



Infrastructure and Planning Committee

Te Komiti Whakarite Mahere

Thursday, 26 September 2024
Rāpare, 26 Mahuru 2024

Tōtara Room, Whakatāne District Council
14 Commerce Street, Whakatāne
9:00 am

Chief Executive: Steven Perdia
Publication Date: 20 September 2024

Live Streaming the Meeting

Live Streaming the Meeting

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A Membership - *Mematanga*

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Mayor Dr V Luca

Councillor J W Pullar - Chairperson

Councillor A V Iles - Deputy Chairperson

Deputy Mayor L N Immink

Councillor T Boynton

Councillor G L Dennis

Councillor W B James

Councillor J C Jukes

Councillor T O'Brien

Councillor N Rangiaho

Councillor N S Tánczos

B Delegations to the Infrastructure and Planning Committee - *Tuku Mahi ki te Komiti*

To monitor and advise on the implementation of Council's Infrastructure Strategy, capital works programme, operational service delivery, and related policy and bylaws.

- a. Monitor the operational performance of Council's activities and services against approved levels of service.
- b. To monitor the progress of projects in Council's capital works programme and have input into and make decisions on the development of proposals, options and costs of projects.
- c. Approval of tenders and contracts that exceed the level of staff delegations.
- d. Consider and approve changes to service delivery arrangements arising from the service delivery reviews required under section 17A LGA 2002 that are referred to the Committee by the Chief Executive.
- e. Monitor the development and implementation of associated Central Government Reform programmes including the transition programme for Three Waters reform.
- f. Develop and review associated bylaws (Note: the Council cannot delegate to a Committee to "make" (adopt) a bylaw).
- g. Develop, review and approve strategies, policies and plans on matters related to the activities of this Committee (Note: The Council cannot delegate to a Committee the adoption of the policies associated with the Long-term Plan)
- h. Approve Council submissions to Central Government, Councils and other organisations including submissions to any plan changes or policy statements on matters related to the activities of this Committee

B Delegations to the Infrastructure and Planning Committee - *Tuku Mahi ki te Komiti*(Cont.)

- i. To monitor the progress of projects in Council's capital works programme and have input into and make decisions on the development of proposals, options and costs of projects

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1 Meeting Notices - *Ngā Pānui o te hui*

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1. Live Streaming

The Whakatāne District Council livestreams Council and Standing Committee meetings held in Tōtara Room, within the Council building. The webcast will live stream directly to Council's YouTube channel in real time. The purpose of streaming meetings live is to encourage transparency of Council meetings.

By remaining in the public gallery, it is understood your consent has been given if your presence is inadvertently broadcast.

Please be aware the microphones in Totara Room are sensitive to noise, so please remain quiet throughout the meeting unless asked to speak.

2. Health and Safety

In case of an emergency, please follow the building wardens or make your way to the nearest exit. The meeting point is located at Peace Park on Boon Street.

Bathroom facilities are located opposite the Chambers Foyer entrance (the entrance off Margaret Mahy Court).

3. Other

2 Apologies - *Te hunga kāore i tae*

No apologies have been received at the time of compiling the agenda.

3 Acknowledgements / Tributes - *Ngā Mihimihi*

An opportunity for members to recognise achievements, to notify of events, or to pay tribute to an occasion of importance.

4 Conflicts of Interest - *Ngākau kōnatunatu*

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected member and any private or other external interests they might have.

The Elected Member Register of Interest is available on the Whakatāne District Council website. If you wish to view the information, please click this [Register Link](#).

5 Public Participation- *Wānanga Tūmatanui*

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5.1 Public Forum - *Wānanga Tūmatanui*

The Committee has set aside 30 minutes for members of the public to speak in the public forum at the commencement of each meeting. Each speaker during the forum may speak for five minutes. Permission of the Chairperson is required for any person wishing to speak during the public forum.

With the permission of the Chairperson, Elected members may ask questions of speakers. Questions are to be confined to obtaining information or clarification on matters raised by a speaker.

- Thornton Bridge Intersection - Kathe Davey Emms

5.2 Deputations - *Nga Whakapuaki Whaitake*

A deputation enables a person, group or organisation to make a presentation to Committee on a matter or matters covered by their terms of reference. Deputations should be approved by the Chairperson, or an official with delegated authority, five working days before the meeting. Deputations may be heard at the commencement of the meeting or at the time that the relevant agenda item is being considered. No more than two speakers can speak on behalf of an organisation's deputation. Speakers can speak for up to 5 minutes, or with the permission of the Chairperson, a longer timeframe may be allocated.

With the permission of the Chairperson, Elected members may ask questions of speakers. Questions are to be confined to obtaining information or clarification on matters raised by the deputation.

6 Confirmation of Minutes - *Te whakaaetanga o ngā meneti o te hui*

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The minutes from the Infrastructure and Planning Committee meeting held on Thursday, 25 July 2024 can be viewed via the Council website.

Click on the link below in order to view the 'unconfirmed minutes'.

- [MINUTES - Infrastructure and Planning Committee 25 July 2024](#)

7 Reports - *Ngā Pūrongo*

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7.1 Infrastructure and Planning Report – September 2024



To: **Infrastructure and Planning Committee**
Date: **Thursday, 26 September 2024**
Author: **B Gray / General Manager Infrastructure**
Reference: **A2748051**

1. Reason for the report - *Te Take mō tēnei rīpoata*

This report updates and informs the Infrastructure and Planning Committee on the implementation of Council's Infrastructure Strategy, capital works programme, operational service delivery and related policy and bylaws.

2. Recommendation/s - *Tohutohu akiaki*

THAT the Infrastructure and Planning Report – September 2024 be **received**.

3. Standing Agenda Items

3.1. Capital Project Reporting

3.1.1. 3 Waters

- Planning delivery for 24/25 is well underway, with many multi-year projects already in construction.
- Ruatoki Water source is the only red flag, as agreement is needed with TUT before this is progressed.
- Some slips have already been identified, as a result of archaeological / bylaw authority requirements that previously unidentified. This affects five projects, however the team believe the 24/25 project can be delivered within this financial year.

3.1.2. *Three waters activity update report for key and other significant projects*

Project	Area	\$	Phase	Scope	Schedule	Finance	Risk	Comments - 28/8
417002*000 - Otumahi Water Storage - Expenditure & Income	SW	\$ 5,130,251	Construct					On Track - approved latest milestone.
310009*000 - Whk SW WesternCatch UpgradeRen - Capital expenditure	SW	\$ 4,922,854	Construct					Construction underway.
310125*000 - WHK SW Pump Replacements - Capital expenditure	SW	\$ 4,921,628	Planning					ACTION : Check carry forward (Michael)
410135*000 - OtumahiW StoragePipeL Rd WMain - Expenditure & Income	SW	\$ 3,880,000	Design / Consent					Dewatering investigation & RC now required.
410028*000 - EQ Water Network Renewals - Expenditure & Income	Water	\$ 2,960,749	Design / Consent					Archaeological authority now required. 4 month slip. Cultural assessment from iwi submitted & need by end Sep 24..
412555*000 - Muru Treatment Upgrades - Expenditure & Income	Water	\$ 2,380,054	Planning					Multiyear project. Risk : Underspend.
414557*000 - Plains W Backflow Preventors - Expenditure & Income	Water	\$ 1,841,170	Procurement					On track
510057*000 - EQ Sewer Network Renewals - Expenditure & Income	Wastewater	\$ 1,446,774	Planning					On Track
413551*000 - Ruatoki Water Treatment - Expenditure & Income	Water	\$ 1,355,005	Planning					Need iwi agreement (TUT).
410039*000 - WHK W Backflow Preventors - Expenditure & Income	Water	\$ 870,903	Procurement					On track
310019 Apanui Linear park	SW	\$ 852,337	Construct					On Track
510089*000 - WHK WW - Upgrade WW Treatmt Pl - Expenditure & Income	Wastewater	\$ 676,601	Planning					Awaiting on results of trial.
310123 Whk SW pipes upgrades	SW	\$ 649,013	Design / Consent					Delay by 3M from end Mar to end Jun. Bylaw authority now required.
511559*000 - EDG WW Relining - Expenditure & Income	Wastewater	\$ 522,939	Procurement					On Track. Supplier has capacity.
511054*000 - OHP WWTP renewal & upgrade - Expenditure & Income	Wastewater	\$ 294,551	Planning					On Track
511551 Edge WW Rising main renewal	Wastewater	\$ 290,381	Planning					On Track
410035*000 - WHK W Treatment Plant Upgrade - Expenditure & Income	Water	\$ 271,950	Complete					All work completed.
65*31*10.TBA28*000 - Reactive Emergency SW Renewals	SW	\$ 266,511	N/A					N/A
65*51*10.TBA24*000 - Reactive Wastewater emergency renewals - Provisional	Wastewater	\$ 266,511	N/A					N/A

Project	Area	\$	Phase	Scope	Schedule	Finance	Risk	Comments - 28/8
512503*000 - Muru Sewer Mhole Renew/Upgrd - Expenditure & Income	Wastewater	\$ 262,847	Procurement					On Track. Supplier has capacity.
413060 Taneatua WTP Access Track	Water	\$ 251,187	N/A					N/A
410029*000 - EQ Water Network Upgrade - Expenditure & Income	Water	\$ 238,081	Design / Consent					Archaeological authority now required. 4 month slip. Cultural assessment from iwi submitted & need by end Sep 24..
412553*000 - Muru W Network Renewals - Expenditure & Income	Water	\$ 228,438	Design / Consent					Archaeological authority now required. 4 month slip. Cultural assessment from iwi submitted & need by end Sep 24..
417000 3WR1 Headworks - Otumahi 2nd	Water	\$ 218,786	Construct					On Track
412054*000 - Matata Water Meters - Expenditure & Income	Water	\$ 208,330	Procurement					Delay - 1M, staff leave.
410040 Keepa road water main	Water	\$ 200,000	Planning					
414556*000 - PLAINS W MAINS RENEWAL (PROV) - Expenditure & Income	Water	\$ 190,365	Planning					Risk : Archaeological issues, TBC dependant on street.
410105*000 - WHK W - Water Safety Plans - Expenditure & Income	Water	\$ 163,170	Planning					Ontrack
410126*000 - WHK W model & install calib - Capital expenditure	Water	\$ 157,975	Construct					
311016 Ohope SW Upgrades	SW	\$ 129,833	Construct					On Track
512555 Muru WW pipe manhole conn replacement	Wastewater	\$ 129,272	Planning					On Track
510055*000 - EQ ST&D Pump stn Renewals - Expenditure & Income	Wastewater	\$ 118,026	Planning					On Track
311501 Edge SW Study	SW	\$ 109,590	Planning					Inc resource consent.
65*41*10.TBA50*000 - Provisional water reactive 'emergency' renewal works	Water	\$ 108,780	N/A					N/A
65*41*26.TBA19*000 - Provisional water reactive 'emergency' renewal works	Water	\$ 108,780	N/A					N/A
510007*000 - WHK Wastewater model netw upd - Expenditure & Income	Wastewater	\$ 85,000	Construct					
310012 Electrical & Minor replacement	SW	\$ 77,316	Planning					On Track
410108*000 - WHK W water losses/Leak detect - Expenditure & Income	Water	\$ 71,577	Planning					

Project	Area	\$	Phase	Scope	Schedule	Finance	Risk	Comments - 28/8
510017 3WR32 Swg Pumpstation Pohutu	Wastewater	\$ 71,536	Construct					Ontrack
510061 WW Mdel Network Upgrades	Wastewater	\$ 62,835	Planning					
311504 Edge SW Risk Assess	SW	\$ 59,764	Planning					
510056*000 - EQ ST&D Sampling/Cond Assess - Expenditure & Income	Wastewater	\$ 57,110	N/A					N/A
310013*000 - SW 7 Capt Upd from Compre MGM - Expenditure & Income	SW	\$ 54,390	Construct					On Track
313005*000 - Tane SW Network Renewals - Expenditure & Income	SW	\$ 53,302	Planning					On Track
311403 Edge SW Network renewals	SW	\$ 51,450	Planning					
312504 Muru SW network renewals	SW	\$ 51,450	Planning					
310097 Ohope SW modelling for RC	SW	\$ 39,920	Planning					
410038 Whk Water Telemetry upgrades	Water	\$ 34,815	Construct					
410030 Equalised W PS Renewal	Water	\$ 34,127	Construct					Ontrack
511008 Ohope WW Asset Risk	Wastewater	\$ 31,230	Planning					
311205 Ohope Retic Manhole & pipes	SW	\$ 27,709	Design / Consent					ACTION : Check carry forward (Michael)
411052 Ohope water upgrade model	Water	\$ 25,068	Planning					
410020 Plains WSP	Water	\$ 22,860	Planning					
65*41*18.TBA15*000 - Provisional water reactive 'emergency' renewal works	Water	\$ 21,756	N/A					N/A
410033*000 - EQ W WTP Mnr Equip Renewals - Expenditure & Income	Water	\$ 19,037	N/A					N/A
414592*000 - PLAINS W - Water Safety Plans - Expenditure & Income	Water	\$ 17,405	Planning					
410129 Ohope W Pipes Hyd	Water	\$ 14,320	N/A					N/A

Project	Area	\$	Phase	Scope	Schedule	Finance	Risk	Comments - 28/8
410034*000 - EQ W Tele/Scada Monitor Equip - Expenditure & Income	Water	\$ 12,183	N/A					N/A
511010 Ohope WW monitor equip renewal	Wastewater	\$ 11,182	N/A					N/A
313551 Te Mahoe SW Network Renewals	SW	\$ 10,290	Planning					
512554 Muru WW Asset cond	Wastewater	\$ 10,290	Planning					
414559 Plains W Sampling cond assess	Water	\$ 7,827	N/A					N/A
414579*000 - PLAINS W WTP minor Equip renew - Expenditure & Income	Water	\$ 3,807	N/A					N/A
515554 Te Mahoe Sewage Treatment Plant	Wastewater	\$ 3,224	N/A					N/A

3.1.3. Transport

Planning delivery for 24/25 is significantly complete, with many projects underway.

