

Agenda for a meeting of the Infrastructure Committee to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **WEDNESDAY, 24 MAY 2023** commencing at **9.30am**.

Information and recommendations are included in the reports to assist the committee in the decision making process and may not constitute Council's decision or policy until considered by the committee.

The meeting will be opened with a Karakia.

1. APOLOGIES AND LEAVE OF ABSENCE

2. CONFIRMATION OF STATUS OF AGENDA

3. DISCLOSURES OF INTEREST

4. CONFIRMATION OF MINUTES

Minutes for meeting held on 12 April 2023 5

5. ACTIONS REGISTER 13

6. REPORTS

6.1 Cushman & Wakefield Contractor Update 23

6.2 Capital Project Delivery Portfolio Update 24

6.3 Audit of Kerbside Rubbish in the Waikato District 36

6.4 Cyclone Gabrielle Recovery Update 76

6.5 Open Spaces – Cyclone Gabrielle Recovery Update 80

6.6 Regional and Sub-regional Strategic Transport Initiatives within the Waikato District 86

6.7 Motor Sport Events – Use of Waikato District Roding Network 96

6.8 Whaingaroa/Raglan Wharf Lease 109

6.9	Proposed Road Name application for Stage 17 & 18, Hitchen Block, Pokeno	116
6.10	Proposed Road Name application for SUB0158/20 – Helenslee Road, Pokeno	125
6.11	Proposed Road Name for Subdivision 0070/21 at Helenvale Crescent, Pokeno	132

7. **EXCLUSION OF THE PUBLIC** 140

The meeting will be closed with a Karakia.

GJ Ion
CHIEF EXECUTIVE

Infrastructure Committee

Reports to:	The Council
Chairperson:	Cr Eugene Patterson
Deputy Chairperson:	Cr David Whyte
Membership:	The Mayor and all Councillors
Meeting frequency:	Six-weekly
Quorum:	Majority of the members (including vacancies)

Purpose

The Infrastructure Committee is responsible for:

1. Guiding sustainable, physical development and growth of the Council's infrastructure to meet current and future needs.
2. Oversight and monitoring of efficient, safe and sustainable roading and transport, and waste management.
3. Governance of District's parks, reserves, community facilities and cemeteries.

In addition to the common delegations on page 10, the Infrastructure Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

1. To provide direction on strategic priorities for core infrastructure aligned to the District's development, and oversight of strategic projects associated with those activities.
2. To guide the development and implementation of the 30 Year Infrastructure Plan.
3. To support and provide direction regarding Council's involvement in regional alliances, plans, initiatives and forums for regional infrastructure and shared services (for example, Regional Transport Committee).
4. To monitor and make decisions in relation to Council-owned community centres, facilities and halls.

The Committee is delegated the following powers to act:

- Approval of acquisition (including lease) of property, or disposal (including lease) of property owned by the Council, (where such acquisition or disposal falls within the Long Term Plan and exceeds the Chief Executive's delegation).
- Approval of easements, rights of way and other interests over property on behalf of Council.
- Approval of all matters under the Public Works Act 1981, unless such delegation is prohibited by legislation or is otherwise expressly reserved by Council or delegated to the Chief Executive or staff.

- Approval of road names in the Waikato District in accordance with Council policy.
- Approval of any proposal to stop any road.
- Hearing any written objections on a proposal to stop any road, and to recommend to Council its decision in relation to such objections.
- Approval of alterations and transfers within the provisional programme of capital works as prepared for the Long Term Plan and Annual Plan, subject to the overall scope of the programme remaining unchanged and the programme remaining within overall budget.
- Approval of tender procedures adopted from time to time within the guidelines as set down by Waka Kotahi New Zealand Transport Agency for competitive pricing procedures (CPP), or other authorities where funding or subsidies are subject to their approval.
- Approval of traffic regulatory measures defined as:
 - a. Compulsory Stop Signs
 - b. Give Way Signs
 - c. No Passing Areas
 - d. No Stopping/Parking Provisions
 - e. Speed Restrictions
 - f. Turning Bays
 - g. Weight Restrictions on Bridges (Posting of Bridges).
- For all Council-owned land that is either open space under the District Plan, or reserve under the Reserves Act 1977, the power to:
 - a. Approve leases, subleases, licences, and easements (in relation to land and/or buildings).
 - b. Approve amendments to management plans.
 - c. Adopt or change names of reserves.
 - d. Make any decision under a management plan which provides that it may not be made by a Council officer (for example, agree a concession), provided that any decision that has a significant impact under the management plan is recommended to Council for approval.
 - e. Recommend to Council for approval anything that would change the ownership of such land.

For clarity, the committee is delegated all powers of the Council as administering body under the Reserves Act 1977, unless such delegation is prohibited by legislation or is otherwise expressly reserved by Council or delegated to the Chief Executive or staff.
- Enquire into and dispose of any objection to a notice issued pursuant to Section 335 (1) of the Local Government Act 1974 requiring payment of a sum of money for the construction of a vehicle crossing by the Council (section 335(3) Local Government Act 1974). Should a decision be made to reject the objection and reaffirm the requirements in the notice, to authorise that an application be made to the District Court, (section 335(4) Local Government Act 1974) Act, for an order confirming the notice.
- Consider and approve subsidies for the installation of stock underpasses in extraordinary circumstances in accordance with Council policy and bylaws.

To	Infrastructure Committee
Report title	Confirmation of Minutes
Date:	17 May 2023
Report Author:	Rosa Leahy – Democracy Advisor
Authorised by:	Gaylene Kanawa – Democracy Manager

1. Purpose of the report

Te Take moo te puurongo

To confirm the minutes for a meeting of the Infrastructure (INF) Committee held on Wednesday, 12 April 2023.

2. Staff recommendations

Tuutohu-aa-kaimahi

THAT the minutes for a meeting of the Infrastructure Committee held on Wednesday, 12 April 2023 be confirmed as a true and correct record.

3. Attachments

Ngaa taapirihanga

Attachment 1 – INF Minutes – 12 April 2023

Minutes for a meeting of the Infrastructure Committee held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia **WEDNESDAY, 12 APRIL 2023** commencing at **9.30am**.

Present:

Cr EM Patterson (Chairperson)
Cr D Whyte (Deputy Chairperson)
Her Worship the Mayor, Mrs JA Church
Cr C Beavis
Cr CA Eyre
Cr JM Gibb
Cr M Keir
Cr P Matatahi-Poutapu
Cr K Ngataki
Cr M Raumati
Cr V Reeve
Cr LR Thomson
Cr P Thomson
Cr T Turner

Attending:

Mr B Cameron (Rural-Port Waikato Community Board Chairperson)
Ms R Moore (Waikato Times)

Mr T Whittaker (Chief Operating Officer)
Ms M May (General Manager Service Delivery)
Ms A Diaz (Chief Financial Officer)
Mr K Abbot (Executive Manager Projects & Innovation)
Mr A Averill (Acting Deputy General Manager, Service Delivery)
Ms K Wellington (Enterprise Project Management Office Manager)
Mr W Gauntlett (Growth and Analytics Manager)
Mr G Tregidga (Roading Manager)
Ms M Brown (Acting Strategic Property Manager)
Mr T McIntyre (Policy Advisor)
Mr M Horsfield (Reserve Planner)
Ms E Wilson (Contracts & Compliance Coordinator)
Ms R Leahy (Democracy Advisor)
Ms E Saunders (Democracy Advisor)

Councillors opened the meeting with a Karakia.

APOLOGIES AND LEAVE OF ABSENCE

There were no apologies.

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Her Worship the Mayor, JA Church/ Cr Gibb)

THAT:

- a. the agenda for a meeting of the Infrastructure Committee held on Wednesday, 12 April 2023 be confirmed;
- b. that the Chairperson of the Rural-Port Waikato Community Board, Mr Bruce Cameron, be given speaking rights for the duration of the open section of this meeting;
- c. all items therein be considered in open meeting with the exception of those items detailed at agenda item 6, which shall be considered with the public excluded; and
- d. all reports be received.

CARRIED

INF2304/01

CONFIRMATION OF MINUTES

Resolved: (Crs Eyre/Reeve)

THAT the minutes for a meeting of the Infrastructure Committee held on Wednesday, 1 March 2023 be confirmed as a true and correct record.

CARRIED

INF2304/02

DISCLOSURES OF INTEREST

There were no disclosures of interest.

ACTION REGISTER

Agenda Item 5

This item was received [*INF2304/01 refers*], and no further discussion was held.

REPORTS

Capital Project Delivery Portfolio Update Agenda Item 6.1

This item was received [*INF2304/01 refers*], and the following discussion was held:

- The Enterprise Project Management Office Manager advised the Committee that by 1 July 2023 all planning will be complete for the first time for the Long-Term Plan.
- *It appears all works are tracking well apart from the Solid Waste team, does anything need to be done to support that team?* It was noted that work was underway in that space to support that team.
- *For the projects that are underway, will there be a breakdown of these projects?* Yes – the team will also meet with Councillors individually to discuss projects and expectations on engagement ward-by-ward. This would enable Councillors to have the tools to engage with their communities.

ACTION: EPMO Manager to provide a breakdown of projects and budget availability for Councillors.

- It was noted that the delivery programme was an ambitious forecast. It was expected that the projects would be delivered by the start of the next Long-Term Plan.
- A concern was raised about inflation and the delivery of projects within budget. It was noted that where required budgets are reviewed, and the replanning phase would cover this. By 1 July 2023 Council would have a full picture of expected budgets and delivery.
- A discussion was held on waters projects and how they fit into CAPEX. Councillors requested further information on the waters space in future reports.

ACTION: Future Capital Project Delivery Portfolio Update to include Waters Project delivery (via Waters Governance Board).

- A discussion was held on Government funding opportunities and socio-cultural benefit of community focussed projects. Councillors reiterated the importance of seeking funding opportunities for the district.

ACTION: Staff to work with Councillors on identifying Government funding opportunities and inform Councillors on capacity of the business to deliver existing projects.

Proposed Road Name application for SUB0013/21 at 24 Jackson Street, Ngaruawahia
Agenda Item 6.2

This item was received [*INF2304/01 refers*], and the following discussion was held:

- It was noted that the Ngāruawāhia Community Board approved the road name.

Resolved: (Crs Gibb/Turner)

That the Infrastructure Committee approves the following proposed road name submitted by the developer for SUB 0013/21 at 24 Jackson Street, Ngaruawahia.

i. Road I (B) – Taapapa Lane

CARRIED

INF2304/03

Cyclone Gabrielle Recovery Update
Agenda Item 6.3

This item was received [*INF2304/02 refers*], and the following discussion was held:

- A concern was raised about trees being down in Huntly as a result of cyclone Gabrielle.
- A discussion was held on the level of service that could be provided during the recovery phase post-cyclone Gabrielle. It was noted that under current funding mechanisms there would be an impact on services.
- Significant recovery works were being undertaken in the roading space. Council was encouraging Waka Kotahi to extend the 91 percent subsidy funding that ends in June 2023. There were also some staff still working on the recovery effort and not in their business as usual roles.
- A discussion was held on the Waka Kotahi subsidy. It was noted that damage to Port-Waikato carpark was not covered as it was not considered a roading asset. It was noted that other options were being considered to fund that project.
- *What work is being doing in resilience planning, is there a resilience work schedule and estimated costs? Work on physical resilience planning is currently being undertaken in conjunction with Alliance. It was noted that there would be a focus on ‘lifeline corridors’.*

ACTION: Future progress updates on the resilience programme to include the status and progress of stickered properties.

ACTION: Future reports to include the risks of putting off repairing some roads.

- A concern was raised about the roading network in the Rural-Port Waikato Community Board area. It was noted that the network was delicate, particularly for those who rely on it to attend school, work and distribute food in and out of the area.
- It was requested that there be increased communication and engagement with local communities about which roading repairs and improvements were planned.

ACTION: Roading Manager to send list of planned repair works for the Rural-Port Waikato area to Chairperson of Rural-Port Waikato Community Board.

- *Has other funding been sought to cover the ongoing cost of staff being assigned to the recovery effort?* It was noted that 17 staff were used for the recovery effort. Council was looking at leveraging funding from central government to cover this cost.
- A discussion was held on planting farms to support roads and prevent future slips.

ACTION: Roading Manager to provide an update to the Committee on the sequencing of repairs and how they delivered against the expectations to 30 June 2023.

- Councillors reiterated the importance of culverts being cleaned out as a preventative to stop flooding and road damage. It was noted that investment was necessary to support the longevity of roading infrastructure in the future.

ACTION: Roading Manager to provide report on roading maintenance with a focus on drainage and culverts.

EXCLUSION OF THE PUBLIC

Resolved: (Crs Eyre/Thomson)

THAT the public be excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
Item PEX 2.1 Horotiu Industrial Park Development Update	Good reason to withhold exists under Section 6 or Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
Item PEX 2.2 Te Kowhai – Acquisition of Land for Sports Fields		

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item No.	Section	Interest
Item PEX 2.1 Horotiu Industrial Park Development Update	7(2)(b)(ii)	To protect information that would otherwise unreasonably prejudice a person's commercial position.
	7(2)(c)(ii)	To protect information that is subject to an obligation of confidence and to protect the public interest.
	7(2)(h)	To enable commercial activities to be carried out without prejudice or disadvantage.
	7(2)(i)	To enable negotiations to carry on without prejudice or disadvantage.
Item PEX 2.2 Te Kowhai – Acquisition of Land for Sports Fields	7(2)(i)	To enable negotiations to carry on without prejudice or disadvantage.

CARRIED

INF2304/04

Resolution INF2304/05- INF2304/08 are contained in the public excluded section of the minutes.

It was noted at the Council Meeting on 24 April 2023 that whilst the Infrastructure Committee reports were to remain confidential and the resolutions could be released that this needed to be done once negotiations were finalised in these matters and would be made public by the Chief Executive at the appropriate time.

There being no further business the meeting was declared closed at 12:34pm

Minutes approved and confirmed this day of 2023.

EM Patterson
CHAIRPERSON

To	Infrastructure Committee
Report Title	Actions Register – May 2023
Date:	24 May 2023
Report Author:	Karen Bredesen, EA to the General Manager Service Delivery
Authorised by:	Megan May, General Manager Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To provide the Infrastructure Committee with an update on actions arising from the 12 April 2023 meeting.

2. Staff recommendations

Tuutohu-aa-kaimahi

That the Infrastructure Committee receives the Actions Register – May 2023.

3. Attachments

Ngaa taapirihanga

Attachment 1 – Infrastructure Committee’s Action Register – May 2023

Attachment 2 – The Alliance Maintenance of Network Drainage and Culverts

Infrastructure Committee's Actions Register – May 2023

Meeting Date	Item and Action	Person / Team Responsible	Status Update
12 April	<p>Capital Project Delivery Portfolio EPMO Manager to provide a breakdown of projects and budget availability.</p>	Kirsty Wellington, Kurt Abbott, EPMO	Will be delivered as a Councillor workshop (working to schedule prior to the next Infrastructure Committee Meeting)
12 April	<p>Capital Project Delivery Portfolio <u>Budget Availability</u> Provide Councillors with assessment once projects for 2023/24 have been sufficiently progressed.</p>	Kirsty Wellington, Kurt Abbott, EPMO	Noted.
12 April	<p>Capital Project Delivery Portfolio Infrastructure report to include Waters Project delivery (via Waters Governance Board).</p>	Kirsty Wellington, EPMO	Separate Waters presentation included in this agenda
12 April	<p>Government Funding Staff have committed that Councillors will make the decisions going forward regarding taking up the offer of Government funding. Councillors will do this in an informed way understanding the actual capacity of the business to deliver on any new project and the impact on any existing projects.</p>	Megan May/Clive Morgan	Noted.

Meeting Date	Item and Action	Person / Team Responsible	Status Update
12 April	<p>Cyclone Gabrielle Recovery Update Future progress updates on the resilience programme to include the status and progress of stickered properties.</p>	Reece Turner, Kurt Abbott	Noted, separate report to Infrastructure Committee 24 May 2023 meeting.
12 April	<p>Roading maintenance and/or repairs (flood damage)</p> <p>Future reports to include the risks of putting off repairing some roads.</p> <p>Council is keen to understand:</p> <ul style="list-style-type: none"> • The sequencing of repairs; and • How we delivered against the expectations to 30 June. 	Grant Tregidga, Roading Manager	<p>Category A and initial response can be undertaken during general cyclic maintenance activities and require no engineering input.</p> <p>To be undertaken 22/23 Financial Year.</p> <p>Category B requires input from an engineer or someone with equivalent experience to help derive a solution which is of a practitioner type arrangement.</p> <p>To be undertaken 34/24 Financial Year.</p> <p>Category C sites require testing, investigation, and design by a qualified geotechnical engineer or equivalent. These are the larger hard structures like retaining walls, MSE walls and similar.</p> <p>To be undertaken 24/25 Financial Year.</p> <p>Link below shows the locations of these sites: https://earth.google.com/earth/d/1UOhzIES9RFjtBmqdxPoANpH_HJqzseL0?usp=sharing</p> <p>Staff will provide a report after the 30th June 2023.</p>

Meeting Date	Item and Action	Person / Team Responsible	Status Update
12 April	<p>Good Practice Roding Maintenance Roding Manager to provide report on roding maintenance across the district with a focus on drainage and culverts.</p>	Grant Tregidga, Roding Manager	A separate report is attached for information " <i>The Maintenance of Network Drainage & Culverts</i> " (Attachment 2). A commentary will be given at the meeting.
12 April	<p>Horotiu Infrastructure Investment Report on the payback on Council's investment in Horotiu infrastructure at some point in the future.</p>	Will Gauntlett, Growth & Analytics Manager	Staff will prepare an evaluation report on completion of the delivery of all strategic infrastructure in the Northgate and Ports of Auckland development agreements. Likely mid-2024.
12 April	<p>Planned Repair Works Roding Manager to send a list of planned repair works for the Rural-Port Waikato area to Chairperson of Rural-Port Waikato Community Board.</p>	Grant Tregidga, Roding Manager	Completed.



**The Alliance
Maintenance of Network
Drainage and Culverts**



WAIKATO
DISTRICT ALLIANCE

1.0 Summary

- Growing network
- Large inventory of drainage assets
- Many undersize culverts/aging assets
- Increased customer focus on drainage
- Significant number of service requests annually
- Frequency of repairs determined by funding
- Asset overall condition is improving
- Assets well maintained

2.0 Drainage Assets

2.1 Inventory

We have the following drainage assets to maintain throughout the network.

Item	Quantity
Culverts	20,300
Catchpits	3,884
Catchpit leads	472
Rain gardens	125
Soak pits	169

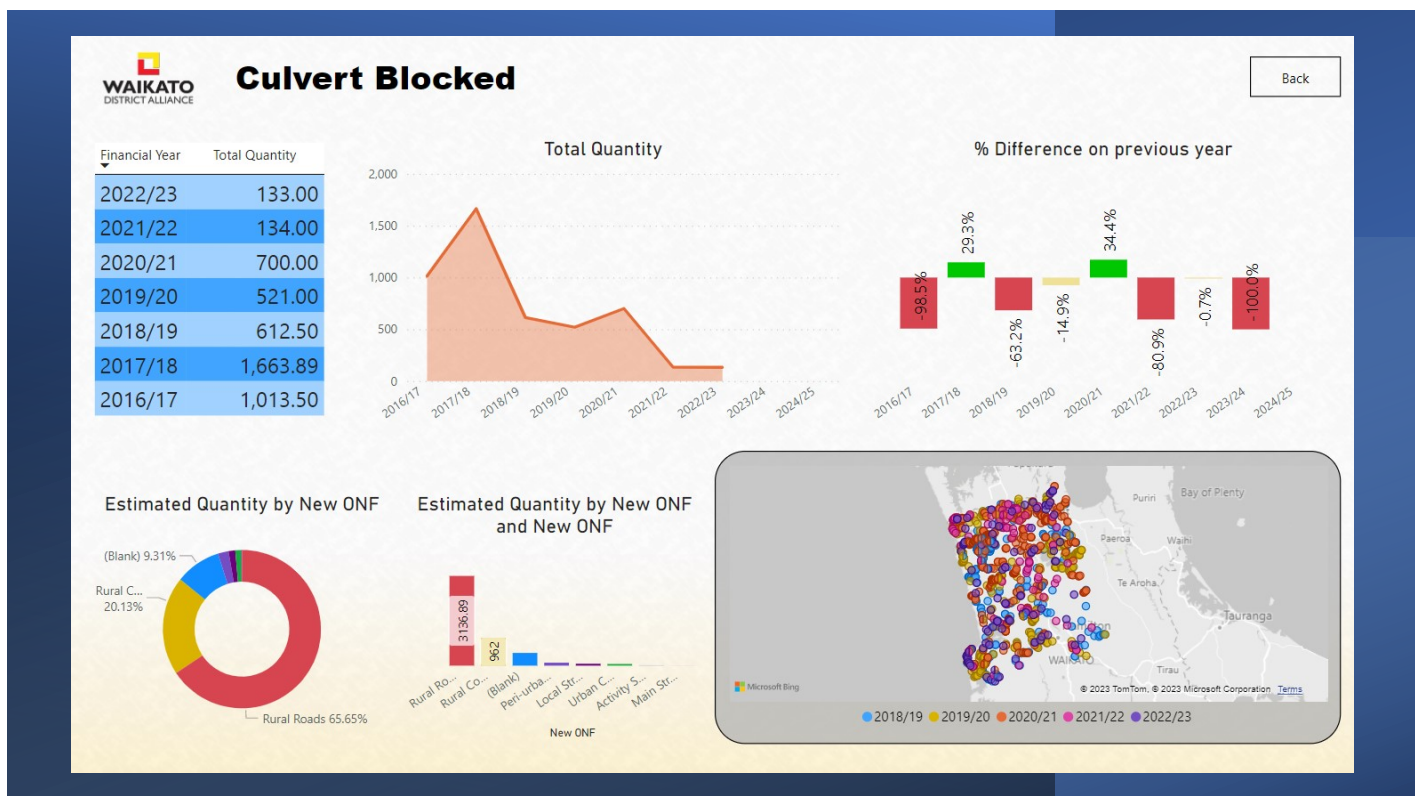
2.2 Condition

A detailed culvert inspection is carried out every 18 months to 2 years. It takes six months to complete each network wide inspection.

- Drainage assets are also visually checked while inspectors are in the area and
- We have the ability to see a visual representation of our data that is held in RAMM



This chart shows that overall the percentage of drainage assets in a poor and very poor condition is decreasing. Culverts in an average condition is increasing.



This chart shows the reduction in blocked or partially blocked culverts since the start of the Alliance. A peak of 1663 in 2017 is down to 133.

3.0 Maintenance Activities

3.1 Typical Activities

The following drainage maintenance activities are carried out.

Cleaning / clearing water tables	Average of 60km per annum
Clearing high shoulder	60km to 80km per annum
Culvert inlet /outlet clearing	Approx. 300 per year
Culvert jetting	70 - 100 per annum
Culvert replacements	300m per annum
Maintaining rain gardens (replacement of biome)	0 per annum

Culvert replacements are also carried out in conjunction with rehabs/reseals.

Waka Kotahi best practice recommends that 2% of the sealed networks surface water channels are cleaned each year. That would equate to 72 lane km per annum for the Waikato District and equates to a 50 year life cycle of drainage channels.

Each of the above quantities fluctuates depending on budget and network need. If more culverts require jetting or clearing, then we will adjust the quantity of water table clearing to offset the cost.

Cost of culvert installations vary depending on depth and size.

There is currently no budget available to maintain rain gardens. A request for funding will be made for this in the next LTP.

3.2 Drainage Resources

We have the following resources dedicated to drainage maintenance.

- Two full time drainage crews. 8 -12t excavators, trucks and traffic management
- Two cyclic crews – Two-person crew with broom truck
- Civic Contractors - Supply partner who are programmed to undertake urban kerb and channel cleaning and sump cleaning.

These teams are supplemented by the construction teams and stabilising teams throughout winter and in-between projects for roughly a total of 4 months per year.

4.0 Process

4.1. Inspections

- Detailed network culvert inspections (18 months – 2 years)
- Inspectors (monthly)
- Service requests (as required)

4.2 Programming

- All inspection defects are loaded into RAMM
- LTP funding request based on network need and Waka Kotahi guidelines
- Overarching yearly programme to allocate resources vs budget
- Work programmed to balance network need vs productivity. Do what is required, not just programming long lengths of drainage maintenance to achieve a high productivity
- Monthly/quarterly priorities programmed leaving capacity for urgent response
- Urgent responses (as required)

Current backlog of work

Cleaning / clearing water tables	2.5 years
Clearing high shoulder	1.3 years
Culvert replacements	4 years
Total RAMM defects	1402 Items

5.0 Challenges

- Significant change in weather patterns, increased localised heavy rain events
- Huge quantum of drainage assets
- Growing / aging network
- Maintaining undersized culverts
- A number of high cost large steel culverts requiring replacement impact budget
- Backlog of work in RAMM increasing
- Customer focus on drainage
- Change in land use. Farmland sub-divided and new owners do not want any water to discharge onto their properties
- Discharge of soil from market gardens in North of the network
- Cost of traffic management increasing
- WRC land interface impacts on our drainage network
- WRC culvert policy requires increased culvert capacity to allow fish passage which creates additional cost
- Raingardens – WRC requirement = High cost of maintenance without a budget
- Watercare infrastructure impact on our drainage network
- Waka Kotahi expectations for culvert maintenance has been lifted
- Drainage is significantly underfunded
- Asset overall condition well managed

6.0 Recommendations

A funding level that allows 2% of the network to be maintained per year means that each stormwater channel will only receive maintenance every 50 years.

Considering the changing weather patterns and other challenges highlighted above we believe that funding should be increased to allow for 4% of the network to be maintained per year which would reduce the life cycle down to 25 years. (WDA drainage budget would need to increase by approximately \$2M per annum to achieve this)

- Additional funding requested at next LTP
- Frequency of culvert clearing increased with extra funding
- Backlog of RAMM defects to be completed with extra funding
- Methodical replacement of undersized culverts based on risk to network

To	Infrastructure Committee
Report title	Cushman & Wakefield Contractor Update
Date:	24 May 2023
Report Author:	Mel Tarawhiti, Acting Community Connections Manager
Authorised by:	Megan May, General Manager Service Delivery

1. Executive summary

Whakaraapopototanga matua

Representatives from Cushman & Wakefield will be in attendance at the 24 May 2023 Infrastructure meeting to provide an update on facilities management of our Council assets.

2. Staff recommendations

Tuutohu-aa-kaimahi

That the Infrastructure Committee receives the Cushman & Wakefield Contractor Update.

3. Attachments

Ngaa taapirihanga

There are no attachments.

To	Infrastructure Committee
Report title	Capital Project Delivery Portfolio Update
Date:	15 May 2023
Report Author:	Kurt Abbot, Executive Manager, Projects and Innovation Kirsty Wellington, Enterprise Project Management Office Manager
Authorised by:	Megan May, General Manager Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To inform the Infrastructure Committee of delivery progress against the Capital Projects of Waikato District Council (WDC) and advise of actions taken to improve delivery of this work.

This report also provides an overview of all projects programmed for delivery within the 2022/23 financial year and projects that are proposed to be carried forward for delivery in the 2023/24 financial year.

2. Executive summary

Whakaraapopototanga matua

The delivery of inflight projects continue to progress and in some areas pick up pace. This is primarily due to the newly established Enterprise Project Management Office (EPMO), recruitment of additional new team members and improvement in processes and discipline. There are currently 59 projects displaying as underway in Camms reporting (WDC project Management tool).

Due to the complex way in which our budgets are created, our district wide projects were created at the district level (e.g. District Wide Carparks) not at a location specific level, therefore the number of projects in our portfolio report does not reflect the quantum of projects across the district. Work is in progress to update our project system and amend our reporting to reflect actual numbers of projects.

Actual spend, as of 30 April 2023, is \$28,609,800. Forecast spend to 30 June 2023 is \$53,093,000 (excluding Waters projects).

A workshop has been planned with councillors to outline project specific outputs and outcomes sought for each project along with relevant budgets.

While this report looks to outline at a high level the progress of programmes, it does not explore the specifics of each project's issues or opportunities. It is anticipated that high profile projects will be identified through the Councillor Workshop which will guide staff on what projects should be profiled in future reports.

3. Staff recommendations Tuutohu-aa-kaimahi

That the Infrastructure Committee receives the May 2023 Capital Project Delivery Update.

4. Discussion and analysis Taataritanga me ngaa tohutohu

Capital works delivery continues to gain momentum primarily because of the establishment of the EPMO. This has been realised with the successful onboarding of new staff members and leveraging the experience and skills that have come with them.

Additionally, the collaborative planning workshops focused on the project, procurement, legal, zero harm and contract management have had a positive impact on project delivery progression. This planning continues to provide visibility of our pipeline, project context, and background which has led to streamlined approval processes and efficiencies.

A workshop with all councillors has been scheduled to provide project details and the portfolio of in-flight and pipeline projects by ward. This will allow councillors to understand all projects across their ward.

While this report looks to outline at a high level the progress of programmes it does not explore the specifics of each project's issues or opportunities. This report however does include a schedule of all planned projects for visibility and awareness. As mentioned earlier it is envisaged that discussion of individual projects will not occur during the committee meeting but within the workshop session scheduled for 22 May 2023.

Outlined in the table below is the in-flight projects portfolio list. This has been sorted by project phase then overall project status, from red to amber & green. Red represents projects that are being closely managed and have management focus and support to resolve issues, manage risks and bring the project back into control. Amber is the indicator that the project is being monitored. The timeline, scope or budgets is starting to deviate from the project plan, however the actions to bring the project back on track are in progress. Green means everything is on track and the project is progressing to plan. This simple view is known as a RAG status.

It is proposed that future reporting to Infrastructure committee will focus on 'exception' reporting (the full portfolio of projects will be attached as an appendix). In other words, only those projects that are 'off track' will be included within this report for governance oversight and possible intervention. It should be noted that this need not preclude reporting on specific projects that the committee deems of high interest or risk.

The “high interest” projects this report highlights will be established through the planned workshop and subsequently at the beginning of each financial year. Additionally, visibility of all projects and their progress will be available to all elected members using councils spatial mapping tool. This is discussed later in this report and will also be demonstrated at the committee meeting.

Future committee reports will also include a project “Deep Dive” report. The purpose of this is to better connect elected members to significant projects that are occurring across the district. It is envisaged that these Deep Dive reports are also repurposed as an engagement piece with the wider community through various communication channels. This report includes the first Deep Dive; ‘Whatawhata Community Facility’.









