



**I, Steven May, Tumu Whakarae Chief Executive Officer, hereby give notice that
a Māori Standing Committee Meeting will be held on:**

Date: Thursday, 12 March 2020
Time: 12.30pm
Location: Council Chamber, Wairoa District Council,
Coronation Square, Wairoa

AGENDA

Māori Standing Committee Meeting

12 March 2020

The agenda and associated papers are also available on our website: www.wairoadc.govt.nz

For further information please contact us 06 838 7309 or by email info@wairoadc.govt.nz

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- 1 KARAKIA**
- 2 APOLOGIES FOR ABSENCE**
- 3 DECLARATIONS OF CONFLICT OF INTEREST**
- 4 CHAIRPERSON'S ANNOUNCEMENTS**
- 5 LATE ITEMS OF URGENT BUSINESS**
- 6 PUBLIC PARTICIPATION**

A maximum of 30 minutes has been set aside for members of the public to speak on any item on the agenda. Up to 5 minutes per person is allowed. As per Standing Order 15.1 requests to speak must be made to the Chief Executive Officer at least one clear day before the meeting; however this requirement may be waived by the Chairperson. Requests should also outline the matters that will be addressed by the speaker(s).

7 MINUTES OF THE PREVIOUS MEETING

Ordinary Meeting - 5 February 2020

**MINUTES OF WAIROA DISTRICT COUNCIL
MĀORI STANDING COMMITTEE MEETING
HELD AT THE WAIROA AIRPORT, AIRPORT ROAD, WAIROA
ON WEDNESDAY, 5 FEBRUARY 2020 AT 12.30PM**

PRESENT: Cr Jeremy Harker, Mr Kiwa Hammond, Mrs Here Nissen, Mr Paul Kelly, Mr Henare Mita, Ms Sharon Cooper, Ms Theresa Thornton, Mrs Fiona Wairau

IN ATTENDANCE: D Culshaw (Pouahurea Māori Māori Relationships Manager), Nathan Heath (HBRC Catchment Manager), G Waikawa (Kaiurungi Tutohu / Governance Officer)

1 KARAKIA

Karakia was given by K Hammond.

2 APOLOGIES FOR ABSENCE

APOLOGIES

COMMITTEE RESOLUTION 2020/120

Moved: Mr Henare Mita

Seconded: Mr Paul Kelly

That the apologies received from His Worship the Mayor, C Little and S May be accepted and leave of absence granted.

CARRIED

3 DECLARATION OF CONFLICT OF INTEREST

None.

4 CHAIRPERSON'S ANNOUNCEMENTS

None.

5 LATE ITEMS OF URGENT BUSINESS

None.

6 PUBLIC PARTICIPATION

None

7 MINUTES OF THE PREVIOUS MEETING

COMMITTEE RESOLUTION 2020/121

Moved: Mr Henare Mita

Seconded: Mrs Fiona Wairau

That the minutes of the Ordinary Meeting held on 12 December 2019 be confirmed.

CARRIED

8 GENERAL ITEM

8.1 TA TE POUAHUREA MAORI PURONGO

COMMITTEE RESOLUTION 2020/122

Moved: Mr Kiwa Hammond

Seconded: Mr Henare Mita

That the Māori Standing Committee receives the report.

CARRIED

The Pouahurea Māori Māori Relationships Manager's reported on Information Updates being Client Service Request, Standing Committees, Philicity Wilson for her support during the rahiri, Tuia 250 Mahia Mai Tawhiti, Informational Resignation from Whai-ora Maindonald and C Knight.

The Pouahurea Māori Māori Relationships Manager's also reported on Patangata bridge, Food Control Plans (Informational), Freedom Campbers Ambassadors Update (Informational) and Appointments.

HBRC update report

- Tuia 250 celebrations
- Submission for Proposed Plan Change 7 – Outstanding Water Bodies
- Farewell of HBRC colleague staff
- Nuhaka River Road
- Whakaki Marae AGM
- Hui between HBRC and Ngati Pahauwera

COMMITTEE RESOLUTION 2020/123

Moved: Mr Kiwa Hammond

Seconded: Cr Jeremy Harker

That the HBRC report be received.

CARRIED

Written takiwā reports received from:

- Rakaipaaka

Verbal update received from:

- Waikaremoana (Update from Putere Marae on Riparian planting, re-cladding of Pareroa, retaining wall, HBRC taking water samples, whakapapa knowledge, reaffirm kawa and tikanga of Putere Marae and hapu hui being held on 4-5 April 2020).
- Matangirau
- Ruakituri
- Mahia-mai-Tawhiti
- Pahauwera
- Wairoa whanui

COMMITTEE RESOLUTION 2020/124

Moved: Mr Kiwa Hammond

Seconded: Mr Henare Mita

That the takiwa reports be received.

CARRIED

Closing karakia given by K Hammond.

The Meeting closed at 2.38pm.

The minutes of this meeting were confirmed at the Māori Standing Committee Meeting held on .

.....

CHAIRPERSON

8 GENERAL ITEMS

8.1 TE TE POUAHUREA MAORI PURONGO

Author: Duane Culshaw, Pouahurea Māori Māori Relationships Manager

Authoriser: Steven May, Tumu Whakarae Chief Executive Officer

Appendices:

1. Rangatahi Flyer [↓](#)
2. Rangatahi Criteria [↓](#)
3. Rangatahi Form [↓](#)
4. Stats NZ Regional Tour [↓](#)
5. MSC - Role Description [↓](#)
6. MSC - Terms of Reference [↓](#)
7. Patangata Business Case [↓](#)
8. HBRC Report - March 2020 [↓](#)
9. Rakaipaaka Takiwa Report - March 2020 [↓](#)
10. Chairperson's Report - March 2020 [↓](#)

1. PURPOSE

- 1.1 This report provides information for the Māori Standing Committee on Council and community activities.

RECOMMENDATION

The Pouahurea Māori Māori Relationships Manager RECOMMENDS that Committee receives this report

2. KUPU WHAKATAKI

- 2.1 Kaua mā te mōhio nahe, me whakatinana. Kaua mā te hiahia nahe, me mahi. (Nā Bruce Lee)
- 2.2 Knowing is not enough, we must apply. Willing is not enough, we must do. (Bruce Lee)

3. UPDATES (INFORMATIONAL)

- 3.1 This is an update from the previous minutes (February 2020) of the Māori Standing Committee (MSC).
- 3.2 **Client Service Request** – a kindly reminder for MSC members to refer any repair requests or complaints to the Client Service Request form (Telephone complaint in or it is accessible via the Council website – From Home Page, click on the Envelope icon (top right of page), scroll down to **I want to...** click on **Get Something Fixed**. Fill out online form and click **Submit**).
- 3.3 **MSC Terms of Reference** – at the last Ordinary Council meeting (11 February 2020) the Council passed the following resolution; That Council will 1) Further refine the terms of reference for the Māori Standing Committee for the 2019 triennium at a workshop and also the meeting schedule for the next term of the committee; and 2) Further extend the term of the current Māori Standing Committee until the end of June 2020.
- 3.4 A copy of the Terms of Reference are included in this report.

- 3.5 This can be discussed further at this upcoming Māori Standing Committee hui (12 March 2020).
- 3.6 **Patangata Bridge** – at the last Ordinary Council meeting (11 February 2020) the Council passed the following resolution; That Council will 1) Adopt Option c, 4.3.a.2 – Do something, replace Patangata Bridge with a new bridge to Class 1: \$398,000 + GST (including removal), 100 year life expectancy; and that a full project plan be tabled at the next Ordinary Council meeting to look at the options of how this would be funded i.e a) Reprioritised current work programme for bridges; b) NZTA subsidies; c) Asset class depreciation; d) Partnering model – users who receive commercial benefit to be asked to contribute towards costs.
- 3.7 A copy of the Opus Business Case is attached for your perusal.
- 3.8 This can be discussed further at this upcoming Māori Standing Committee hui (12 March 2020).

4. FREEDOM CAMPERS AMBASSADORS (INFORMATIONAL)

- 4.1 The introduction of this initiative over the past summer period as proven very successful. We have invited the Ambassadors to give a presentation to the Māori Standing Committee of what they have achieved over this summer period.

5. WAIROA RANGATAHI INTO EMPLOYMENT (INFORMATIONAL)

- 5.1 The Wairoa Community Partnership Group, in conjunction with the Wairoa District Council, is currently administering the Wairoa Rangatahi into Employment fund. This funding aims to improve skills and employment opportunities for young people (aged 16 to 25). We have included information to this report for the purposes that MSC members can distribute to their respective networks and rangatahi.
- 5.2 All applications can be submitted to Austin King via email (austin@wairoadc.govt.nz) or organise a time to discuss the application with Austin directly. Alternatively applications are also available on the Wairoa District Council website (www.wairoadc.govt.nz) and enter #rangatahifund in the search bar.
- 5.3 We have invited Austin King to this hui to speak and answer any queries.

6. STATISTICS NZ REGIONAL TOUR (INFORMATIONAL)

- 6.1 Stats NZ are hosting a free seminar on Tuesday, 7 April 2020 from 10.00 am to 1.00 pm in the Wairoa District Council chambers.
- 6.2 We have included the information flyer for your perusal. If anyone is interested in attending, please register accordingly.

7. THREE WATERS REVIEW (INFORMATIONAL)

- 7.1 The committee will recall that the WDC Māori Standing Committee played an integral part in the three-waters review between all five Hawke's Bay Councils. The Crown recently put aside further monies for this review to continue.
- 7.2 The respective Māori Managers of each Council recently met (21 February 2020) to discuss plans moving forward. It was agreed that whilst the review is an independent review, it is important that the review demonstrates that they (Morrison Low) have

actively engaged with Māori to review the options against the objective, 'To provide services through a model that enables a meaningful role for Māori'.

- 7.3 The outcome of this objective is that it was agreed that the Chairs of each of our respective Māori Committees be invited to meet to provide the first initial point of contact this is 'take' regarding Māori engagement.
- 7.4 At this stage we are confirming available with tentative dates to get all the respective Chairs to meet. These dates are 'tentative', namely 24 March 2020, 26 March 2020 and 1 April 2020 (All times are 12 noon-3.00 pm). We are currently confirming availability of each Chair before a date is confirmed.
- 7.5 The Māori Relationships Manager will be discussing this further with the Chair. This report allows the whole Committee to be informed of progress to date.

8. KUPU WHAKAKAPI

- 8.1 Inā kite koe tētahi mea hē, hakatikangia. Inā kore, ka rite koe ki taua hē (Nā Kahurangi Naida Glavish).
- 8.2 If you see a problem, fix it. If you fail to do, you become part of the problem (Dame Naida Glavish).

9. CONCLUSION

- 9.1 The Māori Relationships Manager recommends that the Māori Standing Committee receives the report.