As a result of NZTA Waka Kotahi funding changes, scope for some projects will need to be updated. This affects 18/48 capital projects for transport.

A paper seeking direction on the way forward for Keepa Road will come back to council in October 2024.

3.1.4. Transport activity update report for key and other significant projects

3.1.5. All Projects – RAG (Red/Amber/Green) Status

For each capital project that is being delivered through the Transportation or Three Waters teams, we have assessed each project to understand the status of the following key components of the project:

- Project scope
- Schedule
- Finances
- Risk

An assessment was carried out to determine the status of key components of successful project delivery and a Red / Amber / Green status was assigned. This review is carried out monthly and updated monthly by activity managers and the General Manager as appropriate.

The Red / Amber / Green assessment uses the following criteria:

Red	Significant issues / No plan in place
Amber	Significant issues – plan in place to address, or Moderate issues which are manageable
Green	No issues / Clear plan in place

The RAG Status table (all capital projects for Three Waters) below contains details of RAG status for all capital projects not already covered / discussed within the report to provide overall visibility of how each project is tracking.

3.1.6. Exceptions Report – Red Flags

As highlighted through the RAG Status report, there are some projects which require additional focus in order to get the projects back on track for successful delivery. Table 2 (below) contains details of the proposed 'Go to Green' plans for all red flags identified.

3.1.7. Transport

Project	Type	Budget	Scope	Schedule	Finance	Risk	Comments 16/9
60*31*66.TBA20*000 - LCLR - Future Demand	BAU	870,503					Funding from NZTA not approved. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
60*31*66.TBA22*000 - LCLR - Resilience	BAU	769,033					Funding from NZTA not approved. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
T31466*000 - Keepa Road Improvements - Expenditure & Income		747,671					Funding from NZTA not approved. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
T31464*000 - LOC215 Footpath Renewal - Expenditure & Income	BAU	537,255					Confirmed funding from NZTA reduced by 70% may result in descope for this project. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
T31463*000 - LR341 LC/LR Active Whk - Expenditure & Income	BAU	268,094					Funding from NZTA not approved. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
T33437*000 - SPR211 Unsealed Metalling - Expenditure & Income	BAU	256,344					Confirmed funding from NZTA reduced by 30% may result in descope for this project. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
T33438*000 - SPR212 Resurfacing-Chipseal - Expenditure & Income	BAU	245,663					Confirmed funding from NZTA reduced by 30% may result in descope for this project. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
T33439*000 - SPR213 Drainage-Culverts - Expenditure & Income	BAU	143,126					Confirmed funding from NZTA reduced by 30% may result in descope for this project. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
T33155*000 - SPR214 Pavement Rehab - Expenditure & Income	BAU	58,746					Confirmed funding from NZTA reduced by 30% may result in descope for this project. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
60*31*66.TBA21*000 - LCLR - Safety		53,405					Funding from NZTA not approved. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
60*33*32.TBA1*000 - SPR216 Bridge and structures renewals Retaining		53,405					Confirmed funding from NZTA reduced by 30% may result in descope for this project. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
T33440*000 - SPR215 Structures-Bridges - Expenditure & Income	BAU	51,269					Confirmed funding from NZTA reduced by 30% may result in descope for this project. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.

Project	Type	Budget	Scope	Schedule	Finance	Risk	Comments 16/9
T33443*000 - SPR222 Traffic Service-Signs - Expenditure & Income	BAU	29,907					Confirmed funding from NZTA reduced by 30% may result in descope for this project. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
T33441*000 - SPR215 Structures-R.Walls - Expenditure & Income		19,226					Confirmed funding from NZTA reduced by 30% may result in descope for this project. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
T33442*000 - SPR222 Traffic Service-StLight - Expenditure & Income	BAU	3,204					Confirmed funding from NZTA reduced by 30% may result in descope for this project. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
Rehab improvements	LCLR	200,000					Funding from NZTA not approved. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
Safety & Access	LCLR	150,000					Funding from NZTA not approved. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
Manawahae / Matahi seal - Optioneering / Design	LCLR	100,000					Funding from NZTA not approved. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
Blue rock quarry design	LCLR	50,000					Funding from NZTA not approved. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
Red Deavon curves Design	LCLR	150,000					Funding from NZTA not approved. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
VMS Advanced signs	LCLR	250,000					Funding from NZTA not approved. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
Rewatu underslip	LCLR	720,000					Funding from NZTA not approved. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
Goulston Road Crossings	LCLR	251,000					Funding from NZTA not approved. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
Himemoa St SUP	LCLR	375,000					Funding from NZTA not approved. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
Bridge / Arawa Design	LCLR	100,000					Funding from NZTA not approved. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.
Manawahae Flood Resilience	LCLR	100,000					Funding from NZTA not approved. Go to green approach : Seek direction from council on preferred options 26 Sep 24 (IPC committee), then will require full council decision.

4. Waka Kotahi Budget Approvals

Refer to the report to Infrastructure and Planning Committee cover this item in more detail.

5. Airport Masterplan

The Airport Master Plan document is progressing well. We had planned to have the Masterplan ready for adoption at this IPC meeting. However, we need to take this through the Commercial Advisory Board first, as the default board of directors for the airport CCO. We expect this will happen before the next meeting, so a more fulsome update will be provided then.

6. Seal Extensions

A Council Briefing session to workshop the updates to the Seal Extension Policy and Prioritisation for the 2024-27 period is scheduled for November 2024.

7. Smith Road Bridge Installation project

The Smith Road Bridge installation project is being led by Bay of Plenty Regional Council and co-funded by Whakatane District Council. The project replaces an existing under road culvert with a new bridge, to enhance the biodiversity and water quality in the surrounding area. Construction commenced Monday, 9th September 202 and is expected to be complete by November 2024.

8. Te Mapou Bus Shelter

Council has been engaging with the Ngāti Hamua Hapu regarding proposed improvements to the current Mapou Bus Shelter and Bus Stop facilities. Ngāti Hamua support the proposed improvements. Council staff are now awaiting direction following the separate 'Funding Update' report provided to the Infrastructure and Planning Committee to confirm extent and timing for implementation of the proposed improvements.

9. Three Waters Reform – Local Water Done Well

Under the status quo and over the long-term, Bay of Plenty Councils can't provide water infrastructure which meets the needs of the community and the requirements of the

regulators. The Minister announced policy decisions for the third Local Water Done Well Bill last month. This included new models for water organisations, confirming financing arrangements that support financial sustainability, and setting out a new regulatory regime. Te Tari Taiwhenua have held two recent webinars with Q&A on Water Services Delivery models and financial options guidance for councils.

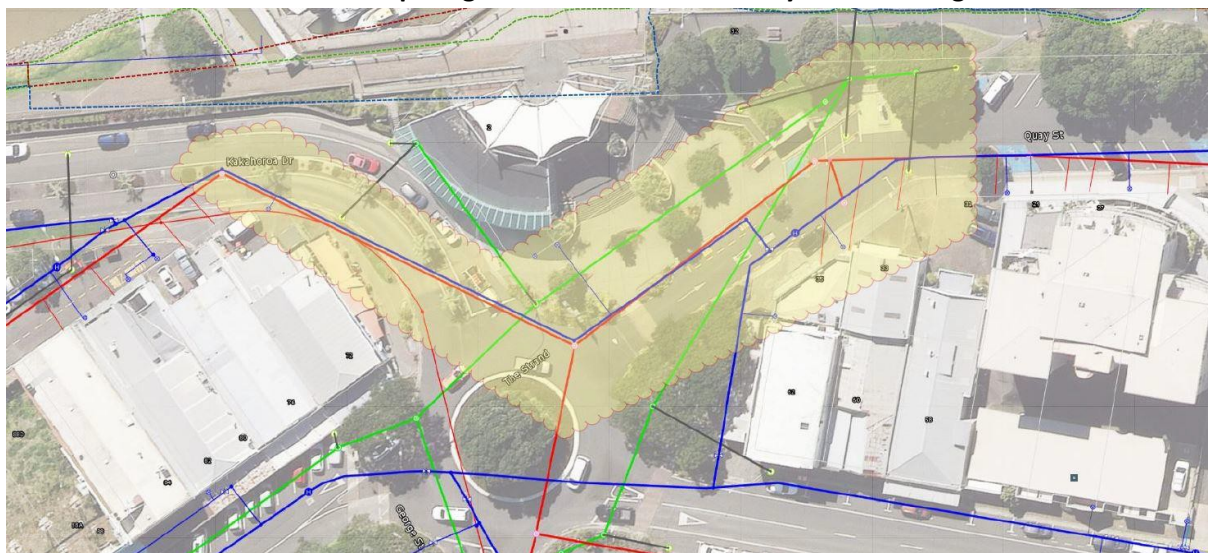
A more fulsome report with programme plan for the preparation of Water Services Delivery Plans will be brought to the next meeting. Staff are working with other water managers across the region to look for programme alignment and an understanding of what opportunities there are to work together.

There has been no funding allocated to support Councils through this process by the current government. Where there is unspent transition funding from the last government's reform process we can use this to fund costs that go towards delivering these plans.

10. Bay of Plenty Regional Council – Flood Protection works

Bay of Plenty Regional Council Whakatane Flood Protection works are moving from section 1 into section 2 (a) and (b) of their project. It has come to light at the recent meeting with BoPRC project team, that only a portion of Three Waters assets affected by the regional council works will be funded by regional council project. Whakatane District Council will need to fund the relocation of affected water and wastewater assets around the I-site redevelopment. No budget has been allocated for any Three Waters assets within the current LTP section and the asset team has commenced working on investigating what the full extent of the works will be and what this might look like from a financial position.

Affected Three Waters assets requiring relocation shown within yellow shading



11. Burma Road Landfill

Following information in previous reports council have given notice to the Regional Council and ourselves that we intend to carry out the stormwater and leachate upgrade works at Burma Rd Closed Landfill as Emergency Works under the RMA. Works are planned to commence on the 23rd of September 2024.

12. Murupara Waste Management

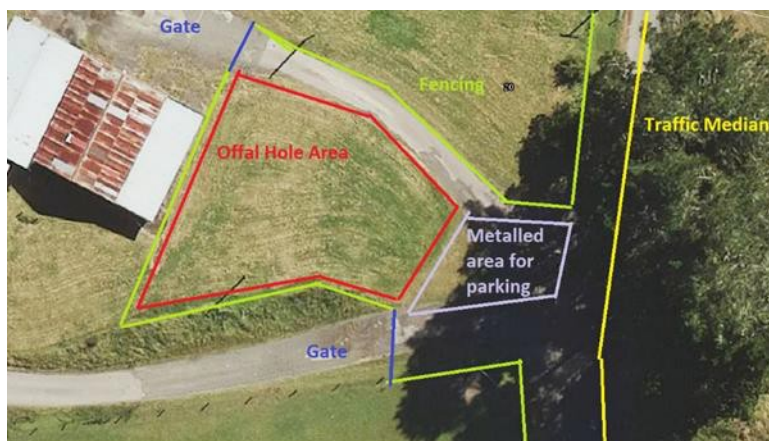
Murupara Resource Recovery Centre (MRRC) Fees and Charges are to be implemented on 1st February 2025. Prior to the implementation of Fees and Charges, there will be changes to the site and several waste education and minimisation projects in the community to help reduce waste and dumping costs. These are outlined below.

12.1. Changes to the Resource Recovery Centre

Following liaison with both the Regional Council and Ngāti Manawa, there will be site changes including;

- Layout reorganised for better management and introduction of fees.
- Renamed to MRRC.
- New rubbish drop off area - closer to shed.
- Traffic management, one way flow with all traffic going through the shed which allows for staff to check loads.
- New Fencing and Signage.
- New Offal Hole Area and parking for dog pound.

Changes to site layout near gate



Changes to site layout near shed



12.2. Waste Audit

In July 2024, an audit was undertaken of the rubbish dropped off in the refuse drop-off area (landfill waste). This showed that up to 50% of what people dumped in the landfill waste could have been recycled at the RRC and through kerbside collections. If residents separate their waste correctly, they can save themselves up to half of the dumping costs. The results were presented to Murupara Community Board and Ngāti Manawa. It was upsetting to see some residents emptying yellow lid recycling bins in the drop-off, this showed they were not recycling at all. Examples of dumped recyclable and re-useable waste are shown below.

Washable reusable clothing



Rubbish bag full of recyclables



Recyclables Plastics and Tin cans



Plastic bag full of Recyclables



Mixture of recyclables and reusable plastic

Lots of divertible materials plates spilling from bag

12.3. Greenwaste Management

Council would charge to accept greenwaste at the MRRC as of 1st February 2025. However, we would prefer that the greenwaste is managed locally and the resulting resource (compost) is available for local use. On 8th August 2024, Council proposed to Ngāti Manawa that they could take over management of greenwaste by accepting and compost it at another site. This would keep resources (compost) within the community. Council advised we could provide advice and assistance to set-up the operation. Ngāti Manawa have advised they need more time to consider the implications of this and it is unlikely such a change will occur prior to February 2025.

7.2 Transport Subsidy Shortfall and Implications

7.2 Transport Subsidy Shortfall and Implications



To: **Infrastructure and Planning Committee**

Date: **Thursday, 26 September 2024**

Author: **J Metcalfe / Team Leader Transport Strategy and Assets**

A Reynolds / Manager Transportation

Authoriser: **B Gray / GM Infrastructure**

Reference: **A2748044**

1. Reason for the report - *Te Take mō tēnei rīpoata*

This report provides an update on funding allocations from the National Land Transport Fund (NLTF) in relation to Councils Long Term Plan budgets and seeks direction on how to manage a significant shortfall in funding for transport planning and roading improvement activities. This report will seek decisions for time sensitive issues, while decisions relating to the wider programme will be sought in a subsequent report, following a Council Briefing session (planned for 23 October).