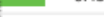


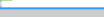
Financial Overview

2022/23 Work Programme Delivery Update

There are currently 59 projects displaying as underway in Camms (WDC Project Management tool) this number does not reflect projects within district wide programmes or projects delivered via our Alliance partner. Opportunities to capture this next level of detail are in progress which will deliver visibility of all projects across the district. Actual spend, as of 30 April 2023 is \$28,609,800. Forecast spend to 30 June 2023 is \$53,093,000

	Total Budget 22/23	Actual spend (as at 30 April 2023)	Forecast spend to 30 June 2023
COMCONN (Community Connections)	\$38,754,786	\$10,796,325	\$18,304,000
CONPART (Roading)	\$54,114,350	\$17,368,672	\$29,833,000
STRATPROP (Strategic Property)	\$8,778,198	\$127,717	\$4,505,000
SWASTE (Solid Waste)	\$4,044,430	\$317,086	\$451,000
Total (Excl Waters)	\$105,701,764	\$28,609,800	\$53,093,000

Capital Projects Portfolio

Projects							Overall Status	Ward	Portfolio	Program	
							All	All	All	All	
INITIATE											
Phase	Code	Project Name	Start Date	#	% Complete	Overall Status	Risk	Schedule	Scope & Quality	Year	Month
INITIATE	PR-21233	Harrisville road safety network improvements 2023	2022	1	 0.63		▲	On Track	●	2024	August
INITIATE	PR-21269	Bankier road safety network improvements	2022	1	 0.99			On Track		2023	September
INITIATE	PR-21285	Mangatawhiri road minor improvements	2022	1	 0.10			Off Track		2023	May
INITIATE	PR-21287	Buckland road minor improvements 2024	2022	1	 0.38			On Track		2024	October
INITIATE	PR-21188	Council Facilities / Property General / District wide / CCTV	2023	1	 0.09	▲		Monitor	▲	2023	June
INITIATE	PR-21215	Harrisville Road Bridge Replacements	2021	1	 0.25	▲	●	Monitor	●	2024	June
INITIATE	PR-21106	Open Spaces / Neighbourhood Parks / Buckland Road Development, Tuakau	2022	1	 0.55	●	▲	On Track	▲	2024	March
INITIATE	PR-21185	Venues and Events / Woodlands Estate / Lighting Security improvements	2023	1	 0.11	●	●	On Track	●	2024	April
INITIATE	PR-21360	Waste Assessment, WMMP and Services review	2019	1	 0.43	●	●	Monitor	●	2025	June
INITIATE	PR-21388	Intersection upgrade Munro/Pokeno	2022	1	 0.04	●	●	Off Track	●	2024	August
INITIATE	PR-22008	Procure to Pay Process (P2P)	2023	1	 0.43	●	●	On Track	●	2024	January
INITIATE	PR-22163	Pokeno/Tuakau Catchment Management Plan	2023	1	 0.13	●	●	Off Track	●	2023	April
Total			24264	12	4.13						

Projects			Overall Status		Ward		Portfolio		Program		
			All	All	All	All	All	All	All	All	
PLAN & DESIGN											
Phase	Code	Project Name	Start Date	#	% Complete	Overall Status	Risk	Schedule	Scope & Quality	Year	Month
PLAN & DESIGN	PR-21243	Fullerton road bridge	2022	1	0.57			On Track		2023	October
PLAN & DESIGN	PR-21111	Huntly Resource Recovery Centre	2020	1	0.31	▲	▲	Off Track	▲	2022	December
PLAN & DESIGN	PR-21118	Council Offices / Ngaruawahia / Exterior Cladding	2021	1	0.08	▲	▲	Off Track	●	2024	February
PLAN & DESIGN	PR-21222	Huia road resilience improvements	2021	1	0.14	▲		Off Track		2023	October
PLAN & DESIGN	PR-21225	Bus shelters 2022	2021	1	0.50	▲	●	Off Track	▲	2022	September
PLAN & DESIGN	PR-21229	Pokeno rd bridge to Munro road - Pokeno structure plan	2021	1	0.26	▲		Monitor		2024	July
PLAN & DESIGN	PR-21246	Helenslee road minor improvements	2022	1	0.36	▲	▲	Monitor	●	2023	October
PLAN & DESIGN	PR-21258	Ford street resilience improvements	2022	1	0.03	▲		Off Track		2024	April
PLAN & DESIGN	PR-22007	River Road and Lake Road Roundabout Stage 1 – Preliminary Design	2022	1	0.34	▲	●	Monitor	●	2023	August
PLAN & DESIGN	PR-21116	Council Facilities / Aquatic Centres / Huntly / Boiler replacement	2023	1	0.10	●	●	On Track	●	2023	August
PLAN & DESIGN	PR-21162	Open Spaces / Lake Kainui / Drainage management	2022	1	0.64	●	●	On Track	●	2024	January
PLAN & DESIGN	PR-21173	Open Spaces / Sports and Recreation / District Wide Training Lights	2021	1	0.30	●	●	Monitor	●	2024	June
PLAN & DESIGN	PR-21177	Open Spaces / Walkway / Rotokauri walkway	2021	1	0.79	●		On Track		2024	April
PLAN & DESIGN	PR-21187	Council Facilities / Dog Pound / Tuakau / New Build	2021	1	0.08	●	●	Off Track	●	2024	May
PLAN & DESIGN	PR-21195	Council Facilities / Hall / Ngaruawahia / Ex Seismic strengthening/improvements	2021	1	0.69	●	●	On Track	●	2023	December
PLAN & DESIGN	PR-21227	Helenslee road Pokeno structure plan	2021	1	0.26	●		Monitor		2024	December
PLAN & DESIGN	PR-21232	Piako road safety network improvements	2022	1	0.87	●	●	On Track	●	2024	February
PLAN & DESIGN	PR-21239	Te Akau road 4490 bridge	2022	1	0.54	●	●	On Track	●	2023	October
PLAN & DESIGN	PR-21260	Bus shelters 2023	2022	1	0.16	●		Off Track		2022	December
PLAN & DESIGN	PR-21322	Open Spaces / Sports and Recreation / Opuatia Court Renewal	2022	1	0.47	●		On Track		2023	September
PLAN & DESIGN	PR-21324	Open Spaces / Sports and Recreation / Pukekawa Tennis Court Renewal	2022	1	0.46	●		On Track		2023	November
PLAN & DESIGN	PR-21329	Open Spaces / Sports and Recreation / Dr John Lightbody Court Renewal	2021	1	0.39	●	●	Monitor	●	2024	April
PLAN & DESIGN	PR-21363	Speed Limits Bylaw 2021 amendments	2021	1	0.84	●	▲	Off Track	●	2022	September
PLAN & DESIGN	PR-21370	Open Spaces / District Wide Boat Ramp Renewals 2022	2022	1	0.13	●	●	Monitor	●	2024	August
PLAN & DESIGN	PR-21380	District wide footpaths - unsubsidised program	2021	1	0.58	●	▲	Monitor	▲	2023	May
PLAN & DESIGN	PR-21381	District wide footpaths - unsubsidised program 2022/23	2022	1	0.10	●		Off Track		2023	June
PLAN & DESIGN	PR-22157	Open Spaces / Walkway / Te Kauwhata Domain walkway	2022	1	0.59	●		On Track		2024	February
Total				54581	27	10.58					

Off Track Projects

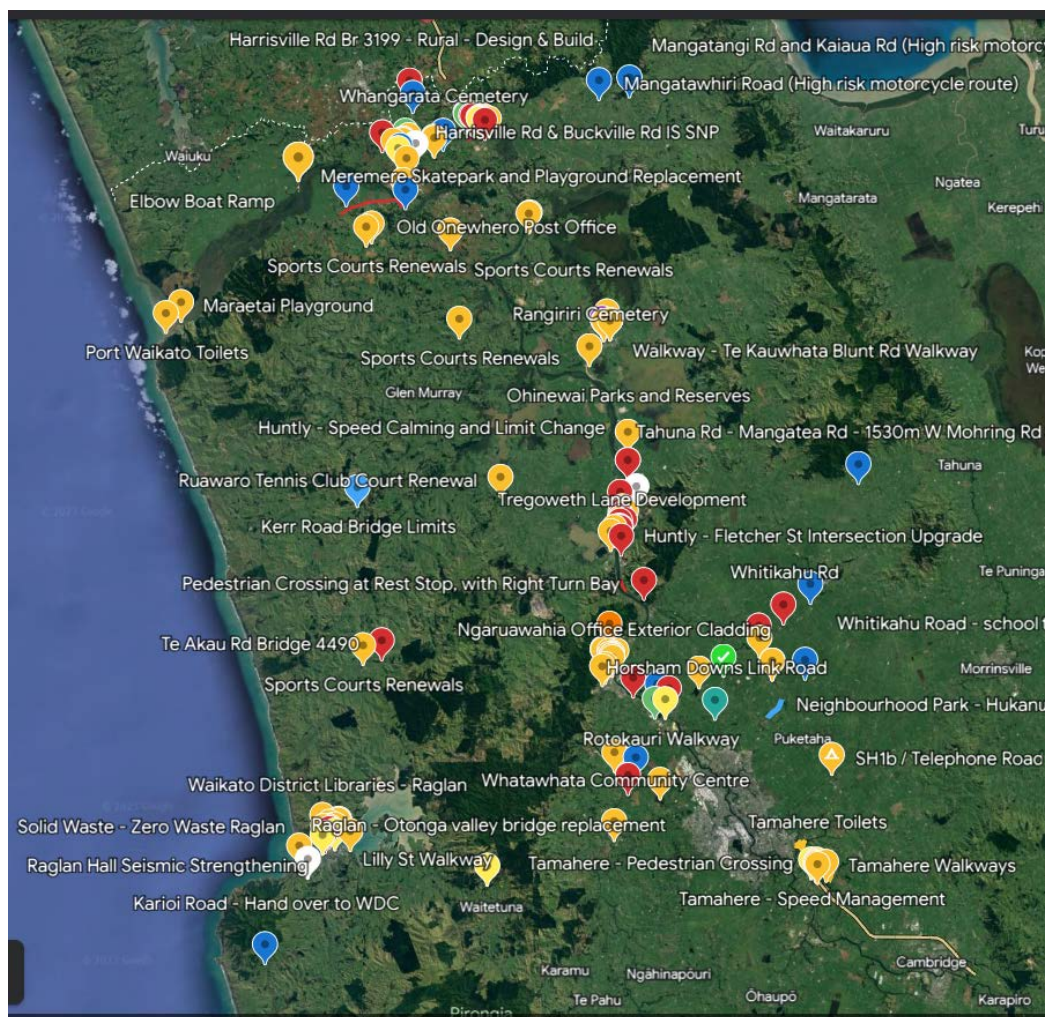
There are no projects with an “Overall Status” as Red in this report. Projects showing as red against “Schedule” are due to an issue in Camms reporting (WDC Project Management tool), this is being reviewed and worked through to resolve.

It should be noted that this overall green status is a result of resetting the work programme against the new EPMO resourcing. As discussed previously this resulted in a significant number of projects already being carried forward to the new financial year and re-baselined.

Spatial mapping of projects

Councils’ strategy is to provide access to information in a ‘self-help’ manner, where possible, to both staff and public. Other strategic priorities include ensuring that data and systems are connected allowing for real time access to relevant information.

The spatial mapping tool for projects is nearing completion that will allow stakeholders visibility of projects occurring across the district. The information available will be limited but still provide awareness of the activities planned and key information like commencement dates, project contacts etc. An example of available information is provided below. A quick live demonstration will be made during the committee meeting.



Project Deep Dive

Whatawhata Facility Project – presentation to committee by Trevor Ranga

The purpose of this development project was to establish a community facility in the Whatawhata community for Community well-being. The key outcome is a happy community with a fit for purpose facility that can be used by many groups for many purposes.

Background

The Whatawhata Community Association (WCA) identified a preferred site, scoping of the type of facility, and expected uses and user groups.

Project Delivery

2018 Council resolved to include Whatawhata project development in the 2015-2025 Long Term Plan. The project funded the Hall Feasibility Study and the proposed Whatawhata Community Facility preliminary overview of resource consent.

A procurement exemption to direct appoint the construction company and finalised pricing led to the successful securing of grants and supporting funds. The construction partner approach throughout Covid-19 provided certainty when controlling increasing costs and aligned the development with funding.

Funding sources included Trust Waikato Grant, Lottery Community Facility Fund, WEL Energy Trust and Whatawhata Resident & Ratepayers Association.

Key challenges

Unrealistic funding expectations by internal partners, stakeholder engagement, Covid-19, and the Archaeological component when working on a development site.

Timeline

Project commenced in July 2018

Project completion due July 2023

Timeline in photos (below), from site identification through to completed facility build.







5. Next steps

Ahu whakamua

Completion of 2023/24 project planning and resourcing will be the primary focus in readiness for next construction season. Continuation of moving projects at pace and looking for opportunities for efficiencies in planning and delivery through to project completion will also remain a key priority.

6. Attachments

Ngaa taapirihanga

There are no attachments for this report.

To	Infrastructure Committee
Report title	Audit of Kerbside Rubbish in the Waikato District
Date:	24 May 2023
Report Author:	Phil Ellis, Solid Waste Team Leader
Authorised by:	Anthony Averill, Deputy General Manager, Service Delivery

1. Purpose of the report **Te Take moo te puurongo**

To update the Infrastructure Committee on the findings of the Audit of Kerbside Rubbish in the Waikato District undertaken between 22 November and Wednesday 30 November 2022.

2. Staff recommendations **Tuutohu-aa-kaimahi**

That the Infrastructure Committee receives the Audit of Kerbside Rubbish in the Waikato District report.

3. Background **Koorero whaimaarama**

The Waste Minimisation Act 2008 (WMA) requires Territorial Authorities (TAs) to adopt a Waste Minimisation Plan (WMMP) that promotes effective and efficient waste management within the district, and to complete a formal review of their WMMP at least every six years. Waikato District Council is due to adopt a new WMMP in June 2024. The WMMP review must be consistent with the requirements of the WMA, including section 50, which requires TAs to prepare a Waste Assessment prior to updating their WMMP.

To inform the Waste Assessment and subsequently the WMMP, WDC requested a Solid Waste Analysis to update data on the composition of domestic kerbside refuse collected in the district. This is reflected in activity 11 in the current WMMP – Undertake Waste Compositional Audit every 3-6 years.

The last audits were undertaken in 2013 and 2018.

The report provides a summary of a five-day sort and weigh audit of the composition of kerbside refuse collected from five locations throughout Waikato District in November 2022.

Residents in most areas of the Waikato District have access to a weekly rubbish collection in bags. This service is funded through a combination of pre-paid stickers and a targeted rate. Residents purchase pre-paid stickers and affix them to the rubbish bags before setting them out for collection. Any 60-litre bag can be used, with a maximum weight of 15 kg.

Residents in central Tuakau are provided with a 120-litre wheelie bin for their weekly rubbish collection. This service is funded by a combination of a targeted rate and pre-paid yellow tags available from Council offices and some local retailers. This service is part of the legacy Franklin District Council collection, and this is the only part of the district using wheelie bins. The rest of the district (excluding Raglan) uses bags with pre-paid blue stickers.

EnviroWaste also operate a private collection in the north of the district using yellow pre-paid bags. This is not a Council service and is not included in this report.

In Raglan Whāingaroa, a local community organisation, Xtreme Zero Waste, provides a weekly private kerbside waste collection service of rubbish in pre-paid rubbish bags.

Audit Results

The kerbside refuse audit methodology is based on Procedure One of the Ministry for the Environment's Sold Waste Analysis Protocol 2002 (SWAP)

These results are reported in Four Sections:

- 1) Urban Waste Audit
- 2) Rural Waste Audit
- 3) Raglan Whāingaroa Waste Audit
- 4) Tuakau Waste Audit

Urban Waste Audit

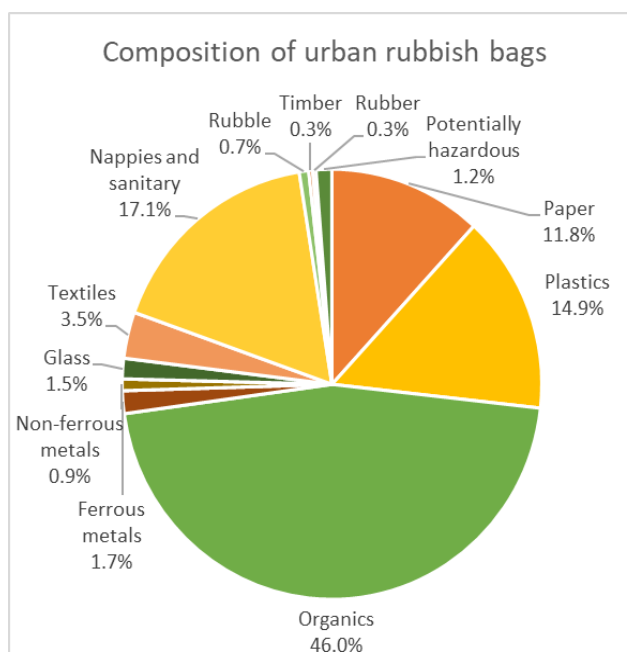
Primary composition of urban kerbside refuse bags

The average weight of a kerbside rubbish bag collected from an urban household was found to be 6.33 kg.

Organic material was the largest single component, by weight, of the urban rubbish bags, comprising 46.0% of the total. 'Nappies and sanitary' was the second largest component, comprising 17.1% of the total, 'Plastics' represented 14.9% and 'Paper' 11.8%.

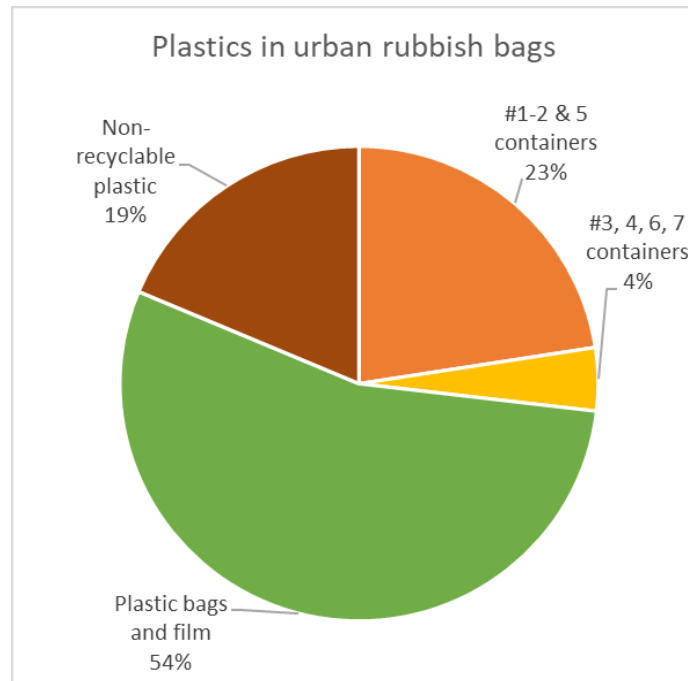
The compositions of the major primary categories are discussed in the following sections.

Primary category	Proportion of total	Mean wt. per rubbish bag	Mean weight per household
Paper	11.8%	0.75 kg	1.24 kg
Plastics	14.9%	0.95 kg	1.56 kg
Organics	46.0%	2.91 kg	4.81 kg
Ferrous metals	1.7%	0.11 kg	0.18 kg
Non-ferrous metals	0.9%	0.06 kg	0.09 kg
Glass	1.5%	0.10 kg	0.16 kg
Textiles	3.5%	0.22 kg	0.36 kg
Nappies and sanitary	17.1%	1.08 kg	1.78 kg
Rubble	0.7%	0.05 kg	0.08 kg
Timber	0.3%	0.02 kg	0.03 kg
Rubber	0.3%	0.02 kg	0.03 kg
Potentially hazardous	1.2%	0.08 kg	0.13 kg
Total	100.0%	6.33 kg	10.44 kg

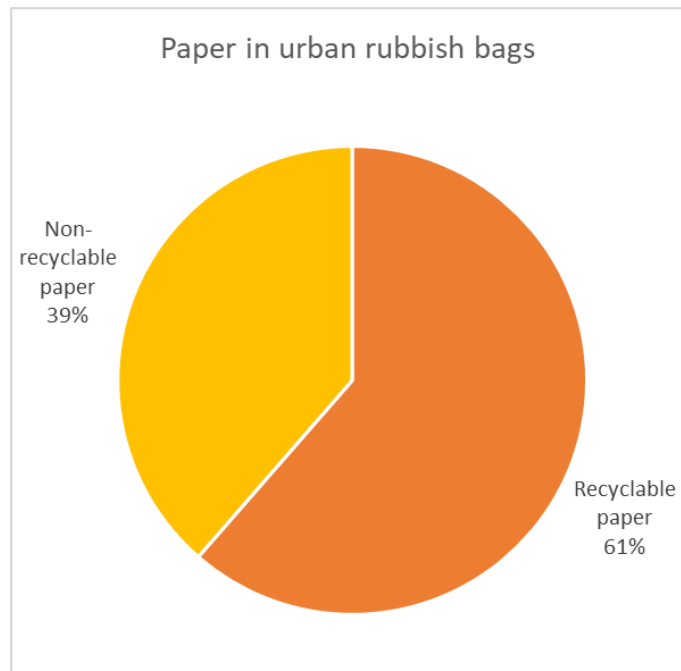


Food waste comprised 89% of the organic material. 'Food waste' included food preparation waste, left-over food waste, and substantial quantities of perished goods.

Plastics comprised 14.9% of rubbish in urban rubbish bags, by weight. The secondary components of plastic waste are shown in the figure below.



Paper comprised 11.8% of urban rubbish bags, by weight. The composition of the paper constituent of urban rubbish bags is shown in the figure below.

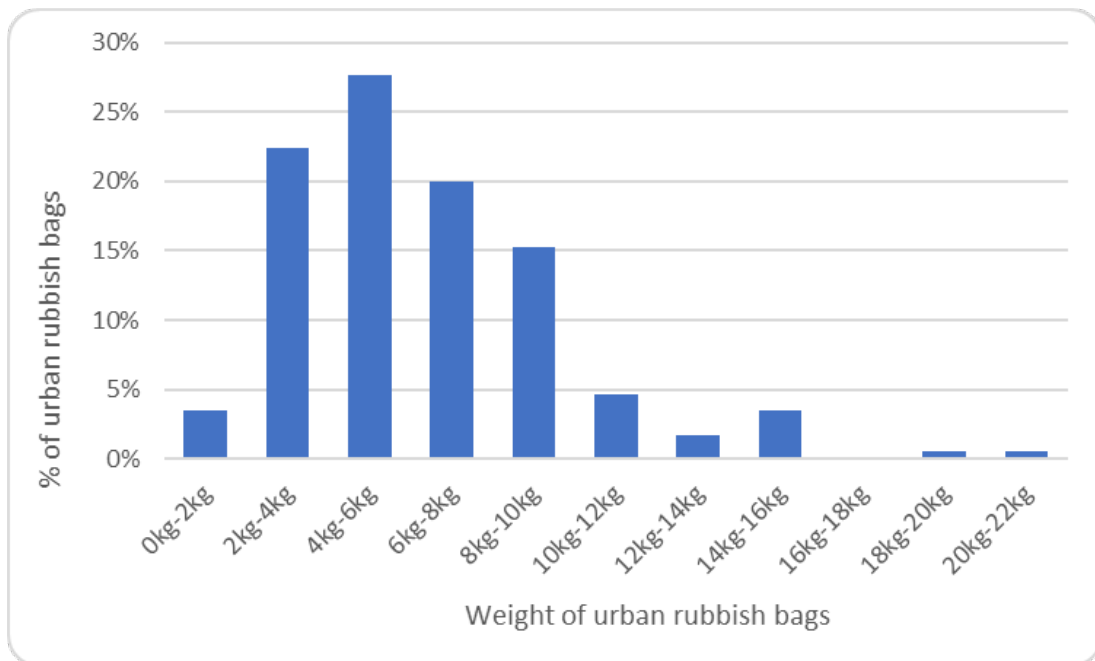


The largest component of the paper was 'Recyclable paper', which comprised 61% of paper. This component included office paper, newspapers, magazines, junk mail, paper packaging, cardboard and envelopes. 'Non-recyclable paper' comprised 39% of paper waste. This category is not accepted for recycling by Waikato District's recycling collection, and includes laminated paper, sandpaper, wallpaper, and food-contaminated paper.

A proportion of the recyclable paper was from takeaway food wrapping. Heavily food-contaminated paper was classified as 'non-recyclable paper' but less contaminated paper was considered to be recyclable for the purposes of this research.

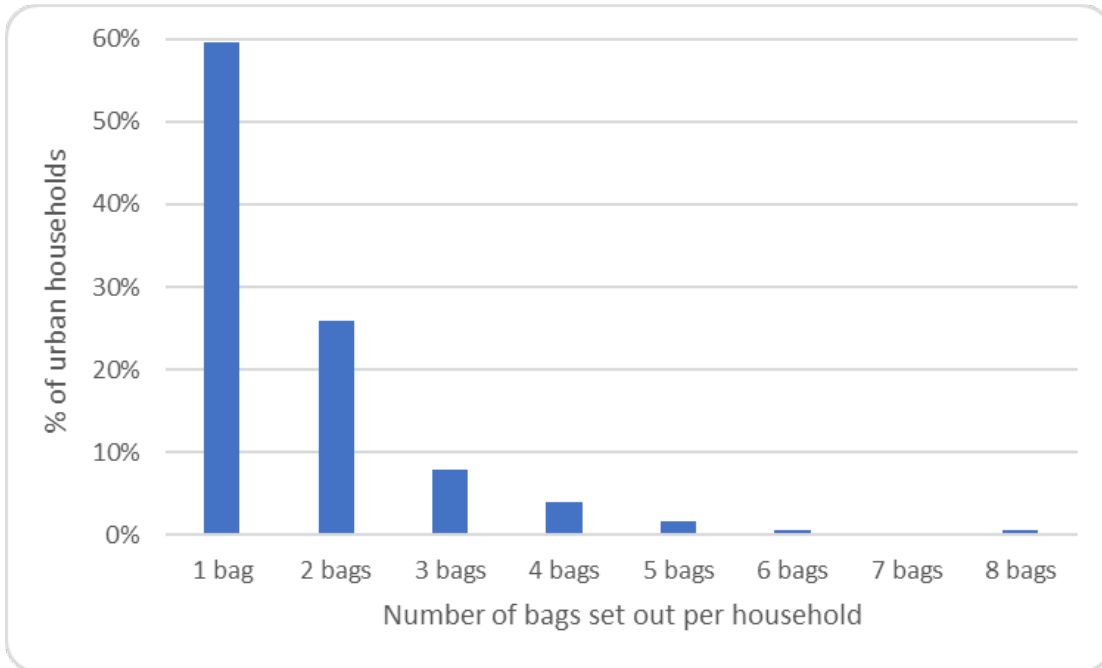
Distribution of urban refuse bag weights

The average bag weight in urban Waikato District was 6.33 kg. The lightest bag was 1.02 kg and the heaviest 20.44 kg. The distribution of the bag weights is shown in the figure below.



The above chart shows the proportion of urban rubbish bags that fall within each weight range. Fifty-four per cent weighed less than 6 kg, 35% weighed between 6 and 10 kg, and 11% weighed more than 10 kg.

Distribution of urban kerbside refuse bag put-out



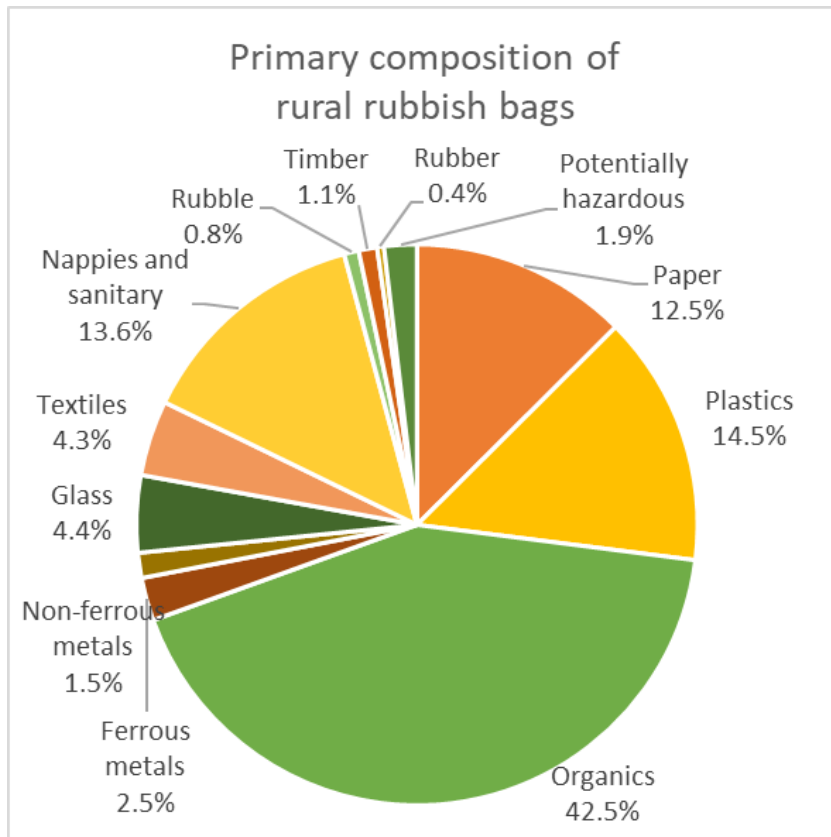
Almost 60% of urban households set out one rubbish bag, 26% set out two bags, and 8% set out three bags. Seven per cent of households set out more than three bags.

Rural Waste Audit

Primary composition of rural kerbside refuse bags

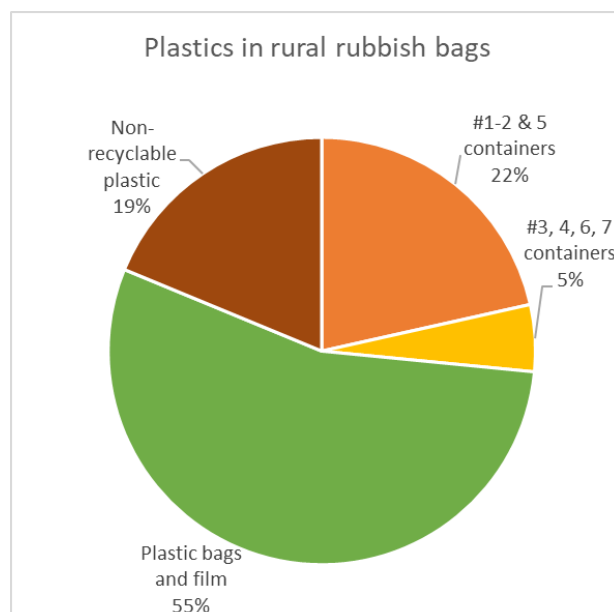
Primary category	Proportion of total	Mean wt. per rubbish bag	Mean weight per household
Paper	12.5%	0.75 kg	1.23 kg
Plastics	14.5%	0.86 kg	1.42 kg
Organics	42.5%	2.53 kg	4.17 kg
Ferrous metals	2.5%	0.15 kg	0.24 kg
Non-ferrous metals	1.5%	0.09 kg	0.14 kg
Glass	4.4%	0.26 kg	0.44 kg
Textiles	4.3%	0.26 kg	0.43 kg
Nappies and sanitary	13.6%	0.81 kg	1.34 kg
Rubble	0.8%	0.05 kg	0.08 kg
Timber	1.1%	0.06 kg	0.10 kg
Rubber	0.4%	0.02 kg	0.04 kg
Potentially hazardous	1.9%	0.11 kg	0.18 kg
Total	100.0%	5.95 kg	9.82 kg

Organic material was the largest single component, by weight, of the rural rubbish bags, comprising 42.5% of the total. 'Plastics' was the second largest component, comprising 14.5% of the total, 'Nappies and sanitary' represented 13.6% of the waste and 'Paper' 12.5%.