Signatories

	
Author Duane Culshaw	Approved by Steven May



WAIROA RANGATAHI INTO EMPLOYMENT FUND

THE WAIROA RANGATAHI INTO EMPLOYMENT FUND AIMS TO IMPROVE SKILLS AND EMPLOYMENT OPPORTUNITIES FOR YOUNG PEOPLE (AGED 16 TO 25) IN WAIROA. IF YOU WOULD LIKE TO APPLY, OR YOU HAVE ANY FURTHER QUESTIONS, PLEASE CONTACT WAIROA DISTRICT COUNCIL'S COMMUNITY DEVELOPMENT OFFICER AUSTIN KING ON 06 838 7440.

APPLY NOW WWW.WAIROADC.GOV.NZ
#RANGATAHIFUND

WAIROA RANGATAHI INTO EMPLOYMENT FUND

PURPOSE

THE WAIROA RANGATAHI INTO EMPLOYMENT FUNDING AIMS TO IMPROVE SKILLS AND EMPLOYMENT OPPORTUNITIES FOR YOUNG PEOPLE (AGED 16 - 25) IN WAIROA. THE WAIROA COMMUNITY PARTNERSHIP GOVERNANCE GROUP WILL OVERSEE THIS FUNDING AND APPROVE EXPENDITURE VIA A SMALL SUB-GROUP OF MEMBERS. THIS INITIATIVE WILL LOOK FIRST AT PROGRAMMES, SERVICES AND FUNDING ALREADY IN PLACE TO SUPPORT YOUNG PEOPLE INTO WORK AND COMPLEMENT THOSE SUPPORTS IF NEEDED. THE MAJORITY OF THE FUNDS SHOULD BE USED TO BENEFIT RANGATAHI AND EMPLOYERS DIRECTLY.

PRINCIPLES/CRITERIA

- ANY FUNDING APPLIED FOR MUST DIRECTLY BENEFIT THE RANGATAHI
- FUNDING MUST BE USED TO MOVE RANGATAHI FURTHER ALONG THEIR JOURNEY TO EMPLOYMENT - I.E: BE LINKED TO AN UPSKILLING AND/OR EMPLOYMENT OPPORTUNITY FOR THAT RANGATAHI
- APPLICANTS MUST BE IN NEED OF SUPPORT TO ACCESS EMPLOYMENT OPPORTUNITIES, REMAIN IN EMPLOYMENT OR ADVANCE IN THEIR CURRENT EMPLOYMENT
- OTHER FUNDING SOURCES SHOULD BE CONSIDERED FIRST - E.G. WHANAU SUPPORT, MINISTRY OF SOCIAL DEVELOPMENT SUPPORT, EMPLOYER SUPPORT
- SPECIFIC PRIORITY WILL BE GIVEN TO RANGATAHI WHO ARE NOT CURRENTLY IN EMPLOYMENT, EDUCATION OR TRAINING
- CAPITAL ITEMS E.G. LAPTOPS, COMPUTERS, VEHICLES WILL NOT GENERALLY BE CONSIDERED UNLESS THERE IS A CLEAR EMPLOYMENT OUTCOME THROUGH THE PROVISION OF THESE THINGS



PROCESS

1. APPLICANT COMPLETES APPLICATION FORM
2. IF FUNDING APPLIED FOR IS LESS THAN \$2000, THE APPLICATION CAN BE CONSIDERED AND APPROVED OR DECLINED BY WAIROA DISTRICT COUNCIL
3. IF FUNDING APPLIED FOR IS GREATER THAN \$2000, A SUB-GROUP WILL CONSIDER THE APPLICATION. THIS CAN BE DONE VIA E-MAIL AND/OR TELECONFERENCE. APPROVALS OVER \$2000 MUST INVOLVE AT LEAST THREE REPRESENTATIVES. THESE REPRESENTATIVES WILL BE FROM WAIROA DISTRICT COUNCIL, THE MINISTRY OF SOCIAL DEVELOPMENT, TE WHARE MAIRE O TAPUWAE, THE MINISTRY OF EDUCATION, THE MINISTRY OF BUSINESS, INNOVATION AND EMPLOYMENT AND LOCAL IWI.
4. FUNDING IS APPROVED OR DECLINED
5. APPLICANT IS INFORMED OF THE OUTCOME

WHERE POSSIBLE WHEN FUNDING IS DECLINED, ALTERNATIVE OPTIONS CAN BE PROVIDED TO THE APPLICANT FROM THE SUB-GROUP AND/OR WAIROA DISTRICT COUNCIL



WAIROA RANGATAHI INTO EMPLOYMENT PROJECT SUPPORT REQUEST FORM

1 RANGATAHI DETAILS

Name:

Address:

Phone:

Email:

Age:

2 FUNDING/EMPLOYMENT OPPORTUNITY

What funding do you need?

.....

.....

.....

How does this link to employment or upskilling?

.....

.....

.....

What other avenues have you tried?

.....

.....

.....

3 SIGNED BY RANGATAHI

Signature:

Date:

Internal use

4 NOTES/RECOMMENDATIONS FROM ADMINISTRATOR/SUB-GROUP

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.....

.....

.....

.....

.....

.....

.....

.....

.....

Internal use

3 SIGNED BY WAIROA RANGATAHI INTO EMPLOYMENT PROJECT ADMINISTRATOR/REPRESENTATIVE

Signature:

Date:

Approved / Declined





Your place, your data: 2018 Census regional tour

FREE SEMINAR

Tuesday 7 April 2020

10am – 1pm

Wairoa District Council Chambers

Coronation Square, Queen Street

Wairoa 4108

[Register here](#)

www.stats.govt.nz/2018-census-regional-tour

Attend this seminar to find out:

- the latest data about **Wairoa** from the 2018 Census
- how to access, interpret, and use 2018 Census data.

This seminar will include:

- a broad overview of the 2018 Census and what information is available
- local and national trends, showcasing the place summaries tool
- information about the quality of 2018 Census data and changes from previous census datasets
- an update on progress of the next census.

What should I bring?

Feel free to bring your own device, as we will show you how to navigate the Stats NZ website and tools.

You will learn how to:

- navigate to key 2018 Census content on the Stats NZ website
- access information about your local area using the place summaries tool
- understand metadata and data quality and use data appropriately
- use Stats NZ tools and services to increase your confidence with data.

Is this seminar right for me?

If you are a professional or community-based census data user, this seminar may be of interest to you.

For more information

☎ 0508 525 525 (toll-free)

✉ censusexternalrelations@stats.govt.nz

INDEPENDENT MEMBER: MāORI STANDING COMMITTEE



PURPOSE

The independent member of the Māori Standing Committee provides independent technical and specialist advice on matters that the Committee have responsibilities for.

EXPECTATIONS

- Conduct is consistent with the Council's Code of Conduct
- Ability to act independently and objectively
- Work constructively with management to achieve improvements
- A no surprises approach with other Committee members and Council staff
- Regular attendance at meetings
- Written takiwā/Wairoa Whānui report submitted for the agenda of ordinary meetings by the deadline circulated
- Communication within their respective takiwā on matters before the Committee
- Communication on any other Council matters as requested
- Appropriate diligence, time, effort and commitment
- Carrying out the work of the committee in a timely manner
- Proactive approach to advising the committee and Chief Executive Officer of matters that require further attention

SUPPORT RECEIVED FROM COUNCIL STAFF

- Assistance to submit written reports for ordinary meetings
- Assistance with development of communication materials about matters before the Committee and any other Council matters
- Support at external meetings as signed off by the Chief Executive Officer

REMUNERATION

- Remuneration is paid as a sitting fee for attendance of ordinary and extraordinary committee meetings, training, and events as approved by the Chief Executive Officer.
- Representatives are not employees of Council and are subject to withholding tax. Any final tax liability as calculated by IRD is the responsibility of the representative.
- The sitting fee is:

- Chair \$265
 - Deputy Chair \$230
 - Member \$200
- Mileage will be paid for travel in accordance with IRD rules and limits to ordinary and extraordinary committee meetings, training, and approved events
- Applicable ACC levies are to be met by members from within their sitting fee. Any queries about this process please speak to the Māori Relationships Manager

NGĀ PAEARU MAHI / TERMS OF REFERENCE: MĀORI STANDING COMMITTEE



NGĀ MEMATANGA/MEMBERSHIP

Eight takiwā representatives – one representative per takiwā (takiwā boundaries are defined by Council), One Wairoa whānui representative (to represent Māori who whakapapa back to hapū/iwi outside of Wairoa), His Worship the Mayor, 2 councillors.

The takiwā and Wairoa whānui representatives' term of office will expire at the end of the year in which the triennial local body elections is held.

TE KŌRAMA/QUORUM

6 members – of which 5 must be takiwā/Wairoa whānui representatives, and 1 must be an elected member.

NGĀ WĀ HUI/MEETING FREQUENCY

Every 6 weeks and as required.

TE KAUPAPA/PURPOSE

To assist Council with the implementation of policies and work programmes to enable effective governance, engagement, and service delivery for the district's Māori communities.

NGĀ KAWENGA/RESPONSIBILITIES

- Ensure that the work of the Committee is carried out in a way that enhances the social, economic, cultural, and environmental wellbeing of the Wairoa district
- To provide insight into strategic issues for Māori and the communities represented in the development of the Long Term Plan, the effectiveness of the District Plan and the delivery of the Annual Plan
- To provide advice on the District Plan review regarding provisions for wāhi tapu, papa kāinga, and other issues relevant to Māori

- To provide input to the development of the Long Term Plan and Annual Plan with particular reference to those issues of importance to Māori
- To advocate on behalf of Māori in the Wairoa district to support Council's objectives at a local, regional, and national level as appropriate
- Make submissions on Māori-related matters in conjunction with Council
- Investigate and report to Council on any issues that may have an implication for Māori as the Committee considers necessary
- To assist Council as appropriate in conducting and maintaining effective, good faith working relationships with the Māori community
- The Chair and one other representative will attend every scheduled ordinary, and extraordinary public meeting of full Council. These representatives will have speaking rights.
- Representatives to attend other committee meetings as indicated in the relevant terms of reference.
- Determine actions that Council should take to develop and enhance Māori capacity to contribute to Council's decision-making processes
- To provide strategic and appropriate tikanga guidance to the Council as requested

NGĀ TUKU MANA/DELEGATIONS

Create and delegate to any subcommittee any responsibilities that have been delegated by Council to the Committee, and to appoint members onto the subcommittee.

Make recommendations to the Chief Executive Officer on professional development opportunities which will enable members of the Māori Standing Committee to better contribute to its decision-making processes. The Chief Executive Officer will sign off on these in accordance with budget provisions.