2. Recommendations - *Tohutohu akiaki*

1. **THAT** the “Transport Subsidy Shortfall and Implications” report be received; and
2. **THAT** the Infrastructure and Planning Committee **note** the significant shortfall in Waka Kotahi funding, and the significant impact this has, for the delivery of roading improvements and planning activities included in the 2024-27 Long Term Plan period; and
3. **THAT** the Infrastructure and Planning Committee **approve** Option 1d for the Manawahe Flood Prevention works - Delay project until Manawahe Road is at risk of flooding again; and
4. **THAT** the Infrastructure and Planning Committee **approve** Option 2b for the Arawa Street / Bridge Street Roundabout renewal and upgrade – Progress renewal with reduced scope of improvements works; and
5. **THAT** the Infrastructure and Planning Committee **approve** Option 3b for the Minor Works, Safety and Access Programme - Proceed with reduced budget of \$50k per annum; and
6. **THAT** the Infrastructure and Planning Committee **approve** Option 4a for the Seal Extension Programme – delay decision until whole improvement programme is reviewed; and
7. **THAT** the Infrastructure and Planning Committee **approve** Option 5b for the Te Mapou Bus Shelter upgrade – progress with shelter upgrade and shoulder/vegetation works; and
8. **THAT** the Infrastructure and Planning Committee **approve** Option 6a for the Rewatu Road underslip – delay decision until whole improvement programme is reviewed and use emergency works as contingency funding plan; and

7.2 Transport Subsidy Shortfall and Implications(Cont.)

9. **THAT** the Infrastructure and Planning Committee **approve** Option 7b agree to include State Highway footpaths in our maintenance and renewal programme; and
10. **THAT** the Infrastructure and Planning Committee **provide direction to staff** for which of the options in section 5.9 are to be included or not included for further exploration in a future Council Briefing Session.

3. Background

Central government released the Government Policy Statement for Transport in June, 2024 indicating that the National Land Transport Plan (NLTP) would direct funding with an emphasis placed on the delivery of:

- Economic growth and productivity
- Maintenance and resilience
- Safety
- Value for Money

The GPS also directs NZTA to prioritise Roads of National Significance (RONS) and provided indicative funding brackets that has seen NLTF investment in State Highway improvements outweigh Local Roads by a factor of 7, with \$603M made available for local road improvements whilst \$4.1B was allocated to state highway improvements.

Most local road improvement funding has been allocated to significant projects with previous commitments from NZTA, leaving little for distribution to new improvement projects. For instance, \$21M of this was committed to the Brynderwyn Detour route in Whangarei and \$88M to the AMETI project in Auckland, amongst others. This is of particular note for Low Cost, Low Risk (LCLR) projects (anything with a capital value of less than \$2M) which make up the bulk of smaller districts programmes. Within the Bay of Plenty the only LCLR project that has been funded was the previously committed Mimiha Bridge upgrade project near Ruatāhuna.

\$100M of the local road improvement budget is yet to be allocated to districts, or projects, and further advice is being prepared by NZTA as to how this will be allocated.

4. Issue/subject – *Kaupapa*

4.1. National Land Transport Fund subsidy allocations

On 3 September Waka Kotahi advised the Mayor and Acting Chief Executive of the approved funding allocations from the NLTF used to subsidise the delivery of transport planning, maintenance & operations, renewals and improvements across the district. The allocated funds represent a significant shortfall in what was predicated within the LTP budget process and staff now seek direction from the Infrastructure and Planning Committee on how to reshape the delivery programme as a result of the reduced available funding. The table below compares the requested subsidy vs what has been allocated from NLTF funding. The figures in the table are the Waka Kotahi subsidy level and exclude the additional local share applicable for the different activities depending on the Funding Assistance Rate (FAR).

7.2 Transport Subsidy Shortfall and Implications(Cont.)

	FAR	3-Year National Land Transport Funds Subsidies		LTP Subsidy Shortfall (\$)	Percentage of requested
		Requested (\$)	Allocated (\$)		
Maintenance, Operations, Renewals - Local Roads	65%	30,819,750	30,800,899	18,851	100%
Maintenance, Operations, Renewals - Special Purpose Roads*	100%	6,939,842	4,850,000	2,089,842	70%
Bridge and Structures Renewals - Local Roads	65%	1,287,650	1,285,050	2,600	100%
Bridge and Structures Renewals - Special Purpose Roads*	100%	214,487	150,000	64,487	70%
Low Cost, Low Risk Projects Local Roads	65%	6,735,300	0	6,735,300	0%
Low Cost, Low Risk Projects Special Purpose Roads*	100%	2,874,000	1,999,000	875,000	70%
Road Safety Promotion	68%	1,011,160	399,840	611,320	40%
Walking and Cycling Maintenance and Renewals	65%	2,004,600	720,200	1,284,400	36%
Transport Planning Activities	65%	931,951	0	931,951	0%
Keapa Road Pre-Implementation and Property Purchase*	65%	669,070	669,070	0	100%
Keapa Road Implementation	65%	3,129,711	0	3,129,711	0%
Total		56,617,52	40,874,060	15,743,461	72%

* Keapa Road Pre-Implementation and Property Purchase funds were already approved in the 21-24 NLTP so have carried through, however the implementation phase is not and will not be approved in the 24-27 period.

4.1.1. Key Impacts from the NLTF allocation

Local roads received the full funding allocation requested for Maintenance, Operations and Renewals

Special purpose roads have seen a 30% drop in allocated subsidy. This reduction is considered manageable, due to the improvements seen through the Natures Road project. There may be a minor reduction in level of service experienced by the public, in particular the inability to undertake any improvement activities on our Special Purpose Roads.

There has been an approximate 60% reduction in subsidy for the Eastern Bay Road Safety programme, consistent with the same level of cuts to programmes throughout New Zealand. This will inevitably result in fewer educational programmes, road safety events and activities, and targeted campaigns being able to be delivered. Road safety advertising (including billboards, radio, television, digital and other print media advertising) will no longer be eligible for NLTF funding. A revised programme for the next three years has been developed, taking into account new guidance, and this is being presented to the Eastern Bay Road Safety Group at their September meeting. Despite the reduction in subsidy, the Road Safety Programme will continue to deliver campaigns directed at high priority focus areas such as young drivers, restraints and motorcycle safety.

A 64% reduction in subsidy for walking and cycling maintenance and renewals means that upon completion of the current footpath replacement programme, expected by the end of the year, footpath maintenance and renewals would move into a very reactive phase to fit within approved funding allocations. The last 24-months have seen footpaths in Whakatāne, Ōhope, and Te Teko remediated with works still underway in Murupara and Edgecumbe. Reducing this programme will result in drops in level of service and is expected to result in an increase in complaints from residents.

7.2 Transport Subsidy Shortfall and Implications(Cont.)

Other than the funding to complete the already underway Mimiha Stream Bridge upgrade near Ruatāhuna, no other subsidy has been allocated to Whakatāne District Council for any other transport planning or road improvement activities. These two areas will cause the most significant issues, and direction is needed from Council to establish how best to proceed.

4.1.2. Community wide impacts

Over the last 3-years there have been significant improvements to the transport network with upgrades to Landing Road, Peace Street, and the creation of safer walking and cycling routes. Alongside this Staff have been able to respond to minor issues such as improving signage, providing kerb let downs to improve accessibility, installation of speed humps, etc which have made notable differences to the quality of life for our community.

With a significantly reduced budget Council will no longer be able to respond to improvement requests and will have limited ability to deliver projects that were planned to allow for future growth, improve safety, and build better resilience into the network. This is likely to see community satisfaction with our roads diminish over time.

4.1.3. Industry impacts

The consulting and construction industry in Whakatāne has become strong and diverse over the last 10-years with the industry upskilling staff, purchasing new capital equipment, and a number of new companies have entered the market. While transport is not the only player in the construction sector, a reduction in spend may result in the loss of sector capability, particularly in specialist areas, that will take time to reestablish. This will in turn result in less of competition over time and potentially higher costs or lower quality outcomes for future projects. This will also have flow on effects to the overall local economy. We will include discussion on this point as part of the follow on workshop session with Councillors.

4.2. Subsidy + Local Share = LTP Budget

Looking specifically at the most impacted areas, it is important to recognise that while the NLTF subsidy has not been approved there is still a 35% local share (through rates) that is available to utilise without significantly impacting on the LTP.

	3-year LTP budget		
	Planned (Subsidy +Local)	Approved (Subsidy +Local)	Available Local Share Balance
Low Cost, Low Risk Projects Local Roads	10,362,000	0	3,626,700
Transport Planning Activities	1,433,770	0	501,820
Keepa Road Implementation	4,814,940	0	1,685,299
Footpath Maintenance and Renewals	3,084,000	1,108,000	691,600
Road Safety	1,487,000	588,000	287,680

The Infrastructure and Planning Committee will need to consider whether it still wishes to spend this money given it will no longer be subsidised, effectively reducing the rate payer return on investment by two thirds. Or consider if spending should be deferred to a subsequent LTP when NLTF may become available, redirect local share to another means or if alternative sources of funding should be explored to offset the subsidy shortfall.

7.2 Transport Subsidy Shortfall and Implications(Cont.)

This report commences exploring these options in section 5.9. Upon initial direction being provided by the Infrastructure and Planning Committee, Transport Staff will prepare a workshop session to further explore the response options available and what a reprioritised/rescoped programme could look like. Following the workshop session(s) a follow up report will be provided to the Infrastructure and Planning Committee for further decision making.

4.3. Transport Planning Implications

Through the 2024-34 LTP the following transport planning projects were to be delivered at a combined cost of \$1.4M, of which \$900k was anticipated to come from NLTF subsidies.

- Network wide Resilience investigations
- Pokairoa/Ngamotu Rerewhakitū (Southern Freight Route) Resilience Study
- Shaw Road/Mill Road intersection Improvements
- Spatial Plan – Transport System Programme Business Case
- Spatial Plan – Urban Transport Model development
- Spatial Plan – Additional River Crossing Business Case

Should some/all these projects not be delivered there would be flow on effects into delivery of our major improvement projects that are planned for delivery in future LTP periods. The investigations provide an evidence base that supports decision making process in Council, at Waka Kotahi and for Crown Expenditure. Without this programme the ability to deliver housing growth, plan for the impacts of climate change, and improve the economic prosperity of the district will be significantly delayed and or otherwise impeded.

While no subsidy has been made available to Council through the NLTF the local share component is still available to spend if there is a desire to do so. This represents 35%, or \$500K, of the planned \$1.4M transport planning budget.

To address the funding shortfall each of these projects will need to be considered in greater detail including identifying options to descope, delay, cancel or deliver some elements of work internally. There may also be value in considering increasing the local share used to deliver high-priority planning projects as part of future Annual Plan processes.

4.4. LCLR Rooding Improvement Implications

Rooding improvement activities that were included in the LTP are shown in the table below.

7.2 Transport Subsidy Shortfall and Implications(Cont.)

Project Name	Primary Project Benefit	Cost Estimate	Priority Rank	Running Total
Keepa Road - Stage 1 Southern (SH30 to Kope Canal)	Future Demand	\$ 4,800,000	A	\$4,800,000
Arawa/Bridge Roundabout	Future Demand	\$ 750,000	B	\$5,550,000
Thornton Road Safety Improvements - Stage 1 - RnB Widening	Safety	\$ 150,000	B	\$5,700,000
Hinemoa St, James to Landing SUP	Future Demand	\$ 375,000	B	\$6,075,000
Tūi Street (safer routes)	Future Demand	\$ 348,000	B	\$6,423,000
Gorge Road - Reallocate Road space	Safety	\$ 550,000	B	\$6,973,000
Ōhope Road - Stage 1 - Space Reallocation + Roadside Barriers	Safety	\$ 760,000	B	\$7,733,000
Safety and Access Improvements - 3-Year Programme	Safety	\$ 450,000	B	\$8,183,000
Henderson Street SUP	Future Demand	\$ 396,000	B	\$8,579,000
Goulstone Road safe crossing	Future Demand	\$ 251,000	B	\$8,830,000
Speed Management Delivery (2024-27 programme of 10years)	Safety	\$ 750,000	B	\$9,580,000
Manawahe and Matahi Road - Seal Widening 3-year Programme	Future Demand	\$ 500,000	B	\$10,080,000
Improvements associated with Renewals	Future Demand	\$600,000	B	\$10,680,000
Rewatu Road Under-slip	Resilience	\$ 720,000	B	\$11,400,000
Detour VMS Advanced Warning Signs	Resilience	\$ 250,000	B	\$11,650,000
Whirinaki Bridge 50MAX and HPMV strengthening	Future Demand	\$ 600,000	C	\$12,250,000
Taneatua Road - Blue Rock Quarry Flood Resilience	Resilience	\$ 1,630,000	C	\$13,880,000
Taneatua Road - Red Devon Curves Flood Resilience	Resilience	\$ 1,630,000	C	\$15,510,000

While no subsidy has been made available to Council through the NLTF the local share component is still available to spend if there is a desire to do so. This represents 35%, or \$3.6M, of the planned \$10.3M LCLR improvement budget.

There are several options available to Council on how to proceed over the 3-year LTP period and these will be worked through in detail over the coming months. This report commences that process with an initial summary of options to consider included in section 5.6 of this report.

The impact of these decisions will be wide ranging and have significant impacts on our wider community and more specific impacts on the transport industry and Council operations.

4.5. Keepa Road and Blueberry Corners

The subsidy for the implementation of Keepa Road upgrade is now highly unlikely to be made available beyond the already committed 670K for pre-implementation, and property purchase. Staff are working with the Boat Harbour Project team to determine the implications of this.

While no subsidy has been made available to Council through the NLTF the local share component is still available to spend if there is a desire to do so. This represents 35%, or \$1.7M, of the planned \$4.8M Keepa Road improvement budget.

Similarly, there is no funding available for improvements at Blueberry Curves. A previous paper (Feb 24) to the Infrastructure and Planning Committee had discussed the options for improvements at this site. Agreement was sought then to not proceed with the planned significant upgrade works and instead implement a speed reduction with associated improvements. With all requested funding related to Speed Management now also unapproved, staff will look into a more minimalistic Speed

7.2 Transport Subsidy Shortfall and Implications(Cont.)

Management Plan, with a reduced scope for implementation costs. This site, among a few other recommended speed changes, is planned to be workshopped with Council, at an upcoming briefing session.

