

Agenda for a meeting of the Infrastructure Committee to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **MONDAY, 10 FEBRUARY 2020** commencing at **9.30am**.

1. APOLOGIES AND LEAVE OF ABSENCE

2. CONFIRMATION OF STATUS OF AGENDA

Representatives from Sports Waikato will be in attendance to discuss item 5.1.

3. DISCLOSURES OF INTEREST

4. CONFIRMATION OF MINUTES

Meeting held on 5 December 2019

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Attachments to be circulated under separate cover

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GJ Ion

CHIEF EXECUTIVE

Open Meeting

To	Infrastructure Committee
From	Gavin Ion Chief Executive
Date	11 February 2020
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
Reference #	GOV1301
Report Title	Confirmation of Minutes

1. EXECUTIVE SUMMARY

To confirm the minutes of the Infrastructure Committee meeting held on Thursday, 5 December 2019.

2. RECOMMENDATION

THAT the minutes of the meeting of the Infrastructure Committee held on Thursday, 5 December 2019 be confirmed as a true and correct record of that meeting.

3. ATTACHMENTS

INF Committee Open Minutes – 5 December 2019

MINUTES for a meeting of the Infrastructure Committee of the Waikato District Council held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **THURSDAY 5 DECEMBER 2019** commencing at **10:00am**.

Present:

Cr EM Patterson (Chairperson)
His Worship the Mayor Mr AM Sanson [*until 10:45am, then from 11:06am until 12:24pm*]
Cr A Bech
Cr JA Church
Cr CA Eyre
Cr JM Gibb
Cr S Henderson
Cr SD Lynch
Cr RC McGuire
Cr FM McNally
Cr JD Sedgwick
Cr NMD Smith
Cr CT Woolerton

Attending:

Mr D Whyte (Chair, Huntly Community Board)
Mr B MacLeod (Deputy Chair, Raglan Community Board)

Mr G Ion (Chief Executive)
Mr T Whittaker (Chief Operating Officer)
Mr R MacCulloch (Deputy General Manager Service Delivery)
Mr C Morgan (General Manager Community Growth)
Mr P McPherson (Community Projects Manager)
Ms M May (Community Connections Manager)
Ms J Bishop (Contracts and Partnering Manager)
Mr R Bayer (Roading Team Leader)
Mr N Wells (Strategic Property Manager)
Mr E Tamati (Property Officer)
Mr P Ellis (Solid Waste Team Leader)
Ms C Nutt (Management Accountant)
Mr K Stokes (Northern Infrastructure Programme Manager)
Mr L McCarthy (Asset Engineer)
Mr D MacDougall (Open Spaces Team Leader)
Mr P Harrison (Road Corridor Engineer)
Mr B Stringer (Democracy Manager)

APOLOGIES AND LEAVE OF ABSENCE

Resolved: (Crs Gibb/Church)

THAT an apology be received from Cr Thomson.

CARRIED

INF1912/01

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Crs Smith/Sedgwick)

THAT the agenda for a meeting of the Infrastructure Committee held on Thursday 5 December 2019 be confirmed and all items therein be considered in open meeting with the exception of those items detailed at agenda item 5 which shall be considered with the public excluded;

AND THAT all reports be received;

AND FURTHER THAT the Committee resolves that the following items be added to the public excluded agenda, as advised by the Chairperson:

- Lakeside Development Lake Proposal (*to be considered as Public Excluded Agenda Item 1.4*) – to meet timeframes for responding to developer
- Provision of Facilities Maintenance Services Contract 19/035 (*to be considered as Public Excluded Agenda Item 1.5*) – to ensure elected members are updated prior to staff presenting a contract for approval;

AND FURTHER THAT the following documents in the Agenda are substituted with updated versions tabled at the meeting:

- Exclusion of the Public Report (Agenda Item 5); and
- Plan Cambridge to Hamilton Cycleway Velodrome to Hooker Road Section (Attachment I, Public Excluded Agenda Item 1.1 – *Te Awa Cycleway - Easement in gross over 256A, 256B, 276C Hooker Road*);

AND FURTHER THAT the Deputy Chair of the Raglan Community Board, Mr Bob MacLeod, be given speaking rights for the duration of the open section of this meeting.

CARRIED

INF1912/02

DISCLOSURES OF INTEREST

There were no disclosures of interest.

REPORTS

Service Delivery Report for November 2019

Agenda Item 4.1

The report was received [INF1912/02 refers]. The Community Projects Manager, Community Connections Manager, Contracts and Partnering Manager, Rooding Team Leader, and Solid Waste Team Leader, supported by the Acting General Manager Service Delivery, responded to questions on the following points:

- Perry Bridge Lighting – initial cost estimate for replacement was \$2,000 - \$3,000; staff were waiting for costing from an alternative supplier.
- CCTV Project (Huntly) – expected to be operational by mid-March 2020.
- Cemeteries – planned work was aligned with cemetery strategy.
- Huntly Railway Station – Capital funding agreement was still with NZTA for response; staff expected the agreement to be completed within a week.
- Tuakau Library – work was due to be completed on schedule.

ACTION: Staff to confirm costs for design work for Tuakau Library.

- Huntly War Memorial Hall – an asbestos assessment would be undertaken in the next financial year. Once completed, seismic assessments would be undertaken in accordance with the government's timeframes. The Hall met the legislative requirement for earthquake strengthening (33%); Opus recommended work was undertaken to increase this to 36%.
- Sunset Beach community hall – demolition completed; some minor work still to be done.
- Playground renewals – pine was used for playground facilities across other territorial authorities.
- Pokeno Wastewater Reticulation Scheme

ACTION: Staff to report back on actual costs for this project.

- Horsham Downs Link – concern expressed on continued delay; staff committed to complete this work and communications were ongoing with NZTA.
- Waikato Expressway Revocation – conversations ongoing with NZTA in relation to compensation for damage to side roads adversely affected by the Waikato Expressway construction.
- Mercer Bridge – due to technical issues, there was a delay in commencing work until February 2020. Weight limitations were in place until the work was completed.
- Street lighting – staff endeavoured to recover costs from insurance companies where damage caused by car collision with poles.
- Inorganic collection – communications on the 2020 collection programme to commence in early 2020. Costs of the collection would be reviewed in the next Annual Plan.

- Product stewardship
 - i. Beverage container deposit scheme – a report was expected to be presented to Cabinet in 2020, including an assessment of overseas schemes.
 - ii. Staff attended meetings with neighbouring territorial authorities to discuss what others were doing.

His Worship the Mayor left the meeting at 10:45am during discussion on the above item.

Sport Waikato Report – 1 July 2019 to 30 September 2019

Agenda Item 4.2

The report was received [*INF1912/02 refers*] and summarised by the Community Connections Manager. Staff would ascertain when the ‘This is ME’ programme would be delivered to the district.

Electrical, Telemetry and Scada Maintenance of Water and Wastewater Assets Contract 15/233 – Increase to Budget and Approved Contract Sum

Agenda Item 4.3

The report was received [*INF1912/02 refers*] and summarised by the Management Accountant. The increase in the Approved Contract Sum was explained. CPI increases were already incorporated into the contract.

His Worship the Mayor returned to the meeting at 11:06am during discussion on the above item.

WEL Networks Easements – Wainui Road, Raglan
Agenda Item 4.4

The report was received [INF1912/02 refers] and summarised by the Strategic Property Manager. He explained why the property aspects were not originally addressed when the equipment was installed; an improved process was now in place to avoid this reoccurring.

Resolved: (Cr Sedgwick/His Worship the Mayor)

THAT Pursuant to s48 of the Reserves Act 1977 and to a delegation from the Minister of Conservation:

- i) **the Infrastructure Committee approves granting easements in gross in favour of WEL over the land described in the Schedule;**
- ii) **the Infrastructure Committee, as the Minister of Conservation’s delegate, consents to the granting of the easement.**

SCHEDULE

First, all the land legally described as Part Whaanga IB2B2 Block being part of the land comprised in Record of Title SA13A/582 and known as part of the Manu Bay Reserve; and,

Second, all the land legally described as Part Whaanga IB2C2B Block being part of the land comprised in Record of Title SA13A/583 and known as part of the Manu Bay Reserve; and,

Third, all the land legally described as Part Whaanga IB2C1 Block being part of the land comprised in Record of Title SA13A/584 and known as part of the Manu Bay Reserve; and,

Fourth, all the land legally described as Part Lot 1 DPS 44506 being part of the land comprised in Record of Title SA51A/359 and known as part of the Wainui Reserve.

CARRIED

INF1912/03

Proposed Road Name List for the Lakeside Development Ltd Subdivision at Te Kauwhata
Agenda Item 4.5

The report was received [INF1912/02 refers] and summarised by the Northern Infrastructure Programme Manager.

Resolved: (Crs Sedgwick/Smith)

THAT the Infrastructure Committee approves the following road names provided by Lakeside Development Ltd:

- **Scott Road (extension of current formed road)**
- **Rimu Street (extension of current formed road)**
- **Whites Way**
- **Panewaka Street**
- **Pa Ariki Street**
- **Pourewa Street**
- **Kai Ika Street**
- **Rahui Street**
- **Ringo Lane**
- **Paraua Lane**
- **Kumukumu Way**
- **Waipapa Way**
- **Hirere Street.**

CARRIED

INF1912/04

EXCLUSION OF THE PUBLIC

Agenda Item 5

An updated report was tabled at the meeting [*ref INF1912/02*].

Tabled: Updated Exclusion of the Public Report (Agenda Item 5)

Resolved: (Crs Smith/Woolerton)

THAT the report of the Chief Executive be received;

AND THAT the public be excluded from the meeting to enable the Infrastructure Committee to deliberate and make decisions on the following items of business:

REPORTS

- a. **Te Awa Cycleway (Easement in gross over 256A, 256B, 276C Hooker Road and 298 Hooker Road**

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

Reason for passing this resolution to withhold exists under: Ground(s) under section 48(1) for the passing of this resolution is:

Section 7(2)(h)

Section 48(1)(a)

Section 7(2)(i)

- b. **Te Awa Cycleway (Tamahere Section) 365 Newell Road and 93A Devine Road – Land Acquisition**

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

Reason for passing this resolution to withhold exists under: Ground(s) under section 48(1) for the passing of this resolution is:

Section 7(2)(a)

Section 48(1)(a)

Section 7(2)(i)

c. Z Energy Lease Variation, 106 Great South Road, Ngaruawahia

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

Reason for passing this resolution to withhold exists under: Ground(s) under section 48(1) for the passing of this resolution is:

Section 7(2)(i)

Section 48(1)(a)

d. Lakeside Development Lake Proposal

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

Reason for passing this resolution to withhold exists under: Ground(s) under section 48(1) for the passing of this resolution is:

Section 7(2)(b)(i),(ii)

Section 48(1)(a)

e. Provision of Facilities Maintenance Services Contract 19/035

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

Reason for passing this resolution to withhold exists under: Ground(s) under section 48(1) for the passing of this resolution is:

Section 7(2)(b)(i),(ii)

Section 48(1)(a)

CARRIED

INF1912/05

Resolutions INF1912/06 – INF1912/10 are contained in the public excluded section of these minutes.

Having concluded the public excluded meeting, the following items were released into open meeting:

REPORTS (CONTINUED)

Z Energy Lease Variation, 106 Great South Road, Ngaruawahia
Agenda Item PEX 1.3

It was resolved [*Resolution No. INF1912/06*] during the public excluded section of the meeting that the following resolution be released into open meeting but the report remain confidential and unavailable to the public:

'Resolved: (Crs Smith/Sedgwick)

THAT Council grant a variation of lease to Z Energy Limited for the land and property detailed in the Schedule, on the following terms:

- *The current term is extended by five years until 1 April 2025,*
- *The renewal periods are replaced by an annual right to break lease,*
- *Two market rent reviews are conducted in 2020 and 2023;*

SCHEDULE

An estate in fee simple comprising all that land contained in Record of Title SA56C/101 South Auckland Land Registry legally described as Lot 2 DPS 70333 comprising 1,394 square metres more or less and physically located on the corner of Martin Street and Great South Road, Ngaruawahia;

AND THAT the resolution be released into open meeting but the report remain confidential and unavailable to the public.

CARRIED'

Te Awa Cycleway (Tamahere Section) 365 Newell Road and 93A Devine Road – Land Acquisition
Agenda Item PEX 1.2

It was resolved [*Resolution No. INF1912/08*] during the public excluded section of the meeting that the following resolution be released into open meeting but the report remain confidential and unavailable to the public:

Resolved: (Crs Bech/Gibb)

THAT the Infrastructure Committee approves that the land described in the schedule be acquired for roading purposes at a price to be established by agreement and in accordance with Council policy;

AND THAT the acquisition is funded from the existing Te Awa River Ride budget;

Open Meeting

To	Infrastructure Committee
From	Roger MacCulloch General Manager Service Delivery
Date	10 February 2020
Prepared by	Jason Marconi North Waikato District Co-ordinator
Chief Executive Approved	Y
Reference #	INF2020
Report Title	Sport Waikato Report – 1 October 2019 to 31 December 2019

1. EXECUTIVE SUMMARY

Attached is the Sport Waikato Report for the period 1 October 2019 to 31 December 2019. In this report the Waikato District Sport Co-ordinator presents a summary of activities undertaken throughout the District with a number of schools and a variety of groups of all ages during that quarter.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received.

3. ATTACHMENTS

- Sport Waikato Report for period 1 October 2019 to 31 December 2019

Waikato District Report 1/10/2019 - 31/12/2019

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1. FOREWORD – Dr Amy Marfell, Sport Waikato GM Regional Leadership

This quarter included the celebration of our local sports people and volunteers through the delivery of 9 district Sports Awards. Always a highlight on the calendar, the Sports Awards are a proud moment in the districts and represent an important opportunity to celebrate all that has been achieved by athletes, coaches, administrators and volunteers. This year saw increases in nominations in the Innovation in Sport and Recreation category, which highlights the effort organisations and groups are going to in order to think differently and more inclusively about opportunities for activity. This year’s awards were also a brilliant show of the emerging talent of our Region’s youth, with a number of districts celebrating the incredible talents of young people across a number of categories and sports. We now look forward to hosting the Regional Sports Awards in Hamilton on the 30th of January.

A major focus for Sport Waikato across the last period has been the completion of the Moving Waikato 2025 Horizon 1 review and direction setting for the next strategic period. With the support of an expert Advisory Group (including representatives from Local Authorities, Health, Education, and iwi), we have reviewed progress against our strategic aims whilst also looking to the future to ensure our strategy is relevant, impactful and aligned to the needs of our community. We look forward to socialising the next iteration of Moving Waikato 2025 with our council partners in 2020.

