



**I, Kitea Tipuna, Tumu Whakarae Chief Executive, hereby give notice that  
Infrastructure and Regulatory Committee Meeting will be held on:**

**Date:** Tuesday, 16 July 2024  
**Time:** 1:30 pm  
**Location:** Council Chamber, Wairoa District Council,  
Coronation Square, Wairoa

# **AGENDA**

## **Infrastructure and Regulatory Committee Meeting**

**16 July 2024**

**MEMBERSHIP:** His Worship the Mayor Craig Little, Cr Chaans Tumataroa-Clarke, Cr Denise Eaglesome-Karekare, Mr Chris Olsen, Cr Benita Cairns

The agenda and associated papers are also available on our website: [www.wairoadc.govt.nz](http://www.wairoadc.govt.nz)

For further information please contact us 06 838 7309 or by email [info@wairoadc.govt.nz](mailto:info@wairoadc.govt.nz)



**Order Of Business**

**1 Karakia ..... 5**

**2 Apologies for Absence ..... 5**

**3 Declarations of Conflict of Interest ..... 5**

**4 Chairperson’s Announcements..... 5**

**5 Late Items of Urgent Business ..... 5**

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**7 Minutes of the Previous Meeting ..... 5**

**8 General Items..... 10**

8.1 Planning & Regulatory Group Report: March - April ' May to June 2024 .....10

8.2 Assets & Infrastructure Group - Update .....23



- 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 - 21 May 2024

**MINUTES OF WAIROA DISTRICT COUNCIL  
INFRASTRUCTURE AND REGULATORY COMMITTEE MEETING  
HELD AT THE COUNCIL CHAMBER, WAIROA DISTRICT COUNCIL, CORONATION SQUARE, WAIROA  
ON TUESDAY, 21 MAY 2024 AT 1:30 PM**

**PRESENT:** His Worship the Mayor Craig Little, Cr Denise Eaglesome-Karekare, Cr Benita Cairns (via zoom), Mr Chris Olsen ,

**IN ATTENDANCE:** **Kitea Tipuna** (Tumu Whakarae | Chief Executive), **Hinetaakoha Viriaere** (Pouwhakarae Whakamahere me te Waeture | Group Manager Planning & Regulatory), **Michael Hardie** (Pouwhakarae – Hua Pūmau | Group Manager Assets and Infrastructure), **Juanita Savage** (Pouwhakarae Rātonga Hapori me te Whakawhanake | Group Manager Community Services and Development), **Heather Johnson** (Governance Secretary), **Karen Akuhata** (Kaiwhakahaere Whaipanga | Utilities Manager), **Teri Wathen-Smith** (Mataaro Taiao | Environmental Engineer), **Duane Culshaw** (Pouahurea Māori | Māori Relationships Manager), **Phil Lake** (Lei consultant), **Hamish Lowe** (Lei consultant)

## 1 KARAKIA

Karakia delivered by His Worship the Mayor Craig Little.

## 2 APOLOGIES FOR ABSENCE

### APOLOGY

#### COMMITTEE RESOLUTION 2024/86

Moved: His Worship the Mayor Craig Little

Seconded: Cr Denise Eaglesome-Karekare

That the apology received from Cr Chaans Tumataroa-Clarke be accepted and leave of absence granted.

**CARRIED**

## 3 DECLARATION OF CONFLICT OF INTEREST

To be raised and declared as the agenda progresses.

## 4 CHAIRPERSON'S ANNOUNCEMENTS

The Group Manager Community Services and Development advised the committee of the heavy rain warning in place and that rain levels were being monitored by Civil Defence.

## 5 LATE ITEMS OF URGENT BUSINESS

**LATE ITEM****COMMITTEE RESOLUTION 2024/87**

Moved: Mr Chris Olsen

Seconded: Cr Denise Eaglesome-Karekare

That the Planning and Regulatory Update Report addendum be received as a late item.

**CARRIED**

**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 14.14 requests to speak must be made to the meeting secretary at least one clear day before the meeting; however this requirement may be waived by the Chairperson.

**7 MINUTES OF THE PREVIOUS MEETING****COMMITTEE RESOLUTION 2024/88**

Moved: His Worship the Mayor Craig Little

Seconded: Cr Denise Eaglesome-Karekare

That the minutes [and confidential minutes] of the Ordinary Meeting held on 23 April 2024 be confirmed.