5. Options analysis - *Ngā Kōwhiringa*

5.1. Immediate vs Future options to consider and decisions to be made

The Infrastructure and Planning Committee has a number of options to consider to a respond to the reduced NLTF allocation. Council staff seek direction from the IPC on which options they would like to explore further. Staff will then provide additional information to enable the Infrastructure and Planning Committee to make decisions on what the preferred response to the funding shortfall will be. An initial summary of potential options to explore are included in the table in section 5.9 for consideration.

While there is time to work through the wider implications of the funding short fall, there are some decisions that are required at this time to ensure that time-sensitive projects scheduled for delivery in 2024/25 are not unduly impacted. The projects are listed below while an options analysis for each project decision is provided in sections 5.2 to 5.7 of this report.

- Manawahe Flood Prevention Works
- Arawa/Bridge St Roundabout Renewal and Upgrade
- Minor Works, Safety and Access Programme
- Seal Extensions Programme
- Mapou Bus Shelter
- Rewatu Road Underslip
- Footpaths on State Highways

5.2. Manawahe Flood Prevention works

This project had an initial estimate of \$150k and sat outside the 24-27 delivery programme. However, staff were progressing design work as the site is scheduled for resealing this summer so if undertaking the works, they are best timed, prior to the reseal. It was also expected that the actual costs would be reasonably reduced and able to fit within the LTP improvements programme budget. The reseal cannot be delayed ~3+ years until possible NLTF changes, without compromising the underlying pavement and surface.

Staff have paused design work until direction is provided from IPC whether to continue as an unsubsidised project, at the full scope, reduced scope, or defer. Staff have identified a potential reduced scope that could reduce the cost of delivering the project to around \$30K, or an option for the project to be delayed, without significantly impacting outcomes.

Key points to note

- Works involve installing infrastructure to aid in the pumping response required when Manawahe Road is inundated with flood waters (as was experienced in May-July 2023).
- The initial proposal is to install a new culvert deep under the road to and for a manhole to be connected which allows for pumps to take water from across the road and discharge onto

7.2 Transport Subsidy Shortfall and Implications(Cont.)

adjacent private property, preventing water inundating the road and reducing the risk to nearby houses

- Legal agreement with adjacent owners is progressing well to allow discharge of water
- A lower-cost option would be to install a shallower culvert across the road, large enough for the pumps hoses to be passed through the culvert when required. This removes the need for the manhole and depth of culvert (reducing the overall cost). However, it is to be noted that this would make the installation of the pumping response more labour intensive and difficult.

The options for decision making by the IPC are outlined below

7.2 Transport Subsidy Shortfall and Implications(Cont.)

Options	Cost	Pros	Cons
Option 1a - Delay decision until whole improvement programme is reviewed	TBC	Allows the decision regarding expenditure of local share to be made in context with all other impacted projects.	Delays 24/25 reseal site, compromising seal/pavement. Some increased uncertainty for locals.
Option 1b – Proceed with reduced scope of works	\$100-150k	Allows works to be completed prior to reseal Allows easier deployment of pumping response	Increased cost to rate payers Due to low reoccurrence interval, may not actually deploy pumps before subsidy funding becomes available in the future
Option 1c – Proceed with full scope of works	\$30k	Allows works to be completed prior to reseal Allows easier deployment of pumping response	Increased difficulty deploying the pumping response
Option 1d – delay project until Manawahe is at risk of flooding (Preferred option)	\$0 Immediate \$150k Under EW attracting at least normal FAR	Allows reseal to progress in 24/25 as planned. Minimises local share spending in current LTP period Provides opportunity to access Emergency works funding during a flood response and ability through that to implement the original project scope Due to the low reoccurrence interval of the flooding, this is likely to not occur before the next reseal due 0-15 years Due to the nature of this flooding, some lead in time will be provided (prolonged rainfall over many months required to cause this flooding)	May impact on seal life flood occurs within next 10-years

5.3. Arawa Street / Bridge Street Roundabout Renewal and Upgrade

The pavement and surfacing of this roundabout is due for renewal. The opportunity exists to make improvements to the drainage and safety of this roundabout at the same time as renewal work, to optimise investment. The project has an estimated value of \$750k.

Key points to note

7.2 Transport Subsidy Shortfall and Implications(Cont.)

- Delaying the renewal will compromise the pavement and surfacing at this key arterial roundabout, increasing maintenance costs.
- Reduced scope option involves progressing the roundabout renewal with some low-cost improvements for pedestrian facilities and drainage. But does not allow for the full drainage and pedestrian upgrade improvements nor the ability to incorporate safety in design features for the 3water crews working on the adjacent pump station access.

The options for decision making by the IPC are outlined below:

Options	Cost	Pros	Cons
Option 2a - Delay decision until whole improvement programme is reviewed	TBC	Allows the decision regarding expenditure of local share to be made in context with all other impacted projects.	Will delay project design progressing, likely to push the physical works out to year 3 (2026/27) and may result in increased holding maintenance required on the roundabout
Option 2b – Proceed with reduced scope of works (preferred option)	\$200-300k	Allows renewal to progress as planned in 25/26 Still provides some improvements to optimise renewal investment Lower upfront cost and local share impact- still similar to original programme value (~35% or original estimate)	Reduced improvement benefit than initially planned Less return on local share investment than traditionally seen with NLTF subsidy
Option 2c – Continue with full scope of works	\$750k	Allows renewal to progress as planned in 25/26 and full scope of improvement benefits	Work will be unsubsidised so significantly higher cost to ratepayers
Option 2d – continue with design work only with construction confirmed later	\$80k now \$670K TBC	Gets project 'shovel ready' Allows budget to be firmed before a decision is made	Delays the renewal and may result in increased holding maintenance required on the roundabout Design work will be unsubsidised With construction TBC, the design investment could be wasted

5.4. Minor Works, Safety and Access Programme

The LTP budget allow \$150k per annum of spending on minor improvement works that address small issues on the network and include outcomes such as reduced surface flooding, improved safety, or better access for mobility impaired users. With no subsidy available staff would like direction as to whether this programme should continue and to what level.

The options for decision making by the IPC are outlined below:

7.2 Transport Subsidy Shortfall and Implications(Cont.)

Option 3a - Delay decision until whole improvement programme is reviewed	TBC	Allows the decision regarding expenditure of local share to be made in context with all other impacted projects.	Removes ability for staff to respond to minor issues on the network in the short term.
Option 3b – Proceed with reduced budget (preferred option)	\$50k pa	Allows for Staff to respond to some high priority issues on the network	Doesn't allow for budget allocation to be assessed as part of the wider transport programme review in response to the NLTF shortfall
Option 3c – Continue with full scope of works	\$150k pa	Allows for Staff to respond to most priority issues on the network	Doesn't allow for budget allocation to be assessed as part of the wider transport programme review in response to the NLTF shortfall

5.5. Seal Extension Programme

This programme has ~900K per annum budgeted in the 24-27 period of the LTP. This Seal Extension programme is non-subsidised from Waka Kotahi so is not directly impacted by the NLTF allocation shortfall. However, due to the significantly changed funding context from when the LTP Transport Programme was developed, Council staff thought it prudent to reconfirm with the IPC whether the intention is to still deliver the full budgeted Seal Extension Programme, or whether these improvements should be reconsidered along with the other options in response to the NLTF funding shortfall.

The options for decision making by the IPC are outlined below:

Options	Cost	Pros	Cons
Option 4a - Delay decision until whole improvement programme is reviewed (preferred option)	TBC	Allows the decision regarding expenditure of local share to be made in context with all other impacted projects. Delaying the programme delivery allows staff more ability to balance the significantly impacted pipeline of work for suppliers.	Pauses delivery of the planned 24/25 seal extension sites: No1 Road and Thornton Hall Road
Option 4b – Proceed with the LTP programme	~\$900k pa	Continues to deliver the Seal Extension Programme as planned in the 2024-34 LTP	Puts significant investment into one area of Transport Improvements while all other areas are paused and/or potentially cut.

7.2 Transport Subsidy Shortfall and Implications(Cont.)

5.6. Mapou Bus Shelter

An upgrade to the Mapou Bus Shelter has been scheduled as a minor non-financially assisted (NFA) project being undertaken under existing NFA budgets. Staff have been working with the Ngāti Hāmua hapū to get agreement on the proposed upgrade. The proposal has recently been agreed to so the project can progress. However, given the constrained funding environment, staff wanted to reconfirm with IPC approval to proceed.

The upgrade to the shelter is expected to be approximately \$30K. There is also associated improvements to the adjacent shoulder, vegetation removal, (approximately 10K) and installation of pedestrian refuges (still to be confirmed and accurately priced). Because these works are on the State Highway, the transport team are working with Waka Kotahi to determine funding for the associated improvements.

Staff seek approval to spend a budget of 40K towards the upgrade of the shelter and the shoulder and vegetation removal works. Staff will continue to work with Waka Kotahi regarding the pedestrian refuge installations and will include an update regarding them in the follow up briefing session that explores the wider funding options.

Options	Cost	Pros	Cons
Option 5a - Delay decision until whole improvement programme is reviewed	TBC	Allows the decision regarding expenditure of local share to be made in context with all other impacted projects.	Undermines the progress made with Ngāti Hāmua to gain agreement to the proposal Delays the works further.
Option 5b – Proceed shelter upgrade, and shoulder and vegetation works. Further explore the pedestrian refuge installation and report back. (preferred option)	~\$40k pa	Delivers the planned bus shelter upgrade and shoulder/vegetation works	Minor cost

5.7. Rewatu Road Underslip

Rewatu Road underslip has been progressively worsening over the last 6 years and is now close to the edge of the sealed road. So far it has not met the requirements for emergency works funding as it has not yet encroached on the sealed road edge. A resilience project was proposed in the LTP however it has not obtained funding at this point in time.

As a fallback position, if a severe weather event causes the road edge to deteriorate further, the site would attract emergency works co-funding. It would require a reactive response to remedy, however the location of the underslip, does provide options for detours, and or a short one lane option depending on the extent of damage during a weather event.

7.2 Transport Subsidy Shortfall and Implications(Cont.)

Council staff see support from IPC to approve the option to pause the Rewatu Road underslip repair works until co-funding can be sought, with the fallback position of repairing under emergency works if further damage is suffered in the interim.

Options	Cost	Pros	Cons
<p>Option 6a - Delay decision until whole improvement programme is reviewed and use Emergency Works as contingency funding plan (preferred option)</p>	TBC	<p>Allows the decision regarding expenditure of local share to be made in context with all other impacted projects.</p> <p>Better positions Council to fund the repair with Waka Kotahi Co-funding</p>	<p>Puts this section of Rewatu Road at risk during severe weather events.</p> <p>Requires a more reactive response.</p>
<p>Option 6b – Proceed with the repair funded 100% from Local Share</p>	~\$720k pa	<p>Proactively repairs the underslip, reducing risk to this section of Rewatu Road during severe weather.</p>	<p>Significantly higher cost to the rate payer to repair</p>

5.8. Footpaths on State Highways

Pre 2018 maintenance and renewals of footpaths did not receive any Waka Kotahi funding assistance. Council had a small budget of non-financially assisted funds to undertake maintenance and renewal of footpaths in the district, covering both State Highways and Local Roads. From 1 July 2018 the GPS provided for funding assistance for footpath maintenance and renewal for local roads and state highways. However, the highways team did not make allowance for footpath maintenance budget, and therefore negligible maintenance/renewal has been carried out on footpaths on State Highway since. Now with the 2024 GPS, allocations for footpath maintenance and renewal have been drastically reduced across the board and the State Highway Team have zero budget for footpath maintenance and renewals on State Highways.

In most of the district’s small towns, footpaths along state highways form a key part of the pedestrian network. Of the footpath requests for service received, a large portion already relate to state highway footpaths, due to the minimal maintenance that has been undertaken, especially in the past 6 years. With no footpath maintenance allocations from the state highway team for the next 3 year period, this level of service is expected to diminish further.

Staff seek direction from the Infrastructure and Planning Committee as to whether state highway footpath maintenance and renewal should be included in our programme of works, or not. Noting that our footpath maintenance and renewal budget is also already significantly reduced from the planned LTP value.

Infrastructure and Planning Committee - AGENDA

7.2 Transport Subsidy Shortfall and Implications(Cont.)

Options	Cost	Pros	Cons
Option 7a - Delay decision until whole improvement programme is reviewed	TBC	Allows the decision regarding expenditure of local share to be made in context with all other impacted projects.	Further delays the ability to carry out identified maintenance/renewal of footpaths on State Highways
Option 7b – Agree to include State Highway footpaths in our maintenance and renewal programme (preferred option)	~\$50k pa	Benefit for the users of the footpath who don't distinguish between LR and SH. Allows priority maintenance/renewal to be undertaken on SH footpaths as required, which otherwise will go unattended.	Higher cost to the rate payer
Option 7c – Do not include State Highway footpaths in our maintenance and renewal programme	\$0	No additional cost monetary cost to rate payer	Reduced LoS for pedestrians Trip hazards left unattended Frustration from Customers Increased staff time spent managing the related requests and dissatisfied customers.

5.9. Options to consider in future briefing session and report

An initial summary of potential options to further explore are included in the table below for consideration and direction. The Infrastructure and Planning Committee are asked to provide direction of which options are to be included in the future Council Briefing Session.

7.2 Transport Subsidy Shortfall and Implications(Cont.)

<p>1. Spend all or some of the local share</p>	<p>While no Waka Kotahi subsidy has been made available to Council through the NLTF for Transport Planning and Improvement Activities, the local share component is still available to spend if there is a desire to do so.</p> <p>This represents 35%, being \$500K, of the transport planning programme, \$3.6M, of the LCLR improvements programme.</p> <p>Council could still spend some or <u>all</u> of this local share to deliver some of the originally planned Transport Planning and Improvement Programme.</p> <p>It is worth noting that this will provide less return on rate payer investment than is usually seen in the roading activity, due to no subsidy. It will be on an equal footing to the likes of Seal Extensions and other non-subsidised Council activities.</p> <p>This is also the same for Footpath and Cycle path Maintenance and Renewal, where only a portion of the requested allocation has been approved. Due to the reduced approval, in keeping with the 65% FAR, a local share of \$387K will now be needed, when the LTP budgeted a local share of \$1.08M. The difference of ~690K local share could still be invested in footpath and cycle path maintenance and renewal if there is a desire to do so.</p> <p>It is worth noting that this local share investment will provide less return on local share than is usually seen in the roading activity, due to no subsidy. It will be on an equal footing to the likes of Seal Extensions and other non-subsidised</p>
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7.2 Transport Subsidy Shortfall and Implications(Cont.)