In 2020, we move into the next review and iteration of the Waikato Regional Sports Facilities Plan (WRSFP) to ensure its relevance for our partners and communities. The review of the WRSFP is now underway and includes the intention to broaden the plan’s scope to include both active recreation and play provision. The review is scheduled to be completed in time to support this year’s LTP submissions to ensure Sport Waikato continues to support our region’s Territorial Authorities with evidence-based decisions.

2. LOCAL DELIVERY

Activity/Club	Summary of Actions and actions moving forward
<p>D.C. focus areas for 2020</p> 	<p>Key areas that Mel and Jason will look to focus on in 2020 will include:</p> <ul style="list-style-type: none"> • Continue to learn about Council processes around facilities, land and event H & S etc. Package processes in a format that is user friendly for volunteers to avoid potential demotivation/blockages. Develop connections with Council in key departments • Increase promotion of funding opportunities to communities and assist start up projects with funding advice and support and develop sustainable good practice processes for such groups • Develop better connections with community boards, committees and councillors to create a deeper understanding of community needs, projects and opportunities • Further integrate the North Waikato into the Waikato District identity through Sports Awards, workshops and other Sport Waikato Programmes, and promote alternative options to Auckland for sport and rec opportunities for our communities • Develop relationships with the likes of Hampton Downs, Kamahia Lake development, Pokeno Business Park to increase stakeholder base and grow the local sport and rec network • Continue to develop our Be Active directory and drive traffic through Facebook and the Sport Waikato website to increase reach
<p>Pokeno community garden</p> 	<p>Pokeno local Paula Southon is keen to create a local community garden in Pokeno. Paula and Jason met with Kim Wood (WDC Parks and facilities) to discuss potential sites for the project and design a process to guide us to a successful outcome. Paula designed a concept plan based on a site at Murray Ball Park along with a 5-year plan which she then presented to neighbours of the park. Most were supportive but there were some concerns around losing open play space to accommodate the garden- a sensitive topic in Pokeno with its current lack of usable spaces. Subsequently a revised design with a smaller footprint was propositioned, however Paula felt it had lost the essence of what she set out to achieve and decided an alternative site should be sought.</p> <p>A key learning here was how to approach a community with a new proposal- in hindsight we should have gone to the community committee to consider and then to reach out to the wider community rather than door knocking the immediate neighbourhood. We are currently in discussion with Council about planting fruit trees in the Pokeno area which could be a good steppingstone to a community garden.</p>

Rahuri Pokeka Rangatahi Holiday Programme



Over the past 3 months Joe Wilson WDC Community Youth Engagement Officer and Mel have facilitated meetings with a group of passionate members of the community and connected them with Joanna and Brooke from Youthtown. There was an obvious need for a programme that engages and connects our Rangatahi of Rahuri Pokeka. A group of Rangatahi were identified to be Youth Leaders and planning began around what the programme would look like, where and how it would run and how it would be funded - the goal was to provide a free programme. The Holiday Programme Runs Monday, Tuesday, Wednesday of each week starting 6th January until the 22nd January for 13 to 18 year olds. The remaining 2 days of the week the Rangatahi receive vouchers for the Huntly pool complex kindly subsidised by council. The programme saw Youthtown run 2 days and the leaders supported by committee adults running the 3rd. Youthtown's programme was based around suggestions of what the Rangatahi would like to do, Joanna and Brooke provided all the resources and ran a magnitude of games and activities – of which we can start building the 828 Youth's programmes resource bank of ideas. We're playing games, we're climbing mountains, we're swimming, and ultimately, we're having FUN.

Looking forward key points to address are:

- Engaging with more Rangatahi, promotion of the programme
- Forming a formal committee where the Rangatahi lead with mentoring and support from the community group
- Applying for funding once set up as the programme plans, grows and moves towards the next holidays as a sustainable programme
- Securing a venue that the programme can run from
- Engaging up and coming youth leaders to build future proof the programme
- Start building a resource kit of games for the programme
- Connecting and building a data base of resources and activities that will allow the group to be sustainable in delivery.
- Teaching our Rangatahi leaders life skills around Committees, planning, budgets, funding, H&S, policies etc
- SW and Council will continue to work alongside in a facilitation and support role

**Pokeno Tennis and Recreation
Club**



At the final committee meeting for 2019, Jason presented the 4 other committee members with “*I care so I volunteer*” coffee keep cups- a small gesture to acknowledge all their great work and progress made over the past 8 months. An important part of this committee’s culture is to appreciate those who commit time and energy to this project to ensure volunteers feel good about what they do - and to encourage them to continue.

We then set goals for 2020:

- continue to increase the user group base
- improve on volunteer retainment- harnessing those that show interest
- consolidate a social tennis programme
- continue the renovation process

There has been consistently positive feedback from groups that hire the venue regarding the progress that has been made with the renovations- something the committee has found motivating moving into our second year. This quarter has seen the addition of a new user group at the facility- a German playgroup which has a number of expat families providing activities in a fully immersive German language environment.



PTRC committee volunteers - Helen Johnson (Deputy Chair), Wendy Vandermeer (Secretary), and Liz Hogan (Treasurer) Absent: Ritua Alivaa (Systems Development Officer)

Munro Block Development

With the earthworks due to start soon at Munro Block in Pokeno, Joe Wilson (WDC) and Jason have begun searching the community for prospective members of a governance/steering committee to ensure that the Pokeno Community are involved and have influence over how the facility takes shape moving forward. Initial contact with Pokeno school (who are sure to be a major stakeholder/user group) has been made, as well as a presentation to the community committee, who have already appointed a committee liaison person to stay connected/informed with the process. With a lack of existing sports clubs in the area to drive design it will be important to maintain robust conversations around immediate and future wants and needs. Ideally a first meeting will be scheduled for late January/early February as the steering group starts to take shape





Waikato Squash



This year we have an exciting new opportunity for our district with squash legend Brian Barnett offering his innovative programmes to the area. There are 9 Kiwi Squash schools already in the Waikato district, 6 of which own their own equipment. There is the opportunity for 3 more schools to be introduced to the programme and those existing Kiwi Squash Schools will continue to receive support. Working with Glenda Knox (Squash Waikato) we met late last year with the Huntly and Te Kauwhata Squash Clubs to discuss what this programme could look like for them, how to share the load of club nights (volunteer management plan) by bringing in new members or parents to free up some of the main committee members time/roles within the club. A funding application was put forward from St Pauls School for Kickstart funding which has been approved and will enable them to purchase their kit, which will allow them to be part of the following programme.

- **8 Kiwi Squash Sessions** at school and at the Squash Club as an introduction to squash
- One **intra school tournament**
- A club **open day** for all the whanau and friends
- An **invite to the club** at an affordable price for both child and or parent/whanau

	<ul style="list-style-type: none"> • Club nights • Coaching with one of the World's Best, Brian Barnett, who is committed to developing the whole child teaching them squash and incorporating rhythm & creativity into the sessions. • An invite for keen students into the Youthopia Tournament Series for beginners and graded players in the North Waikato/South Auckland Area <p>In the new year we will retouch base with Glenda and see what the next steps are in supporting the clubs to build their capability. With successful programmes already running at Onewhero and Te Kauwhata we look forward to seeing more squash action in our Huntly and Ngaruawahia clubs, and supporting Taupiri to get to this point where they will also offer the club after school programmes.</p>
<p>2019 Annual Sports Awards</p>  <p><i>Mayor Sanson presenting a Service to Sport award to Graeme 'Mintie' Mead</i></p>  <p><i>Ian Cathcart presents the Innovation in Sport award to Sky Zhou</i></p>	<p>This year saw yet again a wonderful event held at the Waahi Paa Marae. Jason and Mel worked tirelessly to promote the event to activate discussions about our district's many sporting talents. The many hours of hard work paid off with us having a record number of nominees, double that of last year, from a broad range of sporting backgrounds which geographically spanned right throughout our district from sunset beach to raglan and everywhere in between. Working in the Northern space to encourage and foster their Waikato identity was a priority as they move away from their former Franklin identity which in turn was reflected in a much greater representation this year. As we plan for the future, we look to share the hosting of the event around our district to share the ownership and pride of this prestigious event with all who participate in active sport and recreation. We have indicated to Hampton Downs that we would like to hold our event there next year and hope to meet with them soon to discuss this option.</p> <p>The process around awards starts 3 months out from the actual event. Together we:</p> <ul style="list-style-type: none"> • Promote via social media, not only the Sport Waikato FB page but also on each of our community FB pages so we have a greater reach • Following news articles and online stories, approaching athletes and either their clubs, coaches, families to encourage them to recognise sporting success • Assisting in the nomination process, then checking applications for any missing information and following it up • Booking venues, caterers, • Working with our promotions team for all the promo advertising • Working with our events team, ensuring we are equipped with all we need with the event • Coordinating our working crew, set-up, pack-down, hosting on the evening



Joe Wilson presenting the Secondary School Sportsman award to Manaia Ngataki-Matthews



Special guest Casey Kopua inspiring local junior netballers



The Sport Waikato on-the-night Delivery Crew


- Working with sponsors, this year will see us focus on bringing in more organisations to support each category
- Facilitating the judging process, making sure they judging packs are together and delivered prior to judging then through the process – here to answer questions
- Promo and sales for the evening event\
- Vip guests
- Guest Speaker
- Finding the right MC for our district fit – one with a twist, writing the script for the evening
- Coordinating the winner's trophies and certificates, buying winners gifts
- Continued refining and collaboration between ourselves to make the process as good and easy as possible



Looking forward we have already made notes of things to address and work on/change/improve for the next awards to make our process even more streamlined and personalized.



The regional awards night will be held on the 30th of January at Claudlands event centre. Five of our district champions have gone through as nominees competing to be the supreme Regional winner overall for their category. Rahuri Pokeka Kyokushian - Club, Shaun Jackson – administrator, Turangawaewae Waka Sports – Team, Billy Stairmand – Sportsman and Meremere drift park/drift academy – Innovation in Sport and Recreation, so a very broad range. We are extremely proud of all nominees and hope to report some success from this event in the near future.

We would also like to take this opportunity to thank WDC for their continued support that enable Jason and Mel to grow participation, develop capability and lead and influence by facilitating and brokering partnerships in the Waikato District linked to play, active recreation and sport.

3. REGIONAL SPORT WAIKATO TEAM UPDATES

<p>Coaching</p> <div data-bbox="257 375 432 462" style="border: 1px solid green; padding: 5px; display: inline-block; color: green; font-weight: bold;">COACHING</div>	<p>The Sport Waikato Coaching Team regularly host Dr Ralph Pim to support their coaching development and this year brought him along to the District Sports Awards to make a brief presentation on the importance of coaches and present the Coach of Year Winner. Dr Pim is an internationally acclaimed leader who has produced outstanding results as a professor, coach, administrator, and consultant. He is continuing to support the Sport Waikato team to work with our region's coaches in the delivery of quality sporting experiences for youth.</p> <div data-bbox="1005 531 1518 876" style="text-align: center;">  </div> <p style="text-align: center;"><i>Dr Ralph Pim (left) presenting the Coach Of The Year award to recipient Shane Edwards</i></p>
<p>Facilities</p>	<p>The Regional Sports Facilities Plan Review is process underway with the first local authority partnership workshop facilitated on the 17th December 2019 by Robyn Cockburn – Lumin and attended by representatives from 6 of our 10 local authorities. The workshop was held to review the existing plan with a particular focus on how it has been used, the key sections/components that have contributed to the plan's success , any information that would be of value to users in the next iteration and to identify plan components that might be redundant.</p> <p>Other work being progressed includes:</p>

	<ul style="list-style-type: none"> • A collaborative Sport Field Study ongoing across three councils – Hamilton City Council, Waipa and Waikato District Councils. The draft winter report is now with councils for sense checking and review. Summer sport code information is currently being collated. The final report is due for completion March/April 2020. • The Sport NZ Facility Planning Tool will be used to inform the WRSFP Review process. The Facility Planning Tool and HUB Guide is due to be rolled out to local authorities early in 2020. Dates and process for roll out to be confirmed. • 2020 Facilities Planning Forum programme and dates to be agreed with local authorities
<p>Active and Well</p>  	<p>Programme – Whaanau Kori, Tamariki Ora- Success story:</p> <p>X is an active young man both at home and at Kōhanga Reo. He also plays rugby league on Saturday and trains one day a week. The family had some concerns that X’s weight may lead to sickness and set a goal to increase activity further to improve this. They recognised that planning family activities would work best and have since climbed the Hakarimata’s, been on walks and are shooting hoops at home regularly. X and his family also tried skating and intend to give swimming a go. Other areas this family are addressing are portion sizes, eating breakfast daily, improving sleep and reducing screen time. X has reduced his bread intake and has mostly healthy lunch box options now. The family went to McDonald’s recently as a treat and were amused that X pointed out that McDonald’s is not a healthy option for him.</p> <p>TOTAL CLIENTS SERVICED FOR THE DISTRICT = 91</p> <p>Gender:</p> <ul style="list-style-type: none"> • Female = 58 • Male = 33 <p>Ethnicity:</p> <ul style="list-style-type: none"> • British = 2 • Cook Island Maori = 1 • European = 7 • Fijian = 2 • Maaori = 46 • NZ European = 29 • Other = 4

	<p>Age Band:</p> <ul style="list-style-type: none"> • 2-12 years = 9 • GRx TEENS = 6 • 18-29yrs = 11 • 30-49yrs = 19 • 50-64yrs = 36 • 65+ = 10
<p>This is ME®</p> 	<p>This is ME® has not yet launched in the Waikato district, but 2020 will see Sport Waikato representatives working to identify key leads in the community to support the championing of targeted initiatives and messages that encourage, support and celebrate women and girls' participation in sport, recreation and physical activity. This is ME is being rolled out Regionally in a staged approach to ensure that adequate focus can be applied to areas of need (as identified by communities themselves). We are excited to bring This is ME to the Waikato district in 2020.</p> <p>In 2019, we partnered with Huntly College to feature some of their students in our new promotional video that challenges thinking and stereotypes about females and physicality and celebrates their participation. We look forward to launching this video in February of 2020.</p>
<p>Project Energize</p> 	<p><i>Project Energize is a Waikato District Health Board funded initiative, whose aim is to increase the quality and quantity of physical activity and improve the nutritional status of primary and intermediate school aged children in the Waikato. The following is an example of their work during this quarter:</i></p> <p>Te Uku School hosted the annual Western Cluster Tabloids Day for junior children. Over 300 children from eight schools participated in a fun filled day across 14 different activities led and planned by the senior students. Project Energize worked with the senior class in the build up to the event, to support the leaders with skills to effectively plan and deliver the activities to the younger children. It was awesome to see the leaders step up, encouraging the children and all having fun. The school has received a lot of positive feedback from teachers, parents and children that attended the day.</p>



Under 5s



Kiwi manuals

Sport Waikato's Under Fives team works in the Waikato District in 2 capacities; Under 5 Energize (U5E), & Community Education (Under Fives) including distributing Kiwi Manuals.