All powers necessary to perform the Committee's responsibilities except:

- a. Powers that Council cannot lawfully delegate under the Local Government Act 2002
- b. Where the Committee's responsibility is limited to making a recommendation only
- c. Approval of expenditure
- d. The approval of final policy
- e. Deciding significant matters for which there is high public interest and which are controversial
- f. The commissioning of reports on new policy where that policy programme of work has not been approved by the Council

NGĀ TUKANGA/PROCEDURES

- Minutes are submitted to Council for receipt

- There will be an appropriate induction for new members of the Committee

TE KŌWHIRINGA SELECTION PROCESS

In local government election year, the Māori Standing Committee shall schedule district-wide hui for the selection process to decide the membership of the next Māori Standing Committee.

TAKIWĀ REPRESENTATIVES

The following table outlines the eight takiwā as defined by Council. The marae listed are those that Council will invite to the selection process for that takiwā – marae can choose not to participate in the process.

Takiwā name	Marae
Pāhauwera	Kahungunu Te Huki Waipapa-ā-iwi Kurahikakawa
Waikaremoana	Te Putere Te Kūhā Tārewa Te Waimako
Te Wairoa Hōpūpū	Pūtahi Pākōwhai Whetū Marama Aranui Arimawha Rangiahua
Te Wairoa Hōnengenenge	Te Aka Matua Waihirere (Takitimu) Tawhiti-ā-Maru Ruataniwha Hinemihi Huramua
Te Wairoa Matangirau	Whaakirangi Taihoa Te Poho o Tiakiwai Te Rauhina (Kihitu) Iwitea Whakakī
Rakaipaaka	Kahungunu Manutai Kotahitanga Te Poho o Te Rehu Tamakahu

	Tānenuiārangi
Mahia Mai Tawhiti	Ruawharo Māhanga Te Rākatō Kaiuku Tuahuru Apaapa-ā-rangi
Ruakituri	Erepeti Pareroa Te Reinga

Independent members of the Māori Standing Committee shall be determined at a series of district-wide hui-ā-takiwā within each takiwā, held after the triennial elections, whereby those present will endorse representatives to the Committee.

The hui-ā-takiwā and hui-a-iwi processes will include the following:

- Confirmation of a meeting date and time (organised by the current takiwā representative with their respective marae) for the hui-a-takiwā
- Presentation by Council staff on the selection process
- Council requires the following information from a nominated contact person for the takiwā following the selection process the takiwā runs:
 - Confirmation of any people nominated by the marae or nominations supported by the marae in the takiwā
 - Confirmation of a nominated person that the marae has voted for or any abstention from the process (person receiving the majority of votes are selected for that takiwā)
- A hui-a-iwi is organised by Council once all of the selection information from the takiwā has been received
- The information from each takiwā is presented at the hui-a-iwi to present all of the chosen representatives from each takiwā

If a takiwā position is not filled during the initial selection process or becomes vacant during the term of office then the Committee will run another selection process for that particular takiwā in order for the takiwā to decide who they would like to fill the seat.

The newly selected Māori Standing Committee members will be confirmed by Council at its next available ordinary meeting.

WAIROA WHĀNUI REPRESENTATIVE

Option One: Status Quo

During the hui-a-iwi nominations are sought from the floor for a Wairoa Whānui representative and are then voted on at the meeting.

Option Two: Expressions of Interest

Council will request expressions of interest via advertising locally. A panel consisting of the Chief Executive Officer (or nominee), previous Chair of the Māori Standing Committee, and His Worship the Mayor will assess the expressions of interest and make an appointment.

Expressions of interest must be accompanied by 2 references from Māori who whakapapa back to hapū/iwi outside of Wairoa.

The expressions of interests will be assessed based on:

- Skills and knowledge of tikanga Māori and te reo Māori
- Access to existing networks for interacting with Māori who whakapapa back to hapū/iwi outside of Wairoa e.g. community groups, social media presence

Option Three: Remove this representative from the terms of reference of the Committee

REMOVAL OF TAKIWĀ REPRESENTATIVES

If a takiwā wish to remove their representative and replace them with another person then the majority of marae need to support this in order for Council to initiate an extraordinary selection process for the takiwā.

Council requires the following information from a nominated contact person for the takiwā following the selection process the takiwā runs:

- Confirmation of any people nominated by the marae or nominations supported by the marae in the takiwā
- Confirmation of a nominated person that the marae has voted for or any abstention from the process (person receiving the majority of votes are selected for that takiwā)

The newly selected Māori Standing Committee member will be confirmed by Council at its next available ordinary meeting.

Project Number: 2-S5091.AM

Patangata Bridge Business Case

Justification for funding for Wairoa District Council

17 December 2019

CONFIDENTIAL



**Contact Details***Kyle Blyth*

WSP

Opus House

6 Ossian Street

Private Bag 6019

Napier 4110

+64 6 833 5100

+64 27 204 2279

kyle.blyth@wsp.com

Document Details:

Date:

Reference:

Status: DRAFT

Prepared by

Kyle Blyth

Reviewed by

Claire Rusin

Approved for release by

Natalia Uran

**Document History and Status**

Revision	Date	Author	Reviewed by	Approved by	Status
A	06/12/2019	K. Blyth, C. Rusin	N. Uran/ J. Taylor		

Revision Details

Revision	Details
A	First Draft Business Case Report



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<https://www.scoop.co.nz/stories/AK1906/S00621/three-million-dollar-fund-to-restore-Whakaki-lake.htm>

Project Number: 2-S5091.TS BR009
Patangata Bridge Business Case

Executive Summary

This business case describes the case for a new structure located over the Rahui Channel, an outlet for the Whakaki Lagoon. The bridge is locally known as the Patangata Bridge. The new structure has an estimate for capital costs of \$345,000 + GST. Due to the fact that these costs are not allocated in the current activity Management Plan, the funds will need to be re-allocated from other activities, which has triggered the need for a business case.

The current Patangata Bridge has fallen into a state of disrepair over time, due to the age of the structure and the harsh environmental factors affecting the structure's materials. The bridge is no longer safe for vehicle or machinery access, though temporary works have enabled safe access by foot. The community living around the lagoon, including two nearby maraes, rely on the bridge to access a Urupā on the island, as well as high value farming land. The lack of access by vehicle is unacceptable to the community due to the walking distances required and the limited abilities of the people. The community are concerned and are urgently seeking the upgrade of the bridge.

Wairoa District Council (Council) sought legal advice to confirm the appropriate ownership of the asset as it is located on privately owned property. It was confirmed that Council have a responsibility to maintain the structure at an appropriate level of service, as the Council constructed the original bridge to provide public access.

Council commissioned WSP Opus to examine options for addressing the degradation of the structure, originally in 2017 then again in 2019. The 2017 investigations examined the maintenance improvements required to the structure, that would restore access to the same level of service available before recent issues occurred. Since that first round of investigations, further degradation of the foundations of the structure have occurred, and there is a need for more substantial works.

Of the suggested options, Option C, which proposes a new bridge be built to provide Class 1 Vehicle access, is the recommended option as it provides long-term security for access to the Whakaki Lagoon island and will minimise the longer-term costs for maintaining or rebuilding the bridge.

Since the work was commissioned, the local Maori community have expressed concerns that the bridge has not yet been upgraded which is causing significant disruption to access to the Urupā and other areas of significance to the community. This has placed urgency on resolving the lack of access and selecting an optimum solution.

On this basis, Option C (the new bridge) is still recommended, and a bridge structure supplied ready-built by the preferred supplier is proposed. This option would require only a 6-week lead-in timeframe to installation, which, following community consultation, would allow sufficient time for Council to confirm the design details of the structure and arrange removal of the existing structure. It is expected that the new bridge could be in place within 5 months of establishment of the contractor on site.

Based on the assessment of all options, including their potential environmental impacts it was concluded that impacts to the waterway and lagoon environment could be managed and any negative impacts minimised through this approach.

The initial cost for implementing the new structure will be \$345,000 excl. GST. This fee does not include MSQA (site management, surveillance, and quality assurance) fees or any additional time required for consultation for the required permits. At present, it is expected that Council will fund this by re-allocating funding committed to other projects in the district.

The next steps include discussions between Council and the local community to agree the form, location and function of the bridge, and to approve the terms of access on the privately-owned land and the use of the bridge. In addition, Council will need to liaise with the bridge supplier to agree finalised construction costs.



1 Background

1.1 Introduction

Patangata Bridge is located on Whakakī Lagoon Road south of State Highway 2 (SH 2), being approximately 19km East of Wairoa township. The bridge is owned by the local authority, Wairoa District Council (WDC) but is constructed on privately owned land.

The current bridge provided access for the local community to a urupā (burial site) and farming land but is currently unsuitable for vehicle access due to its deteriorated condition. Although large 4-wheel drive vehicles can use the Beach Road to gain access, the road is difficult to navigate and is unsuitable for normal vehicles. Therefore, no alternative access is available to the majority of vehicles.

The bridge was closed to vehicles on the 15th of August 2019 upon the recommendation of WSP (Formally WSP | Opus). A deterioration in the condition of the abutments caused serious concern for the safe passage of vehicles over the structure. The bridge had also previously been restricted to 2.5t maximum axle loads due to the condition and design of the timber deck.

Due to the extent of work required and the reprioritisation of Council budgets to accommodate this work, a fit-for-purpose business case report was required to justify the upgrade of the bridge. Council have also sought legal advice on the legal status of the structure and their responsibilities in regard to its management.

1.2 Work Completed to Date

WSP prepared an Options Report in 2018 (U18/05) that outlined several remedial work options. The intent of the report was to maintain the existing level of service of the bridge, with options to also accommodate Class 1 traffic. A supplementary memorandum was also submitted after the most recent closure. This memorandum identified two options which allowed for the quick re-opening of the bridge to vehicles.

Following the submission of the U18/05 Options report, WDC undertook \$90,000 in maintenance work on the deteriorated central pier. At the time, it was decided that the condition of the abutments was not deemed severe enough to warrant limited funding being spent on maintenance.

2 Context

2.1 Land Use and Locality

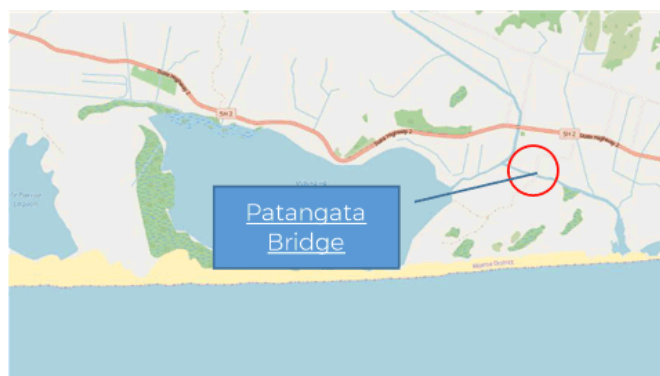


Figure 1 Whakakī Lagoon Aerial Plan

In the area, the additional key stake holder is the, The Whakakī Lakes Trust, which was established in 1969 to manage the Whakakī Lake property on behalf of the Māori owners. (HBRC, n.d.)

