

Agenda for a meeting of the Waters Governance Board meeting to be held in the Committee Rooms 1 & 2, District Office, 15 Galileo Street, Ngaruawahia on **THURSDAY 29 AUGUST 2019** commencing at **9.00am**.

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.

1. **APOLOGIES AND LEAVE OF ABSENCE**
2. **CONFIRMATION OF STATUS OF AGENDA**
3. **DISCLOSURES OF INTEREST**
4. **CONFIRMATION OF MINUTES**
Meeting held on Wednesday 24 July 2019 2
5. **REPORTS**
 - 5.1 Update on the Hamilton to Auckland Corridor Initiative 6
 - 5.2 Mobilisation Plan 47
6. **EXCLUSION OF THE PUBLIC** 50

GJ Ion
CHIEF EXECUTIVE

Open Meeting

To	Waters Governance Board
From	Gavin Ion Chief Executive
Date	1 August 2019
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
Reference #	GOV1303
Report Title	Confirmation of Minutes

1. EXECUTIVE SUMMARY

To confirm the minutes of the Waters Governance Board meeting held on Wednesday 24 July 2019.

2. RECOMMENDATION

THAT the minutes of the meeting of the **Waters Governance Board** held on **Wednesday 24 July 2019** be confirmed as a true and correct record of that meeting.

3. ATTACHMENTS

WGB Minutes – 24 July 2019

MINUTES of a meeting of the Waters Governance Board of the Waikato District Council held in Committee Rooms 1 & 2, District Office, 15 Galileo Street, Ngaruawahia on **WEDNESDAY 24 JULY 2019** commencing at **9.05am**.

Present:

Mr D Wright (Chair)
Mr G Dibley
Mr GJ Ion (Chief Executive, Waikato District Council)
Ms J Colliar (Intern)

Attending:

Mr I Cathcart (General Manager Service Delivery)
Ms C Nutt (Project Manager)
Ms C Pidduck (Legal Counsel)
Mr K Pavlovich (Waters Manager)
Mrs LM Wainwright (Committee Secretary)

APPOINTMENT OF CHAIR FOR MEETING

Resolved: (Mr Ion/Mr Dibley)

THAT Mr Wright be appointed as chairperson for the duration of this meeting.

CARRIED on the voices

WGB1907/01

APOLOGIES AND LEAVE OF ABSENCE

Resolved: (Mr Ion/Mr Dibley)

THAT an apology be received from Ms R Schaafhausen.

CARRIED on the voices

WGB1907/02

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Mr Dibley/Mr Ion)

THAT the agenda for a meeting of the Waters Governance Board Meeting held on Wednesday 24 July 2019 be confirmed and all items therein be considered in open meeting with the exception of those items detailed at agenda item 5 which shall be discussed with the public excluded.

CARRIED on the voices

WGBI907/03

DISCLOSURES OF INTEREST

It is noted that Mr Dibley is a Board Member of Water New Zealand.

It is noted that Mr Wright is the Chair of Wellington Water Limited and also a director of Waimea Water Ltd.

CONFIRMATION OF MINUTES

Resolved: (Mr Dibley/Mr Ion)

THAT the minutes of a meeting of the Waters Governance Board Meeting held on Tuesday 25 June 2019 be confirmed as a true and correct record of that meeting.

CARRIED on the voices

WGBI907/04

EXCLUSION OF THE PUBLIC

Agenda Item 5

Resolved: (Mr Ion/Mr Wright)

THAT the report from the Chief Executive be received;

AND THAT the public be excluded from the meeting during discussion on the following items of business:

Confirmation of Minutes dated Tuesday 25 June 2019

Open Meeting

To	Waters Governance Board
From	Gavin Ion Chief Executive
Date	16 August 2019
Prepared by	Vishal Ramduny Strategic Projects Manager Waikato District Council
Chief Executive Approved	Y
DWS Document Set #	WGB2019
Report Title	Update on the Hamilton to Auckland Corridor Initiative

I. EXECUTIVE SUMMARY

An update of the Hamilton to Auckland Corridor Initiative will be provided (in accordance with a request made at a previous Waters Governance Board meeting). The update will take the form of a presentation, which was done at inaugural expanded Future Proof Implementation Committee (FPIC) meeting on 15 August 2019 at Hampton Downs.

The meeting formalised Central Government, Auckland Council and Auckland iwi as three additional partners of Future Proof with a specific focus on the Hamilton to Auckland corridor.

The presentation is attached as pre-meeting reading material. Many Waters Governance Board members will already be familiar with the content but an overview will be provided at the meeting for the benefit of all the members.

All the presentations made at the FPIC meeting were very well received.

There are a number of actions arising from the FPIC meeting. These are:

- Adding Three Water as a focus area in the work programme;
- A stronger focus on (and involvement from) the Ministry for Business, Innovation & Employment and Te Wake regarding economic development matters in all the initiatives;
- In the short term, resourcing the next stage of the Hamilton-Waikato mass transit plan development;
- Completing the Hamilton-Waikato and the River Community spatial plans and associated implementation programmes/packages by mid-2020;
- Widening the corridor 'partnership' to the private sector, NGOs, academics and community groups.
- And relating to the last point, placing much more focus on 'telling the story'.
- Advise how the redevelopment of Puhinui station will allow for future intercity rail services [Minister will raise directly with AT, KiwiRail and NZTA]

- Acknowledgement of the role of public transport hubs in shaping urban form.
- Drive from the Minister for Urban Development, Transport and Economic Development to lower the median price of land and houses by encouraging both intensification and greenfield development.

2. RECOMMENDATION

THAT the report from the Chief Executive be received.

3. ATTACHMENTS

Hamilton to Auckland Corridor Initiative presentation

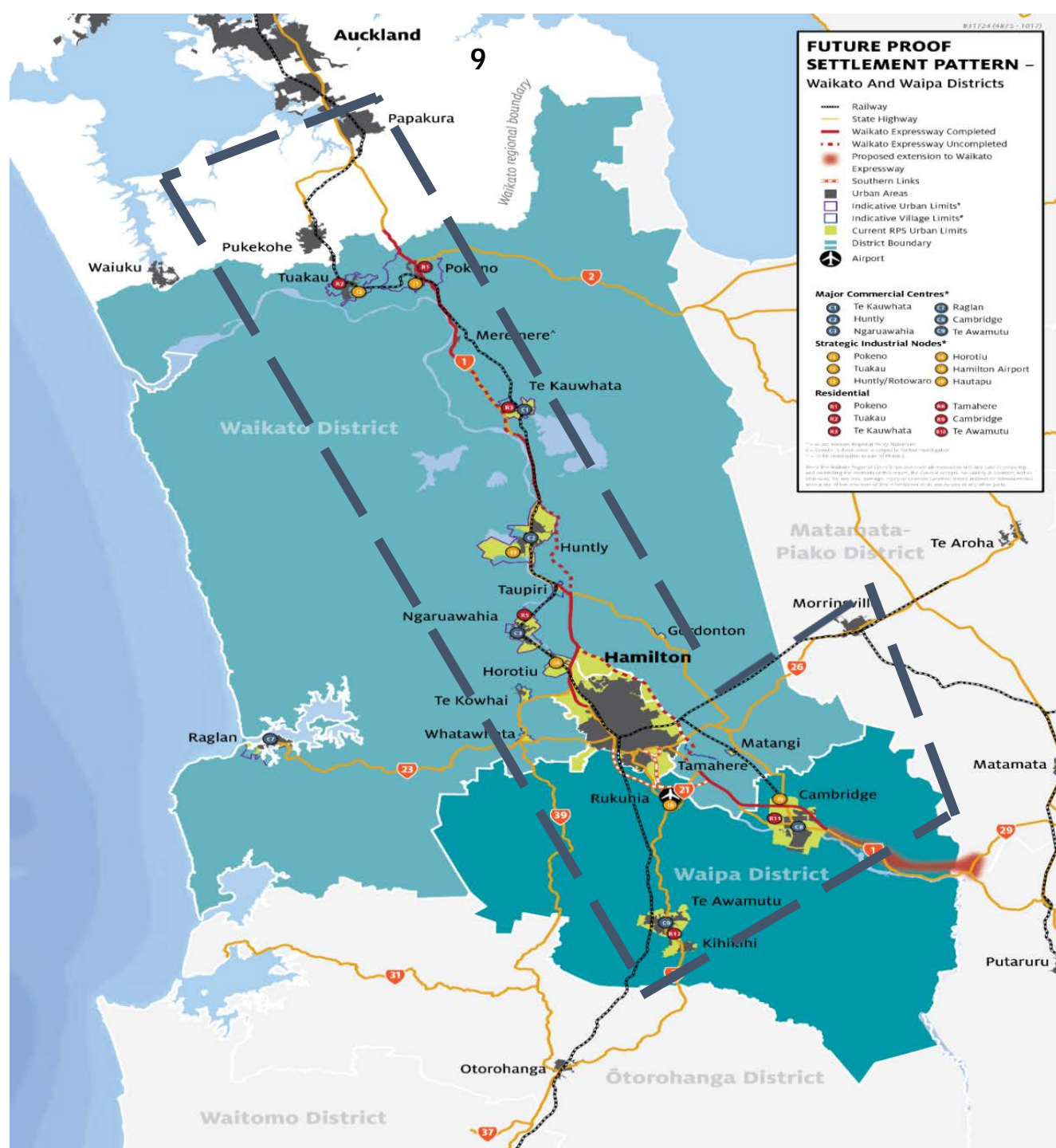


The Hamilton-Auckland Corridor Initiative

Hei Awarua ki te Oranga



Hamilton-Auckland corridor



Why a focus on this corridor?

It's significant and unique:

In terms of size, volume and value, this is New Zealand's most significant water, road and rail corridor.

It's dynamic:

The corridor connects two of New Zealand's largest and fastest growing urban areas along a corridor with high natural and cultural importance and value.

It has significant potential:

There is significant further housing and employment growth potential, particularly in the Papakura-Pokeno and Hamilton-Waikato metro areas

... but also challenges:

Existing corridor management issues - such as congestion on the Southern motorway and water discharge quality – are affecting the whole Upper North Island and will limit current and future potential, unless addressed.

It has the right leadership culture:

Councils and mana whenua along the corridor have a history of being willing to collaborate on land use and infrastructure planning.

It (by design) cuts across territorial, iwi and government administrative boundaries:

providing opportunities to create new shared insights, strategic thinking and frameworks to test current approaches, build new alliances and partnerships.

Objectives and principles

To better support growth and increase connectivity in a way that realises its social, economic, cultural and environmental potential by:

1. Improving housing affordability and choices
2. Enhancing the quality of the natural and built environments, creating vital communities
3. Improving access to employment, public services and amenities.
4. Creating employment opportunities.

Strategic drivers for the initiative

- Connecting urban growth drivers with **physical environmental constraints and opportunities** which provides a high level overview of key locations for growth
- **Growth management that is more agile and responsive to demand, yet clear and firm in its long term intentions** e.g. to protect key corridors, public open spaces and sensitive locations
- **More mass transit/public transport-orientated** and connected land use and travel patterns
- **More innovative, responsive and timely provision of infrastructure** that helps direct growth, optimises the use of land and matches capacity to future demand
- **Increased pace and scale** in the realisation of transformational opportunities through the application of innovative new tools, thinking and approaches.

