users and related stakeholders on use		↑			Wellington Water have received a copy of the survey results and have been asked by SWDC to review in the context of providing some strategic guidance back to SWDC. Wellington Water workshops are scheduled in August.
Longwood Water Race Consent	n/a	Dec-20			
Gain consent for continued use of water race			↑		The final draft consent conditions have been received by GWRC and are currently being reviewed within Wellington Water. Additional flow and water quality monitoring is likely within the new consent where Wellington Water will need to consider how these additional conditions will be met. The short consent is to align the Longwood with the Moroa water race consent expiry.
Status key: <span></span> On track/achieving <span></span> Some concern <span></span> Off Track/Major concern					



# ASSETS AND SERVICES COMMITTEE

1 SEPTEMBER 2021

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## AGENDA ITEM D4

### ACTION ITEMS REPORT

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#### **Purpose of Report**

To present the Assets and Services Committee with updates on actions and resolutions.

#### **Recommendations**

Officers recommend that the Committee:

1. *Receive the Assets and Services Action Items Report.*

#### **1. Executive Summary**

Action items from recent meetings are presented to the Committee for information. The Chair may ask officers for comment and all members may ask officers for clarification and information through the Chair.

If the action has been completed between meetings it will be shown as 'actioned' for one meeting and then will remain in a master register but no longer reported on. Procedural resolutions are not reported on.

#### **2. Appendices**

Appendix 1 – Action items to 1 September 2021

Contact Officer: Suzanne Clark, Committee Advisor

Reviewed by: Harry Wilson, Chief Executive

## **Appendix 1 – Action Items to 1 September 2021**

Number	Meeting	Raised Date	Responsible Manager	Action or Task details	Open	Notes
81	A&S	20-Feb-19	Harry	<p>COUNCIL RESOLVED (DC2019/15):</p> <ol style="list-style-type: none"> <li>1. To receive the Wastewater Sewer Later Replacement Management Report.</li> <li>2. That lateral renewal up to the boundary where necessary will be undertaken at Council's cost but only when main pipeline renewal is being undertaken (this will be regarded as an operational expense).</li> <li>3. That council in the meantime will not fund depreciation of private lateral assets.</li> <li>4. That clearing of obstructions and ensuring the lateral is functional will be carried out within Council land.</li> <li>5. That private property owners remain responsible for lateral renewal maintenance and renewal as per the bylaw when (2 above) does not apply.</li> <li>6. That the policy be altered to reflect this change and the bylaw remain unchanged.</li> </ol> <p>(Moved Cr Olds/Seconded Cr Craig) Carried Cr Wright voted against the motion. Cr Carter voted against the motion.</p>	Open	<p>Policy to come to A&amp;S meeting on the 24th of July</p> <p>29/07/19 - The section 3.1.9 of the Bylaw will be amended when the bylaw is reviewed and the resolution is put into practice now. Lateral Renewals being done in conjunction with capital works is currently in practice and able to be done under the current bylaw. 27/08/19 Bylaw and Policy reviewed. Officers feel there is no need to amend as the changes can be done under existing policy. 4/9/19: Reopened, report required to next A&amp;S Committee to ensure inconsistencies are address 12/2/20: To be placed on a policy review schedule for 2020 (for the purpose of checking consistency)</p>
423	A&S	19-Jun-19	Harry	<p>ASSETS AND SERVICES RESOLVED (AS2019/12):</p> <ol style="list-style-type: none"> <li>1. To receive the Directional Sign Policy for Accommodation, Information and Tourist Attraction Report.</li> <li>2. That the Blue Signs Policy be amended and then circulated to community board chairs for feedback, and then presented to the Assets and Services Committee seeking a recommendation for Council to approve the Policy.</li> </ol> <p>(Moved Cornelissen/Seconded Cr Colenso) Carried</p>	Open	<p>16/08/19 policy is being redrafted in terms of NZTA Traffic Control Devices Manual to ensure Level of Service meets ONRC requirements for national consistency 12/2/20: To be placed on a policy review schedule for 2020</p>
424	A&S	19-Jun-19	Harry	<p>Make amendments to the Directional Sign Policy so that consideration is given to generic vs business specific signs, historic business specific signs, making the policy relevant for all towns, consideration and appropriate use of coloured signs (blue and white vs black and yellow vs brown signs), policy exclusion situations, relevant NZTA policies, publication of the approved policy and application form, and a recommended process for managing requests</p>	Open	<p>16/08/19 policy is being redrafted in terms of NZTA Traffic Control Devices Manual to ensure Level of Service meets ONRC requirements for national consistency 12/2/20: To be placed on a policy review schedule for 2020</p>
39	A&S	19-Feb-20	Harry	<p>Provide a programme of scheduled maintenance works for the Senior Housing units to the A&amp;S Committee</p>	Open	<p>12/08/20 programme being finalised. Update to work completed in P&amp;O Officers Report. 25/02/ 2021 reports and updates included in P&amp;O report</p>

