



Date: Tuesday, 24 September 2024
Time: 1:30pm
Location: Council Chamber, Wairoa District Council,
Coronation Square, Wairoa

AGENDA

Late Reports

Ordinary Council Meeting

24 September 2024

MEMBERSHIP: His Worship the Mayor Craig Little, Cr Denise Eaglesome-Karekare, Cr Jeremy Harker, Cr Melissa Kaimoana, Cr Chaans Tumataroa-Clarke, Cr Benita Cairns, Cr Roslyn Thomas

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

Order Of Business

8 **General Items..... 3**

 8.1 Wairoa Community Centre3

 8.2 WAIROA AERODROME RUNWAY EXTENSION UPDATE5

8 **Public Excluded Items..... 10**

 8.1 Reserve Reclassification - Mahia Recycling Facility10

 8.2 CONCEPT DESIGN – WAIROA ISITE COURTYARD DESIGN APPROVAL.....10

8 GENERAL ITEMS

8.1 WAIROA COMMUNITY CENTRE

Author: Juanita Savage, Pouwhakarae - Rātonga Hapori me te Whakawhanake | Group Manager Community Services & Development

Authoriser: Kitea Tipuna, Tumu Whakarae Chief Executive

Appendices: Nil

PURPOSE

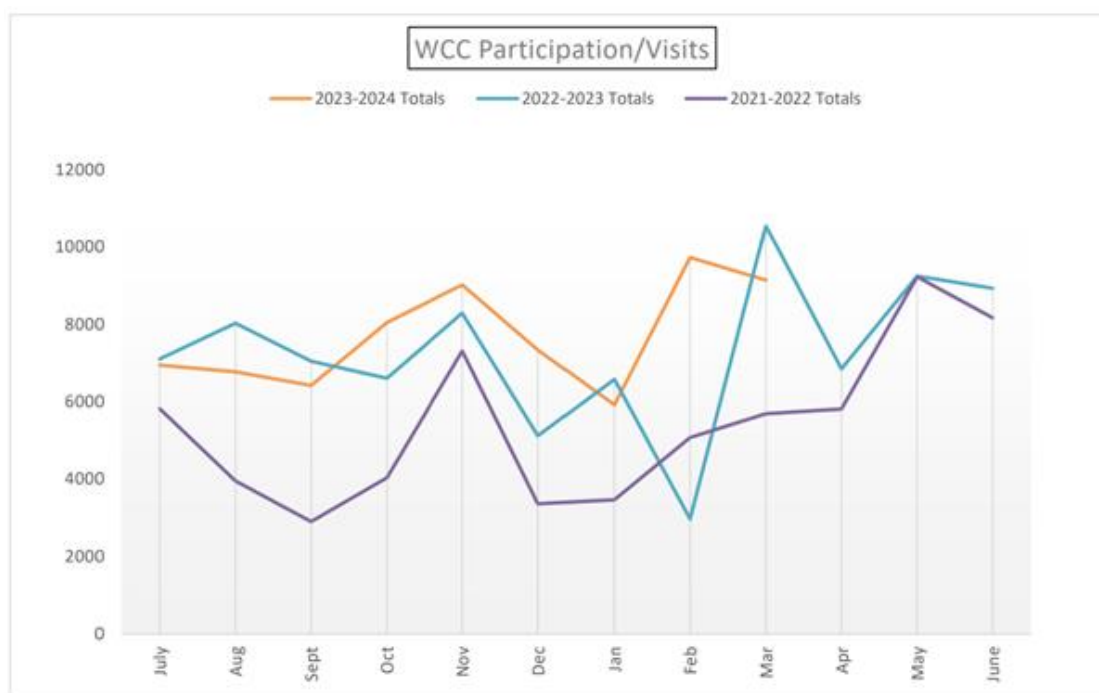
- 1.1 This report provides information for Council on the management of the Wairoa Community Centre (WCC) from July 2025. No decisions are required by Council at this stage.