Under 5 Energize:

The U5E 'Energizer' works with 35 Early Childhood Education Centres to improve nutrition, increase physical activity & improve the oral health of children under 5 years.

In this period, 4 physical activity sessions were held with 7 ECE centres. 80 children, 26 educators and 20 parents actively participated in a variety of activities.

3 nutrition sessions were held at 2 ECE centres. Interactive displays aimed to educate parents about healthy choices for their children's lunchboxes. Modelling sessions with children focussed on how healthier options can help their growing bodies and reducing sugary snacks. In total 19 parents, 1 educators & 25 children engaged in these sessions.

Community Education (Under Fives):

The Under Fives Fundamental Skills Advisor works with community organisations to deliver workshops to parents aiming to equip parents with the knowledge to improve the physical development of their young children. 2 Infant Massage workshops were held at Community organisations in Raglan and Huntly. 3 educators, 11 parents and their children attended.

Also, Under Fives provide a series of 3 e-books called Kiwi Manuals to new parents in the Waikato Region. These contain information & activity ideas to encourage physical activity from birth to age 5.

No manuals were downloaded in this period

Open Meeting

To	Infrastructure Committee
From	Roger MacCulloch General Manager Service Delivery
Date	10 February 2020
Prepared by	Karen Bredesen PA to the General Manager Service Delivery
Chief Executive Approved	Y
Reference #	INF2020
Report Title	Service Delivery Report for February 2020

1. EXECUTIVE SUMMARY

This report is to inform the Infrastructure Committee of significant operations/projects commenced, in progress, or completed since the last Infrastructure Committee meeting. It is divided into the following sections:

1. Community Projects
2. WDC Roding Team
3. Waikato District Alliance
4. Solid Waste

2. RECOMMENDATION

THAT the report from the **General Manager Service Delivery** be received.

3. ATTACHMENTS

Nil.

SERVICE DELIVERY

I. COMMUNITY PROJECTS

BOAT RAMPS

Elbow Boat Ramp

Design work on the bank stabilising adjacent to the boat ramp is complete. Two quotes have been received and the work has been awarded to Action Bobcats. Long lead-in items (concrete locking retaining blocks) have been ordered. Bank stabilisation works are scheduled for late February.

Harrison Grierson consultants have been commissioned to carry out the boat ramp design. An initial concept design is being prepared to be provided to the community through the Forum for review and feedback.

Manu Bay Breakwater and Boat Ramp

Council staff are arranging to meet with the concerned stakeholders individually over the next month. If discussions with stakeholders result in an acceptable methodology and timing, Council will update the Forum, then proceed with the works to remove the surplus rocks. Otherwise another workshop will be organised with the Forum members to discuss the way forward.

BRIDGES

Perry Bridge Lighting – Power System Replacement

The wind-turbine powered batteries supplying the power to the bridge lighting were stolen. A high level costing has been provided by WEL for replacement. Design of a suitably secure enclosure is being developed.

CCTV

Huntly CCTV Project

A request for a quote has gone to Waikato District Alliance for the new poles. Community Projects is applying for an Installation Control Point (ICP) from WEL (to Meridian) to establish the power connection for the cameras. The project is on track.

CEMETERIES

Whangarata Cemetery Development

The contract for Whangarata Cemetery is currently being developed. Munro Sportspark stream diversion has been prioritised over this, due to the criticality of the stream diversion earthworks timing in order to establish plants in autumn, so the stream diversion can take place next summer.

Jackson Street Cemetery (Expected completion April 2020)

An upgrade to the access road for the Ngaruawahia Cemetery off Jackson Street is programmed for construction this summer bundled with the Te Mata Cemetery Entranceway Improvements.

The tender documents are being written for advertising in February.

Rangiriri Cemetery Expansion (Expected completion April 2020)

The existing cemetery off Te Wheoro Road is to be expanded and have an access loop constructed. A scheme plan design will be developed to assess costs and for consultation.

Te Mata Cemetery Entranceway Improvements (Expected completion April 2020)

The existing access will be improved by installing a post and rail fence extending the gate into the property, similar to a dairy tanker entrance, to ensure vehicles parked at the gate are clear of the live traffic lane. These works will be bundled with Jackson Street Cemetery works in Ngaruawahia.



Te Mata Cemetery Entranceway

FACILITIES

Huntly War Memorial Hall (Expected completion July 2020)

The Project team have made significant progress. To date tasks that have been completed:

- Removal of existing windows and replacing with purposed built aluminium frames suitable for the air-conditioning units to be installed
- Installation of air conditioning units
- Installation of LED lighting in main hall and supper room (replacing existing fluorescent lighting)
- Removal of existing windows and replacement with powder coated permanently vented windows and installation of storage cupboard in corridor from ladies to supper room.

Job Safety Analysis (JSA) and site audits are ongoing as the Project team and Zero Harm team work together on outstanding tasks.

All works are expected to be completed by July 2020.

Tuakau Library (Expected completion July 2021)

WSP (Opus) have provided a third Quantity Surveyor estimate of \$1,478,500. As this is over the available budget, we are currently looking at options around innovative procurement approaches (design/build), and using alternative cladding/materials.

The Project Manager and the Contract Engineer are currently working with Council's Procurement team on the procurement plan.

Mercer Community Facility - Feasibility Study

Maunsell has provided a draft feasibility study for the community facility, and this has been shared with key stakeholders for review. The feedback from the community will be incorporated prior to completion of the final report and assessment by Community Connections staff.

Whatawhata Community Facility (Expected completion February 2021)

CKL Consultants have submitted the resource consent application with Waikato Regional Council. The consent is expected to take 20 working days to process.

Once received detailed design can commence and external funding applications can be submitted.

Raglan Holiday Park (Expected completion April 2020)

The detailed stormwater design is complete and resource consent has been received.

Planning is underway to confirm timing for installation, including possible staging to spread costs and provide time to assess the beneficial effects of works as the phases progress.

Huntly Grandstand Roof Replacement (Expected completion June 2020)

Contract 18/242 to replace the grandstand roof was publicly tendered, closing on 9 December at 2.00pm. Tender evaluation is underway.

Ngaruawahia and Tuakau Office Refurbishments (Expected completion June 2020)

The purpose of the works is to increase the capacity of the Ngaruawahia office, and to complete the upgrade at Tuakau and update legacy furniture. Staff are currently defining the projects scope.

Stakeholder engagement is underway.

OPEN SPACESMunro Road Sportspark (Expected completion June 2021)

Harrison Grierson consultants, who carried out the preliminary design, have been engaged to assist with project management of the sportspark.

The contract is being fast-tracked to ensure planting for vegetation establishment can start in May, to enable the stream diversion to be made live next summer. This will enable the filling of the old stream bed and ongoing earthworks next summer.

The contract *Pokeno Sports Park Phase 1 Earthworks (09 068)* was advertised on 20 December 2019 and tenders close on 7 February 2020.



Hay paddocks are the site of the future Pokeno Sports park (photo January 2020)

The initial meeting of a new Pokeno Sport and Recreation Steering Group is scheduled for 17 February 2020. This group is forming to provide community input and guidance to Council on the development of the Munro Road Sports Park, as well as other sports and recreation facilities in the Pokeno area.

Onewhero Reserve Wastewater Upgrade (Expected completion March 2020)

Funding for Stage 3 to complete the treatment system is currently being confirmed.

PLAYGROUND RENEWALS

Fairfield Park, Huntly, Basketball Court Upgrade

Awaiting Waikato District Council Property team to confirm land status.

Hukanui Reserve, Gordonton (Expected completion July 2020)

This project is still in the early planning stage, with consultation with the community not yet started.

Hakanoa Domain (adjacent to pool), Huntly (Expected completion July 2020)

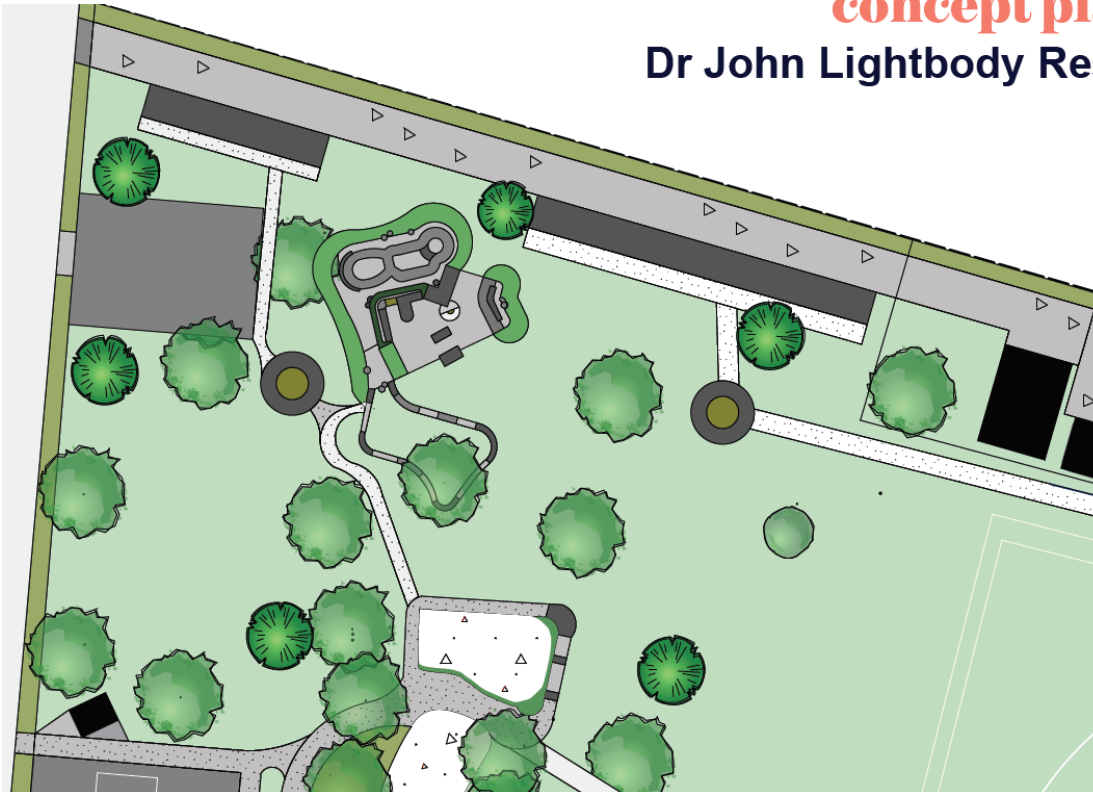
Currently in the early planning stage.

SKATE PARKS

Dr John Lightbody Reserve, Tuakau (Expected completion June 2020)

The Tuakau Youth Trust have engaged Rich Landscapes to carry out the design. The design work is scheduled to start in April.

concept plan Dr John Lightbody Reserve

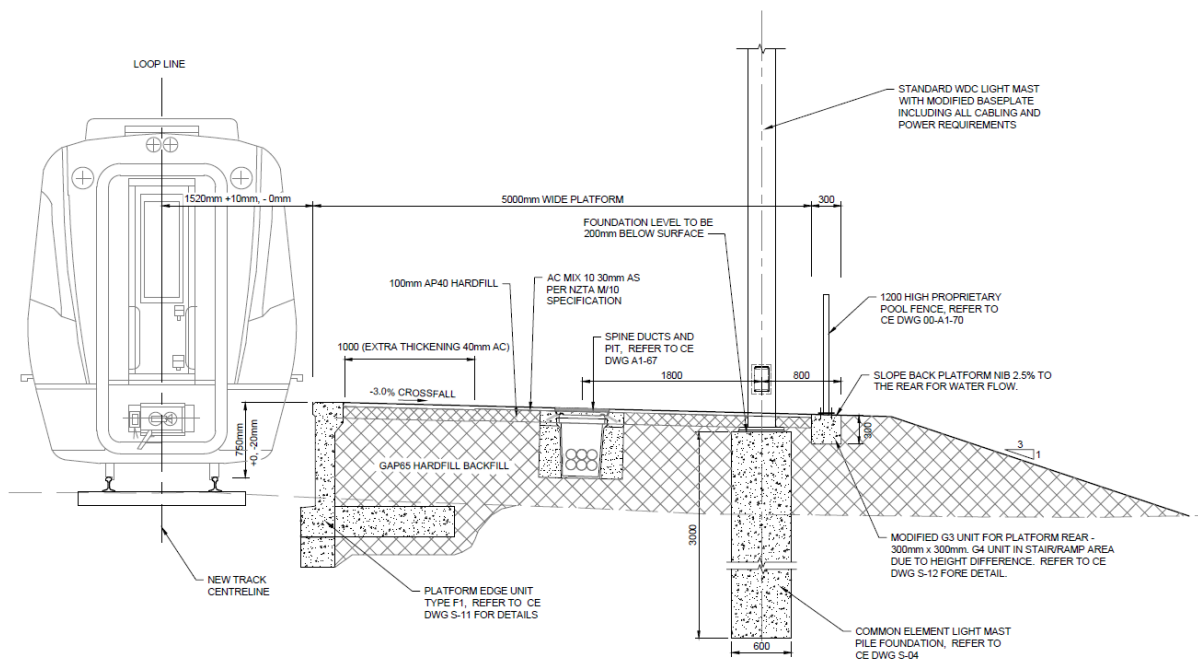


Concept layout of skatepark and location within the Reserve (George St at left)

RAILWAY STATION

Huntly Park and Ride (Expected completion June 2020)

The design of the railway platform is complete, and the Park and Ride design is progressing.



Section through proposed platform

The Capital Funding Agreement between Waikato District Council, NZTA, and KiwiRail has been signed and New Zealand Transport Agency (NZTA) has approved the funding release.

Construction will be carried out by Waikato District Alliance (WDA), who are bringing in specialist rail experience from their Downer construction division based in Hamilton for the platform build. The Park and Ride works are to be built by the Alliances road renewals crews.

The Corridor Access Request (CAR) has been submitted to KiwiRail to allow works to be carried out in the railway reserve and approval is expected to take up to six weeks. The long-lead items, precast concrete retaining wall units for the front of the platform, are about to be ordered to ensure availability when corridor access is approved.