The Patangata Bridge is located on private owned land east of Te Whakakī Lagoon (Whakakī Lagoon) and is accessed from SH2 by private road. The bridge is also located within a unique physical environment.

The current bridge is owned by Wairoa District Council but is situated on land owned by several different individuals who make up part of The Fallen Memorial Trust who actively farm the area.

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The surrounding land is primarily used for agriculture, access to the lagoon, gamebird hunting, and access to the Whakakī Urupā.

2.2 Function of the Bridge

The bridge is predominantly used to provide access for the local community to the Urupā located on the opposite embankment. The Urupā and Whakakī Lagoon are of significant cultural value to the iwi and hapū of Te Rohe o Te Wairoa. Ngāti Kahukura, Ngāti Kirituna and Hapū of Te Whakakī Nui-a-Rua have cultural associations with the lake.

Agricultural land on the opposite side of the bridge is also deemed to hold significant value to the local community and they are open to developing the land further. Hence, they have requested that Class 1 vehicles be given access over the structure, to allow suitable plant to access the farm land.

The two marae (Whakakī Marae and Iwitea Marae) in close proximity to Whakakī Lagoon both have rich cultural history in the area. As such both parties are interested in the long-term future of the land and cultural history of the area. Whakakī Marae also require access to the Urupā located on the adjacent embankment which was currently serviced by Patangata Bridge.



Iwitea Marae – Left



Whakakī Marae – Right

2.3 Local Waterway Management

Whakakī Lagoon is one of six areas identified as an environmental priority area in Hawkes Bay Regional Council's 2017-18 Annual Plan and is considered to be a taonga (a highly prized natural resource) to the many hapū of Whakakī marae and Iwitea marae. As such the lagoon holds a significant value to the local area.

Whakakī lagoon and its waterways are currently managed by the Whakakī Lakes Trust. The trust has recently received approval to strengthen the lagoons environmental value with a \$3million grant. (Scoop, 2019) The aim of the grant is to act as a catalyst for further development, to assist in attracting an increase in research, science and technology to the area and also to increase visitor numbers.

The grant will see the construction of a new weir at the outlet of Whakakī Lagoon to help control the water levels within the lagoon. This weir would act as a 'water bar' to prevent excessive water loss from the lagoon during dry summer months and also help maintain a constant discharge in winter months.

It is not anticipated that the weir would have a significant effect on the overall water level in the lagoon, but communication should be sought with the Whakakī Lakes Trust to confirm findings prior to the construction of a new bridge, as proposed beam levels may need to be adjusted to prevent overtopping or early maintenance of the structure. Since during winter months, storm surges may see the occasional overtopping of the natural weirs and subsequent flooding of the lagoon with salt water, construction materials will need to be carefully considered to ensure they are appropriate for the environmental conditions.






2.4 Management of Public Structures

Recent global events have highlighted the criticality of ensuring bridge restrictions are not abused or maintenance neglected, to ensure the continued safe use of public structures.

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There have been numerous instances of bridge collapses in the past 5 years, due to overloading or poor maintenance regimes, which have resulted in fatalities. As such it is essential that the risks associated with the poor condition of Patangata Bridge are actioned promptly.

Location	Cause	Picture
North Dakota, USA	Overweight Vehicle	
Nanfang'ao Bridge, Taiwan	Poor Maintenance – Steel corrosion due to salt water ingress *	
Mirepoix-sur-Tarn, France	Possible Overweight Vehicle	
Morandi Bridge	Corrosion due to Sea Air	
Troja Footbridge, Prague	Poor Maintenance	

*Likely Cause, TBC

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3 Strategic Alignment & Stakeholders

Stakeholders involved in management and use of the bridge include:

- Local land owners,
- Whakakī Marae, located off State Highway 2 at Whakakī, east of Wairoa, North of Whakakī Lagoon
- Iwitea Marae, located on Iwitea Road, to the east of Wairoa, South of Whakakī Lagoon
- WDC Council (asset owners)

Wairoa District Council's priority is to provide the services and infrastructure that support liveability, environment, safety and opportunities in Wairoa. Therefore, Council has a vested interest in improving public infrastructure such as this bridge, particularly where it ensures strong positive outcomes for Wairoa communities.

Feedback from public consultation with the community is that this bridge provides an essential connection to actively used land, and the absence of the bridge prevents this community from accessing an Urupā and land of significance to local Māori.

Since Wairoa District Council originally constructed the bridge, they still maintain ownership legally, they are the problem owners and the community are key stakeholders for the project.

Engagement has been undertaken with key stakeholders in terms of what they would like to see from the project progressing.

Key Stakeholder	Key Feedback Received
Wairoa District Council	<ul style="list-style-type: none"> • Long Term Solutions – No medium-term solutions that require additional maintenance. • Cost effective solutions • Time efficient solutions
Fallen Soldiers Memorial Trust	<ul style="list-style-type: none"> • Bridge with Class 1 Requirements • Utilisation of land adjoined by Patangata Bridge. • Time efficient solutions
Whakakī Lagoon Trust	<ul style="list-style-type: none"> • Utilisation of land adjoined by Patangata Bridge. • Time efficient solutions
Whakakī Marae	<ul style="list-style-type: none"> • Continued vehicular access to the Urupā for all members of the community. • Time efficient solutions
Iwitea Marae	<ul style="list-style-type: none"> • N/A
Hereheretau Station	<ul style="list-style-type: none"> • Investments made to convert land for farming • Bridge with Class 1 Requirements • Utilisation of land adjoined by Patangata Bridge. • Time efficient solutions

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4 Problems and Benefits

4.1 The problem

Patangata Bridge was first constructed in 1959. Records are unable to show what the initial intention of the structure was. Initial construction consisted of timber piles and deck, with steel beams.

The structure is located in a harsh marine environment situated 1km from the ocean. The locality of the bridge has led to the dilapidated condition that the piles and abutments are now in.

In 1997 the timber piles of the central pier were replaced with steel H-Piles. Due to an insufficient paint system used on the steel H-Piles and a lack of regular maintenance in the



Figure 2 Section loss on web of steel H-Piles

harsh saltwater environment, substantial corrosion of the piles had occurred by 2018. This resulted in the closure of the structure until immediate repairs could be completed.

The repairs were undertaken as the 'do minimum' option to reopen the structure for local community use only. A weight restriction of 2.5 tonnes per axle was put in place to restrict loading of the structure. At the same time, it was noted that the abutments were in poor condition, but it was deemed too expensive to rectify in the given timescale.

Continued overuse of the structure has led to further rapid deterioration of the timber abutments, and on the 15th of August 2019 the structure was closed to ALL vehicular traffic and bollards were erected to ensure compliance with the restriction.



Figure 3 Current View of Patangata Bridge

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The resulting closure has impacted the local community who use the structure to visit the Urupā. Loss of the bridge access has resulted in an additional 1km walk to reach the Urupā. The additional walk particularly affects the kaumatua (Māori elders) and pakeke (senior adults) of the community.

If no maintenance is undertaken on the structure, it will continue to deteriorate and will eventually become a safety hazard and will require removal from site.

The lack of a trafficable bridge across the waterway also prevents development of high value land, for potential farming on the island.

4.2 The Benefits

Strengthening, upgrading, or replacement of the structure will ultimately protect the public from the hazards of a deteriorated structure and ensure the safe continued use of Whakakī Urupā and adjoining land off Whakakī Lagoon.

Replacement or strengthening of the structure will also provide economic opportunities by making the land available to the prospects of agriculture.

However, the greatest benefit will be to the local community. Socially, the community will benefit the most from the provision of a safe vehicle-accessible structure, with the rich history of the Whakakī Lagoon being protected for future generations.

5 The approach taken to solve the problem

5.1 Do Nothing

The 'Do Nothing' scenario, would involve acceptance of the bridge in its current state with no action taken. This option is considered unacceptable, both from a health and safety perspective, and from a service viewpoint. The Council has an obligation to provide suitable infrastructure for the community and maintain the structure in a serviceable condition. Doing nothing would result in inadequate access to the island for the local community and expose people who may use the bridge to unacceptable risks to their own health and safety over time.

5.2 Do Minimum

In a 'Do Minimum' scenario where the required additional funding is not available, the owner of the asset has a legal obligation to maintain the structure at a reasonable cost. Since the structure is currently closed to vehicular traffic, the structure would require the minimum amount of maintenance work to restore its previous low-level carrying capacity (2.5 tonne axles).

There are however risks involved with the 'Do Minimum' option, as it has already been shown that the weight restriction on the structure is unlikely to be adhered to. The bridge would likely continue to be overburdened with larger than allowable weights, such as farm machines or livestock. This over-loading of the structure would have an impact on the remaining useful life of the asset and may also result in total failure of the structure, which could potentially lead to loss of life.

However, through the annual maintenance inspections of the structure, Wairoa District Council would at least be able to monitor the health of the structure and would have an opportunity to provide necessary maintenance or strengthening works in the future.

5.3 Do Something – Development of Options

The 'Do Something' approach would be to replace the structure, using one of two options: - a temporary structure (such as a Bailey Bridge) or a permanent structure. The initial capital cost of a permanent structure is approximately 150% higher than a temporary structure, although the ongoing hire fee of a temporary structure quickly makes the temporary option unfavourable.

A temporary structure would see access restored to the community in a matter of weeks, where a brand-new structure would require approximately six months to complete from initial site investigations to completion of construction.

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Based on the above choices, the preferred option seems to be to replace the structure. However, the selection of either a temporary or permanent structure is not straightforward. The options for replacing the structure are explored in more detail in Section 6.

6 Option Development

WSP had worked with Council for a number of years to develop possible repair options for the bridge. These investigations aimed to find options which prolonged the life of the existing structure with minimal cost and maximum effect. The options assessment involved site visits to appraise the condition of the current structure and the surrounding environment, as well as some consultation with the Council.

Since the initial closure of Patangata Bridge, various options have been put forward which address varying criteria for the structure. Development of the proposed options has focused primarily on the requirements of the community, predominantly involving development of an option that reduced the closure time of the bridge, allowing it to be reopened to the previous level of service, but also protecting the bridge from further deterioration.

However, since these original options were identified, further deterioration of the structure has occurred with widespread defects being identified. A more detailed inspection of the timber piles highlighted that the abutment piles, as with other parts of the structure, were near failure.

Taking this continued deterioration into account, the possibility of a full structural replacement is now being considered.

The following is an examination of four possible options, taking account of three main factors:

- Cost
- Time to implement.
- Future Use

A more detailed analysis was undertaken to determine the whole of life cost to benefit ratio.

6.1 Assessing the Options

The preferred option has been determined through a series of community meetings and with internal communication between WSP and WDC. The community meetings ensured that a solution was developed to directly benefit the community as well as reflecting the position of the local authority.

Options A to D present the most feasible options.