**CARRIED**

**8 GENERAL ITEMS****8.1 ASSETS & INFRASTRUCTURE GROUP - UPDATE****COMMITTEE RESOLUTION 2024/89**

Moved: Cr Denise Eaglesome-Karekare

Seconded: Cr Benita Cairns

The Pouwhakarae-Hua Pumau | Group Manager Assets & Infrastructure RECOMMENDS that Committee receive the report, and provide direction where appropriate.

**CARRIED**

A general update was provided with the following points noted:

- Section for high level items to be added to the regular update.

**Te Reinga Bridge -**

- Balanced approach required for the project to ensure locals have the opportunity to be

involved in the construction.

- CIA pressure around the timely delivery of the bridge with a recent extension application declined.
- New procurement policy to be tabled in June with consideration for a sliding scale to support the procurement policy along with a WDC tender paper.

#### **Mahanga and Tuai water supply -**

- Extension granted to get the water supply up to standard.

#### **Wastewater working party -**

- Governance support required to get traction with the Māori Wastewater working party relationship, noting that meetings have been irregular. Cr Benita Cairns advised that it is very difficult to meet HBRC conditions and that the group have no ability to drive change.

#### **Wairoa District Council Risk Register Reporting Framework -**

- Cumulative orange dash lights a concern.
- Register to be considered and updated at a scheduled workshop for elected and committee members.
- Inconsistent and irregular reporting to be remedied.
- Extra column to note mitigations if a project is a red.

The Chair reiterated that the biggest risk is reputational around delivering for the community.

## **8.1 PLANNING AND REGULATORY UPDATE**

### **COMMITTEE RESOLUTION 2024/90**

Moved: His Worship the Mayor Craig Little

Seconded: Mr Chris Olsen

The Pouwhakarae - Whakamahere me te Waeture | Group Manager Planning and Regulatory RECOMMENDS that the Committee receive the report titled 'Planning and Regulatory Group Report – March and April 2024'.

#### **CARRIED**

- Fast track submission (on behalf of Wairoa District Council) to the bill seeking a number of amendments drafted and submitted.
- Data provided to the MoE regarding the temporary pods was well received by the agency. The recent appointment of a Project Manager for housing should assist in coordination of supply and maintenance needs. Noted that it is currently taking twelve weeks to complete a single flood affected home.
- Insanitary, Dangerous and Affected Buildings Policy review (required to be reviewed every 5 years) is underway.
- The Compliance team are working with dog owners to encourage Responsible Ownership.



The Meeting closed 2.36pm with the His Worship the Mayor Craig Little closing with a karakia.

The minutes of this meeting were confirmed at the Infrastructure and Regulatory Committee Meeting held on 18 June 2024.

**Infrastructure and Regulatory – Action Table**

<u>MEETING THE ACTION WAS RAISED IN</u>	<u>ACTION</u>	<u>OFFICER RESPONSIBLE</u>	<u>COMMENTS</u>	<u>STATUS</u>	<u>PUBLIC EXCLUDED</u>
26/03/2024	Walking and Cycling Strategy/Paper	Michael Hardie	Discussion arose around updating the current WDC strategy to reflect the current make-up of the community and extending the scope and vision to reach the entire community.	In progress	No

.....

**CHAIRPERSON**

## 8 GENERAL ITEMS

### 8.1 PLANNING & REGULATORY GROUP REPORT: MARCH - APRIL ' MAY TO JUNE 2024

**Author:** Hinetaakoha Viriaere, Pouwhakarae - Whakamahere me te Waeture | Group Manager Planning and Regulatory

**Authoriser:** Mike Hardie, Pouwhakarae - Hua Pumau | Group Manager Assets & Infrastructure

**Appendices:**

1. [Planning and Regulatory Report March - April 2024](#) ↓
2. [Planning and Regulatory Report May - June 2024](#) ↓

#### 1. PURPOSE

1.1 This report provides information for the Infrastructure and Regulatory Committee on key matters from the Planning and Regulatory Group and includes updates from the recent severe weather flood event and regulatory response and recovery issues alongside general updates from Planning and Resource Management, Building Control, Environmental Health, Compliance and Licensing including Dog Control, Stock Control, Freedom Camping and Trade Waste Compliance Management.