'Food waste' comprised 86% of the organic material. 'Food waste' included food preparation waste, left-over food waste, and substantial quantities of perished goods. 'green waste', or garden matter, comprised 4% of the organic material.

Plastics comprised 14.5% of rubbish in rural rubbish bags, by weight.



Plastic bags and film' comprised 55% of plastic waste, 'non-recyclable plastic' 19%, and '#3, 4, 6 & 7 containers' 5%. These materials are not accepted by the Waikato District's kerbside recycling collection. A further 22% of plastic waste was '#1, 2 and 5 containers', which are accepted in kerbside recycling.

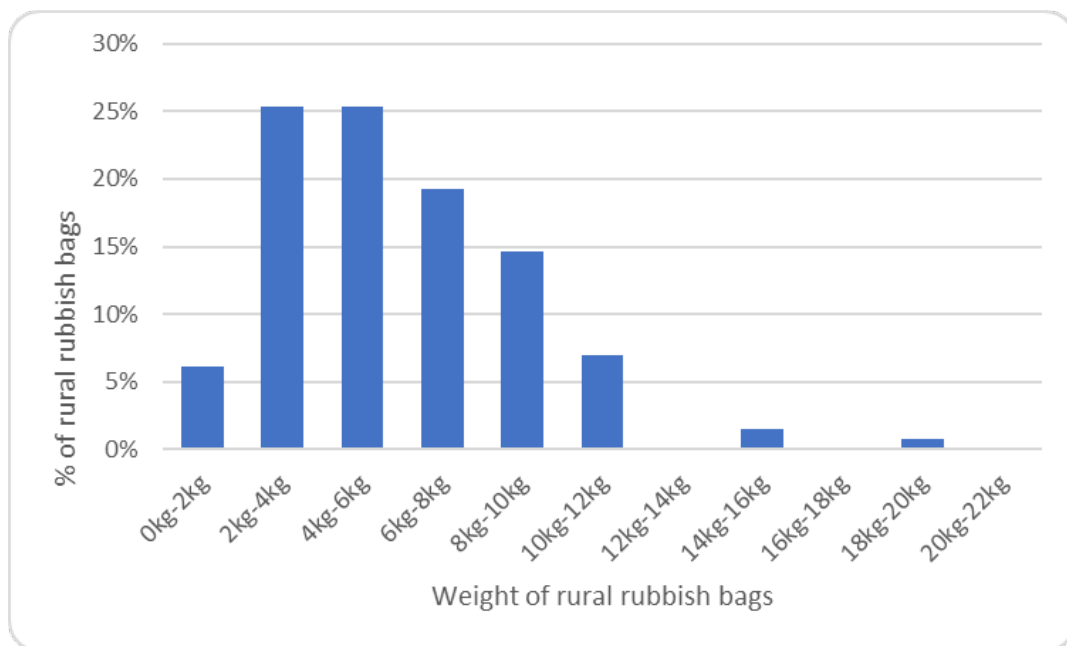
Paper comprised 12.5% of rural rubbish bags, by weight. The composition of the paper constituent of rural rubbish bags is shown in the figure below.

The largest component of the paper was 'Recyclable paper', which comprised 64% of paper. This component included office paper, newspapers, magazines, junk mail, paper packaging, cardboard and envelopes. 'Non-recyclable paper' comprised 36% of paper waste. This category is not accepted for recycling by Waikato District's recycling collection, and includes laminated paper, sandpaper, wallpaper, and food-contaminated paper.

A proportion of the recyclable paper was from takeaway food wrapping. Heavily food-contaminated paper was classified as 'non-recyclable paper' but less contaminated paper was considered to be recyclable for the purposes of this research.

Distribution of rural rubbish bag weights

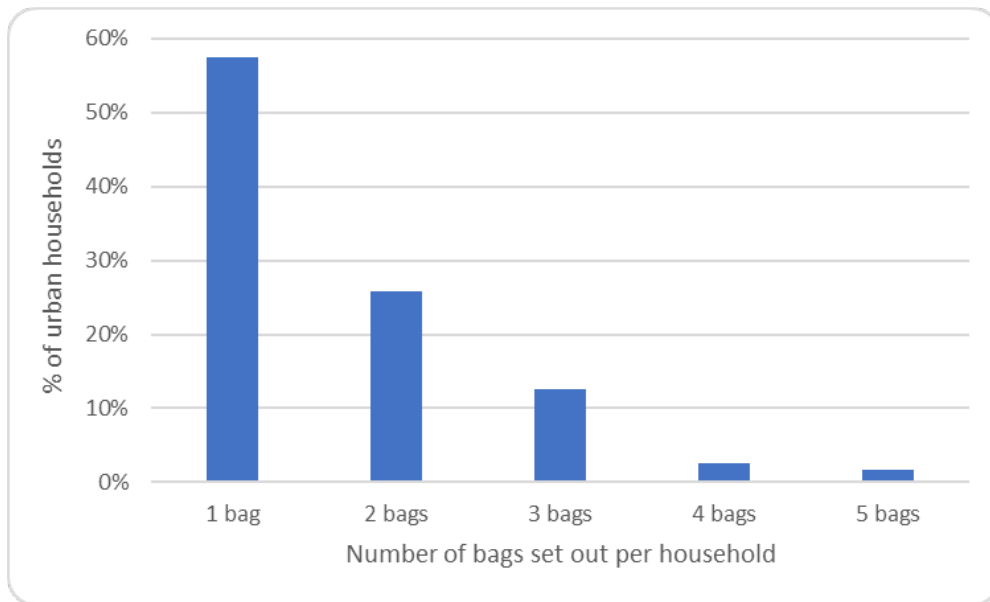
The average bag weight in rural Waikato District was 5.95 kg. The lightest bag was 0.64 kg and the heaviest 18.34 kg. The distribution of the bag weights is shown below.



Distribution of rural kerbside rubbish bag set-out

As the sample of rural kerbside bags was being collected, the number of bags set out by each household was recorded. The average bag set out rate was 1.65 bags. Figure 3.12 shows the distribution of the bag set outs, when a household sets out a bag.

Fifty-eight per cent of rural households set out one rubbish bag, 26% set out two bags, and 13% set out three bags. Four per cent of households set out more than three bags.



Raglan Whāingaroa Waste Audit

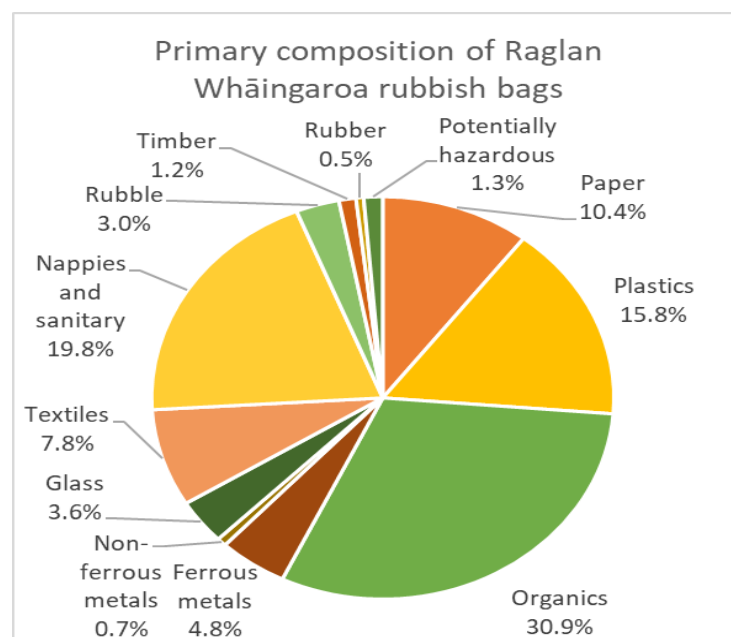
Primary composition of Raglan Whāingaroa kerbside rubbish_bags

(Note: Raglan refuse collection is not a Council service, it is a private service offered by Xtreme Zero Waste using pre-paid bags)

Primary category	Proportion of total	Mean wt. per rubbish bag	Mean weight per household
Paper	10.4%	0.68 kg	0.85 kg
Plastics	15.8%	1.04 kg	1.30 kg
Organics	30.9%	2.03 kg	2.53 kg
Ferrous metals	4.8%	0.31 kg	0.39 kg
Non-ferrous metals	0.7%	0.04 kg	0.05 kg
Glass	3.6%	0.24 kg	0.29 kg
Textiles	7.8%	0.52 kg	0.64 kg
Nappies and sanitary	19.8%	1.30 kg	1.62 kg
Rubble	3.0%	0.20 kg	0.25 kg
Timber	1.2%	0.08 kg	0.10 kg
Rubber	0.5%	0.04 kg	0.04 kg
Potentially hazardous	1.3%	0.09 kg	0.11 kg
Total	100.0%	6.56 kg	8.18 kg

The average weight of a kerbside rubbish bag collected from a Raglan Whāingaroa household was found to be 6.56 kg.

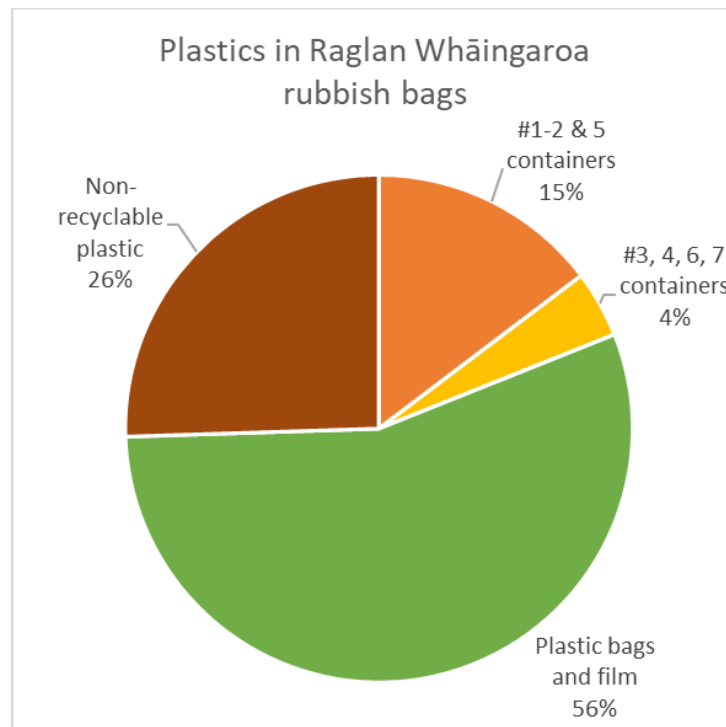
Organic material was the largest single component, by weight, of the Raglan Whāingaroa rubbish bags, comprising 30.9% of the total. 'Nappies and sanitary' was the second largest component, comprising 19.8% of the total, 'Plastics' represented 15.8% of the waste and 'Paper' 10.4%.



'Food waste' comprised 78% of the organic material. 'Food waste' included food preparation waste, left-over food waste, and substantial quantities of perished goods. 'Green waste', or garden matter, comprised 8% of the organic material. The 'Green waste' included tree and shrub pruning, leaves, weeds, and lawn clippings. The 'Organic other' category (14% of organic material) included vacuum cleaner dust, animal faeces and associated litter material, candles and human hair. Some of this material maybe suitable for composting.

Plastics comprised 15.8% of rubbish in Raglan Whāingaroa rubbish bags. The secondary components of plastic waste are shown below.

'Plastic bags and film' comprised 56% of plastic waste, 'non-recyclable plastic' 26%, and '#3, 4, 6 & 7 containers' 4%. These materials are not accepted by the Waikato District's kerbside recycling collection. A further 15% of plastic waste was '#1, 2 and 5 containers', which are accepted in kerbside recycling.

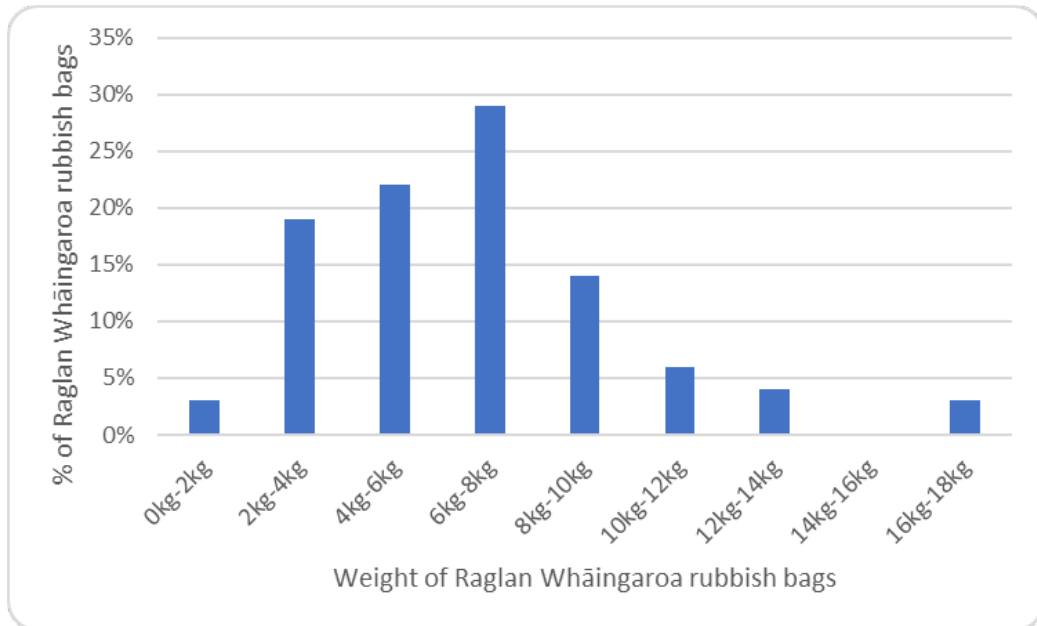


Paper comprised 10.4% of Raglan Whāingaroa rubbish bags.

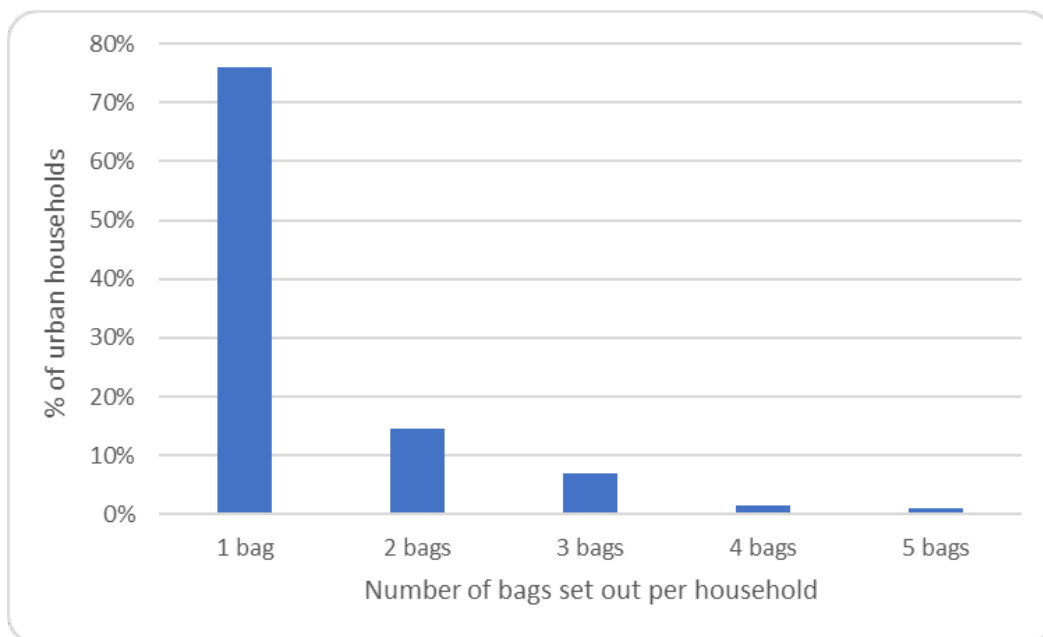
The largest component of the paper was 'Recyclable paper', which comprised 60% of paper. This component included office paper, newspapers, magazines, junk mail, paper packaging, cardboard and envelopes. 'Non-recyclable paper' comprised 40% of paper waste. This category is not accepted for recycling by Waikato District's recycling collection, and includes laminated paper, sandpaper, wallpaper, and food-contaminated paper.

A proportion of the recyclable paper was from takeaway food wrapping. Heavily food-contaminated paper was classified as 'non-recyclable paper' but less contaminated paper was considered to be recyclable for the purposes of this research.

Distribution of Raglan Whāingaroa rubbish bag weights



Distribution of Raglan Whāingaroa kerbside rubbish bag set out



Seventy-six per cent of Raglan Whāingaroa households set out one rubbish bag, 15% set out two bags, and 7% set out three bags. Two per cent of households set out more than three bags.

Tuakau Waste Audit

Primary composition of Tuakau wheelie bins

Primary category	Proportion of total	Mean wt. per wheelie bin
Paper	10.2%	1.32 kg
Plastics	11.3%	1.47 kg
Organics	53.1%	6.87 kg
Ferrous metals	1.4%	0.18 kg
Non-ferrous metals	0.9%	0.12 kg
Glass	2.4%	0.31 kg
Textiles	5.8%	0.76 kg
Nappies and sanitary	11.7%	1.52 kg
Rubble	0.7%	0.09 kg
Timber	0.6%	0.08 kg
Rubber	0.3%	0.04 kg
Potentially hazardous	1.5%	0.20 kg
Total	100.0%	12.94 kg

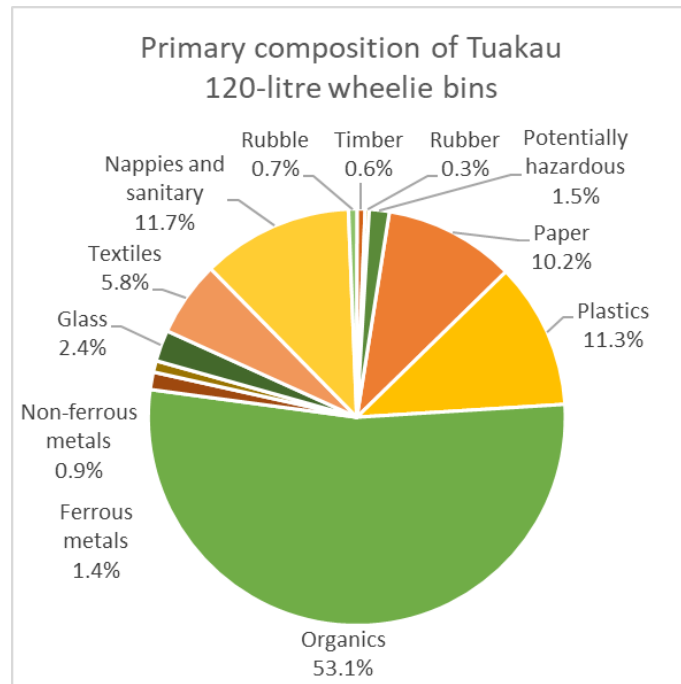
The average weight of the contents of a 120-litre wheelie bin was 12.94 kg.

The average bin weight of 12.94 kg can not necessarily be equated with an average weekly rubbish generation. Although many householders do set out their wheelie bin every week, some set them out fortnightly or less frequently.

Organic material was the largest single component, by weight, of the Tuakau wheelie bin rubbish, comprising 53.1% of the total. 'Nappies and sanitary' was the second largest component, comprising 11.7% of the total, 'Plastics' represented 11.3% and 'Paper' 10.2%.

'Food waste' comprised 72% of the organic material. 'Food waste' included food preparation waste, left-over food waste, and substantial quantities of perished goods. 'green waste', or garden matter, comprised 17% of the organic material. The 'green waste' included tree and shrub pruning, leaves, weeds, and lawn clippings.

The 'Organic other' category (11% of organic material) included vacuum cleaner dust, animal faeces and associated litter material, candles, fireplace ash, and human hair. Some of this material may be suitable for composting.

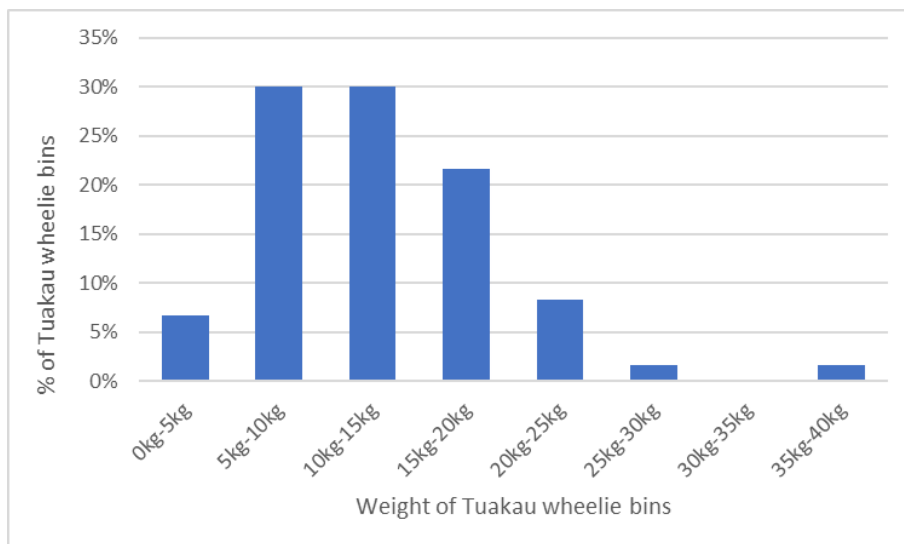


'Plastic bags and film' comprised 56% of plastic waste, and 'Non-recyclable plastic' comprised 19%. A further 4% of the plastics waste was '#3, 4, 6 & 7 containers'. These materials are not accepted by the Waikato District's kerbside recycling collection. Twenty-two per cent of plastic waste was '#1, 2 and 5 containers', which are accepted in kerbside recycling.

Paper' comprised 10.2% of the Tuakau 120-litre wheelie bins, by weight.

The largest component of the paper was 'Recyclable paper', which comprised 62% of paper. This component included office paper, newspapers, magazines, junk mail, paper packaging, cardboard and envelopes. 'Non-recyclable paper' comprised 38% of paper waste. This category is not accepted for recycling by Waikato District's recycling collection and includes laminated paper, sandpaper, wallpaper, and food-contaminated paper.

Distribution of 120-litre wheelie bin weights



Annual tonnage of kerbside waste streams

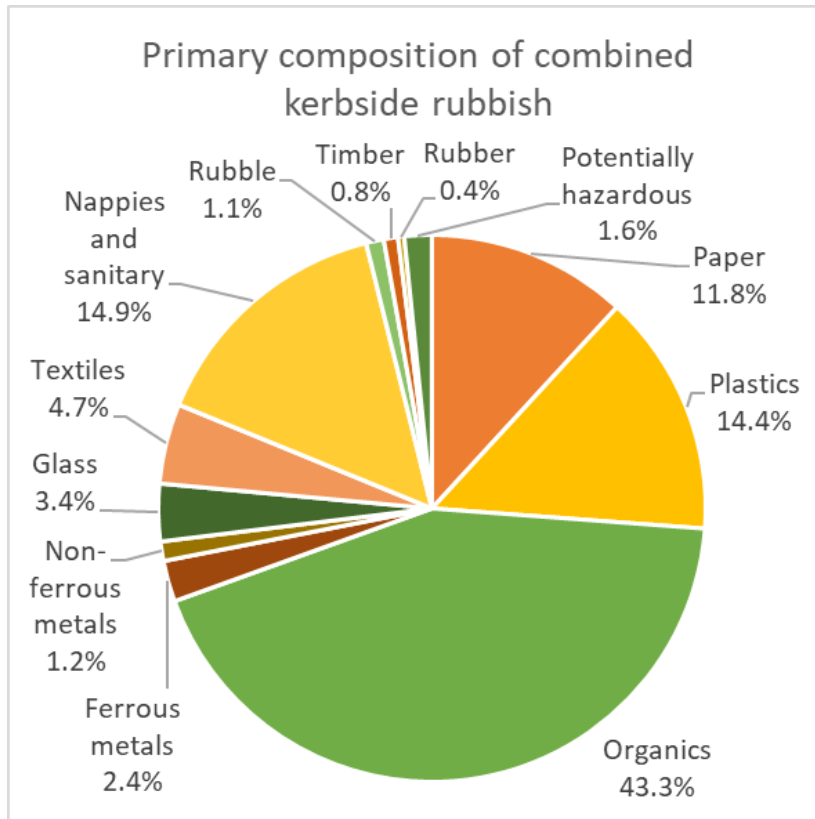
Annual tonnage of kerbside waste	Urban rubbish bags	Rural rubbish bags	Raglan rubbish bags	Tuakau wheelie bins	TOTAL
Tonnes/annum	2,596	5,958	1,609	1,097	11,260
% of total	23%	53%	14%	10%	100%

This annualised composition is based on the audit undertaken in November 2022, and may not represent the true composition of rubbish over a full year, as rubbish disposal is affected by seasonal variations.

Combined kerbside waste	Proportion of total	Kg per household set out	Tonnes per annum
Paper	11.8%	1.19 kg	1,331 t/a
Plastics	14.4%	1.44 kg	1,616 t/a
Organics	43.3%	4.34 kg	4,877 t/a
Ferrous metals	2.4%	0.24 kg	273 t/a
Non-ferrous metals	1.2%	0.12 kg	130 t/a
Glass	3.4%	0.34 kg	382 t/a
Textiles	4.7%	0.48 kg	533 t/a
Sanitary paper	14.9%	1.50 kg	1,681 t/a
Rubble	1.1%	0.11 kg	118 t/a
Timber	0.8%	0.08 kg	94 t/a
Rubber	0.4%	0.04 kg	41 t/a
Potentially hazardous	1.6%	0.16 kg	182 t/a
TOTAL	100.0%	10.03 kg	11,260 t/a

Organic material was the largest single component, by weight, of the combined kerbside rubbish, comprising 43.3% of the total. 'Nappies and sanitary' was the second largest component, comprising 14.9% of the total, 'Plastics' represented 14.4% and 'Paper' 11.8%.

The average household set out weight of 10.03 kg can not necessarily be equated with an average weekly rubbish generation. Although many householders do set out their kerbside rubbish every week, some set them out fortnightly or less frequently.



Waikato District kerbside rubbish	Urban rubbish bags	Rural rubbish bags	Raglan rubbish bags	Tuakau wheelie bins	Combined kerbside
Paper	11.8%	12.5%	10.4%	10.2%	11.8%
Plastics	14.9%	14.5%	15.8%	11.3%	14.4%
Organics	46.0%	42.5%	30.9%	53.1%	43.3%
Ferrous metals	1.7%	2.5%	4.8%	1.4%	2.4%
Non-ferrous metals	0.9%	1.5%	0.7%	0.9%	1.2%
Glass	1.5%	4.4%	3.6%	2.4%	3.4%
Textiles	3.5%	4.3%	7.8%	5.8%	4.7%
Sanitary paper	17.1%	13.6%	19.8%	11.7%	14.9%
Rubble	0.7%	0.8%	3.0%	0.7%	1.1%
Timber	0.3%	1.1%	1.2%	0.6%	0.8%
Rubber	0.3%	0.4%	0.5%	0.3%	0.4%
Potentially hazardous	1.2%	1.9%	1.3%	1.5%	1.6%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%

Summary

Comparison of kerbside waste per household set out

Waikato District kerbside rubbish	Urban rubbish bags	Rural rubbish bags	Raglan rubbish bags	Tuakau wheelie bins	Combined kerbside
Paper	1.24 kg	1.23 kg	0.85 kg	1.32 kg	1.19 kg
Plastics	1.56 kg	1.42 kg	1.30 kg	1.47 kg	1.44 kg
Organics	4.81 kg	4.17 kg	2.53 kg	6.87 kg	4.34 kg
Ferrous metals	0.18 kg	0.24 kg	0.39 kg	0.18 kg	0.24 kg
Non-ferrous metals	0.09 kg	0.14 kg	0.05 kg	0.12 kg	0.12 kg
Glass	0.16 kg	0.44 kg	0.29 kg	0.31 kg	0.34 kg
Textiles	0.36 kg	0.43 kg	0.64 kg	0.76 kg	0.48 kg
Sanitary paper	1.78 kg	1.34 kg	1.62 kg	1.52 kg	1.50 kg
Rubble	0.08 kg	0.08 kg	0.25 kg	0.09 kg	0.11 kg
Timber	0.03 kg	0.10 kg	0.10 kg	0.08 kg	0.08 kg
Rubber	0.03 kg	0.04 kg	0.04 kg	0.04 kg	0.04 kg
Potentially hazardous	0.13 kg	0.18 kg	0.11 kg	0.20 kg	0.16 kg
TOTAL	10.44 kg	9.82 kg	8.18 kg	12.94 kg	10.03 kg

There are obvious differences when comparing the set-out rates. Tuakau sets out more rubbish than any other area of the district, and Raglan Whāingaroa sets out less. The difference is most marked in the organics category. Households in Tuakau set out 2.7 times as much organic waste than households in Raglan Whāingaroa, and households in urban areas set out twice as much organic material as households in Raglan Whāingaroa.

4. Discussion Matapaki

In Aotearoa New Zealand, only about one-third of household waste is recycled and composted. The rest goes to landfills. People, businesses and manufacturers are confused about what can and can't be recycled, and too many items go in the wrong bin.

More than 300,000 tonnes of food scraps are sent to landfills every year, rotting and producing methane, a powerful greenhouse gas. If we are to meet emissions reduction target of reducing biogenic methane from waste by 40 per cent by 2035, we need to stop sending so much food to landfill.

5. Next steps

Ahu whakamua



We're making it easier for people to recycle and divert food scraps from landfills

To support a low-emissions, low-waste circular economy, the Government are introducing three big changes:

1. Councils across Aotearoa will accept the same materials in their household collections.
2. Recycling collections will be available to households in all urban areas.
3. Food scraps collections will be available to households in all urban areas.

The government is also introducing minimum standards for councils to divert waste from landfill, and requiring waste companies, operators and councils to collect and report more of their waste data. Revenue from the expanded waste levy will support the roll out of these changes.