6.1.1 Option A – Repair Bridge to Previous Level of Service

Repairing the existing bridge to the previous Level of Service is a simple solution to restore access for the local community. This option will facilitate access to the urupā in the shortest possible time. This is the most economical option in the short term. However, due to the deteriorating deck, further maintenance would be required in 10-15 years' time.

6.1.1.1 Description

- Repair the existing bridge by exposing the beam ends and extending each beam with bolted splice connections. Diaphragms would also be installed between the beams to increase the beam capacity.
- Install new precast concrete abutments to support the extended beams.
- Extend the timber deck slab on the abutment ends.

6.1.1.2 Limitations/Risks

- There is a risk of minor vertical settlement because the abutments will be placed on existing ground.
- The maximum capacity of the bridge would still be limited to 2.5 tonne axle loads due to the condition of the timber deck.

6.1.1.3 Construction Time Frame

The total time to construct is 7-8 weeks and includes:

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- Design duration of 4 weeks
- 3 weeks for the installation of beam extensions, diaphragms, abutments and deck slabs;
- 1-week contingency.

6.1.1.4 Estimated Cost

The estimated capital costs is \$110,000.00 + GST including all design and construction costs.

6.1.1.5 Expected Life of Structure

Based on the current condition of the deck, the expected use and varying water levels, it is expected the bridge will last another 10 years before further maintenance is required.

6.1.2 Option B – Repair Bridge to Class 1

Option B is an expansion of Option A, whereby in addition to the work identified in Option A, a new timber deck would be installed to increase the capacity of the existing bridge to Class 1. However, the remaining useful life of the structure would still be limited by the design life of the beams and the condition of the substructure. There is a risk of subsidence, as the capacity of the pier is unknown, and the repair to the failed abutments from Option A is a short-term solution only, and potentially the remaining useful life could actually be reduced, due to the greater load acting on the structure from the new deck.

6.1.2.1 Description

- Repair the existing bridge as per Option A
- Install a new laminated timber deck over the full length of the structure

6.1.2.2 Construction Time Frame

The total time to construct is 9-11 weeks and includes:

- A design duration of 4 weeks subject to available resources;
- A duration of 3 weeks for the installation of beam extensions, diaphragms, abutments and deck slabs for abutment ends;
- A duration of 2 weeks for the installation of a timber deck;
- A 2-week contingency.

6.1.2.3 Cost

The estimated capital cost would be \$230,000.00 + GST including all design and construction costs, as well as deck removal costs.

6.1.2.4 Expected Life of Structure

The design life of this structure will be limited by the remaining life of the beams, which is estimated at 15-25 years. The remaining life may also be affected by the condition of the substructure (piles), which is currently unknown.

6.1.3 Option C – New Bridge to Class 1

Option C is the construction of a new Class 1 bridge to replace of the existing bridge. The new bridge would consist of steel beams, a concrete deck and new abutments. This option would facilitate long term access for the local community, permitting vehicle access for the foreseeable future, and being both a time and cost-effective option.

The option could be progressed in two different ways:

- a third-party bridge construction contractor could be sought to provide a design and build solution. Typically, these bridges are used for forestry access and local residential access.
- alternatively, WSP could carry out the design of the new bridge and procure local resources to complete the construction works. However, since the construction will rely on the interaction of multiple companies, it may result in a higher cost than a single quote from a design and build supplier.

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6.1.3.1 Description

- Install a new bridge comprising of steel beams, concrete deck and precast concrete abutments.
- The bridge would be a single span structure, 28m long with a 3.7m road width.
- There will be no speed restriction associated with the new bridge.

6.1.3.2 Construction Time Frame

- The total time for construction would be approximately 5 months from the appointment of the contractor to completion. This would exclude consultation and time-dependant permits (eg building and resource consents).

6.1.3.3 Cost

The estimated cost to build the new bridge, on a like-for-like basis at the same location, would be approximately \$330,000.00 + GST including design and construction costs, as well as costs associated with the dismantling of the old bridge (with the bridge components being left on site).

The 'Bridge It NZ' quote of \$330,000.00 + GST is inclusive of the new bridge being supplied and installed, as well as a site inspection, geotechnical investigation and site survey.

The quote does not include the removal of the existing structural components from the site, or any earthworks required to regrade the approaches. Removal costs have been estimated at \$15,000. However, WDC may choose to come to an agreement where the local land owners could take ownership of the old bridge components which would then be left on site.

Caveats include:

- Suitable access is available to both sides of the waterway
- the bridge is not prone to flooding
- removal of the central pier is not required.
- Final price is to be confirmed after the site inspection and geotechnical investigation are completed.

The quote was received from 'Bridge IT NZ', but other suppliers could be given the opportunity to quote during the tendering process.

There is also the potential for the new structure to be constructed off-line (ie not at the current position) which would maintain the pedestrian access over the existing bridge during construction works. However, this option has not been investigated at this stage.

6.1.3.4 Expected Life of Structure

The new bridge would have a design life of 100 years as per clause 2.1.5 of NZTA Bridge Manual 3rd Edition.

6.1.4 Option D – Bailey Bridge (Hire)

A Bailey Bridge could be installed over the existing structure providing quick vehicle access of Class 1 capacity. However, the monthly hire fee would make a Bailey Bridge less cost effective after a 5 year period, compared to providing a new structure. However, this option could be constructed in 3 weeks which would provide vehicle access quickly, for the local community.

6.1.4.1 Description

- A Bailey Bridge comprises of galvanised steel panels and a timber deck. A Triple Single Chord Reinforced (DSCR) frame would be founded on spread footings with 'ramped' approaches that would have granular fill and steel ramps.
- The bridge would have a span of 36.6m and be 3.28m wide (kerb face to kerb face).
- A speed restriction would be posted at 30km/h for the Bailey Bridge.

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6.1.4.2 Construction Time Frame

The total time to construct would be 3 weeks including:

- Construction of the footing being 1 week;
- Construction of the bridge being 1 week;
- A 1-week contingency.

6.1.4.3 Costs

The estimated capital cost would be \$163,600.00 + GST including erection, foundations, transport to site and dismantling/decommissioning, plus a hire-rate of \$5,150.00 per month (approx. \$225,400 after the first year).

This quote is based on a New Zealand Transport Agency (NZTA) quote for the hire of a Bailey Bridge.

6.1.4.4 Expected Life of Structure

After 5 years, the total cost of the Bailey Bridge would exceed the cost of constructing a new bridge, although the Bailey Bridge could remain in place for as long as it was required.

6.2 Assessment of Impacts

As they only entail repairs to the existing structure, Options A and B would have minimal impact on the community as far as access and safety is concerned and will also have little impact on the bridge and the surrounding environment. The repair activities can be safely contained and can be delivered relatively quickly. However, the long-term maintenance will be costly and require frequent visits to the site. There may be longer term impacts on the environment due to degradation of the current structural elements.

Should the bridge structure fail while a vehicle and/or people are on the structure, there could be serious safety consequences for the users. Diligent monitoring would be required until a more permanent solution was found. There would also potentially be negative impacts to the waterway through introduction of pollutants.

Options C and D require some earthworks around the current waterway to accommodate the new structure. Both options would also require the removal of the current structure, which would need to be managed carefully to minimise pollutants entering the waterway. However, both options offer a much more secure and safe option, requiring less ongoing monitoring.

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6.3 Options Summary Table



	Option A Repair Bridge to Existing Level of Service	Option B Repair Bridge to Class 1	Option C New Bridge to Class 1	Option D Bailey Bridge (Rent)
Advantages	Quick to achieve Lowest construction costs.	Quick to achieve. Low construction costs. Capacity restored to Class 1.	Capacity restored to Class 1. Minimal future maintenance costs. 100 year design life.	Quick to install. Low initial construction costs. Capacity restored to Class 1.
Disadvantages	Capacity limited to 2.5 tonne axle loads. Estimated lifespan of the structure before additional maintenance is required is low.	Scour issues may affect abutment Estimated lifespan of the structure before additional maintenance is required is low.	High initial costs. Longer construction time. Difficult to maintain access during construction.	Foundation design required. Ongoing monthly costs of \$5,150.00 Not recommended for a coastal environment
Costs (±30%)	\$110,000.00 + GST	\$230,000.00 + GST	\$330,000.00 + GST + \$15,000 Deck Removal	\$163,600.00 + GST + Monthly maintenance/hire costs. (\$225,400 after the first year)
Construction Timeframe (From Site Start Date)	7-8 Weeks	9-11 Weeks *Subject to timber availability.	5 months from approval.	2-3 months *Subject to availability.
Time Before Additional Maintenance is Required	10-15 Years	15-25 Years	40+ Years	5 Years (Not recommended as a long-term solution)
Speed Restriction	10 km/hr	30 km/hr	None	30 km/hr

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7 Assessing the Value of the Option

7.1 Economic Case

A simplified economic Net Present Valuation (NPV) has been undertaken on the options. The simplified evaluation is taken from the NZTA Economic Evaluation Manual 2013 and assumes a rate of 6% per annum. The procedure provides a simplified method for evaluation of the costs and benefits of upgrading road infrastructure.

The full procedures set out in SP2 of the NZTA Economic Evaluation Manual require additional information which has been ignored in this NPV calculation. This NPV calculation only compares cost and no other benefits such as reduced vehicle operating costs and crash savings. The NPV was undertaken for a 40 year period.

The NZTA Economic manual requires that a new bridge is considered where the NPV value of maintaining a structure is greater than 50% of the total cost of a new structure.

For the basis of the NPV assessment preliminary design fee estimations have been included based at 15% of the total construction costs of the activity.

General Maintenance items have been factored into the tabulated results below:

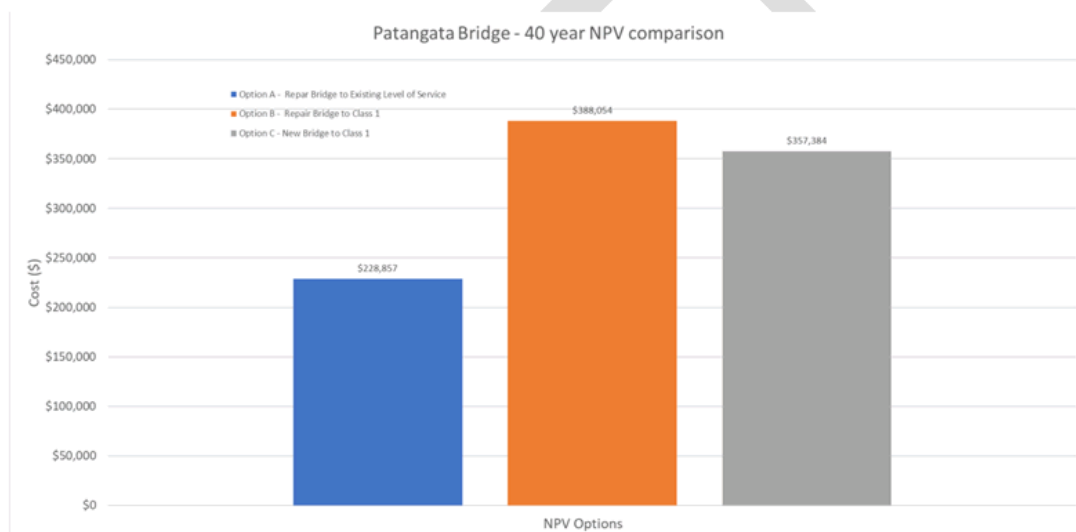


Figure 4 NPV Summary of Options A to C

The graphic shows that Option A provides the most cost effective upfront solution. However, the land adjacent to the Urupā would be unable to develop further. Options B and Option C would both open the opportunity to develop the land and provide access. The most expensive approach is Option B which is strengthening the structure to Class 1. A new structure is anticipated to be 90% of the strengthening cost. It is clear from the NPV of each of the three options considered that Option C is the most cost effective long-term solution that will continued to provide access.