<p>2. Reprioritise in Transport</p>	<p>If deciding to still spend some or <u>all</u> of the local share component, IPC could review the transport programme and reprioritise projects based on the highest importance to our community and where projects can be rescoped to reduce costs or gain greater efficiencies.</p> <p>This also includes reconfirming the delivery of the seal extension programme, in context of this changed funding environment. To reconfirm if it is the best value for money given it will now be delivered on the same footing as other improvement projects, with none receiving NLTF subsidies.</p>
<p>3. Reprioritise across Council</p>	<p><u>Similar to</u> above, Council could look to reprioritise projects across Council, utilising transports local share funding to accelerate renewals in 3-waters or deliver improvements in other areas of Council. Delivery of all or some transport projects would be delayed until such a time as NLTF subsidy is made available.</p> <p>Note this option may not be possible due to the way the rates for the Transport Programme Local Share are collected. Further information is being sought on this. If this option is desired to be further explored, this further information will be provided as part of the follow up briefing session.</p>
<p>4. Seek additional funding</p>	<p>While options are limited there may be opportunity to seek additional funding from central government.</p> <p>LCLR \$100M fund</p> <p>Waka Kotahi announced minimal details about a \$100M nationwide fund for projects with a very strong alignment to the GPS priorities. Once more information is provided about this fund Staff will make appropriate applications. It is worth noting that \$100M spread over the 3year period and the approx. 67 other Road Controlling Authorities is unlikely to provide much contribution to the originally requested LCLR programme.</p> <p>Waka Kotahi Resilience Fund</p> <p>There was to be a \$20M per year for 7 years (\$140M total) fund for Local Road Resilience projects. This was announced in 2023/24 under the previous government. It hasn't been notified as being removed. But it also hasn't had any projects approved to be funded and it is now in its second year. Councils staff will explore if this fund is still available. Currently we have <u>a number of</u> our LCLR resilience projects put forward for this fund.</p> <p>PGF</p> <p>Some projects may be suitable for applications to the Provincial Growth Fund, in particular the Southern Freight Route and the seal widening for Manawahe Road where there is significant economic benefit for improving freight efficiency, providing a more resilient roading network and these projects are relatively 'shovel ready' with nil/minimal consenting requirements, as desired through the PGF.</p> <p>RIF</p> <p>The Regional Infrastructure Fund is another avenue that could be explored to fund some of the shortfall. However, it is worth noting that this fund is a 'loan' rather than a subsidy, so would still have long term rate impacts.</p> <p>Other</p> <p>Periodically central government makes additional funding available for shovel ready projects that align with outcomes being sought at any given time. Staff will continue to review these opportunities as they arise.</p>

6. Significance and Engagement Assessment - *Aromatawai Pāhekoheko*

6.1. Assessment of Significance

The decisions and matters of this specific report are assessed to be of low significance in accordance with the Council's Significance and Engagement Policy. However, this report is part of a broader process that is, or may be in future, assessed to be of moderate significance.

The following criteria are of particular relevance in determining the level of significance

- **Level of community interest:** the expected level of community interest will be high should changes to rates be made or delivery programme altered significantly

7.2 Transport Subsidy Shortfall and Implications(Cont.)

- **Level of impact on current and future wellbeing:** the expected level of adverse impact on the current and future wellbeing of our communities could be high if planned resilience and safety projects are not delivered
- **Rating impact:** the expected costs to the community, or sectors of the community, in terms of rates could be significant depending on future options considered by Council
- **Financial impact:** the expected financial impact on the Council, including on budgets, reserves, debt levels, and overall rates, on future options considered by Council
- **Impact on levels of service:** alterations to the anticipated delivery programme will have a minor impact on the level of service experienced by the community across the district and could be compounded if projects targeted at future growth are deferred significantly.

6.2. Engagement and community views

Engagement on this matter is not being undertaken in accordance with Section 4.2 of the Council's Significance and Engagement Policy. This states that the Council will not consult when there is already a sound understanding of the views and preferences of the persons likely to be affected or interested in the matter.

No engagement has been undertaken with the community on the matters discussed in this paper however the recent consultation in the LTP does provide a reasonable basis for determining the existing views of the public.

Depending on the approach taken in future decisions there may be a need to undertake public consultation either through an Annual Plan process or a separate targeted process.

7. Considerations - *Whai Whakaaro*

7.1. Financial/budget considerations

If all preferred options are adopted then \$390-490k of budgeted, unsubsidised funding will be allocated to projects.

Future funding decisions could see rates either fall or rise depending on the outcome of further decisions on how to allocate unsubsidised budgets in the transport improvement programme.

7.2. Strategic alignment

Decisions in this report are consistent with Council Community Outcomes however the reduced subsidy received will alter the ability to deliver the expected level of service, particular Sustainable Economic Development, Quality Services, and Reliable and Affordable Infrastructure.

No inconsistencies with any of the Council's policies or plans have been identified in relation to this report.

7.3. Climate change assessment

Based on this climate change assessment, the decisions of this report are assessed to have low climate change implications and considerations, in accordance with the Council's Climate Change Principles. However, depending on the approach taken in future decisions those matters may have moderate climate change implications and considerations.

7.2 Transport Subsidy Shortfall and Implications(Cont.)**7.4. Risks**

There are no significant risks associated with the decisions in this report, however future decisions signalled within the report may have some public perception and financial risks associated with them.

8. Next steps - *Ahu whakamua*

- Decisions on the individual projects made through this report will be actioned through BAU.
- Staff will prepare a Council Briefing session to explore the desired options to reshape the transport improvement and planning programme in more detail. A subsequent report will be prepared for the Infrastructure and Planning Committee to confirm the direction sought.

7.3 Matatā Wastewater Project Update -September 2024

7.3 Matatā Wastewater Project Update -September 2024



To: **Infrastructure and Planning Committee**

Date: **Thursday, 26 September 2024**

Author: **J Joyce / Matatā Wastewater Project Manager**

Authoriser: **D Bewley / GM Development and Environment Services**

Reference: **A2736068**

1. Reason for the report - *Te Take mō tēnei rīpoata*

The purpose of this report is to update the Infrastructure and Planning Committee on the Matatā Wastewater Project.

2. Executive summary - *Whakarāpopototanga*

Matatā currently does not have a reticulated wastewater scheme, which means that individual landowners are reliant on their existing on-site septic tank system arrangements. Monitoring has detected elevated levels of faecal indicator bacteria and nutrients, particularly downstream of Matatā. The likely sources of contamination are the septic tanks within Matatā, which are posing risks to public health and contributing to environmental degradation and poor water quality.

Several significant consequences will persist in the absence of an appropriate wastewater treatment and disposal solution in Matatā. These include environmental and public health risks, as well as the potential for homes to fail to meet relevant standards, potentially rendering them uninhabitable. Both the Bay of Plenty Regional Council and Toi Te Ora Public Health have identified key concerns and expectations for mitigation regarding the environmental and public health impacts of the current situation.

The Council has committed to a project for a wastewater solution for Matatā as a matter of priority, implementing the solution as soon as practicably feasible, recognising community, legislative and funding requirements.

3. Recommendation - *Tohutohu akiaki*

THAT the Matatā Wastewater Project Update September 2024 report be received.

4. Co-Design and Project Partnership Approach

The Co-Design Group meet on a monthly basis throughout the project as well as being involved in any technical planning days. Previous co-design hui were held on Monday, 1 September 2024 in person in Matatā on the options analysis summary, and Monday, 29 July 2024. The next co-design hui is scheduled for 30 September 2024.

7.3 Matatā Wastewater Project Update -September 2024(Cont.)

The Co-Design Group includes representatives from the Council, Ngāti Awa hapū, Te Mana o Ngāti Rangitahi Trust and Ngāti Tūwharetoa (BOP) Settlement Trust.

It has also been agreed that the Bay of Plenty Regional Council and Toi Te Ora Public Health will support and offer public health and environmental protection advice to the Co-Design Group.

4.1. Options Analysis Summary - report to Council

Directions from Council at the 25 September 2024 publicly excluded meetings are currently being implemented.

4.2. Te Niaotanga o Mataatua o Te Arawa Co-Design Group report to Council

The Te Niaotanga o Mataatua o Te Arawa Co-Design Group, supported by the project technical team, are currently completing the Phase 3 technical reports and will look to formally report to Council on the Matatā Wastewater Project to seek direction and endorsement to move to resource consent application. This is currently planned for an upcoming Infrastructure and Planning Committee meeting before the end of 2024.

5. Phase 3

The key workstreams underway in Phase 3 include:

1. Cultural Narrative	Development of a cultural narrative and technical advice, working collaboratively with Matatā iwi and hapū representatives to inform all other technical workstreams. This will include areas, sites and stories of significance, desired outcomes and community benefits, and land development aspirations.
2. Environmental Monitoring Programme	Develop a consistent and robust set of data and information on the current environment and environmental effects in Matatā to support decisions on the Matatā Wastewater Project.
3. Wastewater System Options Analysis	Determine and analyse appropriate wastewater collection system design options for Matatā, including recommendation of preferred option.
4. Land Analysis Review	Identify the preferred site(s) for the treatment and disposal of wastewater for inclusion in the resource consent application.
5. Resource Consent Application	Develop resource consent application including an AEE that is approved and submitted.

5.1. Environmental Monitoring

The environmental monitoring programme for the project is ongoing, now focusing on specific sites such as shallow groundwater and seeps within the town centre, as well as potential land areas designated for treatment and disposal. Updated technical reports summarising the quality of surface and groundwater within the township have been completed, along with an additional report analysing faecal source tracking (FST) data.

7.3 Matatā Wastewater Project Update -September 2024(Cont.)

Key conclusions from these reports include:

- Elevated levels of nutrients, microbial pathogen indicators, and high incidences of human faecal sources indicate that human wastewater is affecting streams both within and downstream of Matatā Township.
- Evidence from FST suggests that septic systems in Matatā are contributing to human faecal contamination in surface waters, posing significant health risks.
- The groundwater investigations and monitoring completed in Matatā to date suggest that rather than a singular groundwater system, there may be a more complex system comprising localised zones of perched groundwater:
 1. The groundwater nutrient mass balance indicates that considerable nutrient reduction may be happening in the unsaturated zone before wastewater reaches the deeper groundwater system. Alternatively, septic tank contaminants might bypass the groundwater system and directly enter surface water bodies, possibly through localised perched groundwater systems.
 2. Groundwater quality near the edges and base of the terrace is worse than that of the deeper groundwater system, with high levels of organic nitrogen, ammoniacal nitrogen, and phosphorus suggesting nearby wastewater discharges. While other sources of these nutrients exist, wastewater is likely the primary contributor
 3. Groundwater levels are unlikely to affect the current disposal field performance on the alluvial terrace. However, to protect surface water, soakage fields should be placed further from stream banks.
 4. In lower-lying lagoon and coastal areas, the groundwater level is close to the surface and fine-grained sediments are prevalent. This affects the infiltration of wastewater discharge, potentially leading to ponding and runoff during wet weather. Alternative disposal methods may be needed, but fitting these into the current 1,000 m² lot size may be challenging.
- At least 95 properties in Matatā do not comply with AS/NZS 1547:2012 standards, which require soakage fields to be located at least 15 metres from watercourses and 0.6 metres above the water table. These properties might lack sufficient space (>300 m²) for new irrigation fields.

5.2. Faecal Contamination Observations:

- Statistically significantly elevated nitrogen and total and dissolved phosphorus concentrations at the Waimea downstream site relative to upstream site concentrations, and the high incidence of human faecal sources (70% downstream compared with 9% upstream) indicates human wastewater is significantly impacting the water quality of the Waimea downstream site.
- At the Waitepuru Stream sites, although statistical differences were less significant, human faecal sources were detected in 0% of upstream samples and 18% of downstream samples.
- The unnamed drain at 53 Arawa St exhibits consistently high nutrient and E. coli levels, with human faecal sources detected in 100% of samples analysed.
- Human faecal contamination was detected at various locations in Te Awa o Te Atua, with the highest incidence being 67% of samples at the lagoon's west site.
- FST data indicates both transport and local sources of faecal pollution in Matatā, with significant human contamination in several surface water sites.
- Shallow groundwater showed high general faecal contamination but lacked specific human, ruminant, or avian markers, possibly due to other untested sources.
- Deeper groundwater showed no specific human or animal faecal markers but had a slight general marker signal.

7.3 Matatā Wastewater Project Update -September 2024(Cont.)

5.3. Peer review of relevant environmental monitoring reports

An independent peer review, requested by the Mayor through the Chief Executive of relevant environmental monitoring reports, is currently underway. A Request for Proposal (RFP) process has been undertaken by the Council project team, and a preferred agency has been selected. The peer review is being undertaken from mid-September to early October 2024.

6. Business Case

A Business Case outlining the 'case for investment' is ongoing and will be updated as preferred sites are formally agreed and Phase 3 technical reports completed. The Business Case will support funding discussions both internal and external to Council.

7. Phase 3 Technical Reports

All Project Phase 3 workstreams are nearing completion. Technical team leads are currently preparing summary reports to document each workstream. This includes summary reports for the Cultural Narrative; Environmental Monitoring Programme; Wastewater System Options Analysis and Land Option Analysis.

All reports will inform the resource consent process if approved by Council.