A snapshot of New Zealand's urban areas

Land prices are too high

Productivity is flat

Income is not growing as it should

Housing costs are rising

Traffic congestion is getting worse

We have high rates of car mode share

Three changes needed for urban markets to perform better

Making room for
growth

True costs of growth

Efficient mass transit/public
transport

The Urban Growth Agenda (UGA) strategy

Designed to create the conditions for the market to respond to growth, bring down the high cost of urban land to improve housing affordability and support thriving communities.

The five pillars of work:

Infrastructure
funding and
financing

Urban
planning

Spatial
planning

Legislative
reform

Transport
pricing

Spatial planning

Spatial planning is about coordination and integration

- High-level direction for future growth
- A collaborative exercise to produce an evidence-based, long term (30-100 year view) strategy for an area, that will deliver social, economic, environmental and cultural benefits.
- Brings together decisions about how space will be developed and used over the long term.

Visually, it illustrates:

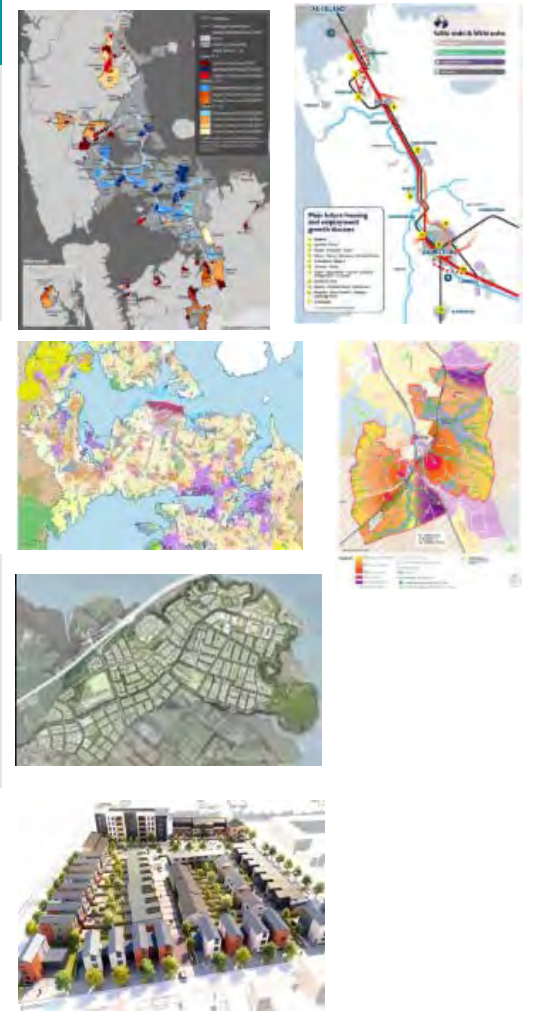
- existing and future land use patterns
- existing and future infrastructure provision and strategic corridors for infrastructure
- priority areas for investment
- 'no-go' areas, and areas for mitigating development impacts or restoring environmental qualities
- other strategically significant priorities for the region.

Spatial planning: Where does it sit in the hierarchy of planning?¹⁶

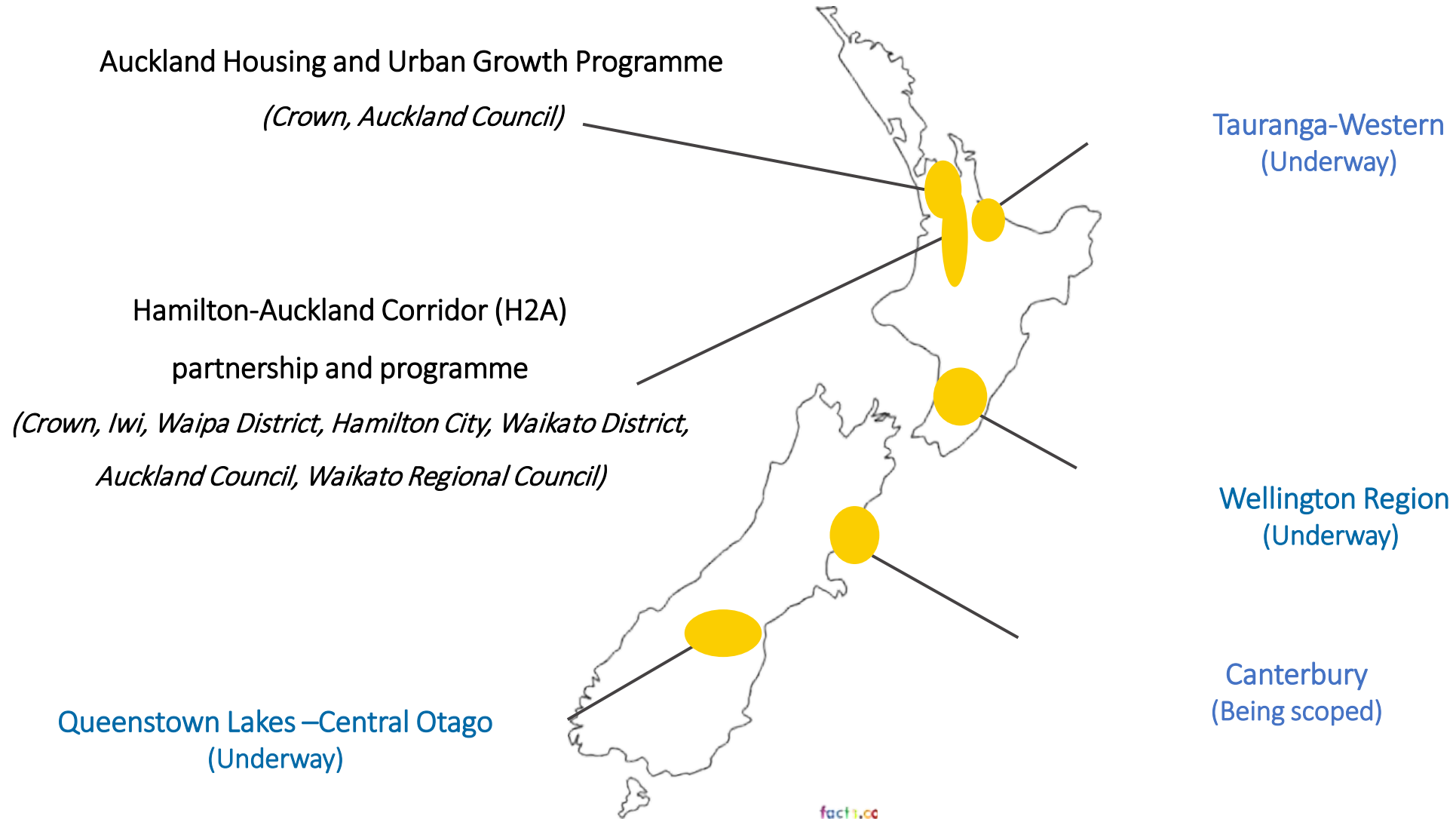
Strategic

Specific

Types of planning	Scale	Examples
Spatial planning	<i>Regional</i> (strategic) Includes sub-regional and interregional considerations	<ul style="list-style-type: none">• Hamilton-Waikato Metro Plan• Auckland Development Strategy
Land use planning	<i>Local authority</i> (site specific) Includes city and district regulations	<ul style="list-style-type: none">• Auckland Unitary Plan• Structure planning (e.g. Drury)
Master planning	<i>Precinct</i> (site specific) Includes detailed allocation of land uses and infrastructure	<ul style="list-style-type: none">• Hobsonville Point• Large scale projects
Scheme planning	<i>Project</i> (site specific) Includes detailed design and architecture	<ul style="list-style-type: none">• Ngāi Tahu's Kerepeti Development (Hobsonville Point)



New and emerging urban growth partnerships, underpinned by spatial planning



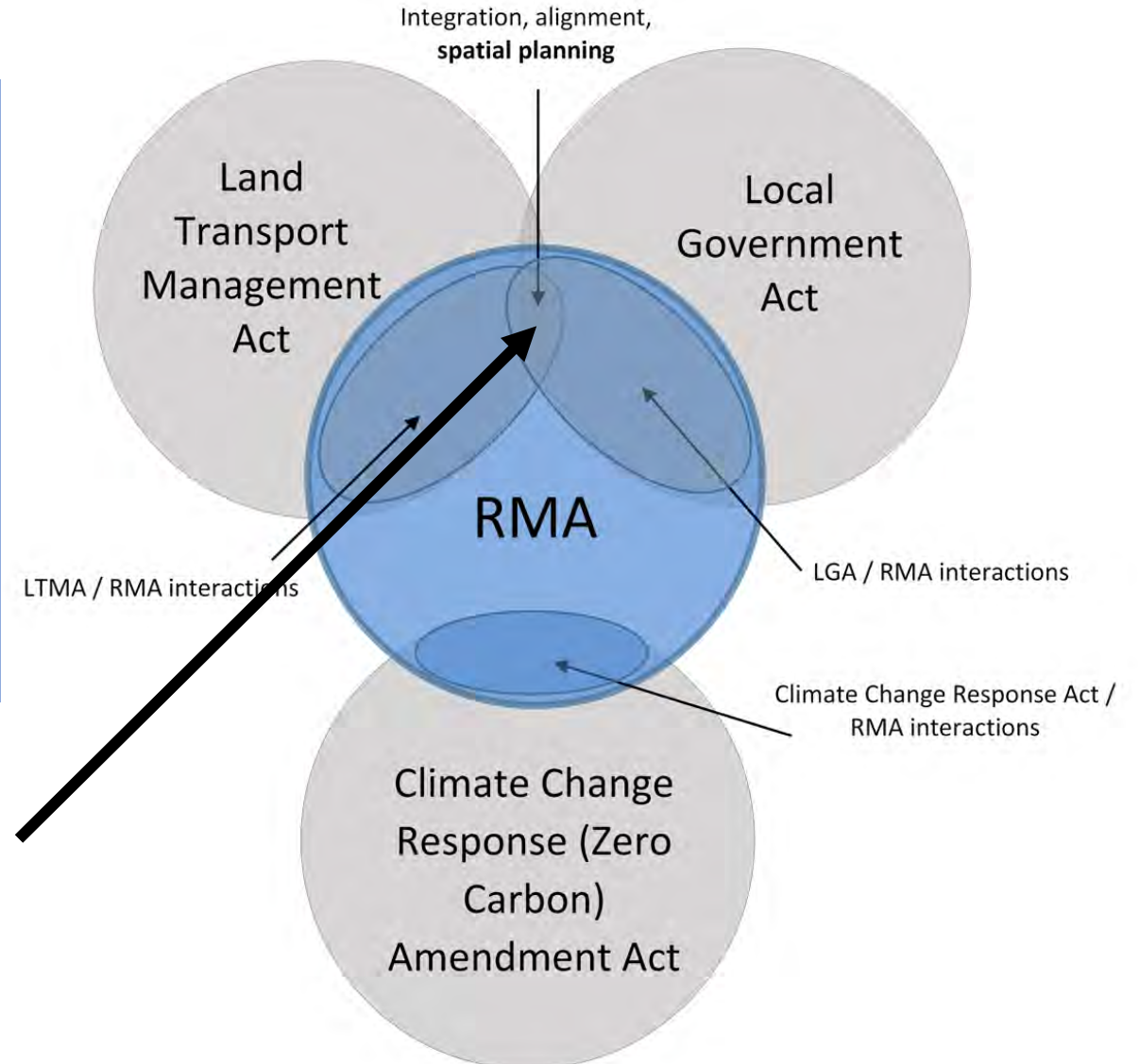
Legislative reform: Improving our resource management system

