

Agenda for a meeting of the Huntly Community Board to be held in the Huntly West Community Hub, Harris Street, Huntly on **TUESDAY, 8 DECEMBER 2020** commencing at **6.00pm**.

1. APOLOGIES AND LEAVE OF ABSENCE

2. CONFIRMATION OF STATUS OF AGENDA

3. DISCLOSURES OF INTEREST

4. CONFIRMATION OF MINUTES

Meeting held on Tuesday, 27 October 2020

2

5. PUBLIC FORUM

6. REPORTS

6.1	NZ Police Update	11
6.2	Discretionary Fund Report to 19 November 2020	12
6.3	Year to Date Service Request Report	14
6.4	Submission on Stage 2 of the Proposed Waikato District Plan – The Huntly Subsidence Zone	20
6.5	Submission on Stage 2 of the Proposed Waikato District Plan – The Huntly Flood Plan Management Area	30
6.6	Fitness Trail in Tumate Mahuta Drive Park	32
6.7	Footpaths in Huntly – A roadmap forward	35
6.8	Huntly Works & Issues Report: Status of Items December 2020	51
6.9	Chairperson’s Report	57
6.10	Schedule of Meetings 2021	83
6.11	Councillors’ and Community Board Members’ Reports	Verbal

GJ Ion
CHIEF EXECUTIVE

Open Meeting

To	Huntly Community Board
From	Gavin Ion Chief Executive
Date	26 November 2020
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
Reference #	GOV1318
Report Title	Confirmation of Minutes

1. EXECUTIVE SUMMARY

To confirm the minutes of the Huntly Community Board meeting held on Tuesday, 27 October 2020.

2. RECOMMENDATION

THAT the minutes of the meeting of the Huntly Community Board held on Tuesday, 27 October 2020 be confirmed as a true and correct record of that meeting.

3. ATTACHMENTS

HCB Minutes – 27 October 2020

MINUTES of a meeting of the Huntly Community Board held in the Riverside Room, Civic Centre, Main Street, Huntly on **TUESDAY, 27 OCTOBER 2020** commencing at **6.00pm**.

Present:

Mr D Whyte (Chairperson)
Cr S Lynch [*until 7.55pm*]
Cr F McNally
Ms K Bredenbeck
Mr DRM Cork
Mr GB McCutchan
Ms E Wawatai
Mr LR Wootton

Attending:

Mr C Smith (Terra Firma)
Ms L Smith (Terra Firma)
Ms V Kemp (Friendship House)
Ms Himona (Friendship House)
Mr D Turner (Waikato Tainui representative)
Mr H Matatahi (Spokesperson for Marae groups)
Mr T Maipi (Marae representative)
Mr T Raihe (Marae representative)
Mr H Awa (Marae representative)
Mr R Tukiri (Marae representative)
Mr M Patrick (Marae representative)
Mr T Berryman (Marae representative)
Mr D Thompson (Marae representative)
Mr H Rapana (Marae representative)

His Worship the Mayor Mr AM Sanson
Cr E Patterson
Cr J Sedgwick

Mrs V Jenkins (People & Capability Manager)
Mr S Toka (Iwi and Community Partnerships Manager)
Mr V Ramduny (Strategic Projects Manager)
Mr R Rink (Contracts Team Leader)
Mrs LM Wainwright (Committee Secretary)

The Iwi and Community Partnerships Manager opened the meeting with a karakia.

APOLOGIES AND LEAVE OF ABSENCE

All members were present.

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Mr Whyte/Mr Cork)

THAT the agenda for a meeting of the Huntly Community Board held on Tuesday, 27 October 2020 be confirmed and all items therein be considered in open meeting;

AND THAT all reports be received.

CARRIED

HCB2010/01

DISCLOSURES OF INTEREST

Ms Bredenbeck advised members of the Board that she would declare a non-financial conflict of interest in item 6.3 [*Friendship House (Huntly) Community Charitable Trust – Community Dinner Project 2021*] and item 6.4 [*Friendship House (Huntly) Community Charitable Trust – Huntly Christmas on Main Event 2021*].

Ms Wawatai advised members of the Board that she would declare a non-financial conflict of interest in item 6.3 [*Friendship House (Huntly) Community Charitable Trust – Community Dinner Project 2021*] and item 6.4 [*Friendship House (Huntly) Community Charitable Trust – Huntly Christmas on Main Event 2021*].

Mr Whyte advised members of the Board that he would declare a non-financial conflict of interest in item 6.10 [*Chairperson's Report*].

CONFIRMATION OF MINUTES

Resolved: (Mr Whyte/Cr Lynch)

THAT the minutes of a meeting of the Huntly Community Board held on Tuesday, 27 October 2020 be confirmed as a true and correct record of that meeting.

CARRIED

HCB2010/02

PUBLIC FORUM

Agenda Item 5

Cr Sedgwick left the meeting for this item due to a conflict of interest in the Proposed Waikato District Plan.

The following items were discussed at the public forum:

Terra Firma Resources:

- The hearing date to rezone the land had been changed and would be held in March 2021.
- Key features of the development would be lot sizes of between 450sqm to 1200sqm. There would be approximately 270 lots available.
- Terra Firma were seeking a residential zoning of the development.
- Cafe across from the boat ramp would look across Lake Puketirini.
- Discussions had been held with Watercare on a design system to support growth and connections to the network. Watercare would provide a detailed assessment once the development plan had been finalised.
- Lake Puketirini was not a reserve under the Reserves Act but operated under a Reserve Management Plan.

Cr Sedgwick re-entered the meeting following the conclusion of the above item.

REPORTS

NZ Police Update

Agenda Item 6.1

The Police were unable to attend the meeting. No discussions were held on this item.

Discretionary Fund Report to 8 October 2020

Agenda Item 6.2

The report was received [*HCB2010/02 refers*] and discussion was held on the length of time funds could be held before being returned to the pool.

Friendship House (Huntly) Community Charitable Trust – Community Dinner Project 2021
Agenda Item 6.3

Ms Brendenbeck and Ms Wawatai both declared a conflict of interest in this item and did not speak to or vote on this item.

The report was received [*HCB2010/02 refers*] and Ms Kemp noted the following matters:

- Various groups had shown interest in hosting the community lunch/dinner events.
- Friendship House would market the project.
- There would be a registration process.
- Groups would host the events and invoice Friendship House for reimbursement.
- The first sitting would commence in February 2021. One event per month would take place ending in November 2021.

Resolved: (Mr Whyte/Mr McCutchan)

THAT an allocation of \$5,000.00 is made to the Friendship House (Huntly) Community Charitable Trust towards the cost of their Community Dinner Project 2021.

CARRIED

HCB2010/03

Friendship House (Huntly) Community Charitable Trust – Christmas on Main 2020
Agenda Item 6.4

Ms Brendenbeck and Ms Wawatai both declared a conflict of interest in this item and did not speak to or vote on this item.

The report was received [*HCB2010/02 refers*] and Ms Himona noted the following matters:

- The event would be held in the Main Street of Huntly as this was mutual ground and did not belong to any single person or group.
- Funding for the sound, staging and opening act were critical to the event taking place.
- Lakeside were not holding a Christmas event in 2020. They would be invited to sing Christmas carols at the event.

Resolved: (Crs McInally/Lynch)

THAT an allocation of \$5,000.00 is made to the Friendship House (Huntly) Community Charitable Trust towards the cost of their Christmas on Main 2020.

CARRIED**HCB2010/04**Huntly Station Update
Agenda Item 6.5

The report was received [*HCB2010/02 refers*] and discussion was held on the following matters:

- The Huntly Rail Station platform was 95% complete.
- Platform clearances had been accepted by KiwiRail.
- Line marking, tactile pavers and fences had been installed and the train had completed trial runs.
- 40 carparks would be installed at the Park and Ride facility.
- Street lighting and CCTV would be installed in and around the station.
- There would be four bus shelters on the station platform.
- Timber fencing would be installed.
- Current project was signage of the railway station.

ACTION: Staff to email signage designs to Board members for feedback.

ACTION: Staff to request KiwiRail to remove spoil from the station site.

Huntly Railway Station Name

Agenda Item 6.6

Tabled Item: Signed letter from Marae stakeholders.

The report was received [*HCB2010/02 refers*]. The Strategic Projects Manager summarised the report and the discussion was held on the following matters:

- The rail working group could not determine the name of the Huntly Railway platform. This required a recommendation from the Huntly Community Board to Waikato District Council.
- Suggestion of a sign on the station to explain the meaning of Raahui Pookeke.
- Audio to be played at each train stop to explain Maori names.

Mr Turner outlined options for the Board to consider and advised that Raahui Pookeka was known nationally and internationally.

Resolved: (Mr Whyte/Ms Wawatai)

THAT Mr Matatahi be given speaking rights for this item.

CARRIED

HCB2010/05

Mr Matatahi spoke on the history and vision of the waahi paa and their concern at the loss of history.

Resolved: (Mr Whyte/Cr McInally)

THAT the Huntly Community Board considers the proposal from the Tangata Whenua Working Group in Huntly for the name of the Huntly railway station to be “Raahui Pookeka”;

AND THAT the Huntly Community Board considers “Huntly-Raahui Pookeka” as Council’s preferred name for the station in recognition of the town’s pakeha and Maori heritage.

CARRIED

HCB2010/06

Resolved: (Mr Whyte/Mr Wootton)

THAT the Huntly Community Board recommends to Council “Raahui Pookeke – Huntly” as the preferred name for the Huntly Railway Station.

CARRIED

HCB2010/07

Councillors McNally and Lynch voted against the above resolution [HCB2010/07] and requested their dissenting votes be recorded.

Submission – Proposed Waikato District Council Alcohol Control Bylaw 2020
Agenda Item 6.7

The report was received [HCB2010/02 refers] and no discussion was held.

Resolved: (Ms Bredenbeck/Mr Wootton)

THAT the Huntly Community Board retrospectively approves the feedback to Waikato District Council in relation to the Proposed Waikato District Council Alcohol Control Bylaw 2020, as attached to this report.

CARRIED

HCB2010/08

Submission – Proposed Waikato District Council Significance and Engagement Policy
Agenda Item 6.8

The report was received [HCB2010/02 refers] and no discussion was held.

Resolved: (Mr Wootton/Cr Lynch)

THAT the Huntly Community Board retrospectively approves the feedback to Waikato District Council in relation to the Proposed Waikato District Council Significance and Engagement Policy, as attached to this report.

CARRIED

HCB2010/09

Huntly Works & Issues Report Status of Items October 2020
Agenda Item 6.9

The report was received [HCB2010/02 refers] and discussion was held on the disabled parking at the Huntly Pool complex. It was requested that the disabled parking space be moved from the rear of the building to the front.

ACTION: Staff to raise a service request to have the disabled park moved.

Chairperson's Report
Agenda Item 6.10

Mr Whyte declared a conflict of interest in this item and did not vote on this item.

The report was received [HCB2010/02 refers] and discussion was held on the following matters:

- Requirement of a car for the Huntly Community Patrol.

Open Meeting

To	Huntly Community Board
From	Gavin Ion Chief Executive
Date	27 November 2020
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
Reference #	GOV0505
Report Title	NZ Police Update

1. EXECUTIVE SUMMARY

To advise members that a representative from the New Zealand Police will be in attendance at the Community Board meeting.

2. RECOMMENDATION

THAT the verbal report from the NZ Police be received.

Open Meeting

To	Huntly Community Board
From	Alison Diaz Chief Financial Officer
Date	19 November 2020
Prepared by	Jean de Abreu Support Accountant
Chief Executive Approved	Y
Reference/Doc Set #	GOV0505
Report Title	Discretionary Fund Report to 19 November 2020

1. EXECUTIVE SUMMARY

To update the Board on the Discretionary Fund Report to 19 November 2020.

2. RECOMMENDATION

THAT the report from the Chief Financial Officer be received.

3. ATTACHMENTS

Discretionary Fund Report to 19 November 2020

HUNTLY COMMUNITY BOARD DISCRETIONARY FUND REPORT 2020/21 (July 2020 - June 2021)
As at Date: 19-Nov-2020

			GL 1.204.1704
2020/21 Annual Plan			24,026.00
Carry forward from 2019/20			41,384.00
Total Funding			65,410.00
Income			
Total Income			-
Expenditure		Resolution No.	
16/07/2020	Waikato District Alliance (Downer) C14/314 for Huntly Community CCTV variation		3,475.93
30/09/2020	Waikato District Alliance (Downer) C14/314 for Huntly Community CCTV variation		2,984.67
Total Expenditure			6,460.60
Net Funding Remaining (Excluding commitments)			58,949.40
Commitments			
21/06/2016	Commitment for placemaking projects (HCB1606/03/1)		15,000.00
17/09/2019	Huntly Fire Brigade - towards the Secret Garden Project	HCB1909/04	250.00
17/09/2019	Huntly Menz Shed - towards the Secret Garden Project	HCB1909/04	250.00
18/02/2020	Funding to Justin Twomie Mahon, for Painting and Decorating, for the amount of \$1,000.00. Murals to address graffiti in the Huntly Main Street and Bridge Street shops.	HCB2002/07	1,000.00
	<i>Less: Expenses</i>		- 2,874.61
			13,625.39
21/02/2017	Huntly Christmas related activities - recurring	HCB1702/04	to be confirmed
21/05/2019	Revitalise 2 Huntly entrance sites	HCB1905/06	5,000.00
27/10/2020	Friendship House (Huntly) Community Charitable Trust - an allocation of \$5,000.00 is made towards the cost of their Community Dinner Project 2021.	HCB2010/03	5,000.00
27/10/2020	Friendship House (Huntly) Community Charitable Trust - an allocation of \$5,000.00 is made towards the cost of their Christmas on Main 2020.	HCB2010/04	5,000.00
27/10/2020	Funds committed to Mr Whyte for the amount of \$180.00 (incl GST) for the purchase of chemicals for cleaning in Main Street, Huntly	HCB2010/10	156.52
Total Commitments			28,781.91
Net Funding Remaining (Including commitments)			30,167.49
<i>Note: All amounts reflected are excluding GST</i>			

Open Meeting

To	Huntly Community Board
From	Tony Whittaker Chief Operating Officer
Date	23 November 2020
Prepared by	Sharlene Jenkins Executive Assistant
Chief Executive Approved	Y
Reference/Doc Set #	GOV0505
Report Title	Year to Date Service Request Report

1. EXECUTIVE SUMMARY

To update the Board on the Year to Date Service Request Report to 30 September 2020.

2. RECOMMENDATION

THAT the report from the Chief Operating Officer be received.

3. ATTACHMENTS

Year to Date Service Request Report for Huntly Community Board

Service Request Time Frames By Ward for¹⁵

HUNTLY

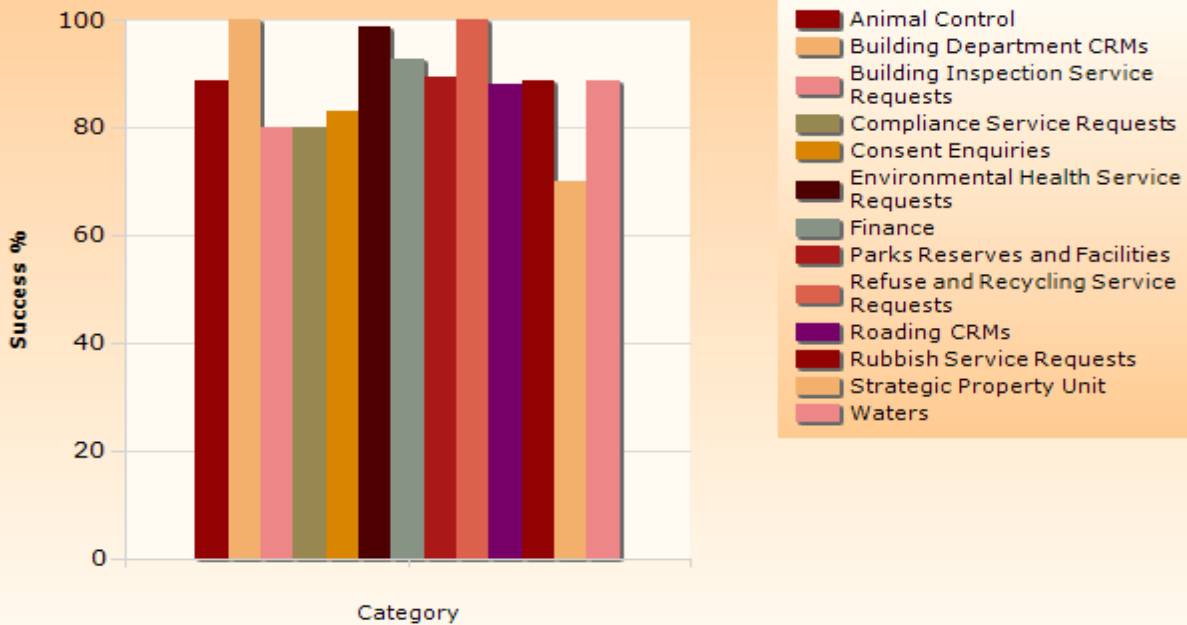


Date Range: 01/07/2020 to 30/09/2020

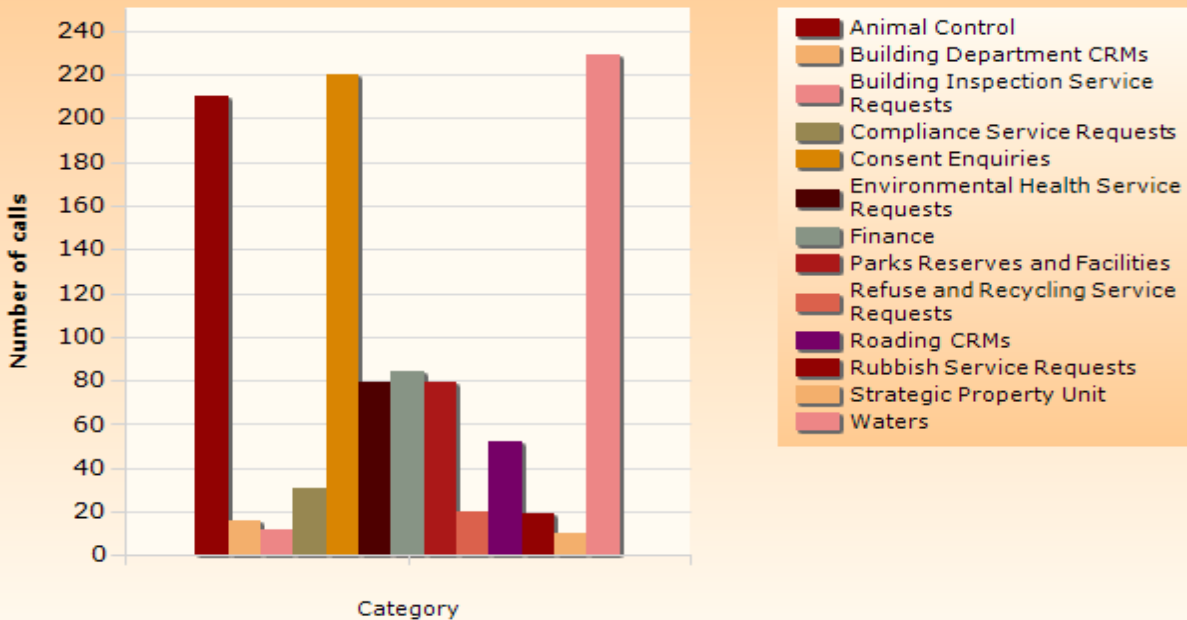
The success rate excludes Open Calls as outcome is not yet known.