8. Project Progress

The following table summarises the current project steps and progress to date on identified actions:

7.3 Matatā Wastewater Project Update -September 2024(Cont.)

Task	Progress / Recent Actions Taken	Status
Co-Design Partnership Approach (Iwi and Council)	<ul style="list-style-type: none"> Co-Design Group huis held monthly. Two Co-Design Group hui held in July 2024. Next Co-Design Group hui is scheduled for 30 September 2024. 	
Project Phase 1: Project Set Up	<ul style="list-style-type: none"> Phase 1 complete. 	
Project Phase 2: Review Information and Identify Gaps	<ul style="list-style-type: none"> Phase 2 complete. Involved completion of two desk top review processes to review relevant past information and data to inform future project phases. The two desk top reviews included 1. Technical engineering and 2. Environmental science perspectives. 	
Procure required skillsets and advice	<ul style="list-style-type: none"> Specialist skills procured to support the technical project team. These include cultural expertise, technical engineering, environmental science, invertebrate/ecological monitoring and hydrology and groundwater. 	
Partner project teams	<ul style="list-style-type: none"> Council staff send ongoing updates to the Bay of Plenty Regional Council, Toi Te Ora Public Health, and the Ministry of Health on project progress. These agencies give both strategic and/or financial support to the project. Council staff meet ongoing with officers from the compliance and environmental planning team(s) at the <u>BoP</u> Regional Council to share project progress and ensure alignment of processes and legislative requirements. 	
Communications and Engagement Programme	<ul style="list-style-type: none"> Communications and engagement programme continuing with a mix of written material and community engagement opportunities. 	
Project Phase 3: Options Analysis and Resource Consent Application		
Cultural Narrative workstream	<ul style="list-style-type: none"> Currently finalising the Cultural Narrative Report, which will also inform the resource consent process if approved. 	
Environmental Monitoring Programme workstream	<ul style="list-style-type: none"> Additional monitoring has commenced at preferred locations for disposal and treatment. Currently finalising the Environmental Monitoring Programme Report, which will also inform the resource consent process if approved. 	
Wastewater System Options workstream	<ul style="list-style-type: none"> Testing is ongoing at the currently identified possible sites for land disposal, and the treatment plant. Discussions with landowners are ongoing. 	
Land Analysis Review workstream		

7.3 Matatā Wastewater Project Update -September 2024(Cont.)

Land Analysis Review workstream	•	
Business Case	• Development of the business case has commenced to support ongoing funding discussions both internal and external to Council.	
Resource Consent Application	• This will follow and be informed by the other Phase 3 workstreams.	
Project Phase 4: Resource Consent Approval Process		
	• This will follow and be informed by completion of Phase 3.	
Project Phase 5: Finalise for Detailed Design and Construction		
	• This will follow and be informed by completion of Phase 4.	

9. Future Growth Planning

The Eastern Bay of Plenty is experiencing consistent annual population and economic growth and requires an integrated spatial plan to support and guide future planning and investment decisions.

The sub-region’s challenging natural geography, increasing demand on housing (including affordability and suitability of housing stock), increasing demand on existing infrastructure, and further development of economically important industries, are all key challenges that require integrated management and partner led solutions.

The Whakatāne District Council has committed to working with its partners to develop an Eastern Bay of Plenty Spatial Plan. Neighbouring communities (Rotorua and the Western Bay of Plenty) have also undertaken significant spatial planning work that has implications for the Eastern Bay of Plenty.

Over the next 30 years we need to plan for approximately 12,000 extra people or 5,500 homes.

9.1. Matatā Area

For a number of reasons Matatā looks like it could be suitable for growth. The lack of an appropriate wastewater system has been a growth constraint, but once this is addressed through the Matatā Wastewater Project, Matatā could become the next major growth area for the district.

There are approximately 100 hectares of reasonably elevated land to the east of Matatā, and this combined with infill could potentially accommodate up to around 1500 extra dwellings, substantially growing the size of the town. It is important that any future wastewater solution is future proofed so that it can support additional growth as required.

Community engagement for the Spatial Plan is commencing next month, with the Plan itself scheduled to be completed in August 2025. Should Matatā be identified as a growth area the implementation of the Spatial Plan would then include detailed master planning to show how this growth could be accommodated and inform future changes to the Whakatāne District Plan.

7.3 Matatā Wastewater Project Update -September 2024(Cont.)

The timings of the Spatial Plan and Matatā Wastewater Project are well aligned to enable the necessary coordination between these two projects.

10. Significance and Engagement Assessment - *Aromatawai Pāhekoheko*

10.1. Assessment of Significance

The decisions and matters of this report are assessed to be of high significance, in accordance with Council's Significance and Engagement Policy.

The following criteria are of particular relevance in determining the level of significance.

- **Level of community interest:** the expected level of community interest, opposition or controversy involved.
- **Level of impact on current and future wellbeing:** the expected level of adverse impact on the current and future wellbeing of our communities or District.
- **Rating impact:** the expected costs to the community, or sectors within the community, in terms of rates.
- **Financial impact:** the expected financial impact on Council, including on budgets, reserves, debt levels, overall rates, and limits within the Council's Financial Strategy.
- **Consistency:** the extent to which a proposal or decision is consistent with the Council's strategic direction, policies and significant decisions already made.
- **Reversibility:** the expected level of difficulty to reverse the proposal or decision, once committed to.
- **Impact on Māori:** the expected level of impact on Māori, taking into account the relationship of Māori and their culture and traditions with their ancestral land, water, sites, wāhi tapu, valued flora and fauna, and other taonga.
- **Impact on levels of service:** the expected degree to which the Council's levels of service will be impacted.
- **Impact on strategic assets:** the expected impact on the performance or intended performance of Council's Strategic Assets, for the purpose for which they are held.

10.2. Engagement and community views

Once preferred sites for the project are approved, further community engagement will occur. This engagement could include additional information, meetings, and marae hui.

The Matatā Wastewater Project website pages have been updated with all current information.

Ongoing Matatā Matters (newsletters) are regularly developed and distributed to the community and through the co-design iwi representative channels. We also continue to update the community through the Matatā Residents Association meetings.

11. Considerations - *Whai Whakaaro*

11.1. Financial/budget considerations

Project costs are being funded out of the budget for the Matatā Wastewater Project and are included in the 2021-31 Long Term Plan (LTP) and the draft 2024-34 LTP.

7.3 Matatā Wastewater Project Update -September 2024(Cont.)

11.2. Strategic alignment

Providing a wastewater solution for the Matatā Community has been identified as a key strategic project for Council.

No inconsistencies with any of the Council's policies or plans have been identified in relation to this report.

11.3. Climate change assessment

The matters in this report are assessed to have low climate change implications and considerations, in accordance with the Council's Climate Change Principles.

11.4. Risks

The Matatā Wastewater Project cost has been estimated by Council staff based on a stand-alone wastewater treatment plant discharging to land. Cost estimates will continue to be refined as options are developed.

At this stage, a key risk is obtaining the necessary resource consents. The most effective way of mitigating that risk is through the co-design and partnership approach process with iwi and hapū that is being implemented as part of this project.

12. Next steps - *Ahu whakamua*

Continue to support the Co-Design Group on the collaborative co-design approach for the Matatā Wastewater Project, including the upcoming Co-Design Group hui on Monday, 30 September 2024.

Key focus is to work with the Co-Design Group, landowners and Council to formally agree preferred sites for the treatment plant and disposal.

Finalise technical reports on the Phase 3 workstreams.

Continue wider community engagement, in partnership with the Co-Design Group.

7.4 Three Waters Consent Replacement Programme Update September 2024

7.4 Three Waters Consent Replacement Programme Update September 2024



To: **Infrastructure and Planning Committee**

Date: **Thursday, 26 September 2024**

Author: **J Joyce / Programme Manager**

Authoriser: **B Gray / GM Infrastructure**

Reference: **A2736796**

1. Reason for the report - *Te Take mō tēnei rīpoata*

The purpose of this report is to update the Infrastructure and Planning Committee on the Three Waters Consent Replacement Programme (the Programme).

2. Executive summary - *Whakarāpopototanga*

Whakatāne District Council owns, operates, and maintains three waters infrastructure: stormwater, wastewater, and municipal water supply, across urban areas within the Whakatāne District. This infrastructure comprises six wastewater treatment plants and their reticulation networks, with plans for an additional wastewater scheme underway. The Council's municipal water supply infrastructure includes ten water supply schemes that draw from several water sources before treatment. Furthermore, stormwater networks exist within major urban areas to manage rainfall runoff and mitigate flooding risks.

The impending expiration of resource consents issued under the Resource Management Act 1991 will necessitate a number of significant upgrades within the Whakatāne District. For the Council, this includes replacing consents associated with four wastewater treatment plants and seven water supply schemes, as well as irrigation for Rugby Park. These upgrades will come with a significant financial cost to the community, as well as increased ongoing operational costs associated with more advanced infrastructure.

3. Recommendation - *Tohutohu akiaki*

THAT the Three Waters Consent Replacement Programme Update September 2024 report be **received**.

4. Programme Steering Group

The Programme Steering Group has been established and will meet for the first time on Tuesday 1 October 2024.

As per previous Council direction, the elected member representatives include:

- Councillor John Pullar (Chair of Council's Infrastructure and Planning Committee).

7.4 Three Waters Consent Replacement Programme Update September 2024(Cont.)

- Councillor Ngapera Rangiaho.
- His/her worship the Mayor (ex officio).

Key papers on the agenda for Tuesday 1 October meeting include:

1. Programme Steering Group Draft Terms of Reference and appointment of an independent representative;
2. Programme overview and progress update;
3. Programme level procurement strategic approach;
4. Whakatāne and Edgecumbe wastewater working group update.

4.1. Reporting to the Infrastructure and Planning Committee

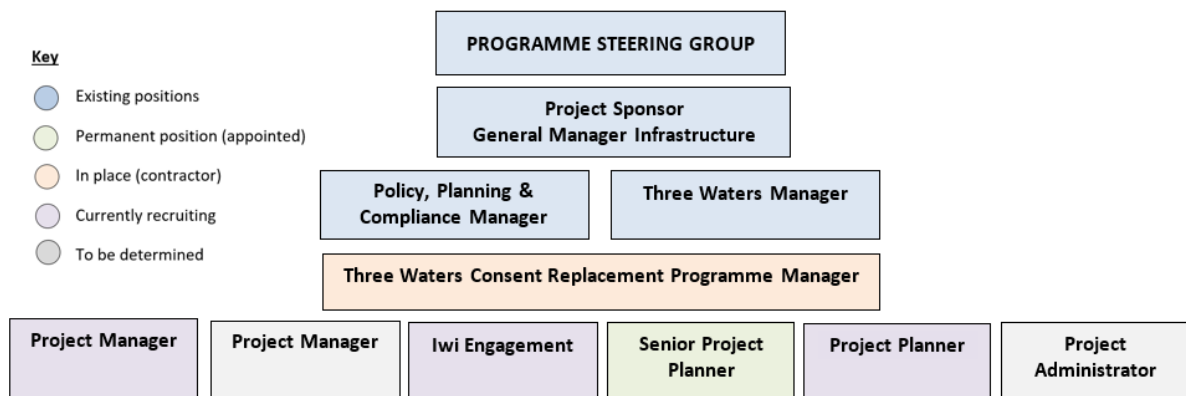
A summary of reports and relevant recommendations from each Programme Steering Group meeting will be reported up to each Infrastructure and Planning Committee through the regular Programme update report.

5. Programme Resourcing and Roles

The Long-Term Plan 2024-34 includes six additional roles (three FTE and three contractors) to support the delivery of the Three Waters Consent Replacement Programme.

The roles are based on the required skills and experience to deliver the work programme and include project management, iwi engagement and planning and consents. The roles will include a mix of contractor and full-time/fixed-term equivalents to support acquiring relevant experience and capability across the three-year work programme.

The following diagram outlines the programme team structure and current progress to date on recruitment.



6. Programme Progress

The following table summarises the current programme and progress to date on relevant projects:

7.4 Three Waters Consent Replacement Programme Update September 2024(Cont.)

Project	Date	Progress
WASTEWATER CONSENTS		
Whakatāne and Edgecumbe Wastewater	2024 - 2027	Fonterra has approached the Council to explore a potential partnership for developing a combined wastewater treatment plant (WWTP) and discharge system. Both parties are currently evaluating the benefits and risks of this collaboration. Key decisions on the future approach and whether to pursue further investigation into a joint project are expected by late 2024 or early 2025.
Tāneatua Wastewater	2024 - 2027	Awaiting appointment of Project Manager. Several conversations and draft Terms of Reference have been established with Te Uru Taumatua and Te Taraipara o Rūātoki Tribal.
Murupara Wastewater	2024 - 2027	The Murupara Co-design Group, consisting of Ngāti Manawa and the Council, has been established. The Terms of Reference include relationship principles and outlay Ngāti Manawa's aspirations—including the removal of wastewater discharge from the Rangitāiki River—have been agreed upon. The next steps involve creating a project plan and securing a technical team to manage key workstreams such as environmental monitoring, wastewater and discharge system options, cultural narrative, legal and planning considerations, and communications.
WATER CONSENTS		
Whakatane and Ōhope Water	2024 - 2026	The following water consent projects are all still in the development phase or are awaiting the appointment of a Project Planner to apply for "like for like" consents.
Matatā Water (Jennings Spring)	2025 - 2027	The Whakatāne/ Ōhope Water Project will build on a comprehensive water roadmap developed in 2021. Supporting Project Manager and Project Planner (Consents) are currently being recruited.
Tāneatua Water	Mid-2024	
Murupara Water	Late 2024	
Waimana Water	Early 2025	
Rugby Park irrigation	Late 2024 / Early 2025	
Rūātoki Water	n/a	

7. Co-Design Approach

Following the successful co-design approach established for the Matatā Wastewater Project, a number of additional co-design structures have been or are planned to be established to support the more complex consent replacement projects. Progress on these include:

7.4 Three Waters Consent Replacement Programme Update September 2024(Cont.)

Whakatāne/ Edgecumbe Wastewater Consent Replacement	Co-Design approach in early stages of establishment. Draft Terms of reference in progress.
Murupara Wastewater Consent Replacement	Co-design group established in early 2024 with the Council and Te Rūnanga o Ngāti Manawa. Terms of Reference are in place.
Tāneatua Wastewater Consent Replacement	Co-design group established in early 2023 with the Council, Te Uru Taumatua, and Te Taraipara o Rūātoki Tribal. Draft Terms of Reference in progress. It is expected the co-design group will be reset following the appointment of a Project Manager after being on hold.
Water Consent Replacements (Rangitāiki plains, Whakatāne/Ōhope, Matata, Murupara, Waimana, Tāneatua and Rūātoki)	<p>These projects are still in the development phase. They build on a comprehensive water roadmap that was developed in 2021. Standalone schemes with existing water supplies that the Council intends to apply for “like for like consents” will go through standard iwi and hapū consultative processes. This includes water supplies for Waimana, Tāneatua, Murupara, and Rugby Park irrigation.</p> <p>For more complex schemes necessitating broader strategies and changes to water sources or service areas, co-design or working groups involving iwi and hapū will be required. This pertains to projects such as the Whakatāne and Ōhope scheme, which includes potential integration with the Otumahi Scheme.</p> <p>When co-design groups are already established, such as those for wastewater projects, the Council will utilise these to establish or combine co-design initiatives for water.</p>

8. Significance and Engagement Assessment - *Aromatawai Pāhekoheko*

8.1. Assessment of Significance

The decisions and matters of this report are assessed to be of high significance, in accordance with Council’s Significance and Engagement Policy.