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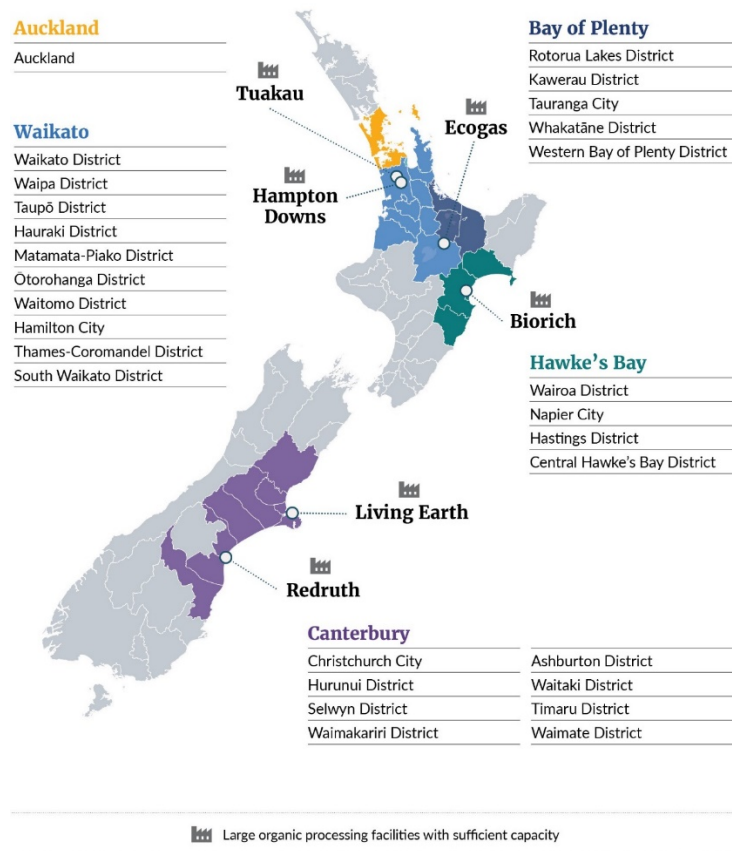
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The government is also introducing minimum standards for councils to divert waste from landfill, and requiring waste companies, operators and councils to collect and report more of their waste data. Revenue from the expanded waste levy will support the roll out of these changes.

Food scraps collections

For many Councils, collecting household food scraps (or food and garden waste) will be the biggest change. We will need a national network of organics processing facilities to support the change.

Councils with main centres within 150 kilometres of an organics processing facility will need to collect food scraps by 2027.



For other Councils, organics processing infrastructure will likely need to be built before collections get underway in 2030.

Through the new collections, Councils can only accept food scraps or food and garden waste – not paper, cardboard, compostable packaging, or other materials that can contaminate soils and the food chain. Councils will have some discretion over a few materials, such as compostable bin liners.

Recycling services

From February 2024, all Council household recycling services must accept the same standard set of materials. This means some Councils will need to stop collecting some types of materials or start collecting new ones.

- Some Councils will need to stop collecting liquid paperboard, foil, aerosols, soft plastics, polystyrene and plastics 3, 4, 6 and 7 in their household recycling collection¹. These materials are problematic to sort and recycle, and often end up in landfill.
- Some Councils will need to collect new materials, such as plastic #5, glass and pizza boxes.
- Councils that need to start collecting glass will have until 2027 to do so.

The current Waste Minimisation Management Plan (WMMP) is under review and a draft Solid Waste Bylaw is under development.

6. Attachments Ngaa taapirihanga

Attachment 1 - Waste Minimisation Management Plan 2018-2024

¹ Note councils may be able to offer other services for materials not accepted in household collections through initiatives such as the soft-plastic recycling scheme.

WAIKATO DISTRICT COUNCIL
**WASTE MANAGEMENT
& MINIMISATION PLAN**
2018 - 2024

CONTENTS

Mayor’s Message	3
Executive Summary	4
Part A: Managing our waste	5
1.0 Introduction	5
1.1 Why do we need a waste plan?	5
1.2 What does a WMMP have to contain?	5
The Waste Heirarchy	6
2.0 Vision, objectives and targets	7
2.1 What does ‘Zero Waste’ mean?	7
2.2 Our Vision	7
2.3 Goals	7
2.4 Objectives	7
2.5 Targets	7
3.0 What are we going to do?	8
3.1 Council’s intended role	8
3.2 Proposed activities	8
3.3 Considerations	8
3.4 Action Plan	8
Planned Activities 2018 - 2024	9
Part B: The challenge: Our waste	13
3.5 How much waste is disposed of to landfill?	13
3.6 How much are we diverting from landfill?	13
3.7 What difficulties do we face?	13
3.8 Tangata whenua worldview of waste management	16
3.9 How do we know all this?	16
4.0 How well did we do in the last WMMP?	17
4.1 Future demand	17
5.0 Funding the plan	18
5.1 Funding local actions	18
5.2 Funding regional, sub-regional and national actions	18
5.3 Waste levy funding	19
6.0 Monitoring evaluating and reporting progress	19
Part C: Supporting information	20
A.1.0 Glossary of Terms	20
A.2.0 Waste Assessment	20

PREFACE

The information published in this Plan has been prepared in good faith. Readers are responsible for assessing the relevance and accuracy of the content of this publication. This Waste Management and Minimisation Plan presents as clear a picture as possible of what activities Waikato District Council intends to carry out in order to manage and minimise waste in the District. A Waste Assessment was completed prior to the development of this Plan and has provided the basis for the Vision, Goals, Outcomes, Activities and Targets set out in this Plan.



MAYOR'S MESSAGE

It gives me great pleasure to sign off this Waste Management and Minimisation Plan (WMMP) for the next six years. With consultation complete, changes made following submissions and Council's adoption, it is time to begin implementing the agreed actions in the plan.

In some cases, this will mean the community will be heavily involved, in other cases actions may be the responsibility of the council or will be directed under legislation.

Waikato District Council is committed to protecting communities and the environment in our district for future generations. We are concerned that the increasing amount of waste going to landfill is a growing challenge. So minimising waste is critical. It is with this in mind that we have set targets and clear objectives to help achieve our vision of 'Zero waste and resource recovery are an integral part of our community'.

The purpose of this WMMP 2018 -2024 is to set out a vision, targets and actions to guide us in a direction that will achieve that vision. Our new plan identifies the need for additional resource recovery, as well as the need for more improved data collection, but most importantly working in a more collaborative meaningful way with Tangata Whenua and community to achieve our vision. To help us achieve a reduction in waste to landfill, we depend on collaboration with our communities, industry and central government.

As the Council signs off on this waste plan, the landscape of waste is changing. China has signalled strongly that it is imposing restrictions on a number of waste products that were previously sent to market there, from all over the world.

There is a multitude of community campaigns across New Zealand for single-use plastic legislation and an increasing interest around container deposit legislation.

While all this creates challenges with our business as usual activities, it also makes for a very interesting waste space that can present many opportunities that would help to reduce and divert waste.



Allan Sanson
Waikato District Council Mayor

EXECUTIVE SUMMARY

Waikato District Council's first Waste Management and Minimisation Plan (WMMP) was adopted in 2012, and most of the activities from the 2012-2018 WMMP were completed.

However, the District has seen an increase in waste to landfill from all sources (council and private services combined).

Factors contributing to this increase include:

- an improved understanding of waste flows within the district.
- increased availability of solid waste data and changes in methodology around data collection.

Changes to data collection and methodology continue to improve as national industry standards (the Waste Data Framework) are developed and adopted, ensuring that waste data is collected consistently across the country. This will allow better analysis of local, regional and national trends.

Based on information provided by waste operators and facilities in the District, as well as desk-top analysis of national information, the Waikato District generates an estimated 235,844 tonnes of waste each year (including on-farm waste).

Of this, 71,000 tonnes are diverted (to recycling or composting) and 112,662 tonnes is farm waste disposed of via burning, burial or stock-piling on-farm. The remaining 52,182 tonnes of waste generated are sent to landfill. This equates to around 0.75 tonnes (750 kg) of waste to landfill per person per year.

In comparison to the 2012 WMMP, refuse volumes appear to have increased by 47% since 2012 – although this is difficult to accurately gauge due to the changes in data collection methodology associated with the implementation of the Waste Data Framework.

Our improved understanding of waste allows us to create a new baseline of waste flows, based on information in this WMMP. We will use this to assess the effectiveness of future waste minimisation initiatives.

The Waikato District Council 2018 WMMP intends to focus on the avoidance, reduction and minimisation of waste, and we will make use of opportunities created from resource recovery.

This WMMP sets out Goals, Objectives and Targets to guide us towards waste avoidance, reduction and recovery. Twenty-one activities are also detailed, and will be carried forward into our Long Term and Annual Plans to ensure the resourcing is available to deliver on our plan.

As well as continuing kerbside and other council services (such as litter and illegal dumping collections), proposed activities include:

- a review of waste services and behaviour change programmes to bring them into alignment with the WMMP (including, but not limited to, contracting of solid waste services, kerbside refuse service, inorganic collection, food waste and drop off collections)
- the development of new recycling centres
- the introduction of a Solid Waste Bylaw and a waste operator licensing system
- improved mechanisms for the collection of waste information
- to work closely with Tangata Whenua and other partners to achieve the outcomes in the WMMP
- greater co-operation with other councils in the region, community groups and the private sector
- advocating for greater Central Government leadership on waste issues such as the introduction of mandatory product stewardship and a container deposit scheme

WAIKATO DISTRICT WASTE BREAKDOWN



PART A: MANAGING OUR WASTE

1.0 Introduction

This Waste Management and Minimisation Plan (WMMP) sets out how Waikato District Council intends to manage the community's waste. It has been prepared in accordance with the requirements of the Waste Minimisation Act 2008.

The 2012-2018 Waikato District Council WMMP was the first plan developed under the Waste Minimisation Act 2008 and a comparison between 2012 and 2017 suggests moderate progress has been made against the actions set out in the WMMP, but that volumes of waste to landfill have risen. Information in this WMMP will be taken as the new baseline which we will use to assess the effectiveness of future waste minimisation activities.

Indications are that per capita waste to landfill volumes have increased in the Waikato District by approximately 47% compared to 2012, while recyclable material recovered appears to have increased by approximately 67%. New information available in 2017 also suggests a high volume of rural waste is also being generated and disposed of on-farm in the region.



The high rate of increase in waste per capita is due to:

- changes in the way we collect information about waste. We now collect more information about more types of waste, from more sources than in 2012.
- private collectors of waste are less focused on reducing waste to landfill than council collection. Therefore, while council has a focus on reducing waste to landfill, many waste operators do not. As a result, waste to landfill across the whole of the District has increased.

The increase in recyclable material is likely to be a result of a combination of low estimates in 2012 and a genuine increase in recyclable recovery as kerbside recycling has expanded, markets have opened and private operators have moved to exploit these opportunities.

1.1 Why do we need a waste plan?

The Waste Minimisation Act 2008 (WMA) places an obligation on all Territorial Authorities (Councils) to promote effective and efficient waste management and minimisation within their city or district. This includes the adoption of a Waste Management and Minimisation Plan (WMMP) which must be reviewed at least every six years.

This WMMP sets the priorities and strategic framework for managing waste in the Waikato District. Once the plan is adopted, the actions will be carried forward into the Long Term and Annual Plan process to ensure the resourcing is available to deliver the plan's goals and objectives.

1.2 What does a WMMP have to contain?

The plan must meet requirements set out in the Waste Minimisation Act, including to:

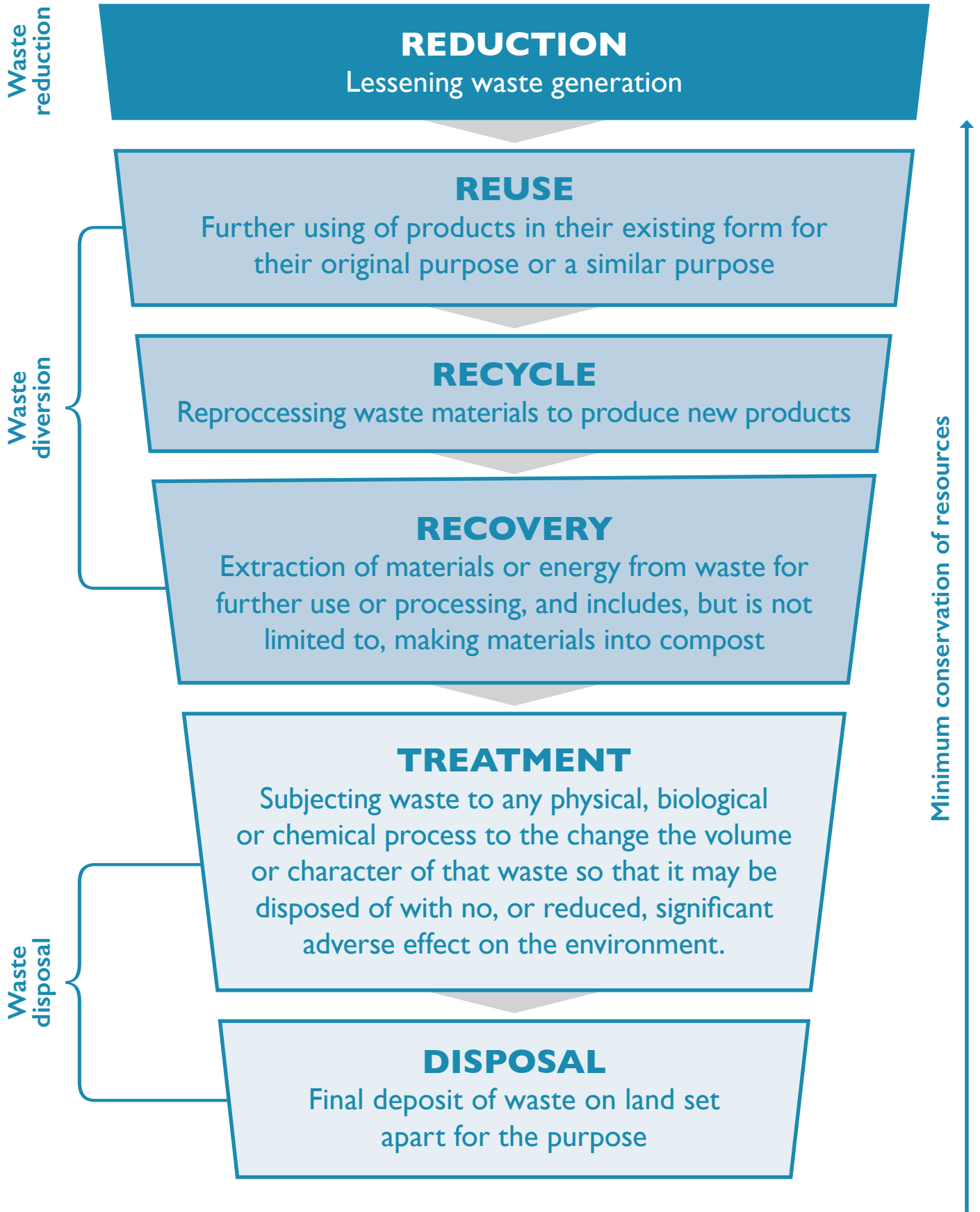
- consider the 'Waste Hierarchy' (see Figure 1)
- ensure waste does not create a 'nuisance'
- 'have regard to' the New Zealand Waste Strategy and other key government policies
- consider the outcomes of the 'Waste Assessment' (see appendix A.3.0)
- follow the Special Consultative Procedure set out in the Local Government Act (2002).

This WMMP **covers all solid waste and diverted material in the District, whether managed by council or not.**

Liquid and gaseous wastes are not included except where they interact with solid waste systems. This includes hazardous wastes like chemicals and the outputs from wastewater treatment plants.

This does not necessarily mean that council will have direct involvement in the management of all waste – but there is a responsibility for council to at least consider all waste in the district, and to suggest areas where other groups, such as businesses or householders, could take action themselves.

THE WASTE HIERARCHY



2.0 Vision, objectives and targets

2.1 What does 'Zero Waste' mean?

'Zero Waste' is a philosophy encouraging the redesign of products so they can be reused, repaired and recycled.

Zero waste encourages designing and managing products to systematically avoid and eliminate the volume and toxicity of waste and materials, conserve and recover all resources, and not burn or bury them. The goal is for no waste to be sent to landfills or incinerators but this is not a target.

It is a goal that is ethical, economical, efficient and visionary, to guide people in changing their lifestyles and practices to copy cycles that can be seen in nature, where all discarded materials are designed to become resources for others to use¹.

2.2 Our Vision

**ZERO WASTE
AND RESOURCE
RECOVERY ARE
AN INTEGRAL
PART OF OUR
COMMUNITY**

2.3 Goals

1. our waste minimisation and management are best practice, and manage social, cultural, spiritual, economic, health and environmental impacts of waste
2. a reduced quantity of material entering the waste stream, increased resource recovery
3. our nationally recognised, innovative local resource recovery industry is growing
4. our collaborative partnerships with key stakeholders are growing our "zero-waste communities"
5. access to good information about waste in the District, in alignment with the National Waste Data Framework

2.4 Objectives

Our vision will be realised through the achievement of a set of supporting objectives set out in Table 1 below. We will also work with the private and community sectors, central government and territorial and regional councils to achieve regional objectives.

¹ <http://zwia.org/standards/zw-definition/>

COUNCIL OBJECTIVES	
1	Waste management practices manage social, cultural, spiritual, economic, health and environmental impacts of waste
2	Waste diversion is increasing and waste to landfill is decreasing including Council's waste generating activities.
3	A commitment to work with Tangata Whenua to achieve the waste minimisation outcomes set out in the WMMP.
4	Our communities are actively engaging in waste avoidance and minimisation, and becoming "zero-waste communities"
5	Partnerships with others to achieve efficient and sustainable waste minimisation and management, including joint working and co-operation with territorial and regional councils, and central government
6	Contributing to the national discussion advocating for effective product stewardship and a bottle deposit scheme

Table 1: Objectives for the 2018-2024 WMMP

2.5 Targets



Table 2: Targets for the 2018 – 2024 WMMP

3.0 What are we going to do?

3.1 Council's intended role

The Council intends to oversee, facilitate and manage a range of programmes and interventions to achieve effective and efficient waste management and minimisation within the District.

The Council will do this through our internal structures responsible for waste management. We are responsible for a range of contracts, facilities and programmes to provide waste management and minimisation services to the residents and ratepayers of the District.

In addition, the councils in the Waikato/BOP region will continue to work together to deliver the vision, goals, and objectives set out in this plan.

3.2 Proposed activities

Council proposes to address our waste issues through a combination of maintaining many of the existing services, improve some other services to better meet our waste minimisation objectives; and introduce some new initiatives (as funding allows).

Further details on how these methods will be implemented are provided in the Action Plan overleaf.

3.3 Considerations

This Action Plan outlines high level intentions for actions to meet our obligations under the WMA. Further work may be required to determine the costs and feasibility of some projects, which may impact how, when or if they are implemented. Detailed assessments of some actions will be carried out prior to their implementation.

In some instances, the delivery of the actions set out in this Action Plan will depend on the development or amendment of contractual arrangements with providers, or the availability of resources. The nature of these contractual arrangements cannot be pre-empted and may impact the nature, timing or cost of these projects.

Proposed joint working and joint procurement of waste services may lead to efficiencies, allowing us to do more within our budgets. It will be up to each of the councils to determine whether they want to enter into shared service/ joint procurement arrangements with any of the other councils.

Therefore, exactly what services are delivered will ultimately depend on the outcomes of the procurement process.

3.4 Action Plan

The following Action Plan sets out how Waikato District Council intends to work towards the vision, goals, and objectives outlined in this WMMP. It aims to set out clear, practical initiatives that the Council will implement, either on our own or jointly. While the action plan forms part of the WMMP it is intended to be regularly updated to reflect current plans and progress.

Under the WMA the plans can be updated without triggering the need for a formal review of the WMMP, as long as the changes are not significant and do not alter the direction and intent of the WMMP. The Waikato District Council commits to reviewing the targets if any changes to legislation affect the plan.



Waikaretu Community beach clean up.

PLANNED ACTIVITIES 2018 - 2024

Services

REF	ACTIVITIES	TIMEFRAME						NEW OR EXISTING	POTENTIAL FUNDING MECHANISM	OBJECTIVES MET
		2018	2019	2020	2021	2022	2023			
1	Review funding model for council services to align with waste minimisation activities (including but not limited to contracting of solid waste services, kerbside refuse, inorganic collection, food waste and drop off collections).	Plan	Plan	Implement	Implement				Levy, Rates	1,2,3
2	Assess the viability of other areas for kerbside services.	Plan	Implement					New	Rates	1,2,3
3	Consider increasing the use of a social procurement approach to the procurement of waste services to achieve the objectives and targets of the WMMP.				Ongoing			New	Rates	1,2,3,4
4	Evaluate Raglan food waste service and assess suitability for expansion. Expand if suitable.	Assess		Plan	Plan	Implement		New	Levy, Rates (TBC)	1,2,3
5	Continue litter and illegal dumping services, while improving data collection in alignment with the Waste Data Framework.				Ongoing			Existing	Rates	1,2,3
6	Monitor, evaluate and manage council provided services and contractors to ensure they meet contractual obligations.				Ongoing			Existing	Rates	1,2,3
7	Procure council services and waste related contracts as required, ensuring new contracts are in alignment with this WMMP and utilising a social procurement approach.			Plan	Implement			Existing	Rates	1,2,3

Facilities

REF	ACTIVITIES	TIMEFRAME						NEW OR EXISTING	POTENTIAL FUNDING MECHANISM	OBJECTIVES MET
		2018	2019	2020	2021	2022	2023			
8	To progress Resource Recovery facilities in Huntly and to consider the development of resource recovery facilities for the Northern part of the district. This will be encouraged through collaboration and partnerships before 2024.		Plan		Implement	Implement		New	Levy, Rates (TBC)	1,2,3,4

PLANNED ACTIVITIES 2018 - 2024

Data and Licensing

REF	ACTIVITIES	TIMEFRAME						NEW OR EXISTING	POTENTIAL FUNDING MECHANISM	OBJECTIVES MET
		2018	2019	2020	2021	2022	2023			
9	Introduce a Solid Waste Bylaw & licensing system for operators and facilities, aligning with the regional template developed by Waikato Regional Council.	Plan	Implement						Levy, Rates (TBC)	1,2,3,4
10	To support the introduction of a Waste Bylaw and licensing system; develop internal waste data collection and monitoring systems to enable waste data management in alignment with the Waste Data Framework. This may require internal changes to council roles and responsibilities to account for licensing management and enforcement as well as implementation of the activities in this WMMP.	Plan	Implement						Levy, Rates (TBC)	1,2,3,4,5
11	Undertake Waste Compositional Audit every 3-6 years			Plan & Implement				Plan & Implement	Levy	1,2,3,4

Event Waste Management

REF	ACTIVITIES	TIMEFRAME						NEW OR EXISTING	POTENTIAL FUNDING MECHANISM	OBJECTIVES MET		
		2018	2019	2020	2021	2022	2023				2024	
12	Develop Event Waste Management Guidelines and promote to events in the district, including mandatory utilisation for events at Council facilities. This may be undertaken in partnership with other councils.	Plan	Implement					Planning	Implement	Existing	Levy, Rates (TBC)	1,2,3,4,5

Behaviour Change

REF	ACTIVITIES	TIMEFRAME						NEW OR EXISTING	POTENTIAL FUNDING MECHANISM	OBJECTIVES MET		
		2018	2019	2020	2021	2022	2023				2024	
13	Council will provide quality behaviour change programs focused on waste minimisation, and that support the goals and objectives of this WMMP.							Ongoing		Existing	Levy	1,2,3,4,5

PLANNED ACTIVITIES 2018 - 2024

Partnerships

REF	ACTIVITIES	TIMEFRAME						NEW OR EXISTING	POTENTIAL FUNDING MECHANISM	OBJECTIVES MET
		2018	2019	2020	2021	2022	2023			
I4	Engage in regional cooperation including appointing a Regional Coordinator to assist with joint projects. Each Council would be responsible for own jurisdiction.				Ongoing			Existing	Levy	1,2,3,4,5,6
I5	Work closely with Tangata Whenua, community groups and private sector to enhance economic development through resource recovery.				Ongoing			Existing	Levy	1,2,3,4
I6	Work with business, farms, and industry organisations assisting to reduce waste, increase diversion and recycling (potentially as a sub-regional project).				Plan		Implement	New	Levy	1,2,3,4
I7	Identify and support community and business champions in waste reduction and avoidance; including but not limited to initiatives focusing on e-waste and/or construction and demolition waste.				Ongoing			New	Levy	1,2,3,4

Grants

REF	ACTIVITIES	TIMEFRAME						NEW OR EXISTING	POTENTIAL FUNDING MECHANISM	OBJECTIVES MET
		2018	2019	2020	2021	2022	2023			
I8	Investigate introducing a Grants scheme (funded through the Waste Levy) for waste minimisation projects - this may be in the form of low interest loans and/or targeted grants.					Plan	Implement	New	Levy	1,2,3,4

Advocacy

REF	ACTIVITIES	TIMEFRAME						NEW OR EXISTING	POTENTIAL FUNDING MECHANISM	OBJECTIVES MET
		2018	2019	2020	2021	2022	2023			
I9	Advocate for effective product stewardship and regulation and support independent organisations advocating for similar outcomes.				Ongoing			New	Levy	1,2,3,4,6

PLANNED ACTIVITIES 2018 - 2024

Partnerships

REF	ACTIVITIES	TIMEFRAME						NEW OR EXISTING	POTENTIAL FUNDING MECHANISM	OBJECTIVES MET
		2018	2019	2020	2021	2022	2023			
20	Ensure that services provided by Council are in line with and promote current health and safety guidelines; and meet legislative obligations.				Ongoing			Existing	Levy	1,2,3,4
21	Undertake Waste Assessment and develop and adopt 2024 - 2030 WMMP (by June 2024).						Plan & Implement	New	Levy, Rates (TBC)	1,2,3,4
22	Investigate alternate treatments to Council wastewater-sludge and other Council's waste generating activities.	Investigate	Plan	Plan		Implement				1,2,3,4

PART B: THE CHALLENGE - OUR WASTE

The Waikato District generates an estimated 235,844 tonnes of waste each year (including farm waste). Of this approximately 52,182 tonnes are sent to landfill, 71,000 tonnes are diverted (to recycling or composting) and approximately 112,662 tonnes is farm waste disposed of via burning, burial or stock-piling on-farm. This equates to around 0.75 tonnes (750 kg) of waste to landfill per person per year.

Refuse volumes per capita appear to be increasing, with an estimated 47% increase since 2012, despite the implementation of activities set out in the 2012-2018 Waste Management and Minimisation Plan. However, much of this apparent increase will be related to differences in measuring data – as some waste streams were not included in 2012 figures. While 2017 data is still of low quality, it is significantly better than data available in 2012.

3.5 How much waste is disposed of to landfill?

An estimated total of 52,182 tonnes of solid waste was disposed of to landfill from Waikato District in the 2016-17 year. Waste disposed of to landfills comprised 22% of the total, and was equivalent to approximately 0.75 tonne per person.

This excludes waste to non-levied landfills, (as this amount is unknown) and waste disposed of at the privately owned North Waikato landfill at Hampton Downs (as this accepts waste overwhelmingly from outside of the District – with less than 0.4% of waste accepted being sourced within the District).

The reliability of the estimates for different types of waste varies. Some waste to landfill data comes unverified from private waste operators, while other waste data and sludge tonnages have been provided by WDC staff or council contractors.

WASTE DISPOSED OF TO LANDFILL	TONNES	% OF TOTAL WASTE COLLECTED	TONNES/CAPITA/ANNUM
Levied waste to Class 1 landfills			
Council kerbside refuse	7,522	3.2%	0.11
General waste to landfill	20,000	8%	0.29
Special	60	0%	0.00
Wastewater screenings	24,600	10%	0.35
Total waste to landfill	52,182	22%	0.75

Table 4: Estimated waste disposed of to landfill from the Waikato District

Of the general waste to landfill, only 3.2% was related to council-controlled services. Kerbside refuse was 7,522 tonnes in 2016-17, an average of 110kg per capita per annum. As a proportion of total waste to landfill, kerbside refuse is only 14%. The average per capita rubbish generation appears to have been steadily increasing since 2012, from 0.51 to 0.75 t/per capita/ per annum (47% increase).

3.6 How much are we diverting from landfill?

Material that is recovered from landfill and re-used, recycled or composted is called 'diverted material'. An estimated 57% of all waste collected (excluding farm waste) is estimated to be recycled or otherwise diverted - this drops to 30% of all waste if farm waste is included in the total waste generated.

WASTE DIVERTED FROM LANDFILL	TONNES	% OF TOTAL DIVERTED	TONNES/CAPITA/ANNUM
Kerbside recycling	3,631	5%	0.0
Other recycling or diversion	65,669	93%	0.94
Composted	1,700	2%	0.02
Total	71,000	100%	1.02

Table 5: Waste diverted from landfill (estimated)

Of the waste diverted from landfill, 5% was from council kerbside services and 92% from private facilities and services. Only 2% was composted in either council or private facilities.

3.7 What difficulties do we face?

The Waste Assessment used as a basis for this WMMP looked across all aspects of waste management in the District and identified the main areas where we could improve our effectiveness and efficiency in managing and minimising waste.



3.7.1 Issues facing the Waikato District

Issues identified during the development of this Waste Assessment are:

- an increasing quantity of waste to landfill generated by the whole District
- the need to ensure effective and affordable provision of waste services
- poor data quality and management
- the potential for greater joint working in Council service delivery and regional and sub-regional collaboration
- the potential for greater community partnership, engagement and understanding of waste issues
- insufficient resource recovery infrastructure in the District to meet future demand and the aims and objectives of this WMMP
- inconsistent infrastructure provision for resource recovery - while the Raglan area is well serviced for resource recovery, other areas are lacking access to resource recovery, reuse and repair facilities
- variable commitment to waste minimisation from the private sector, with some private waste operator activities being contrary to waste minimisation objectives.

3.7.2 Regional and sub-regional issues

Other significant issues have been identified where regional or sub-regional co-operation can improve outcomes, for example:

- **Data compatibility**
There is a need to improve access to, quality and management of data. Accessible, reliable, nationally and regionally consistent data enables better decision making.
- **Shared Services / Joint Working**
There is likely to be unrealised potential for greater joint working in Council service delivery to create efficiencies in service provision and / or infrastructure development. Key to improving regional and sub-regional collaboration is the development of compatible funding and management models across councils.

Projects may include:

- joint organic waste management measures
- joint rural waste infrastructure
- joint resource recovery infrastructure
- joint litter and illegal dumping management measures or behaviour change programmes

Some waste streams have been identified as national or regional issues which the council has little control over, for example:

- **Cleanfills**
There is a lack of good information about the number of cleanfills and the tonnages and materials they accept. The ability to manage cleanfills better will require changes to legislation.

• **Producer responsibility**

Waste streams such as E-Waste, agricultural chemicals and their containers; and tyres require Central Government to activate product stewardship and other regulatory mechanisms in order to achieve better waste management outcomes.

Council will use its influence, and work collaboratively with regional and national organisations to address these issues.



E-Waste being disassembled.

3.7.3 Long term and global considerations

While they do not immediately affect the District's waste flows, international activities can have a big impact on New Zealand's waste industry.