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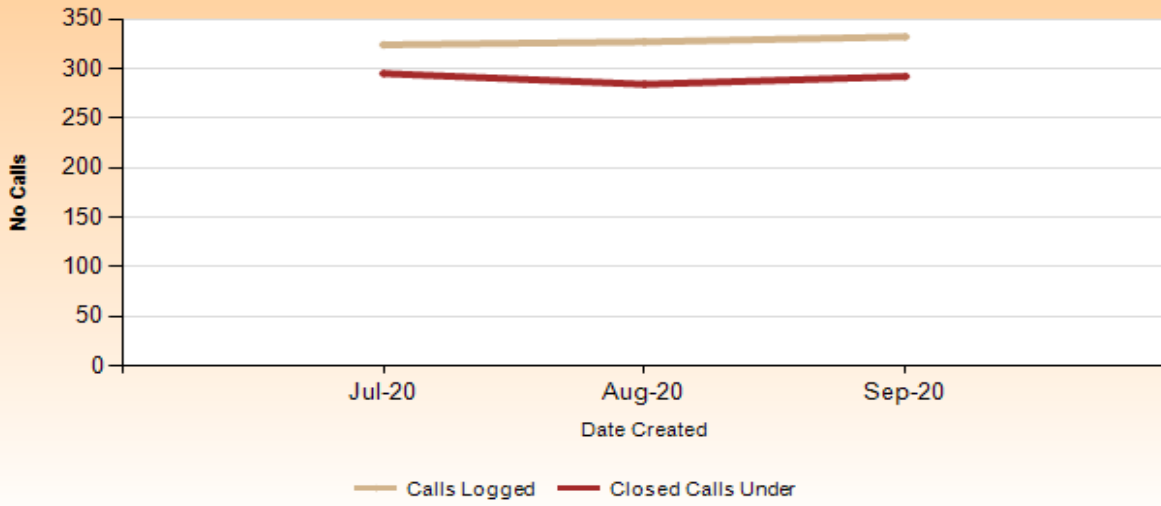
Call Completion % Success by Type



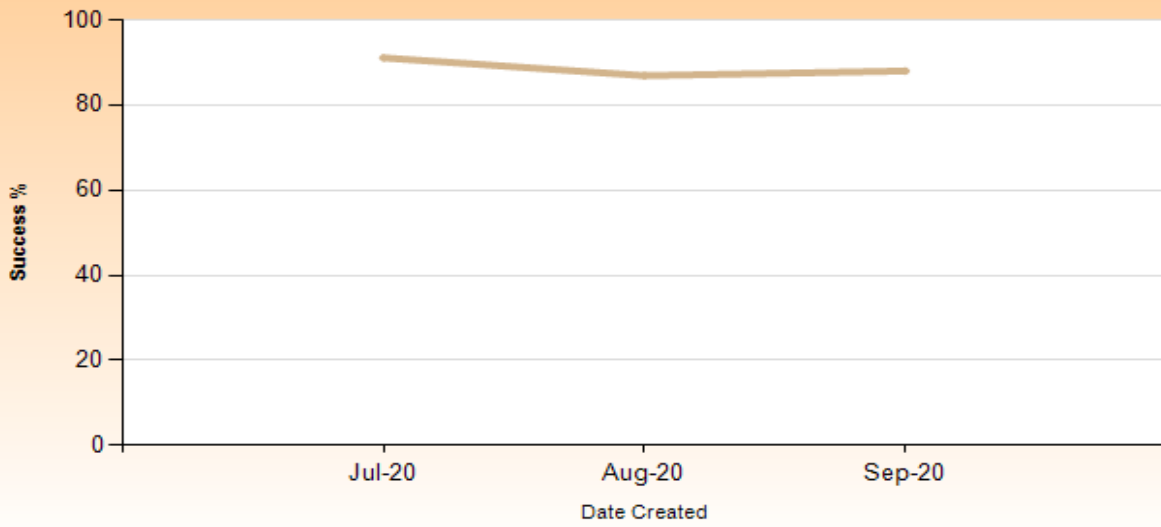
Number of Calls logged by Type



Volume of Calls Closed vs Calls Closed in Time



Completion Success per month



Closed Calls are those calls logged during the time period that are now closed.	Open Calls are all the calls open for the ward and may have been logged at any time.	Open			Closed		Success Rate
		Number of Calls	Open Calls Over	Open Calls Under	Closed Calls Over	Closed Calls Under	
Animal Control							
	Summary	210	2	5	23	180	88.67%
	Animal Charges	37	1		3	33	91.67%
	Dog / Cat Trap Required	1				1	100.00%
	Dog Control Assist Police	1		1			0%
	Dog Property Visit	30	1	1	7	21	75.00%
	Dog Straying - Current	61		1	11	49	81.67%
	Dog Straying - Historic	17		1		16	100.00%
	Dog Surrender	8				8	100.00%
	Dog Welfare - Not immediate threat to life	2				2	100.00%
	Dog/Animal Missing	9				9	100.00%
	Dogs Aggression - Current	6				6	100.00%
	Dogs Aggression - Historic	6			1	5	83.33%
	Dogs Barking Nuisance	25		1		24	100.00%
	Livestock Trespassing - Current	7			1	6	85.71%
Building Department CRMs							
	Summary	16	1			15	100.00%
	PEO General Enquiry	16	1			15	100.00%
Building Inspection Service Requests							
	Summary	12		2	2	8	80.00%
	Building Inspection Service Requests	12		2	2	8	80.00%
Compliance Service Requests							
	Summary	31	1	5	5	20	80.00%
	Compliance - Animal By Law	8		1	3	4	57.14%
	Compliance - Unauthorised Activity	16	1	3		12	100.00%
	Compliance - Urban Fire Hazard (Dry conds only)	1			1		0%
	Illegal parking	6		1	1	4	80.00%
Consent Enquiries							
	Summary	220		13	35	172	83.09%
	Planning Process	16			4	12	75.00%
	Property Information Request	67		5	7	55	88.71%
	Rural Rapid Number assignment & purchase of plates	9				9	100.00%
	Zoning and District Plan Enquiries	128		8	24	96	80.00%
Environmental Health Service Requests							
	Summary	79	1	1	1	76	98.70%
	Environmental Health Complaint	17		1		16	100.00%
	Noise Complaint - Environmental Health	3				3	100.00%
	Noise complaints straight to contractor	59	1		1	57	98.28%
Finance							
	Summary	84			6	78	92.86%
	Rates query	84			6	78	92.86%

Parks Reserves and Facilities		18					
	Summary	79	4	18	6	51	89.47%
	Parks & Reserves - Boat Ramp and Jetty issues	1				1	100.00%
	Parks & Reserves - Buildings	31	2		2	27	93.10%
	Parks & Reserves - Graffiti	6	1		2	3	60.00%
	Parks & Reserves - Lake Access	16		16			0%
	Parks & Reserves - Park Furniture	1			1		0%
	Parks & Reserves - Reserve Issues	24	1	2	1	20	95.24%
Refuse and Recycling Service Requests	Summary	20				20	100.00%
	Inorganic Non-Collection	4				4	100.00%
	Refuse - Non-Collection	9				9	100.00%
	Refuse & Recycling Contractor Complaints	2				2	100.00%
	Rubbish bag sticker/tag orders - internal use only	5				5	100.00%
Roading CRMs	Summary	52		1	6	45	88.24%
	Footpath Maintenance - Non_Urgent	3				3	100.00%
	New Vehicle Entrance Request	3				3	100.00%
	Road Culvert Maintenance	6			1	5	83.33%
	Road Marking Sign & Barrier Maint Marker Posts	2			1	1	50.00%
	Road Safety Issue Enquiries	4				4	100.00%
	Roading Work Assessment Required - OnSite 5WD	12		1		11	100.00%
	Routine Roding Work Direct to Contractor 5WD Comp	6				6	100.00%
	Street Light Maintenance	8			3	5	62.50%
	Urgent Roding Work 4Hr Response	4				4	100.00%
	Vegetation Maintenance	4			1	3	75.00%
	Rubbish Service Requests	Summary	19		1	2	16
Abandoned Vehicle		2			1	1	50.00%
Illegal Rubbish Dumping		15		1	1	13	92.86%
Inorganic Non-Collection		2				2	100.00%
Strategic Property Unit	Summary	10			3	7	70.00%
	Council owned land CRMs	6			3	3	50.00%
	New Lease/Licence Enquiry	1				1	100.00%
	Pensioner Housing Issue Request	3				3	100.00%

Waters		19					
Summary		229	2	21	23	183	88.83%
3 Waters Enquiry		33	1		12	20	62.50%
3 Waters Safety Complaint - Urgent		1				1	100.00%
Drinking water billing		9		1		8	100.00%
Drinking Water Final Meter Read		79		19		60	100.00%
Drinking Water Major Leak		7				7	100.00%
Drinking Water minor leak		18			1	17	94.44%
Drinking Water quality		21				21	100.00%
Drinking Water Quantity/Pressure		3				3	100.00%
Fix Water Toby		6			1	5	83.33%
New Drinking Storm Waste water connections		7		1		6	100.00%
No Drinking Water		5				5	100.00%
Stormwater Blocked pipe		3				3	100.00%
Stormwater Open Drains		2			1	1	50.00%
Stormwater Property Flooding		4				4	100.00%
Wastewater Odour		3				3	100.00%
Wastewater Overflow or Blocked Pipe		19	1		6	12	66.67%
Wastewater Pump Alarm		9			2	7	77.78%
Total		1061	11	67	112	871	88.61%

Open Meeting

To	Huntly Community Board
From	David Whyte Chairperson
Date	27 November 2020
Reference #	GOV0505
Report Title	Submission on Stage 2 of the Proposed Waikato District Plan – The Huntly Subsidence Zone

1. EXECUTIVE SUMMARY

The purpose of this report is to seek the Huntly Community Board's retrospective approval to feedback provided by the Chairperson to Waikato District Council in relation to the submission on Stage 2 of the Proposed Waikato District Council District Plan – The Huntly Subsidence Zone. The Chairperson notes that the attached feedback has already been sent to Waikato District Council.

2. RECOMMENDATION

THAT the report from the Chairperson be received;

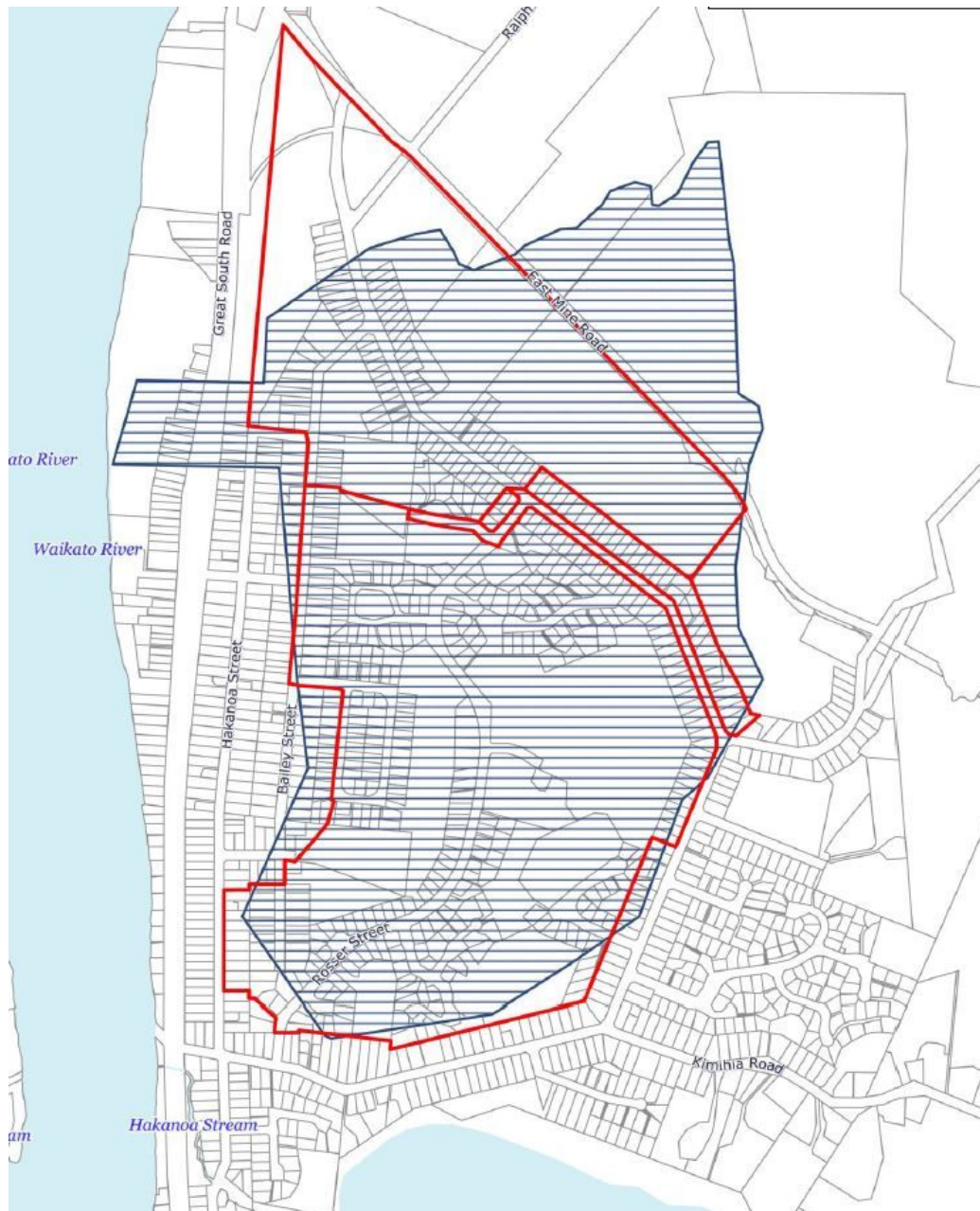
AND THAT the Huntly Community Board retrospectively approves the feedback to Waikato District Council in relation to the Submission on Stage 2 of the Proposed Waikato District Plan – The Huntly Subsidence Zone, as attached to this report.

3. ATTACHMENTS

Submission on Stage 2 District Plan – The Huntly Subsidence Zone

Stage 2 district plan The Huntly Subsidence Zone Submission by Huntly Community Board

The proposed subsidence zone has significantly altered. The figure¹ below, compares the two zones. The extension of the zones impacts approximately 50 home and land owners.



The rationale for this change is outlined in a single report from 2018². The Huntly Community Board does not support the changes to the zone, and believe that there is a better way to manage the hazards produced by the now closed mine. The reasons why this change is not supported are outlined further below, before a better way forward is unpacked. We do not believe that report on which the subsidence zone has been extended is in line with the other reports on this subject, as well as expert knowledge in the community, whose expertise comes from the practical working in the mine.

¹ Huntly East Mine Subsidence Area vs Mine Subsidence Risk Area Scale 1 : 7,500 Created 24/08/2020 by Waikato District Council

² Report on hazards following mine closure, Huntly East. October 2018 IRBA.