The following criteria are of particular relevance in determining the level of significance.

- **Level of community interest:** The Three Waters Consent Replacement Programme is expected to generate a moderate level of community interest. A communications and engagement plan will be developed for each of the significant projects which will include engagement with the wider community.
- **Rating/ Financial impact:** The financial costs associated with the Three Waters Consent Replacement Programme are included in the Long-Term Plan (LTP) 2024-34. However, this does not include the costs of the subsequent infrastructure upgrades that will be required due to the new consents.
- **Impact on Māori:** The consent replacement programme has a notable impact on Māori, given the strong cultural connections to land, water, and other taonga. The co-design approach with iwi and hapū is intended to ensure that the concerns and aspirations of Māori are integral to the programme’s planning and execution.

7.4 Three Waters Consent Replacement Programme Update September 2024(Cont.)

8.2. Engagement and Community Views

Each consent replacement project will develop a project plan and include relevant communications and engagement planning as part of this.

Further conversations will be required with Council's communications and engagement team on appropriate resourcing for this support.

9. Considerations - *Whai Whakaaro*

9.1. Financial/budget considerations

Project costs are being funded out of the budget for the Three Waters Consent Replacement Programme and are included in the Long Term Plan (LTP) 2024-34.

9.2. Strategic alignment

Meeting the Resource Management Act requirements of replacing expiring consents for water and wastewater has been identified as a strategic project for the Council and is a legal requirement.

No inconsistencies with any of the Council's policies or plans have been identified in relation to this report.

9.3. Climate change assessment

The matters in this report are assessed to have low climate change implications and considerations, in accordance with the Council's Climate Change Principles.

9.4. Risks

- The 2026 timeframe for replacing the majority of the identified consents will be very challenging to meet, especially for consents associated with the four wastewater treatment plants, given the amount of technical work, partnerships, and community engagement required. To mitigate this, each project will develop a project plan and include adequate planning for any interim approach that may need to be taken if the timeframe(s) cannot be realistically met.
- Obtaining the necessary resource consents will be challenging due to the complex nature of the projects, especially wastewater consents. The most effective way of mitigating this risk is through the co-design and partnership approach process with iwi and hapū that is being implemented as part of the relevant projects.
- Recruiting the right level of skills and experience into the approved roles may prove challenging given the current demand for three waters expertise and support across local government in New Zealand. The programme team are using all recruitment methods and staff advice available to help mitigate this risk.

10. Next steps - *Ahu whakamua*

- Continue to manage the Programme Steering Group as per agreed terms of reference.
- Continue recruitment processes for relevant roles to support project development and delivery.
- Continue to establish and work in co-design partnerships for relevant projects.

7.5 Three Waters Rating Review

7.5 Three Waters Rating Review



To: **Infrastructure and Planning Committee**

Date: **Thursday, 26 September 2024**

Author: **B Gray / General Manager Infrastructure**

Reference: **A2748061**

1. Reason for the report - *Te Take mō tēnei rīpoata*

This report seeks direction from the Infrastructure and Planning Committee on proceeding with a Three Waters Rating Review.

2. Recommendations - *Tohutohu akiaki*

1. **THAT** the Three Waters Rating Review report be **received**.
2. **THAT** the Infrastructure and Planning Committee **direct** staff to begin work on the Three Waters Rating Review project; and
3. **THAT** the Infrastructure and Planning Committee has **noted** that it will receive regular updates as work continues; and
4. **THAT** the Infrastructure and Planning Committee has **noted** it will be presented with options to consider if the current rating system changes.

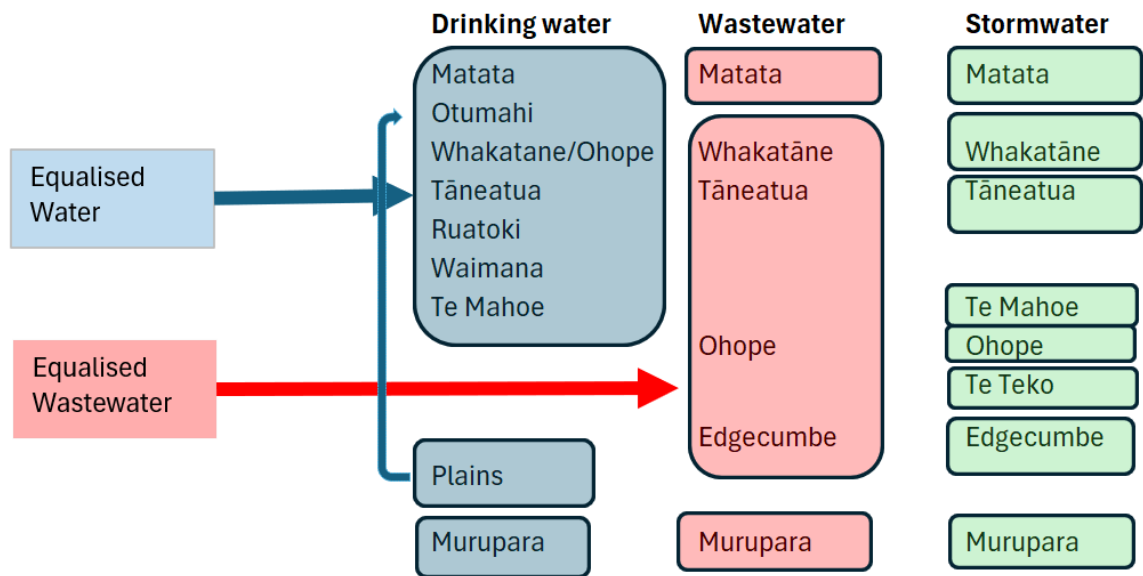
3. Background - *He tirohanga whakamuri*

- Whakatane District Council has been managing the District's three waters schemes since the creation of the District in 1989. To a large extent the schemes have been managed as separate entities. Some have been combined – equalised. This project seeks to explore whether the current approach is fit-for-purpose.
- This review is considered overdue. Over recent years a review has often been contemplated but never executed. Continuing operational and compliance challenges and the previously proposed 3 Waters reforms have consumed staff time availability, not allowing time input for such a project.
- Looming large on the horizon is the requirement for all Councils to prepare Water Services Delivery Plans (WSDPs) by 3 September 2025. Outcomes are not yet known, but the push towards multi-Council groupings is strong. It appears that the timing of this review may coincide neatly with the timing of the WSDP – due 3 September 2025.
- The work carried out within this project will assist Council to position its ratepayers as well as possible into any new arrangements.

7.5 Three Waters Rating Review(Cont.)

4. Issue/subject - *Kaupapa*

Council operates 8 stormwater schemes, 6 wastewater schemes and 9 drinking water schemes as shown below. Some compliance data collection and reporting is at scheme level. For wastewater and drinking water a number of these schemes have been combined into larger units – equalised vehicles. A large part of this work will be to decide whether this equalisation should be further broadened or not.



Note that due to the high percentage of ratepayers connected via water meters, Council has more rating options than networks with fewer meters.

Rating for three waters is probably the most complex rating system that we have in Whakatane District Council. Having such a complex system can lead to issues when setting rates, which can leave the council open to legal challenge. Having numerous schemes can also have unintended consequences as well, for example, keeping a scheme separate from equalisation can ensure that affordability constraints are considered, but it may also have the unintended consequence of conscious decisions being made around reducing the level of investment that is made in infrastructure in that community. Resulting in underinvestment, and potentially increased risk of infrastructure failure to that community.

Our stormwater systems have not been equalised, some schemes service relatively small numbers of properties, so minor changes in cost structure, or cost escalations can have significant impacts on rating for those properties.

Council has budgeted to receive \$21.2M of revenue in FY24/25 via the current rating system.

A rating review isn't a simple process, a thorough review of all rating for a Council can take between 12 and 18 months. Staff are proposing to follow the guidance templates provided by SOLGM, that outline rating review processes.

A successful rating review will have these features:

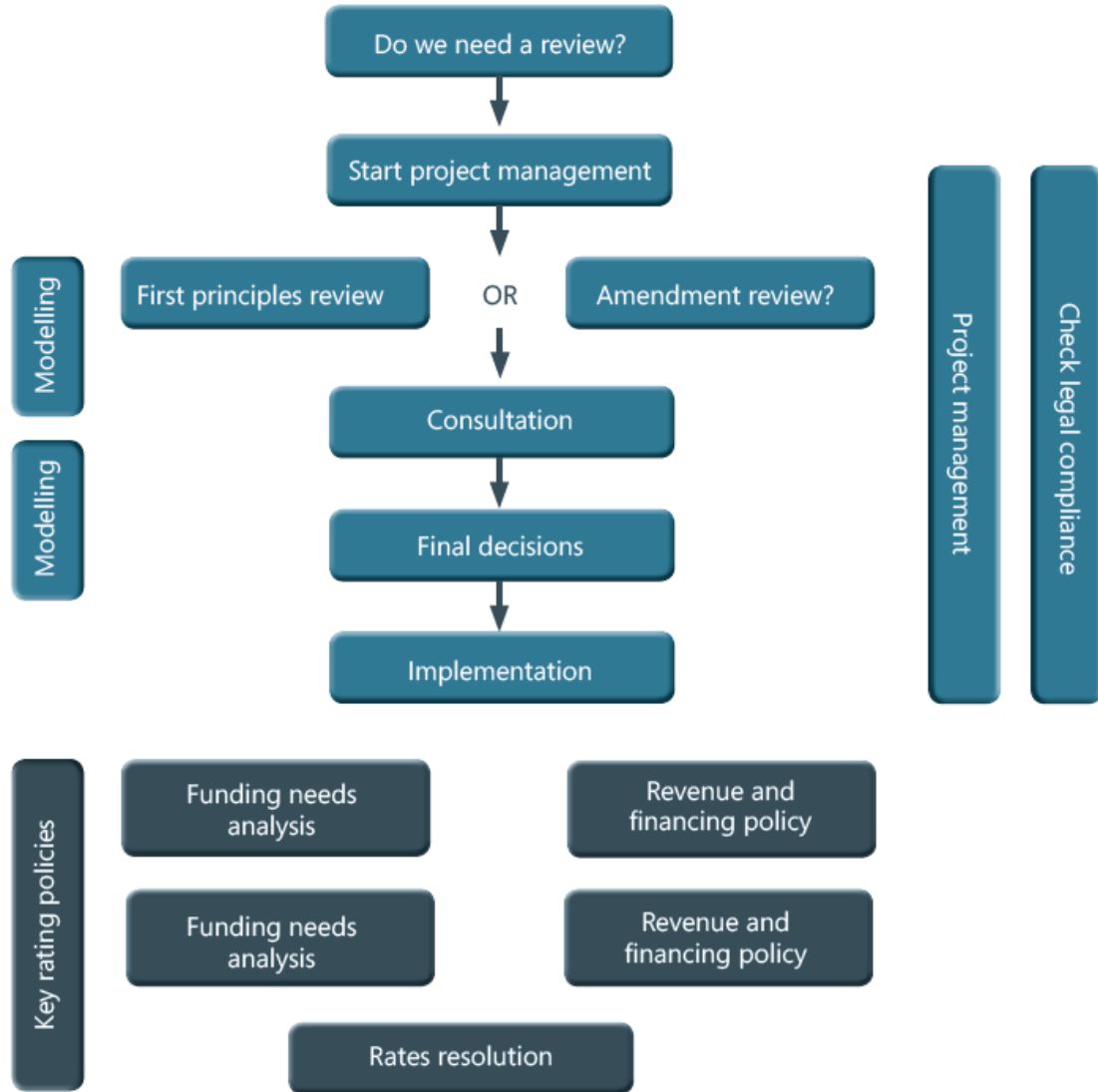
7.5 Three Waters Rating Review(Cont.)

1. **High elected member engagement:** Elected members must understand, from the start, the challenges they face when changing the rates. They should know the consequences and be ready for a strong community response.
2. **High community engagement:** Start talking with the community early and keep talking. An informed community debate will mean the review is more likely to deliver a better result.
3. **Good, clear information:** To get the kind of engagement a rating review needs, a council must reach out to people with good, clear, communication that spells out in simple words what the changes will mean for each ratepayer. Most people don't like paying rates and they won't like changes that will see them paying more. So telling people in plain, clear, honest words (like these) why a review is happening and what it will mean, is vital to give you the wide range of views you will need to support any rating changes that are finally made.
4. **Good project management:** Rating reviews are complex. To set a lawful rate, each step in the project should be laid out at the start to make sure there is enough time for elected member engagement, rates modelling, preparing good community information material, running an effective community engagement campaign, adopting the technical policies and setting rates.
5. **Legal compliance:** Local government rates are, in effect, a tax². It is well established that tax (and rates) setters have the highest obligation to ensure they comply with the law – at every step. Non-compliance can put a council's biggest revenue source and its reputation at risk. Fixing non-compliance can be expensive so it is essential that any review is done by the book at every stage. Make sure you know exactly what you are legally obliged to do – before you start.