1.1 No decisions are required by Committee.

#### RECOMMENDATION

The Pouwhakarae - Whakamahere me te Waeture | Group Manager Planning and Regulatory

RECOMMENDS that the Committee receive the report titled 'Planning and Regulatory Group Report – March and April 2024 and May and June 2024'

#### 2. BACKGROUND

2.2 The Planning and Regulatory report for the months of March and April 2024 shown in Appendix 1 highlights key updates that includes information regarding the Councils submission to the Fast Track Approvals Bill; The current review and consultation on the Wairoa District Council Insanitary, Dangerous and Affected Buildings Policy which must be reviewed every 5 years ; Data submitted to the Ministry for the Environment regarding the temporary pods that have been placed onsite on properties where whānau homes require reinstatement as a result of the Cyclone Gabrielle event in relation to the Severe Weather Emergency Recovery (Temporary Accommodation) Order 2023; The Compliance Team's work with dog owners to encourage responsible ownership.

2.3 The Planning and Regulatory report for the months of April and May 2024 shown in Appendix 2 highlights key updates that include information regarding Rapid Building Assessments that were undertaken with the Building Control Team and Surge Support in response to the June 26th 2024 Severe Weather Flood Event which impacted a large number of buildings and properties on the south side of the Wairoa bridge. Furthermore,

he noting the team has been working closely with Tier 1 Rapid Building Assessors and MBIE during the recovery phase. The report also emphasises the work the Animal Control team have been involved with in response to the flood event who worked in the flood impacted areas helping to rescue stock and companion animals and notes how the team continues to work to support animal welfare alongside other key agencies during the recovery phase. The report also emphasises that there have been a large number of flood affected vehicles as a result of the recent flood event. Therefore, the Compliance Trade Waste Officer will work during the recovery phase alongside the Property and Waste Team to address the issue.

### Further Information

District Plan Review:

<https://legislation.govt.nz/act/public/1991/0069/latest/DLM233814.html>

National Planning Standards:

<https://environment.govt.nz/acts-and-regulations/national-planning-standards/>

Fast Track Approvals Bill:

[https://www.parliament.nz/en/pb/sc/make-a-submission/document/54SCENV\\_SCF\\_083F0A7B-F182-41D5-0897-08DC3E31559C/fast-track-approvals-bill#:~:text=The%20Fast%20track%20Approvals%20Bill%20is%20an%20omnibus%20bill.,significant%20regional%20or%20national%20benefits.](https://www.parliament.nz/en/pb/sc/make-a-submission/document/54SCENV_SCF_083F0A7B-F182-41D5-0897-08DC3E31559C/fast-track-approvals-bill#:~:text=The%20Fast%20track%20Approvals%20Bill%20is%20an%20omnibus%20bill.,significant%20regional%20or%20national%20benefits.)

Dangerous, Insanitary and Affected Buildings Policy Review:

<https://consultations.wairoadc.govt.nz/dangerous-affected-and-insanitary-building-policy-2024>

Severe Weather Emergency (Temporary Accommodation) Order 2023

<https://www.legislation.govt.nz/regulation/public/2023/0187/14.0/LMS877747.html>

### References (to or from other Committees)

N/A

### Confirmation of statutory compliance

In accordance with section 76 of the Local Government Act 2002, this report is approved as:

- a. containing sufficient information about the options and their benefits and costs, bearing in mind the significance of the decisions; and,
- b. is based on adequate knowledge about, and adequate consideration of, the views and preferences of affected and interested parties bearing in mind the significance of the decision.



## **PLANNING & REGULATORY GROUP REPORT**

Due 10<sup>th</sup> of each month

**MONTH:** March 2024 – April 2024

### **1. PLANNING & REGULATORY SUMMARY**

#### **GENERAL:**

- A submission on behalf of Wairoa District Council was made on the Fast Track Approvals Bill.
- Data was submitted to Ministry of the Environment regarding the temporary pods that were placed on properties to provide temporary accommodation for flood affected whānau, whilst reinstating their homes that were impacted by the Cyclone Gabrielle flood event Severe Weather Emergency Recovery (Temporary Accommodation) Order 2023.
- Consultation has begun on the review of the Insanitary, Dangerous and Affected Buildings Policy which is required to be reviewed every 5 years in accordance with the Building Act 2004.
- The Compliance team are working with dog owners to encourage Responsible Ownership, also more comms out in the media to enhance better ownership in the District with companion animals and stock.