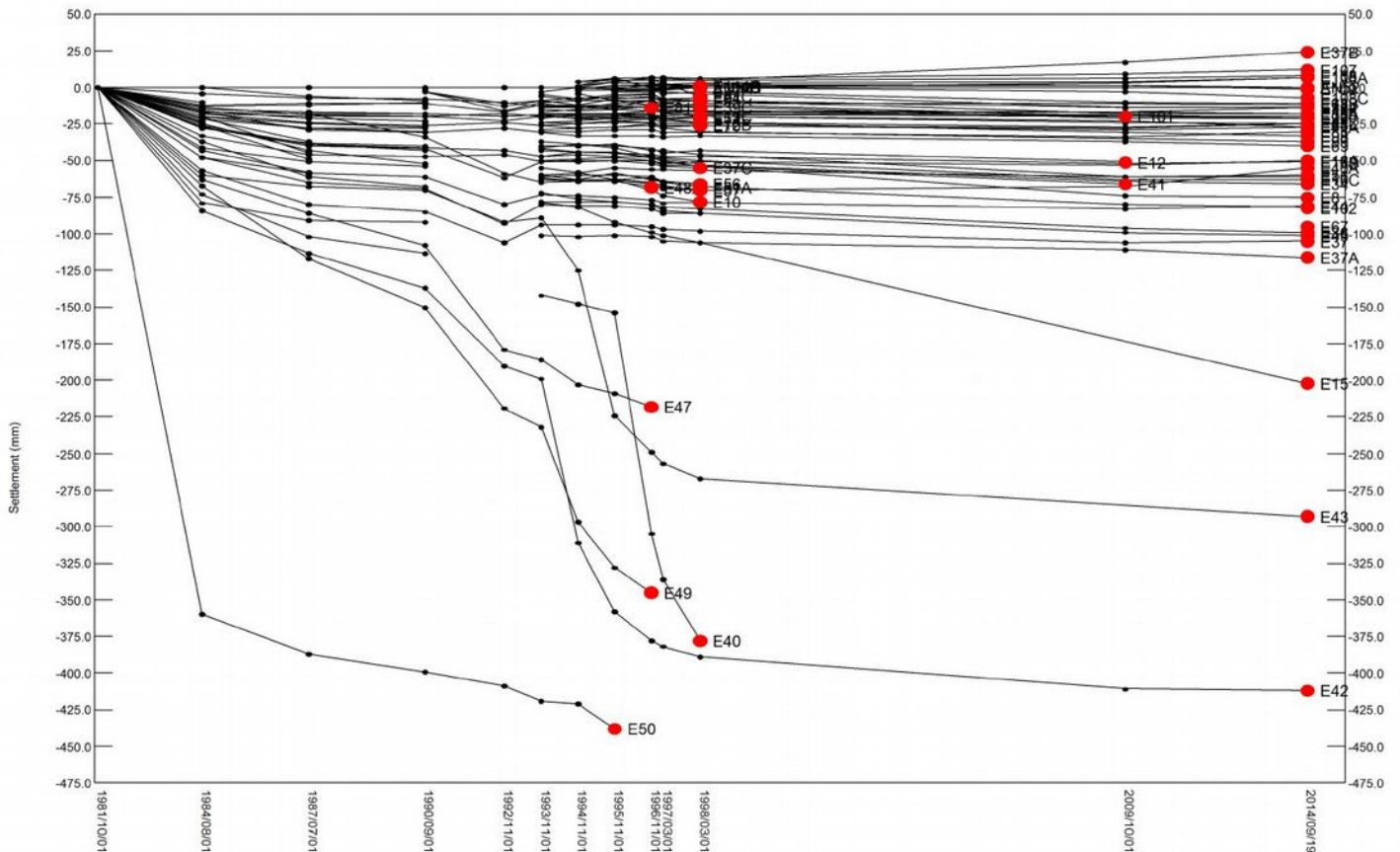
We understand that when dealing with risks, we are dealing with probabilities. Thus concrete absolutes cannot be determined. We also understand that science has a level of uncertainty around it. Therefore what is important are the themes and trends not just one specific report.

To start with we will focus on the **risks if the mine was still in operation**, before moving to flooding mine scenario.

A conclusion written 3 years earlier³ by the same company who stated the zone should increase, stated the following:

- The areas of maximum subsidence were affected soon after coal extraction; subsequently there has been only insignificant displacement measured
- Over the past 15 years there has been only minor subsidence measured across the area
- It is more likely that there will be gradual displacement with low surface strains as has been previously detected by precise levelling surveys
- In most of the extracted area the ground has adjusted to the changes caused by mining
- Therefore the probability of subsidence occurring that could potentially affect properties in Huntly East is similar to other parts of Huntly.

A graph taken from this report is shown below. Where x axis is time and y axis is earth movement. Although specifics are hard to read at this resolution, what it shows is that the movement was rapid initially and then decayed away.



So what can be concluded, is that if the mine was still in operation that the risks for subsidence within the subsidence zone were effectively the same as the risks outside the zone.

³ Huntly East land subsidence due to coal mining. Investigation and analysis of potential hazard. March 2015 IRBA

It is well known on the street in Huntly by locals who lived through the subsidence events and worked in the mines at this time, that the subsidence zone was over an area that was close to the surface. That is the mine was closer to the surface in this area, compared to all the other mine workings, the areas under the zone was 'shallow'. It is said that these shallow workings were less than 100m deep, whereas the remainder of the mine working was greater than 100m. This is backed up by experts in their reports. Thus this indicates that probability of subsidence outside the zone is low. So hence no need to expand the zone

The other issue that is well known locally is that the type of mining affected the risk of subsidence. This is stated in the a report⁴, from which this figure is taken.

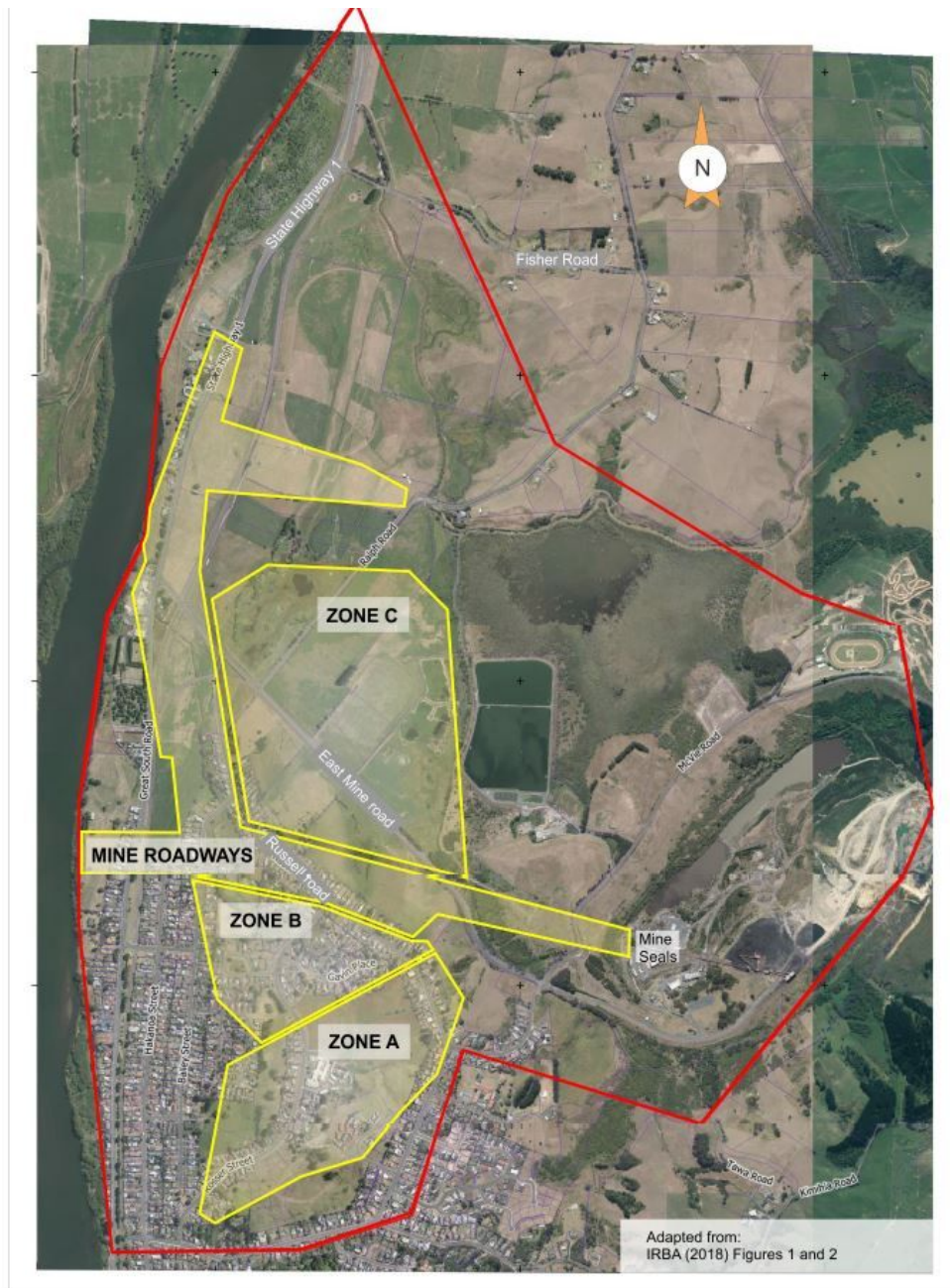


FIGURE 6 – ZONE LOCATIONS

4 Risk Assessment for urban areas above the mine, Project: Huntly East mine closure assessment. RDCL October 2019

This report states that ‘small pillars methods (Zone A) promote greater settlement than either large pillar method (Zone B) or the longwall method (Zone C). The areas over the mine roadways (Mine Roadways) are unlikely to exhibit any appreciable settlement due to their inherent cavern stability.’

And with respect to the longwall mining ‘residual ongoing settlement after a mine is closed is not a characteristic of this mining method’.

So once again here is an expert saying that the subsidence zone shouldn’t be increased.

When the subsidence first occurred, it was thought that the cause was due to sediments being de-watered above the mined area. This is because the mine obviously needs to be kept dry so that work can occur. Thus the mine activity pumped water out. Water would come up from the water table below the mine, but also flow from strata above the mine workings, into the mine before being pumped out. When strata are de-watered like this, it is possible that they shrink as they are reduced in volume due to drying out. And this shrinkage could cause surface subsidence.

However more recent investigation stated that the cause of subsidence was due to deformation of the pillars. That is not pillar collapse, but the pillars squashing down / bulging out. This deformation would cause the roof to move downward, and in turn thus create surface subsidence.

Now with **the mine closed**, we appreciate that the mine system was more stable when it was being activity mined, since the system was in a steady state without significant change. Thus with the mine closing, and the water table returning to its natural state, there is changes taking place. The following three issues have been suggested that may come into play with the mine closure.

- Saturation of sediments, causing them to weaken⁵. These weakened sediments could then no longer support the pillars above them, causing the sediments to have rotational failure and punch into the roof top. These events could lead to surface subsidence. There is no mention in the reports about this occurring in the mine previously.
- Loss of strength in the clay floor leading to pillar deformation. The floor of the mine is a clay surface. This clay provides stability to the base of the pillars as it stops any movement of the pillar covered by the clay. Ie the effective height of the pillar is shortened by the depth of the clay. With flooding the mine, the clay will become saturated. This saturated clay would lose the mechanical strength and thus the effective pillar height would become longer. Thus the higher pillars increase the chance of failure, and plastic deformation. This could be seen as high risk, given that this is thought to be the causes of the original subsidence.
- Once the mine is fully flooded, the water since it is an incompressible fluid, and under pressure so unable to move, could provide support for the mine. Thus a fully flooded mine could have much reduced risk of above ground subsidence.

These three points would indicate an increased risk while the mine was flooding, and a decreased risk once the mine was flooded. That is the time of highest risk of subsidence would be when the mine is filling up with water. Once a steady state has once again been achieved the risk of subsidence would rapidly decrease.

The latest report from the closed and sealed east mine monitoring⁶ states that the water level in the lake has completely covered one of the three entrance seals, resulting in the inability of gas

5 Peer Review of Ian R Brown Associates report titled “Report on hazards following mine closure, Huntly East, October 2018, Project 1003” Terra Firma Mining Ltd

6 Safety Assessment of East Mine Seals, Inspection 005, 21 February 2020. Project No. TFM0087Terra Firma Mining Ltd

sampling from this seal to take place. Another entrance is nearly fully covered and only able to have its gas monitored due to the remote placement of the gas sampling system being placed remotely higher than the seal. The late seal is only 100-200mm above the water level. It isn't a valid assumption that the lake water level equates to the mine water level, since they are in theory sealed off from each other. However there must be some relationship between them, due to ground water movement, the systems will be connected. Thus one wouldn't expect a large difference between the water level inside the mine, and just outside of it.

Hence we could conclude from this, that the mine is most likely almost fully flooded. This is because the mine entrance is at a high point of the mine system. So for the entrance to be almost flooded, the whole mine system must be almost flooded.

Another indication that the mine is close to being fully flooded is that it was stated in the mine closure management plan⁷ that the mine would take 5 years to fill. Although the details of how this estimate was calculated were not mentioned, it is assumed that since the volume of water solid energy was pumping out on a daily basis was known, and using this figure along with an estimate of the total mine volume, would result in an estimate of total time to flood the mine.

Pumping was discontinued in August 2017⁸ so we are 3 years into a 5 year predicted filling.

The **issue of gas** should be mentioned here. This is because it would appear that the proposed increase in the subsidence zone is related to the potential for trapped gas within the mine. The figure over the page shows the calculated areas where gas could be trapped by rising flood waters.⁹ There seems a very strong correlation between this figure of gas entrapment and the shape and size of the proposed Huntly subsidence zone.

We cannot understand how trapped gas translates into subsidence risk. Furthermore how the entrapped gas relates to potential subsidence is not discussed or unpacked in the report.

Entrapped gas, and the potential explosive risk due to methane, seems a completely separate issue. We also note that the risk of entrapped methane making to the surface, and then causing an explosion would appear to be in the 'very rare' category, which is the lowest possible risk category. So low in fact that the WHO states 'as the level of 'acceptable risk' at which no further improvements in safety need to be made'¹⁰.

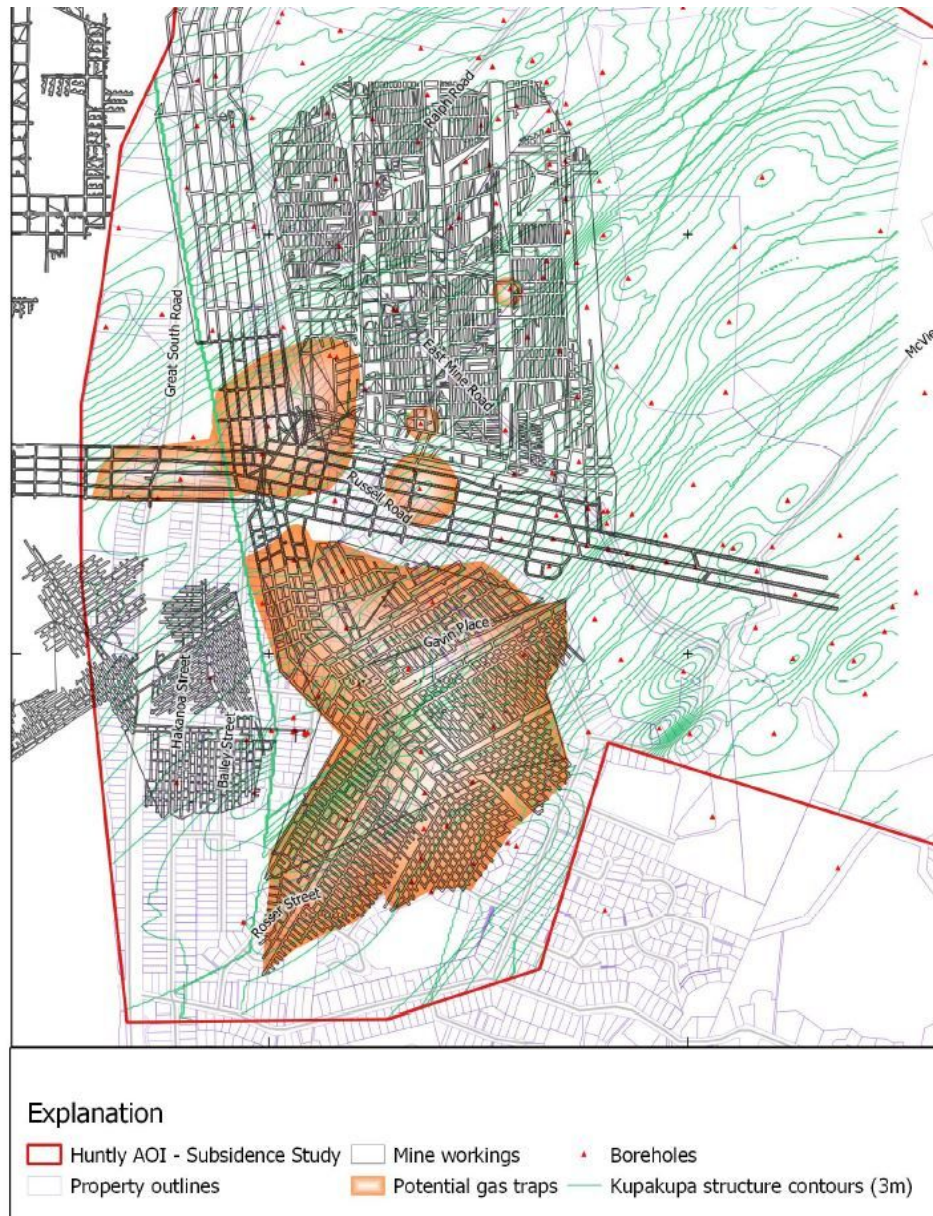
Thus although monitoring of the gas situation would be wise, it is not cause in itself to expand a subsidence zone.

7 Solid Energy NZ, Management Plan Huntly East Mine, 15th January 2018. Supplied by Murray Allan

8 Murry, Allen. Private Communication 26th August 2020.

9 Report on hazards following mine closure, Huntly East. October 2018 IRBA.

10 Paul R. Hunter and Lorna Fewtrell. Acceptable risk, downloaded from https://www.who.int/water_sanitation_health/dwq/iwachap10.pdf?ua=1



There are **negative impacts of extending the zone**. If this was some theoretical book study with no real world impacts, then the board would not be so concerned about the extension of the zone. However a zone extension will have real world consequences for Huntly. And the risk-benefit equation needs to take into account these real world impacts.

The most obvious impact is the lowering of home and property values. Given that the subsidence zone would obviously appear on any LIM report of the properties within or partially within the zone, the land values of these properties would decrease.

It was this decrease in property values that led the government in the early 90's to create the buy back scheme. Where land / home owners within the bounds of the scheme could sell their property to the government at the market rate, as if the home wasn't in the zone. We note that for the approximately 50 new homes and land owners in the extended zone, would not be covered by this government buy back scheme. And given the current economic and political climate this scheme is unlikely to be offered to them.

Therefore the potential buyers who would be prepared to purchase a property marked with risk of subsidence is much lower than the general market. Thus the land values would significantly decrease.