Much of the recycling collected in New Zealand is exported to Asia, particularly China. China has in recent years tightened measures around the acceptance of recycled materials, requiring a higher standard of recycled product in order to gain approval for import into China.

Restrictions on the acceptance of recyclable material may mean changes to collection and sorting methodologies in order to achieve export standards. This may impact the costs associated with recycling.

Also, of concern are the effects of climate change and rising unrest in many countries. International conflict has the potential to disrupt recycling supply chains. As New Zealand has few processing facilities for kerbside recyclables, we are vulnerable should export markets be disrupted.

3.7.4 National waste situation and activities

The 2010 New Zealand Waste Strategy: Reducing Harm, Improving Efficiency (NZWS) is the Government's core document concerning waste management and minimisation in New Zealand.

The two goals of the NZWS are:

1. Reducing the harmful effects of waste
2. Improving the efficiency of resource use

The NZWS provides high-level, flexible direction to guide the use of the legislation, regulation and conventions related to the management and minimisation of waste in New Zealand. As per section 44 of the WMA we have given regard to the NZWS when preparing their WMMP.

Two national projects have also been taken into consideration. These are intended to assist Councils, business and the public to adopt waste management and minimisation principles in a consistent fashion.

a) National Waste Data Framework Project (NWDF)

The National Waste Data Framework (NWDF) project intends to develop national guidelines for the collection and use of waste data and information. The goals and activities in this WMMP aim to align our data collection and use with the NWDF.

b) National Standardisation of Colours for Bins

Until recently, councils and businesses in New Zealand had used a variety of colours to indicate what waste streams can be placed in what bins. This had the potential to create confusion among residents and increase the likelihood of contamination.

There is now a standardised set of colours for mobile recycling and rubbish bins, crates and internal office bins. The Waikato District will align to these standardised colours with council provided services, and we will encourage private collectors to do the same.

3.7.5 Regional/Sub-regional issues and opportunities:

Significant issues where national, regional or sub-regional co-operation is likely to improve outcomes for councils have been identified as:

a) Shared responsibility for waste / product stewardship

The Waste Minimisation Act 2008 places the greatest responsibility for minimising and managing waste on to local councils. However, councils only control a small part of the waste stream and in order to achieve significant waste minimisation other parties need to share the responsibility.

In particular:

- manufacturers and distributors of products have the ability to control end-of-life waste at the design and manufacturing stages of the product life-cycle.

- organisations responsible for product or service provision need to plan for the associated waste requirements at end-of-life e.g. agricultural chemical companies collecting old chemicals for appropriate disposal.
- regional Council and Central Government have the ability to enforce regulations around appropriate storage and disposal of key materials e.g. tyres.
- central Government has the ability to implement regulatory mechanisms to control key waste streams at a national level e.g. product stewardship schemes for waste tyres, agricultural chemicals, e-waste; or other regulation such as bottle deposit schemes.

Council will have greater influence achieving shared waste responsibility, regulation or product stewardship by presenting a unified voice and working with other responsible organisations including Central Government, Regional Councils, Local Authority Shared Service (LASS), Regional Special Interest Groups (SIG's), industry groups, DHBs and the community.

b) Consistent education and engagement

Providing consistent messaging across the region will support education and behaviour change outcomes. As communities often cross district and city boundaries, consistent education and engagement messages are more effective if implemented over a wider area.

Particular issues in this area include:

- a community lack of knowledge on how to minimise waste, what materials can be recycled, and what services are available for recycling.
- a lack of co-ordination between industry groups, regional council, local councils and waste service providers in the provision of waste messaging and infrastructure/service provision.
- a lack of markets for reclaimed materials. Although some waste materials can be recovered, there may not be a market for the end product. The barriers to market development have not been identified, and therefore it is not clear where efforts could be focused to remove barriers, promote markets for recycled products to consumers and therefore increase the value of recoverable waste materials.



The development of a Waste Assessment is a legislative requirement under Section 50 of the Waste Minimisation Act 2008 (WMA). The Waste Assessment sets out the information necessary to identify the key issues and priority actions that will be included in the WMMP.

The 2018 Waste Assessment is attached in Appendix 3 and details:

- a description of the collection, recycling, recovery, treatment, and disposal services provided within the district
- a forecast of future demands
- a statement of options
- a statement of the council's intended role in meeting demands
- a statement of the council's proposals for meeting the forecast demands
- a statement about the extent to which the proposals will protect public health, and promote effective and efficient waste management and minimisation.

The Waste Assessment also sets out more detail on the plans, policies and legislation we have taken into account in the development of this WMMP.

c) Infrastructure capacity

There are gaps in our knowledge of what waste infrastructure will be required regionally in the future, and whether there will be sufficient capacity for future demand. This is particularly relevant if additional services are likely to be developed (e.g. food waste, landfills or transfer stations).

Waste infrastructure planning may need to start 10 or 20 years prior to requirements and is likely to have a high cost associated with development. Therefore, identifying future requirements is a key issue and it is important to identify what may be needed, who may be involved in supplying the infrastructure (public vs private) and the potential funding mechanisms for any facilities (e.g. landfills).

In order for facilities to be financially viable in the long term a minimum volume of material is often required. Smaller councils may not be able to guarantee such volumes, making local facilities financially unviable. Regional development of infrastructure may enable sufficient volume of material to achieve viability.

d) Inconsistent services and data hinder joint working and shared services

While councils in the Waikato and Bay of Plenty area generally recognise that collaboration and developing shared services may lead to improved outcomes and cost savings in service provision, variability in services and data capture can hinder joint working.

For example, a sub-regional and regional contract for a waste service could potentially return costs savings to all participating councils. However, across the region councils may have different methods of provision (council provided vs private services), containers (bags vs wheelie bins vs crates), collection frequencies (weekly vs fortnightly) and different funding mechanisms (user pays vs rates funded).

Similarly identifying regional waste volumes can be challenging as different councils collect data and information on different waste streams, using variable methodologies.

Aligning services and data is not an activity that can occur quickly, due to the length of some waste contracts. However, a long-term aim to align services would assist in this process.

3.8 Tangata whenua worldview of waste management

Our tangata whenua seek to ensure that waste management is best practice and manages the social, cultural, spiritual, economic, and environmental effects of waste. This Waste Management and Minimisation Plan is in alignment with this view.

3.9 How do we know all this?

This Waste Management and Minimisation Plan is based on a Waste Assessment (WA) completed in February 2018. A WA is a snapshot of waste flows, volumes, services and facilities provided by both Council and private operators.

4.0 How well did we do in the last WMMP?

The lack of accurate data from private waste operators makes it difficult to assess the exact quantities of waste – both during the development of the first WMMP and the development of the 2018 WMMP. Indications are that per capita waste to landfill volumes have increased by approximately 47% compared to 2012. While kerbside refuse has decreased in some council areas, the overall trend for councils and private services combined is an increase.

Recyclable material recovered appears to have increased from 0.03 per capita to 0.05 – a 67% increase compared to 2012. The increase in recyclable material is likely to be a result of a combination of low estimates in 2012 and a genuine increase in recyclable recovery as markets have opened and private operators have moved to take advantage of these opportunities.

For both waste to landfill and diverted materials, 2012 figures were estimates based on audits and regional reports, whereas 2017 figures are based on data obtained via voluntarily provision from operators. In addition, 2017, some waste streams were included in the assessment, which were not included in 2012.



Food waste diverted from landfill and made into compost.

4.1 Future demand

The factors likely to impact future demand for waste minimisation and management include:

- overall population growth
- economic activity
- changes in lifestyle and consumption
- changes in waste management approaches

In general, the factors that have the greatest influence on potential demand for waste and resource recovery services are population and household growth, construction and

demolition activity, economic growth, and changes in the collection service or recovery of materials. The population of Waikato District is projected to grow 27.5% by 2033, with 22.2% of the population aged over 65 years of age by that time (compared to 12.2% in 2013). This population change, along with expected economic growth, are likely to drive moderate increases in the amount of waste generated, but no dramatic shifts are expected.

The biggest changes in relation to waste demand are likely to come through changes within the waste industry, with economic and policy drivers leading to increased waste diversion and waste minimisation.

In order to achieve effective and efficient waste management and minimisation, an assessment of what could change and what services and facilities would be needed was undertaken as part of the 2017 Waste Assessment.

The following potential issues for the Waikato District were identified:

- insufficient systems in place for obtaining waste data from private operators in the District
- increasing population affecting waste streams and waste reduction messaging
- infrastructure to manage increased quantities and some waste streams may be insufficient to meet future demand
- potential for improved services targeting the rural sector and construction and demolition waste
- opportunities for improved sub-regional, regional and national collaboration to achieve reduction and minimisation of waste
- insufficient leadership from central government to address national waste issues

The Actions in this WMMP are anticipated to address these issues and meet future demand for waste services and facilities, to the extent possible within regional, national, and international influences; and while ensuring effective and efficient use of council funds.

5.0 Funding the plan

The Waste Minimisation Act 2008 (s43) (WMA) requires that the Council includes information about how the implementation of this Plan will be funded, as well as information about any grants made and expenditure of waste levy funds.

5.1 Funding local actions

There are a range of options available to local councils to fund the activities set out in this plan. These include:

- uniform Annual General Charge (UAGC) - a charge that is paid by all ratepayers
- user Charges - includes charges for user-pays services as well as transfer station gate fees²
- targeted rates - a charge applied to those properties receiving a particular council service
- waste levy funding - The Government redistributes funds from the \$10 per tonne waste levy to local authorities on a per capita basis. By law 50% of the money collected through the levy must be returned to councils. This money must be applied to waste minimisation activities
- waste Minimisation Fund - Most of the remaining 50% of the levy money collected is redistributed to specific projects approved by the Ministry for the Environment. Anyone can apply to the WMF for funding for projects
- sale of recovered materials - The sale of recovered materials can be used to help offset the cost of some initiatives
- private sector funding - The private sector may undertake to fund/supply certain waste minimisation activities, for example in order to look to generate income from the sale of recovered materials etc. Council may look to work with private sector service providers where this will assist in achieving the WMMP goals.

Funding considerations take into account a number of factors including:

- prioritising harmful wastes
- waste minimisation and reduction of residual waste to landfill
- full-cost pricing - 'polluter pays'
- public good vs. private good component of a particular service
- that the environmental effects of production, distribution, consumption and disposal of goods and services should be consistently costed, and charged as closely as possible to the point they occur to ensure that price incentives cover all costs
- protection of public health
- affordability; and cost effectiveness.

The potential sources of funding for each of the actions are noted in the tables on pages 8-9 of the WMMP. Budgets to deliver the activities set out in this plan will be carefully developed through our Annual Plan and Long-Term Plan processes.

² Most councils in the region own transfer stations and or landfills and are able to set the fees at these facilities and can derive income from these activities. In accordance with s46 (2) of the Act, the Councils can charge fees for a facility that are higher or lower than required to recover the costs to provide the service, providing the incentives or disincentives will promote waste minimisation.

The approach taken will be to implement as many of the activities as possible while controlling costs and, where possible, taking advantage of cost savings and efficiencies.

It is anticipated that by setting appropriate user charges, reducing costs through avoided disposal, more efficient service delivery from joint working, and targeted application of waste levymoney, the increased levels of waste minimisation as set out in this WMMP will be able to be achieved without overall additional increases to the average household cost.

5.2 Funding regional, sub-regional and national actions

There are a range of waste issues that make sense to collaborate on at a sub-regional, regional or national level where efficiencies can be made through collaborative funding.

These include:

- regionally aligned data collection and reporting systems
- regionally compatible funding and management models
- regional consolidation and analysis of data
- delivery of sub regional, regional, national education initiatives
- development of regionally consistent bylaws
- monitoring, reporting, and coordination of regional efforts including the development of future Waste Assessments and WMMPs
- investigation of regional and sub-regional projects e.g. joint organic waste management measures; infrastructure; joint litter & illegal dumping management measures or behaviour change programmes.

Each Council will provide funding towards agreed regional projects through their Annual and Long-Term Plans. Delivery of each regional project and management of associated regional project budgets will be the responsibility of Waikato Regional Council or a Project Lead Council, who will have agreed guidelines for oversight of the project and responsibility for spending. Projects will be chosen based on an agreed criterion for funding of regional initiatives.

These are:

- introduce a Solid Waste Bylaw and licensing system for operators and facilities, aligning with the regional template developed by Waikato Regional Council
- introduce a waste data collection and monitoring system for council services that is in alignment with the Waste Data Framework and in alignment with the licensing system Specific metrics for each action will be developed and agreed as part of their implementation.

5.3 Waste levy funding

Council receives, based on population, a share of national waste levy funds from the Ministry for the Environment. It is estimated that at the current rate of \$10 per tonne our council's total share of waste levy funding will be approximately \$255,184 per annum. The WMA requires that all waste levy funding received by Councils must be spent on matters to promote waste minimisation and in accordance with their WMMP.

Waste levy funds can be spent on ongoing waste minimisation services, new services, or an expansion of existing services. The funding can be used on education and communication, services promoting and advocating for waste minimisation, policy research and reporting, to provide grants, to support contract costs, or as infrastructure capital.

We intend to use our waste levy funds for a range of waste minimisation activities and services as set out in the Action Plan – including participating in regional, sub-regional and national activities.

In addition, we may make an application for contestable waste levy funds from the Waste Minimisation Fund, either separately, with other Councils, or with another party.

The Waste Minimisation Fund provides additional waste levy funds for waste minimisation activities.



Te Kauwhata Primary School - feeding the worm farm

6.0 Monitoring evaluating and reporting progress

The Waikato District Council Infrastructure Committee will oversee the development and implementation of the WMMP.

The Committee is scheduled to meet seven times per year, or more frequently as required. Review of progress and decision making in respect to the WMMP and its implementation will be considered by the Committee as required.

Approval for projects with budget implications may be considered at full council meetings. Two of the actions will contribute to the development of a set of standard indicators for reporting purposes.

PART C: SUPPORTING INFORMATION

A.1.0 Glossary of Terms

See Waste Assessment – Appendix 2

A.2.0 Waste Assessment

Attached

To	Infrastructure Committee
Report title	Cyclone Gabrielle Recovery Update
Date:	24 May 2023
Report Author:	Reece Turner, Recovery Manager
Authorised by:	Kurt Abbott, Executive Manager, Projects & Innovation

1. Purpose of the report

Te Take moo te puurongo

To update the Infrastructure Committee on progress in the recovery phase of Cyclone Gabrielle.

2. Executive summary

Whakaraapopototanga matua

As per our requirements under the Emergency Management Act 2002, Council is required to improve and promote the sustainable management of hazards in a way that contributes to the social, economic, cultural and environmental well-being and safety of the public and the protection of property.

As part of our recovery from Cyclone Gabrielle, the Recovery Office have a sound understanding of the cyclone's impacts and what actions are required by Council before transferring the recovery action plan back into business and usual functions.

Since our last report to the Infrastructure Committee dated 27 March 2023, we have seen many developments across built, social, economic and natural sections which are summarised below.

3. Staff recommendations

Tuutohu-aa-kaimahi

That the Infrastructure Committee receives the Cyclone Gabrielle Recovery Update.

4. Discussion

Koorero whaimaarama

National Recovery Environment

The Cyclone Recovery Unit (CRU) has now been established and is taking the lead with National Emergency Management Agency (NEMA) Recovery in support of the CRU until they have appointed all the positions. The Social Recovery Space will be led by the Ministry of Social Development (MSD). It is important to note that the CRU's will focus on the most heavily impacted areas such as Tairāwhiti, Auckland and Northland. As a result, we need to ensure we leverage our political partnerships, so our communities aren't forgotten or left behind. Waikato District Council are required as per the national planning model to have their Recovery Action Plan through to CRU by 30 May 2023. Further work and updates will be provided to due course.

Mayoral Relief Fund

Two tranches of Mayoral Relief Funding have now concluded with a total of \$55,000 paid in tranche one (April 2023) and \$35,103 committed in tranche two, with payments pending (May 2023). Council has also commissioned a comprehensive report of the stability of the Maunsell Road hill through Tonkin & Taylor. \$30,000 has been committed to funding this report.

Currently there is still \$424,454 uncommitted in the fund. The Recovery Office is currently undertaking some additional scenario planning to predict what funds need to be put aside to support ongoing community/resident impacts. For example, under insured properties or unexpected costs.

Placard Update

Council is currently case managing 5 Red and 14 yellow stickered homes with placards. The table below indicates the current status of where people are at with their properties:

Placard colour	Awaiting EQC / Insurance Report	Insured status unknown	GEO-tech required	Awaiting EQC assessor	Unknown	Uninsured
Red	2	2				1
Yellow		3	1	1	8	1

It is expected that the geotechnical investigations of the southern hillsides, currently underway for Council by Tonkin & Taylor, will assist with determining the future risk associated with these properties.

Geotechnical Report Update

On Friday 14th April 2023 a site visit to Port Waikato was undertaken by geotechnical engineers from Tonkin & Taylor to assess the entire hillside (Putataka) behind Maunsell Road.

They reported that at least 15 slips were assessed.

A list of Maunsell Road properties that have been stickered has been provided so that they can be checked against the information collected during the site visit.

Report findings are expected to be back with Waikato District Council in June 2023.

Community Response Planning (CRP)

Area prioritisation has been completed with Cyclone Gabrielle assisted in forming the area prioritisation along with other locally known risks and community appetite.

Community Mapping process has been developed to collect and collate information that will advise and assist in forming the Community Response Planning (CRP).

Councillor CRP workshop was held on 14th April 2023. Assistance was requested to identify community leaders to take ownership of CRP and resources provided to assist.

Initial contact or meetings have been held with the following communities.

- Taupiri
- Onewhero
- Raglan
- Tuakau
- Tamahere
- Pokeno
- Huntly

Toa Consulting will be engaged to assist in forming Port Waikato's CRP. We are currently awaiting confirmation of a suitable date for the planning meeting to be held.

Economic Environment Update

Assessment by our Economic Development team has concluded that Cyclone Gabrielle caused very few economic impacts. Most of the impacts fall within the rural sector and have been supported by the Ministry of Primary Industries (MPI) and the Rural Support Trust (RST). As per all adverse weather events MPI have released funding to support farmers through Task Force Green and other financial support packages. The Rural Port Waikato Community Board have identified (WDC Dispatch ID 75426) on Onewhero-Tuakau Bridge Road as the most critical piece of roading infrastructure that would cause the most significant economic and social impacts to this area if the road is to completely fail.

Social Environment Update

WDC continue to communicate directly with those in yellow and red stickered homes. The Ministry of Social Development are the lead agency on the ground and are funding community groups to provide community support in affected areas. They are using navigators to ensure individuals are provided access to the relevant support funds or programmes. Further work is required, and funding is required in this space to enable WDC to provide the relevant support to those affected.

Resilience Update

Roading work has shifted from immediate response (e.g. opening roads) to costing and commencing a more permanent repair programme that will proceed over the next few years. In addition, the resilience of key roading links (e.g. Tuakau Bridge to Port Waikato Road) is proposed to be explored through a business case to Waka Kotahi with matching Council funding. If Council funding is made available prior to the 2024 LTP, this resilience work can begin earlier.

Similarly, stormwater infrastructure has mostly been repaired at Port Waikato, with some works in progress along Maunsell Road depending on the geotechnical reports on the adjacent hillside. Longer-term resilience issues are being explored, such as whether open drains should be covered and/or re-routed.

The Port Waikato Resilience Group (community and Council staff) met on 4th May 2023 and continued a discussion around coastal erosion issues and options. These issues include erosion affecting private properties on Oceanview Road as well as the Council car park at the community hub, and associated plans for public toilet replacement. Community and Council staff members expressed an interest in widening the discussion to resilience and planning issues for the township as a whole, across multiple hazards and issues, which is what was originally envisioned when the project began in 2020. A report to the Sustainability and Wellbeing Committee in June will summarise this project to date, and propose a new way forward, including extension to other vulnerable settlements such as Raglan.

Community and Engagement

Internal resourcing is currently limited in the community and engagement space. The Recovery Office are exploring options and funding to support a sustainable approach to the needs of the community.

Funding Update

The Waikato District Council continue to engage with key government officials and departments to discuss our community and recovery actions plans to secure funding.

5. Attachments **Ngaa taapirihanga**

There are no attachments for this report.

To	Infrastructure Committee
Report title	Open Spaces - Cyclone Gabrielle Recovery Update
Date:	11 May 2023
Report Author:	Glyn Morgan, Open Spaces Team Leader
Authorised by:	Anthony Averill, Deputy General Manager Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To update the Infrastructure Committee of the operational impacts related to Cyclone Gabrielle and the current approach to managing the associated cost pressures.

2. Executive summary

Whakaraapopototanga matua

This report provides an overview of the physical impacts of cyclone Gabrielle associated within the Open Spaces portfolio of Council. It outlines the cost associated with the ongoing response to undertake remedial works, and the approach to utilise existing budgets and funding to cover immediate costs until the end of the 2022/23 financial year.

Ongoing repairs and clean up from the cyclone have exceeded some current budgets tagged for our general work programmes and have reduced the available resource to deliver the planned maintenance schedules resulting in a decreased level of service across some areas of the business.

3. Staff recommendations

Tuutohu-aa-kaimahi

That the Infrastructure Committee:

- a. Notes the report on Open Spaces remedial works as part of the Cyclone Gabrielle Recovery effort; and**
 - b. Notes a further report will be presented to the Infrastructure Committee seeking an amendment to the approved Contract Sum for Tree Maintenance Contract 20-061.**
-

4. Discussion

Koorero whaimaarama

During February of this year Cyclone Gabrielle struck New Zealand and created significant damage across many of our Parks and Reserves, and the wider Open Spaces asset base. The impact of this initially saw extra resource deployed to be able to meet the demand of the emergency and repair work, but with ongoing infrastructure repairs and mounting costs it has become challenging to deliver on some of the planned work programme for the year. Outlined below are the key pressures that resource allocation is currently focused on.

Tree Damage - emergency & remedial work

The most significant impact has been across our district wide tree assets.

The south easterly wind caught a lot of trees off guard as the prevailing wind is westerly. Huntly received the most damage. Lake Puketirini and the wider area of the reserve had at least 200 trees affected.

The Rosser Street Reserve in Huntly and surrounding reserves lost some 24 large trees with at least three times that number affected with damage. Huntly cemetery lost some 20 trees.

Caesar Roose Place and surrounding reserves as well as Fairfield Park have lost at least 20 large trees with dozens affected with damage. Great South Road in Huntly lost about 4-5 large trees with dozens damaged.

The Lake Hakanoa area lost about a dozen trees with more affected by damage. Te Kauwhata lost two large trees in the village centre as well as several on the Domain.

Ngaruawahia lost at least half a dozen trees with others damaged. Council's contractors had to remove two large Oak trees at the Matangi Sports grounds as they were compromised.

Tauwhare Village lost at least 12 trees. Gordonton lost at least three trees in the village with several damaged. Woodlands Estate lost one large, protected Pear tree.

Due to the large volume of trees and branches that came down during both storms, additional contractors were required to manage this work in an efficient way, to ensure the safety of the public foremost and then the associated clean up and removal of debris which is continuing. As a result of this, general maintenance and levels of service have been affected due to scheduled maintenance programs being deferred while working through the backlog of reactive work.

The financial impact of bringing on extra contractors has resulted in the current contracted annual budget for Trees (\$832,073) being 96% spent at end of April.

This is year one of a four-year contract and without additional funding being allocated, meeting the scheduled maintenance related to our tree portfolio is currently unachievable and will be unsustainable in the coming year. There will be a further report to the Infrastructure Committee seeking an increase to the approved Contract Sum for this Contract.

Storm damage costs:

Reactive tree work to date (actual)	\$ 349,762.00
Estimate (May June 22/23)	\$ 150,000.00
Total Cost (Estimate)	\$ 499,762.00

**Te Puaaha o Waikato (Port Waikato) - Sunset Beach access**

As part of the extensive storm damage at Port Waikato, the accessway to Sunset Beach was washed away and collapsed from the sustained storm surge during the cyclone. It was identified that any immediate fix would likely be temporary, and a longer-term sustainable solution should be sought to ensure visitor safety and ongoing pedestrian and vehicle access to the beach.

On consultation with local iwi, community, and Waikato Regional Council, a temporary accessway was reinstated for emergency access to enable surf lifesaving operations to continue over the summer season and through to easter.

Next Steps:

Ongoing planning and consenting will occur over the winter period to establish a sustainable accessway that will reduce the risk of the current one and be fit for purpose for both pedestrians and vehicles.

An ongoing maintenance program is proposed to ensure the sustainability of the future accessway.

Repair costs to date (emergency)	\$ 18,500.00
Future repair costs (2023/2024)	\$ <u>45,000.00</u>
Total Cost (Estimate)	\$ <u>63,500.00</u>



Ruapuke impacts

There have been two significant washouts within the Ruapuke area that require remedial works to occur. The most substantial is the Swann Access Road to the Northern end of the beach (see pictures below), which has severed access to 100 metres of carpark and requires an upgrade of the drainage system relating to the unsealed road access.

The second area of works is related to the Papanui Point access road which requires reinstatement of a small area of access track and resealing of aggregate to ensure vehicle access is reinstated to acceptable levels.

All works are planned to be delivered before the end of the financial year.

Repair costs to date	\$ 0.00
Estimated repair costs (2022/2023)	\$ <u>112,500.00</u>
Total Cost (Estimate)	\$ <u>112,500.00</u>



Walkways

Many walkways across the district have been impacted to varying degrees by erosion from either waterways, or overland flow relating to poor or insufficient drainage. Although many of the impacts have been managed by minor capital works, the Otamanui and Waipa Esplanade tracks will require extensive works to reinstate, and in the case of the Waipa, an entire re-route of some 150 metres has been impacted.

This remedial work has currently been quoted and the re-route of the Waipa Esplanade track is likely to occur in the 2023/24 financial year.



(Waipa Esplanade)



(Otamanui Track)

Walkways

Repair costs to date	\$ 22,450.00
Repair costs (May/ June)	\$ 20,000.00
Repair Costs (2023/2024)	<u>\$ 50,000.00</u>
Total Cost (Estimate)	\$ 92,450.00

Summary

As of 11th May 2023, the total costs associated with remediation of the damage sustained through the cyclone are estimated as following:

Total costs

Current costs to date	\$ 390,712
Future repair costs 2022/2023	\$ 327,500
Future repair costs 2023/2024	\$ <u>95,000</u>
Total Cost Pressure (Estimate)	\$ 813,212

5. Financial Considerations Whaiwhakaaro puutea

The works to date have been covered by existing operational budgets however there is an impact on the planned maintenance of our tree network. Further expenditure is required from both Operational and Capital budgets as outlined below in order to cover the current financial years costs.

The proposed works for the Sunset Beach access, walkway repairs, Swann Access repairs and Papanui Access are being covered from existing operational parks maintenance and capital walkways budgets.

The extra spend in tree maintenance as a result of the storm damage will be addressed as part of a further report addressing the need to increase the Trees Maintenance Contract Sum.

Costs identified for 2023/24 (\$95,000) will be planned as part of capital works in the coming year, this includes the Sunset Beach access works (\$45,000) and the Waipa Esplanade track re-route (\$50,000).

6. Attachments Ngaa taapirihanga

There are no attachments for this report.

To	Infrastructure Committee
Report title	Regional and Sub-regional Strategic Transport Initiatives within the Waikato district
Date:	24 May 2023
Report Authors:	Vishal Ramduny, Strategic Initiatives and Partnerships Manager Attinder Singh, Rooding Contracts Manager Rachael Goddard, Senior Advisor – Climate Action
Authorised by:	Julie Dolan, Acting General Manager Community Growth

1. Purpose of the report

Te Take moo te puurongo

To provide an update to the Infrastructure Committee on key regional and sub-regional strategic transport initiatives which will better connect our communities whilst providing more public transport options. Furthermore, the report will note the consequential funding considerations for the 2024-2034 Long Term Plan.

2. Executive summary

Whakaraapopotanga matua

Council is currently involved in several key strategic transport initiatives which will help better connect our communities. These key initiatives are:

- Proposed trial bus services identified in Council's 2021-2031 Long Term Plan.
 - Infrastructure planning for electric vehicles.
 - Programme for Vehicle Kilometre Travelled (VKT) reduction for the Tier 1 (Hamilton-Waikato-Waipaa) area.
 - Hamilton to Auckland Rail including:
 - Te Huia service improvements and mid-term review
 - Northern Waikato Railway Station Indicative Business Case
 - Connectivity Strategy - Improvements for Active Transport (Walking, Cycling and Bridling)
 - Hamilton-Waikato Metropolitan Transport Programme Business Case (implementation).
-

Central Government, Auckland Council, Auckland Transport and Waka Kotahi are also involved in several transport programmes within the southern Auckland sub-region which will benefit communities in the northern Waikato and help improve commuting in the Hamilton to Auckland corridor. These are:

- Papakura to Pukekohe rail electrification (including the upgrade of the Pukekohe Railway Station and the construction of new stations at Drury Central, Drury West and Paerātā).
- SH 1 Papakura to Bombay Project.
- Upgrade to Mill Road between Harrisville Road and Bombay intersection.

3. Staff recommendations Tuutohu-aa-kaimahi

That the Infrastructure Committee receives the Regional and Sub-regional Strategic Transport Initiatives within the Waikato district report.

4. Discussion and analysis Taataritanga me ngaa tohutohu

In 2020 Waka Kotahi and Waikato District Council initiated a Northern Waikato Transport Connections Detailed Business Case with co-share funding from both partners. The outputs produced from this work was a Strategic Case and an evidence base. Unfortunately, Waka Kotahi pulled its funding in 2022 due to re-prioritisation of its work programme. However, it was agreed by both WDC and Waka Kotahi that rather pursuing an expensive and protracted business case process, that a programme of works (see attachment) will be developed instead. Whilst this piece of work was borne out of the Northern Waikato Transport Connections Detailed Business Case process, it is not limited to the northern Waikato and has been expanded to include strategic transport initiatives for the entire district.

Teams from the Community Growth Group (Strategic Initiatives and Partnerships and Climate Action teams) and the Service Delivery Group (Roading team and Reserves team) have been working on several of these projects. This collaboration has been working well.

Whilst we also have a good working relationship with the Waikato Regional Council (WRC) on several of these projects, it is important to note that WRC has not been able to deliver on the trial bus services identified in the 2021-2031 LTP. Council staff are however currently working with WRC to progress the following priority services:

- Raglan internal bus service
 - Tamahere and Matangi bus service to Hamilton
 - Pookeno to Papakura bus service
-

The WRC is facing its own staffing challenges in the transport space with several vacancies of its own. The recent resignation of the Regional Council's Director for Regional Transport Connections, Mark Tamura, also means that WDC staff may have to re-establish a sound working relationship with whoever assumes that position, especially if it is someone with no knowledge of existing initiatives.

Whilst some of the initiatives for the district have existing funding committed in the 2021-2031 Long Term Plan, further funding will be required in the 2024-2034 Long Term Plan if they are to be progressed and/or implemented. Based on the initiatives identified in the attachment, the table below provides an overview of the funding status of these initiatives.