**8.2 ASSETS & INFRASTRUCTURE GROUP - UPDATE**

**Author:** Mike Hardie, Pouwhakarae-Hua Pumau | Group Manager Assets & Infrastructure

**Authoriser:** Mike Hardie, Pouwhakarae - Hua Pumau | Group Manager Assets & Infrastructure

- Appendices:**
1. Project Dashboard [↓](#)
  2. Te Reinga Bridge Presentation - Crown Infrastructure Partners - Public Excluded (under separate cover - Vol 1)

**PURPOSE**

This report provides information for Committee on Assets & Infrastructure Group and the differing activities within.

**RECOMMENDATION**

The Pouwhakarae-Hua Pumau | Group Manager Assets & Infrastructure RECOMMENDS that Committee receive the report, and provide direction where appropriate.

**2. BACKGROUND**

- 2.1 This report is aimed at providing the Infrastructure & Regulatory Committee key information, updates, and risk of key assets and infrastructure items at a high level.
- 2.2 This report includes a summary of projects “at a glance”. Additional reports will be provided on specific areas and where further direction is sought from the Infrastructure & Regulatory Committee.
- 2.3 As a general rule, projects valued under \$100,000 will be reported by exception only, for example if considered of high public interest. Anything under this value is normally covered off under the delegation’s manual or within existing contracts. Additional projects can and will be provided where further direction is sought from the Infrastructure & Regulatory Committee.

**3. DIRECTION**

- 3.1 This section will outline the direction that Council officers are seeking from the Infrastructure & Regulatory Committee. It will outline how projects align with Council’s direction and how these projects are being delivered in line with relevant policies and strategies i.e., Infrastructure strategy, procurement guidelines, AMPs, LTP, Annual Plan.

**3.2 Committee Direction Tracker**

This table documents specific direction from previous Committee meetings. It will allow Council officers to track progress on these high-level matters and ensure they are closed out. Commentary can be provided on status of progress or any issues around this. Tasks will be deleted off tracker once they are completed or no longer relevant.

<i>Committee Meeting Date</i>	<i>Committee Direction/Action Required</i>	<i>Commentary</i>

18 July 2023	Uneconomic Road Policy/Road maintenance rationalisation	Workshop held in December 2023. More work underway to plan this out.  Update: August 2024 will be the next workshop.
18 July 2023	Tuai community consultation around water chlorination	Communication plan updated and targeting June 2024 for initial hui.  Update: This scheduled engagement has been delayed and will now be scheduled following the LTP consultation period.

**4. MONITORING**

4.1 This section will refer to the project dashboard **see Attachment 1**. Any project areas such as budget or delivery that are highlighted Amber or Red in the dashboard will be commented on here. (Please note this project dashboard forms part of an Excel spread sheet capturing all Project activities, Property, Solid Waste, Land Transport, 3 Waters)

**5. RISKS**

- 5.1 This section includes the risks highlighted in the project dashboard, **see Attachment 1**.
- 5.2 Current Risks of significance, as reported to the Financial, Assurance, and Risk Committee in June 2024.

**Corporate Risks**

The following are updates on the top 5 current corporate risks (extreme or high generally) as per the Assets & Infrastructure Risk Register:

**Landfill Capacity**

Risk: Landfill reaches capacity and inadequate plans are in place for waste disposal (new cell or alternative disposal locations)

Mitigation: The Solid Waste team have put forward a key decision item in the LTP consultation as to developing another cell at the current landfill site versus transitioning to an out of district disposal site. In combination with this, there is work is being done on the Waste Minimisation and Management Plan (sets the overall direction of Solid Waste) with a focus on minimisation & a proposed Kerbside collection model which encourages minimisation.

**Local Water Done Well**

Risk: Planning and implementation of the Local Water Done Well CCO model is financially unaffordable and impacts local staff negatively.

Mitigation: The Regional Recovery Agency is taking the lead for the HB councils to bring together a model that will work for the HB councils. Funding from the previous 3 water model is being used to help fund this work.

**NZTA Funding**

Risk: Reductions in funding, by Council or Waka Kotahi impact ability to deliver the required programmes, resulting in reduced levels of service and increased risk



Mitigation: Activity Management Plans (AMPs) are put together every 3 years and are updated to ensure the budgets in place meet the current level of service requirements. These plans are essentially bidding for NLTP funds against other councils/NZTA/Kiwi rail, and the outcome is unknown officially until the NZTA makes their decisions. For the 24-27 period, notification of this is due in July 2024.

### ***Climate Change***

Risk: There will be increasing intensity of climate related event(s) requiring emergency work across infrastructure that cannot be funded out of normal budgetary provisions.