This would have massive flow on effects into the community. At least the following issues

- Elderly having less level of care in old age. The typically middle class wealth cycle is that capital is saved into the home. When the person(s) become of an age where more intensive level of care is required, they sell up the home, and use this cash to pay for their higher level of care required. Thus in significantly reducing the value of the homes, the level of care that these folks can afford would be reduced.
- Potentially Increased interest rates, and challenges with debt management. When a significant proportion of a value of a property is decreased, the debt to equity ratio changes for the worse. For example if the debt to equity ratio drops to much, the interest rate charged to the owner increases. Thus increasing the cash flow out of Huntly and the community and obviously places significant stress onto a home owner.
- Reduction in mobility. Given that homes are the significant asset that NZ'ers have, to have this asset suddenly worth significantly less, while other homes maintain their value, means that home owners become trapped in their current location. Sure Huntly is a great place to live, but to enforce folks to stay in Huntly, because they can't afford to move out, isn't a healthy dynamic.
- Reduction in quality home owners / tenants. The current subsidence zone is a lesson in how the property value can impact the long term health and well-being of a suburb. The James Henry crescent area used to be an exclusive part of town where the 'important' people of the town lived. However due to the subsidence zone being put in place, the socio-economics of the street radically changed, to the point where police are not allowed to go into this street if they are by themselves. Huntly has enough challenges with the low socio-economic areas, without expanding on them. Thus to expand the zone would be to create a less liveable, definitely not thriving part of Huntly.

We could go on, but we trust that the point has been made, that by increasing the zone, there will be massive negative impacts for those now included in the zone. And these will flow on into the wide Huntly community. Thus the zone expansion should not occur, unless the council is extremely convinced that it is absolutely necessary.

What we propose is the following solution:

Keep existing zone for the time being

We believe that the wait of scientific evidence points to keeping the subsidence zone at the same size, or smaller.

We are open to the small changes that are proposed, on the southern and south-west corner, as illustrated in the figure. Reducing the zone to where the shallow mine workings are actually located.



Monitor mine water levels

A common theme in the reports is that we don't really know what is going on underground. And that knowing about what is occurring would allow for far wiser decisions to be made. *ie we are currently flying blind. Therefore we urge the council to determine an effective monitoring scheme for the subsidence zone.*

We note that the Kimihia Lakes project has reports about the gas levels in the mine, and also the water levels outside the sealed mine entrances. This appears the only monitoring that is occurring. Already one mine portal is underwater and unable to be gas sampled. Thus even the small amount of monitoring that is occurring is being reduced.

There are bores that connect the surface to the mine system, as indicated in the reports. Hence it should be possible to open these and to measure water levels in the workings under the subsidence zone. Even if these bore holes are not longer accessible or useable a new borer hole(s) could be put in to monitor the water levels.

Monitoring would eliminate the guess work behind how fill the mine is with water.

Scale back zone to core area once mine is fully flooded

The area where significant subsidence occurred is actually a smaller section than the current subsidence zone. The actually area that subsided is shown in the figure over the page¹¹. We think that with the mine fully flooded, that a reduction in the zone could occur. Thus freeing up areas for much needed development and renewal.

¹¹ Report on hazards following mine closure, Huntly East. October 2018 IRBA.

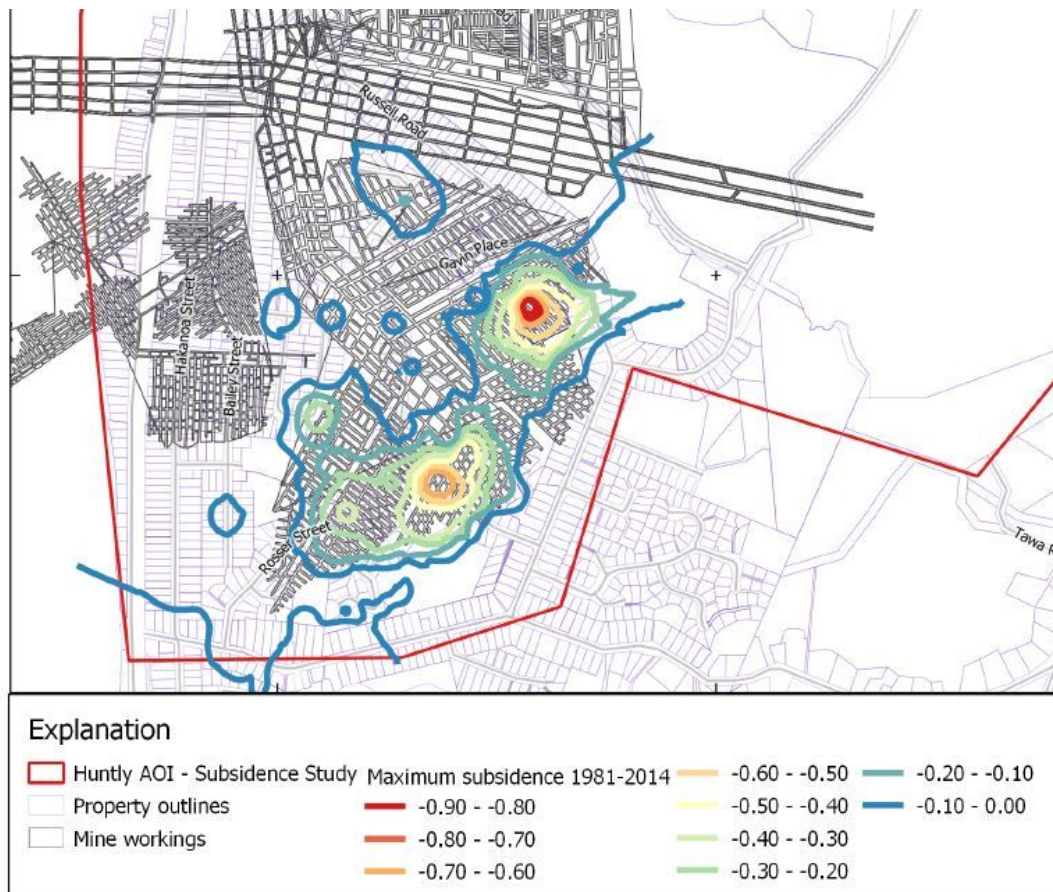


Figure 3 Maximum subsidence 1981 - 2014

Remove zone a set number years after mine fully flooded

There has to be some point in the future where the risk of subsidence tends to zero / tends to risk for the rest of the Huntly area. This is of course difficult to exactly determine. Something like 5 years or 10 years may be appropriate.

Again this can only occur if the council has data on the water levels inside the mine. Once again emphasising the need for monitoring the water levels inside the mine.

Open Meeting

To	Huntly Community Board
From	David Whyte Chairperson
Date	27 November 2020
Reference #	GOV0505
Report Title	Submission on Stage 2 of the Proposed Waikato District Plan – The Huntly Flood Plan Management Area

I. EXECUTIVE SUMMARY

The purpose of this report is to seek the Huntly Community Board’s retrospective approval to feedback provided by the Chairperson to Waikato District Council in relation to the submission on Stage 2 of the Proposed Waikato District Council District Plan – The Huntly Flood Plan Management Area. The Chairperson notes that the attached feedback has already been sent to Waikato District Council.

2. RECOMMENDATION

THAT the report from the Chairperson be received;

AND THAT the Huntly Community Board retrospectively approves the feedback to Waikato District Council in relation to the Submission on Stage 2 of the Proposed Waikato District Plan – The Huntly Flood Plan Management Area, as attached to this report.

3. ATTACHMENTS

Submission on Stage 2 District Plan – The Huntly Flood Plan Management Area

Stage 2 district plan: The Huntly Flood Plan Management Area Submission by Huntly Community Board

The community board appreciates the work that Waikato District Council planning and hazards team have put into this Proposed District Plan. Since accurate up to date data is important for appropriate decision making. We also appreciate that as humans we are not good assessors of risk. Since our assessment of risk is coloured by our own experience. Thus in this case since there has not been a 1:100 flood in living memory, the perception of flood risk is lower than if we have just had a 1:100 flood occur.

That all said, we would like to support any submitter that argues that an area of the model developed over estimates the risk of flood to the property. The model developed by Waikato Regional Council looks at the areas impacted by a 1:100 flood event. Feedback to the Huntly Community Board by various locals has been that this model over estimates the flood risk in some areas. Since it highlights areas that have not flooded since the 1950's flood events with precipitated the installation of the stop bank system. And these areas were not affected by the two high water events, although not quite 1:100 events, in approximately 1998.

We do not have photographic evidence or specific properties that we would like to support in their application. We trust that the land owners have made their own submissions. If they have, we would like to offer our support to these submissions. We would also support them even though photographs may not be present. Twenty years ago at the last flood event, digital cameras were not common at all and to take film photographs was expensive so not often taken. So documented evidence may not be present. But peoples words and memories when it comes to what the flood waters covered should be held in high esteem.

The boards rational behind this, is that these planning maps are likely to flow into insurance premiums and even the ability to obtain insurance. The inability to obtain insurance would be a major barrier to selling of ones home, and thus result in a significant hardship for the current owners, and result in homes falling into disrepair and having a very negative social impact. Therefore the maps need to be highly accurate since the consequences of an error are very negative to the community.

Open Meeting

To	Huntly Community Board
From	David Whyte Chairperson
Date	27 November 2020
Reference #	GOV0505
Report Title	Fitness Trail in Tumate Mahuta Drive Park

1. EXECUTIVE SUMMARY

The purpose of this report is to update the Huntly Community Board on the Fitness Trail in Tumate Mahuta Drive Park project.

2. RECOMMENDATION

THAT the report from the Chairperson be received.

3. ATTACHMENTS

Fitness Trail in Tumate Mahuta Drive Park

Fitness trail in Tumate Mahuta Drive park

David Whyte Chair Huntly Community Board November 2020

After last meetings decision that fitness trail in Tumate Mahuta drive park was an excellent large project I sat down with Cr Bech as been working to install a fitness trail in Tamahere. As he is like myself, and not going to be a high user of such a facility he wisely assembled an advisory team to guide the concept. This was three people, one a personal coach / fitness coach, who trained both out of a small gym attached to his home, but also did fitness / boot camps in the public spaces. An Olympic gold medallist and a secondary school PE teacher. So a wide range of disciplines, and a group that understands the industry.

They came up with seven rules of thumb which have guided the development of Tamahere fitness trail. These are outlined below:

1. **Circuit / loop.** Psychologically people prefer to run in a loop, rather than up and back. So having a circuit is far more preferable than a straight line or one directional track. This is possible with the proposed location.
2. **2km is the ideal length.** If it can't be exactly 2km, then it needs to be exactly a simple length such as 1.8km, not 1.865km. This is because people like to convert lap times into km/hr etc. etc. So a round figure is far easier to deal with. It is difficult to gauge exact distances from google maps, but it is approximately 500m from the Tainui bridge round about to mainstreet roundabout. So a simple loop back via the parks lakes, would be over 1km. So a well designed circuit would be close to 2km.
3. **Concrete surface.** The ideal surface for this is concrete, which is smooth and solid. A gravel path is possible, but less ideal. Stations can be built into the concrete. For example series of coloured lines for lunges, lines for folks to sprint between.

Concrete footpaths are expensive to lay. The rule of thumb with respect to public footpaths is \$100 a meter, so 100 meters is \$100 000! Thus this could only be achievable in stages for this project. That said, the Tamahere trail has a budget of \$168k, so clearly has a lower concrete footpath costs. Also concrete on top of the river bank area may not be suitable due to erosion when under flood.

There is a concrete path already next to the road / park edge, that runs the length of the park. This may or may not be included into the circuit

4. **Simple Self guided equipment.** This ties in with (5), in that the gear should be simple but well designed, to give multiple exercises per station. And being simple it is more inherently robust.
5. **Minimize the moving parts.** As much as stations with moving parts are attractive and seem like a great choice, there are fundamental issues with moving parts. They are expensive, have high maintenance (ie get damaged, need lubrication / servicing) and tend to be gimmicky. So they get used by kids, who play on them once or twice, and then leave them. This is not to say that a few stations with moving parts could be used, but they need to be kept to a minimum and placed in strategic locations.

Ideal stations are 'boxes' stacked in row, that are different sizes. This enables a range of exercise to be done, for a range of body types. Or well designed pull up bars, that almost any size of person can be used (be careful that stations that look swish, may not be practical)

6. **An area that is covered & 'soft'.** This does not need to have sides, but does need a roof. This is important for protection against the rain and possibly sun. This gives an area that folks can warm up in, if it is raining, before going out into the run. A spot where someone could leave gear (maybe not in Huntly?) like towel or bag so that it doesn't get wet. This

should be rubber over concrete, or astroturf. Wise placement of hand / foot signs would also help with creating exercise spaces that are undercover.

7. **Long term app possibilities.** Ideally an app should be developed in a future where it tells about the range of exercises that can be done at each station, and also store personal performance information ie track progress.

Where to now? Using the above as guiding principles, the following two things need to occur, both are intertwined but slightly different teams would be required.

a) Design of stations. We need a group of local folk, who can choose what the stations should be. This needs to be folk who would actually use the equipment. Clearly the above seven principles need to be followed, but within these principles there is a lot of room for variations.

How do we pick the team / who do we ask? And how do we go about this?

b) Design of path. Obviously the stations influence the path, and vis versa. But the path design needs to be done with council folk, since it is council land. One of the key design criteria is usability with high water levels. That is making sure that the stations can be used even when the river is at typical winter flows. Obviously once the river is in flood and flowing over the river walkways, then the circuit cannot be completed. Also with the pathway design, the stations that are placed into that area must be flood proof, ie simple and not restrict the flow to the point where erosion occurs across the structure and not be damaged by floating debris.

How do we make sure that the design of the path and the station design compliment each other? Do we want to design the path as a community and then take to the council to check, or at what point do we engage council staff?

Once these two things are completed, then it comes down to determining exactly what the budget can cover, where extra funds can be obtained from, and how the project can be rolled out in stages.

Open Meeting

To	Huntly Community Board
From	David Whyte Chairperson
Date	27 November 2020
Reference #	GOV0505
Report Title	Footpaths in Huntly – A roadmap forward

1. EXECUTIVE SUMMARY

The purpose of this report is to update the Huntly Community Board on the footpaths in the Huntly area.

2. RECOMMENDATION

THAT the report from the Chairperson be received.

3. ATTACHMENTS

Footpaths in Huntly – A roadmap forward

Footpaths in Huntly – A roadmap forward

David Whyte Chair Huntly Community Board
November 2020

To enable WDC vision of “Our vision is that we work together as a district to build liveable, thriving and connected communities as our district grows” to occur footpaths and cycleways in Huntly need some short term focus and long term goals. This document seeks out outline the short term needs and strategic aspirations of the Huntly community.

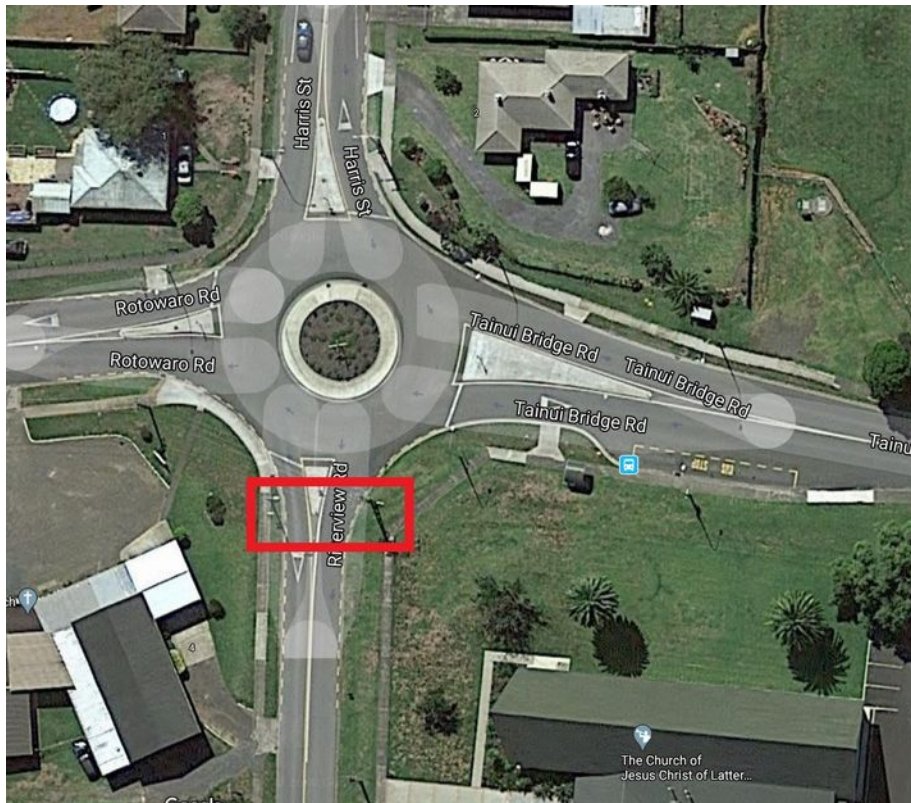
WDC installs ~1km of new footpaths every year, so we will need to compete with other towns and areas for the short term footpaths. For the strategic footpaths these may come under Parks and Reserves, or Roading and may or may not be eligible for NZTA subsidies depending on their location.

Next steps are to sit down with the appropriate roading and parks personal at WDC, prioritize the work, and schedule into short and long term planning. Also I am in active discussion with Te Araroa walkway trust about the Riverview road / bridge issues.