INITIATIVES	Committed Funding in WDC LTP 2021-2031	Preliminary Estimated Funding Required in WDC LTP 2024-2034
Bus services enhancements within the Waikato district		
Including: <ul style="list-style-type: none"> • Huntly to Hamilton bus service (Northern Connector) • Huntly internal bus service • Raglan to Hamilton bus service • Port Waikato to Pukekohe bus service • North Waikato demand responsive service • Pokeno to Pukekohe bus service • Huntly to Pukekohe bus service • Te Kauwhata to Hamilton • Hamilton to Papakura bus service • Matangi to hamilton (Not yet operational) • Tamahere to hamilton (Not yet operational) • Raglan demand responsive service (Not yet operational) ▪ Pōkeno to Papakura/Drury bus service (Not yet operational) ▪ Te Kowhai to Hamilton bus service (Not yet operational) ▪ Raglan (internal) bus service (imminent) 	\$1.5m p.a	\$1.7m p.a
Total Mobility Scheme serving the northern Waikato		
<ul style="list-style-type: none"> ▪ Continuing with the Total Mobility Scheme for Tamahere, Newstead, Tauwhare and Matangi and initiating a new scheme for the northern Waikato communities. 	\$15,000 p.a	\$50,000 ¹ p.a
Regional EV infrastructure planning		

¹ To continue with the Total Mobility Scheme for Tamahere, Newstead, Tauwhare and Matangi and commencing a new scheme for the northern Waikato communities.

INITIATIVES	Committed Funding in WDC LTP 2021-2031	Preliminary Estimated Funding Required in WDC LTP 2024-2034
Regional EV infrastructure planning (including guiding principles for the location of charging stations)	Staff time only	Staff time only
Vehicle Kilometres Travelled (VKT) Reduction Programme		
Development, implementation, and monitoring of a VKT reduction programme	Roading team resource for programme VKT reduction programme monitoring (existing budget)	Roading team staff budget to be carried over
Hamilton to Auckland Rail		
Improving the levels of service for Te Huia based on existing funding envelope.	Te Huia is subject to a two-year review that is due to be complete by January 2024.	On-going implementation subject to the outcome of the review and pending government support ² .
Waikato District Council contribution for Te Huia operational expenses.	\$220,000 p. a (for three years)	\$250,000 p.a (over ten years)
Indicative business case for a railway station in the upper Northern Waikato	\$102,000	n/a
Detailed business case for a railway station in the upper Northern Waikato	n/a	\$300,000 (one off WDC contribution)
Construction of a railway station in the upper Northern Waikato	n/a	\$10m (one off)
Improvements for active transport (walking and cycling)		
Connectivity (trails) Strategy Review	Committed funding for strategy development	Implementation cost TBD

² Waikato Regional Council (WRC) has been working to introduce additional return Te Huia services between Hamilton to Auckland on Thursdays, Fridays, and Saturdays from June 2024 within approved budget. Commencement of new services is reliant on KiwiRail obtaining approval of an updated Safety Case from the rail regulator, and on KiwiRail's ability to deliver the increased service levels (drivers, on board crew etc).

INITIATIVES	Committed Funding in WDC LTP 2021-2031	Preliminary Estimated Funding Required in WDC LTP 2024-2034
Hamilton-Waikato Metropolitan Transport PBC		
Priority investments mainly on the main RT1 route extending from Huntly, through Hamilton, to Te Awamutu with most of the interventions likely to be with the Hamilton urban footprint. To be determined detailed business cases.	\$100,000 committed funding for assisting with project management.	Cost implications for WDC TBD to inform LTP 2024-2034 but it is expected that this would be to give effect to transport considerations in the Ngaaruawaahia Hopuhopu Taupiri Structure Plan.
Government's New Zealand Upgrade Programme for southern Auckland and Auckland Council, Auckland Transport, Waka Kotahi and Kiwi Rail initiatives for southern Auckland		
Papakura to Pukekohe rail electrification including the upgrade of the Pukekohe Railway Station (expected to be completed by the end of 2024) and the construction of new stations at Drury Central, Drury West and Paerātā (all expected to be completed by the end of 2025).	n/a for WDC	n/a for WDC
SH 1 Papakura to Bombay Project ³	n/a for WDC	n/a for WDC
Upgrade to Mill Road between Harrisville Road and Bombay intersection	Consents staff time	Consents staff time

³ Stage 1 of the project, Papakura to Drury, is currently being delivered through the NZ Upgrade Programme (\$655m). Waka Kotahi has confirmed funding to proceed with route protection for Stages 2 and 3 of the wider Papakura ki Pukekohe – Papakura to Bombay project. Waka Kotahi is currently progressing the preliminary design for these stages with the intent of its lodging Notices of Requirement in 2023.

4.1 Options

Ngaa koowhiringa

The Infrastructure Committee is not being required to make any decisions at this stage other than to receive this report and note the key regional and sub-regional strategic transport initiatives and some of the potential funding implications for the 2024-2034 Long Term Plan.

4.2 Financial considerations

Whaiwhakaaro puutea

Council currently has a funding commitment of \$1,937 000.00 in the 2021-2031 Long Term Plan for some of the projects as per the table above. Funding for the continuation of these initiatives and commencing new initiatives will need to be considered through the 2024-2034 Long Term Plan. The largest portion of the additional expenditure for consideration in the 2024-2034 Long Term Plan will relate to a potential contribution from Council for the operation of Te Huia (estimated at \$2.5m over ten years) and potentially having to construct a new railway station in the northern Waikato (estimated at \$10m).

4.3 Legal considerations

Whaiwhakaaro-aa-ture

Staff confirm that recommendation complies with the Council's legal and policy requirements.

4.4 Strategy and policy considerations

Whaiwhakaaro whakamaaherehere kaupapa here

The report and recommendations are consistent with the Council's policies, plans and prior decisions. Improving public transport connections is a cornerstone of the Hamilton to Auckland Corridor Plan and the Hamilton-Waikato Metropolitan Spatial Plan (both of which have been incorporated into the Future Proof Strategy). The key legislative frameworks include: the Resource Management Act, the Local Government Act, and the Land Transport Management Act (and their amendments).

Transport is responsible for 17 per cent of New Zealand's gross emissions. Decarbonising the transport system is a key objective of Government's Carbon Emissions Reduction Plan.

4.5 Maaori and cultural considerations **Whaiwhakaaro Maaori me oona tikanga**

Project conceptualisation and implementation includes appropriate consultation with Iwi and mana whenua.

4.6 Climate response and resilience considerations **Whaiwhakaaro-aa-taiao**

The matters covered in this report are consistent with the Council's Climate Response and Resilience Policy and Climate Action Plan and will help Council in doing its part in reducing carbon emissions.

4.7 Risks **Tuuraru**

Ongoing funding of the identified initiatives/projects through the 2024-2034 Long Term Plan is a significant risk. No decision on these have yet been made. The recruitment of a dedicated transport planning resource to support integrated land use and transport planning within the roading team has been a challenge due to a dearth of transport planners in the market.

We are dependent on the Waikato Regional Council on several of these projects. Any delays from the WRC side are often beyond our control (as experienced in them being unable to deliver on the trial bus services in 2022/2023).

5. Significance and engagement assessment **Aromatawai paahekoheko**

5.1 Significance **Te Hiranga**

The decisions and matters of this report are assessed as of low significance, in accordance with the Council's Significance and Engagement Policy.

5.2 Engagement **Te Whakatuutakitaki**

Engagement with the community (through community boards and community committees) has and will occur on a project-by-project basis.

6. Attachments **Ngaa taapirihanga**

Attachment 1 – Regional and Sub-Regional Strategic Transport Initiatives within the Waikato District

93 Sub-regional and Regional Strategic Transport Initiatives with implications for Waikato district

INITIATIVES	Short term (1-3 years)	Medium term (3-10 years)	Long term (10-20 years)	START DATE	END DATE	STATUS	PRIORITY (?)	STATUS UPDATE
Bus services enhancements								
Sub-initiative 1 - Pokeno to Papakura bus service	Current contract expiring in 2023			TBC	TBC	Not Started	High	This is currently on-going service and WRC working with AT to produce a plan to renew this trail service for next 12 months.
Sub-initiative 2 - Total mobility scheme between northern Waikato and Auckland				TBC	TBC	Not Started	High	
Sub-initiative 3 - Tamahere to Hamilton	Trail service not started yet.			TBC	TBC	Not Started	High	WRC will not be able to deliver this due to shortage of driver resources and struggling with existing resources so adding more service is not possible currently.
Sub-initiative 4 - Matangi to Hamilton	Trail service not started yet.			TBC	TBC	Not Started	High	WRC will not be able to deliver this due to shortage of driver resources and struggling with existing resources so adding more service is not possible currently.
Sub-initiative 5 - Te Kowhai to Hamilton	Trail service not started yet.			TBC	TBC	Not Started	High	WRC will not be able to deliver this due to shortage of driver resources and struggling with existing resources so adding more service is not possible currently.
Sub-initiative 5 - Raglan internal	Trail service not commenced yet.			TBC	TBC	Not Started	High	Trail service, WRC looking at options of local driver hiring in Raglan and also making plan with community about the stops etc.
Sub-initiative 6 - Demand response Pokeno to Pukekohe	Trail service onlt			TBC	TBC	Not Started	Low	This service is stopping next year due to empty bus driving around on this route. WRC are also looking at option of combing this service with any other service.
Regional EV Infrastructure Planning								
Sub-initiative 1 - Guiding principles (including weighting criteria) for Waikato councils on EV Infrastructure proposals	March-23	On-going implementation	Ongoing implementation	30/07/23		In Progress	High	<p>ELT has indicated that it will be an 'active facilitator'. A working group made up of WRC, WDC, HCC, Waipa DC and Waka Kotahi staff have developed the following documents which will be released next month for our use.</p> <ul style="list-style-type: none"> •Guiding principles/approaches – WDC ELT and the Climate Steering Group have indicated that we will be an Active Facilitator. •EVSE Policy – a template for Councils to use as a starting point in developing their own policies. •Weighting Criteria for assessment of proposals – This document outlines the range of factors that may influence a council in their decision-making in relation to EV infrastructure, being mindful that each council may value the criteria slightly differently depending on their community and strategic priorities. •Considerations for choosing EVSE sites and locations within these sites – essentially a collection of all the aspects that have come up for us and from discussions with other councils in what we should be thinking about when deciding on where exactly to put EVSE – again this will depend on the council, and this is more of a thought prompting document that continues to grow as we continue to incorporate information as it arises. •Template for contracts- councils will tailor and adapt to suit. •FAQ.
Vehicle Kilometres Travelled (VKT) Reduction Programme						In Progress	Medium	

Programme for VKT reduction for the Tier 1 (Hamilton-Waikato-Waipaa) area.	1/03/2023 - 12/12/2023	On-going implementation	Ongoing implementation	1/03/23	12/12/23	In Progress	Medium	Minister of Transport developing targets for emissions reduction. 3 core areas for investment to VKT reductions: • Project management and technical support • Joint communications and engagement • Data co-ordination. Draft Reduction Programme Expression of Interest being developed through Future Proof. Ministry of Transport has proposed a -24% target for the Future Proof area (Tier 1).
Hamilton to Auckland Rail								
Sub-Initiative 1 - Te Huia Passenger Rail Service	Improving the levels of service for Te Huia based on existing funding envelope.	On-going implementation pending government support.	On-going implementation pending government support.	Late 2023	18/07/05	In Progress	High	Working with funding partners to increase the scheduled services on Thursday, Friday and Saturday (where demand and potential for patronage growth are highest while accommodating operating constraints).
	Estimate the capital and operational costs for Te Huia over the next ten years, to assist with business planning	On-going implementation pending government support.	On-going implementation pending government support.	1/06/23	31/12/23	Not Started	High	Work yet to commence.
	Te Huia is subject to a two-year review that is due to be complete by January 2024.	On-going implementation subject to the outcome of the review and pending government support.	On-going implementation subject to the outcome of the review and pending government support.	1.03.2023	31.01.2024	In Progress	High	The two-year review for Te Huia is currently being scoped.
Sub-initiative 2 - Indicative business case for a railway station in the upper Northern Waikato	By June 2023	n/a	n/a	1/10/22	30 Jun2023	In Progress	High	Beca has been appointed to lead the development of the IBC, which is expected to be completed in June 2023. Site visit with relevant elected members from WDC and WRC planned took place on 16 March 2023.
Sub-initiative 3 - Detailed business case for a railway station in the upper Northern Waikato	By June 2027	n/a	n/a	TBC	TBC	Not Started	High	Not yet started
Sub-initiative 4 - Construction of a railway station in the upper Northern Waikato		To commence				Not Started		Not yet started. Stations yet to be identified.
Improvements for active transport (walking and cycling)								
Sub-initiative: Connectivity (trails) Strategy Review	By July 2023	on-going review of live spatial database	on-going review of live spatial database	1/04/22	31/07/23	In Progress	High	A review of the Trails Strategy 2016 (renamed Connectivity Strategy) is underway, including the development of a spatial database to capture all issues and opportunities of the Walking / Cycling / Bridle network. Pre-engagement workshops are underway and Councillor workshop has been requested, date TBC.
Hamilton-Waikato Metropolitan Transport PBC								
	Priority investments mainly on the main RT1 route extending from Huntly, through Hamilton, to Te Awamutu with most of the interventions likely to be with the Hamilton urban footprint. To be determined detailed business cases.	Implementation of business cases related to RT1 route.	Business cases for other routes (RT2 and RT3) and ongoing implementation of business case for RT1 route.	1/08/22	Ongoing	In Progress	High	The business case is completed and was approved by the Future Proof Implementation Committee in September 2022. The partnership project team is currently embedding the PBC into the Future Development Strategy and working through the project interventions.
Papukura to Pukekohe Rail Electrification								

<p>Electrification of railway line between Papukura and Pukekohe</p>	<p>Electrification be completed end of 2024.</p> <p>Besides the upgrade of the Pukekohe Railway Station (expected to be completed by the end of 2024), new stations will be located at Drury Central, Drury West and Paerātā (all expected to be completed by the end of 2025).</p>		<p>Extension of electrification from Pukekohe to Pokeno (not yet government policy)</p>	<p>95 3/01/20</p>	<p>31/12/24</p>	<p>In Progress</p>	<p>High</p>	<p>KiwiRail is doing work throughout the route. The main work is at the Pukekohe Station which is now closed while it's being redeveloped.</p>
<p>The SH1 Papakura to Bombay Project</p>								
<p>Upgrade and capacity expansion of SH1 between Papakura and Bombay.</p>	<p>Stage 1: Papakura to Drury includes:</p> <ul style="list-style-type: none"> • An additional (third) lane in each direction • Interchange improvements • A shared walking and cycling path along the northbound side • Improved local road connections • Wide shoulders to future-proof for public transport services. <p>• Stage 2: Drury to new Drury South interchange, similar features</p> <p>• Stage 3: Drury South to Bombay, route protection only (future implementation)</p> <p>• Delivery of Stages 1 & 2 through NZ Upgrade Programme (NZUP) announced 29 January 2020</p>		<p>Drury South to Bombay upgrade.</p>	<p>31/12/20</p>	<p>31/12/25</p>	<p>In Progress</p>	<p>High</p>	<ul style="list-style-type: none"> • Construction started end 2020 • Construction of Stages 1 & 2 to be completed by end 2025
<p>Mill Road Upgrade (Harrisville Road to Bombay Intersection)</p>								
<p>Mill Road (Bombay) has been recognised as an important strategic connection in Auckland Council's Supporting Growth Programme for southern Auckland.</p>	<p>Auckland Council is proposing to designate land for the future four-laning from the SH1 Bombay Interchange to Harrisville Road (with walking and cycling facilities along the length of the route into Pukekohe)</p>		<p>Mill Road upgrade (including design and construction)</p>	<p>1/03/23</p>	<p>31/12/34</p>	<p>In Progress</p>	<p>High</p>	<ul style="list-style-type: none"> • Designation process has commenced.

To	Infrastructure Committee
Report title	Motor Sport Events – Use of Waikato District Roding Network
Date:	24 May 2023
Report Author:	Grant Tregidga, Roding Manager
Authorised by:	Megan May, General Manager Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To inform the Infrastructure Committee of the application received from the Hamilton Car Club for the use of Waikato District Council's roding network to conduct a motorsports event requiring a road closure.

AND

To seek approval for the event as detailed in the report.

2. Executive summary

Whakaraapopotanga matua

On 6 March 2023 the Hamilton Car Club applied for Temporary Road Closure to hold a Motorsport Event.

The Tarmac Rally is scheduled to take place on Sunday 18 June 2023 from 8.30am to 4.00pm on sealed roads. The road proposed to be closed for the rally is:

- Ruapuke Road between the intersection with Te Mata Road and Waimaunga Road.

A detour, following Waimaunga, Te Hutewai and Te Mata Roads will be in place during the closure.

For the proposed period of closure, the road would be manned at intersections by clearly identifiable marshals equipped with radio communication and access will be provided in the event of an emergency.

3. Staff recommendations Tuutohu-aa-kaimahi

That the Infrastructure Committee:

- a. **approves the application to close Ruapuke Road between the intersection with Te Mata Road and Wainaunga for the Hamilton Car Club Tarmac Rally on Sunday 18 June 2023 from 8.30am to 4.00pm.**

4. Background Koorero whaimaarama

On 6 March 2023 the Hamilton Car Club applied for Temporary Road Closure to hold a Motorsport Event.

The Hamilton Car Club requires the temporary closure of a section of Ruapuke Road for the Tarmac Rally as listed in Attachment 1, and shown by the map in Attachment 2.

The Rally is scheduled to take place on Sunday 18 June 2023 on a sealed road.

A detour route has been specified using Waimaunga, Te Hutewai and Te Mata Roads as shown in Attachment 3.

The proposed road closure for the Rally was publicly notified by Waikato District Council on 13 April 2023, including a notice on Council's website. Any person wishing to object to or support the proposal was required to lodge their feedback to communications@waidc.govt.nz by 5.00pm 21 April 2023 or in writing to: Proposed Ruapuke Road Temporary Closure, Waikato District Council, Private Bag 544, Ngaruawahia, 3742.

10 responses were received, 3 in support and 7 in opposition including 4 from the same family.

5. Discussion and analysis Taataritanga me ngaa tohutohu

In accordance with WDC Motor Sport Event Policy, Hamilton Car Club applied for the Road Closure on 6 March 2023. Since then, they have supplied a fully compliant Traffic Management Plan with maps of the roads affected, a copy of their insurance policy, evidence of resident consultation, and are in the process of providing a bond of \$1,000 (maximum amount specified in the policy for a sealed road event).

A copy of their event Safety Plan has also been provided for our review.

Following Council approval, WDA will organise a pre-rally drive over inspection with video capture of Ruapuke Road and arrange for a post-rally drive over noting any subsequent damage done to the road due to the rally.

5.1 Options

Ngaa koowhiringa

There are two options available to the Infrastructure Committee:

- Option 1: Decline the application to close Ruapuke Road. This will result in the rally being unable to progress.
- Option 2: Approve the closure of Ruapuke Road.

5.2 Financial considerations

Whaiwhakaaro puutea

There are no material financial considerations associated with the recommendations of this report.

5.3 Legal considerations

Whaiwhakaaro-aa-ture

Legislative Framework

Section 342 Local Government Act 1974.

Section 342 of the Local Government Act 1974 (LGA 74) allows WDC to close any road on a temporary basis in accordance with the requirements in Schedule 10 of the LGA 74 (Schedule 10).

Clause 11(e) of Schedule 10 stipulates that WDC may, subject to conditions it thinks fit (including the imposition of a reasonable bond) and after consultation with the Police and NZTA close any road or part of road for a period or periods not exceeding in the aggregate 31 days in any year for any race or other sporting event, provided that no road may be closed for any race or other sporting event if that closure would, in the opinion of the council be likely to impede traffic unreasonably.

Clause 11A of Schedule 10 requires WDC to give public notice of its intention to consider closing any road or part of a road under clause 11(e) and to give public notice of any decision to close any road under that provision.

Clause 12 of Schedule 10 provides that the powers conferred on WDC by clause 11(except 11(e) can be made by the Chairman or any officer authorised by the Council.

Application of section 342 LGA 1974

WDC requires the temporary closure of the Roads for the Rally to be subject to adherence to the WDC Road Closure for Motor Sport Events Policy (which includes the requirement for a bond)

The Hamilton Car Club Rally is for one day 18 June 2023, within the last year WDC has approved temporary road closures for other rallies totalling days so the temporary closure of the road for the Rally will not exceed aggregate of 31 days in any year.

The proposed road closure for the Rally was publicly notified by WDC via its website on 29 March 2023.

5.4 Maaori and cultural considerations **Whaiwhakaaro Maaori me oona tikanga**

As there was no significant decision involving land or water merely use of an existing road, no consultation was undertaken with Maaori stakeholders.

5.5 Climate response and resilience considerations **Whaiwhakaaro-aa-taiao**

The matters in this report have no known impact on climate change or resilience for the Council.

5.6 Risks **Tuuraru**

In the past the Hamilton Car Club Rally has been approved as it is held entirely on a sealed road so roading damage tends to be minimal and there is general support from the local community.

According to the policy in the event of this application being declined, the organisers have a right of appeal, for which a sub-committee needs to be formed rapidly to address their appeal.

6. Significance and engagement assessment **Aromatawai paahekoheko**

6.1 Significance **Te Hiranga**

The decisions and matters of this report are assessed as of low/ significance, in accordance with the Council's [Significance and Engagement Policy](#).

6.2 Engagement **Te Whakatuutakitaki**

Consultation with the community has been carried out as required by the process to manage applications for motorsport events in our district.

A public notice was placed in the Raglan Chronicle and on the Waikato District Council website advising the community that Council had received an application to use a section of Ruapuke Road for a tarmac rally event. A social media post was also put up with the same advice.

The public was given an opportunity to provide feedback on the proposal to close a section of Ruapuke Road on Sunday 18 June 2022 from 8.30am to 4.00pm.

During the feedback period, Council received **10** responses. Of those responses, **three** were in support of the proposed closure and **seven** were in opposition (including four from the same family).

Reasons for support included:

- Great to hold events locally and there was plenty of time to plan around it.
- Good to see events happening in the community, enhancing community spirit and bringing more people into the area.
- Car enthusiasts also have the right to enjoy their passion in a safe and controlled environment.

Reasons for opposition included:

- Closing the road adds driving time to businesses in the Ruapuke area by using dirt roads instead of the main road.
- If approved, it will be on the grounds that doing so the Council will be supporting Climate Change
- The event would be damaging to infrastructure and the environment, dangerous, and require road closures.
- Rallies are noisy, smelly, and disruptive to the beautiful environment we live in.
- The enforced detour will cost road users in extra fuel and wear and tear on their vehicles.

Responses are attached in Attachment 4.

Highest level of engagement	Inform <input type="checkbox"/>	Consult <input checked="" type="checkbox"/>	Involve <input type="checkbox"/>	Collaborate <input type="checkbox"/>	Empower <input type="checkbox"/>
<p><i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i></p>	<p>This is to comply with Legislation.</p>				

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Internal
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Community Boards/Community Committees
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Waikato-Tainui/Local iwi and hapuu
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Affected Communities
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Affected Businesses
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other (Please Specify)

7. Next steps Ahu whakamua

If this application is approved, the WDC Corridor Manager will notify the Hamilton Car Club and work with them to complete all processes required for the approval and subsequent running of the event.

These include:

- Review and approval of the Temporary Traffic Management Plan
 - Receipt and approval of all relevant documentation
 - Issuing of the Event Permit
 - Inspection of the network prior to the event
 - Further engagement with affected parties where required
 - Post event inspection to identify any damage needing repair.
-

8. Confirmation of statutory compliance Te Whakatuuturutanga aa-ture

As required by the Local Government Act 2002, staff confirm the following:

The report fits with Council's role and Committee's/Community Board's Terms of Reference and Delegations.	Confirmed
The report contains sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages (<i>Section 5.1</i>).	Confirmed
Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (<i>Section 6.1</i>).	Low
The report contains adequate consideration of the views and preferences of affected and interested persons taking account of any proposed or previous community engagement and assessed level of significance (<i>Section 6.2</i>).	Confirmed
The report considers impact on Maaori (<i>Section 5.5</i>)	Confirmed
The report and recommendations are consistent with Council's plans and policies (<i>Section 5.4</i>).	Confirmed
The report and recommendations comply with Council's legal duties and responsibilities (<i>Section 5.3</i>).	Confirmed

9. Attachments Ngaa taapirihanga

Attachment 1 – Application for Road Closure

Attachment 2 – Map of Road closure

Attachment 3 – Map of detour route

Attachment 4 – Responses to proposed closure of Ruapuke Road



District Office
15 Galileo Street
Private Bag 544
Ngaruawahia 3742

Telephone (all hours) 07 824 8633
Call Free 0800 492 452
Fax 07 824 8091

Huntly Area Office 142 Main Street 0800 492 452
Raglan Area Office 7 Bow Street 07 825 811
Tuakau Area Office 2 Dominion Road 0800 492 452

Email: info@waidc.govt.nz
www.waikatodistrict.govt.nz

APPLICATION FOR TEMPORARY ROAD CLOSURE TO HOLD A MOTORSPORT EVENT

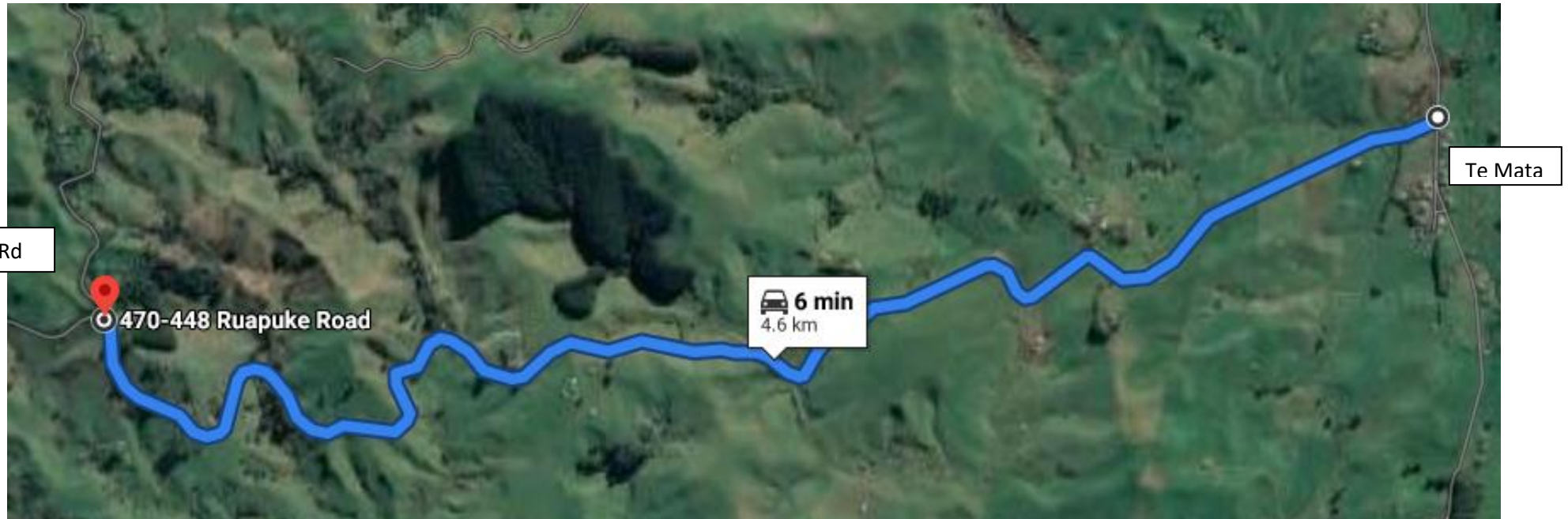
This application form must be submitted to WDC at least 3 months prior to the proposed event and, if approved, will be advertised publicly twice to allow for any objections.

An 'Affected Persons' form must be submitted with this application, if applicable.

Applicant Details	
Name	Bruce Airey
Organisation	Hamilton car club
Address	P.O. Box 14142 Hamilton 3252
Phone	—
Mobile	0272313961
Email	bruce.airey@gmail.com
Road Closure Details	
Event Name	Ruapuke sealed sprint
Roads or road sections to be closed <i>List all roads proposed to be closed</i>	Proposed closure period <i>Eg Tuesday 2nd February 2012 from 10am to 2pm</i>
Ruapuke rd (from Temata rd To Waimauanga Rd)	18 th June 2023 - 7.30am to 5pm
Traffic Management Plan	
Name of STMS	Contact Telephone Number for entire period of Road Closure
Nicola Johnson	0221035038
I confirm that I have read and understand the WDC Motorsport Events Policy and certify that these will be met	
Signed:	Date: 6 March 2023

For WDC Use Only

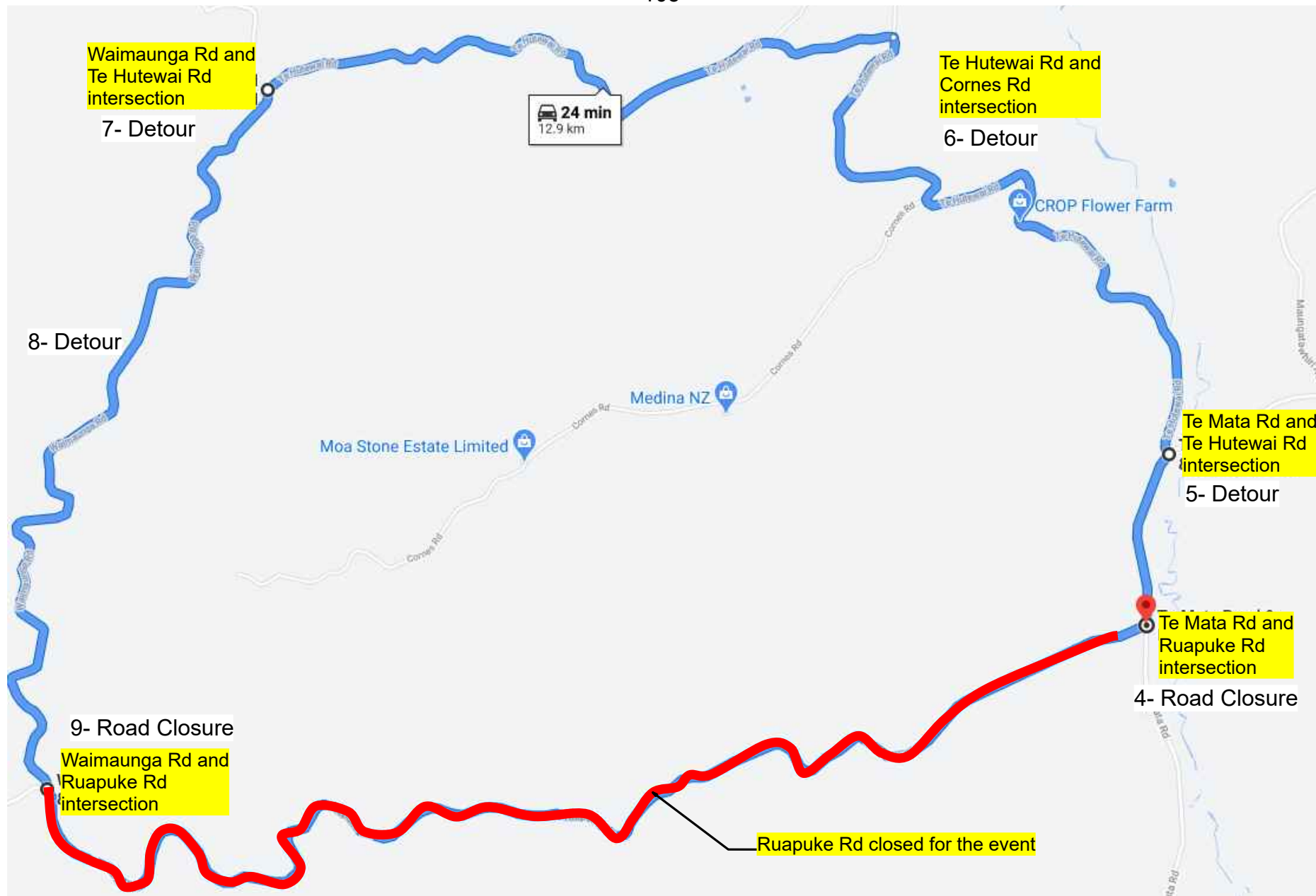
Date Application Received	Advertising Dates 1 st 2 nd	TMP Supplied	Bond Received	Insurances Sighted	Notification
6 March 2023					
Previous events held on this/these roads:					




APPROVED

CAR E846792
Kevin Briggs
STMS Number 61798
Waikato District Council

10 May 2022



Situation: Ruapuke Rd, Raglan Traffic Management NZ	Drawing No: TMNZ-HOF-210054-1	Revision: A	TMC Approval:	
	Drawing Title: Location	Drawing By:		
		Date: April 2021		

Responses to proposed closure of Ruapuke Road on June 18

Support (three)

1.