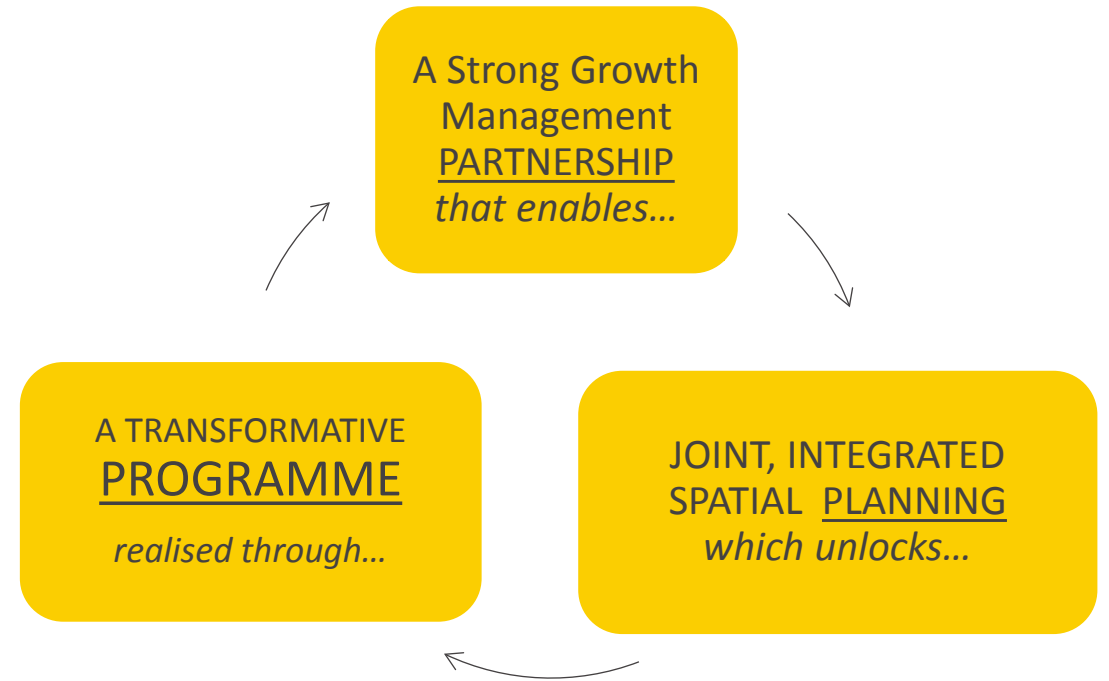
Comprehensive review to examine the broader and deeper changes needed to support the transition to a more productive, sustainable and inclusive economy.

The aim is to improve environmental outcomes and enable better and timely urban development within environmental limits.

Focus is on the RMA, and how it interacts with other key legislation such as the LGA, LTMA, Zero Carbon AA.

*Signals an increased role of **spatial planning** to help make better and more strategic decisions about resources and infrastructure over longer timeframes.*





Hei awarua ki te oranga

Hamilton-Auckland

Corridor for wellbeing

Six focus areas

FOCUSAREA6 (New) : Waters

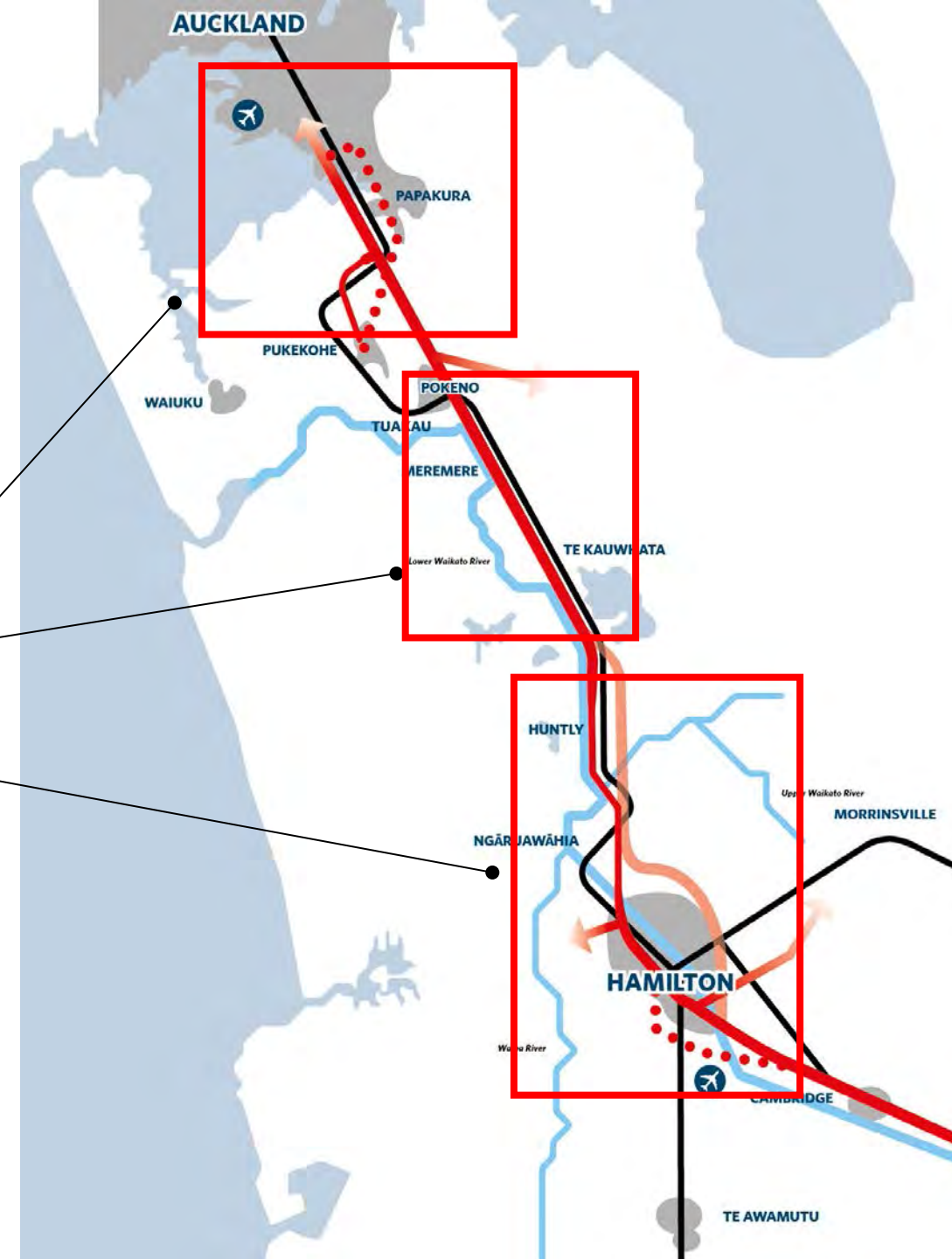
FOCUSAREA1: Stronger corridor connections

FOCUSAREA2: Papakura-Pokeno sub-region

FOCUSAREA3: River communities

FOCUSAREA4: Hamilton-Waikato sub-region

FOCUSAREA5: New tools and options to unlock full potential



FOCUS AREA 1: Stronger Corridor Connections



Focus area 1: Stronger corridor connections

A system-wide approach to transport

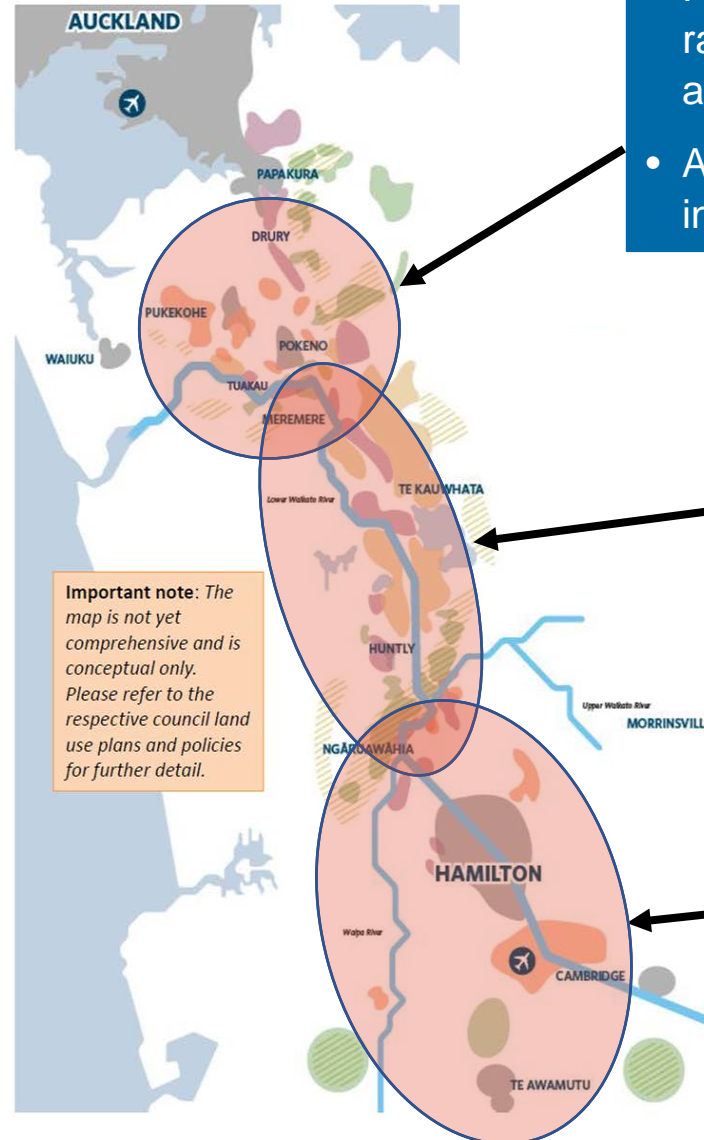
A long-term, system-wide view

Exciting opportunities to:

- Create vibrant, well connected places
- Improve access to jobs and opportunities
- Make room for growth
- Increase choice and deliver mode shift
- Reduce emissions and congestion
- Improve health

An integrated & multi-layered approach:

- Rapid intercity rail
- Mass transit corridors connecting key hubs
- Enhanced local public transport networks
- Excellent walking, cycling and urban realm



Pokeno & Surrounds

- Improved Pokeno-Tuakau-Mercer links
- Possible extension of Auckland metro rail network (subject to further assessment)
- Anchoring residential and commercial intensification around transit