Mitigation: Early climate change asset risk assessments have been completed and are incorporated into AMPs and Infrastructure Strategies/Planning, which highlights the key areas that investment is needed to ensure a more resilient infrastructure network, or highlights where change is needed. This needs to become more engrained in decision making processes moving forward.

### ***Staff Resources***

Risk: Inadequate pool of local resources to fill vacancies, as well as single dependencies & capacity, which impact on the ability to deliver the infrastructure portfolio's core services.

Mitigation: Vacancies are advertised regularly, where appropriate permanent resources cannot be found there is a reliance on external support which comes at a cost premium. Continually working with HR to ensure we are reaching far and wide when advertising. There are a lot of single person dependencies which put council at risk, a focus needs to be on succession planning, cadetship programmes, and the like.

### ***Service level risks***

The following are updates on the top 3 current service risks (extreme or high generally) per Activity as per the Assets & Infrastructure Risk Register:

#### ***Land Transport***

Inadequate Investment in Sealed Pavement Renewals & Surfacing

Risk: Inadequate investment in sealed pavement and surfacing renewals resulting in the age profile of sealed pavements and/or surfaces increasing, requiring increased investment, and impacting LoS & Risk.

Mitigation: Activity Management Planning, Finalisation of 30-year FWP, Improvements to data collection and performance measuring, dTIMS modelling, working with suppliers to innovate and reduce renewal cost, are all initiatives that the roading team are delivering to ensure that the most relevant and up to date information is at the forefront so appropriate decisions can be made.

#### ***Increased storm events and damage***

Risk: Roding network experiences increased storm events and damage which exacerbates a deterioration in pavement and surface condition AND the roading network is vulnerable to climate change impacts, affecting network resilience and accessibility.

Mitigation: Culvert capacity assessments/upgrades, proactive drainage maintenance, renewals and upgrades, adequate condition assessment and monitoring, Improved planning for climate change to understand impacts on the road network and inform future work programmes, are all ongoing initiatives that the roading team are undertaking to attempt to mitigate effects caused from storm events.

**Gravel resources**

Risk: Maintenance and renewals of sealed and unsealed roads are at risk of deterioration due to lack of access to appropriate gravel resources in the district, and high costs to bring in resources from out of district causes an affordability issue.

Mitigation: A report has been undertaken which highlights this risk and indicates local gravel sites with potential volumes left. Continual discussions and planning with current contractors is happening to look at varying options. More work is required for long term security.

**3-Waters****Mahanga & Tuai Water supplies**

Risk: Water supplies do not meet Taumata Arowai's compliance standards, putting the community and Council at risk of contamination and penalties.

Mitigation: Extensions to the deadlines to be compliant have been requested from Taumata Arowai, 1 year water take resource consent extensions have been granted for these supplies, have engaged external support to bring options to the table for Mahanga, and Tuai engagement is planned to discuss this issue with the Tuai community.

**Wastewater inflow and infiltration**

Risk: Wastewater inflow and infiltration during rainfall events contribute to a higher amount of wastewater generation. System overflows causing service disruption and contamination for crews to deal with.

Mitigation: A lot of work has been done in this area in the last 2 years. Included in this relining of pipes, smoke testing. This was looking to be in a far better position, but due to cyclone there is a high-likely risk that stormwater has been plumbed back into the wastewater which means a lot of investigation and re-work, all large costs.

**Local Water Done Well**

As described in 3.1.2

**Solid Waste****Contractors**

Risk: Experienced and knowledgeable Contractors/operators are difficult to attract and retain for operating a small/remote site, resulting in poor quality and compliance standards and high operating costs.

Mitigation: Continual market analysis and working with current contractor to ensure this is mitigated. Planning going forward includes taking this risk into account i.e., transfer station, kerbside collection planning.

**Public**

Risk: Public or personnel incident and landfill site due to inadequate H&S controls results in ill health, injury, or death

Mitigation: Reviewing hazardous waste handling procedures to ensure immediate burial of asbestos-contain material, review exclusion zone procedures to ensure they are appropriate for protecting the public and staff from the significant hazards that exist at the tipping wall and as a result of moving machinery, regular review of the level of control in place to manage the risk, are ongoing initiatives that are engrained in our contractor management processes.

**Costs**

Risk: Cost of landfill operation becomes unaffordable due to increasing costs of compliance and small waste stream

Mitigation: Landfill/Solid Waste Service Sustainability review has been completed to assess viability of WDC continuing to operate landfill. This has been put forward in a proposal outlined in 3.1.1.