RECOMMENDATION

The Pouwhakarae - Rātonga Hapori me te Whakawhanake | Group Manager Community Services & Development RECOMMENDS that Council receive the report.

2. BACKGROUND

- 2.1 Sport Hawke's Bay (SHB) Board have been reviewing their structure and the future of how they operate.
- 2.2 A Service Delivery Agreement between Wairoa District Council (WDC) and SHB exists for the facility management and provision of sport, recreation and personal wellbeing services. This Agreement has an expiry date of 30 June 2025.
- 2.3 The Council has owned the sport and recreation facility located at Alexandra Park, 33 Marine Parade, Wairoa, known as the Wairoa Community Centre (WCC) since 1 July 2011.
- 2.4 SHB is a Regional Sports Trust and had managed the WCC on behalf of the previous owners, the Wairoa Community Centre Trust. From 2011 it managed the facility on behalf of WDC.
- 2.5 Both WDC and SHB acknowledge each other as key partners in achieving community wellbeing outcomes for the Wairoa District and the current agreement had been developed in good faith to maximise the opportunities to enhance the sport, recreation and personal wellbeing of the Wairoa District community.
- 2.6 This is the only facility SHB manages and is the only facility they have managed.
- 2.7 SHB support facilities to promote activity and work to establish new facilities but have not managed these sites.
- 2.8 WCC does provide additional benefit to SHB and they do appreciate the positive and strong relationship with WDC. The Centre is well known and utilised by community members and as is shown below, participation rates for the Centre continue to be positive.



While this graph does not have the most recent figures, it was confirmed that the Centre has had the largest year ever for participation. In total, the Centre had 94,242 visitors for the 2023/24 Financial year surpassing the previous record from 2016/17 of 92,868.

3. BOARD RESOLUTION

- 3.1 The SHB Board held a recent discussion alongside the development of a new 4 year Statement of Strategic Direction for SHB. Three options were considered.
- 3.2 The Board made the resolution at 2 August meeting that they progress with the option of – *Sport Hawke's Bay ceases the service agreement with Wairoa District Council*. SHB completes all necessary requirements as agreed to under the current agreement and works with WDC to cease the service agreement from July 2025 onwards.
- 3.3 The Board instructed their Chief Executive to have a conversation with WDC first. That this is due to the provision and management of facilities not being in their strategy for a long time and as a result further discussion was held as to whether this was SHB's core business.

4. CONSIDERATION POINTS

- 4.1 Future management of the facility and the management structure.
- 4.2 Ongoing employment of WCC staff.

5. PRESENCE IN WAIROA

- 5.1 Sport Hawke's Bay will continue to promote and support Council partners.
- 5.2 Exploring having an office base in Wairoa.

8.2 WAIROA AERODROME RUNWAY EXTENSION UPDATE

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

Authoriser: Kitea Tipuna, Tumu Whakarae Chief Executive

Appendices: Nil

1. PURPOSE

- 1.1 The report updates Council on the runway extension project, identifying issues and likely costs, and seeks Council's permission to progress the project based on new information.

RECOMMENDATION

The Pouwhakarae - Hua Pumau | Group Manager Assets & Infrastructure RECOMMENDS that Council

1. **Resolves** the principal purpose of the Wairoa Aerodrome is to support the health, emergency services and resilience needs of Wairoa District.
2. **Notes** officers are developing detailed project costs and will conduct RFP/RFQ activity as part of this project.
3. **Resolves** Council's ranked aerodrome investment priorities are:
 - i. Addressing safety requirements
 - ii. Improving resilience with backup power and communication systems
 - iii. Extending the runway length, installing lighting systems, improving taxiways turn areas and aprons
 - iv. Establishing a multi-purpose building for patient transfer, and emergency services and response
 - v. Enhancements for economic development.
4. **Resolves** the levels of service investigation as part of this project will partially meet Council's s17A Delivery of Service obligations under the Local Government Act 2002.
5. **Delegates** to the Chief Executive authority to seek additional Central Government funding for aerodrome enhancements to an amount of his discretion.