The NPV investigation into the structure agrees with the upfront cost assessment, that a new structure should be sought to replace the existing.

Site construction monitoring fees have been excluded from the NPV assessment as these were deemed to be consistent for all options considered.

Cost estimates and preliminary received quotes can be found in Appendix A

7.2 Predicted Land Use Benefits

The construction of a new bridge would allow development of the farmland with suitable Class 1 access. This has the potential to increase land value and result in additional income for the community around this location.

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7.2.1 Summary

The land adjoined to the State Highway via Patangata Bridge consists of rough shrub land with areas of pooling water. The land is currently leased for farming by the Fallen Soldiers Memorial Trust and cattle currently graze the land and access it via the existing Patangata Bridge.

The predicted benefits of growing the available opportunities with a Class 1 structure have been analysed below.

Estimations have been made based on research that advises a potential percentage income based of the capital value of the land. the percentage return on capital values range from 1.9% to 4.2% which yields a return per annum of between \$18,000 and \$40,000.

7.2.2 Assumptions

To fully realise the potential utilisation of the land, a list of assumptions has been made:

- 75% of the land area is useable.
- The average capital value is \$4,700 per ha.
- Return percentages are average across New Zealand and are accurate as per the Research Article: *"The Reality of net capital gains and annual profit on NZ primary producing businesses: data from a recent survey of all farm types."*

7.2.3 Estimated Land Valuation

Total Utilisable Land for cattle farming.

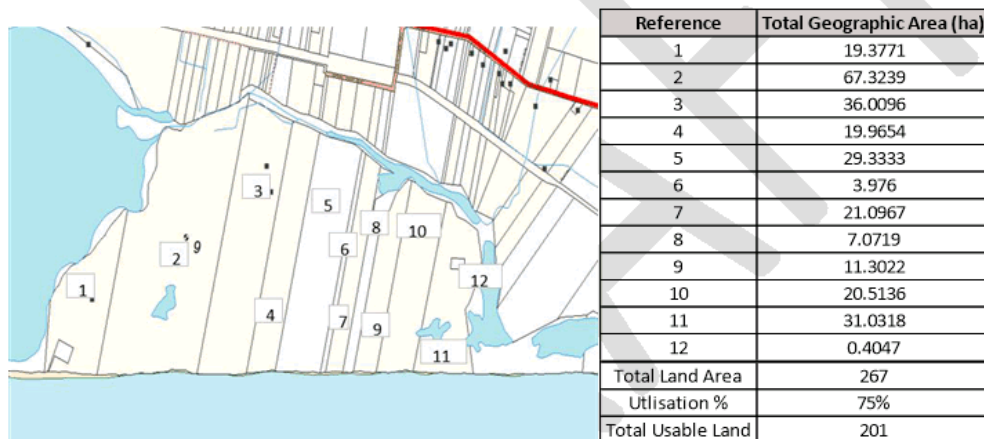


Figure 5 Breakdown of Land Areas

The assumption of 75% utilisable land is based on conditions such as standing water and beach areas located within the reference areas.

Proprietary software available holds deed title information which contained the land value information used in the return on capital calculations. The below table summarises the estimated land value per ha based on the available deed title information.

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Reference	Total Geographic Area (ha)	Capital Value	Land Value	Capital cost per ha	Land Value per ha
1	19.3771	\$ 66,000.00	\$ 61,000.00	\$ 3,406.08	\$ 3,148.05
2	67.3239	\$ 250,000.00	\$ 232,000.00	\$ 3,713.39	\$ 3,446.03
3	36.0096	\$ 144,000.00	\$ 131,000.00	\$ 3,998.93	\$ 3,637.92
4	19.9654	\$ 87,500.00	\$ 80,000.00	\$ 4,382.58	\$ 4,006.93
5	29.3333	\$ 64,500.00	\$ 61,000.00	\$ 2,198.87	\$ 2,079.55
6	3.976	\$ 11,000.00	\$ 11,000.00	\$ 2,766.60	\$ 2,766.60
7	21.0967	\$ 72,000.00	\$ 64,000.00	\$ 3,412.86	\$ 3,033.65
8	7.0719	\$ 143,000.00	\$ 136,000.00	\$ 20,220.87	\$ 19,231.04
9	11.3022	\$ 43,500.00	\$ 40,000.00	\$ 3,848.81	\$ 3,539.13
10	20.5136	\$ 73,500.00	\$ 72,000.00	\$ 3,582.99	\$ 3,509.87
11	31.0318	\$ 151,500.00	\$ 143,000.00	\$ 4,882.09	\$ 4,608.18
12	0.4047	\$ -	\$ -	\$ -	\$ -
			Average	\$ 4,701.17	\$ 4,417.24

Figure 6 Capital Land Value

An estimation was made on the potential realisation income for the area. A study (Nuthall, 2018) completed in 2018 estimates the rates of various land usages and the return on capital per annum as a percentage.

The results of the survey are based on a wide variety of land quality and as such give an average outlook for the entirety of New Zealand. It is therefore an indication of the potential value and should not be taken as a given available opportunity.

Farm Type	Mean % Return on Capital	Total Area (ha)	Valuation per ha	Potential Return per Annum
All Farms	2.5%	201	\$ 4,701.17	\$ 23,623.38
Int. Sheep	2.8%	201	\$ 4,701.17	\$ 26,458.18
Ext. Sheep	1.9%	201	\$ 4,701.17	\$ 17,953.77
Beef	4.2%	201	\$ 4,701.17	\$ 39,687.28
Grazing	2.6%	201	\$ 4,701.17	\$ 24,568.31

Figure 7: Potential Capital Returns

The above table summarises the potential return of the land per annum. Although the NPV of the structure justifies the capital expenditure to replace the structure, taking into consideration a linear realisation of the above profit. The anticipated average return on invest cost would be 15 years.

7.3 Current Land Use Benefits

Engagement with Te Tumu Paeroa and Hereheretau farm has established that currently around half of the land is leased (Approx. 100 ha). Both parties have made financial investments into the area to further develop the potential of the land and help maintain the sustainability of the area. Current conditions and market value allows for \$60,000 Gross revenue to be earned over the course of the year by grazing beef cattle.

Currently there is significant beef protein deficit in global markets. As such there is a significant premium being paid for product. This makes the land significantly more valuable than the historical information and prediction in Section 7.2.

The total land area is currently only half utilised, with the remaining 100ha still unsuitable for cattle grazing. Reluctance to further invest money into the area until suitable access is in place keeps the full potential of the area limited. In addition to land area only being half utilised, the land can only support cattle through winter.

With the development of a new bridge structure, it would be possible to develop the area faster and sow drought tolerant species of grass into the area to utilise the land for the full year.

Project Number: 2-S5091AM
Patangta Business Case
Funding Acquisition 2019



Figure 8 Example Pictures of Clearing land to be used for Cattle Farming

8 Preferred Option

The preferred option is the construction of a new Class 1 Bridge (Option C). The construction of a new structure has strong local economic and social benefits. It is also the most secure option for the long term and requires the least maintenance activity.

Financially the construction of a new structure in the long term is the most viable and valuable option for WDC. The total whole of life costs for Option C would be \$351,192 as per the NPV calculations, with \$330,000 excl GST of up-front construction costs and \$15,000 for enabling works.

This option would open the land to the economic potential across the Rahui outlet, by providing a minimum of Class 1 access, acceptable for most farming machinery.

With the longest construction time of any of the proposed options, a clear community engagement plan would need to be developed to ensure continued good community relationships moving forwards.

Project Number: 2-S5091AM
 Patangta Business Case
 Funding Acquisition 2019

9 Financial Case

9.1 Project Delivery

9.1.1 Project Delivery costs

The estimated implementation costs (design and construction) for the preferred structure is \$345,000, based on a quote received from a third-party structure provider. The fee is subject to a site investigation and confirmation of satisfactory ground conditions which will need to be met to construct the new bridge.

9.1.2 Key Pre-Implementation and implementation Costs.

Criteria	Key costs (estimated)	Comments
Land Acquisitions	\$0	It is anticipated that no land purchase application will be necessary for the construction of the project.
Design and Construction Costs	\$330,000	Based on a quote received from Bridge Supplier – Bridge IT NZ. The proprietary design is included in the given estimate.
Removal from site of existing Structure	\$15,000	There is a potential to engage the local community who may be able to remove the structure.
Contingency	\$33,000	Based on 10% of Design and Construction costs
MSQA	\$20,000	For quality control on the design and construction of the new asset.
Total Fees	\$398,000	

9.1.1 Project Funding

Wairoa District Council have confirmed that the funding required to disassemble the current bridge and build a new structure is not available under current budgets, which have already been allocated to other activities in the district.

Since there is greater urgency associated with the replacement of this bridge, the current asset management budget held by WDC will have to be re-allocated to accommodate the works.

Provisional engagements with NZTA have taken place and suggest funding could be reallocated from already agreed budgets to accommodate the construction of the structure.

A re-prioritisation exercise will be required by WDC to determine the funding allocation.

9.1.2 Project Timing

It is recommended that the pre-implementation phase commences once the outcomes of the funding application have been received. Development from initial consultation to completion of the structure is anticipated to take 5 months providing no delays in permit applications, resource consents, and material supplies occur.

10 Implementation Plan

This implementation plan is developed based on the assumption that funding for the new structure is agreed and taken from the Local Authorities share of NZTA funding. The funding will be used to procure the quote company of BridgeIT NZ or similar. These companies offer bespoke single span solutions for low level of service structures across New Zealand.

Project Number: 2-S5091AM
Patangata Business Case
Funding Acquisition 2019

The below Flow Chart and table summarise the main steps involved in the procurement and construction phases.

It is currently assumed that the structure would be replaced like-for-like in the existing location. However, further discussions with local land owners could be sought to acquire land in a location up stream or downstream of the structure if preferred. This could mean that the existing structure would not need to be closed to locals during the construction phase.