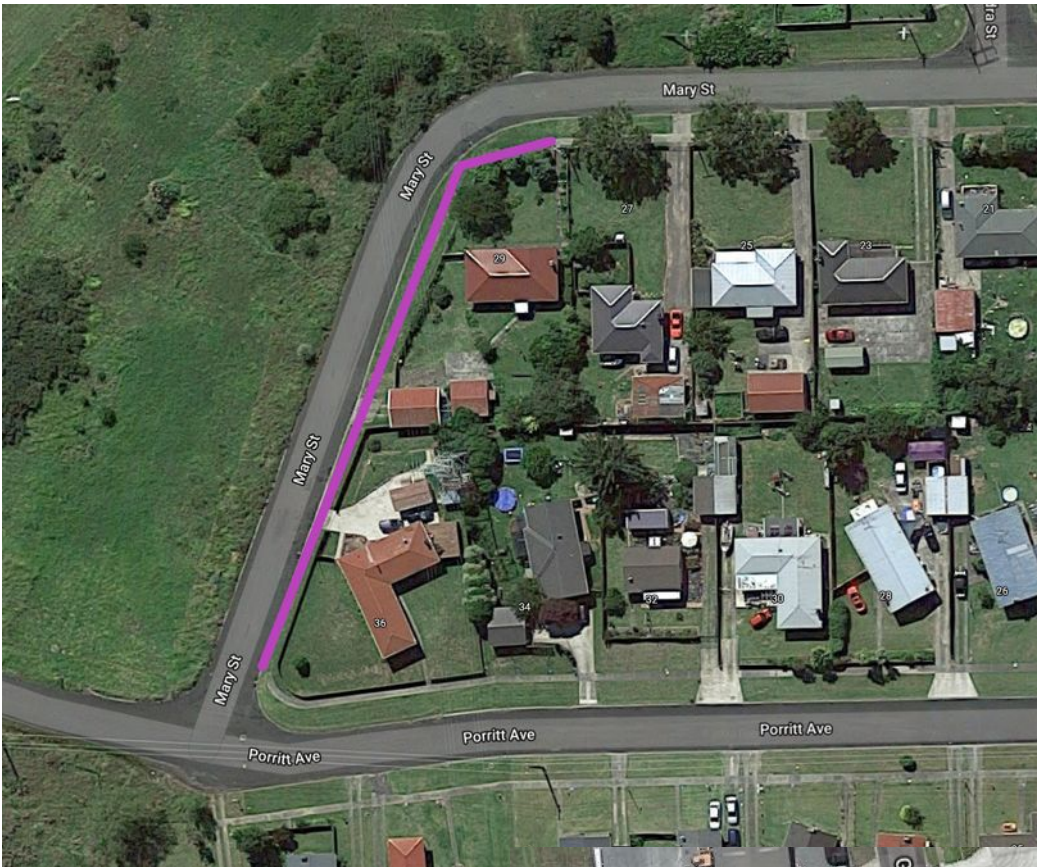
Short term

These are the missing pieces of the puzzles, footpaths that were missed in the development, or areas not serviced by footpaths are should be. That is folks are living in residential streets and don't have access to footpaths. Some are small fixes, while others require significant investment. These short term footpaths are not listed in any particular order.

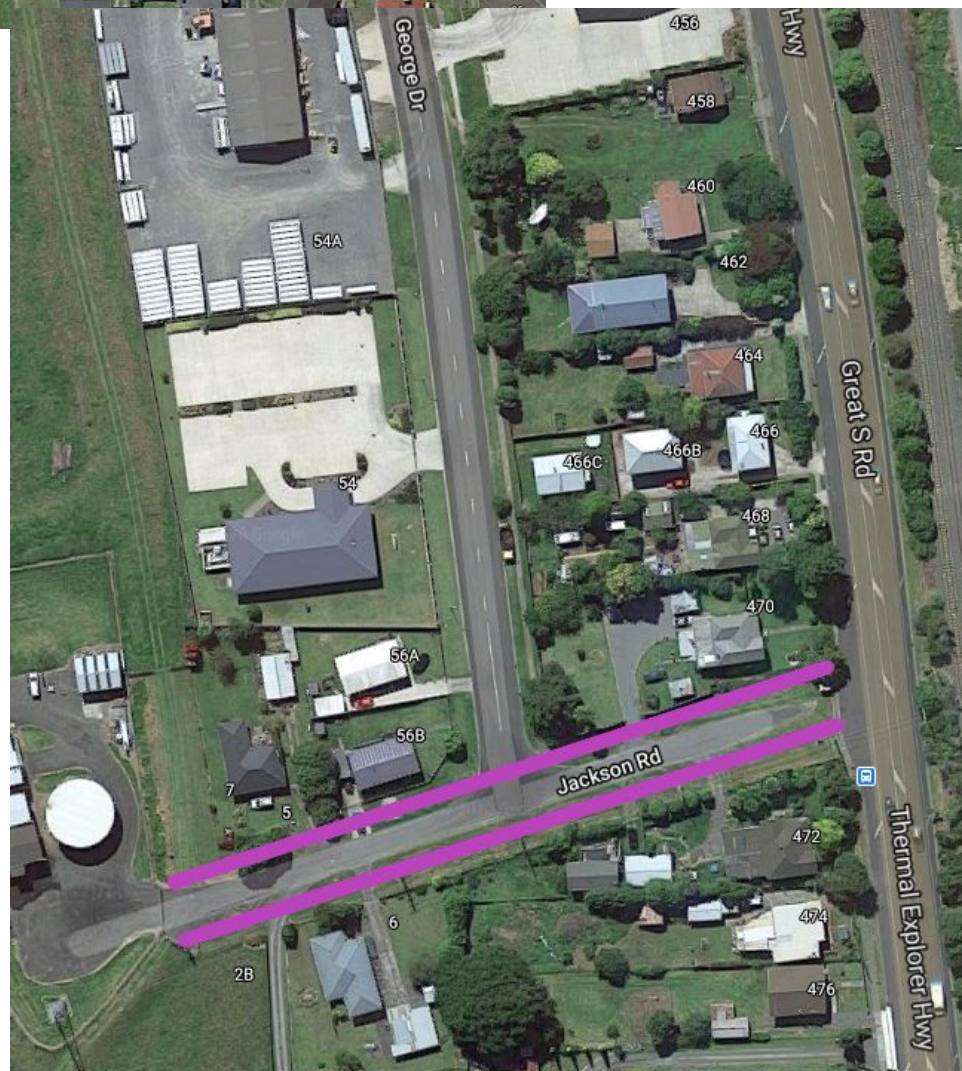
Tainui bridge round about. Connecting of footpaths either side of riverview road. This is shown below, and the other three roads have the ability for pedestrians with say push chairs to cross. But this road does not have this ability. This work is scheduled in for the 2021/22 financial year.



Mary street. The West part of Mary street that presumably wasn't developed as part of the original street development, now has two houses that come off it. Also with the footpath missing it means families can't walk around the block without going on grass or the road, ie the block of Porritt Ave around to Mary can't be walked.



Jackson street. This street and surrounds is an island of residential surrounded by industrial zoning. There is not a footpath on either side of this street. Thus no connection to Great South Road footpath or to the footpath on George Drive.



Hartis Ave and surrounds. This road and some connected streets (at least including Rata and Rimu might be others), have cobblestone footpath instead of the traditional concrete or asphalt. There are two issues with this footpath network

The first is large sections missing, as illustrated in the photo below. This is supposedly due to fibre installation. The contractors who did this work did not reinstall as required, and subsequently are not interesting (or maybe not even in business?)

Given the large lip between the gravel replacement and the concrete driveway this is a hazard for users, and makes difficult for those mobility impaired or wheelchairs etc.

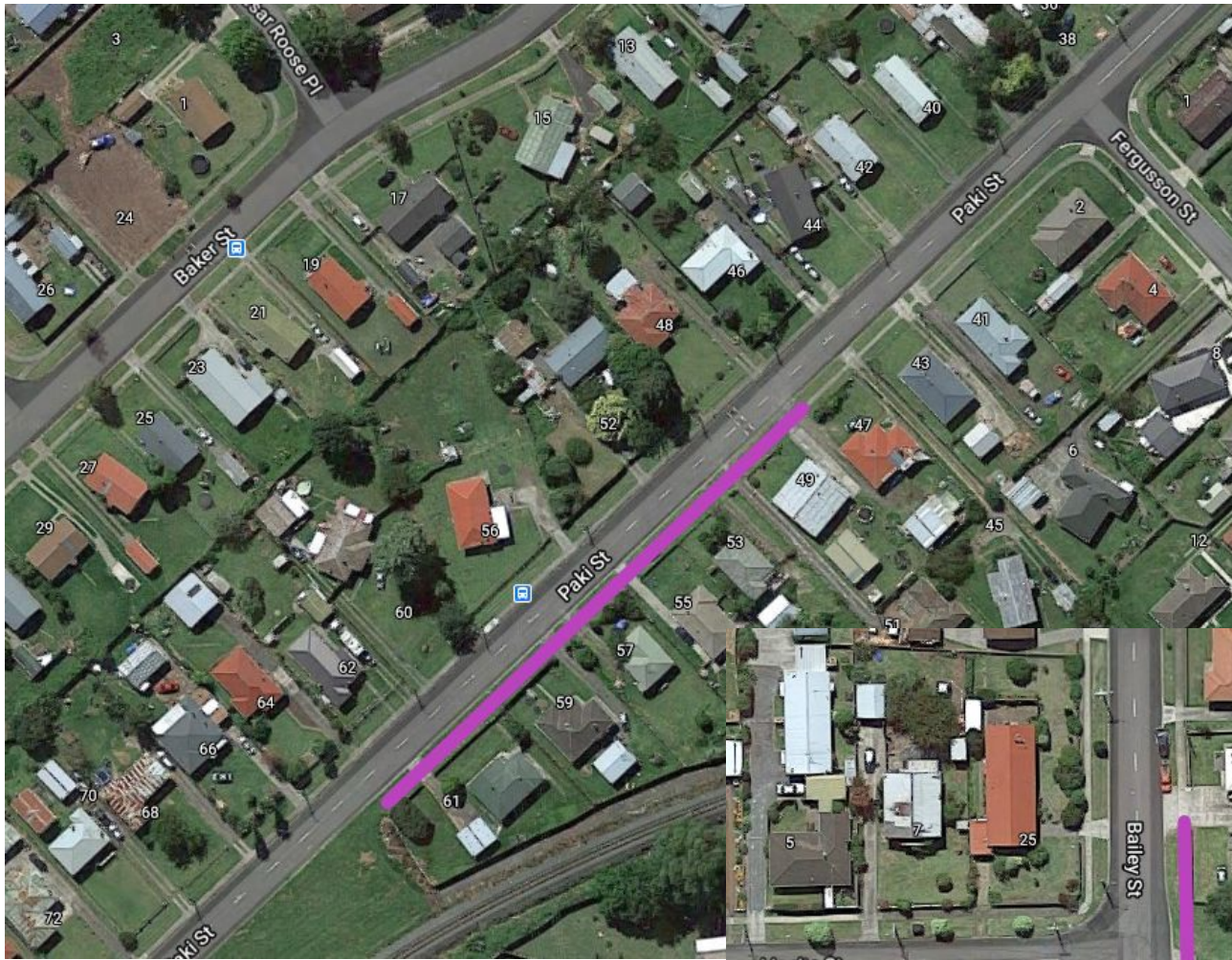
Also when the concrete driveways have gone in, the stones have been removed, but a gap has been left between the two. A relatively benign example is shown here. Over time the gap has filled up with dirt resulting in a somewhat flat walking surface. However some (as of 2019) have ankle traps and not at all fit for purpose.

Surface requests have been raised for these in the past, (need to check progress or lack of)

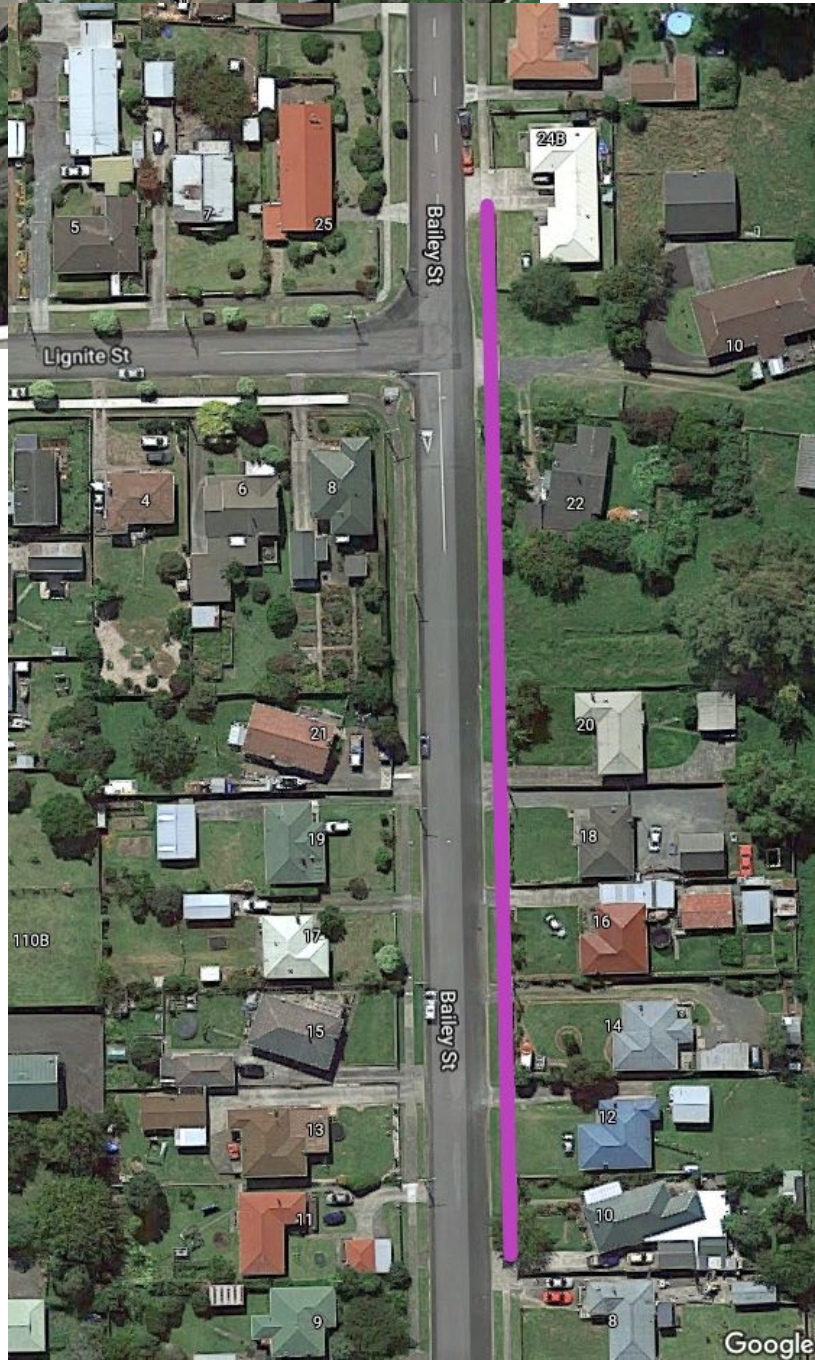


Paki Street

The footpath stops at 49, although the homes continue till 61.

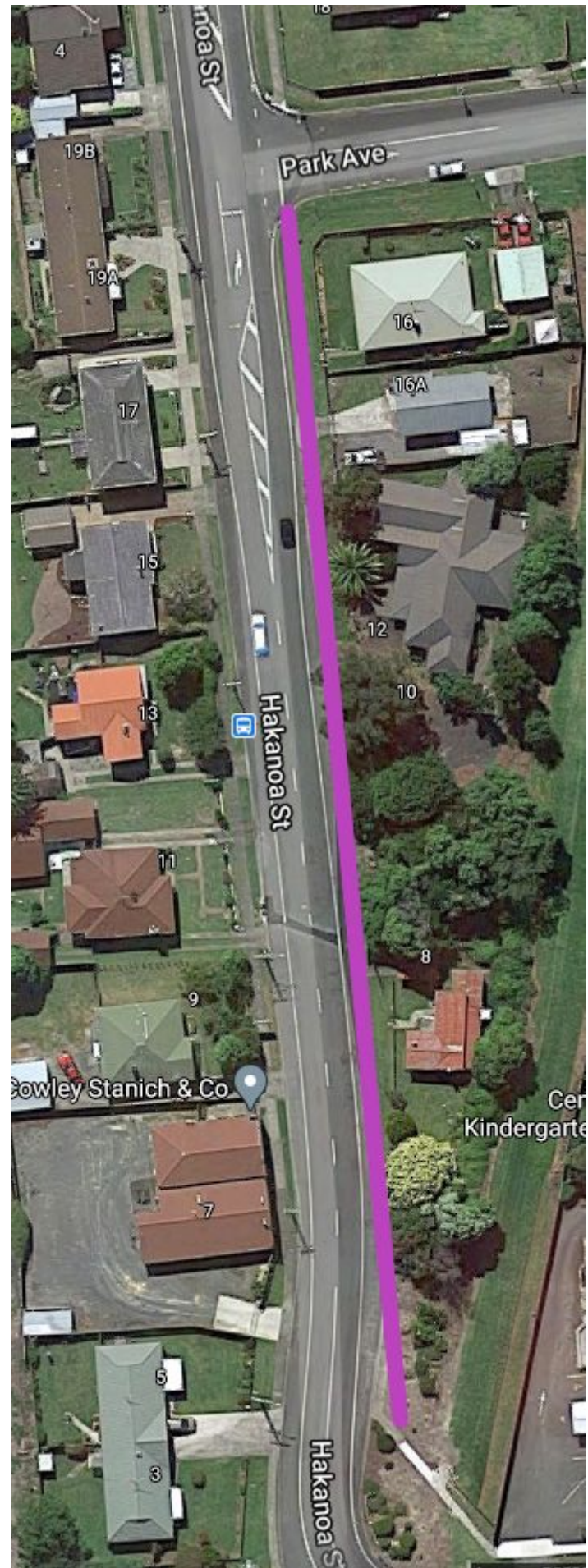


Bailey Street. There is a section missing from #8 to #24B. This is very random as it is a missing section, ie had footpaths either side.