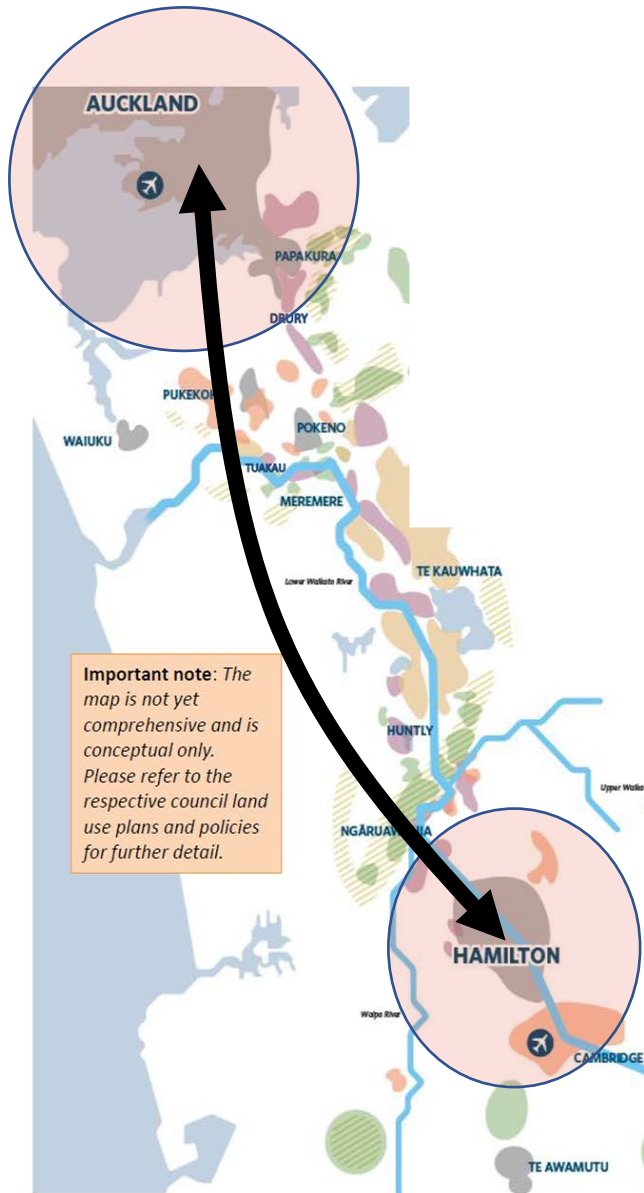
River Communities

- Significant benefits brought by Waikato Expressway
- Improved Pokeno-Meremere-Mercer-Huntly links

Hamilton-Waikato Metro Area

- A new mass transit network
- Enhanced local connectivity
- Supporting key hubs and growth corridors

Intercity connectivity – a phased approach²³



Phase 1: Hamilton-Auckland 'Start Up' service (by June 2020)

The first step towards better intercity connectivity

Works currently underway to construct stations and refurbish rolling stock

Calling at Frankton, Rotokauri, Huntly & Papakura

Phase 2: Start-up 'next steps'

How should the start-up service evolve to meet customer expectations?

What does a future service pattern look like in the medium term?

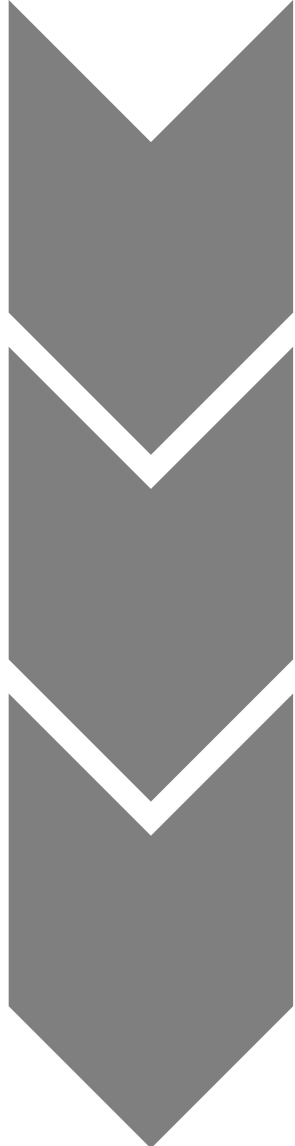
Planning for this should start now...

Phase 3: Rapid Intercity Rail – indicative business case (by April 2020)

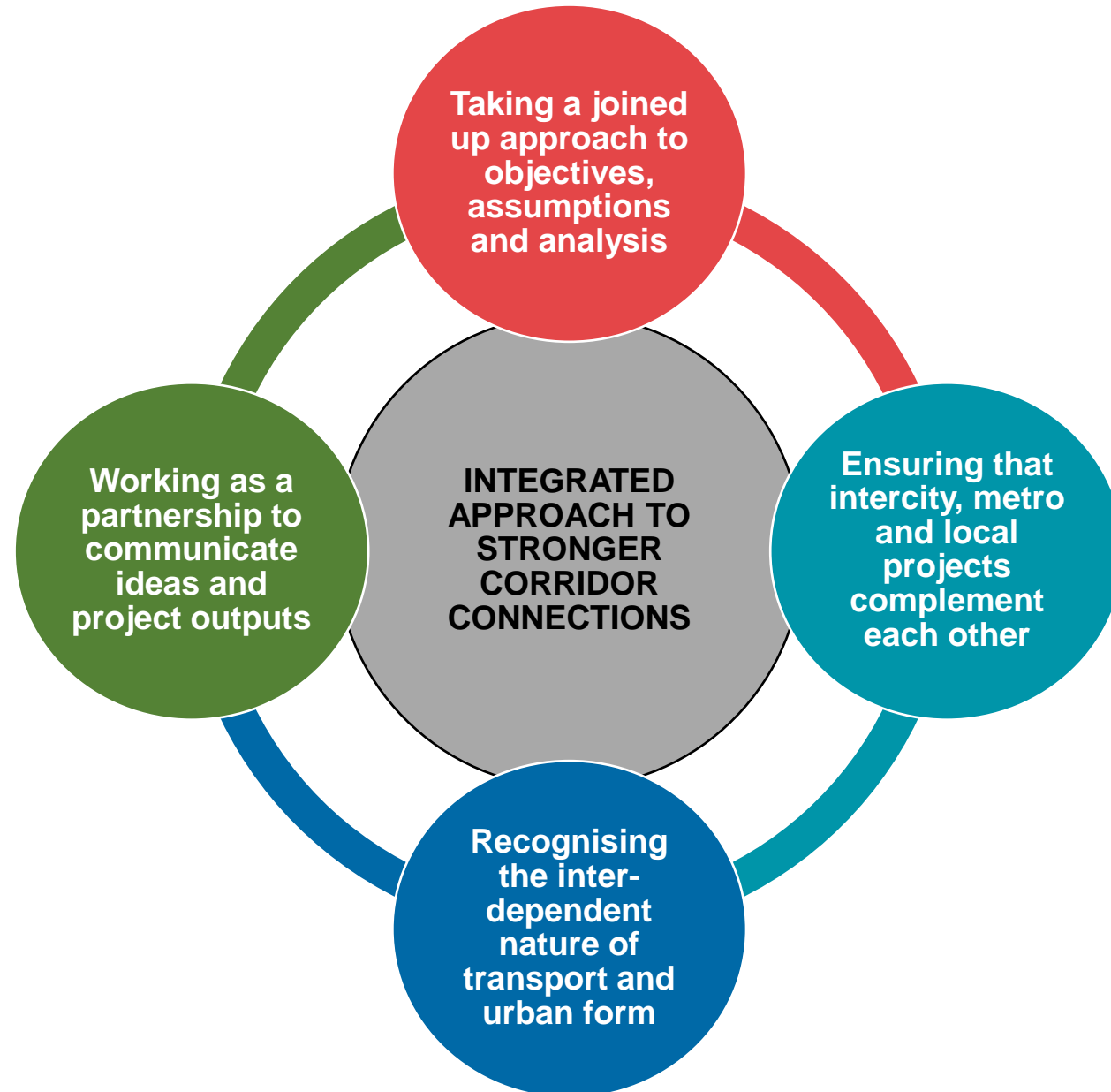
The business case will test how future rapid rail might help:

- Boost productivity
- Improve access and enable greater transport choice
- Reduce congestion and emissions from transport
- Increase and anchor urban development in a way that is transit oriented

It will help build an evidence base around options, benefits and stimulated growth



An integrated approach to delivering stronger corridor connections²⁴



Waikato Sub-Regional Three Waters Investigation

To identify the most innovative, responsive and timely infrastructure solutions, unconstrained by territorial boundaries, while creating greater environmental outcomes, community benefits and overall efficiencies than individual TLAs can achieve alone.

Key principles

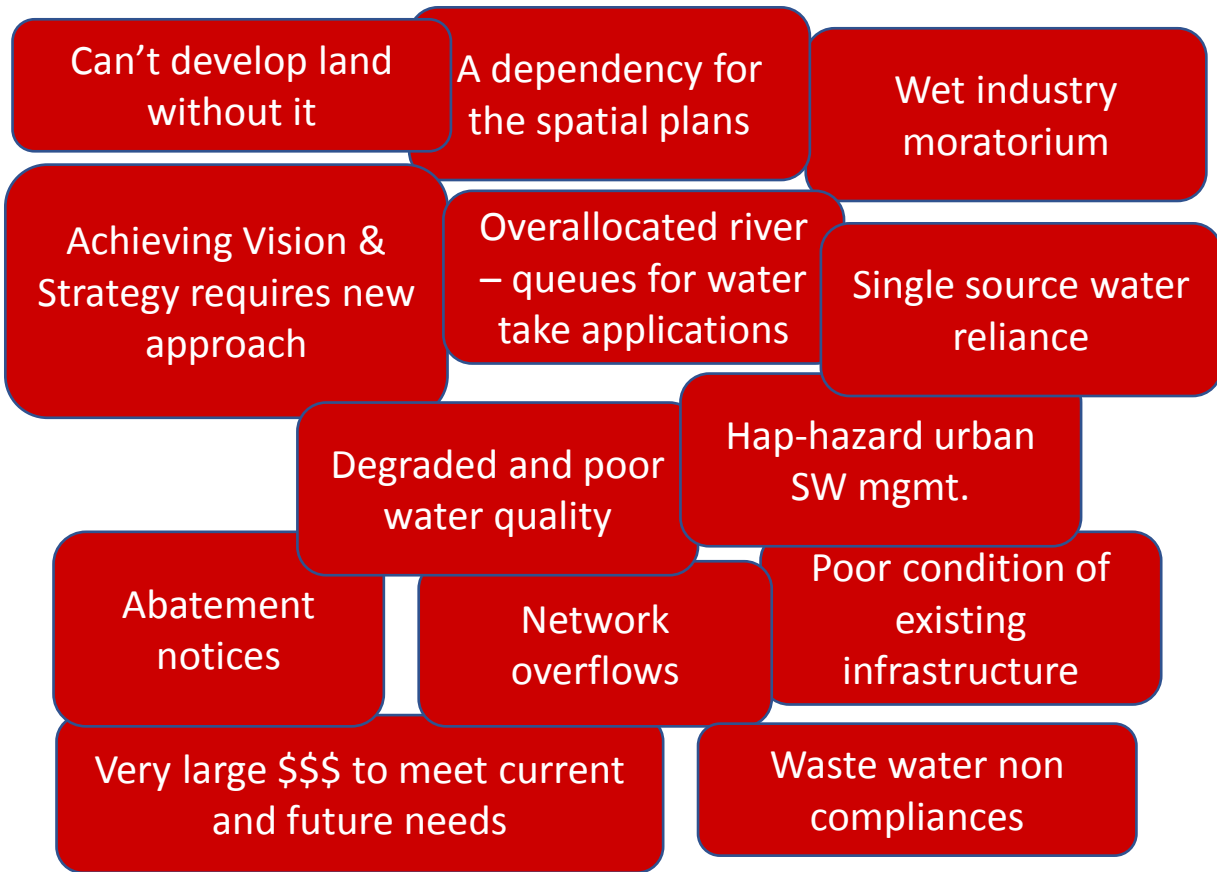
- Considering 10, 30 and 100-year planning horizons
- Taking an integrated, holistic and boundary-less approach that delivers the best for river and best for community outcomes
- Consideration of three waters infrastructure (water supply, wastewater and stormwater) but excluding rural drainage and flood management
- Focus on the Future Proof sub-region within the context of the whole Waikato River catchment

Two stages

1. Scoping and strategic case preparation (*currently underway (to September 2019)*).
2. Full technical study and delivery of intergenerational investment plan (*dependent on funding*) (September 2019 to June 2020).