Number	Meeting	Raised Date	Responsible Manager	Action or Task details	Open	Notes
114	A&S	18-Mar-20	Harry	COUNCIL RESOLVED (DC2020/27): 1. To receive the Featherston Treated Wastewater to Land and Water Resource Consent Application Report. (Moved Cr West/Seconded Cr Colenso) Carried 2. To endorse Option 2 (withdrawal of the current consent application and lodging a new consent application) as the way forward for the Featherston Treated Wastewater to land and water consent application. 3. Within three months prepare options for the Assessment of Environmental Effects and a Community Engagement Plan. (Moved Cr Fox/Seconded Cr Colenso) Carried	Open	27/5/20: work continues on the Project Plan, AEE and Comms plans. Due to significance and budget, project sits within the Major Projects team at Wellington Water. GHD have been engaged to manage the project and progress the above work. 17/06/20 - A&S committee provided with updated timeline. 12/08/20 Work continues 04/11/20 – 2017 Consent application withdrawn in letter to GWRC. Ongoing update to project provided in Officers' Report. 07/07/21 - Work has continued in background and Council and public engagement can recommence now LTP finalised.
400	A&S	12-Aug-20	Harry	Investigate the nature of Moroa Water Race events resulting in an operational callout (e.g. urban vs rural vs stormwater), cost and location, and put together some analysis	Open	Work in Progress 16/12/20 - Data gathered, analysis under way 12/05/21 – to be completed in parallel with WR survey.
689	A&S	16-Dec-20	Harry	ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2020/68): 1. To receive the Draft Roding Activity Management Plan Report. (Moved Cr Plimmer/Seconded Cr Jephson) Carried 2. To consider the Activity Management Plan and provide strategic feedback for consideration following a workshop yet to be advised. (Moved Mayor Beijen/Seconded Cr Jephson) Carried	Open	07/07/21 - Roding AMP findings included in LTP Infrastructure Strategy
694	A&S	16-Dec-20	Harry	Provide an update on the Martinborough and Greytown wastewater plant volume capacity now and planned capacity following upgrades including narrative on whether the plants will cater to future growth projections	Open	07/07/21 - Work is ongoing.
695	A&S	16-Dec-20	Harry	Schedule a workshop with the A&S Committee and Greater Wellington Regional Council to understand the Donald's Creek flooding issue and to clarify responsibilities for works and protection in waterways	Open	12/05/21 – work being undertaken now under GWRC global consent. 07/07/21 - Clearance of Creek completed. Update in P&O Report.
89	A&S	7-Apr-21	Harry	Relook at options, including the waste management contract, to determine whether there is an opportunity for local glass recycling initiatives to be implemented in the Wairarapa (i.e. reducing the carbon footprint) as opposed to the current out-of-town destination (transfer action to A&S)	Open	20/4/21: moved to A&S 12/05/21 – Update included in Ops Report