Negotiations have progressed KiwiRail's Property division for lease arrangements of the platform and rail land adjoining the WDC Park and Ride land. The key lease conditions have been agreed on and it is expected that the lease agreement will be signed off and processed over the next few weeks.

ROADING WORKS

Gilmour Street, Raglan – Urban Upgrade

Street and stormwater design is ongoing following consultation and feedback from residents.

Pokeno Road Urban Upgrades

Design for the upgrading of parking on unformed Wellington Street (west) is continuing. The approach is to provide an interim extended sealed car park to maximise marked car parks to cater for the five year time horizon. The car park will be constructed and marked prior to the supermarket development closing off the current car parks opposite the shops (apart from four parks as per the supermarket agreement for site access).



Car park area in on Wellington Street unformed road between the truck stop and the shops

Preliminary design will be provided to the Pokeno Community Committee for review and feedback.

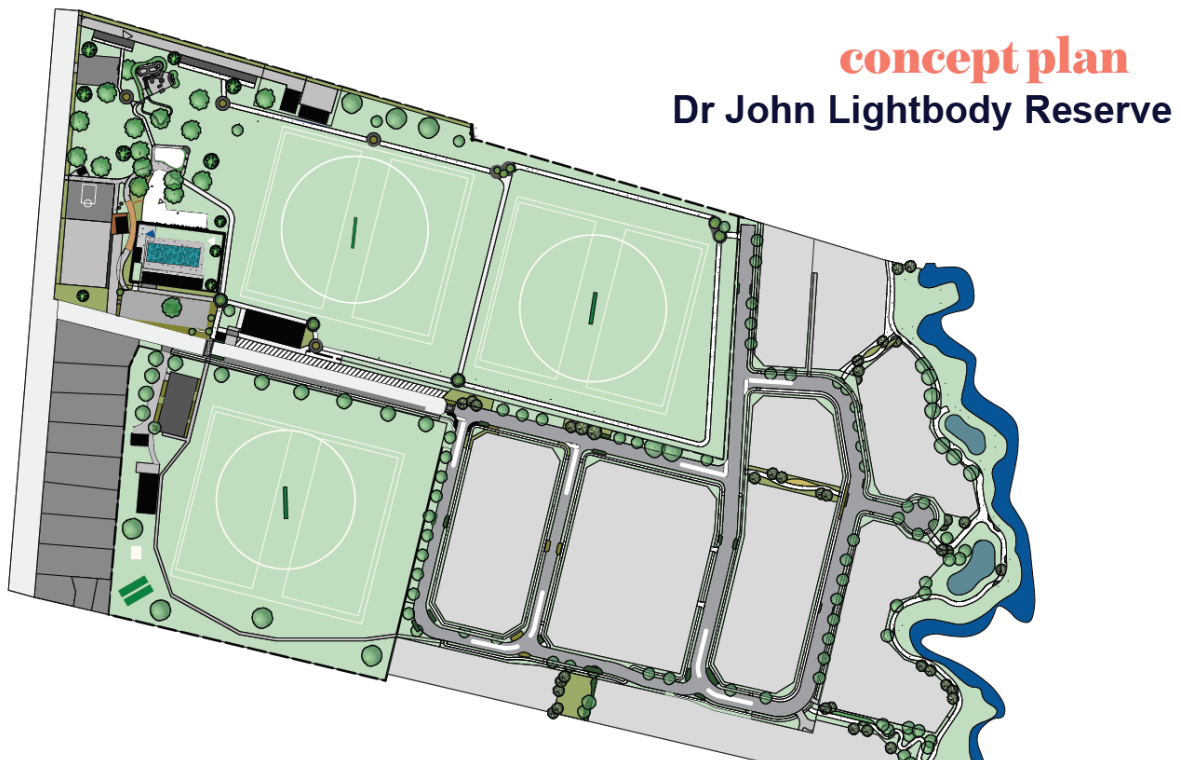
Kopua Holiday Park Access Road & Entranceway Upgrades, Raglan (Expected completion June 2020)

This project is being undertaken in two stages, from the road bridge through to the camp entranceway, and from the camp entranceway through to the pedestrian bridge.

Stage one has been designed. Stage two alignment discussions will continue to refine the proposed alignment.

Dr John Lightbody Reserve Car Parks (Expected completion April 2020)

Urban Designer, Georgina Hailwood from Brodie Hailwood consultants, has completed the overview layout of the Lightbody Reserve and has provided a layout plan. This plan allows the detailed design of the two car parks to commence, ensuring location and size fits with the long term development plans for the reserve.



Proposed layout of park development

Detailed design work will be scheduled with the design team.

TOILETS

Pokeno, and The Point, Ngaruawahia

Contract I8/213 WDC Toilet Refurbishments has been awarded to ESN Construction on 27 November 2019 for the tendered sum of \$280,987. The construction period is 16 weeks and all works are to be completed by end of June 2020.

Centennial Park, Ngaruawahia

The toilet supply contract has been evaluated and there is a funding shortfall. Value engineering has required that the Permaloo toilet be installed and any further additions to the building be carried out in the future should further funds be available.

A report to approve proposed funding changes will be provided to Council for approval in February, then the toilet unit can be ordered. The lead in time for manufacture is 14 weeks.

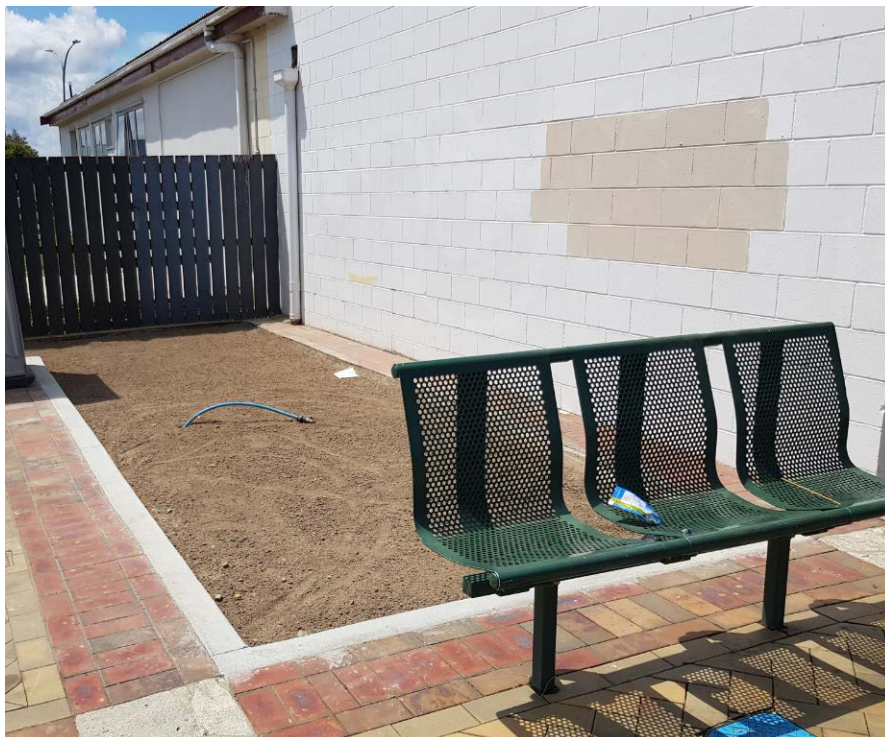
The installation of the toilets went out to tender bundled with St Stephens Ave Toilet installation - Tuakau, Tuakau Library Wastewater Upgrade, and Tuakau Campervan Waste Station. The contract has been awarded to Allens United Drainage and Earthworks.

St Stephens Avenue, Tuakau

Allen's United Drainage and Earthworks have completed the toilet installation, working with local businesses to minimise impact, and ensure access through the walkway for events. The facility is now available for public use.



Completed toilets at St Stephens Ave, Tuakau



Site of old toilet block

Some minor works to install fencing between the structure and the level change to the power transformer is being arranged to ensure safety for the public.

The old toilet structure was removed and a garden area formed in its old footprint. The garden will be planted in autumn.

The campervan dump station has been relocated to Centennial Park on Bollard Road and is available for use. As part of this contract, work is being carried out to relocate the sewer behind the Tuakau library to enable the library upgrade. This part of the work is ongoing.

Tourism Infrastructure Fund (TIF)

Ngarunui Beach – Onbeach Toilet & Shower Facility

The construction is complete and was open to the public for the summer break.



Completed toilet and outdoor shower facilities.



Drinking fountain and bottle filling



Completed toilets

Ngarunui Beach – Main Car Park Toilet Upgrade

The minor refurbishment work to increase capacity to four cubicles is also complete.

WALKWAYS

Raglan – Wainui Road Footbridge Upgrade (Expected completion June 2020)

Construction by WDA is programmed for February/March 2020.

WASTEWATER

Pokeno Wastewater Reticulation Scheme, Phase 3 (Expected completion March 2020)

Contract 17/224 is for the completion of the scheme-subsidised private drainage connections in Pokeno. The contract was advertised in October and closed on 29 November. The contract was awarded to Pipescape NZ on 16 December 2019 for a tendered sum of \$145,205 and bonds and insurances are currently being processed. Works are scheduled to start on 10 February and are expected to be completed in March 2020.

Onewhero Reserve Wastewater Treatment Upgrade

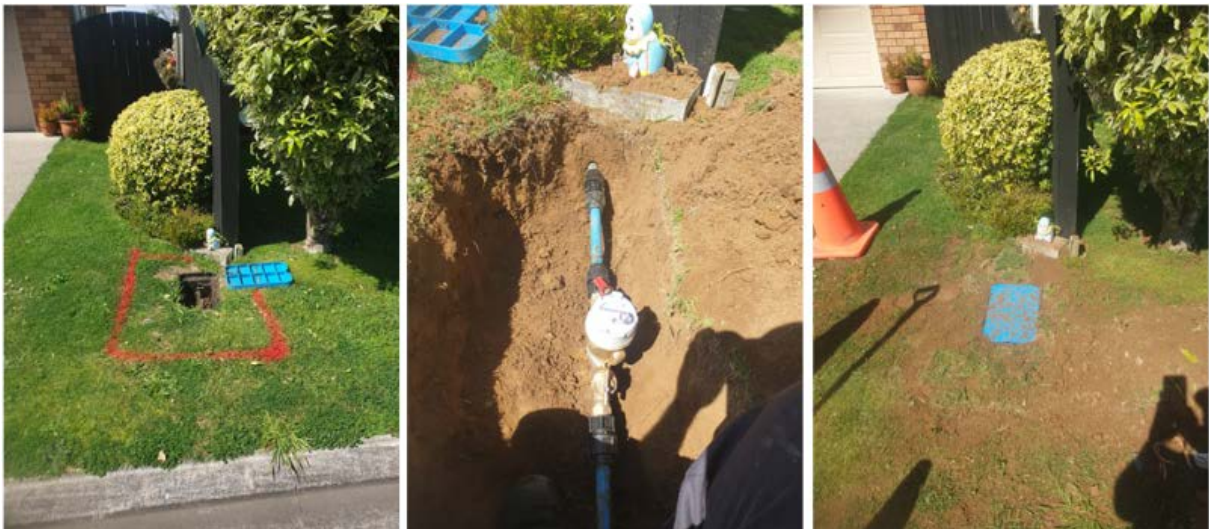
To enable funding for the final stage, and that future maintenance works can be carried out by Council to protect the system integrity and ensure the wastewater asset is suitable to cater for the freedom camper requirements, the rugby club will be requested to vest the original septic tank with Council.

The final stage of the wastewater project is currently being planned, and once funding is confirmed, will go out to invited tender in February for installation.

WATER

Water Meter Replacements

The contract for replacement of water meters over 20 years old is complete.



The work completed replacement of 302 meters of 20mm diameter, and six larger diameter meters across the district.

WHARF

Cliff Street Jetty Repair (Expected completion June 2020)

The upgrades carried out prior to the summer break consisted of replacement of one broken fender pole and one missing fender pole at the end of the jetty, and refurbishment of rust-stained, age-affected timber handrails and concrete rail posts with new painted timber in white marine paint.

During replacement works of the timber handrails Pipescape replaced the bottom and middle timber rails. The top timber hand rails and brackets could not be replaced due to severe delamination of the concrete rail posts. Any mechanical movement to remove the bolts would result in sections of the concrete post breaking off completely.

To avoid detrimental damage to the structural integrity of the concrete posts and to ensure the jetty would remain open over the holiday period the decision was made to surface-treat the timber and posts.



Before and after of the handrail upgrade work.

While carrying out the fender works, Pipescape found a third fender pole in need of replacement caused by boats colliding with the fender pole. With the summer break approaching Pipescape was unable to source a third pole and it was decided to replace the damaged third fender pole as it was identified as a vital pole for boat mooring rather than replace the missing fender pole.



Fender Pole Replacement Underway

The concrete rail posts are intended to be replaced before the rust stains return and will need to be designed by an engineer to ensure the structural integrity of the jetty is maintained. The missing fender pole that was not done last year will need to be installed and incorporated with the post replacements.

In addition over the next six months or so remedial work to the deteriorated concrete on the main jetty piles will be completed by a concrete specialist.

Raglan Wharf Handrail Replacement and Dolphin Handrail

Quotes from local contractors for replacement of the existing timber rails are being assessed.

Discussions are being held between the Community Connections and Community Projects teams to plan maintenance works on the dolphin structure.

2. WDC ROADING TEAM

ASSET MANAGEMENT

The Asset Management team completed their response to the draft NZTA Procedural and Technical audit report. This was the culmination of an extensive exercise in analysing asset performance data and the results of other independent audits and reports

Road Efficiency Group Data Quality Report

Over the last few months staff have identified where our RAMM data needs improving and have implemented the majority of those improvements to the existing RAMM data and as a result the data “health” scores have improved significantly.

Over this period the team has also continued with analysing SCRIM (Sideway-force Coefficient Routine Investigation Machine) exception data to assist in managing skid resistance over the network.

Activity Management Plan (AMP)

Staff have been analysing historical data and preparing reports in preparation for assisting in updating the AMP over the next few months. An external consultant, Morrison and Lowe, are assisting and working on the preliminary “form and function” of the document. This document will form the basis of the Roading component of the 2022-2025 Long Term Plan

2020/21 Renewal Forward Works Programme

Over the last few months the Asset Management team have been compiling the 2020/21 pavement and surfacing renewal 10 year forward works programme. This has involved deterioration modelling using JunoViewer, analysing and using the data from Onsite Developments “All fault” inspection survey, WDMs high speed data plus the historical condition data stored in RAMM. From this a “desk top” version of the forward works programme has been compiled. We have now taken this programme into the field and are in the process of checking that the data used and the outputs from the modelling are correct. We have commenced this field verification exercise and are approximately 20% through this, with a target completion date of end of March. Once this is completed it will form the basis of the pavement and surfacing renewal programme for the next LTP/AMP. We will also be able to start planning the physical works for the pavement and surfacing renewals for the next construction season

PROJECTS

Te Awa Cycleway

NZTA are progressing well on the Tamahere section which will likely be completed by the end of March. The section from Tamahere to Hamilton managed by Waikato District will be constructed on a new route. Details of this are being worked through with the designers.