Waters: Waikato Sub-regional Three Waters Investigation

Why is three waters so important?



- Integrated catchment approach -> collective, aligned and consistent approach to achieve **Te Ture Whaimana**
- Unlocks economic potential of the corridor
- Underpins environmental aspirations and goals
- Major spend - opportunity to maximise and deliver greatest value for \$\$ invested
- Enabler and dependency for other H2A initiatives

Waters: Waikato Sub-regional Three Waters Investigation

Outputs so far

- Collaboration and improved understanding across parties.
- Clear and agreed vision for three waters management.
- Clear problem definition and “Best for River” definition.
- First cut long-list of potential future three-waters servicing options.

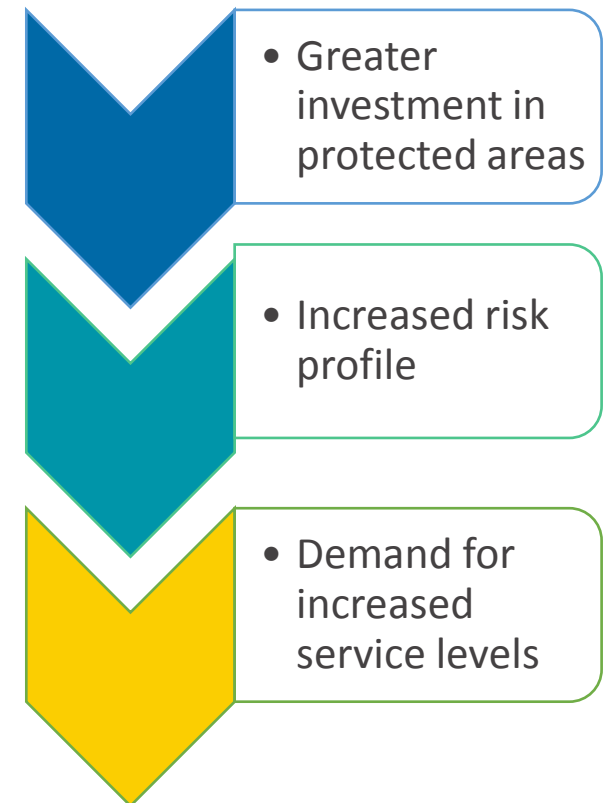
Next steps

- Complete strategic business case (phase 1) – funded.
- Input into Hamilton-Auckland spatial planning projects.
- Complete phase 2 (subject to funding):
 - programme business case to align with 2021 LTP processes and planning
 - delivering an agreed sub-regional plan and approach to strategic three waters management.

Waters: Drainage and flood protection

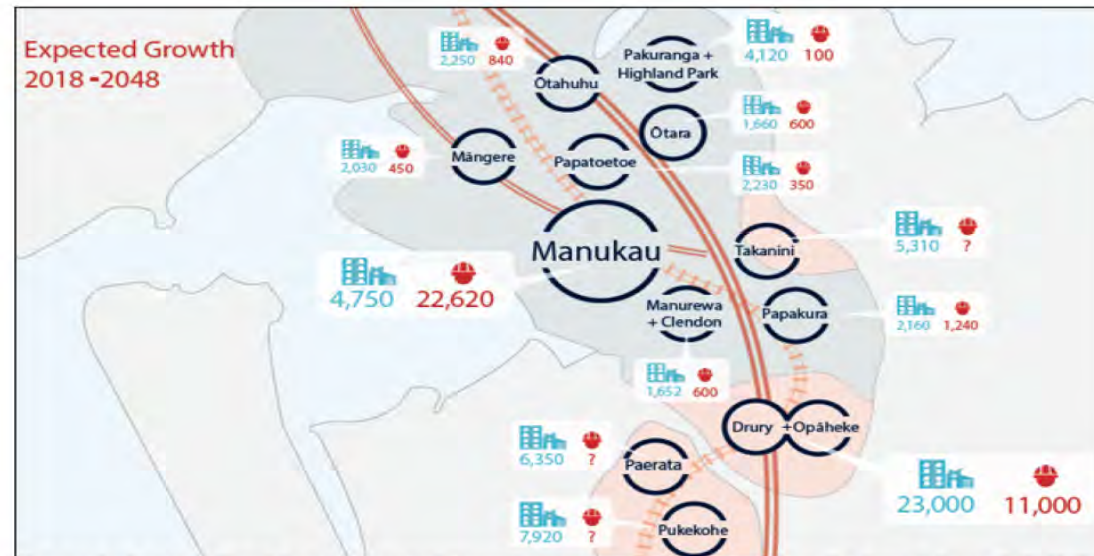
Flood management and land drainage is critical enabling infrastructure.

- Lower Waikato – \$170m of current assets.
- Flood and drainage infrastructure keeps the land useable.
- A need to front-foot investment to enable intensification of land use.
- Cost or environmental impacts may be prohibitive in places



FOCUS AREA 2: Papakura-Pokeno Sub-Region

Planning for growth in South Auckland



Expected household and employment growth for South Auckland (2018-48)

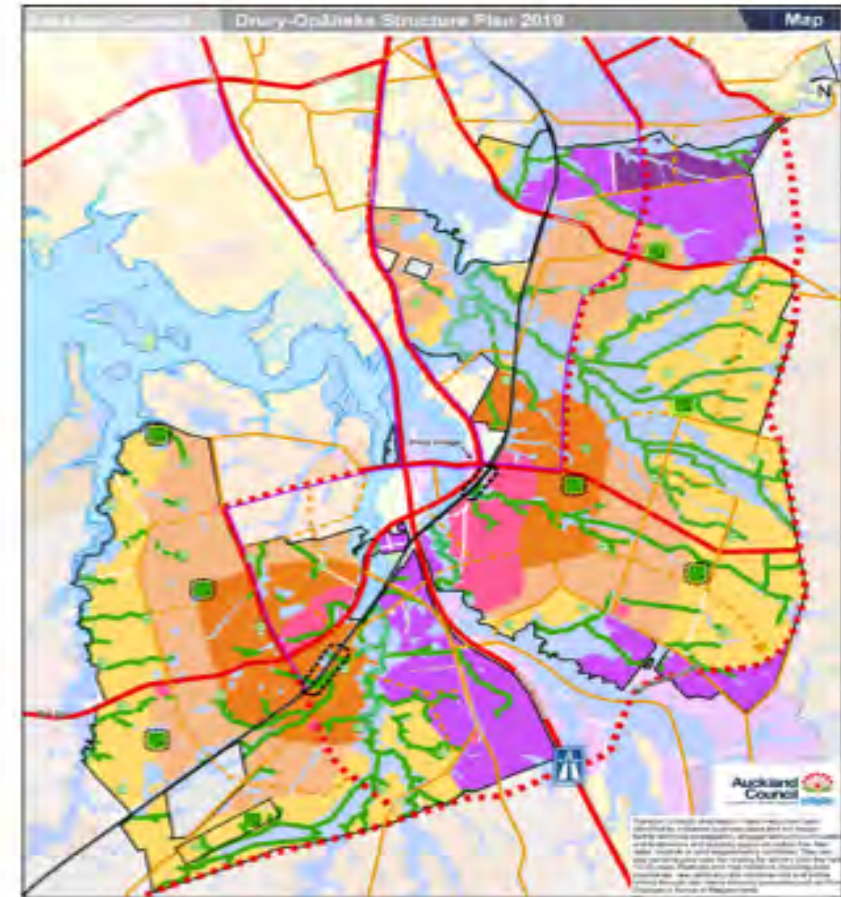
- Auckland Plan Development Strategy – spatial location and temporal indication of growth in Auckland
- Implemented through the Auckland Unitary Plan, the Future Urban Land Supply Strategy, the LTP, area plans (brownfields) and structure plans (future urban)
- Housing and employment growth hand in hand
- Extensive community engagement at all stages
- The infrastructure required to create communities and how that infrastructure is funded are key components of strategy

Drury- Opaheke Structure Plan

- Expected growth (over 30 years):

Households	Population	Jobs
~23,000	~60,000	~11,000

- key challenges.
 - Legacy deficit in transport network
 - Current transport network at or over capacity most of the day
 - Transport infrastructure funding shortfall of at least \$2 billion (\$1.1 billion funded)
- Approach:
 - Auckland Council and Crown Joint Programme of Work
 - Certainty over timing of key PT infrastructure and how to cover funding shortfall required
 - In interim, rezoning from future urban to urban is paused