Number	Meeting	Raised Date	Responsible Manager	Action or Task details	Open	Notes
161	A&S	12-May-21	Harry	ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/12): 1. To receive the Road Safety in Greytown Report. 2. To note the issues identified by the local community and Greytown Community Board. 3. To consider the proposed initiative once the proposed safety improvements from Waka Kotahi, NZTA, for the SH2 corridor in Greytown are known. (Moved Cr Maynard/Seconded Cr Jephson) Carried	Open	07/07/21 - Waka Kotahi, NZTA providing update and proposal in meeting. 26/8/21 Waka Kotahi consultation for SH 2 safety improvements deadline has been extended due to Covid-19
168	A&S	12-May-21	Harry	Provide an update on the water reform stimulus funded programme work	Open	7/07/21 - Smart Meter Trial update paper on agenda. Updates on other work to be included in P&O Report
169	A&S	12-May-21	Karen	Start proceedings to revoke the 2001 resolution authorising the subdivision of Council land beside the Greytown senior housing units	Actioned	7/7/21 – Resolution made by Council, so needs to be revoked by Council. Will go to 28 July meeting. 16/8/21: Report to Council; was referred to GCB for comment.
182	A&S	26-May-21	Harry	Provide a regular report to the A&S Committee of where footpath funding is being spent	Open	16/7/21: Action transferred to A&S Cttee 28/8/21: First sections have been identified in P&O report to A&S 1 September. Final Waka Kotahi funding has yet to be approved.
183	A&S	26-May-21	Harry	Work with Waka Kotahi (NZTA) to seek a new pedestrian crossing at the south end of Greytown by Kuranui College, in order to support access to the Medical Centre and the new Greytown play space	Actioned	16/7/21: Action transferred to A&S Cttee 26/8/21: Report to A&S Cttee 1 Sept 21
184	A&S	26-May-21	Harry	Determine the cost for Earthcare to provide additional management services for Greytown green waste	Actioned	16/7/21: Action transferred to A&S Cttee 20/7/21: Currently Earthcare mulch every 3 months. Over and above that charge it will cost an extra \$300 per month for the extra eight monthly set ups so 8 x 300 = \$2400 extra per year. Monthly will keep it down to low levels. This additional service will be done within existing budgets.
197	A&S	27-May-21	Euan	Provide assurances to the Assets and Services Committee that the rural road maintenance programme, including maintenance of culverts, is performing to standard	Open	16/7/21: Action transferred to A&S Cttee 26/8/21: Annual reporting Matrix from Waka Kotahi Rooding Excellence Group will provide high level reports. These are due mid September 2021
280	A&S	30-Jun-21	Harry	Provide an update to the Assets and Services Committee on the adequacy of the districts pedestrian crossings (safety and lighting)	Open	16/7/21: Transferred to A&S Cttee 26/8/21: A district wide review is currently underway with a report due in Oct 21.
281	A&S	30-Jun-21	Harry	Obtain pricing for mowing the districts' urupa as part of the Section 17a review of Parks and Reserves	Open	16/7/21: Transferred to A&S Cttee

Number	Meeting	Raised Date	Responsible Manager	Action or Task details	Open	Notes
284	A&S	30-Jun-21	Harry	Provide the Water Race Subcommittee the operational costs for running the Moroa and Longwood Water Races	Open	16/7/21: Transferred to A&S Ctte
293	A&S	7-Jul-21	Harry	ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/23): 1. To receive the update report for the Water Treatment Plant Upgrade Projects at Waiohine and Soldiers Memorial Park. (Moved Cr Plimmer/Seconded Mayor Beijen) Carried 2. To note the delivery of compliant drinking water for Greytown (at Memorial Park) is expected to be delivered in the 2021-22 financial year. (Moved Cr Jephson/Seconded Cr Emms) Carried	Open	
295	A&S	7-Jul-21	Harry	ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/25): 1. To receive the Tauherenikau River Water Main Crossing Featherston Report. (Moved Cr Plimmer/Seconded Cr Vickery) Carried 2. That Wellington Water provide an interim update of projects and costs relating to water treatment plants and likely costs based on the Tauherenikau River Water Main Crossing Featherston report for next Council meeting. (Moved Cr Fox/Seconded Mayor Beijen) Carried 3. To recommend to Council to investigate additional storage at all towns to increase resilience for supply. (Moved Cr Fox/Seconded Cr Maynard) Carried	Open	
296	A&S	7-Jul-21	Harry	ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/26): 1. To receive the Partnerships and Operations Report. (Moved Cr Fox/Seconded Cr Vickery) Carried 2. To recommend to Council to consider recommendations from the Martinborough Community Board to improve safety in the Martinborough area. (Moved Mayor Beijen/Seconded Cr Fox) Carried	Actioned	26/8/21: recommendations presented to A&S with more info. Any followup resolution or action will be recorded separately.
300	A&S	7-Jul-21	Harry	Provide further timeline and project cost information for the Water Treatment Plan Project at Waiohine and Soldiers Memorial Park for the 28 July 2021 Council meeting	Open	
301	A&S	7-Jul-21	Euan	Provide the archaeological report for the Cape Palliser ecocoreef consent application to the Assets and Services Committee, Maori Standing Committee and the Martinborough Community Board for information	Open	
302	A&S	7-Jul-21	Euan	Provide information to the MCB on why the Innovating Streets Project was being partially funded by the Infrastructure Reserve Fund	Open	

Number	Meeting	Raised Date	Responsible Manager	Action or Task details	Open	Notes
303	A&S	7-Jul-21	Karen	Invite Community Board Chairs to a future Waka Kotahi workshop on safety proposals	Actioned	