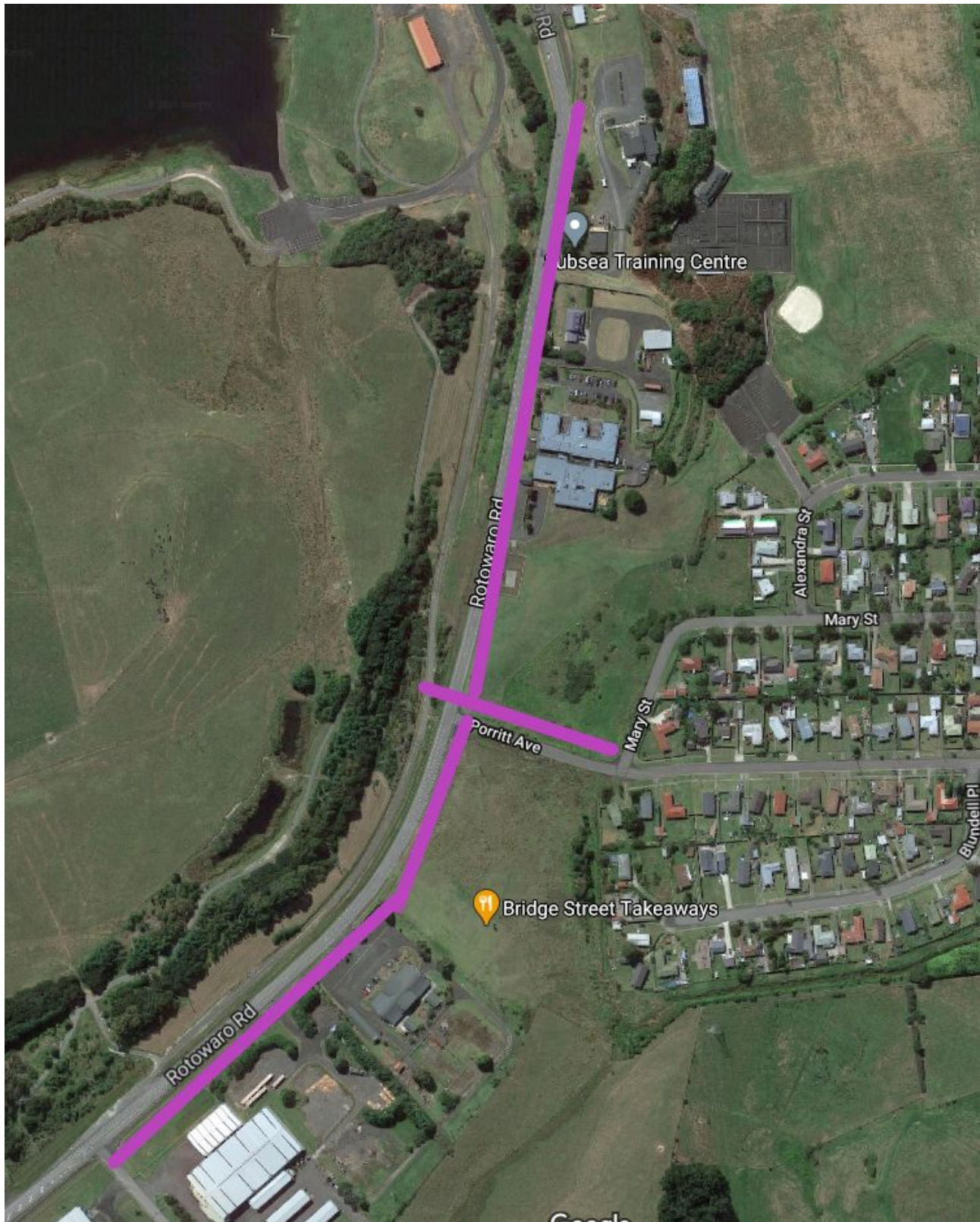
Hakanoa Street. There is a section on Hakanoa street that is also missing. Again having footpaths at the start and end of this section.

The footpath stops at Park ave and also at Onslow street.



Porritt Ave and surrounds. There is no connection from the suburb next to the River to the Puketirini Reserve. Therefore there needs to be a connection, including access across the road, into the Reserve, which is currently blocked by fencing.

There is also no pedestrian access to the business, including the Te Waananga o Aotearoa south of Porritt Ave. Thus no way for students or teachers to access this educational facility without the use of private motor car.



George Drive. On the East side of George drive there is a footpath from the Southern start ending opposite the child care. There is also a very short section of footpath outside the child care. However it does not progress very far.

There is always a large number of cars parked around the childcare and concerns about where folk are walking. So a proper analysis of the situation, including talking to parents and staff, before development of a plan would be appropriate.



Long sections / Possibly Strategic

There are also streets with footpaths only on one side. These tend to be streets that have slope challenges. **Kimihia Road** south side, almost the complete length. **Russell Road** from Mc Vie to Bailey on the Northern side

Tregoweth lane. This requires a footpath. It is understood that Tregoweth lane is getting a significant overhaul. We hope that install a footpath is part of the planned overhaul.

Great North Road, North end.

The footpath network for Huntly ends at the end of Kimihia (Huntly) Cemetery. Thus the homes and business north of this point do not have access to any pedestrian network. I have not drawn in the missing section as the line width would obscure to much of the illustration. This area is zoned rural, although the density of homes at the north cluster is similar to that of a typical residential street.



River view road, south end. There is a currently a footpath that ends at 160 river view road, which is at the top of the aerial photograph below. Again this is zoned rural, but has a density of homes very similar to residential extending to 206 Riverview at the bottom of the photograph. There is overlap between this and the Te Awa trail in the strategic section.



Kimihai Road, East end. Kimihai roads footpath stops at approximately 133 Kimihia road, which is on the left of the illustration. In the PDP this east section will be zoned residential and it already has and increasing density of homes and this looks like it will continue. Thus in the near future a footpath will be required to service this area.



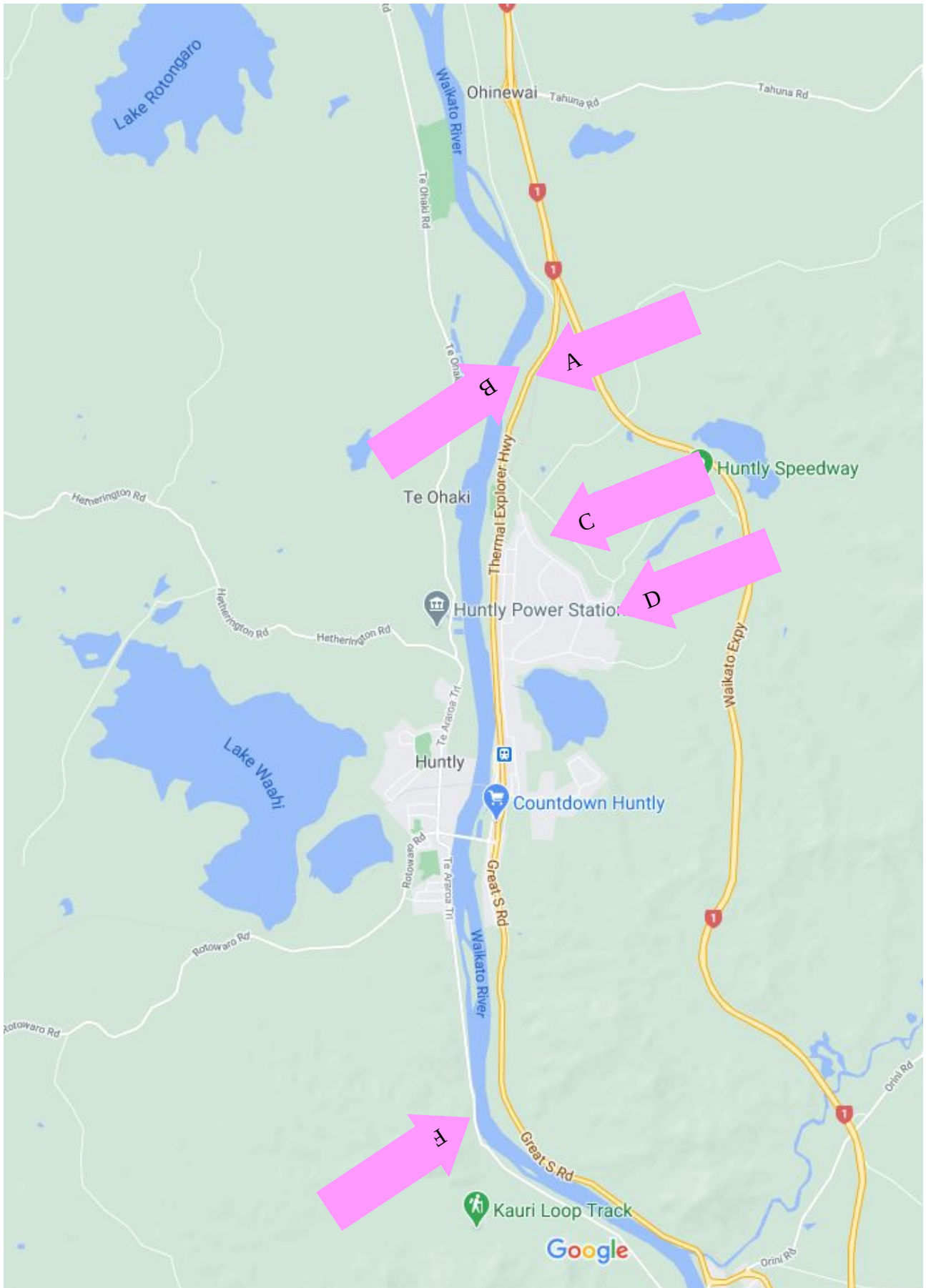
Strategic

These are paths will open up connections within the township, or to other locations outside of the Huntly township. They require significant investment, either in time and effort by the community and/or financial investment by a funding agency, which may or may not be WDC. The arrows point to these approximate locations. These are listed in an approximate North to South direction, but this does not imply any particular order to how they should be done.

A & B- Connections to Ohinewai. There is already at least on student commuting on e-scooter from the North of Huntly to Ohinewai School via the old SH1 corridor. This is occurring on the shoulder of the road via an e-scooter. It would be good to separate the motorized motor vehicle traffic from the pedestrian traffic. The logical connection would be to take the path up to Ohinewai South road, and once on this road, given the width of the road, and its dead end nature, a separate footpath would not be immediately required.

The riverside connection which could run from the Kimihia (Huntly) Cemetery through to Ohinewai Landing Rd, is already mentioned in the Ohinewai Blueprint. And would be more aimed at recreational connections. This could run along the top of the stop bank, and would be a gravel pathway. It could also form, in the long term, part of the Te Awa great ride.

It is noted that the stop bank and the road often run in parallel and close to each other. Therefore there could be other points in which cross over between these two trails.



C & D – Kimihia lakes project. As this project moves ahead, pedestrian access for residents will become more important. Fortunately there are two logical routes already in position to service this development. These are the old railway corridor and the park on Hartis Ave.



The disused rail corridor comes from the main trunk line which is still in use. It then turns through Russell Road coming in parallel to East Mine Road, and on into the Kimihia lakes site. It makes sense to turn this into a pedestrian system as it is already separated from the traffic on East Mine road. Given the Russell Road footpath ends with the last home on Russell Road, this would need to be extended.

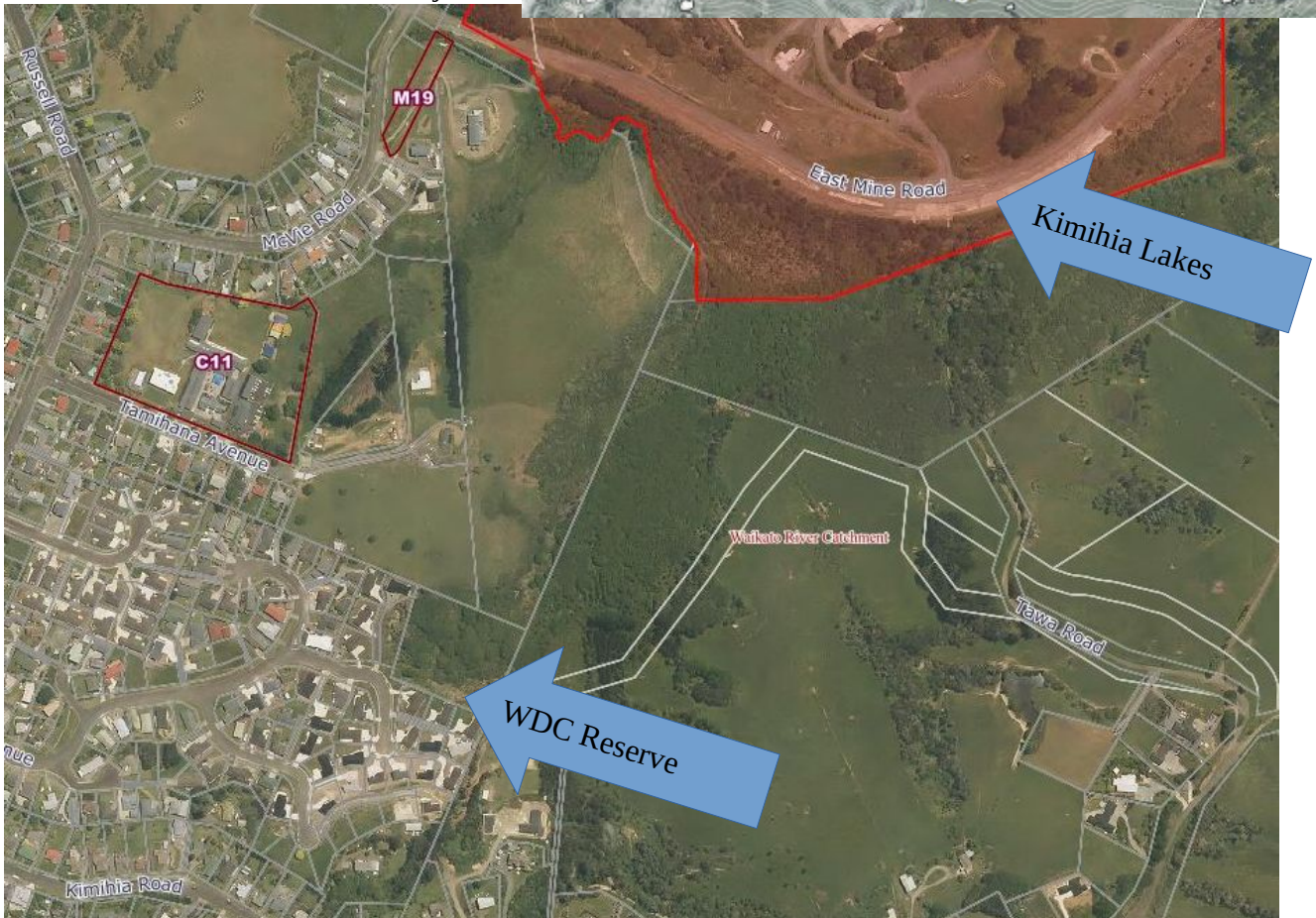
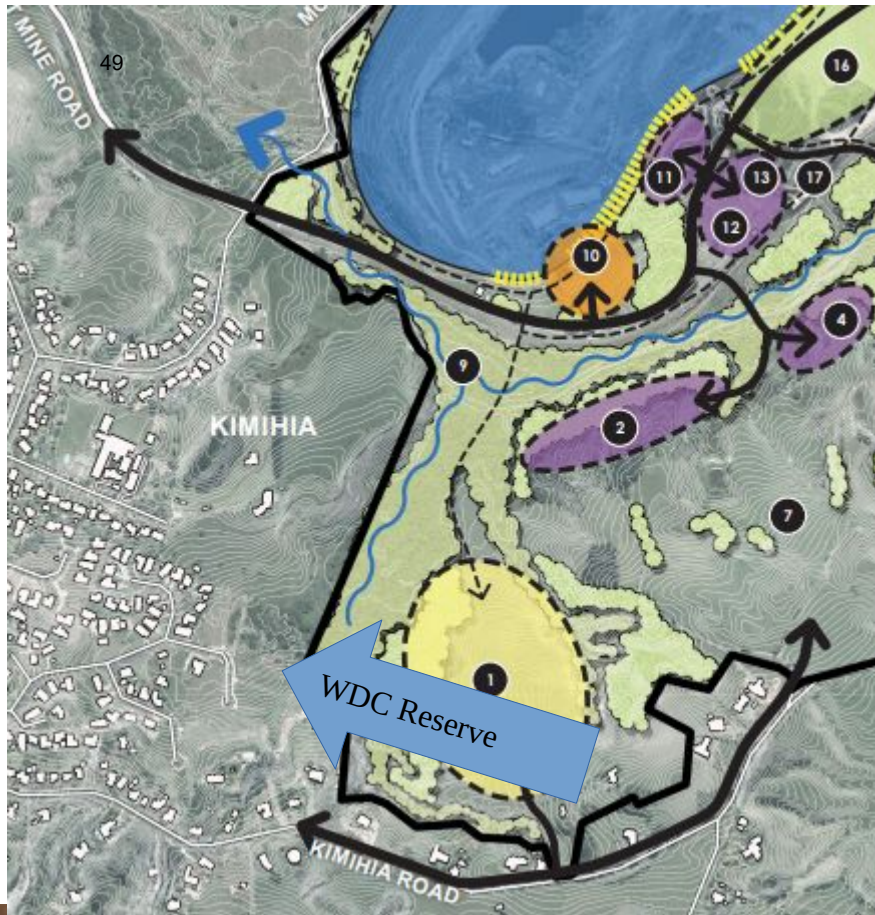
Also thought should be given to pedestrian access along the Great South Road – East Mine road. Opening up access from this direction as well.

Another access point is from the council owned wetland reserve on Hartis Ave. This wetland is an approximate square shape, and borders the Kimihia Lakes project.

To the left is a section of the Kimihia Lakes project plan. There is a dotted line from the lake to (1) a residential development.

The map below shows both aerial and boundary information. There is a wetland / water movement that takes water from the council reserve into the Kimihia Lakes project. Thus there is a natural corridor that connects the two.

Hence it would be extremely wise for WDC to design the reserve boardwalk to connect into the Kimihia Parks Project.



It should also be noted that the speedway is investigating having a motor-sport / speedway museum on site. Thus footpath access along McVie Road to the speedway should also be considered. This road runs also to the Pony Club.