Construction is planned for the next construction season and we expect to have a contract in place for by September 2020.

Mangawara Bridge

Progressing well with completion programmed for April. The bridge has progressed well throughout and we are now working on the Watts Grove component of the project

Horsham Downs Link

We have resolved two of the issues with NZTA and are now focussing on the land component of the project. We expect to have a contract in place for construction by September 2020.

River Road Roundabout

A temporary roundabout will be installed in February. The final design will be completed this financial year with construction commencing September 2020.

Mercer Ferry Bridge Repairs

This project is now progressing due to the redesign that was required. Expected completion is now March.

3. WAIKATO DISTRICT ALLIANCE

Zero Harm

The Alliance report no significant injuries over the last six months.

There were no Medical Treatment Injuries (MTI) or Loss Time Injuries (LTI) in December.

Downer undertook a full day Health and Safety 'First Day Back 2020' training session on 6 January. This involved 13 interactive sessions covering personal mental and physical wellbeing and effective management of critical risks.

A second session was held mid-January to ensure all WDA staff and crew attended.

Safety behaviour conversations and audits continue to be carried out which are supported by weekly toolboxes where we continue to review incidents, share learnings and discuss near misses. This also covers wellness and mental health support.

Maintenance

Unsealed

Predominately light grading across the network during the dry summer months. Three crews on the network throughout December and January.

Some unsealed drainage maintenance during the month.



Reshaping on Otoroha Trig Road

Sealed

On programme to complete all of this seasons pre-reseal repairs with 49,037m² of stabilised pavement repairs completed up until the end of December. This has allowed the resealing to progress well and enable a start on the repairs for the following year. Other general pavement repairs have also been completed across the network.

Cyclic

The Cyclic teams continue to service the network filling potholes, collecting litter, sweeping spills, attending accidents as well as various other activities.

10 people worked through the Christmas break to ensure that the network was kept safe and tidy.

Slip Repairs

A light weight fill trial has been undertaken on a significant slip on Highway 22. The trial repair utilised pumice as a light weight fill product that was locked into place with a geogrid mesh.

The team is currently reviewing slips across the network and reprioritising them to allow the release of funding to those that are most urgent.

Bridge Maintenance

Following on from the rebuild of the temporary bridge abutments on Otonga Valley Road the re-skinning of the deck has been completed. This has reinforced the deck, solved the noise issue and allowed logging trucks to cross the bridge safely.



Otonga Valley Road Bridge Deck Re-skinning

Rehabilitation

The teams have this year completed Birchwood Lane and three rehabs Storey Road, Okete Road, and Whitikahu Road.

Good progress has been made on both Taniwha (refer photos below) and Mercer Ferry Road Rehabs.

A team has started enabling work at Tuakau Bridge-Port Waikato Road rehab with shoulder improvement work underway.



Taniwha Road – First Half



Taniwha Road Second Half Progressing



Mercer Ferry Road Progressing

Resurfacing

The resealing programme has progressed well with 73km (61%) of the programme now completed. The balance of the programme will be completed in February-March.

The River Road Asphalt site is scheduled for early February which will leave 20% of our asphalt programme remaining.

Safety Projects (Low Cost / Low Risk)

The team have completed a number of guardrail projects aimed to mitigate risk on some of our high risk sites refer below. Ongoing footpath construction continues to provide safe pedestrian access link thriving communities and new School Markings designed to slow down traffic.



Tuakau Bridge to Port Waikato Road



Tuakau Bridge to Port Waikato Road



Ohautira Road



Pokeno School/ Kindergarten Pathway



New School Markings Designed to Slow Down Approaching Traffic

4. SOLID WASTE

Solid Waste Review update

Council workshops were held on 11 September, 25 November and 9 December. Workshops covered:

- Current services - Underlying problems and opportunities
- Strategic objectives (WMMP)
- Linear vs circular economy
- Methodology and timelines

A discussion document was circulated to Councillors in late November in preparation for the third workshop.

Helen Ramsey from Morrison Lowe presented a paper to the December workshop on the services other Councils are offering regionally and current trends.

Work has commenced on developing a draft engagement and consultation plan for discussion by Council.

A Steering committee has been established and will convene in the new year.

Other Highlights and Updates

Contracts

A visit to Xtreme Zero Waste in Raglan in December with Zero Harm and the Waste team resulted in the following two incidents being recorded in Bware:

1. Faulty door lockout mechanism on plastic baler.
2. Unknown fumes experienced by operator while servicing the Te Uku recycling container.
 - No reportable injuries occurred.
 - An incident report has been received on the baler defect and the issue has been rectified. This will be monitored closely going forward.
 - A risk assessment was carried out on the Te Uku container late December.
 - Zero Harm and the Waste team have requested that the Contract Specific Safety Plan is updated and submitted for approval early in the new year.

The Soundsplash event was held in Raglan in January with Xtreme Zero Waste providing waste services. There were no significant incidents to report.

Discussions are underway with Xtreme Zero Waste regarding the Engineering Exception Decision (Left hand side collection) variation and possible contract extension to line up with the other contracts.

The Xmas period, while busy was relatively trouble free with just the usual level of service requests.

A review of the current financial position of solid waste services is underway and will be presented to the Strategy & Finance Committee in March along with recommendations

Inorganic Collection

Council staff have received a proposal from Metrowaste to undertake the collection for the 2019/20 financial year. Due to resource constraints and timing issues, the next collection has been moved to late April/May 2020. Collection is expected to occur over a 10 week period.

A detailed Communications Plan is being developed.

Closed landfills - Ngaruawahia

Waikato District Council have received a written warning from Waikato Regional Council (WRC) relating to non-conformance with resource consent conditions for Ngaruawahia closed landfill in the 2018 year, relating specifically to reporting of groundwater testing results.

A monitoring assessment carried out by WRC in October 2019 indicates a current high level of compliance for both consents.

Government Consultation on Waste Minimisation Levy

The regional Territorial Authority Waste Liaison group have prepared a submission on the Waste minimisation landfill levy changes proposed by the Ministry for the Environment,

The Waste team have made comments on the draft submission generally in support of the proposed changes (increasing and expanding the levy) Submissions close on 3 February.

Solid Waste AMP

The solid waste review will be considering future infrastructure requirements, including looking at opportunities sub-regionally eg working with other Councils. This will feed into the review of the Solid Waste AMP, infrastructure commitments in the forward LTP, and how these should be best delivered.

Operational Separation of solid waste activities from Waters activities

Largely complete. Arrangements are being put in place to deal with solid waste asset data currently situated in AssetFinda (a combined waters and waste asset database), moving it into an asset register that Council controls.

Open Meeting

To	Infrastructure Committee
From	Vishal Ramduny Acting General Manager Community Growth
Date	27 January 2020
Chief Executive Approved	Y
Reference #	GOV1318 / 2472805
Report Title	Submission - Draft New Zealand Rail Plan

I. EXECUTIVE SUMMARY

The Draft New Zealand Rail Plan outlines the Government's vision and priorities for rail. It is a non-statutory document that sets out the Government's long-term vision for New Zealand's national rail network, which is to provide modern transit systems in New Zealand's largest cities, and to enable increasing volumes of freight to be moved off roads onto rail. The Draft Rail Plan will inform funding decisions in the GPS 2021 and future budget decisions.

The Draft Rail Plan 2019 can be found here:

<https://transport.cwp.govt.nz/rail/the-draft-new-zealand-rail-plan/>

2. RECOMMENDATION

THAT the report from the Acting General Manager Community Growth be received;

AND THAT the Infrastructure Committee approves the submission on the Draft New Zealand Rail Plan, as attached to the staff report (subject to any amendments made at the Committee meeting).

3. ATTACHMENT

Submission on the Draft New Zealand Rail Plan

Your Ref	In reply please quote	If calling, please ask for
ECM 2472804	Submission on the Draft New Zealand Rail Plan	Vishal Ramduny

Date: 27 January 2020

Ministry of Transport
3 Queens Wharf
Wellington 6011
PO Box 3175
Wellington 6140

Email: info@transport.govt.nz

Dear Sir/Madam,

RE: Waikato District Council Submission on the Draft New Zealand Rail Plan

The Waikato District Council (WDC) welcomes the opportunity to make a submission on the Draft New Zealand Rail Plan.

I. Introduction

I.1. WDC would like to commend the Government in developing the Draft New Zealand Rail Plan (DNZRP).

I.2. WDC notes that the DNZRP states that:

- *The rail network has suffered from under-investment and significant parts of the network are facing a state of managed decline.*
- *Over the next decade investment is needed to retain the current level of service from the national network and to achieve a reliable and resilient national freight network, providing a platform for further investment to support growth in rail freight.*
- *In Auckland and Wellington early investment in the metro rail networks has seen passenger growth outstrip expectations.*
- *Funding is currently allocated through the National Land Transport Fund (NLTF) to support the passenger networks and interregional passenger services, such as the Hamilton to Auckland Start-Up Passenger Rail Service.*

- *The freight rail network has continued to suffer from under-investment and short-term decision-making and so changes are being proposed to the Land Transport Management Act 2003 (LTMA) to improve integrated planning and investment across road and rail.*
- *The proposed investment priorities in the DNZRP will also underpin future budget considerations for Crown investment.*

1.3. The Ministry will be aware that WDC is a key partner in the Hamilton to Auckland Corridor Initiative together with Central Government, Auckland Council, Waikato Regional Council, Hamilton City Council, Waipa District Council and Waikato and Auckland iwi. WDC sees the impending Hamilton to Auckland start-up passenger rail service as a great opportunity to strengthen economic, social, environmental and cultural connections between Auckland and the Waikato region.

2. Submission points

The strategic priorities for rail in the DNZRP are outlined in two key parts:

- **Part A:** Establish a new long-term planning and funding framework under the LTMA (for heavy rail network, not light rail investments).
- **Part B:** Investing in the national rail network to maintain freight rail and provide a platform for future investments for growth; and to also invest in metropolitan rail to support growth in our largest cities.

2.1. Part A: Planning and Funding Framework

As per its submission on the Land Transport (Rail) Legislation Bill WDC supports rail investment decisions being taken under the LTMA which will result in the national rail network being planned and funded alongside the rest of the land transport system, including the road and public transport networks. There are also a number of points that WDC has made on the Land Transport (Rail) Legislation Bill which it will highlight in this submission.

- 2.1.1. WDC advocates in the longer-term for a single central government primary agency that has governance and ownership responsibilities for inter-regional passenger services (Regional Rapid Rail) that has powers across different regions.

- 2.1.2. Whilst a planning and funding framework for rail is commendable, a three-year programme is too short-sighted for rail. Proper long-term planning which considers rail investment alongside long term growth planning and associated infrastructure planning is required. WDC therefore advocates that a 10-year rail investment programme be considered at the very least which cuts across three-yearly Government Policy Statements (GPS) associated with political cycles.
- 2.1.3. We note that the DNZRP proposes that the main agencies involved in rail (Ministry of Transport, the Transport Agency, KiwiRail, Auckland Council, Auckland Transport and Greater Wellington Regional Council) work with other councils who have responsibility for inter-regional rail services. This is a potential problem and an arrangement needs to be considered where the smaller councils through which inter-regional rail will traverse (such as Waikato district) also have an appropriate voice in several issues. In the longer-term, a Rapid Regional Rail Authority should be considered.
- 2.1.4. With the emergence of the Hamilton to Auckland Start-Up Passenger Rail Service WDC advocates that the Waikato Regional Transport Committee (RTC) be a named regional transport committee due to the strong role that rail plays in the Waikato region in respect to freight and in the pending passenger rail service to Auckland.
- 2.1.5. The DNZRP focuses on the needs of Auckland and Wellington and is largely silent in other regions. The Hamilton to Auckland connection is a one of the key lynchpins of the Hamilton to Auckland Corridor Initiative overseen by the Future Proof partnership. WDC would therefore like the Rail Plan to recognise the planned Hamilton to Auckland passenger rail connection and the importance of future investments in this service.
- 2.1.6. We note that while further work is required to establish track user charges to ensure equity contributions from track users and that the Crown, as owner, is investing separately in KiwiRail to enable intergenerational replacement of key assets such as locomotives. However the funding situation will need to be made clear through the release of GPS 2021 including how government plans to made rail financially sustainable in the long term.

2.2. Part B: Investing in the Rail Network

- 2.2.1. WDC supports the stated Strategic Investment priorities for the national rail network to maintain freight rail and provide a platform for future investment in growth.
- 2.2.2. WDC supports the stated future opportunity to double track Auckland to Hamilton, noting that this may be informed by the Hamilton to Auckland Intercity Connectivity Business Case (being undertaken by Ministry of Transport as an initiative under the Hamilton to Auckland Corridor project).
- 2.2.3. WDC also notes that the Business Case may support an increased priority for double tracking and this should be pursued as a priority in areas where there will be greater benefit.
- 2.2.4. WDC notes the listed future opportunity for earlier electrification to support the Government's commitment to emissions reductions and also notes the emergence of hydrogen as an alternative to electrification.
- 2.2.5. Notwithstanding the above point WDC submits that a priority action should be to explore the hydrogen opportunities.

2.3. Part B: Investing in Metropolitan Rail

- 2.3.1. WDC commends the Government for investing in inter-regional rail from the NLTF and for also providing Crown funding to the "mandated Hamilton to Auckland InterCity Connectivity business case", which will consider the potential for rapid rail between the two cities.
- 2.3.2. WDC supports all of the stated Strategic Priorities for Auckland Metropolitan rail, particularly the completion of the City Rail Link, the provision of a third main rail line between Westfield and Wiri and electrification from Papakura to Pukekohe. However there is an immediate opportunity for extending electrification of the track from Papakura to Pukekohe further down to Pokeno (and possibly Mercer) and this should be urgently investigated as part of the planned Papakura to Pukekohe electrification.
- 2.3.3. Hamilton to Auckland Service enhancements are noted under future opportunities and not as an immediate priority. WDC would like to see urgent incremental investment into the Puhinui Rail Station in order to accommodate inter-regional passenger rail (and a link to proposed airport services), and for the provision of more services on the Hamilton to Auckland Start-up Passenger Rail Service.