I think while residents have the right to use their road, car enthusiasts also have the right to enjoy their passion in a safe and controlled environment.

It's also great to see events happening in the community, enhancing community spirit and bringing more people into the area.

We saw a protesting sign when we were last in Ruapuke, but surely these people can last one day staying at home, enjoying a free event at their doorstep. Where else are the drivers supposed to go, reducing these events encourages illegal racing on public roads.

Cedric Bleasel

2.

I would like to put in my message of support for closing the road for the tarmac rally. I think it's awesome to hold events and we have plenty of time to plan around it.

Brandon Given

3.

I support the proposed the road closure for rally 28th June 2023

Nick Heasman

Object (seven)

1.

I object to this closure for the following reasons

- Ruapuke road is THE MAIN ROAD to the Ruapuke district.
- Hamilton car club add no value to this community by closing the road for a day of joy riders.
- Closing the road adds driving time to businesses in the Ruapuke area by using dirt roads instead of the main road(Ruapuke Road)

The council need to consider what is the reason to close this MAIN road? the answer is history "its always happened in June" times have changed Hamilton car club need to find a sleepy road near Hamilton and cause disruption elsewhere!

Phil Swann

2.

I just wish to object to the rally road closure in Raglan on the grounds that doing so the Council will be supporting Climate Change.

Vehicle manufacturers of fossil fueled cars depend on such 'fossil burning sport' as rally driving to market their brand & hence sell more vehicles.

Therefore as the council is a voice of the people I urge you to observe your obligations to future generations & cease to be complicit with the fossil fuel industry & stop assisting climate change by denying this application.

If the rally cars are EV then I have no objection to the council supporting & assisting the industry for a safer planet 🌍 where climate change has been mitigated.

Ken Hansen.

3.

I'd like to register my opposition to the proposed closure of Ruapuke Road for a tarmac rally event to be held by Hamilton Car Club. Rallies are highly disruptive to local residents in terms of our businesses and ability to go about our daily lives. They are noisy, smelly, and disruptive to the beautiful environment we live in. Having an event such as this runs counter to promoting New Zealand as a clean and green country, in an era of climate change. How will the emissions of the Club event be accounted for?

And - since the WRC rally was touted as having a business benefit to the region, what is the cost to local ratepayers and what actual evidence exists that this rally will have any economic benefit to the area?

Joe Citizen

4.

As a Ruapuke resident, I object to the closure of Ruapuke road on the 21st of April.

Jack Newton-Jackson

5.

I am writing to object to the proposed temporary road closure of Ruapuke Road on Sunday 18 June 2023.

Paul Newton-Jackson

6.

Myself, most residents and many other road users are fed up with and strongly object to events which are damaging to infrastructure, dangerous, and require road closures. More people will be able to enjoy the area and at less cost to the environment if this proposed event does not go ahead.

Please decline this unwelcome application and concentrate on improving roads and road safety in the area.

Tim Newton

7.

I do not want to see Ruapuke Road closed for a car racing event on June 18th. Community tolerance for closing public roads for private racing is waning.

There are facilities for car events in our district and this is where the car club should go.

In a cost of living crisis, it is wrong to make residents and visitors take a longer detour on rough, unsealed roads, just to go about their daily business, so that a leisure club can commandeer Ruapuke Road for a whole day. The enforced detour will cost road users in extra fuel and wear and tear on their vehicles.

I also believe it is inappropriate to race cars up and down in front of the church and cemetery on a Sunday .

A car event like this carries a high element of risk. Please don't wait for someone to get injured or killed before our council realises that racing on public roads is an inappropriate use of district infrastructure.

Clare Jackson

To	Infrastructure Committee
Report title	Whāingaroa/Raglan Wharf Lease
Date:	24 May 2023
Report Author:	Daniel Lincoln, Property Officer
Authorised by:	Anthony Averill, Deputy General Manager Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To inform the Infrastructure Committee about the new lease opportunity on the Whāingaroa/Raglan Wharf (‘the Wharf’) in the Whāingaroa Harbour.

AND to seek approval to run an Expression of Interest to identify a new lessee.

AND to seek approval to enter into a Lease with the most suitable interested party.

AND for the Chief Operating Officer to be delegated authority to execute all documents required to give effect to this resolution.

2. Executive summary

Whakaraapopototanga matua

Youmans Capsule (“the Lessee”) has operated from the Wharf (Tenancy 5) under a commercial lease since 2016. In early March 2023 the Lessee contacted Council asking to terminate their lease, and the last day of their lease was 18 April 2023.

Prior to the Lessee terminating their lease, Council was processing a new lease for them along with the other Lessees on the Wharf. The resolution for these new leases was passed in the 01 March 2023 Infrastructure Committee **[INF2303/06]**.

Council staff do not have delegation to grant leases for longer than five years, so approval is sought to progress an Expression of Interest (EOI) for leasing the vacant premises (Tenancy 5) on the wharf for a term up to 2030. That previous resolution for this premises was specific to the previous tenant. It is proposed to advertise an Expression of Interest and to enter into a lease with the most suitable applicant.

3. Staff recommendations Tuutohu-aa-kaimahi

That the Infrastructure Committee:

- a. **approves the notification of an Expression of Interest to identify a suitable commercial lessee for Tenancy 5 on the Whāingaroa / Raglan Wharf; and**
- b. **approves the granting of a lease to a suitable lessee for Tenancy 5 for a term up to 1 April 2030; and**
- c. **delegates authority to the Chief Operating Officer to execute all relevant documentation to give effect to the resolution.**

4. Background Koorero whaimaarama

Youmans Capsule (“the Lessee”) has operated from the Wharf under a commercial lease since 2016 (unit 5 on the map below). In early March 2023 the Lessee contacted Council asking to terminate their lease, and the last day of their lease was 18 April 2023.

Prior to the Lessee terminating their lease, Council was processing a new lease for them along with the other Lessees on the Wharf. The resolution for these new leases was passed in the 01 March 2023 Infrastructure Committee **[INF2303/06]**.

This report also seeks to enter into a new lease with a new Lessee, provided a suitable Lessee is found, for the unit marked 5 on the map below and that this matter be delegated to the Chief Operating Officer for approval.

A plan of the wharf is Attachment 1.

5. Discussion and analysis Taataritanga me ngaa tohutohu

It is considered that given the location and potential interest in the premises that an advertising process be progressed to inform the Community of the opportunity to lease the premises. This approach has been discussed with the Whāingaroa / Raglan Ward Councillor.

When the opportunity is advertised, staff will contact local community groups, mana whenua and Raglan’s Chamber of Commerce to ensure that the opportunity is shared with the wider community.

In line with the earlier resolution for the other leases on the Wharf, it is recommended the Committee approve a term of up to 7 years, expiring in April 2030, so the leases can be reconsidered together.

Aligning the lease terms and expiration dates will also streamline administration (such as rent reviews and right of renewals).

It is proposed that responses from the Expression of Interest will be considered based on their suitability for the location, being complementary to the other tenants and users of the wharf as well as their ability to pay a market rental.

Social

The Wharf is an iconic part of Raglan's coastline and is visited by many locals, tourists and recreational users. Council should manage these leases with a focus on enhancing the visitor experience and improving community connection.

A Lessee will be selected with this factor, and other factors raised throughout this report, in mind.

Economic

This lease provides a revenue stream for Council to provide and maintain the wharf. The rentals at the wharf are set at market levels with advice received from a registered valuer.

Environmental

The operation of this lease has minimal environmental impact. Any rubbish or by product from their undertakings is required to be removed appropriately as a term of the Lease.

5.1 Options

Ngaa koowhiringa

Staff have assessed that there are two reasonable and viable options for the Infrastructure Committee to consider. This assessment reflects the level of significance (see paragraph 6.1) and relevant factors considered in completing the options assessment. The options are set out below.

Option 1: Enter into a new commercial lease on the Wharf.

Progress an Expression of Interest and enter into a new lease to provide the continued revenue and the opportunity for interested parties to put forward a lease proposal.

Option 2: Decline to grant a new lease and use the premises for another purpose

This option would have the premises remain vacant as there is no Council need to use the space.

Staff recommend Option 1.

5.2 Financial considerations

Whaiwhakaaro puutea

This lease provides a revenue stream for Council. It also provides an opportunity for Raglan companies to operate from a unique location. The rental and lease will be on commercial terms at a market rent.

5.3 Legal considerations

Whaiwhakaaro-aa-ture

This Lease is being granted under Part 4 of the Property Law Act 2007 which provides for leases.

The Lessee will have to uphold all expressed conditions of the agreement and implied conditions in accordance with the Property Law Act 2007.

The length of lease granted exceeds any Council staff delegations and is only able to progress with a resolution passed by Council's Infrastructure Committee.

If the resolution is passed by the Committee, as recommended above, Council can exercise its delegation to execute relevant documentation to give effect to the resolution.

5.4 Strategy and policy considerations

Whaiwhakaaro whakamaaherehere kaupapa here

The report and recommendations are consistent with the Council's policies, plans and prior decisions.

5.5 Maaori and cultural considerations

Whaiwhakaaro Maaori me oona tikanga

Council recognises the importance of the Whāingaroa harbour to Mana whenua and consulted with them during all planning stages for the wharf use and redevelopment. Mana whenua will be informed of the opportunity to lease the premises.

5.6 Climate response and resilience considerations

Whaiwhakaaro-aa-taiao

The matters in this report have no known impact on climate change or resilience for the Council.

5.7 Risks

Tuuraru

The Overall Risk Profile is Low as determined by Council's Risk Profile Assessment Tool.

6. Significance and engagement assessment Aromatawai paahekoheko

6.1 Significance Te Hiranga

The decisions and matters of this report are assessed as of low-medium significance, in accordance with the Council's [Significance and Engagement Policy](#).

6.2 Engagement Te Whakatuutakitaki

Internal engagement with other key stakeholders within Council has been undertaken and their views considered.

Highest level of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Internal
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Community Boards/Community Committees
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Waikato-Tainui/Local iwi and hapuu
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Affected Communities
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Affected Businesses
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other (Please Specify)

7. Next steps Ahu whakamua

Should the recommendations be approved by Council, the following steps will require action in order to conclude the matter:

- a. Advertise an Expression of Interest
- b. Evaluate the responses and recommend a lessee for approval.
- c. Undertake rental valuation to determine lease market rent.
- d. Prepare & execute Lease Agreement.

8. Confirmation of statutory compliance Te Whakatuuturutanga aa-ture

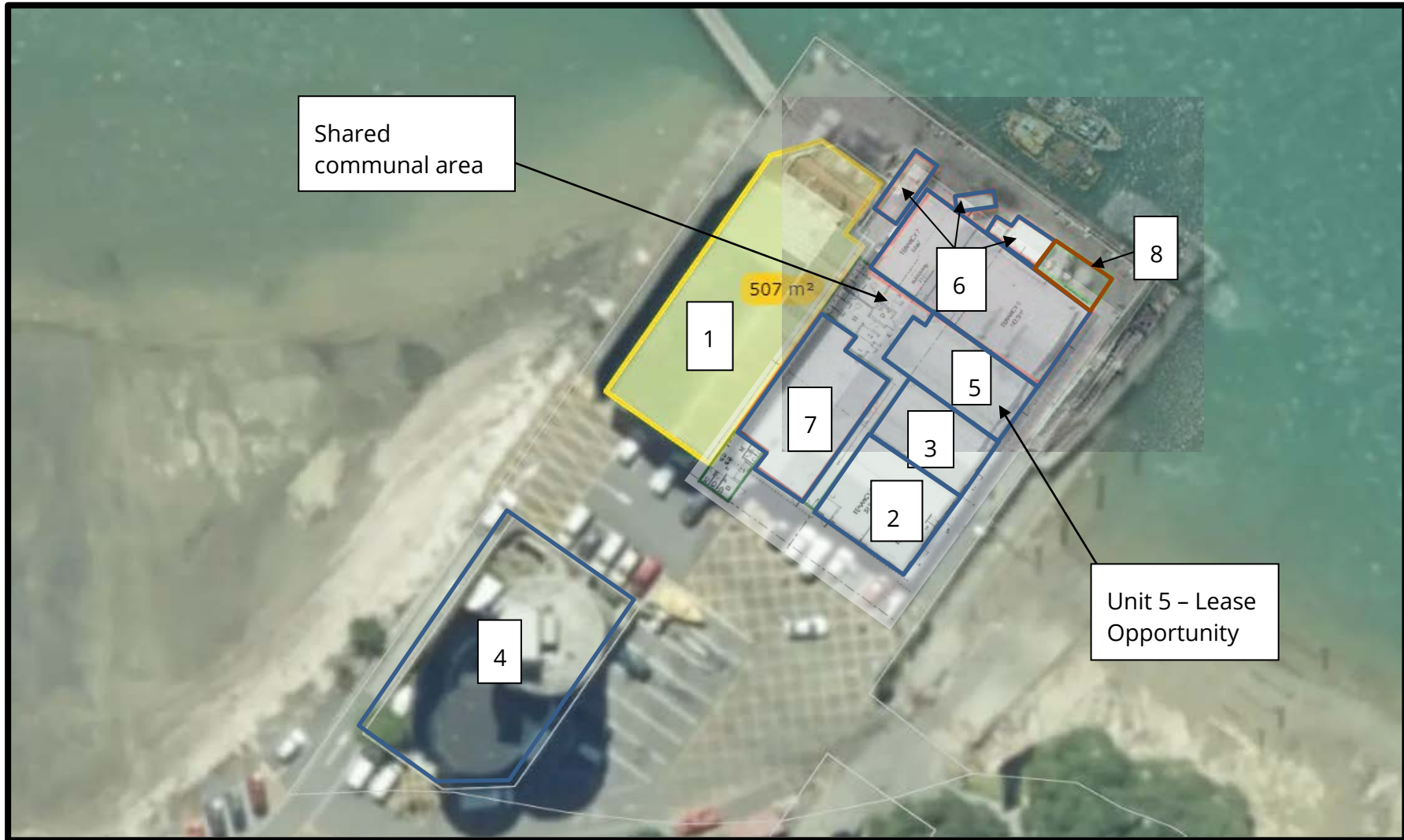
As required by the Local Government Act 2002, staff confirm the following:

The report fits with Council's role and Infrastructure Committee's Terms of Reference and Delegations.	Confirmed
The report contains sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages (<i>Section 5.1</i>).	Confirmed
Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (<i>Section 6.1</i>).	Low
The report contains adequate consideration of the views and preferences of affected and interested persons taking account of any proposed or previous community engagement and assessed level of significance (<i>Section 6.2</i>).	Confirmed
The report considers impact on Maaori (<i>Section 5.5</i>)	Confirmed
The report and recommendations are consistent with Council's plans and policies (<i>Section 5.4</i>).	Confirmed
The report and recommendations comply with Council's legal duties and responsibilities (<i>Section 5.3</i>).	Confirmed

9. Attachments Ngaa taapirihanga

Attachment 1 – Wharf Lease Plan (within report)

Attachment 1 - Wharf Lease Plan



To	Infrastructure Committee
Report title	Proposed Road Names for Stage 17 and 18 Subdivision SUB0040/21 and SUB0224/21 at 201 Hitchen Road, Pokeno
Date:	24 May 2023
Report Author:	Ellen Wilson, Contracts & Compliance Coordinator
Authorised by:	Anthony Averill, Deputy General Manager Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To seek approval from the Infrastructure Committee on the six Proposed Road Names for Subdivisions SUB0040/21 and SUB 0224/21 at 201 Hitchen Road, Pokeno.

2. Executive summary

Whakaraapopototanga matua

This report requests that the Infrastructure Committee approve the six preferred road names for the subdivision at 201 Hitchen Road, Pokeno. The land was previously developed by the last owners the Grahams and was used for the Hitchen Road Winery. The developer has discussed proposed road names with the Grahams and agreed using names of the wines grown and regions they came from as an appropriate way to remember their 20-30 years of work in the vineyards. The developer has also consulted with local hapuu Ngati Naho, Ngati TeAta and Ngati Tamaoho to include some names representative of their history with the land into the development.

These road names were recommended to the Infrastructure Committee for approval by the Pokeno Community Committee at their meeting held on 8 May 2023.

The names have been checked by Council staff against the Road Naming Policy.

3. Staff recommendations Tuutohu-aa-kaimahi

That the Infrastructure Committee approve the following proposed road names submitted by the developer:

- a. for Stage 17 SUB0040/21, at 201 Hitchen Road, Pokeno**
 - i. Road 30: Piedmonte Avenue**
 - ii. Road 34: Vigneto Street**
 - iii. Road 37: Dolcetto Place**
 - iv. JOAL 12: Netu Lane**
 - v. JOAL 13: Vitner Lane.**

- b. for Stage 18 SUB0224/21, at 201 Hitchen Road, Pokeno**
 - i. JOAL A: Chris Gatehouse Lane.**

4. Background Koorero whaimaarama

SUB0040/21 are residential developments on 131,050m², more or less, at 201 Hitchen Road, Pokeno. The development is consented to create 59 new lots in two stages situated on the western side of the Waikato Expressway and approximately 2km West from the Pokeno township.

SUB0224/21 are developments on 51,340m², more or less, at 201 Hitchen Road, Pokeno. The development is consented to create 27 new lots, including 1 ecological reserve and a neighbourhood park, situated on the western side of the Waikato Expressway and approximately 2km West from the Pokeno township.

There are currently no names on the Pokeno Community pre-approved list of names, therefore, the developer is permitted to go outside of this list and propose different names. This is contemplated in the Road Naming Policy under section 1.2 as follows:

1.2 Request for Road Name not from the "Approved List" of Road Names

(a) Where an "Approved List" is not available or the subdivision developer wishes to choose their own road names, the developer shall make a request to Council's Roading Asset Team.

Ngati Tamaoho and Ngati TeAta were originally opposed to the proposed road names as they had no iwi significance nor was there one Maaori name included in the whole Hitchen Road Development. However, they did not provide any alternative road name options to be considered.

During consultation Ngati Naho provided a list of 23 Maaori names past through from kaumatua and kuia that have stated were tupuna and ancestors that worked and lived on the lands before and during the land wars. Some of the families are still living in and around Pokeno to this day. They are of Ngati Naho, Ngati Tamaoho, Ngati Tipa and Ngati Mahanga descendent and will always have a presence within this area.

The developer considered these names and went back to the hapuu with a proposed road name change to JOAL 12 along with a Neighbourhood Park name and an Ecological Reserve name to be used from the recommended names provided. Ngati Naho said they were humbled by the names the developer chose and provided their support in using those names.

Staff have reviewed the names and considered they do not duplicate, sound too similar, or is a duplicated street type (e.g. street, road, avenue, boulevard, junction, crescent, etc) which may otherwise cause travel uncertainties in the Waikato District. The names have been checked against Google mapping and NZ Post.

5. Discussion and analysis

Taataritanga me ngaa tohutohu

There will be a workshop with the Pokeno Community Committee and local hapuu to build a new pre-approved Road Naming list in the next few months. This list is to provide recommended historical, social, cultural, and geographic themed names, background to the name choice, an indication of any potential duplication or sound similarity issues.

The Road Naming Policy allows for the developer to propose names not on the list. The developer has consulted with three local hapuu groups and included some of their recommended names in this application. These final names have also been supported by the Pokeno Community Committee.

There are no exclusions of any suffix applicable to these name options as per the Road Naming Policy.

Name (in order of preference)	Reason	Location of duplicate or similar sounding	OFFICE USE ONLY	
			Classification Exclusion and notes	Approved or Declined
STAGE 17 Road 30 - Piedmonte Avenue	Piedmonte is the region where the Dolceta grape variety grown on this site came from.	nil	nil	Approved by roading team
Road 34 - Vigneto Street	Vigneto is Italian for winery and reflects that the site was previously a vineyard.	nil	nil	Approved by roading team
Road 37 - Dolcetto Place	Dolcetto is the name of a variety of Italian wine grown on the site by the Grahams.	nil	nil	Approved by roading team

Name (in order of preference)	Reason	Location of duplicate or similar sounding	OFFICE USE ONLY	
			Classification Exclusion and notes	Approved or Declined
JOAL 12 - Netu Lane	Netu is a longstanding name of local iwi dating back from the land wars. This name follows iwi consultation.	nil	nil	Approved by roading team
JOAL 13 - Vitner Lane	Vitner Lane - Vitner is the winemaker, and this is a reference to the Grahams. We couldn't use Graham as it is used extensively already.	nil	nil	Approved by roading team
STAGE 18 JOAL A - Chris Gatehouse Lane	Named after Chris Gatehouse who was the Council engineer who worked on the Pokeno development from the start until his death. Both Council and Chris's widow have approved the proposal.	Gatehouse Lane, Woodend (near Christchurch)	nil	Approved by roading team

5.1 Options

Ngaa koowhiringa

Staff have assessed that there are two reasonable and viable options for the Infrastructure Committee to consider:

1. Option 1 - approve the requested road names as proposed by the developer, supported by the local hapuu and Pokeno Community Committee
2. Option 2 - do not support the requested road names as proposed by the developer, supported by the local hapuu and Community Committee.

Staff recommend Option 1 as the road names have been proposed in consultation with the previous owners and local hapuu groups.

5.2 Financial considerations

Whaiwhakaaro puutea

There are no material financial considerations associated with the recommendations of this report. All costs for new road names are being met by developers.

5.3 Legal considerations **Whaiwhakaaro-aa-ture**

Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.

5.4 Strategy and policy considerations **Whaiwhakaaro whakamaaherehere kaupapa here**

The report and recommendations are consistent with the Council's policies, plans and prior decisions.

5.5 Maaori and cultural considerations **Whaiwhakaaro Maaori me oona tikanga**

Local hapuu Ngati Tamaoho, Ngati TeAta, and Ngati Naho have been included in the correspondence to the necessary community committee members advising of the road name application.

5.6 Climate response and resilience considerations **Whaiwhakaaro-aa-taiao**

The matters in this report have no known impact on climate change or resilience for the Council.

5.7 Risks **Tuuraru**

The decisions and matters of this report are assessed as of low risk, in accordance with the Council's Risk assessment and risk appetite.

6. Significance and engagement assessment **Aromatawai paahekoheko**

6.1 Significance **Te Hiranga**

The decisions and matters of this report are assessed as of low significance, in accordance with the Council's [Significance and Engagement Policy](#).

6.2 Engagement

Te Whakatuutakitaki

Highest level of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Internal (Council Executive members)
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Community Boards/Community Committees
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Local hapuu: Ngati Tamaoho, Ngati TeAta and Ngati Naho
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Affected Communities (previous landowners and Widow)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Affected Businesses

7. Next steps

Ahu whakamua

If the preferred names are approved, the Developer will utilise these. If not, alternative options will be used.

8. Confirmation of statutory compliance Te Whakatuuturutanga aa-ture

As required by the Local Government Act 2002, staff confirm the following:

The report fits with Council's role and Infrastructure Committee's Terms of Reference and Delegations.	Confirmed
The report contains sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages (<i>Section 5.1</i>).	Confirmed
Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (<i>Section 6.1</i>).	Low
The report contains adequate consideration of the views and preferences of affected and interested persons taking account of any proposed or previous community engagement and assessed level of significance (<i>Section 6.2</i>).	Confirmed
The report considers impact on Maaori (<i>Section 5.5</i>)	Confirmed
The report and recommendations are consistent with Council's plans and policies (<i>Section 5.4</i>).	Confirmed
The report and recommendations comply with Council's legal duties and responsibilities (<i>Section 5.3</i>).	Confirmed

9. Attachments Ngaa taapirihanga

Attachment 1 – Development Maps



AMALGAMATION CONDITIONS:

1. THAT LOT 12 HEREON (LEGAL ACCESS) BE HELD AS TO 7 UNDIVIDED ONE-SEVENTH SHARES BY THE OWNERS OF LOTS 929-934 & 6 HEREON AS TENANTS IN COMMON IN THE SAID SHARES AND THAT INDIVIDUAL CERTIFICATES OF TITLE BE ISSUED IN ACCORDANCE THERE WITH.
2. THAT LOT 13 HEREON (LEGAL ACCESS) BE HELD AS TO 8 UNDIVIDED ONE-EIGHTH SHARES BY THE OWNERS OF LOTS 937-944 HEREON AS TENANTS IN COMMON IN THE SAID SHARES AND THAT INDIVIDUAL CERTIFICATES OF TITLE BE ISSUED IN ACCORDANCE THERE WITH.
3. THAT LOT 14 HEREON (LEGAL ACCESS) BE HELD AS TO 2 UNDIVIDED ONE-HALF SHARES BY THE OWNERS OF LOTS 945 & 946 HEREON AS TENANTS IN COMMON IN THE SAID SHARES AND THAT INDIVIDUAL CERTIFICATES OF TITLE BE ISSUED IN ACCORDANCE THERE WITH.
4. THAT LOT 15 HEREON (LEGAL ACCESS) BE HELD AS TO 2 UNDIVIDED ONE-HALF SHARES BY THE OWNERS OF LOTS 949-950 HEREON AS TENANTS IN COMMON IN THE SAID SHARES AND THAT INDIVIDUAL CERTIFICATES OF TITLE BE ISSUED IN ACCORDANCE THERE WITH.



MEMORANDUM OF EASEMENTS IN GROSS

SHOWN	PURPOSE	SERVIENT TENEMENT	GRANTEE
(A)	DRAINAGE	LOT 916 HEREON	WAIKATO DISTRICT COUNCIL
(B)	DRAINAGE	LOT 905 HEREON	WAIKATO DISTRICT COUNCIL
(C)	DRAINAGE	LOT 903 HEREON	WAIKATO DISTRICT COUNCIL
(D)	DRAINAGE	LOT 906 HEREON	WAIKATO DISTRICT COUNCIL
(E)	DRAINAGE	LOT 900 HEREON	WAIKATO DISTRICT COUNCIL
(F)	DRAINAGE	LOT 909 HEREON	WAIKATO DISTRICT COUNCIL
(G)	DRAINAGE	LOT 926 HEREON	WAIKATO DISTRICT COUNCIL
(H)	DRAINAGE	LOT 927 HEREON	WAIKATO DISTRICT COUNCIL
(I)	DRAINAGE	LOT 940 HEREON	WAIKATO DISTRICT COUNCIL
(J)	DRAINAGE	LOT 931 HEREON	WAIKATO DISTRICT COUNCIL
(K)	DRAINAGE	LOT 932 HEREON	WAIKATO DISTRICT COUNCIL
(L)	DRAINAGE	LOT 939 HEREON	WAIKATO DISTRICT COUNCIL
(M)	DRAINAGE	LOT 941 HEREON	WAIKATO DISTRICT COUNCIL
(N)	DRAINAGE	LOT 942 HEREON	WAIKATO DISTRICT COUNCIL
(O)	DRAINAGE	LOT 943 HEREON	WAIKATO DISTRICT COUNCIL
(T)	DRAINAGE	LOT 939 HEREON	WAIKATO DISTRICT COUNCIL
(U)	DRAINAGE	LOT 950 HEREON	WAIKATO DISTRICT COUNCIL
(P)	RIGHT TO CONVEY WATER, DRAINAGE, RIGHT OF WAY	LOT 12 HEREON	WAIKATO DISTRICT COUNCIL
(Q)	RIGHT TO CONVEY WATER, DRAINAGE	LOT 13 HEREON	WAIKATO DISTRICT COUNCIL
(R)	RIGHT TO CONVEY WATER, DRAINAGE	LOT 14 HEREON	WAIKATO DISTRICT COUNCIL
(S)	RIGHT TO CONVEY WATER, DRAINAGE	LOT 15 HEREON	WAIKATO DISTRICT COUNCIL

NOTES:

1. ALL AREAS AND DIMENSIONS ARE SUBJECT TO FULL LAND TRANSFER SURVEY.
2. THIS PLAN HAS BEEN PREPARED TO OBTAIN A RESOURCE CONSENT AND IT SHOULD NOT BE RELIED UPON FOR ANY OTHER PURPOSES.