BACKGROUND

- 1.2 WDC was allocated grant funding of \$1.2M from a \$10M fund to support recovery from Cyclone Gabrielle and the January 2023 weather events.
- 1.3 Funding was allocated to “extend the operational distance of the Wairoa Runway,” noting the current runway length restricts heavier aircraft, and inclement weather can create further restrictions and notes that in times of emergency this creates challenges to fly in support equipment and supplies.
- 1.4 It further notes that increasing the operation distance of the runway will allow direct air ambulance service to fly directly to treatment facilities outside Hawke’s Bay
- 1.5 The \$1.2M estimated cost was an unadjusted rough order cost from early 2017, based on a preliminary assessment of required works.
- 1.6 The project team has engaged with appropriate stakeholders and developed a specification to generate designs and costs from. This work over the preceding 10 months has been very detailed and it is now clear the allocated budget is inadequate.

2. WORK DONE TO DATE

The project team has engaged extensively with the air ambulance sector, Te Whata Ora and the Wairoa Hospital. This work has enabled specifications to be developed to support the medical needs of the Wairoa community, and future-proof investment against planned changes in the health system, and likely changes to air ambulance contracts.

The project team has also engaged with the New Zealand Defence Force to develop specifications to support emergency response activity for RNZAF aircraft. The Australian Defence Force has also provided additional information, based on their activity supporting the Cyclone Gabrielle response.

Lessons learned and recommendations from the North Island Severe Weather Event Inquiry (“the Mataparae Report”) and the Independent Review into the Hawke’s Bay Civil Defence Emergency Management Response into Cyclone Gabrielle (“the Bush Report”) have been included in requirements development.

Airspace design, required by regulation, has been conducted to validate runway extension plans prior to detailed design being undertaken.

Outstanding safety recommendations from the WDC review of the Wairoa Aerodrome, asset management plans, deferred maintenance and new stakeholder and regulatory requirements have been reviewed and incorporated into requirements development.

Engagement with Wairoa Hospital, Te Whatu Ora, New Zealand Police (Wairoa), LandSAR Wairoa and Surf Lifesaving New Zealand on a shared-use facility to support patient movements, and regular volunteer-based emergency response to regular search, rescue and recovery activity, and supporting emergency, or ‘surge’ response.

Initial informal discussions have been held on New Zealand-wide economic development factors that Central Government may be willing to fund, above what is needed to support the Wairoa community.

These requirements have been incorporated into preliminary packages that address remediation requirements, and progressively enhance the capability of the aerodrome. The

general principal of applying capital funding upfront to minimise operational expenses over the next 5-7 years has also been followed to achieve best value for money.

Design effort has been completed to the approximately 50% level. Cost estimates are being refined and will be further refined after further design effort, and an appropriate procurement process.

2.1

3. STAKEHOLDER ENGAGEMENT CONCLUSIONS

The Wairoa Aerodrome is an essential part of the District's health system. Between 1 January and 30 May, approximately 17% of the District's population attended an outpatient clinic provided by medical staff flown to Wairoa. With out the aerodrome, the health system would need to double the clinic staff time allocated to the hospital.

In the emergency health context, the aerodrome provides access to the district in weather that helicopters are unable to operate in.

Inclement weather disrupts or causes cancellation to scheduled activity at the hospital and can prevent emergency medical access. New lighting systems must be installed to support 24hr operation, including during daytime reduced visibility conditions.

Changes to the health sector will increase demand for fixed wing services. Heavier aircraft travelling further require more runway space.

Using helicopters as an alternative to fixed-wing aircraft would potentially increase transport costs incurred by the health system by over \$1M per annum.

In the emergency management context, the aerodrome is the most resilient link outside the district and can be further enhanced. Improving road resilience to the same level would be cost prohibitive for Central Government.

Central Government direction significantly increases the role of fixed-wing aircraft in disaster response, and have created new fuel, communications and electrical resilience expectations.

Central Government's recently published National Space Policy may enable additional funding to enhance the aerodrome beyond Wairoa's minimum needs. Additional investment in the aerodrome has potential to reduce facility maintenance costs due to an overall more robust design, infrequently used.