F – Te Awa trail Huntly to Hakarimata walkway. There is a major nationally significant walkway that comes through Huntly, from Te Ohaki in the north, through Huntly West and south down Riverview road - Hakarimata road and onto Parker Road.

Walkers who travel this section put their lives in danger by the extremely narrow shoulder and significant volumes of quickly moving heavy vehicle movements. There is also an issue of a one way bridge, with no space for walkers.

The Kauri Loop Track and Northern Lookout are heavily used by locals as an area for fitness and recreation. Thus being able to bike or walk to this area would be an asset to the community.

Thus there are three drivers for this section, residents on Riverview road who lack a footpath, through walkers on the Te Awa trail, and Huntly residents who wish to connect with the Hakarimata walks.

Contact has been made with the Executive Director of Te Araroa trail management, to discuss options for this section. At a WDC workshop in July 2020 I was able to introduce myself and highlight this area required some work to make it safe.



Open Meeting

To	Huntly Community Board
From	Vanessa Jenkins People & Capability Manager
Date	30 November 2020
Prepared by	Sharlene Jenkins Executive Assistant
Chief Executive Approved	Y
Reference/Doc Set #	GOV0505
Report Title	Huntly Works & Issues Report: Status of Items December 2020

1. EXECUTIVE SUMMARY

The purpose of this report is to update the Huntly Community Board on issues arising from the previous meeting and works underway in Huntly.

2. RECOMMENDATION

THAT the report from the People & Capability Manager be received.

3. ATTACHMENTS

- Huntly Community Board Issues Register – December 2020
- Huntly Works as at 27 November 2020

HUNTLY COMMUNITY BOARD ISSUES REGISTER – December 2020

Issue	Area	Action	Comments
Promotional Signage for Huntly	Communications, Engagement & Marketing / Community Board	<p>DECEMBER 2019: Concept to be presented to the February 2020 meeting for approval.</p> <p>FEBRUARY 2020: Ms Bredenbeck to prepare proposal for March meeting.</p>	<p>FEBRUARY 2020: Staff would like to work with the Board on their concept, and discuss ideas of how to engage the community in the look and feel of signage. Communications Advisor to contact Kim Bredenbeck to discuss before bringing to the whole Board for support.</p>
Rail Communication Plan	Roading, Service Delivery	<p>FEBRUARY 2020: Staff to report back to the Board on the bypass approaches.</p>	<p>MARCH 2020: NZ Transport Authority (“NZTA”) have appointed a consultant to develop a business case for the revocation of the Huntly section of the old State Highway.</p> <p>This business case which covers all of the re-purposing work on the old State Highway will be developed over the next few months (3-4) and the handover is now not expected to be completed until June 2021. Waikato District Council staff will be working with NZTA to ensure all the issues are resolved prior to the handover. Input from the community will be welcome and necessary to ensure the best outcome.</p> <p>JUNE 2020: There are three pieces of work underway in regard to the revocation of the old State Highway through Huntly:</p> <ul style="list-style-type: none"> ▪ NZTA are developing a business case to identify and cost the changes needed to re-configure the existing road prior to handing back to WDC. The changes are expected to be quantified by the end of this calendar year. Any work will be completed prior to handover in June 2021. ▪ Beca are working on identifying and prioritising the transportation needs of Huntly for the next 10 years to be included in the LTP being prepared for sign-off in 2021. ▪ Beca are to assist in identifying the next maintenance and renewals program for the next 10 years on the old state highway to inform negotiations around the State Highway revocation. <p>AUGUST 2020: Staff are to meet with David Whyte in August to capture any issues that the Community Board want to raise with NZTA. The next workshop with NZTA is planned for August. NZTA are keen to ensure that potential benefits available due to the revocation are captured for the Huntly community.</p> <p>DECEMBER 2020: An update will be given at the December Board meeting.</p>
Shop Verandas	Community Board Chair	<p>JUNE 2020: Chair to contact the Building Quality Manager to discuss health & safety issues in relation to shop verandas.</p>	<p>AUGUST 2020: The Chair and Building Quality Manager have not connected yet.</p>

Issue	Area	Action	Comments
Huntly Station	Community Projects, Service Delivery	<p>OCTOBER 2020: Staff to email signage designs to Boards members for feedback.</p> <p>OCTOBER 2020: Staff to request KiwiRail to remove spoil from the station site.</p>	<p>DECEMBER 2020: WDC staff emailed out designs and the feedback received was much appreciated. WDC staff are now working through the detailed designs for the Huntly Station wayfinding and platform signage.</p> <p>DECEMBER 2020: WDC staff, on the Huntly Rail Station project team, are currently working with KiwiRail and our civil works contractor, to finalise the scope and see what options are available to reuse salvaged materials, or contour them as part of the landscaping plans.</p> <p>Staff will be in attendance at the December Board meeting to give an update.</p>
Disabled parking at the Huntly Pool complex	Operations Group Admin	OCTOBER 2020: Staff to raise a service request to have the disabled park moved from the rear of the building to the front.	DECEMBER 2020: Service Request raised – RDG01755/21.
Playground, Taihua Road	People & Capability Manager	OCTOBER 2020: The People & Capability Manager to seek clarification on the removal of the playground and report back to the November 2020 Board meeting.	DECEMBER 2020: People & Capability Manager to provide an update at the December Board meeting.

HUNTLY WORKS – As at 27 November 2020

Community Projects Update

Huntly CCTV Project

Physical Works will be complete when the installation contractor returns to install the extended system at the upgraded Huntly Railway Station in November.

Huntly Grandstand Roof Replacement



Huntly Granstand – Transpower transmission cables span the park above the grandstand roof

Project commencement date is delayed. Awaiting Transpower engineers to provide approval and methodology for WDC contractors Industrial Site Services (ISS) to work within the safe working distances from overhead transmission lines.

Transpower has been made aware of the urgency and the impacts caused from the transmission lines. Transpower have indicated a response plan will be provided by late November.

Huntly Park and Ride

Platform construction is now complete apart from signage and fencing. Lighting of the platform and carpark is complete.

Fencing is underway with posts installed. Asphaltting of the Park and Ride area is underway.



Lighting complete in the Park and Ride



Asphalt surfacing in the car park well underway



Aerial view of the railway platform and Park and Ride

Open Meeting

To	Huntly Community Board
From	David Whyte Chairperson
Date	2 December 2020
Prepared by	Lynette Wainwright Committee Secretary
DWS Document Set #	GOV0505
Report Title	Chairperson's Report

1. SUMMARY

The purpose of this report is to provide an update to the Board.

2. RECOMMENDATION

THAT the report from the Chairperson be received.

3. ATTACHMENTS

Chairperson's Report

Chair report Huntly Community Board Nov – Dec 2020 by David Whyte

State Highway Revocation

This is progressing well. There are ~30 changes in the pipe line for from the off ramp at Taupiri to the on ramp North of Huntly. The designed for these changes need to be sketched out before the end of December, so the next phase of costings and approvals can occur. The three key focuses of the project are to improve safety, improve local connectivity and reduce costs to WDC.

I have been very pleased with the role I have been able to play, explaining what really goes on at the Huntly locations, and thus ending up with more appropriate actions ad designs. So far we have worked through the complete length, coming up with a very long list of possible modifications. Then these have been short listed into different categories. The most important chosen, and now concept design of the modifications. So lots of workshops, drawing on maps, etc. This has been facilitated by WSP (previous Opus) and has involved staff from WDC and NZTA

Examples of this where my input has been valuable include:

- The right turn arrow at Tainui Bridge intersection. This is now in my mind redundant. Thus it is now going to be investigated and removed if the vehicle movements stack up
- That very few pedestrian movements occur across the Tainui Bridge intersection from KFC to the footpath on the other side. Thus negating the need for raised pedestrian walkways
- Explaining how bell crossing gets used by mobs of students and also elderly or physically impaired on scooters. This intersection has been a challenge to design / improve and at this stage it looks like mods to pedestrian movements will be made, and likely signaled crossings. But this is still being developed. Also mentioned that no right turning out of bell street isn't something that people complain about and isn't an issue.
- Entrance in and out of town. I undertook three 1 hour car traffic movement counts at the north end of town, these have been feed into the design process. In essence there is sill a lot of use on the bypass and heavy vehicle movements as well. The more complex intersection is the southern connection into town from the bypass, which is currently an off ramp by countdown / Huntly Honda. This will become both ways ie in and out of town, instead of just being in to town. How this intersection looks, will be then reflected into the northern end of town.
- Have asked the team to connect with kiwirail to clean up the vegetation mess at the South end of town
- Along with various comments about how traffic flows, pedestrians cross etc.

Changes that I don't agree with are the proposed 80 km/hr from Huntly to Taupiri (I agree with 60 through Huntly and 80 at the North end). And also the removal of the North bound passing lane. I have communicated this to the design / discussion. But aware that I haven't been able to convince the team that these changes are not good.

Kiwirail

Sent an email to Cr Patterson attempting to apply pressure to kiwirail to clean things up:

The parts in bold are higher urgency than the rest of the list. Though any progress on anything would be great.

- **Dead upright trees, dead fallen trees, next to Great South Road, from Tregoweth Lane to Tainui Bridge Street**
- **Weeds in the same area as above, mostly pampas grass**
- Large piles of contaminated dirt in yard

- **Very rusty wire mesh fence, on top of the concrete barriers next to the old State Highway. Small sections have been replaced with new wire already.**
- Rubbish, household as well as bits of fence and other random detritus between station platform and bell crossing, East of the tracks.
- Just North of Bell street crossing, rubbish, concrete and detritus left over from kiwi rail operations
- Between Bell and Fletcher crossings. Tagging on the fences. Brown fence paint color. Please leave the wonderful henna art on the two sections, with the white lines painted on the brown wall, one with an eye and another.
- Between Bell and Fletcher rubbish and detritus next to track
- North of Fletcher crossing, where the old line to Huntly East mine came off the main line, there are stacks of rails, sleepers and likely other material, just sitting and have been there for some time.

Obviously HCB would be happy to work with kiwirail on these things. However we are aware that H & S rules for working around the tracks are likely to limit the ability for the average citizen to actually help.

Have also logged the dead trees via the kiwirail website / feedback page. A link to this page can be emailed out to folk who are interested in logging jobs with kiwirail. Also have brought these dead trees up in the revocation project, and ask that pressure be applied by NZTA / WDC to kiwirail to sort out this area.

Good Kia Project

It is hard to know where chair 'life' stops and personal 'life' starts given things often overlap. In this regard have had a very positive meeting with the folks involved in the Good Kai Project. The hat I have been wearing is mostly my NZ Tree Crops Association hats as some of the team at Good Kai Project have started a market garden trial on Waahi Pa land. This trial is experimenting with what crops can be successfully and sustainably grown. So using my experience in this field have helped and given advice where I can. Also I wrote a report about the potential horticultural / Tree Crops that could be grown on this land. This 12 page report can be supplied upon request, but didn't see the need to include a copy of this in this Chair's report

Huntly Community Patrol

Meet with the secretary/treasurer of the patrol to discuss where they are at, and what the organisation requires going forward. The organisation is in dire straights, and they need a champion who can drum up support, drive growth and champion the cause. They also require:

- More committee members who are engaged (committee members do not have to patrol). The current treasurer is planning to step down in March 2021.
- Funding from the local community on a regular basis to fund petrol and on going costs. This would ideally be ~5k / annum.
- More volunteers to work the shifts. Other successfully patrols have more elderly folk who spend a night or two a month patrolling. As a minimum 20 volunteers are required to be sustainable.
- Better information flow from police, although with new personal at the Police this may have improved

The secretary has talked to Lions and this may have resulted in movement of some of these things.

Other:

- **Footpath strategy** developed with input from the community via facebook, see other agenda item.
- Also driven by being revolted at the standard of the **'white' WDC wooden barriers**, have compiled a list of white barriers in the township via 'driving' about on google street view. Quite a large number compared to what I was expected. This document is attached. Will forward to WDC and attempt to get these on maintenance lists.
- **Isite signage removal.** Thought I had got all signage removed. But came across two more signs this month, raised CRM's and one was promptly removed. The other I haven't checked up on.
- **Lights in gardens update.** Have quirted the lack of progress on the garden lights. In summary there isn't enough money in the budget to do the job. The job consists of getting a contractor to inspect the lights, to determine why so many are out. Then a plan to fix the lights, and any underlying issues. This is made all the more expensive as any work undertaken within 5 meters of a road boundary requires a traffic management plan. And nearly all these lights, even through many are behind bollards are within the 5 m boundry. Thus this will be done post June 2021 (it next years budget). I have politely expressed my displease with this lack of progress.
- **Metal cut outs on jetty.** HCB discussed this a number two meetings ago, and how moving to balustrades where the metal stencils are missing would reduce vandalism and improve the look. Have discussed this with WDC. They already have a plan to replace the stencils such that they are more vandal proof, and this is in process.
- **Update on Bridge street.** The bridge street concrete is still not started, nor has the public seat been replaced, nor any work started on the bollards (mulching work has been completed). So continuing to monitor and chase.
- **Volume of paperwork.** The council is required to be the public interface for policies set by other organisations. When the government passes a law / act in the councils 'space' the council is legally required to obey and implement. The government also passes National Policy Statements (NPS), which are easier to pass, and legally require the council 'to give affect to' them. These NPS's can also be conflicting if the government changes, and the new government passes a new NPS without withdrawing the previous NPS. Then there are documents from regional council that impact things. And then internal policies and documents. So WDC has ~80 policies and guidelines on their books. This means any development, or any activity, has to be checked against these 80 policies. Which of course is a long and drawn out process. The council is attempting to rationalize these policies, which will give improvements. But until central and regional governments stop pushing laws / acts and NPS's onto councils that are complex and at times contradictory, it is going to be an uphill battle.
- **Dangerous streetlight electrics still not fixed.** Noticed on the old SH corridor approximately opposite the defunct second hand store that building is for sale, is a series of street lights. These have the power cable running on the ground / over the fence, and at least one street light has a dangerous setup where the cover is a bit of corflute (think real estate sign), which is degrading in the sunlight. Raised this with the powers that be, but noticed four weeks on, still not done, even though it is an urgent job.
- **Change in roading inspectors.** The system of inspectors for the roading team has changed. Previously the worked as part of the contractors organisation. However this has recently changed so they are council employees and report to council directly. It is hoped that this will lead to better outcomes for the community.
- **Meeting with other chairs.** The chairs of all the community boards got together for the first time. May of the chairs have the same challenges, and this was very reassuring.

Community meals

HCB has been offered the chance of hosting a community meal in 2021. I am unable to facilitate this, would someone like to take this on?

Cleaning of mainstreet

Have pursued WDC via an an official information act request, as my CRM wasn't going anywhere, about exactly when the mainstreet was steam cleaned. The response was the following dates:

- 2017 May, October
- 2018 May, October
- 2019 June, October
- 2020 June, October

My response to this was to ask for proof, since I don't remember an improvement in the cleanliness of the mainstreet around June this year. I was supplied with the movement tracker information for the steam cleaning truck. As of the 25th of November I have the data from 1st July 2019 through to 20th of August 2020. Thus I was able to import October 2019 and June 2020 into excel, spend considerable time understanding, cleaning up and then analysing the truck movements.

The October 2019 results are shown in the graph over a number of pages (so it is large enough to read the smaller font / details) and June 2020 results on the next page. The truck also visited in November 2019 for three days, assumedly to finish the job, this isn't shown on the graph. Thus the total job length was 35.5 hours.

The assumption is that the times where the truck is sitting in Huntly, the operator is steam cleaning. However this assumption means things like breaks, equipment failure or any other reason the work isn't being done, is not included in the analysis. It is interesting to note that the cleaning is done in the evening times instead of in the early morning.

Due to less days cleaning (10 total days), the June 2020 are shown in the table below, instead of graphically.