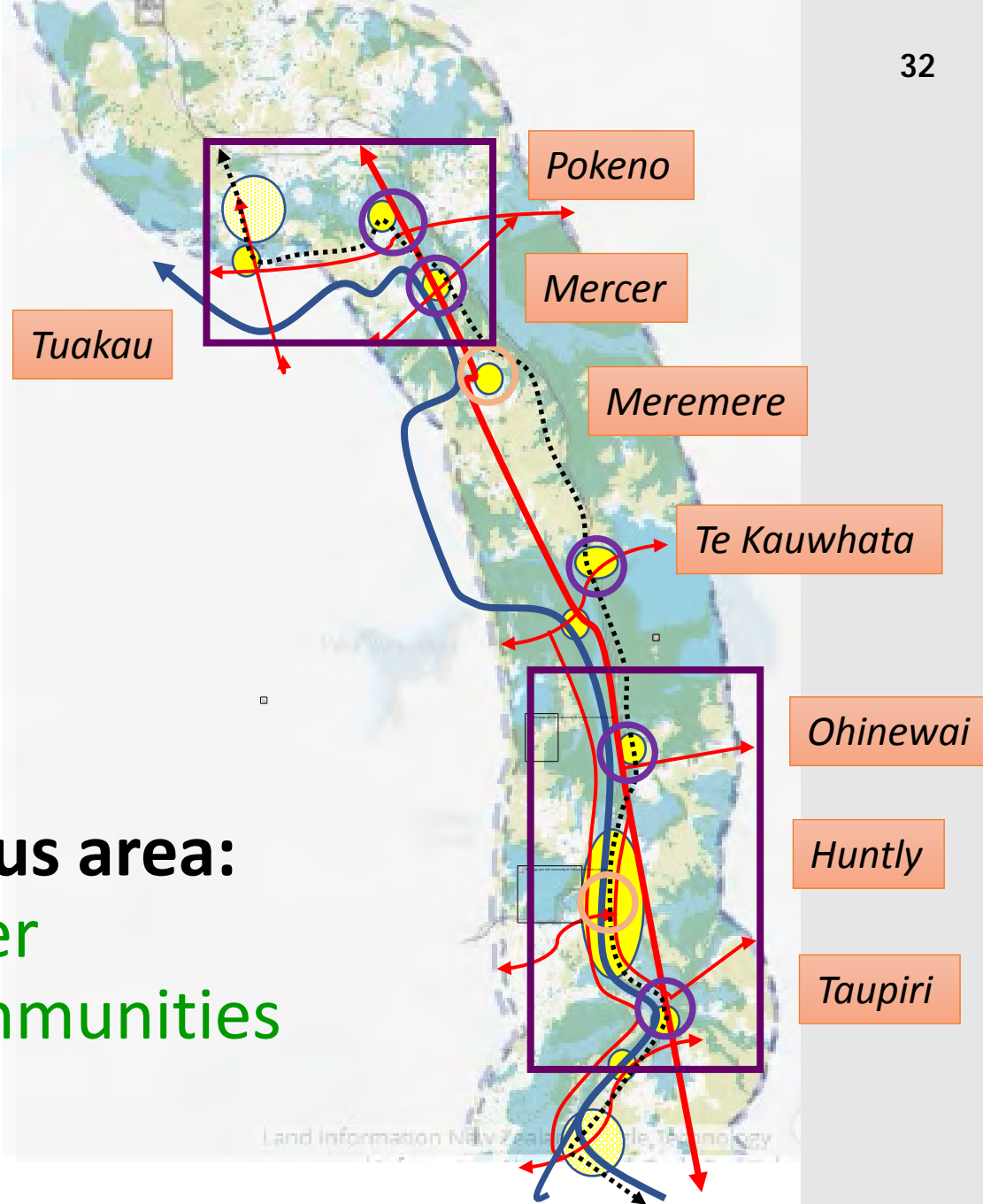


Placeholder: Drury-Opāheke Structure Plan

FOCUS AREA 3: ³¹ River Communities



Focus area:
River
communities

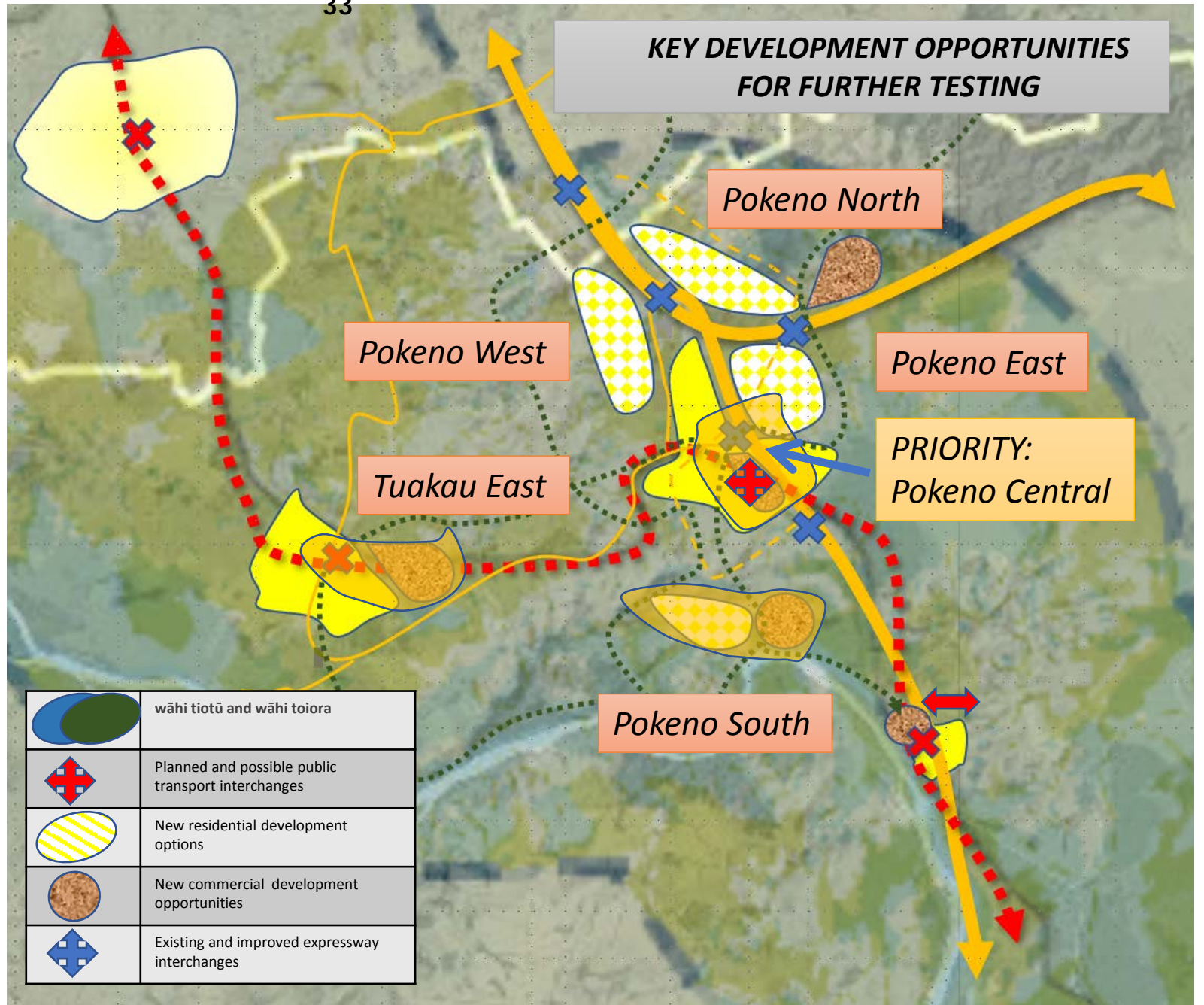


- The strong presence of wāhi tiotū and wāhi toiora direct and shape any future development options
- The key development options shown on the right are where several or all of these key factors come together:
 - river
 - lake, mountain or other landscape feature
 - access to expressway
 - east-west road connections
 - rail access options
 - public transport services
 - major assets that can be redeveloped.
- To understand these opportunities better we have undertaken initial spatial analysis for Pokeno & environs and Huntly & environs

Focus area 3: River communities

Pokeno and environs

- **STRONG DEMAND:** Ongoing market interest given strategic location.
- **LONG TERM SUPPLY:** Realistic options for both intensification, redevelopment and growing outwards to the west, north and east, with a 'wildcard' 'south' option.
- **GROWTH MANAGEMENT: FUTURE GROWTH SHOULD BE SUBJECT TO:**
 - ✓ having a long term spatial plan for the network of settlements
 - ✓ provision of basic/daily services and amenities
 - ✓ rapid and public transport provision
 - ✓ enabling infrastructure provision e.g. arterial roading network
 - ✓ development funding its own marginal costs.

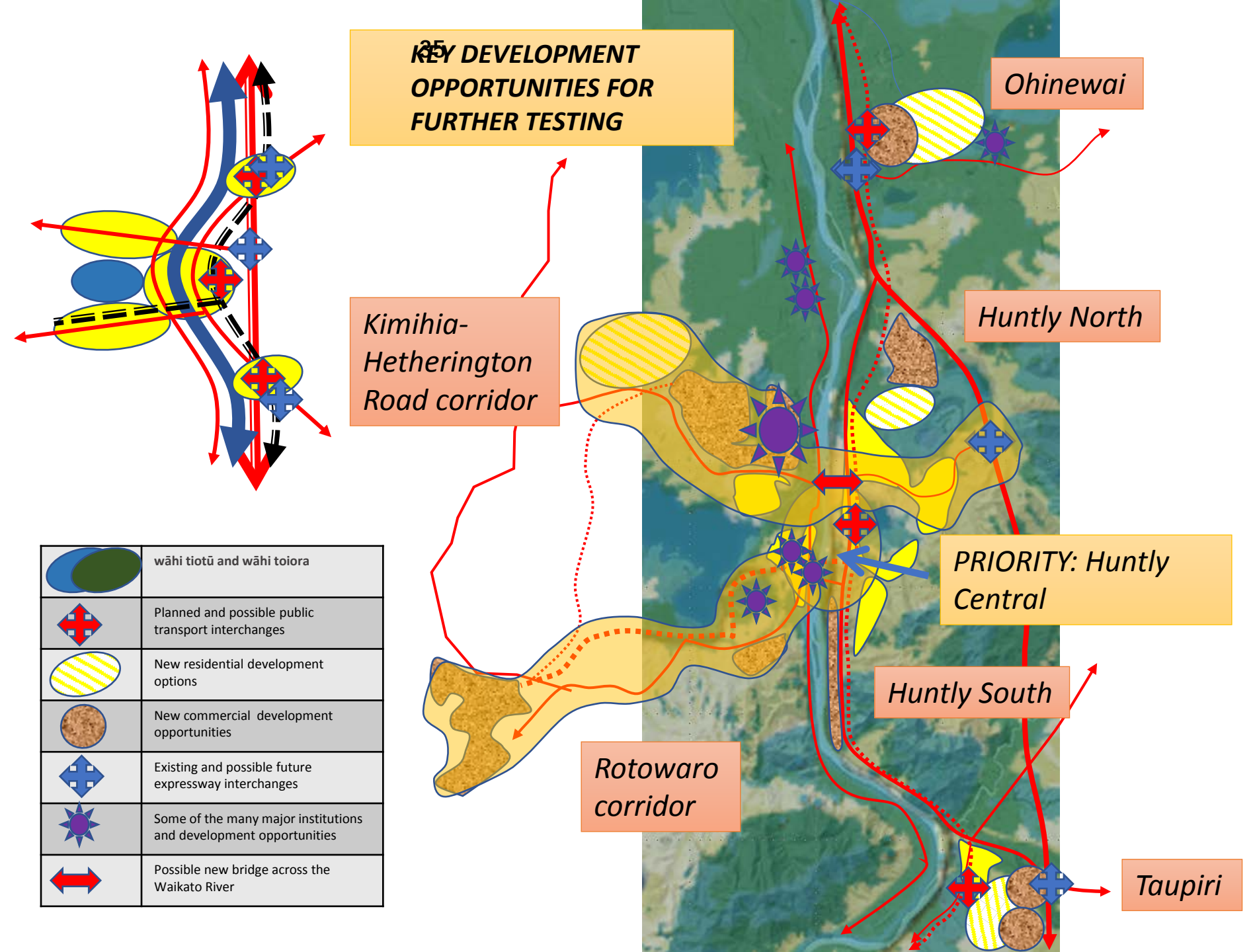


Key Principles - Emerging development scenario for Pokeno

- Further residential growth in Pokeno should follow the development and adoption of a long term spatial structure plan
- Residential growth **should be staged** to match the supply of...
 1. Staged introduction of commuter rail and/or rapid bus services.
 2. Creation of further employment opportunities in the local area.
 3. Improved access to retail, business, recreation and community services.
 4. Bulk service delivery.
- As a priority, any subsequent growth should be concentrated in and around the town centre (the 800m station catchment) to support the business case for commuter rail and/or rapid bus services, and to make the most of existing and planned investment in social and network infrastructure and retail services.
- Development options such as Pokeno East (east of SH1), Pokeno North (north of SH1 and SH2) and Pokeno South (at the river) will have to fund the cost of the required local roading, SH underpass/overpass/interchanges, active mode and related other network infrastructure
 - *This may result in one or more of these being deemed to be non-feasible development options in the medium or even long term.*