**Open & Built Spaces****Lack of formal contracts**

Risk: Lack of formal contracts potentially resulting in the Council being liable for H&S, operational, regulatory, financial issues / breaches /fines / prosecutions

Mitigation Currently reviewing all Council service providers and the contracts in place and initiating a new round of procurement for open spaces contracts.

**Asset Management Planning**

Risk: Poor asset management practices including lack of data/ information/ knowledge on which to produce informed decisions on investment

Mitigation: Investing in improved asset data systems (RAMM) including owner / tenant information and any agreements that are in place for maintenance and operations.

**Reactive maintenance on Building portfolio**

Risk: Reactive maintenance not solving underlying issues with Building Performance, leading to a continually degrading asset portfolio

Mitigation: AMPs with forecasts and plans developed, RAMM will be implemented to assess condition and have better understanding of the assets, assessment of the appropriateness for Council to own certain assets is underway.

**6. KEY UPDATES****6.1 June 2024 Weather Event**

Following significant rainfall on the 26 June 2024 which had the potential to place lives and properties at risk, Wairoa declared a State of Local Emergency at 0637. 420 properties and houses were affected by flooding, and originally 100 households were evacuated, primarily due to high sea swells, rainfall volume and river mouth placement.

**Roading**

Up to 15 roads were closed, some for a duration of 3-5 days, isolating some communities. Damage ranges from slips/dropouts through to low level bridge abutments washed out. This event will trigger the current NZTA emergency works policy, and a funding request will need to be made

**Water Treatment**

The Water Treatment plant was largely unaffected this time around. Water production was paused at one point due to the turbidity of the river, but apart from that the processes ran smoothly.

**3 Waters**

The wastewater pump stations were inundated due to the high river in the Wairoa township, as was the stormwater. Opoutama and Mahia plants were also affected. These are no back to normal, with electrical and mechanical checks programmed in.

**Solid Waste**

Significant increased pressure has been put on the landfill. A large volume of residential household waste has been taken there, decreasing the cell life further. \$3m has been secured from the government to help deal with this waste, and fast-tracked planning needs to occur as we move forward. Council has endorsed to approach Oamaru Landfill as an emergency back-up should Council require it.

**Reserves**

Silt covered reserves, playground, and campground are the theme again for the Property team. A big clean up required again, after things were only just back to pre-cyclone state.

6.2 Indicative Budget Allocations from NZTA 2024-2027

The below table summarises the difference between what was requested, and what has been indicatively approved by NZTA, in terms of Maintenance, Operations, and Renewals.

2024-27 NLTP	Requested	Indicative Approval	Difference (\$)	% Approved	2021-24 NLTP
Local Road Pothole Prevention	\$31,981,832	\$29,692,000	-\$2,289,832	93%	\$18,503,000
Local Road Operations	\$13,483,413	\$13,296,000	-\$187,413	99%	\$10,370,000
Local Road Improvements - Bridge & Structure Renewals	\$1,116,315	\$1,116,000	-\$315	100%	\$0
SP38 Pothole Prevention	\$1,518,547	\$1,295,000	-\$223,547	85%	\$1,449,000
SP38 Operations	\$987,248	\$505,000	-\$482,248	51%	\$570,000

**Key points**

A great result in terms of local road maintenance, operations, and renewals.

**Key risk – can WDC fund the local share.**

SP38 is slightly concerning, with much larger reductions from what was requested. Note that a large component of the increase in SP38 Operations (from the last NLTP) was for WC140-Minor Events, which we proposed to increase from \$150,000 to \$528,000 over the 3-years. It appears this has been declined.

With SP38 being 100% subsidised, I think this is low risk for WDC.

**Budget 2024**

Summary of Budget 2024, from the Regional Recovery Agency (RRA)

**Local Roads**

A total of \$330M has been provided for response and recovery work on local roads across all NIWE affected regions including Hawke’s Bay.

Of this \$50M for remainder of this financial year to cover existing indications from Councils of emergency response works (at a likely rate of FAR + up to 40%) – NZTA advise they know about this work already from the programmes/estimates that councils have submitted.

\$280M has been provided for response and recovery work on local roads across all NIWE affected regions for the 2024/25 financial year.

The “default setting” assistance rate for this funding will be standard FAR +20% but there may be the opportunity for additional bespoke funding available in some cases – the decision-

making process on this is not clear yet and may involve a political element – we will need to work together to position ourselves well to obtain additional bespoke funding.