- 2.3.4. Government is participating in the significant Hamilton to Auckland Corridor initiative, recognising the opportunity that exists to transform current thinking and be more forward looking. WDC requests investment into progressing the opportunity for a Hamilton Metropolitan Rail Network if it is confirmed as part of the Hamilton-Waikato Metropolitan Spatial Plan as this will help connect some of the key towns within the Waikato district (such as Huntly, Ngaruawahia and possibly Matangi) into the Hamilton metropolitan rail network.

3. Conclusion

- 3.1. WDC thanks the Ministry of Transport for the opportunity to submit on the Draft New Zealand Rail Plan.
- 3.2. WDC seeks that a number of changes, as sought in this submission, be made to the Plan before it is finalised to inform the upcoming GPS.

4. Further Information

- 4.1. Should the Ministry require clarification of the points raised in this submission, or further information, please contact Vishal Ramduny (Strategic Projects Manager – Vishal.Ramduny@waidc.govt.nz) in the first instance.

Yours faithfully

Allan Sanson

MAYOR

Open Meeting

To	Infrastructure Committee
From	Vishal Ramduny Acting General Manager Community Growth
Date	27 January 2020
Chief Executive Approved	Y
Reference #	GOV1318 / 2472806
Report Title	Arataki - Waka Kotahi NZTA's 10-Year View of the Land Transport System (Feedback)

I. EXECUTIVE SUMMARY

Arataki the New Zealand Transport Agency's (NZTA) 10-year view of what is needed to deliver on the Government's priorities and long-term objectives for the land transport system.

The first version of Arataki is intended to be a first step towards developing a richer, shared understanding with New Zealanders of what the land transport system needs and how those needs can be met. The first version is being released now so that it can be one of the inputs into the development of the next National Land Transport Programme, which needs to give effect to GPS 2021. NZTA is keen to hear thoughts and feedback on this version of the document. NZTA will then wrap feedback into an update of Arataki in April 2020 after the draft GPS is released for engagement. It will then look to release a further version of Arataki in August 2020 once it has taken more time to include feedback and the impact of the final GPS.

The draft of Arataki can be found here:

<https://nzta.govt.nz/planning-and-investment/planning/arataki>

2. RECOMMENDATION

THAT the report from the **Acting General Manager Community Growth** be received;

AND THAT the **Infrastructure Committee** approves the feedback on **Arataki - Waka Kotahi NZ Transport Agency's 10-Year View of the Land Transport System**, as attached to the staff report (subject to any amendments made at the Committee meeting).

3. ATTACHMENT

Arataki - Waka Kotahi NZ Transport Agency's 10-Year View of the Land Transport System (Feedback)

Your Ref	In reply please quote	If calling, please ask for
ECM 2472803	Feedback on Arataki	Vishal Ramduny

Date: 27 January 2020

The New Zealand Transport Agency
Private Bag 6995
Marion Square
Wellington 6141
New Zealand
Email: arataki@nzta.govt.nz

Dear Sir/Madam,

RE: Waikato District Council Feedback on Arataki - Waka Kotahi New Zealand Transport Agency's 10-Year View of the Land Transport System

The Waikato District Council (WDC) welcomes the opportunity to provide feedback on *Arataki - Waka Kotahi New Zealand Transport Agency's 10-Year View of the Land Transport System*.

I. Introduction and Feedback

I.1. WDC would like to commend the New Zealand Transport Agency (NZTA) in developing *Arataki - Waka Kotahi New Zealand Transport Agency's 10-Year View of the Land Transport System*.

I.2. WDC notes the following:

I.2.1. WDC notes that **Arataki** is made up of place-based summaries (one national, three pan-regional and 14 regional) that tell a land transport system story. These are framed by **five step changes** where a need for change is seen in order to deliver the long-term outcomes for the land transport system. The step-changes are in response to **six key drivers** which are trends that influence the choices we make today and in the future. All of these inform what the Transport Agency needs to do across **six levers**, either directly or in partnership with others, to deliver the governments objectives for the land transport system.

I.2.2. WDC also notes that this is an initial engagement document and that it will be updated following the results of this sector engagement and agreed responses. We look forward to the update in April 2020 prior to the final version being published in August 2020.

2. Arataki's Six Key Drivers

2.1. The six Key Drivers of Arataki are external factors that will influence New Zealand and the land transport system over the next 10 years. They are:

- Demographic Change.
- Climate Change.
- Technology.
- Customer Desire.
- Changing Economic Structure.
- Funding and Financing Challenges.

2.2. WDC supports the six Key Drivers, noting the significant population growth in the Auckland-Hamilton-Tauranga 'golden triangle' area which has been highlighted by the significant and ground-breaking Hamilton to Auckland Corridor Initiative that involves multiple stakeholders including Waikato District Council.

3.3. WDC also notes and supports the observation over the increasing influence of changing weather patterns ('climate change') on transport decisions.

3.4. WDC notes that under the Funding and Financing Driver, the notion of prioritising investment is promoted but not the notion of finding new and innovative funding and financing tools. This is viewed as a gap in the thinking and opportunities such as congestion pricing and tolling, for example, should be being considered moving forward.

3.5. WDC would like to see recognition that alternative funding tools will be required to meet all of the various land transport needs.

3. Arataki's Five Step Changes:

3.1. The five Step-Changes of Arataki are:

- Improve urban form.
- Transform urban mobility.
- Significantly reduce harms.
- Tackle climate change.
- Support regional development.

3.2. WDC supports the Step Changes required.

3.3. WDC supports Hamilton being identified as a major urban centre and welcomes the opportunity to have the Transport Agency as a partner in growth planning.

3.4. WDC notes the omission of reducing environmental harm (outside of controlling air emissions).

3.5. WDC supports the use of a subset of investment performance measures for the NLTP to measure how various activities impact step changes but notes:

- We would like to see more emphasis in the ‘Significantly Reducing Harms’ step change action and inclusion of measures relating to the physical health benefits and emissions.
- The Temporal Availability of Road measure needs to be reflective of the movement and place function of the road and not specifically whether it is urban or rural. It is assumed that this measure would relate to unplanned closures e.g. crash or weather-related.

4. Six Levers NZTA can use in Partnership with Others

4.1. The six Levers that the Transport Agency can use in partnership with others are:

- Policy and Regulatory Settings.
- Spatial and Place-Based planning.
- Network Design, Management and Optimisation.
- Investment in Infrastructure and Services.
- Economic Tools (pricing and incentives).
- Education, Engagement and Awareness.

4.2. WDC supports the Levers and Interventions, and in particular the Intervention Hierarchy as makes good planning sense.

5. Arataki’s National Summary

- 5.1. WDC supports the National Summary and looks forward to partnering with the Transport Agency and others on some of the activities proposed at a national level, including the Good Practice Guide, Roads and Street Framework, Innovative Streets and a Mode Shift Plan.
- 5.2. WDC would like to reinforce that the principle responsibility for land use planning lies with local government and that while integrated planning of the land transport system is critical, local government has other priorities and dimensions that it needs to consider.
- 5.3. WDC supports evolving the One Network Road Classification to a One Network Framework and looks forward to working together build on the work done between the Agency and the Regional Council on a Network Operating Framework.
- 5.4. WDC notes the lack of focus on environmental management and would like to see this recognised as a step change.

- 5.5. WDC notes that under “Tackle Climate Change” – “Mitigation” it is stated that the Transport Agency’s initial focus to transform urban mobility will be in Auckland, Wellington and Christchurch. WDC would like to see Hamilton added as a focus area given that Arataki (under Waikato Summary) identifies the Waikato as having the second highest carbon emission profile in the country.
- 5.6. WDC supports the Transport Agency’s observation that there is a need to also maintain appropriate levels of service across the land transport system.

6. Upper North Island

- 6.1. WDC supports the Upper North Island Summary and the recognition given to the Hamilton to Auckland Corridor Plan.
- 6.2. WDC notes that the Hamilton to Auckland Corridor Initiative is a significant programme which identifies significant growth challenges between Auckland and Hamilton as well as on the periphery of these cities.
- 6.3. WDC requests that the Upper North Island Summary better reflects the importance of the connection between Taranaki and the Waikato through SH3 and the Southern Links project. Hamilton to New Plymouth should be added to the table of Strategic Areas of Focus.
- 6.4. WDC requests that the Waikato Airport be included in the Upper North Island Strategic Connections diagram, noting that the significance of the Waikato Airport is being recognised in the Corridor Plan work.
- 6.5. The connection between Auckland and Tauranga via SH2 should be recognised as “Nationally Significant” for tourism only – not tourism and freight (as shown in the plan), in order to be consistent with current strategies for this area including the ONRC, and comments included elsewhere in the documents. The main freight corridor for both road and rail is SH1 from Auckland to Hamilton and then SH29 from Hamilton (Piarere) to Tauranga.

7. Waikato Summary

- 7.1. WDC supports the Waikato Summary.
- 7.2. WDC appreciates the support provided by the Government and the Transport Agency for the Hamilton to Auckland Corridor work.
- 7.3. WDC is supportive on ensuring that urban development in Hamilton remains on the western side of the Waikato Expressway in order to maintain efficient inter-regional connections but also understands that there may be a public-private sector venture

which may put this to the test. Key connections to the Waikato Expressway as well as to three waters infrastructure will be the key for any development which compromises a more compact urban form for Hamilton.

7.4. WDC requests that more emphasis is put on the very poor safety record in the Waikato. For example, no areas for ‘Significantly Reducing Harm’ are shown on the front-page diagram and the rating given is ‘Medium’. This doesn’t reflect the commentary elsewhere in Arataki on the Waikato safety record.

7.5. WDC agrees with Transforming Urban Mobility as high and supports any initiative that will remove barriers to increasing public transport mode share.

7.6. WDC also requests that Completion of the Expressway from Cambridge to Piarere be added, particularly given the poor safety record.

7.7. WDC requests that the Southern Links project be added to the 2018-21 Focus of Effort as a project in pipeline alongside the Peacocke Arterials in Hamilton which are underway. Significant land purchase is required in this 3-year period to ensure that the Southern Links Corridor is ready to implement.

7.8. WDC also requests that the Hamilton to Auckland rail link and associated station infrastructure be noted as a strategic transport connection between Hamilton to Auckland which will require further investment into the future.

7.9. WDC also requests that the importance of connecting the northern Waikato communities (Tuakau and Pokeno in particular) to the Auckland rail network be noted as key to the future form and function of that network.

2. Conclusion

2.1. WDC thanks NZTA for the opportunity to submit on *Arataki*.

2.2. Should the Ministry require clarification of the points raised in this submission, or further information, please contact Vishal Ramduny (Strategic Projects Manager – Vishal.Ramduny@waidc.govt.nz) in the first instance.

Yours faithfully

Allan Sanson

MAYOR

Open Meeting

To	Infrastructure Committee
From	Roger MacCulloch General Manager Service Delivery
Date	10 February 2020
Prepared by	Eric Hamilton, Contract Reserves Planner Joshua Crawshaw, Reserves Planner
Chief Executive Approved	Y
Reference #	INF2020
Report Title	Consultation approval for the Raglan (Whaingaroa) Coastal Reserve Management Plan Draft

I. EXECUTIVE SUMMARY

A draft Raglan Coastal Reserve (RCR) Management Plan has been prepared under the Reserves Act 1977 (the Act).

The draft plan covers Papahua, Wainui, and Manu Bay reserves in Raglan (Whaingaroa).

The purpose of this report is to seek Council approval to undertake public consultation on the draft Raglan (Whaingaroa) Coastal Reserve Management Plan beginning on 18 March 2020 and closing on 18 May 2020. Section 41 (6) of the Act requires Council to publicly notify the draft Plan and to seek submissions on the draft for a period of no less than two months.

2. RECOMMENDATION

THAT the report from the **General Manager Service Delivery** be received;

AND THAT the **Infrastructure Committee** approves public consultation be undertaken on the draft **Raglan Coastal Reserve Management Plan** (attachment I of the staff report) for a period of no less than 2 months, between 25 March 2020 and 25 May 2020;

AND FURTHER that the **Infrastructure Committee** appoint a hearings panel, if required, to hear any submissions received on the draft **Raglan Coastal Reserve Management Plan**, such hearings panel comprising:

- a. Councillors [*insert name of 2 Councillors to be confirmed by the Committee*]; and
- b. a representative from **Waikato Tainui**,

with the hearings panel to report back to the **Infrastructure Committee** following hearing and considering the submissions received.

3. BACKGROUND

Management Plans

Management plans are mandatory under the Reserves Act 1977 for certain classes of reserve land. Management plans are helpful in that they identify appropriate uses of each reserve and outline development and management of parks into the future. The plans are developed through a formal community consultation and hearings process.

In June 2014, Council adopted a position on the process for development of management plans. This position involves the production of grouped plans by reserve type and individual plans for key reserves. Council's Parks Strategy 2014 identifies the various reserve types. Reserve Management Plans fit within the Parks Strategic Work Programme.

The Sports Park Management Plan and General Policies Reserve Management Plan were the first plans that have been created in this process. These were adopted by Council in June 2015, the Neighbourhood Parks Reserve Management Plan was adopted in 2017, and the Natural Reserves Management Plan and The Point and Kiingitanga Reserve Management Plan were adopted in 2019. Second round consultation on the Woodlands Estate Reserve Management draft closed in December of 2019 with adoption of a finalised plan expected in 2020.

Raglan Coastal Reserves – Papahua, Wainui and Manu Bay

The Raglan Coastal Reserve (RCR) Management Plan presents a framework for the future management and development of Papahua, Wainui and Manu Bay Reserves. It is a review of the previous plans for Wainui Reserve (adopted by Waikato District Council in 2011) and Manu Bay Reserve (adopted by Council in 1996). This is the first reserve plan prepared for Papahua Reserve.

It is proposed to cover all three reserves in one management plan.

Hearings Panel

In order that any such submissions and/or objections may be considered, a hearings panel (representing the administering authority) is to be formed to hear all submissions, summarise and recommend changes. Council has been delegated the authority to appoint a hearings panel to consider submissions received on management plans, and make a recommendation to Council on the final plan. Council is the ultimate decision maker and makes the final determination as to the incorporation of amendments and robustness of process.

A future Council hearings panel should include a representative from Waikato-Tainui or other key hapu, to ensure that good partnership representation is undertaken.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

Early Engagement

Management planning is intended to enable the administering body to establish the desired mix of use and protection for reserves, and to set in place policy to guide day to day management. Determining community preferences and establishing the best means to provide for them is essential for good management planning. In early November 2018

public notices were placed in newspapers districtwide and on Council's website calling for ideas and suggestions as to what should be included/excluded within a Reserve Management Plan for the Raglan coastal reserves (s.41(5a)).