The picture on the following page outlines at a high level the process that we will go through whilst undertaking the review.

7.5 Three Waters Rating Review(Cont.)

This guide outlines the key elements needed to achieve an effective rates review.



Some key points about rating reviews that are important to cover off early.

A rating review is NOT about how much should be collected in rates. The amount of rates income required should still be the result of the budgeting process through an LTP or Annual Plan.

A rating review will NOT reduce the amount of rates paid overall.

Put simply a rating review is a re-arrangement of the deck chairs.



7.5 Three Waters Rating Review(Cont.)

Why now?

Given that rating reviews are complex, time-consuming if done right, potentially expensive, and ultimately don't result in less rates, why would we do one?

- As stated initially we consider a review of how three waters is rated is long overdue.
- We missed the opportunity to discuss three waters rating through the recent LTP process, due to the change in government and repeal of previous legislation bringing three waters back into Council LTP's, without enough time to discuss rating with our communities.
- Our rating system for three waters is overly complex and we have not undertaken any equalisation for stormwater.
- We must prepare Water Services Delivery Plans by September next year as part of Local Waters Done Well, rating will be an integral part of that work.
- We need to consider what role volumetric charging for waters can play in water conservation and an equitable charging regime.

5. Options analysis - *Ngā Kōwhiringa*

5.1. Option 1 [Carry out a Three Waters Rating Review] – preferred option

The review proposed is a thorough review of Council's three waters rating systems and process. It is to determine whether the various revenue model(s) is/are fit-for-purpose in 2025 and the future. Are the funding models fair, understandable? Is the revenue stream reliable? Does the model send the right messages?

5.1.1. Advantages

The review will position Council for the future. The recently enacted [Local Government \(Water Services Preliminary Arrangements\) Act](#) requires that revenue streams must be fully described as part of the Water Services Delivery Plans.

5.1.2. Disadvantages

Scheme ratepayers may view scheme economics according to whether change would result in a rating increase or decrease in relation to their individual circumstances. Either retaining the status quo or making change are both likely to be viewed as unfair by various parties. Some opposing views are likely surface.

5.2. Option 2 [Do not Carry out a Three Waters Rating Review]

5.2.1. Advantages

It might appear that delaying or deferring the three waters rating review will save effort. This could result in less change and reaction to change. The recent passage of the [Local Government \(Water Services Preliminary Arrangements\) Act](#) means that deferral is not a realistic option.

5.2.2. Disadvantages

If a district-wide three waters rating review is not carried out, Council may struggle to comply with the Revenue & Financing sections of the mandated water services delivery plan.

7.5 Three Waters Rating Review(Cont.)

Being willingly or unwillingly joined into a future, joint, multi-Council arrangement may result in a shock to the system for ratepayers in affected schemes or vehicles.

6. Significance and Engagement Assessment - *Aromatawai Pāhekoheko*

6.1. Assessment of Significance

The matters contained in this report are considered of moderate significance in accordance with Council's Significance and Engagement Policy.

6.2. Engagement and community views

The following parties (potentially affected parties) have been identified:

- Residential ratepayers
- Agricultural ratepayers
- Councillors
- Community Board members
- Iwi
- Hapu

An engagement plan will be developed in order to actively seek views from these parties as the rating model options are developed.

7. Considerations - *Whai Whakaaro*

7.1. Financial/budget considerations

- There will be costs associated with a review of the rating for three waters. Council will need to contract specific expertise for various components of the review, for example we wish to use Phil Jones to help support the review process, we will need to contract someone to manage this as a standalone project, we will need to contract in our own financial support as there is not enough capacity within the finance team to undertake this project at the moment, and we will need to allow for a legal review of any changes as well. We will get more clarity around this as we develop the road map and project plan.

7.2. Strategic alignment

The project is consistent with Council's Community Outcomes, namely:

- Effective Leadership
- Quality Services
- Reliable & Affordable Infrastructure
- No inconsistencies with any of the Council's policies or plans have been identified in relation to this report.

7.5.1 Three Waters Rating review report IPC Sept 24- appendix one - Project Plan Three Waters Rating review V1.1

7.3. Climate change assessment

To some extent all three waters have an embedded carbon footprint:

- When water is pumped, and
- Due to incorporated carbon for asset creation or renewal (cement, steel PE resins).

Conservation achieved via pricing signals assists with our Climate Change pathway.

Based on this climate change assessment, the decisions and matters of this report are assessed to have low climate change implications and considerations, in accordance with the Council's Climate Change Principles.

7.4. Risks

The following risks have been identified:

- Public dissatisfaction
- Entanglement with local authority elections - October 2025. "Issue capture".
- Lack of consensus regarding the way forward

A risk register will be developed and maintained to capture these risks and their proposed management.

8. Next steps - *Ahu whakamua*

- Assemble team
- Develop project implementation plan
- Gather required information
- Additional as required

Attached to this report:

Appendix one - Draft Project Plan – Three Waters Rating Review

7.5.1 Three Waters Rating review report IPC Sept 24- appendix one - Project Plan Three Waters Rating review V1.1

7.5.1 Three Waters Rating review report IPC Sept 24- appendix one - Project Plan Three Waters Rating review V1.1(Cont.)

**Project Plan
Three Waters – Rating Review**

Document Quality Assurance

Activity	Title	Name	Checked	Date
Prepared by		H. Severinsen		Sep 24
Reviewed by				
Approved by				

Version control

Date	Version	Description of Change
Sep 24	1.1	Updated draft

7.5.1 Three Waters Rating review report IPC Sept 24- appendix one - Project Plan Three Waters Rating review V1.1(Cont.)

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7.5.1 Three Waters Rating review report IPC Sept 24- appendix one - Project Plan Three Waters Rating review V1.1(Cont.)**1. Purpose**

The purpose of this project is to review the rating system applied to the Stormwater, Drinking Water and Wastewater activities. The project plan describes the current situation, intended objectives, the project scope and sets out a plan for implementation.

2. Objective

The objective of the project plan is to consider the relevant matters and arrive at an agreed rating approach. It is intended to either confirm the current revenue model or arrive at a different revenue model. It is to test the current model and arrive at a model that serves the community as well as possible.

3. Strategic Context

Whakatane District Council has been managing the District's three waters schemes since the creation of the District in 1989. Initially the schemes were managed as separate entities. Over time some "equalisation" has occurred. This project seeks to explore whether the current approach remains fit-for-purpose.

This review is considered overdue. Over recent years a review has often been contemplated but never executed. Continuing operational and compliance challenges and the previously proposed 3Waters entities have consumed staff energy and availability: not allowing dedicating time input for such a project.

Looming large on the horizon is the requirement for all Councils to prepare Water Services Delivery plans by 3 September 2025. Outcomes are not yet known but the push towards multi-Council groupings is strong.

The work carried out within this project will assist Council to position its ratepayers as well as possible into any new arrangements.

4. Background

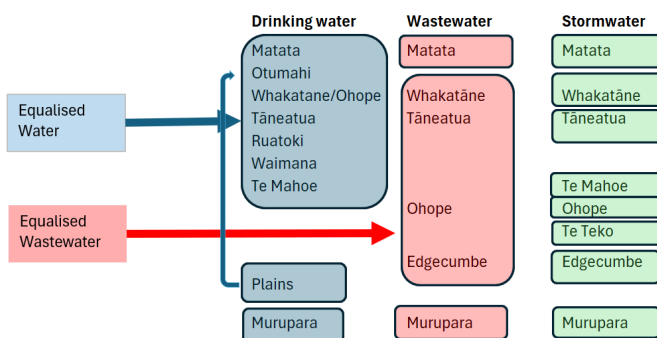
The distinct three waters schemes at WDC include:

- Eight drinking water schemes
- Five wastewater schemes
- Eight stormwater schemes

Schemes are defined by Taumata Arowai and must be reported on separately. However, for accounting and rating purposes a number of these

7.5.1 Three Waters Rating review report IPC Sept 24- appendix one - Project Plan Three Waters Rating review V1.1(Cont.)

schemes are combined into a smaller number of “vehicles”. The diagram below shows a simplified representation of these.



As can be seen there are currently fourteen “vehicles”.

5. Considerations

For drinking water supply there is currently a mix of volumetric and property rating components. Wastewater revenue is property rated, as is stormwater. There are *connected property* and *general availability* components and area based components.

It is noted that Murupara – all three waters – and Plains drinking water involve historical circumstances. Murupara was its own Borough Council until 1989 and is still proud of its individuality. The Plains water supply scheme (originally Braemar) has strong agricultural roots from the late 1970’s/early 1980s. Care will be taken to acknowledge these historical roots.

6. Outcomes

The outcome sought is a fit-for-purpose rating system that:

- Is generally accepted as fair
- Is easy to understand
- Is easy to implement
- Enjoys credibility and buy-in
- Has been thoroughly thought through
- Fully complies with legislation
- Provides sufficient on consistent revenue for operations

7.5.1 Three Waters Rating review report IPC Sept 24- appendix one - Project Plan Three Waters Rating review V1.1(Cont.)**7. Parties**

The following parties (potentially affected parties) have been identified:

- Residential ratepayers
- Agricultural ratepayers
- Councillors
- Community Board members
- Residents' Association
- Iwi
- Hapu

8. Quality Control and Assurance**Quality Control**

A number of holdpoints will be used to provide decision support and inform decision making. Rates modelling scenario testing will be used to ensure that any options comply with existing financial policies, principles such as fairness and transparency and significance. Sufficiency of consultation is required.

Quality Assurance

Reviews will be completed by the relevant subject matter expert before distributing to the wider project team. All comments will be recorded and addressed either by explanation or making changes.

Continued improvement will be important for success. The project team will undertake reviews after each milestone and gather lessons learned, potential innovations and areas for improvement. Any items that will be of value for future steps in the project will be shared with the wider project team.

9. Resourcing and Governance

There is limited internal resource to lead and carry out this work. It is proposed that the following external Contractors are utilised. This work will be supported by internal staff at the various touch points with the rest of the organisation.

Infrastructure and Planning Committee - AGENDA

7.5.1 Three Waters Rating review report IPC Sept 24- appendix one - Project Plan Three Waters Rating review V1.1(Cont.)**Team Structure**

Project Manager	Howard Severinsen
Process & Facilitation	Phillip Jones
Financials	Greg Robertson
Legal per review	TBA

Governance

Joint project sponsors	
<ul style="list-style-type: none"> • Bevan Gray • Gary Connolly 	GM Infrastructure CFO & GM Business Partnering
Councillor Champion	John Pullar (Chair of Infrastructure and Planning Committee)
Julie Jukes (Chair of Finance and Performance Committee)	
Governance body	Infrastructure and Planning Committee
Decision Making	Full Council

Staff Working Group

Staff working group	Infrastructure, finance, strategy
---------------------	-----------------------------------

Reporting

The Project Manager will provide monthly reports to the Project Sponsors.

Expected topics:

- Progress, milestones and path ahead
- Affected party issues
- Significant risks – including mitigation strategies and risk escalation.
- Project team recommendations on decision-making.
- Project issues – resources, relationships, technical etc.
- Budget, expenditure to date and forecasted expenditure.

7.5.1 Three Waters Rating review report IPC Sept 24- appendix one - Project Plan Three Waters Rating review V1.1(Cont.)

Change Control

All potential changes in scope, budget, or program shall be communicated as necessary. The potential change will be recorded on the risk register and appropriately mitigated. All changes once approved will be recorded and implemented.

10. Project Engagement

See section 7 above "Parties" above for listing of various parties.

Specific targeted approaches will be made to engage with parties where necessary. Note that engagement is recognized as being quite distinct from its relation – communication.

11. Health and Safety

This project is considered to be subject to regular H & S risks.

12. Risk Management

Regular assessments of risks and their proposed treatment will be carried out in accordance with Council's standardized risk management processes.

The major project risk at this stage is considered to be one of more of the identified parties losing confidence in the project. Care will be taken to sense this at an early stage and take corrective action.

The Project Manager will maintain a risk register in accordance with Council's standard procedure.

13. Programme and Financial Management

Critical Milestones

The following table outlines indicative high-level milestones

Project Milestone	Date
Project Initiation	Sep-Oct 2024
Data Gathering	Oct-Nov 2024
Options Analysis	Nov-Dec 2024
Initial Direction	Dec 2024
Rates Modelling	Jan-Feb 2025

7.5.1 Three Waters Rating review report IPC Sept 24- appendix one - Project Plan Three Waters Rating review V1.1(Cont.)

Engagement	Mar 2025
Confirm Direction	April 2025
Make rating resolutions	TBA

Budget and Cash flow

This is a required piece of work for the preparation of Water Service Delivery Plans, as such we have transition funding remaining unspent from the previous reform process.

It is expected that there will not be sufficient budget for all Water Service Delivery Planning obligations, so additional funding will need to be sourced to complete all of the required workstreams.

14. Procurement**Strategy & Risks**

Standard procurement practices are proposed in accordance with relevant policy and staff delegations. A continuing scan will occur for any emerging procurement risks.

8 Public to Exclude the Public - *Whakataunga kia awere te marea*

8 Public to Exclude the Public - *Whakataunga kia awere te marea*

8.1 Resolution to Exclude the Public

THAT the public be excluded from the following parts of the proceedings of this meeting, namely:

1. Public Excluded Minutes - Infrastructure and Planning Committee Thursday, 29 July 2024

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

	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution	When item can be released into public
1.	Public Excluded Minutes - Infrastructure and Planning Committee Thursday, 29 July 2024	Good reason to withhold exists under Section 7.	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists. Section 48(1)(a)	Upon Chief Executive approval for release

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

Item No	Interest
1	To enable the Council to carry out, without prejudice or disadvantage, commercial activities (Schedule 7(2)(h))
1	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (Schedule 7(2)(i))

1 Public Excluded Business

1 Public Excluded Business

1.1 Public Excluded Minutes - Infrastructure and Planning Committee 25 July 2024