Assessment, allocation, and approval process are still to be worked through to determine detailed allocations – NZTA will lead this process and are intending to work Council by Council – it will be in all our interests to maintain a level of coordination.

Only one year of local road recovery work has been funded to date although the Minister has signalled (in a letter to Mayors) that he recognises the need for further funding and that he has asked NZTA to work with councils to develop robust cost estimates to inform future Crown funding requests for subsequent years.

We note the total amount of funding we sought across the region for 2024/25 was \$72M, well within the total allowance.

Given the need to work through assessment processes for 24/25 funding and the need to obtain future year funding, it will be strongly in all our interests for Hawke's Bay to maintain a strongly aligned, coherent regional approach. We understand the funding provision made has been significantly influenced by the collective approach taken by the Mayors/Chair and wider region.

### **State Highways**

The Budget provides \$609.25M for recovery work on State Highways “to repair roads back to pre-cyclone levels”.

There is no Crown funding provided for major rebuild projects.

Key Hawke's Bay projects (SH2 and 5 rebuild projects and the four-laning of the Expressway) are provided for within NZTA's SHIP and draft NLTP however these will need to be assessed and prioritised for funding from the NLTP following adoption of GPS alongside all other competing projects from across the country.

Specifically, there is no Crown funding in the budget for the Devil's Elbow or Waikare realignment projects at this time – provision for replacement of Waikare Bailey Bridge has been made if it is required.

There is an additional \$1 billion for NZTA to accelerate the delivery of the Roads of National Significance and major public transport projects.

### **General**

#### **RRA view:**

The funding provision for local road recovery is promising and provides the opportunity for the region to obtain the funding it needs – the key element is the detailed process for assessment and decision-making on allocation. We will need to put our best feet forward individually and collectively to achieve the best outcome in this process.

We will need to continue to advocate strongly on a regional basis for funding for future years programmes for local road recovery.

The State Highway position is not what was sought. However, our view on recovery is a long term one. Recovery is a multi-year endeavour not a one-year proposition. Given the fiscal constraints on the Government and other demands facing it, it was not possible for them to meet all funding demands in one year. We consider there is time to continue to advocate for resilient solutions for our Hawke's Bay State Highways.

***Regional Infrastructure Fund***

A new fund which will be administered by Minister Shane Jones has been outlined.

The Regional Infrastructure Fund will invest in new and existing infrastructure to lift productivity to grow regional economies.

Strengthening and maintaining regional infrastructure can support regions to respond to shocks such as extreme weather events, and supply chain disruptions.

The Regional Infrastructure Fund (RIF) will invest in infrastructure projects prioritised by regions and in projects that would otherwise not happen or that can be accelerated with government investment.

Regional partners will be expected to share the costs of projects that the fund invests in. Co-funding levels will be set depending on the project.

Eligibility for RIF funding will be guided by criteria that align with the overall objective of the fund.

There are two main project categories for funding allocations:

***Resilience infrastructure***

This category supports projects that improve a region's ability to absorb, adapt and/or respond to stresses and shocks. Investment under this category includes flood and weather event protection, water supply resilience, energy security, water security, food security, connectivity or ensuring the resilience of existing infrastructure.

***Enabling infrastructure***

These projects will support growth by ensuring regions are well-connected and productive by supporting shared services, innovations facilities and solutions that connect multiple businesses and communities.

To ensure that the RIF maximizes its impact across New Zealand, the fund will:

Support projects with funding requests of less than \$50 million (with some exceptions possible) that have co-funding.

Provide funding to regional areas, to contribute positively to regional New Zealand's economic prosperity and enable regional growth. Note the metropolitan areas of Auckland, Wellington and Christchurch are excluded.

Prioritise projects that are not eligible for funding from other government agencies. This will allow the RIF to fill critical gaps in regional infrastructure development.

***Predominantly fund capital projects.***

Utilise a combination of loans and equity investments to support project implementation and success. Grants will be considered in some specific cases.

Initial RIF funding will focus on areas including flood resilience and Māori development projects.

Council will need to ensure there is a strategy in place to attract these funds if it is something that is considered to be a good opportunity.

***Mahia Recreational Spaces – Multi-Sport Courts***

Following the successful approval of the resource consent from the Independent Commissioner on the 2nd of May 2024, the team moved as quickly as possible to progress this project. Game on Turf (Contractor) signed the contract on the 7th of May, then on the 14th May a site blessing was held before construction officially commenced.