SCHEDULE OF EASEMENTS IN GROSS

SHOWN	PURPOSE	SERVIENT TENEMENT	GRANTEE
(P)(O)(R)(S)	RIGHT TO CONVEY TELECOMMUNICATIONS, COMPUTER DATA & MEDIA	LOTS 12-15 HEREON	CHORUS NZ LTD
(P)(O)(R)(S)	RIGHT TO CONVEY ELECTRICITY	LOTS 12-15 HEREON	COUNTIES POWER LTD

SCHEDULE OF AREAS

	STAGE 17A		STAGE 17B		STAGE 17C		TOTALS
DESCRIPTION	LOTS	AREA	LOTS	AREA	LOTS	AREA	
LOTS	892-896 905-917	1.0515 ha	918 926-951	2.9546 ha	897-904 919-925	1.0855 ha	5.0916 ha
ACCESS LOTS	-	-	12-15	0.1433 ha	-	-	0.1433 ha
LOCAL PURPOSE (AMENITY) RES.	4,16	0.6190 ha	7,9,17	1.4529 ha	-	-	2.0719 ha
LOCAL PURPOSE (DRAINAGE) RES.	5	0.0303 ha	3,8	0.2043 ha	6	0.0909 ha	0.3255 ha
ROAD TO VEST	1	0.3071 ha	2	0.2304 ha	10	0.4208 ha	0.9583 ha
BALANCE LOTS		11.0971 ha		6.1116 ha		4.5144 ha	4.5144 ha
TOTAL		13.1050 ha		13.1050 ha		13.1050 ha	13.1050 ha

G	LOT 951 ADDED, ROAD RESERVE AMENDED	RJP	18-11-21
F	AMALGAMATION CONDITION LOT 13 AMENDED	RJP	13-10-21
E	LOT LAYOUT & STAGING AMENDED	RJP	7-10-21
K	STAGE BDRY AMENDED	RJP	5-4-23
J	MINOR BDRY, LOT 17 ADDED	RJP	31-8-22
I	RESERVE AND ROAD AREAS AMENDED	RJP	21-2-22
H	RETAINING WALL 3 REMOVED	RJP	02-22
REV	REVISION DETAILS	BY	DATE

PLOTTED:	DATE:	05-20
DRAWN:	DATE:	05-20
APPROVED:	DATE:	05-20
MSS		

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CIVILPLAN CONSULTANTS

Level 9, Laidlaw House, 20 Amersham Way, Manukau, Auckland. Phone: 09 222 2445

PROJECT TITLE:

DFH JOINT VENTURE
HITCHEN STAGE 17 SUBDIVISIONS
POKENO

SHEET TITLE:

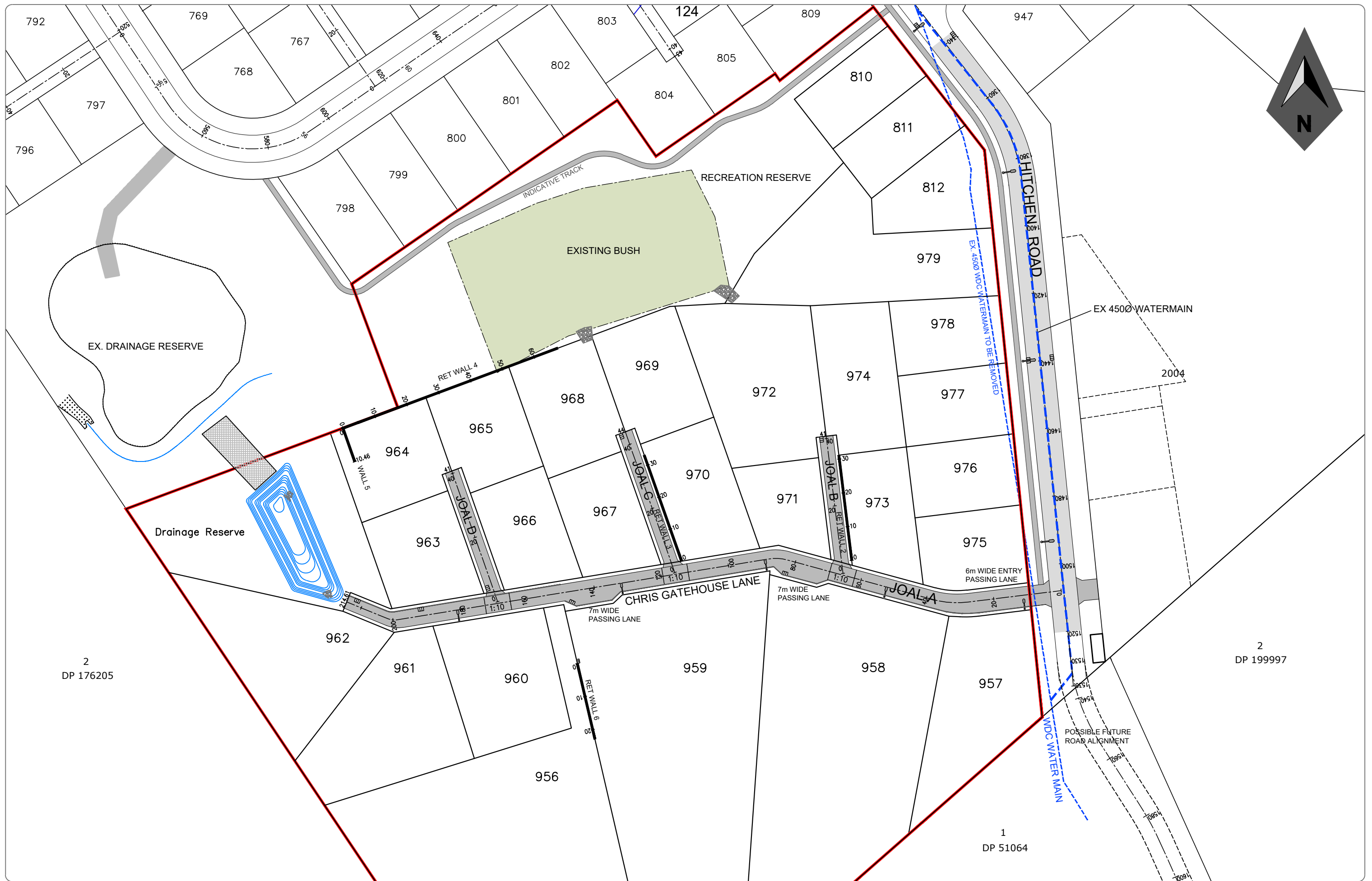
Proposed subdivision of Lot 2003
S.P. 128287-15-100
Sheet 2

ISSUE STATUS:

RESOURCE CONSENT

SCALE: (A1/A3) 1:750 / 1:1500
SCALE BAR 0 15 30 45 60 75m
1:1500@A3

DRAWING NUMBER: 126701-17-101 REV: K



PLOTTED: RJP DATE: 03-21	DATE: 03-21
DRAWN: RJP DATE: 03-21	DATE: 03-21
APPROVED: MSS DATE: 03-21	DATE: 03-21

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CIVILPLAN
CONSULTANTS

Level 9, Laidlaw House, 20 Amersham Way, Manukau, Auckland. Phone: 09 222 2445

PROJECT TITLE:
DFH JOINT VENTURE
HITCHEN STAGE 18 SUBDIVISION
POKENO

SHEET TITLE:
ROADING PLAN

ISSUE STATUS: **RESOURCE CONSENT**

SCALE: (A1/A3) 1:500 / 1:1000

SCALE BAR 0 10 20 30 40 50m
1:1000@A3

DRAWING NUMBER: **136701-18-300** REV: **E**

Filepath: P:\APPDATA\LOCAL\AUTODESK\C3D 2020\ENU\TEMPLATE C:\DATA\POKENO\HITCHEN\STAGE 18\CONSENT\136701-18-300.DWG

To	Infrastructure Committee
Report title	Proposed Road Name for Subdivision SUB0158/20 at 21 Helenslee Road, Pokeno
Date:	24 May 2023
Report Author:	Ellen Wilson, Contracts & Compliance Coordinator
Authorised by:	Anthony Averill, Deputy General Manager Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To seek approval from the Infrastructure Committee on the Proposed Road Name for Subdivision 0158/20 at 21 Helenslee Road, Pokeno.

2. Executive summary

Whakaraapopototanga matua

This report requests that the Infrastructure Committee approve a preferred road name for the subdivision at 21 Helenslee Road, Pokeno. The developer has consulted with local hapuu Ngati Tamaoho and Ngati Naho who together have proposed three road name options. The preferred name by both local hapuu and developer is Waimaa Lane. The other two options they have included are Waipango Lane and Waiwhero Lane.

At their meeting on 8 May 2023 the Pokeno Community Committee recommended the Infrastructure Committee approve the preferred name as Waimā Lane.

It has been noted that Council prefers to use double vowels spelling in place of macrons for road names within our District. Staff have discussed this amendment with the developer and confirmed with the local hapuu who are both happy with the amended spelling to be double vowels. Staff are therefore requesting that the Infrastructure Committee approve the spelling of the road name to be Waimaa Lane.

The names have been checked by Council staff against the Road Naming Policy.

3. Staff recommendations Tuutohu-aa-kaimahi

That the Infrastructure Committee approve the following proposed road name submitted by the developer:

- a. for SUB 0158/20, at 21 Helenslee Road, Pokeno.
 - i. Option 1: Proposed Road A – Waimaa Lane

4. Background Koorero whaimaarama

SUB 0158/20 are medium density residential developments on 13925m², more or less, at 21 Helenslee Road, Pokeno. The development is consented to create 26 new lots situated on the western side of the Waikato Expressway and approximately 600m North from the Pokeno township.

There are no names on the Pokeno Community pre-approved list of names, therefore, the developer is permitted to go outside of this list and propose different names. This is contemplated in the Road Naming Policy under section 1.2 as follows:

1.2 Request for Road Name not from the “Approved List” of Road Names

(a) Where an “Approved List” is not available or the subdivision developer wishes to choose their own road names, the developer shall make a request to Council’s Roading Asset Team.

Through the developer’s consultation with the local hapuu Ngati Tamaoho three road names were proposed. These names were consulted on with Ngati Naho Trust as well and agreed upon by all three parties as they relate to the history and acknowledge the Wai (waters) surrounding and running below and through the whenua (land).

Staff have reviewed the names and considered they do not duplicate, sound too similar, or is a duplicated street type (e.g. street, road, avenue, boulevard, junction, crescent, etc) which may otherwise cause travel uncertainties in the Waikato District. The names have been checked against Google mapping and NZ Post.

The preferred name of Waimā Lane was supported by the Pokeno Community Committee at their meeting held on 8 May 2023.

The change to the spelling of Waimaa Lane was confirmed by the developer and the local hapuu after the meeting of the Pokeno Community Committee.

5. Discussion and analysis Taataritanga me ngaa tohutohu

There will be a workshop with the Pokeno Committee and Local Hapuu to build a new pre-approved Road Naming list in the next few months. This list is to provide recommended historical, social, cultural, and geographic themed names, background to the name choice, an indication of any potential duplication or sound similarity issues.

The Road Naming Policy allows for the developer to propose names not on the list. The developer has consulted with two local hapuu groups who have together agreed on the three proposed Road names.

The name preferred by both the local hapuu and developer and recommended by the Pokeno Community Committee is Waimaa Lane.

There are no exclusions of any suffix applicable to these name options as per the Road Naming Policy.

Name (in order of preference)	Reason	Location of duplicate or similar sounding	OFFICE USE ONLY	
			Classification Exclusion and notes	Approved or Declined
Waimaa Lane	This name connects to the history of the land, as a confluence of several branches of the Waipapa stream and to the whakatauaākī said by Kīngi Tāwhiao. Like the proverbial threads of this whakatauaākī, the waters of this land come together in harmony for the wellbeing of the people.	Waima Lane, Huntington, Hamilton (65.8km away)	nil	Approved by roading team
Waipango Lane	This name connects to the history of the land, as a confluence of several branches of the Waipapa stream and to the whakatauaākī said by Kīngi Tāwhiao. Like the proverbial threads of this whakatauaākī, the waters of this land come together in harmony for the wellbeing of the people.	Waipango Way, Upper Hutt Waipango, Invercargill	nil	Approved by roading team
Waiwhero Lane	This name connects to the history of the land, as a confluence of several branches of the Waipapa stream and also to the whakatauaākī said by Kīngi Tāwhiao. Like the proverbial threads of this whakatauaākī, the waters of this land come together in harmony for the wellbeing of the people.	Waiwherowhero Drive, St Andrews, Hamilton (67 km away) Waiwhero Stream Bridge, Waihou (88.2km away)	nil	Approved by roading team

5.1 Options

Ngaa koowhiringa

Staff have assessed that there are three reasonable and viable options for the Infrastructure Committee to consider:

1. Option 1 – approve the requested road name Option 1 (Waimaa Lane) as proposed by the local hapuu and developer and recommended by the Pokeno Community Committee.
2. Option 2 – approve road name Option 2 (Waipango Lane) as proposed by the local hapuu and developer.
3. Option 3 – approve road name Option 3 (Waiwhero Lane) as proposed by the local hapuu and developer.

Staff recommend Waimaa Lane as it is the preferred name of the developer, the local hapuu and the Pokeno Community Committee.

5.2 Financial considerations

Whaiwhakaaro puutea

There are no material financial considerations associated with the recommendations of this report. All costs for new road names are being met by developers.

5.3 Legal considerations

Whaiwhakaaro-aa-ture

Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.

5.4 Strategy and policy considerations

Whaiwhakaaro whakamaaherehere kaupapa here

The report and recommendations are consistent with the Council's policies, plans and prior decisions.

5.5 Maaori and cultural considerations

Whaiwhakaaro Maaori me oona tikanga

Local hapuu Ngati Tamaoho and Ngati Naho have been included in the correspondence to the necessary community committee members advising of the road name application.

5.6 Climate response and resilience considerations Whaiwhakaaro-aa-taiao

The matters in this report have no known impact on climate change or resilience for the Council.

5.7 Risks Tuuraru

The decisions and matters of this report are assessed as of low risk, in accordance with the Council's Risk assessment and risk appetite.

6. Significance and engagement assessment Aromatawai paahekoheko

6.1 Significance Te Hiranga

The decisions and matters of this report are assessed as of low significance, in accordance with the Council's [Significance and Engagement Policy](#).

6.2 Engagement Te Whakatuutakitaki

Highest level of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Community Boards/Community Committees
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Local hapuu: Ngati Tamaoho and Ngati Naho
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Affected Communities
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Affected Businesses

7. Next steps

Ahu whakamua

If the preferred name is approved, the Developer will utilise this. If not, an alternative option will be used.

8. Confirmation of statutory compliance

Te Whakatuuturutanga aa-ture

As required by the Local Government Act 2002, staff confirm the following:

The report fits with Council's role and Infrastructure Committee Terms of Reference and Delegations.	Confirmed
The report contains sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages (<i>Section 5.1</i>).	Confirmed
Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (<i>Section 6.1</i>).	Low
The report contains adequate consideration of the views and preferences of affected and interested persons taking account of any proposed or previous community engagement and assessed level of significance (<i>Section 6.2</i>).	Confirmed
The report considers impact on Maaori (<i>Section 5.5</i>)	Confirmed
The report and recommendations are consistent with Council's plans and policies (<i>Section 5.4</i>).	Confirmed
The report and recommendations comply with Council's legal duties and responsibilities (<i>Section 5.3</i>).	Confirmed

9. Attachments

Ngaa taapirihanga

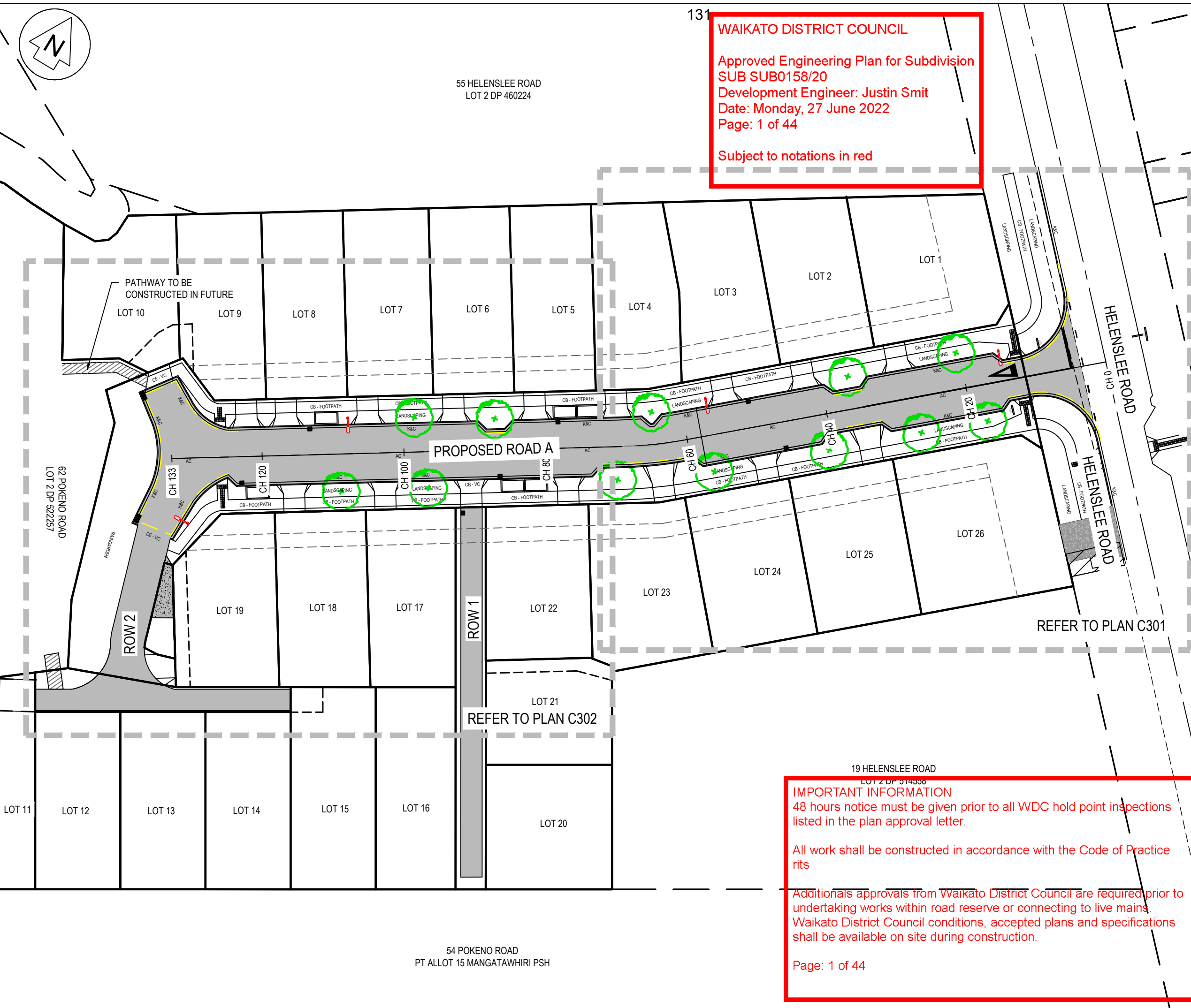
Attachment 1 – Development Map

WAIKATO DISTRICT COUNCIL

Approved Engineering Plan for Subdivision
 SUB SUB0158/20
 Development Engineer: Justin Smit
 Date: Monday, 27 June 2022
 Page: 1 of 44

Subject to notations in red

55 HELENSLEE ROAD
LOT 2 DP 460224



- Notes
- All works to be in accordance with Hamilton City Council standards.
 - Co-ordinates in terms of NZ Geodetic Datum Mt Eden 2000
 - Levels in terms of the Auckland Vertical Datum 1946.
 - Contractor is to avoid using GPS for set out of the kerb levels where gradients less than 1%.
 - It is the contractors responsibility to locate all services that may be affected by his operations.
 - The contractor shall comply with all relevant OSH and Health and Safety requirements.
 - The contractor shall obtain all necessary approval from utility operators before commencing work under or near their services.
 - Final pavement design subject to CBR/Beam tests on subgrade material.
 - Setout schedule with co-ordinates of chainage points along road centreline to be supplied to the contractor prior to construction.
 - Refer to long section for finished centreline levels. Refer to typical cross sections to obtain levels for other locations.
 - Road dimensions are from face of kerb.
 - All ducts shall have locations marked on kerb lines in accordance with specification.
 - Pram crossings are to be flush to the channel with no lip.
 - All kerb and channel to have sawcuts at max. 4m centres

Line Marking

CENTER LINE 1-	WC100R (30m)
CENTER LINE 2-	WC100R
NO STOPPING LINE-	Y1100R1x1
CONTINUITY LINE-	W1100R1x3
LIMIT LINE-	WC300R

Legend

--- (dashed line)	PROP BUILDING SETBACK
--- (dotted line)	EX BDY
--- (dash-dot line)	PROP BDY
AC	AC PAVING
CB	BRUSHED CONCRETE
CEA	EXPOSED CONCRETE
DC	DISH CHANNEL
K&C	KERB AND CHANNEL
K&N	KERB AND NIB
WS	WHEEL STOP
--- (red line)	PROP SWCP SINGLE
--- (red line with circle)	PROP STREET LIGHT
--- (red line with square)	PROP STREET SIGN
--- (red line with triangle)	ROAD NAME SIGN
--- (red line with diamond)	TACTILE PAVERS

K	EPA AMENDMENT	RK	06/22
Ref	Revisions	By	Date
		By	Date
Survey	BEYOND		05/17
Design	GB		06/17
Drawn	RK		07/21
Checked	JP		03/21

M **Maven Associates**
 09 571 0050
 info@maven.co.nz
 www.maven.co.nz
 12-14 Walls Road, Penrose

Project
PROPOSED SUBDIVISION
21 HELENSLEE ROAD
POKENO
FOR
ARMADALE

Title
PROPOSED
ROADING
OVERVIEW

Project no.	137001
Scale	1:500 @ A3
Cad file	Helenslee Design
Drawing no.	C300
Rev	K

IMPORTANT INFORMATION
 48 hours notice must be given prior to all WDC hold point inspections listed in the plan approval letter.

All work shall be constructed in accordance with the Code of Practice rits

Additional approvals from Waikato District Council are required prior to undertaking works within road reserve or connecting to live mains. Waikato District Council conditions, accepted plans and specifications shall be available on site during construction.

Page: 1 of 44

To	Infrastructure Committee
Report title	Proposed Road Name for Subdivision 0070/21 at Helenvale Crescent, Pokeno
Date:	24 May 2023
Report Author:	Ellen Wilson, Contracts & Compliance Coordinator
Authorised by:	Anthony Averill, Deputy General Manager Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To seek approval from the Infrastructure Committee on the Proposed Road Name for Subdivision 0070/21 at Helenvale Crescent, Pokeno.

2. Executive summary

Whakaraapopototanga matua

This report requests that the Infrastructure Committee approve the preferred road name for the subdivision at Helenvale Crescent, Pokeno. The developer would prefer to utilise a name which is on the pre-approved list (Coptic Terrace). The other alternative names (Nga Tupuna Terrace and Toto Taikaranga Road) are names recommended by the local Hapuu Te Hau Kainga Mana Whenua Pokeno Charitable Trust.

The names have been checked by Council staff against the Road Naming Policy.

The developer has contacted the local hapuu Te Hau Kainga Mana Whenua Pokeno Charitable Trust and was unable to contact Ngati Naho at the time.

The preferred name (Coptic Terrace) was approved for recommendation to the Infrastructure Committee by the Pokeno Community Committee at their meeting on 8 May 2023.

3. Staff recommendations Tuutohu-aa-kaimahi

That the Infrastructure Committee approve the following proposed road name submitted by the developer;

- a. for SUB 0070/21, Helenvale Cresecent, Pokeno.**
 - i. Option 1: Road 1 (Lot 201) – Coptic Terrace**

4. Background Koorero whaimaarama

SUB 0070/21 are residential developments on, more or less, 106,900m² at Helenvale Crescent, Pokeno. The development is consented to create 13 new lots situated on the western side of the Waikato Expressway and approximately 2km North from the Pokeno township.

A pre-approved list of names exists for the Pokeno Community Committee (attached) with only one name remaining to choose from, and the Developers preferred name is chosen from this list.

Through consultation with the local hapuu Te Hau Kainga Mana Whenua Pokeno Charitable Trust, additional road name options have been proposed. The developer has chosen two of these as Option 2 and Option 3 for this road name application.

Staff have reviewed the names and considered they do not duplicate, sound too similar, or is a duplicated street type (e.g. street, road, avenue, boulevard, junction, crescent, etc) which may otherwise cause travel uncertainties in the Waikato District. The names have been checked against Google mapping and NZ Post. Option 3 is 16km away from Taikaranga Street, Pukekohe. Staff have emailed LINZ who have confirmed this road name option meets their addressing standards.

5. Discussion and analysis Taataritanga me ngaa tohutohu

The current Infrastructure Committee approved road name list (attachment 1) provides a list of recommended historical, social, cultural and geographic themed names, background to the name choice, an indication of any potential duplication or sound similarity issues. There are no exclusions of any suffix applicable to these name options as per the Road Naming Policy.

The road name list currently only contains one name and staff have discussed with the Pokeno Community Committee to have a workshop to add additional names to the list.

It is acceptable under the Council's Road Naming Policy to use names that are not on the list.

Name (in order of preference)	Reason	Location of duplicate or similar sounding name in adjoining councils	OFFICE USE ONLY	
			Classification Exclusion and notes	Approved or Declined
Coptic Terrace	Name of ship that brought early settlers to Pokeno. <i>*Chosen from the Infrastructure Committee pre-approved Road Name list.</i>	Mangere East, 30km from Pokeno	nil	Approved by roading team
Nga Tupuna Terrace	Recommended by the local hapuu. "These names represent taatou tupuna-our ancestors from whom our family descend".	Nga Tupuna Street, Pegasus, Christchurch	nil	Approved by roading team
Toto Taikaranga Road	Recommended by the local hapuu. "These names represent taatou tupuna-our ancestors from whom our family descend".	Taikaranga Street, Pukekohe	nil	Approved by roading team

5.1 Options

Ngaa koowhiringa

Staff have assessed that there are three reasonable and viable options for the Infrastructure Committee to consider:

1. Option 1 – approve the requested road name Option 1 chosen from the approved road name list.
2. Option 2 – approve road name Option 2 (Nga Tupuna Terrace) as proposed by the local hapuu
3. Option 3 – approve road name Option 3 (Toto Taikaranga Terrace) as proposed by the local hapuu

5.2 Financial considerations

Whaiwhakaaro puutea

There are no material financial considerations associated with the recommendations of this report. All costs for new road names are being met by developers.

5.3 Legal considerations

Whaiwhakaaro-aa-ture

Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.

5.4 Strategy and policy considerations

Whaiwhakaaro whakamaaherehere kaupapa here

The report and recommendations are consistent with the Council's policies, plans and prior decisions.

5.5 Maaori and cultural considerations

Whaiwhakaaro Maaori me oona tikanga

Local hapuu have been included in the correspondence to the necessary community committee members advising of the road name application.

5.6 Climate response and resilience considerations

Whaiwhakaaro-aa-taiao

The matters in this report have no known impact on climate change or resilience for the Council.

5.7 Risks

Tuuraru

The decisions and matters of this report are assessed as of low risk, in accordance with the Council's Risk assessment and risk appetite.

6. Significance and engagement assessment Aromatawai paahekoheko

6.1 Significance Te Hiranga

The decisions and matters of this report are assessed as of low significance, in accordance with the Council's [Significance and Engagement Policy](#).

6.2 Engagement Te Whakatuutakitaki

Highest level of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Community Boards/Community Committees
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Local hapuu (Te Hau Kainga Mana Whenua Pokeno Charitable Trust)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Affected Communities
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Affected Businesses
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other (Please Specify)

7. Next steps Ahu whakamua

If the preferred name is approved, the Developer will utilise this. If not, an alternative option will be used.

8. Confirmation of statutory compliance Te Whakatuuturutanga aa-ture

As required by the Local Government Act 2002, staff confirm the following:

The report fits with Council's role and the Infrastructure Committee's Terms of Reference and Delegations.	Confirmed
The report contains sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages (<i>Section 5.1</i>).	Confirmed
Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (<i>Section 6.1</i>).	Low
The report contains adequate consideration of the views and preferences of affected and interested persons taking account of any proposed or previous community engagement and assessed level of significance (<i>Section 6.2</i>).	Confirmed
The report considers impact on Maaori (<i>Section 5.5</i>)	Confirmed
The report and recommendations are consistent with Council's plans and policies (<i>Section 5.4</i>).	Confirmed
The report and recommendations comply with Council's legal duties and responsibilities (<i>Section 5.3</i>).	Confirmed

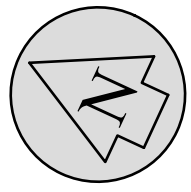
9. Attachments Ngaa taapirihanga

Attachment 1 – Pokeno Community Committee pre-approved road name list

Attachment 2 – Development Map

Draft Pokeno Street Name list

ID	Name	Reason	Location of duplicate or similar sounding name in NZ	✓ if include in draft approved list	Classification exclusions and notes
<u>Historical Theme</u>					
1	Coptic	Name of ship that brought early settlers to Pokeno.	Coptic Place. Currently in Mangere East, 30km from Pokeno so borderline.	✓	Pending
<u>Noteworthy Persons</u>					
<u>Culture Theme</u>					
	Various minor roads or ROW's	Minor roads names associated with any link road named Tokomauri need consultation with Paul Heta at Pokeno.			



State Highway 1

202¹³⁹
Legal Access

203
Legal Access

204
Legal Access

State Highway 1

205
Legal Access

Legal Access
Stage 1

12m Transpower setback

10m setback from State Highway

10m setback from State Highway

10m setback from State Highway

To be Vested as Road - Stage 1

201 4970m²

To be Vested as Road

ex. overhead power line

Helenvale Crescent

12m Transpower setback

12m Transpower setback

53
5320m²

50
565m²

47
565m²

46
565m²

43
565m²

42
670m²

35
780m²

52
1100m²

51
1100m²

49
580m²

48
580m²

45
580m²

44
580m²

41
875m²

36
700m²

208
Legal Access

207
Legal Access

Drainage Reserve

40
800m²

37
540m²

39
945m²

38
595m²

206
Legal Access

AREAS AND MEASUREMENTS ARE
SUBJECT TO CONFIRMATION BY SURVEY

NOTE: LOTS 37 TO 52 WILL BE REQUIRED TO
INSTALL A PRIVATE WASTEWATER PUMP ON
INDIVIDUAL LOTS DUE TO THE TOPOGRAPHY

STAGE 2



Level One, 17 Hall Street
PO Box 466 Pukekohe 2340
Phone 09 238 9991
Fax 09 238 9307
email: info@subdivision.co.nz
web: www.subdivision.co.nz

FRED NUMBER 1 LIMITED

PLAN OF LOTS 13 - 53
AT SUBDIVISION ON HELENVALE CRESCENT, POKENO.

REAL ESTATE PLAN

Drawn By R P	J1160 - REAL ESTATE PLAN Stage 2
Scale @A3 1 : 1000	DEC 2022 J1160

To	Infrastructure Committee
Report title	Exclusion of the Public
Date:	17 May 2023
Report Author:	Rosa Leahy, Democracy Advisor
Authorised by:	Gaylene Kanawa, Democracy Manager

1. **Staff recommendations** **Tuutohu-aa-kaimahi**

THAT the public be excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
Item PEX 2.1 Acquisition of Land - Ngaruawahia	Good reason to withhold exists under Section 6 or Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
Item PEX 2.2 Induction for Council's Three Waters Business		

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item No.	Section	Interest
Item PEX 2.1 Acquisition of land - Ngaruawahia	7(2)(i)	To enable negotiations to carry on without prejudice or disadvantage.
Item PEX 2.2 Induction for Council's Three Waters Business	7(2)(c)(i)	To protect information that is subject to an obligation of confidence and to ensure the information avenue remains open, when it is in the public interest for it to do so.
	7(2)(j)	To prevent use of the information for improper gain or advantage.

2. Attachments

Ngaa taapirihanga

There are no attachments for this report.