The following questions were asked during early engagement. This feedback was used (where possible) to inform the draft plan.

- What level or type of development would you like to see at Raglan Domain/Te Kopua/Papahua Reserve?
- What level or type of development would you like to see at Manu Bay?
- What level or type of development would you like to see at Wainui Reserve?
- Should vendors (stall holders) be restricted to the carpark area at Wainui Reserve?
- Should the steeper open farmed areas in Wainui Reserve be retained as:
 - open farmland
 - planted in pines
 - re-planted in natives to provide natural habitat
- Should horse riding be permitted in Wainui Reserve (including on the beach)?

Council received 167 submissions during early engagement (attachment 2 and 2A of the staff report).

Responses are summarised as follows:

- *Question: What level or type of development would you like to see at Manu Bay?*
 - 123 responses were received to this question.
 - Responses covered the following issues generally:
 - Support for planting of native species and wetland restoration
 - No, or minimal, development of the reserve. Improvement of what is already there.
 - Additional toilet facilities
 - Walkways/cycleways
 - Drinking water facilities
- *Question: What level or type of development would you like to see at Wainui Reserve?*
 - 129 responses were received to this question.
 - Responses covered the following issues generally:
 - No, or minimal, development of the reserve. Improvement of what is already there.
 - Planting of native species
 - Retain ability for recreational activities eg hangliding and paragliding, horse-riding.
 - Walking and cycling linkages/track improvement
- *Question: Should vendors (stall holders) be restricted to the carpark area at Wainui Reserve?*
 - 131 responses were received to this question.
 - Responses covered the following issues generally:
 - Limited number of vendors/mobile vendors; no vendors
 - Depends on the type of vendor

- Car-parking already an issue. Car park expansion must occur if vendors are to be allowed
 - Raglan Surf School to stay in current location

- *Question: Should the steeper open farmed areas in Wainui Reserve be retained as:*
 - open farmland
 - planted in pines
 - re-planted in natives to provide natural habitat

 - 144 responses were received to this question.
 - 33 (22.9%) were in favour of open farmland
 - 5 (3.5%) were in favour of planted pines
 - 106 (73.6%) were in favour of replanting in natives to provide natural habitat

- *Question: In relation to the above question about planting of steeper open farmed areas in Wainui Reserve, can you explain your preference?*
 - 139 responses were received to this question.
 - Responses covered the following issues generally:
 - Planting of natives to support wildlife habitat restoration and biodiversity
 - Planting to mitigate possible erosion
 - Noting the impact of planting on ability for recreational paragliders/hanggliders to take-off or land on the reserve.
 - Possible income from planting pines can be put back in to the reserve/community
 - Consider the overall aesthetic impact of whatever is being planted

- *Question: Should horse riding be permitted in Wainui Reserve (including on the beach)?*
 - 153 responses were received to this question. Mixed feedback received.
 - Responses covered the following issues generally:
 - Horses allowed, but only on their own bridle paths/trails/designated areas.
 - Keeping horses off bike tracks and planted areas/pipi beds.
 - Expecting riders to pick up after their horses.
 - Restricting access: horses not allowed during certain times of the season (peak swim season)
 - Horses should be allowed on the beach and reserve as a recreational activity

- *Question: What level or type of development would you like to see at Raglan Domain/Te Kopua/Papahua Reserve?*
 - 124 responses were received to this question.
 - Responses covered the following issues generally:
 - More planting
 - Improved amenities
 - Minimal to moderate development
 - More rubbish bins
 - Improved connectivity (bike/walking trails)

4.2 OPTIONS

Option 1: Not consult on the Raglan Coastal Reserve Management Plan draft
Council declines to receive the Raglan Coastal Reserve Management Plan draft and chooses not to notify a period of community consultation.

Pros

Minor financial savings involved with the public notification of the plan.

Cons

Not consulting on the draft plan would mean:

- Continued lack of clarity around use, management and development of Papahua, Wainui and Manu Bay Reserves.

Option 1 **is not** recommended.

Option2: Consult on the Raglan Coastal Reserve Management Plan draft
Council receives the Raglan Coastal Reserve Management Plan draft and chooses to notify a period of community consultation.

Pros

The draft is released for public consultation, assisting in the creation of a finalised Reserve Management Plan that allows for good decision making around the use and development of the Raglan Coastal Reserves going forward.

Cons

Minor costs associated with notification of the draft plan.

Option 2 is recommended.

5. CONSIDERATION

5.1 FINANCIAL

Minor costs will be incurred through the advertising and administration tasks associated with the management plan consultation process. These are budgeted for.

5.2 LEGAL

Reserves Act 1977

The Reserves Act governs the management of reserves and the development of the Woodlands Reserve Management Plan will follow the clauses of Section 41 of the Act.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Joint Management Agreement

Waikato District Council has entered into a Joint Management Agreement (JMA) with Te Whakakitenga o Waikato (formerly Waikato-Tainui Te Kauhanganui Incorporated)

(Waikato-Tainui) in its capacity as trustee of the Waikato River Trust. In Schedule D to the Joint Management Agreement, the parties agree that early engagement and enhanced discussion in matters relating to land management, acquisition and disposal of land would be of benefit to the parties and the community.

It is important to remember that certain parks will be derived from the Crown and subject to a right of first refusal (RFR) to Waikato-Tainui. The schedule of land which is Crown derived and in Council ownership or possession and to which a RFR would apply was provided to the Joint Management Committee in October 2014.

Where any parcel of land would be subject to a RFR, this will not interfere with the current identified use in the Reserve Management Plan. Where land is subject to the Reserves Act 1977 only upon the formal revocation of the reserve status would the land become Crown land, and for Waikato-Tainui any land that lies within the Claim area, the Right of First Refusal (RFR) would apply only in the event that the land is to be disposed of by the Crown.

Schedule E to the JMA (Authorised Customary Activities – Reserves, Lakes and Streams) sets out how Council will engage with Waikato-Tainui in respect of the management plan process.

Extensive consultation with mana whenua has occurred during the drafting phase of the plan, including the desire for Council to progress into a co-management relationship of these reserves with local identified hapu.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

The Significance and Engagement Policy provides at Schedule I a list of Waikato District Council's strategic assets, which identifies reserves listed and managed under the Reserves Act 1977 as strategic assets.

The Policy requires Council to take into account the degree of importance and determine the appropriate level of engagement, as assessed by the local authority, of the issue, proposal, decision or matter, in terms of the likely impact on and, consequence for:

- (a) The district or region;
- (b) Any persons who are likely to be particularly affected by, or interested in, the issue, proposal, decision or matter;
- (c) The capacity of the local authority to perform its role, and the financial and other costs of doing so.

The draft plan includes reserve land managed under the Reserves Act 1977. The Act outlines the special consultative procedure required to be undertaken in regard to public engagement

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project)</i>	<p>Suggestions have been received from the public indicating what they would like to see included in a draft Raglan Coastal Reserve Management Plan. These suggestions have been taken into account in the drafting of the plan and are appended as Attachment Two in this report.</p> <p>Should the recommendations of this report be adopted, the draft plan will be publicly notified for submissions on 25 March 2020. The submission period will run for 2 months and will close on 25 May 2020. Hearings will be scheduled to take place shortly thereafter.</p>				

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>engagement plan if applicable).</i>	Notification will occur through direct letters to stakeholders, user groups and initial suggestion makers as well as via notices in all major local papers. The draft plan will be publically available on Council's website and in hardcopy at Council offices. The notification period will last for two months as per Section 41 of the Reserves Act 1977 and Section 82 of the Local Government Act 2002.				

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
	✓		Internal
	✓		Community Boards/Community Committees
	✓		Waikato-Tainui/Local iwi (provide evidence / description of engagement and response)
			Households
			Business
			Other Please Specify

6. CONCLUSION

Council has prepared the Raglan Coastal Reserve Management Plan draft under the Reserves Act 1977. Staff seek approval from the Committee for the draft plan to be released for a two month public submission period in March 2020, closing in May 2020.

7. ATTACHMENTS - *circulated under separate cover*

- Attachment 1: Raglan Coastal Reserve Management Plan draft
- Attachment 2: Early Engagement Feedback
- Attachment 2A: Early Engagement Feedback – long submissions
- Attachment 3: Submission Form

Open Meeting

To	Infrastructure Committee
From	Roger MacCulloch General Manager Service Delivery
Date	10 February 2020
Prepared by	Nicolas Wells Strategic Property Manager
Chief Executive Approved	Y
Reference #	INF2020
Report Title	Historic Road Legalisation – Kaipo Flats Road, Onewhero

I. EXECUTIVE SUMMARY

Part of Kaipo Flats Road, Onewhero (a Council road) has been formed over private land (attachment 1). In 1988 the Raglan County Council began work to legalise the formed road, and stop the unformed road. The process was not completed.

This report makes recommendations which, if approved, allow staff to work through a process to acquire the necessary portions of land to legalise the formed road, and stop and dispose of the redundant road corridor (attachment 2).

2. RECOMMENDATION

THAT the report from the **General Manager Service Delivery** be received;

AND THAT the **Infrastructure Committee** approves;

(a) acquiring the land described **First**, **Third** and **Sixth** in the **Schedule** subject to:

- i. agreement with the owners of the land as to the areas being acquired (supported by survey); and
- ii. agreement with the owners of the land as to the value of compensation for the land being acquired (supported by registered valuation) if applicable; and
- iii. that the land described **First** and **Third** in the **Schedule** is declared to be road pursuant to the **Public Works Act 1981**; and
- iv. the costs incurred to give effect to this resolution being paid from the existing “**Historic Road Legalisation**” **Strategic Property** budget.

(b) declaring the portions of unformed Kaipo Flats Road described Second, Fourth and Fifth in the Schedule surplus to Council roading requirements, and that they be stopped in accordance with the Public Works Act 1981, and that;

- i. the stopped road land described Second in the Schedule be transferred for amalgamation with the land held in Record of Title SA7D/819
- ii. the stopped road land described Fourth in the Schedule be transferred for amalgamation with the land held in Record of Title 449921
- iii. the stopped road land described Fifth in the Schedule be transferred for amalgamation with the land held in Record of Title SA41D/592
- iv. the sale proceeds arising from this resolution are credited to the existing “Historic Road Legalisation” Strategic Property budget

(c) declaring the severance land described Sixth in the Schedule surplus to Council roading requirements, and that:

- i. the severance land described Sixth in the Schedule be transferred for amalgamation with the land held in Record of Title 449921
- ii. the sale proceeds arising from this resolution are credited to the existing “Historic Road Legalisation” Strategic Property budget

AND FURTHER THAT the Chief Operating Officer be delegated authority to execute all relevant documentation necessary to give effect to this resolution.

SCHEDULE

First the land described as Section 1 comprising approximately 1627 square metres and shown in yellow on the Kaipo Flats Road – Land Acquisition Plan attached.

Second the land described as Section 2 comprising approximately 117 square metres and shown in green on the Kaipo Flats Road – Land Acquisition Plan attached.

Third the land described as Section 3 comprising approximately 113 square metres and shown in yellow on the Kaipo Flats Road – Land Acquisition Plan attached.

Fourth the land described as Section 4 comprising approximately 1574 square metres and shown in green on the Kaipo Flats Road – Land Acquisition Plan attached.

Fifth the land described as Section 5 comprising approximately 908 square metres and shown in green on the Kaipo Flats Road – Land Acquisition Plan attached.

Sixth the land described as Section 6 comprising approximately 258 square metres and shown in blue on the Kaipo Flats Road – Land Acquisition Plan attached.

3. BACKGROUND

The owner of 246 Kaipō Flats Road has commissioned a survey for a subdivision of their land. The survey has identified that the adjoining formed road portion of Kaipō Flats Road was constructed outside the road corridor, and that a consented relocated dwelling encroaches into the unformed road corridor (attachment 3).

The Council has been approached by the owner of 246 Kaipō Flats Road to consider rationalising and legalising the portions of Kaipō Flats Road which have been constructed on privately-owned land.

In 1988 the Raglan County Council resolved to buy the land required to legalise the formed road, stop the unformed road, and sell the surplus land to the adjoining owners. However the following year the Local Government Reorganisation disbanded the Raglan County Council and vested the subject land in the new Franklin District Council.

In 1997 the Franklin District Council agreed to pay \$7,000 including GST for the land described first in the schedule. A Compensation Certificate was registered on the relevant Record of Title. It appears that no further action was taken.

In 2010 the Auckland Super-City Reorganisation disbanded the Franklin District Council and vested the subject land in the Waikato District Council.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

The relevant parts of Kaipō Flats Road form part of the Council's maintained road network. Until legalised, the road, as a significant Council asset, remains constructed over privately-owned land without formal legal protection.

It is usual that Council plans to construct roads within the road corridor boundary. However, it is not uncommon that, where the legal road boundary does not provide for a practical alignment due to topography, the road may follow a more practical alignment which requires the use of privately-owned land.

In ordinary circumstances, the land required for road would be identified and acquired from private land owners prior to construction. However, where the construction of the road occurs over private land before it is acquired, prompt action should be undertaken to protect the infrastructure by surveying the formed road and purchasing the land.

In the case of Kaipō Flats Road the legal road corridor did not provide a practical alignment and the road was constructed over private property as a result. Despite starting the process in 1988 the actions required to legalise the formed road remain outstanding.

4.2 PROCESS

The first step is Council resolving to acquire the land to legalise the formed road (First and Third in the Schedule), and stop portions of unformed road corridor to be amalgamated with the adjoining land (Second, Fourth and Fifth in the Schedule). The severance lot created (Sixth in the Schedule) will be treated as a standalone disposal also amalgamated with adjoining land.

The road stopping process will need to be done in accordance with the Local Government Act 1974 (“the LGA”) because the road is adjoined by multiple owners. The LGA process calls for a public notification and consideration of any submissions made contesting the road stopping. Unresolved submissions would result in the application being heard by the Environment Court. The outcome of a road stopping process cannot be guaranteed or presupposed.

4.3 OPTIONS

Option 1: Approve the recommendations of this report. This option is recommended.

Council staff will be able to negotiate an agreement with the affected land owners to (1) acquire the land described First and Third in the Schedule legalising the formed road, (2) stop the road and dispose of the land described Second, Fourth and Fifth in the Schedule and (3) dispose of the land described Sixth in the Schedule.

Option 2: Decline the recommendations of this report. This option is not recommended.

Staff will not be able to negotiate an agreement to acquire the lands described First and Third in the Schedule. The existing formed road would not be legalised and the road would continue to sit on private land.