Great progress has been made to date; the drainage team completed their work, and the court construction is now well underway. The local community have been very positive and strong in their support and have been popping by to welcome the workers, which has been great to see.





Land Transport (Roothing) Recovery (Cyclone Gabrielle) & June/November 2023 Weather Events

Activity/Programme	Funding secured for 'Response Phase' @ 100 FAR	Expenditure to date	Forecast 30/06/2024
Initial funding request	\$16,175,000	\$16,175,000	\$16,175,000
Cost-scope adjustment request	\$31,852,549	\$25,000,000 (As of 31 May 2024)	\$27,000,000

Remaining funds from this initial response fund will rollover to the new financial year.

Funding applications for Reinstatement/Repair have been submitted for the Cyclone Gabrielle weather event. Exact Council costs will be requested through Council once applications are finalised, as there will likely be some affordability/prioritisation discussions that will need to take place through the LTP planning and discussions. NOTE: Cyclone Gabrielle Reinstatement/Repair & November funding applications have not yet been approved.

**Te Reinga Bridge – Permanent Replacement**

Please see attached (public excluded) presentation that was recently delivered to Crown Infrastructure Partners. This gives a status update on the Te Reinga Bridge permanent replacement project.

This will be presented during the Committee meeting by the project team.

**Winter’s Building Retrofit**

A comprehensive report will be provided to full Council in July 2024.

**Project program update**

- Demolition – Program January 2024
- Progress: Completed first week February.
- Civil (earthquake strengthening) works commence – Program period February-April 2024
- Progress: Excavation commence March 25th and backfilling underway – Preparation of ground beams for pouring June 11th
- Lodgement of Building Consent – Program Mid Feb 2024
- Progress: Lodgement March 1st
- Building consent process completed – Program- Mid April
- Progress: 2024-Granted 11/04/2024
- Building construction commences: April-September 2024. Close in programmed for August 23rd. Practical completion including internal finishes and CPU programmed pre-Christmas.
- CCC - 30 October 2024- Expected prior to June 2025

**Wairoa River Reserve Restoration**

**Project Progress**

- Detailed design is underway, specifications are being finalised and cost estimates are being prepared.

**Resource Consent**

- The team are preparing a land use resource consent application for this project.

**Procurement**

- Tender process to be agreed and be completed within the bounds of WDC's established procurement policy – looking at existing broader outcome processes.

**Physical Works**

- Hydroseeding was completed in November 2023 by Instant Green.
- Commencement of construction is due to start in the coming construction season.

**Wairoa Airport Runway Extension****Design**

- Design period of March – August 2024. A preliminary design is due in late June 2024.
- Following initial pavement testing in early May, pavement design can now commence.
- Preliminary investigation work is underway to verify runway extension length required (currently 300m extn), alongside a rough order cost to inform budgeting.
- Lockie Airport Services (LAS) have been engaged to provide operational support guidance, and to assist with scope verification.
- LAS working through potential flight path trajectories best suited to this runway length, considering aircraft types and approach angles.
- Lighting, trenching and drainage to be considered. Lighting advised by Skyline to be included in phase 1 due to steep flight path revision. Solar a potential option.
- Instrument approach design must wait until lighting has been designed.
- Obstacle Limitation Survey completed.

**Resource Consent**

- The team are preparing a resource consent application for this project.
- Ecological assessment about to be undertaken. Wildlife study underway. Archaeological assessment to be addressed.

**Engagement**

- WDC have approached adjacent landowners. It was thought initially that adjacent land would be required, however this is likely now not the case to achieve the desired level of service. The work mentioned in 6.6.1.1.5 will confirm this.
- WDC Māori Relationships Manager has approached representatives of the marae adjacent to the airport. Their initial feedback is positive and support a Cultural Impact Assessment (CIA) being completed. Aiming for CIA completion in one month's time.
- A Communication & Engagement Plan is being prepared by WDC.

**Procurement**

- Tender process to be agreed and be completed within the bounds of WDC's established procurement policy – looking at existing broader outcome processes.
- Tender period forecast to be September/October 2024., with construction due to start November 2024.

**Solid Waste**

- Workshops with Elected Members have been set in June to start work on the governance direction setting, starting with the Waste Minimisation & Management Plan (WMMP) objectives and actions. The permission to review this document was signed off by Council. This will inform the direction that Council officers will proceed moving forward in this space.

**Further Information**

- Attachments