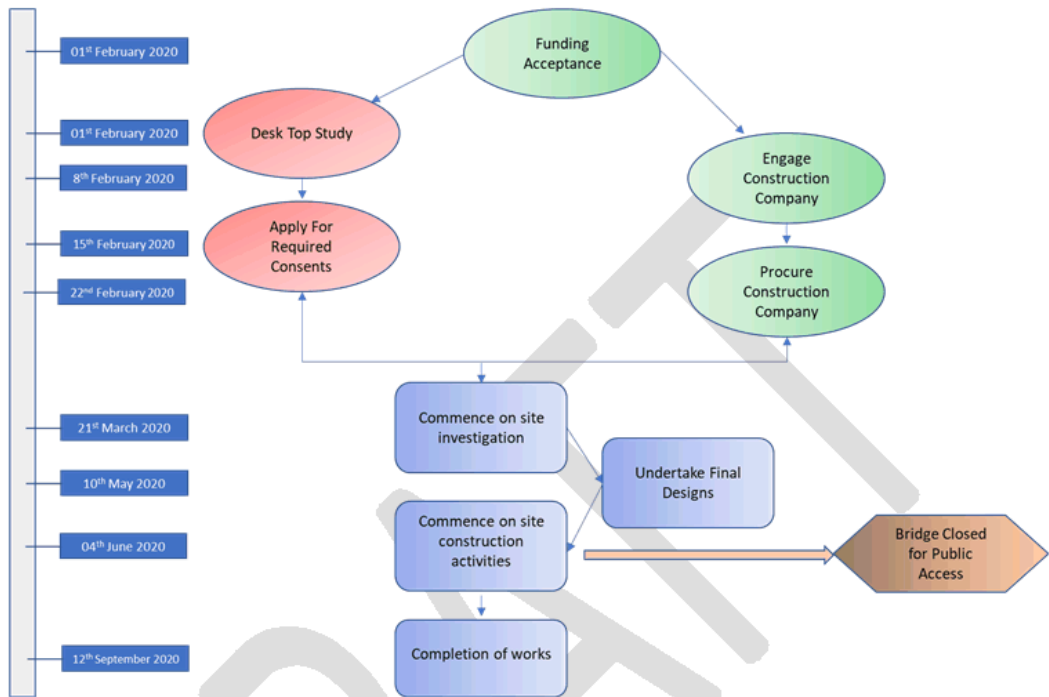


Figure 9: Patangata Bridge Construction Programme Flow Chart

Delivery times in the following table are for each individual activity. The flow chart above shows how concurrent activities can run to ensure a streamlined project delivery.

Project Number: 2-S5091AM
 Patangta Business Case
 Funding Acquisition 2019

Item	Delivery Time*	Description
Funding Acceptance	N/A	Acceptance of the proposal and funding allocation to commence starting operations for onsite activities.
Desk Top Study	14 Days	A Desk top study to assist with a resource consent application including archaeology, resource consents and land owner requirements.
Engage Construction Company	14 Days	Engage the preferred Design and Build construction company to undertake the works.
Apply for Required Consents	35 Days	Apply for all required consents on behalf of the contractor.
Procure Construction Company	7 Days	Procure the construction Company and sign all contracts and confirm all delivery targets.
Commence on site investigation	50	Lead in times for site investigations based on quote and information received from Bridge IT NZ.
Undertake Final Designs	25	Verify designs and confirm any changes required.
Commence on Site Construction Activities	100	Commence onsite construction activities, including the removal of the existing structure.
Bridge Closure	175	During the construction activities, the bridge will be fully closed to pedestrian and vehicular access.
Completion of work	28	Completion of work will be confirmed once all require documentation is submitted.

*Delivery times are estimates only.

11 Management of the Structure

It is expected that Wairoa District Council will have full ownership of the structure following the upgrade. On the basis that WDC are the asset owners, it will be their responsibility to monitor and maintain the structure.

Appendix A Preliminary Costs & Quotes

WVS | 2

Option A - Repair Bridge to Existing Level of Service					
ITEM	DESCRIPTION	UNIT	QTY	RATE (\$)	AMOUNT (\$)
1	Preliminary and General				
1.1	Establishment	LS	100%	\$20,000.00	\$ 20,000.00
1.2	Access and Temporary works	LS	100%	\$ 5,000.00	\$ 5,000.00
1.3	Traffic Management including Traffic Management Plan	LS	100%	\$ 2,500.00	\$ 2,500.00
1.4	Contractor confirmation of site dimensions and bolt locations prior to fabrication and drilling	LS	100%	\$ 2,000.00	\$ 2,000.00
					\$ 29,500.00
2	Creating New Abutments				
2.1	Excavation for new abutments	LS	100%	\$15,000.00	\$ 15,000.00
2.2	Reinforced Concrete spread footing	LS	100%	\$ 8,000.00	\$ 8,000.00
2.3	New Hold Down bolts	LS	100%	\$ 1,500.00	\$ 1,500.00
					\$ 24,500.00
3	Beam Strengthening				
3.1	Temporary Works	LS	100%	\$5,000.00	\$ 5,000.00
3.2	Drilling and fixing of bolt holes	LS	100%	\$ 2,500.00	\$ 2,500.00
3.3	Supply and install new I Beam Section to extend beam length	LS	100%	\$10,000.00	\$ 10,000.00
3.4	Supply an install new Diaphragms	LS	100%	\$20,000.00	\$ 20,000.00
					\$ 37,500.00
4	New Timber Deck				
4.1	Spiking Timber	m2	6	\$ 60.00	\$ 360.00
4.2	New Baulk timber Deck	m2	8	\$ 450.00	\$ 3,600.00
4.3	New Running Planks	m2	4	\$ 120.00	\$ 480.00
4.4	Kerb Detail	m	4	\$ 125.00	\$ 500.00
					\$ 4,940.00
5	Design Fees				
5.1	Design Fees	LS	100%	\$14,466.00	\$ 14,466.00
					\$ 14,466.00
				Total	\$ 110,906.00



Option B - Repair ridge to Class 1					
ITEM	DESCRIPTION	UNIT	QTY	RATE (\$)	AMOUNT (\$)
1	Preliminary and General				
1.1	Establishment	LS	100%	\$40,000.00	\$ 40,000.00
1.2	Access and Temporary works	LS	100%	\$10,000.00	\$ 10,000.00
1.3	Traffic Management including Traffic Management Plan	LS	100%	\$ 2,500.00	\$ 2,500.00
1.4	Contractor confirmation of site dimensions and bolt locations prior to fabrication and drilling	LS	100%	\$ 2,000.00	\$ 2,000.00
					\$ 54,500.00
2	Creating New Abutments				
2.1	Excavation for new abutments	LS	100%	\$15,000.00	\$ 15,000.00
2.2	Reinforced Concrete spread footing	LS	100%	\$ 8,000.00	\$ 8,000.00
2.3	New Hold Down bolts	LS	100%	\$ 1,500.00	\$ 1,500.00
					\$ 24,500.00
3	Beam Strengthening				
3.1	Temporary Works	LS	100%	\$5,000.00	\$ 5,000.00
3.2	Drilling and fixing of bolt holes	LS	100%	\$ 3,500.00	\$ 3,500.00
3.3	Supply and install new I Beam Section to extend beam length	LS	100%	\$10,000.00	\$ 10,000.00
3.4	Supply an install new Diaphragms	LS	100%	\$40,000.00	\$ 40,000.00
					\$ 58,500.00
4	New Timber Deck				
4.1	Spiking Timber	m2	54	\$60.00	\$ 3,240.00
4.2	New Baulk timber Deck	m2	108	\$ 450.00	\$ 48,600.00
4.3	New Running Planks	m2	45	\$ 120.00	\$ 5,400.00
4.4	Kerb Detail	m	54	\$ 125.00	\$ 6,750.00
					\$ 63,990.00
5	Design Fees				
5.1	Design Fees	LS	100%	\$30,223.50	\$ 30,223.50
					\$ 30,223.50
				Total	\$ 231,713.50



From: John Musgrave <john.musgrave@bridgeitnz.co.nz>

Sent: Thursday, 31 October 2019 10:29 AM

To: Kalani, Shona <Shona.Kalani@wsp.com>

Cc: Blyth, Kyle <kyle.blyth@wsp.com>

Subject: RE: Patangata Bridge - new bridge quote

Hello again Shona

Have had another discussion with Craig Langsford. Our view has changed. Our thoughts are the bridge span will need to increase to 28m. Reason for this are:

- Unsure how fit for purpose the existing abutments are
- Removes/reduces the need for bank protection/additional retaining. This reduces/eliminates the effect on the environment
- Timeframe from the signing of the contract to completion of the bridge is approximately 5 months

The price indication is \$330,000 plus GST. The bridge size is 28m x 4m steel beam concrete deck.

If you have any questions, please email/call. I look forward to hearing back from you

Kind regards

John Musgrave

Business Development Manager | Bridge It NZ Ltd

WSP

**Māori Standing Committee Meeting – 12 March 2020****Hawke's Bay Regional Council Update
Nathan Heath – Area Manager (Northern Hawke's Bay)**

1. The Wairoa HBRC/DoC Office has been temporarily shifted to the Airport building as our office is being refurbished.
2. We have finally recruited a staff member to fill the Gisborne based position working on our Hill Country Erosion Project in the Hangaroa and Mangapoike Catchments. We have recruited a part time, fixed term contractor to help us organise some farm plan workshops in this area as well.
3. We are currently navigating through a few issues around our Whakaki Freshwater Improvement Fund project that have caused us to put a halt on progressing work at present. I am optimistic that we can sort these out and get back on track as soon as possible. It is likely that these will impact on our proposed work program for the financial year.
4. Have received multiple complaints about vehicles accessing and damaging the tidal platforms in front of Nukutaurua to Taiporutu. There have also been issues raised around cattle accessing the tidal reefs as well. These are prohibited activities under our HB Regional Coastal Environment and is being followed up with staff in Napier.
5. I attended the Pōwhiri for Lewis Ratapu on 15 February and for Whangara 5 Trustees who have recently purchased Pahnui Station on 14 February at Māhanga Marae.
6. Attended the Mahia Maori Committee meeting on 23 February. Issues raised included – Tuahuru marae drainage issues, Blue Bay dune protection, the tidal platforms around Nukutaurua, Plan Change 7 submission closing and my new role were discussed.
7. Met with Rongomaiwahine CE Moana Rongo on 24 February to update on activity and discuss issues raised at MMC meeting.
8. A meeting to discuss the Nuhaka River Road access is being held at the WDC Council forum 10 March. This is an opportunity for the community to express their concerns and for the Councillors to gain a better understanding of the impacts and issues.

Ngā mihi

A handwritten signature in black ink, appearing to be "N. Heath", written over a horizontal line.