Date	Hours working	Hours travelling
3rd11	0.20	1.50
4th	5.00	1.75
8th	3.75	1.50
9th	0.25	1.30
10th	5.00	1.00
11th	2.30	1.00
15th	0.85	1.50
16th	2.50	1.25
17th	5.65	1.50
21st	0.75	1.50
Total	26.25	13.8
Mean	2.63	1.38

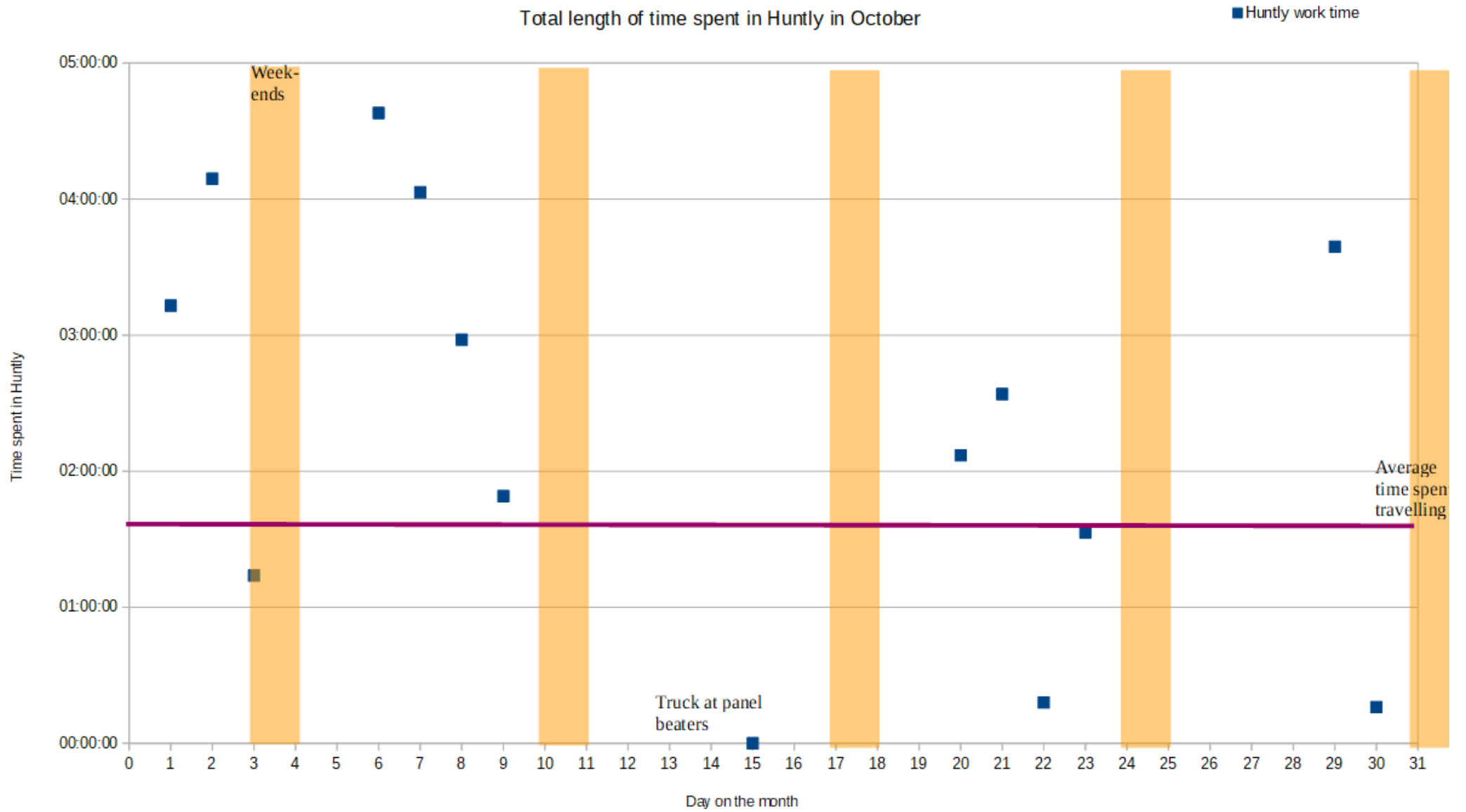
This data shows up some serious concerns:

- **Significant time difference between June 2020 and October 2019.** The 2019 work took in total 35.5 hours, while the June work took 26.25 hours. This is 74% of the 2019 time, or a quarter was shaved of the time spent cleaning the street. One has to question if the same high standard was done in June, as October. Since personal observation indicates that the street was not looking clean in August, only 2 months after being cleaned.
- **Number of days when the total travel time was larger than the total work time.** As much as the contractor is able to set the schedule, as they are a contractor. Any inefficiencies in the system will be passed onto the rate payer as a cost. And if the contractor is billing per hour, then the council is being ripped off, as billing for travel, when no effective work is being done, is immoral and totally inappropriate. 40% of days in June had longer time travelling than working (highlighted in the table as pink). 38% of days in October had longer time travelling than working. So clearly this is a systemic issue.

There were a total of 3 days in the 2 months that had work times of less than 20 minutes, or more than 10% of 'work' days. So one has to question if any work was actually done these days. Since I assume it takes time to set up equipment, and also to pack down. Thus I would question if any work was done at all, and one might conclude that the truck and staff were going to to Huntly, as a full in job, or to tick some box so that the council could be billed.

- **Comparatively high travel time overall.** In June 2020 the total hours spent travelling were 50% of the time spent working. This is horrendously inefficient as for every hour you are spending working, you are also charging half an hour for travel. The October 2019 data is even worse, with for every hour spent working 39 minutes was spent travelling. Thus the travel times seem disproportionally high for the job.

The data analysis for other townships was not completed, so comparisons to other towns that have a similar contract cannot be made.



Huntly's white council fences – Most need some TLC

David Whyte Chair Huntly Community Board

November 2020

There are a large number of 'white' fences in Huntly that need some TLC. Clearly they are not on any preventative maintenance schedule. Most need a good clean and repaint. This document attempts to list all white painted fences, and fence like structures that the council should be looking after. It does not include round wooden bollards, painted white. Shots from google street view and included to make this list easy to follow / understand.

Russell Road large section just south of Manuka Road



Russell Road – Just North of Tamihana Ave



Mc Vie Road connecting with Russell Road intersection



Mc Vie Road approximately at # 7



Kimihia Road Approx # 15



Kimihia Road, large section including #105



Gordon Road corner with Hakanoa Street



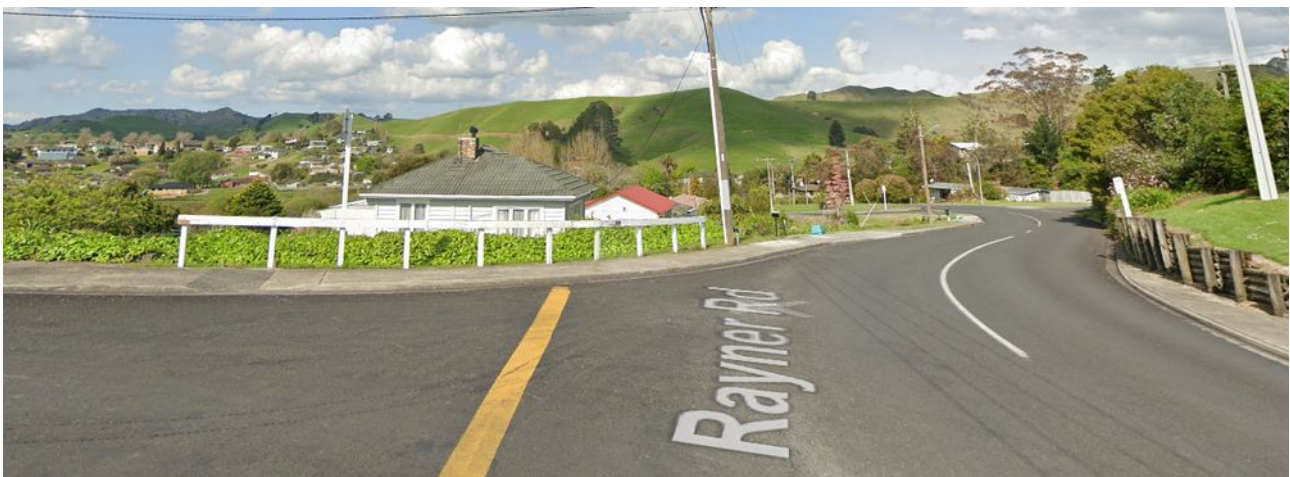
Hakanoa Street, opposite Taihua road



Taihua Road, fence for lake Hakanoa outflow, next to War Memorial Hall



Intersection Rayner and Dudley



Tregoweth Lane, just North of one land area



Tregoweth lane one way area



Tregoweth lane just South of one way area



Tregoweth lane opposite Metrapannel



Great South Road just south of #580 in park area



Great South Road, next to Jackson street



Great South Road, North Approximate # 436



Possible council fence, but could be land owners fence. Hard to determine. In good nick and doesn't have typical council look. Runs along boundary of 23 Upland Road.



Tumate Mahuta Drive connection with town



Riverview Road, dog leg where road travels away from river next to church



Rotorao Rd, entrance to 50 km/hr by lake Puketirini



Fraser Street end, and associated park vehicle track on the RHS



Harris Street, North end of bridge over Waahi stream



Meyer Street end some sections are white (but covered so badly by mould and algae they look black). These likely would do well to be painted brown like other section of this barrier.



George Clay Place, at the cul-de-sac, barriers to walkway painted white.



Dust created by Gleeson and Cox trucks using council land as part of their business.
David Whyte, Chair of Huntly Community Board 29th October 2020

Dust has been a significant issue for residents of Riverview road, Hakarimata road and the suburb behind Riverview Road. For example previously in summer I have recorded evidence of visible quarry dust on the road surface up to 7-8km south of the quarry on Hakarimata road.

The dust problem obviously peak in late summer when there has been extensive period of time without rain to wash the dust from the road surface. Therefore this report is about being proactive and taking action before the dust trail is extended North and South of the quarry and causing issues for local residents. Since right now the dust is limited to the rural areas.

The word on the street is that the dust is caused by trucks using the road side gravel areas outside of the quarry operational area. These are highlighted in the figure below.



Therefore I spent half an hour observing truck entrance movements from a high up public location and similar length of time observing truck movements from the roadside. Observing dust creation and management in the quarry and surrounding areas.

What I observed was a systemic use of these gravel areas as part of the quarry operation, and they were treated as though they were owned by the quarry. And the locals were correct, these were sources of significant dust movement.

The use of these areas can be grouped into two categories. One being empty trucks heading to the quarry stopping to remove covers, and the other being full trucks parking up to undertake other activities.

Given that almost all truck traffic on the day of observation was from the north, and heading back north, one would assume that if contracts resulted in southern movements that the same issues would occur with the gravel areas south of the entrance.

Empty trucks heading to the quarry.

On the day of observation, trucks south bound back to the quarry were observed to be grouped into the following three categories.

- Trucks that had either no covers, or covers were already drawn back into storage. These trucks entered the quarry intimately.
- The second group were trucks that had their covers extended over the truck and trailer units. Most of these trucks pulled off into the northern gravel bay. Got out of their trucks and removed the covers, then re-entered the road and entered the quarry. In undertaking this, significant dust clouds were created when the trucks both exited the road, and then started to move again and re-entered the road.
- The third category was a minority which was trucks with extended covers directly entering the quarry without removal of the covers.

This screen shot shows the south bound gravel area where the trucks were pulling off.



An example of a truck pulled off the road, onto the gravel area to remove its cover is shown below. Also note another truck parked up on gravel on the other side of the road. This will be discussed later. Also obvious is the change in colour of the road surface due to dust. The quarry traffic has transported enough dust to cause a major colour difference



Another example is shown over the page. In this case there are four trucks parked up on the southern direction pull off area. Also there are two trucks in the northern direction pull off area.



Of the observed 19 truck entries from the northern direction approximately 50% entered the quarry with covers off. 30% stopped in the gravel to remove their covers and 15% entered the quarry with covers still extended. (note the reason these only sum to 95% is due to rounding).

Given that approximately 233 trucks enter the quarry daily¹ if the above numbers are representative of all truck movements this is appropriately 70 trucks a day creating dust clouds by using this gravel pull off area.

Now I attempted to obtain photos of the dust being created, and due to poor photographic technique and not willing to risk life and limb by standing in the middle of the road where the best shots were likely to be obtained, the photographs did not compare to what was visible with the naked eye. Thus no photos of dust clouds are included. However visiting the sight it quickly becomes obvious the volume of dust being created by these truck movements. And the volume being tracked up onto the road where other road users will transport it further afield.

¹PROPOSED MANAGED FILL 300 RIVERVIEW ROAD, HUNTLY ASSESSMENT OF NOISE EFFECTS Report No 19069/2. Hegley Acoustics 2019.

Full trucks exiting the quarry

Of the 11 trucks observed exiting the quarry over an approximate half hour period, 64% stopped into the gravel area outside the quarry gate, and only 36% went directly onto the sealed surface.

The unsealed gravel area outside the quarry gates is shown in the screen shot below.



It was observed that truckers used the area outside the gate as time to do various tasks. Such as filling in paperwork, making photo calls, cleaning rocks and loading debris from the canvas or other truck parts, talking to one another and walking back into the quarry compound.

Thus it appears that there is no parking on the quarry site where these important functions can be undertaken. An example of the trucks lined up in this area is shown below. This photo shows three trucks parked up, a fourth was also present at this time but is not in the photograph.



It was noted that a water truck was spraying water over the quarry roadways during time spent observing the quarry entrance. A photo of this is shown below. It was noted that the truck came up from the back of the quarry, through the front road ways before heading back into the quarry. Thus clearly the water truck does not come out of the quarry and apply water to the pull off areas next to the road that are being used as part of the quarry operation



So it can be **concluded that:**

- a) Pull of bays outside the quarry boundaries are being used for quarry activities
- b) These activities create significant volumes of dust
- c) That no dust minimization takes place at these locations outside the quarry

Thus the two obvious solutions are:

- a) That the quarry stop using land outside their ownership for quarry operations or
- b) Dust minimization activities (aka water tanker used) take place at these locations outside of the quarry.

Now in principle a business should pay for the services they receive, and as such using community (aka council) owned land to undertake a business, especially one that has negative effects on the community, shouldn't be occurring. Thus the preference has to be that Gleeson and Cox stop using councils lands for their business operations. Thus moving all business operations into the quarry and using the dust minimization measures required inside the quarry boundary to reduce dust.

However it is also acknowledged that in the daily practicalities that sometimes the ideal, principled option isn't always the most appropriate. Thus we would leave it up to the council to decide which of these two steps is the most appropriate in this situation. And would request that the outcome be communicated back to the community board so the public can be made aware of this outcome.

Open Meeting

To	Huntly Community Board
From	Gavin Ion Chief Executive
Date	16 October 2020
Prepared by	Grace Brady Democracy Advisor
Chief Executive Approved	Y
Reference #	GOV0507
Report Title	Schedule of Meetings 2021

I. EXECUTIVE SUMMARY

The purpose of this report is to seek the Board's approval to the proposed schedule of Board meetings for 2021.

The Huntly Community Board, at its inaugural meeting in [November 2019](#), agreed to meet on a six-weekly meeting cycle for the duration of the 2019-2022 triennium, to align with the schedule of meetings for Council and Council committee meetings. This meeting cycle has enabled staff to have sufficient time between meetings to address actions and fully report back to the next Board meeting, which leads to better decision-making by the Board and better outcomes for the community.

At its meeting held on Tuesday, 18 February 2020, the Board resolved as follows:

“THAT the Huntly Community Board holds its meetings for the remainder of the 2020 year at 6.00pm in the following locations:

<i>Tuesday, 18 February</i>	<i>Riverside Room</i>
<i>Tuesday, 31 March</i>	<i>Huntly West Community Hub, Harris Street, Huntly</i>
<i>Tuesday, 12 May</i>	<i>Riverside Room</i>
<i>Tuesday, 23 June</i>	<i>Huntly West Community Hub, Harris Street, Huntly</i>
<i>Tuesday, 4 August</i>	<i>Riverside Room</i>
<i>Tuesday, 15 September</i>	<i>Huntly West Community Hub, Harris Street, Huntly</i>
<i>Tuesday 27 October</i>	<i>Riverside Room.</i>

CARRIED

HCB2002/05”

The Board is required to decide on the location of their meetings when confirming the dates for the 2021 year.

Attached to this report is the proposed schedule of meetings for 2021, which is based on the 2020 meeting cycle. The Board may wish to meet between each board meeting with a workshop, to discuss its work programme and connect with its community.

2. RECOMMENDATION

THAT the report from the Chief Executive be received;

AND THAT the Huntly Community Board continues to hold its meetings at 6.00pm on a six-weekly cycle in 2021, on the following dates:

- **Tuesday 16 February 2021, at [insert venue]**
- **Tuesday 30 March 2021, at [insert venue]**
- **Tuesday 11 May 2021, at [insert venue]**
- **Tuesday 22 June 2021, at [insert venue]**
- **Tuesday 10 August 2021, at [insert venue]**
- **Tuesday 21 September 2021, at [insert venue]**
- **Tuesday 2 November 2021, at [insert venue]**
- **Tuesday 14 December 2021, at [insert venue]**

3. ATTACHMENTS

Attachment 1 – Proposed 2021 Calendar - Community Board Schedule of Meetings (HCB)

Waikato District Council - Schedule of Meetings 2021

	January	February	March	April	May	June	July	August	September	October	November	December
Mon		1	1								1 Council	
Tue		2	2			1					2 HCB	
Wed		3	3			2			1		3	1
Thur		4	4	1		3			2		4	2
Fri	1 New Year's Day	5	5	2 Good Friday		4			3	1	5	3
Sat	2	6 Waitangi Day	6	3	1	5			4	2	6	4
Sun	3	7	7	4	2	6		1	5	3	7	5
Mon	4	8 Waitangi Day Observed	8	5 Easter Monday	3	7 Queen's Birthday	Mon	5	6	4	8	6
Tue	5	9	9	6 Council	4	8	Tue	6	7	5	9	7
Wed	6	10	10	7	5	9	Wed	7	8	6	10	8
Thur	7	11	11	8	6	10	Thur	8	9	7	11	9
Fri	8	12	12	9	7	11	Fri	9	10	8	12	10
Sat	9	13	13	10	8	12	Sat	10	11	9	13	11
Sun	10	14	14	11	9	13	Sun	11	12	10	14	12
Mon	11	15	15	12	10	14	Mon	12	13 Council	11	15 Council	13 Council
Tue	12	16 HCB	16	13	11 HCB	15	Tue	13	14 HCB	12	16 HCB	14 HCB
Wed	13	17	17	14	12	16	Wed	14	15	13	17	15
Thur	14	18	18	15	13	17	Thur	15	16	14	18	16
Fri	15	19	19	16	14	18	Fri	16	17	15	19	17
Sat	16	20	20	17	15	19	Sat	17	18	16	20	18
Sun	17	21	21	18	16	20	Sun	18	19	17	21	19
Mon	18	22 Council	22	19	17 Council	21	Mon	19	20 Council	18	22	20
Tue	19	23	23	20	18	22 HCB	Tue	20	21 HCB	19	23	21
Wed	20	24	24	21	19	23	Wed	21	22	20	24	22
Thur	21	25	25	22	20	24	Thur	22	23	21	25	23
Fri	22	26	26	23	21	25	Fri	23	24	22	26	24
Sat	23	27	27	24	22	26	Sat	24	25	23	27	25
Sun	24	28	28	25 ANZAC Day	23	27	Sun	25	26	24	28 Christmas Day	26 Boxing Day
Mon	25	29	29	26 ANZAC Day Observed	24	28 Council	Mon	26	27	25 Labour Day	29	27
Tue	26	30 HCB	30	27	25	29	Tue	27	28	26	30	28
Wed	27	31	31	28	26	30	Wed	28	29	27	31	29
Thur	28			29	27		Thur	29	30	28		30
Fri	29			30	28		Fri	30	31	29		31 New Year's Eve
Sat	30				29		Sat	31		30		
Sun	31				30		Sun			31		
Mon					31		Mon					
Tue							Tue					

KEY
Public Holiday
No Meetings
Council -
Every 6th Monday
Workshops