Focus area 3: River communities Huntly and environs

- **STRONG DEMAND:** Strong market interest in the most accessible locations.
- **LONG TERM SUPPLY:** Many short, medium and long term options for intensification, redevelopment and new development; some are subject to risk mitigation and soil stabilisation.
- Very significant re-development opportunities, some longer term e.g. power station



KEY DEVELOPMENT OPPORTUNITIES FOR FURTHER TESTING

Kimihiia-Hetherington Road corridor

PRIORITY: Huntly Central

Rotowaro corridor

Taupiri

Key principles for Huntly & Surrounds Spatial Plan

- Supporting iwi aspirations;
- Redevelopment of social housing;
- Transport hub as an opportunity to better connect the town's residents and residents from surrounding communities to the town;
- Appropriate provision of network and social infrastructure;
- Development informed by a blue-green network (constraints);
- Acknowledging the impacts and residual risks of natural hazards.

FOCUS AREA 4: ³⁷Hamilton Waikato Metro Spatial Plan



Hamilton-Waikato Metro Spatial Plan

Metro Spatial Plan Purpose

The purpose of the Metro Spatial Plan is to determine a shared 100 Year vision and spatial framework for the emerging Hamilton-Waikato area, with a 30-year plan for priority development areas and enabling investment, regardless of administrative boundaries with these four concise and strategic components:

1. Identification of critical areas for protection and restoration, and ‘no go’ areas for development
2. Core transport corridors
3. Priority development areas, where (if required) new planning, funding and financing tools could be piloted
4. Required leading and enabling social and network infrastructure requirements.

Scenarios that were considered

1. BAU existing planning

Continuation of planned urban form as per existing planning documents (RPS, FP, District Plans), which is incremental growth in identified areas

2. City-focussed growth

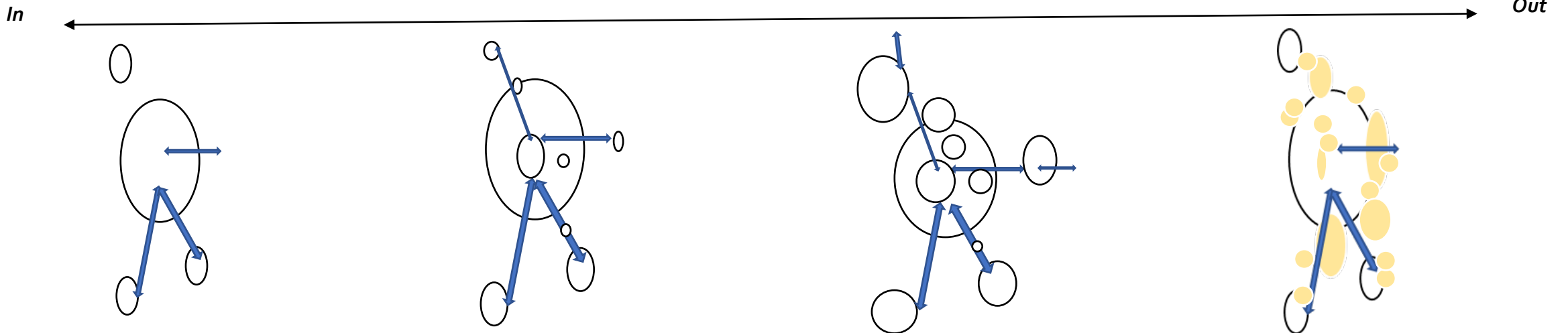
A high density urban form that locates new growth predominantly in the existing city, with limited expansion in land area, limited/minimal growth in surrounding towns

3. Shared growth across nodes

An urban form with distinct nodes both within and beyond existing city. Growth is spread across city, towns and/or villages but is concentrated in identified nodes, which are well connected

4. Market Led

A dispersed and unplanned urban form. Majority of growth will occur in greenfield locations that are solely determined by the market



Hamilton-Waikato Sub-Region

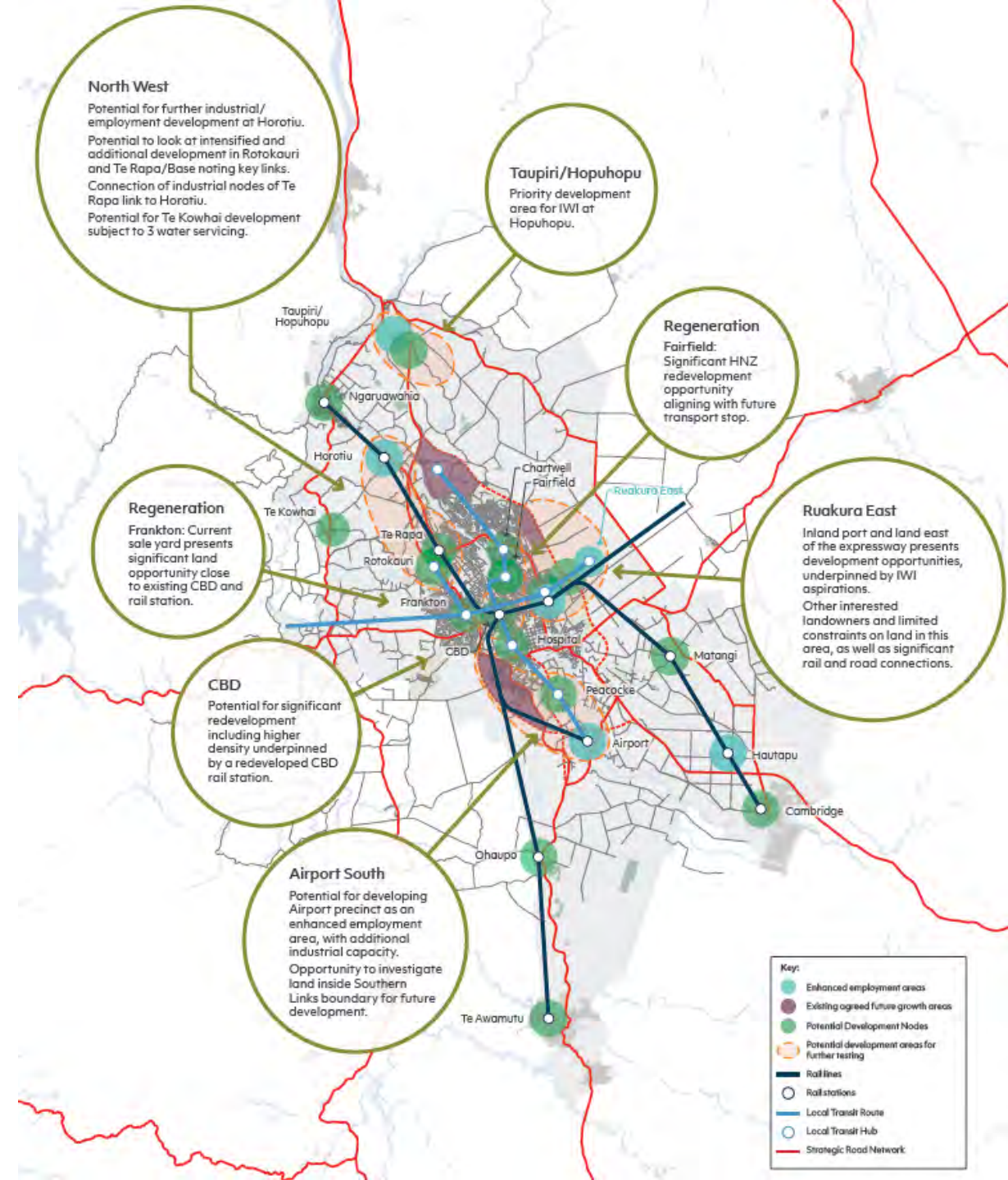
Hamilton-Waikato Metro Spatial Plan

Areas for further testing

A number of emerging spatial areas for further testing:

- North West
- Taupiri/Hopuhopu
- Ruakura East
- Airport South
- CBD
- areas for significant regeneration.

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Hamilton-Waikato sub-region

Hamilton-Waikato Metro Spatial Plan

Mass transit

- Potential mass transit network developed using outputs from emerging metro form work.



FOCUS AREA 5: ⁴²Planning and Funding & Financing Tools

- A priority for the Government is to improve housing affordability. This includes developing alternative funding and financing models to enable infrastructure projects to be delivered without being limited by local authority financial constraints.
- A key aim is to support housing and urban developments to get done at a larger scale and sooner than currently.
- The Treasury, Crown Infrastructure Partners (CIP), the Department of Internal Affairs and the Ministry of Housing and Urban Development are working closely with the high-growth councils to develop a model that is flexible and fit-for-purpose



Work at scale: Kāinga Ora – Homes and Communities

Ground-breaking legislation is now before Parliament to create an urban development authority: Kāinga Ora – Homes and Communities.

- Kāinga Ora will play a key role in shaping our housing and urban system. It is the first New Zealand wider urban development agency and possibly a world-first in terms of role and scope.
- Reflects the Government's commitment to take a hands-on approach to tackling homelessness and unaffordable housing. Kāinga Ora will be our housing delivery arm – right across the housing continuum.
- Once established on 1 October 2019, Kāinga Ora will be responsible for leading urban development projects, both large and small, and managing state housing.
- Powers and functions still to be announced

Work underway on a policy statement or GPS on housing and urban development.

The Bill requires Kāinga Ora to give effect to the GPS when performing its functions.