**Kōmiti Māori mō Te Kaunihera o Te Wairoa
Te Pūrongo-ā-Takiwā o Rakaipaaka
Te Kaunihera-ā-Rohe o Te Wairoa, Te Wairoa
Henare Mita
Taite, 12 Maehe, 2020**

Poroporoaki:

Last month saw the passing of one of our kuia mōrehu, auntie Ngahua Matairangi. She had been a significant figure within Rakaipaaka for many years, always returning home to Nuhaka for tangihanga, fundraising and trustee meetings. Although residing in Haumoana, she never allowed distance or lack of time preventing her from supporting our marae. We also bid farewell to Anne Butcher, the lovely partner of Rex MacIntyre. Although ill for many years, her passing was nevertheless a shock to us all. I also acknowledge the passing of Krucial Whatuira-Kaimoana and his great grandaunt, auntie Noeline Rewi through their ties to Rakaipaaka, as well as the many others throughout Wairoa who have passed recently. We are the poorer for your absence and bid you all a fond farewell.

Wairoa Funding Forum:

Many of our marae convened at the Wairoa War Memorial Hall, on Tūrei 11 Pepuere. We were meeting in response to a WDC initiative, where government and non-government funding agencies come together, to share their story with interested Wairoa participants. Organisations like TPK, DIA, HBRC, HB Foundation and the Office of Ethnic Communities made compelling presentations about the different funding avenues available to communities like Wairoa or organisations such as marae. It was hugely beneficial and provoked some interesting back and forth. Members of our marae left feeling very optimistic and so I congratulate Austin King, as WDC facilitator, for his fine work.

DIA Presentation:

On Friday 21 Pepuere at Kahungunu Marae, DIA Community Advisor for Community Operations, Norman Apirana, delivered an Oranga Marae presentation to a small but very interested audience. Norm had been invited by Kathy Pomana, who had done her utmost to generate interest in this hui. Kathy was deeply disappointed with the poor numbers, but this did not deter Norm from providing a clear, informative message. It was a credit to his knowledge in this area and speaks volumes as to why he is held in such high regard within Wairoa. Well done to Norm for his easy-going demeanour and to Kathy, for being so proactive. Her frustrations aside, this hui was appreciated by all who attended.

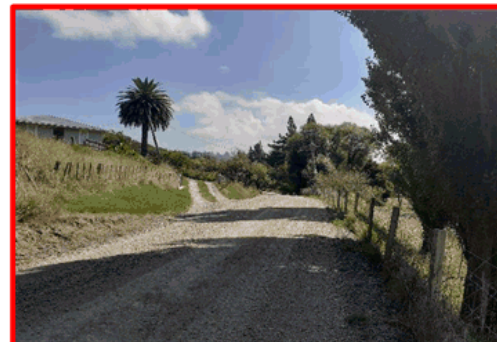
WDC Forum River Road Slip - 10 March:

By the time MSC meet, Council would have heard many submissions relating to the Nuhaka River Road slip. Thank you to HBRC Wairoa District Manager Nathan Heath, for reminding me and Graeme Symes about the forum. I fully anticipate that our Tātau Tātau representative, along with Te Iwi O Rakaipaaka Trust (TIORT) Transitional Manager Johnina Symes will attend, as well as an uncle who, because of this slip, can only work portions of his farm, over the summer period. He shared with me his thoughts and opinions, so I trust he will use this occasion to voice them in a strong, forthright manner. I also contacted other Rakaipaaka people who may be free during this time. The more people who can speak to this issue in a material fashion, will impact positively on how Council perform their due diligence.

Dusty, Gravel Roads:

Recently I observed a truck and trailer travelling down Kokohu Road, dust billowing behind it. Every time I travel to and from Wairoa, I look at the Hickling household, located along Blucks' Pit Road and am reminded of the difficulties they have with incessant dust. Two weeks ago, I attended Anne Butchers' service at Clonkeen Farm, and every part of that brief journey was a reminder about billowing dust for the Symes whānau. It was also a stark reminder about how rugged these roads are on our vehicles. I immediately thought of our Tuai/Waikaremoana whanaunga, and Harry Waiwai's comment in Tuesdays' 25 February Wairoa Star, regarding their roads. Last week, in a paddock very near to where I live, a contractor was harvesting squash. Unfortunately, dust generated by their trucks drifted over toward our whānau property. This was another reminder of the frustration whānau, like the Symes and our Tuai/Waikaremoana relations, contend with and have done so, for far too long.

(Top Photos: *Neighbouring Paddock & Squash Paddock.* Middle Photos: *Mangaone Rd and Symes Household.* Bottom Photos: *Blucks' Pit and Hickling Household. Kokohu Rd.*)



Wairoa District Council Māori Standing Committee
Chairman's Report
Kiwa Hammond
Thursday, 12 March 2020

E ngā piki kōtuku, e ngā tōtara haemata, e ngā maunga tihirau – koutou nā, e te hunga kua whatia ki Paerau, kua hinga i te waotapu, kua tātuku i te rū, ka tangi tonu ki a koutou katoa. Hui atu rā ki te huinga tangata, ki te huinga wairua, ki te taiopenga o ngā taiopenga. Haere atu rā, haere atu rā, haere oti atu koutou e...

Heoi, ka hoki mai anō ki a tātau e noho pani nei, e noho poho kore nei, e noho whakamomori nei. Kia kaha tātau! Kia tūmāia tātau! Kia tūtira tātau! Kia tū uru kāhika tātau. Awhi mai, awhi atu – tātau tātau e. Mauri ora!

It is my pleasure to present this Chairman's report for the month of February with reference to early March where applicable up to and including this Māori Standing Committee meeting, Thursday 12 March 2020.

Over the period that this report covers, in my role as MSC Chairman I did not attend any WDC related meetings or events. I do wish to acknowledge those members of the MSC who attended such meeting in my stead, and I look forward to your reports.

He maimai aroha

Before I speak about any other Council related matters, as you would have noted from my mihi at the top of this page my personal acknowledgment of all the bereavements that have affected our district over the past few months. Some of our whānau throughout Te Wairoa have gone through a lot dealing with the loss of loved ones through a range of circumstances. My heart goes out especially to those who have been afflicted by loss through some very tragic events. We all deal with grief in different ways and for many of our whānau they are only at the beginning of that road. The best we can do is walk alongside them as best as we can and show that the terms aroha and atawhai are not just empty words but that there is a real human action that underpins them. Kia kaha tātau.

AFED Education Launch

Last Thursday 5 March 2020, His Worship the Mayor, CEO Steven May, and I were invited to attend the launch of AFED at Parliament House, Wellington. AFED.co.nz is a digital education business initiative created by Cam Swainson-Whaanga (Rongomaiwahine, Rākaipaaka) a former television documentary director and producer who has recently returned home to Te Wairoa to assist in the delivery of one of PGF supported kaupapa starting up soon in Te Wairoa – the Digital Employment Programme – being run through Korou Digital Agency (the operative arm of the Korou Digital Trust and the Wairoa Digital Collective). He has spent a significant amount of time over the past few years developing te reo Māori and tikanga Māori supported online and offline computer games. Through AFED Education Cam has been working with a range of experts in digital technology, te reo Māori, and teaching and learning, to develop Financial Literacy and Te Reo Māori learning areas through technology in schools.

The AFED launch was inspired by the WDC led and Community Partnership Group support initiative, 'Kakapa' which took parliament by storm in 2019, and in doing initiated a number of conversations within the government about how it might support the economic, social, and cultural foundations and aspirations of the Wairoa district. The recent PGF announcements are examples of how those are now coming to fruition although there is still a lot of work to be done now and in the future.

During the launch (which was formerly and digitally completed by our local Tairāwhiti MP, Meka Whitiri, there was an opportunity to showcase more of the digital, technological, and education innovations coming out of our district as well as the work being done by our Te Wairoa descendants living outside of the region.

Matangirau Success

It is only right to acknowledge the recent achievements of our local kapa haka, Matangirau, who officially gained second place in the Takitimu/Kahungunu Whakataetae ā-Rohe (regional competitions) held in Wairarapa last month. Unofficially, Matangirau and the declared winners, Te Kapa Haka o Ngāti Ranginui (Tauranga Moana), achieved first place equal. Unfortunately, the rules do not allow for a first place equal and through the vagaries and ambiguities of kapa haka judging criteria it was determined that half a mark would differentiate the declared winner and runner up.

All credit to Te Kapa Haka o Ngāti Ranginui as they are a quality group, but in our eyes and hearts Matangirau were our winners. Congratulations also to the third and fourth placed teams (Te Rangiura o Wairarapa and Tamatea Arikiniui) who will accompany Matangirau and Ngāti Ranginui to the national competition to be held in Auckland in early 2021.

On Saturday 29 February a ceremony was held at Te Rauhinu Marae to formally welcome back Matangirau and acknowledge the taonga – trophies, prizes, and memories they brought back from Wairarapa. It was an opportunity to once remember those who have passed on and their respective contributions to the emergence and continued growth of Matangirau.

I would also like to recognise Te Rerenga Kōtuku, probably our most successful competition kapa haka (nine times winners of the regional title) who decided to take a rest from competitions this year and focus on other opportunities to grow their kaupapa. This includes their upcoming anniversary and a proposed overseas trip along with educational development for their members.

Corona-virus – Covid-19

It would be difficult to have not noticed the many media reports about the spread of Covid-19 overseas as well as the announcement of a confirmed case in Auckland recently. We only must look to our local history to understand the impacts of pandemics on communities such as ours.

Post-World War One saw the arrival of influenza (named rewharewha and urutā by our ancestors) which had devastating effects around the Wairoa district. Several marae through Te Wairoa whānui erected monuments and memorial stones testifying to the tragedy that was inflicted through that illness. Worldwide the influenza epidemic of 1918-1921 is known to have killed more people than all the casualties of World War One itself – of which there were millions.

So far there is no cure for Covid-19 although scientists and researchers are working to find one and have reportedly succeeded in identifying the genetic strain or DNA sequence of this infectious disease.

So, what can we do and how can we communicate this issue to our respective marae and takiwā? At the very least we need to take personal responsibility for hygiene and in those instances where one might feel unwell the worst thing is to try to soldier on like it does not exist. Covid-19 is like other illnesses (i.e. pneumonia) in that it is more likely to affect those with low immunity and compromised health. We also need to have serious conversations about the impact of this type of illness on our tikanga: What are the impacts on having hui? Should we still hongi? Is even shaking hands and hugging each other okay? If whānau are afflicted – how can we help them?

I recommend that MSC help to front foot this discussion and work with the WDC and other organisations (such as Ministry of Health, HBDHB, and our marae of course) in the areas of preparedness and if it eventuates – implementation of action plans.

Nō reira, ka herea ake tēnei ki te kōrero e kīia ana: He uru kāhika ki te ngahere, he uru tangata ki te pā. E tū kahikatea hei whakapae ururoa. Awhi mai, awhi atu – tātau, tātau e.

Nāku nei,

Kiwa Hammond

(Te Wairoa Hōpūpū Takiwā)

Chairman, Māori Standing Committee

WAIROA DISTRICT COUNCIL