5. CONSIDERATION

5.1 FINANCIAL

The Council will pay all costs associated with legalising the formed road (including surveying, valuation, gazettal, and compensation) from the existing “Legacy Outstanding Road Legalisation” Strategic Property Budget.

Proceeds from sale of surplus land will be credited to the existing “Legacy Outstanding Road Legalisation” Strategic Property Budget.

5.2 LEGAL

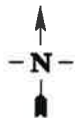
The land described First and Third in the Schedule will be acquired and declared to be road in accordance with the Public Works Act 1981. The road stopping process will be carried out in accordance with the Local Government Act 2002.

6. CONCLUSION

Approving the recommendations of this report will allow Council staff to (1) legalise the formed road corridor, (2) dispose of surplus land and (3) rationalise long-standing historic encroachments.

7. ATTACHMENTS

- Attachment 1 Kaipo Flats Road - Aerial Photograph
- Attachment 2 Kaipo Flats Road - Land Requirement Plan
- Attachment 3 Kaipo Flats Road - Encroachment Plan



Kaipō Flats Road - Alignment and Encroachments

Waikato District Council does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that WDC shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information



SCALE 1:1096

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Projection: New Zealand Transverse Mercator
Datum: New Zealand Geodetic Datum 2000

Print Date: 8/01/2020

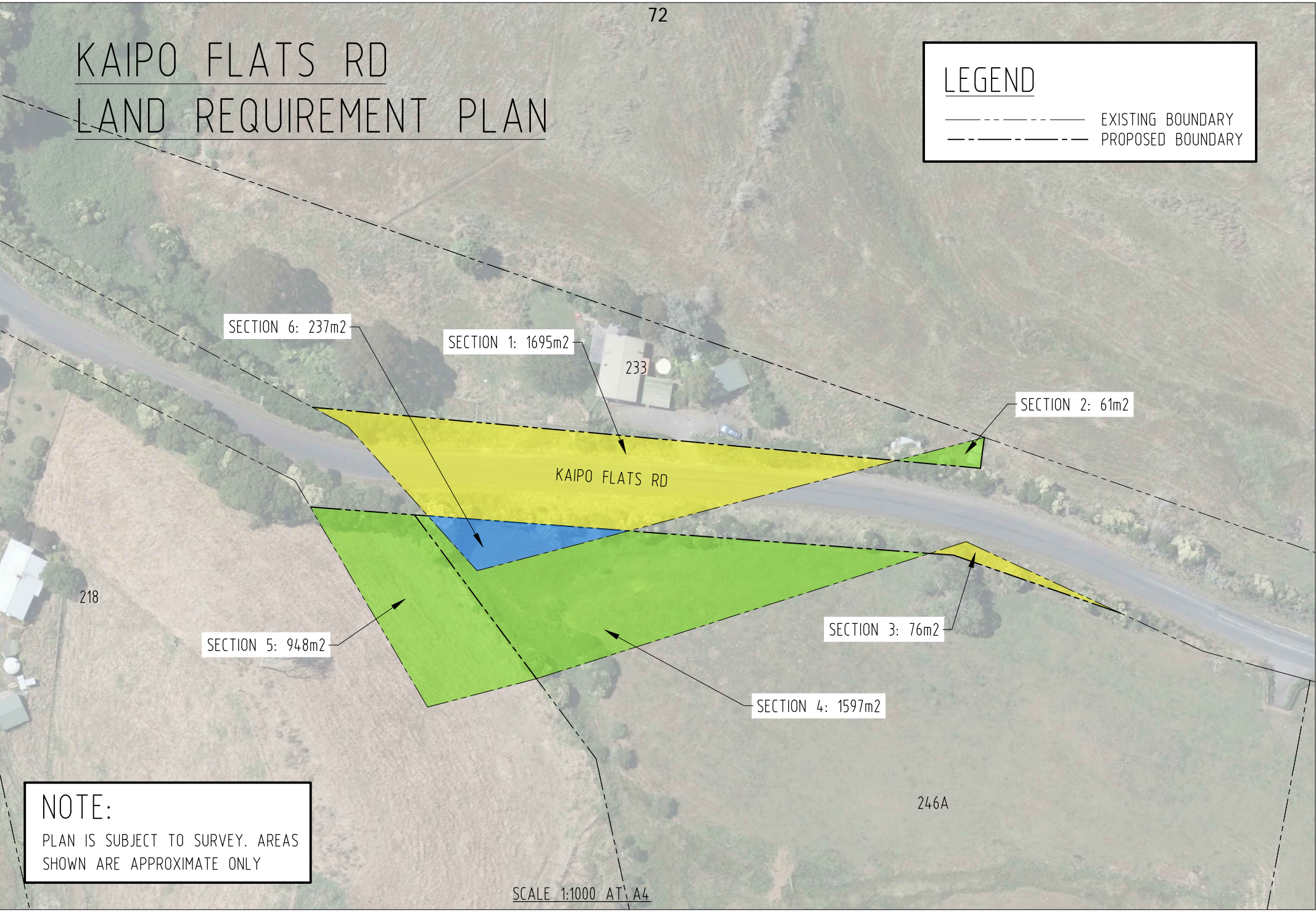
A4

KAIPO FLATS RD LAND REQUIREMENT PLAN

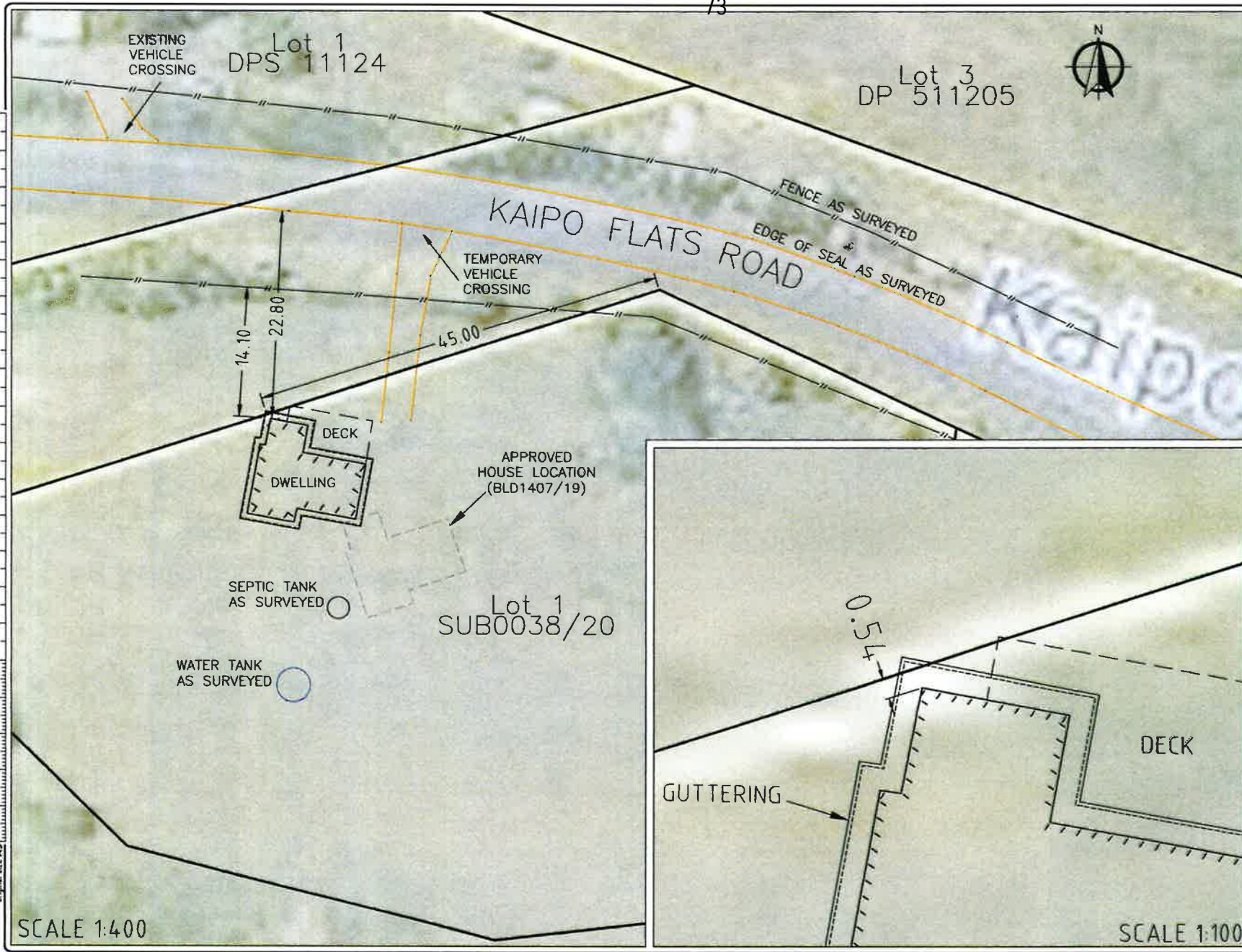
LEGEND

----- EXISTING BOUNDARY

----- PROPOSED BOUNDARY



NOTE:
 PLAN IS SUBJECT TO SURVEY. AREAS
 SHOWN ARE APPROXIMATE ONLY



I/We confirm that this proposal has been examined by me/us and agree to the use and reproduction of this plan for the purpose of obtaining a resource consent

Applicant's Approval

Approved for submission by: Birch Surveyors Ltd

KEY

Lot Boundaries	---
Road Formation	---
Measurements (metres)	25.67
Existing Buildings	▨
Fences	==
Caves	- - - -

- NOTES:**
- 1) Areas and measurements are approximate only and subject to final survey
 - 2) Roads shown are legal
 - 3) Datum is arbitrary and subject to final survey
 - 4) This document shall be used only for the purpose for which it is supplied. No reproduction, copying, reuse, sale, hire, loan or gift of this document directly or indirectly is permitted without the prior written consent of Birch Surveyors Ltd
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		LOCAL AUTHORITY: WAIKATO DISTRICT COUNCIL PLANNING MAP: ZONING: RURAL ACTIVITY: COMPRISED BY: SUB0038/20 TOTAL AREA: 0.9953 ha REGISTERED OWNERS: DESIRE AND KELVEN PURNELL	PROJECT NAME: PURNELL 246 KAIPO FLATS ROAD ONEWHERO	Surveyed: N.Hill Date: 12/11/2019 Project No: 4696 Designed: Date: Scale: AS SHOWN @ A3 Drawn: S.Shuber Date: 13/11/2019 Approved: PROJECT MANAGER Date:	TITLE: PLAN OF RELOCATED HOUSE ON LOT 1 SUB0038/20 - YARD SETBACK INFRINGEMENT
		Property House: 24 Wesley Street, Pukekohe PO Box 475, Pukekohe 3340 Ph: 09 237 1111 Fax: 09 218 0033 pukekohe@birch.co.nz www.birchsurveyors.co.nz	Drawing Name: F:\GAD\SP 4696 - House Yard Setback.dwg / SUBJECT TO FINAL SURVEY Rev: A		

Open Meeting

To	Infrastructure Committee
From	Roger MacCulloch General Manager Service Delivery
Date	10 February 2020
Prepared by	Paul Harrison Roading Corridor Engineer
Chief Executive Approved	Y
Reference #	INF2020
Report Title	Change to Resolution INF1912/04 – Lakeside Development Road Names

I. EXECUTIVE SUMMARY

The purpose of this report is to amend the resolution of the Infrastructure Committee at its meeting on 5th December 2019, in relation to the following Road Naming report:

5 December 2019 Meeting

- Proposed Road Name List for the Lakeside Development Ltd Subdivision at Te Kauwhata (Agenda Item 4.5)

At the December meeting, the Committee resolved as follows (Ref INF1912/04):

THAT the Infrastructure Committee approves the following road names provided by Lakeside Development Ltd:

- Scott Road (extension of current formed road)
- Rimu Street (extension of current formed road)
- Whites Way
- Panewaka Street
- Pa Ariki Street
- Pourewa Street
- Kai Ika Street
- Rahui Street
- Ringo Lane
- Paraua Lane
- Kumukumu Way
- Waipapa Way
- Hirere Street.

This report recommends a variation to resolution INF1912/04 to correct the title of the following two roads:

- Change “Pa Ariki Street” to “Pa Ariki **Road**”; and
- Amend the spelling of “Paraua Lane” to “**Pararua** Lane”.

2. RECOMMENDATION

THAT the report from the **General Manager Service Delivery** be received;

AND THAT the Committee's resolution (INF1912/04) at its 5 December 2019 meeting be altered by:

- Replacing "Pa Ariki Street" with "Pa Ariki Road"; and
- Amend the spelling of "Paraua Lane" to "Pararua Lane".

3. ATTACHMENTS

Nil.

Open Meeting

To	Infrastructure Committee
From	Gavin Ion Chief Executive
Date	11 February 2020
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
Reference #	GOV1318
Report Title	Exclusion of the Public

I. EXECUTIVE SUMMARY

To exclude the public from the whole or part of the proceedings of the meeting to enable to the Infrastructure Committee to deliberate and made decisions in private on public excluded items.

2. RECOMMENDATION

THAT the report from the Chief Executive be received;

AND THAT the public be excluded from the meeting to enable the Infrastructure Committee to deliberate and make decisions on the following items of business:

Confirmation of Minutes dated 5 December 2019

REPORTS

a. Huntly – Road and Rail

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

Reason for passing this resolution to withhold exists under:	Ground(s) under section 48(1) for the passing of this resolution is:
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Section 7(2)(a)
Section 7(2)(b)(ii)
Section 7(2)(i)
Section 7(2)(j)

Section 48(1)(a)

b. Huntly Land Exchange

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

Reason for passing this resolution to withhold exists under: **Ground(s) under section 48(1) for the passing of this resolution is:**

Section 7(2)(a) Section 48(1)(a)
Section 7(2)(j)

c. Ngaruawahia Community Facilities

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

Reason for passing this resolution to withhold exists under: **Ground(s) under section 48(1) for the passing of this resolution is:**

Section 7(2)(b)(ii) Section 48(1)(a)
Section 7(2)(i)
Section 7(2)(j)

d. Contract 11/064 UGL (NZ) Limited – Increase to Approved Contract Sum

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

Reason for passing this resolution to withhold exists under: **Ground(s) under section 48(1) for the passing of this resolution is:**

Section 7(2)(b)(i) or (ii) Section 48(1)(a)

e. Proposed Name for the Hamilton to Auckland Start-Up Passenger Rail Service and its Cultural Rationale

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

Reason for passing this resolution to withhold exists under: **Ground(s) under section 48(1) for the passing of this resolution is:**

Section 7(2)(c)(i) or (ii) Section 48(1)(a)
Section 7(2)(j)