⁴⁴ Governance

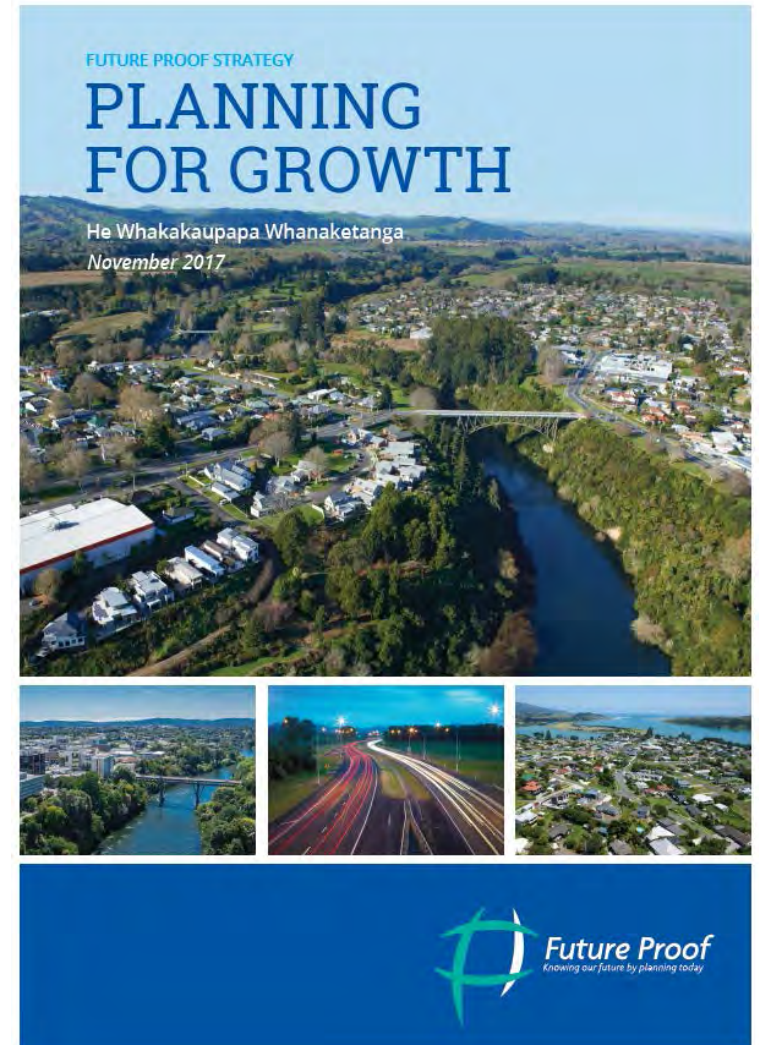




What is Future Proof?

Future Proof is a joint project set up by the partners to consider how the sub-region should develop into the future.

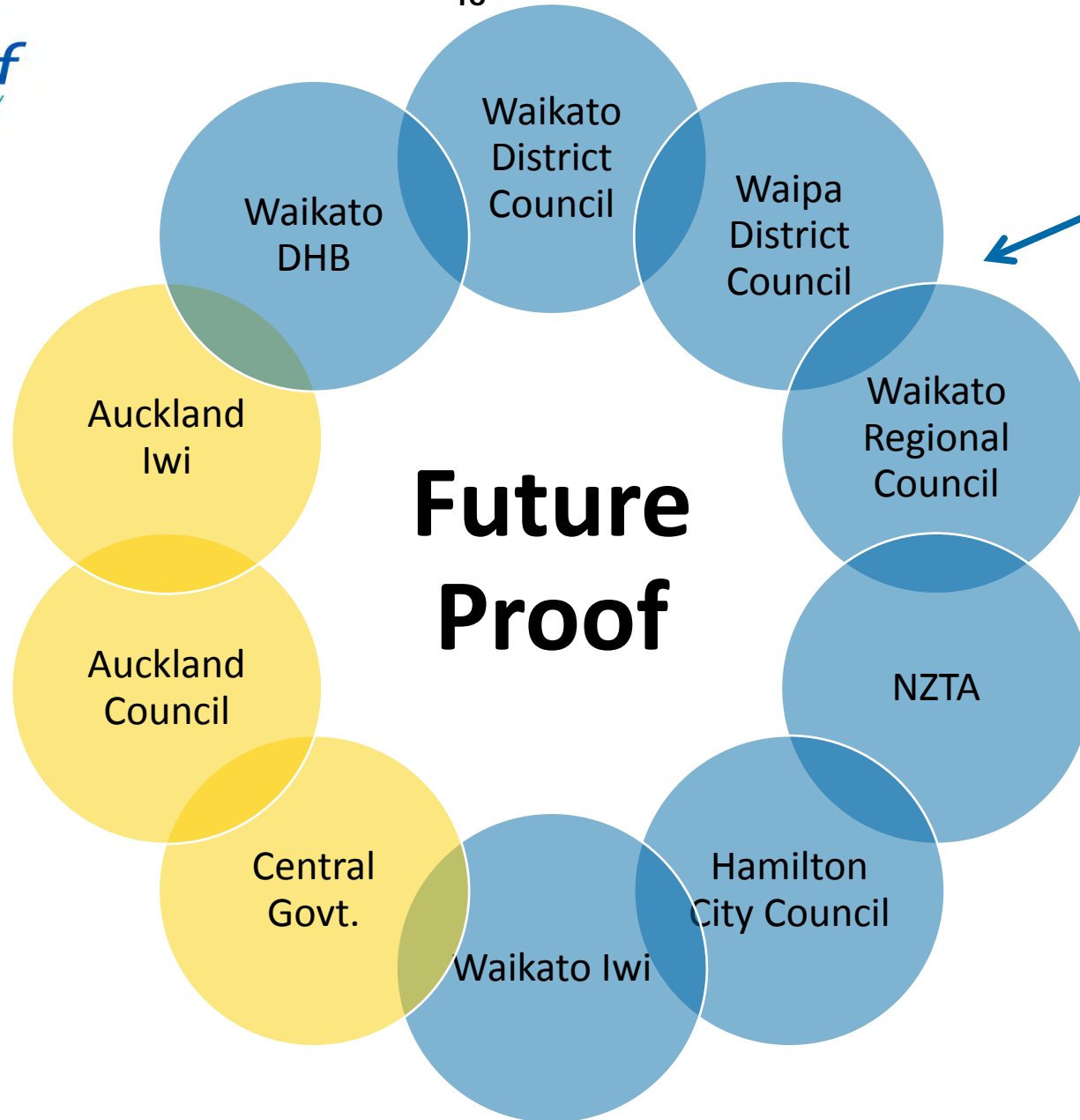
One sub-regional voice





Our partners

46



Future Proof specific and Hamilton to Auckland Corridor Plan matters



Hamilton to Auckland Corridor Plan matters



Open Meeting

To	Waters Governance Board
From	Ian Cathcart General Manager Service Delivery
Date	19 August 2019
Prepared by	Carole Nutt Project Manager – Watercare Transition
Chief Executive Approved	Y
Reference #	WGB2019
Report Title	Mobilisation Plan

1. EXECUTIVE SUMMARY

Following the recent approval of the Agreement for Operation and Maintenance of Water, Wastewater and Stormwater Services Contract (the Contract) between Waikato District Council and Watercare Services Limited (Watercare) we are now officially in the Mobilisation Period. This report is to summarise some of the key activities planned during the Mobilisation Period.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received.

3. DISCUSSION

The table below summarises the key activities planned between now and the contract start date on 1 October 2019 (the Mobilisation Period):

Stream	Activity
Commercial	Plan for formal contract signing. Review contract and construct a schedule of monitoring, reporting, compliance and governance tasks.

People	<p>Finalise organisation structure.</p> <p>Council issue notice to terminate employment to Waters staff.</p> <p>Watercare issue offer of employment to Waters staff.</p> <p>Complete recruitment process steps.</p> <p>Plan for a farewell and thank you event for staff transferring to Watercare and/or leaving Council.</p> <p>Final pay to Council waters staff and termination in system.</p>
Health and Safety	<p>Conduct Council exit/Watercare entry medicals for Waters staff.</p> <p>Deliver Watercare H&S inductions for staff transferring.</p> <p>Deliver Watercare H&S inductions for contractors.</p> <p>Deliver Council H&S inductions for any new Watercare people who will be working from Council office.</p> <p>Determine Personal Protective Equipment to transfer to Watercare or to be issued new to transferring employees.</p>
Customers	<p>Updating of Knowledge Tree system and training of Council front line and contact centre staff in Service Request process.</p> <p>Align faults triage and prioritisation categories to Watercare's.</p>
Communications and Stakeholder Management	<p>Add Watercare brand to assets and sites.</p> <p>Arrange for Watercare branded uniforms and or rebranding of existing uniforms where possible.</p> <p>Continue to update Frequently Asked Questions (FAQs) page on Council intranet to provide a centralised place for Waters staff to access information.</p>
Assets, Maintenance and Operations	<p>Prepare for continued asset condition assessment as part of extended due diligence.</p> <p>Put a mechanism in place for council Planners to contract Watercare for Service Requests.</p> <p>Watercare key personnel to work onsite and alongside Council staff in readiness for Contract start date.</p>
Financial	<p>Ensure appropriate insurance is in place by both Council and Watercare.</p> <p>Confirm inflight capital infrastructure works and related budget that will remain with Council until completion.</p> <p>Establish reporting process and detail from Watercare to Council.</p>

Procurement	<p>Notify Council suppliers of agreement with Watercare.</p> <p>Watercare to put new contracts in place with suppliers where not part of an existing Watercare Contract.</p> <p>Give notice on Contracts where the services to Council will cease.</p> <p>Determine clear plan for cross over purchase orders and invoices.</p>
Property	<p>Secure Watercare office space and have lease in place for Waters staff and fit out premises.</p> <p>Determine overall space and site usage at Brownlee Avenue depot.</p> <p>Get waters depot licence to occupy in place.</p> <p>Ensure appropriate property access arrangements are in place for Watercare.</p> <p>Arrange for sale of motor vehicles from Council to Watercare.</p> <p>Cancel Council vehicle fuel cards and issue Watercare fuel cards.</p>
Technology	<p>Plan for Waters staff to continue to be in Ngaruawahia office until Christmas.</p> <p>Have ongoing Watercare access to Council systems where appropriate in place (e.g. volumetric billing, historical emails).</p> <p>Have in place remote access to Watercare systems for Watercare staff working from a Council site.</p> <p>Watercare to issue Watercare email addresses.</p> <p>Watercare to issue Watercare cellular phones to transferring staff. Transfer Council cellular numbers to Watercare phones.</p> <p>Determine how group emails will work and set up.</p> <p>Train staff in Watercare core systems.</p> <p>End Council system access for ex Council staff.</p>
Project Governance	<p>Review, update and close off risks where possible.</p> <p>Reinstate joint weekly core project team meetings.</p>

Open Meeting

To	Water Governance Board
From	Gavin Ion Chief Executive
Date	21 August 2019
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
Reference	GOV1301
Report Title	Exclusion of the Public

I. EXECUTIVE SUMMARY

To exclude the public from the whole or part of the proceedings of the meeting to enable the Board to deliberate and make decisions in private on public excluded items.

2. RECOMMENDATION

THAT the report of the Chief Executive be received;

AND THAT the public be excluded from the meeting to enable the Board to deliberate and make decisions on the following items of business:

Confirmation of Minutes dated Wednesday 24 July 2019

REPORTS

a. Watercare Contract Approval Confirmation

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

Reason for passing this resolution to withhold exists under: **Ground(s) under section 48(1) for the passing of this resolution is:**

**Section 7(2)(i)
Section 7(2)(j)**

Section 48(1)(a)

b. Te Kauwhata Water Association Water Supply Network

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

Reason for passing this resolution to withhold exists under: Ground(s) under section 48(1) for the passing of this resolution is:

Section 7(2)(b)(i)(ii)
Section 7(2)(i)

Section 48(1)(a)

3. ATTACHMENTS

Nil