4. RECOMMENDED APPROACH

Based on work to date, the preferred investment approach is to address outstanding fencing and safety requirements, provide a resilient electrical and communications system, replace the lighting system, and a mid-range package of runway improvement and extension works, and associated turn pad, taxiway and apron enhancements, and a basic patient transfer and emergency response facility.

This approach would provide Wairoa with a future-proof facility that can support the community's routine medical and emergency services' needs. In the event of a larger scale emergency, the facility will be able to support military airlift (C-130, C-27, CN295) and common civilian aircraft under charter (ATR-72, Q300, Saab 340).

Exploring Central Government's interests in further enhancements to support the Space Policy, subject to additional specific Central Government funding, should occur.

Ranked priorities are:

1. Addressing safety requirements
2. Improving resilience with backup power and communication systems
3. Extending the runway length, installing lighting systems, improving taxiways turn areas and aprons
4. Establishing a multi-purpose building for patient transfer, and emergency services and response
5. Enhancements for economic development

5. INDICATIVE COSTS

Based on work to date, indicative project costs by major capex elements are likely to be:

Fencing and Safety approx.	\$200,000
Resilient power and communications.	\$100,000
Runway, taxiway and apron lighting	\$1,000,000
Minimum runway, turn pad and taxiway	\$3,178,000
Mid-range runway, turn pad and taxiway	\$4,000,000
High-end runway, turn pad and taxiway	\$7,700,000
Low Range Contingency	\$550,000
Medium Range Contingency	\$950,000
Patient Transfer/ Emergency Response Facility	\$500,000

Costs will be refined as detailed work is progressed, alternate construction methods are considered and pricing from suppliers and contractors is obtained.

The Mid-range package is likely to significantly reduce aerodrome runway maintenance requirements over the next 5-7 years.

The High-end package is beyond what Wairoa requires, but may align with wider Central Government objectives.

6. COSTS GROWTH FACTORS

Preliminary assessment of factors contributing to current estimated costs are included the figures below for the Low-range package. Figures are based on actuals and Annual Plan budgeted published amounts.

Element	Impact
Horizontal construction cost inflation	\$1,150,000
Turn pad & taxiways requirements not factored	\$500,000
Lighting overhaul/replacement not funded	\$500,000

Security/fencing not funded	\$225,000
Additional drainage requirements (new model)	\$478,000
Resilience lessons learned and recommendations	\$100,000
Total	\$2,953,000

7. POTENTIAL FUTURE SAVINGS

Potential future savings, subject to engineer confirmation, for the Mid-Range runway package are set out below. They are based on capex costs anticipated in the 2024-27 Long Term Plan.

Element	Year	Impact
Electrical and Lighting	2025/27	\$150,000
Safety capex	2027/29	\$110,000
Runway, Apron and Taxiway resurfacing	2025/28	\$1,200,000
Total		\$1,460,000

8. DISCUSSIONS WITH EXISTING PROJECT FUNDER

The project team have updated Kanoa regularly throughout these initial stages of project delivery, as required under the funding agreement. Kanoa representatives are well aware of the budget issues the project faces and are supportive of WDC putting forward an application for further funding.

9. RISK MANAGEMENT

9.1 In accordance with the Council's Risk Management Policy the inherent risks associated with this matter are:

Human	Financial	Regulatory
Low	High	High
Operations	Employees	Image & Reputation
Med	Low	Med

Confirmation of statutory compliance

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

- containing sufficient information about the options and their benefits and costs, bearing in mind the significance of the decisions; and,
- 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.

8 PUBLIC EXCLUDED ITEMS**RESOLUTION TO EXCLUDE THE PUBLIC****RECOMMENDATION**

That the public be excluded from the following parts of the proceedings of this meeting.

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
8.1 - Reserve Reclassification - Mahia Recycling Facility	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
8.2 - CONCEPT DESIGN – WAIROA ISITE COURTYARD DESIGN APPROVAL	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7