



AGENDA

Ordinary meeting of the

Works and Infrastructure Committee

**Thursday 15 November 2018
Commencing at the conclusion of the Council meeting
Council Chamber
Civic House
110 Trafalgar Street, Nelson**

**Pat Dougherty
Chief Executive**

Membership: Councillor Stuart Walker (Chairperson), Her Worship the Mayor Rachel Reese, Councillors Luke Acland, Paul Matheson, Matt Lawrey, Gaile Noonan, Tim Skinner and Mike Rutledge (Deputy Chairperson)

Quorum: 4

Nelson City Council Disclaimer

Please note that the contents of these Council and Committee Agendas have yet to be considered by Council and officer recommendations may be altered or changed by the Council in the process of making the formal Council decision.

Guidelines for councillors attending the meeting, who are not members of the Committee, as set out in Standing Order 12.1:

- All councillors, whether or not they are members of the Committee, may attend Committee meetings
- At the discretion of the Chair, councillors who are not Committee members may speak, or ask questions about a matter.
- Only Committee members may vote on any matter before the Committee

It is good practice for both Committee members and non-Committee members to declare any interests in items on the agenda. They should withdraw from the room for discussion and voting on any of these items.

1. Apologies**2. Confirmation of Order of Business****3. Interests**

3.1 Updates to the Interests Register

3.2 Identify any conflicts of interest in the agenda

4. Public Forum**5. Confirmation of Minutes**

5.1 28 September 2018

11 - 19

Document number M3788

Recommendation

That the Works and Infrastructure Committee***Confirms the minutes of the meeting of the Works and Infrastructure Committee, held on 28 September 2018, as a true and correct record.*****6. Chairperson's Report****7. Quarterly Report to Works and Infrastructure
Committee 1 July - 30 September 2018****20 - 74**

Document number R9623

Recommendation

That the Works and Infrastructure Committee***Receives the report Quarterly Report to Works and Infrastructure Committee 1 July - 30 September 2018 (R9623) and its attachments (A2078013 and A2087315); and***

Approves a contribution of up to \$150,000 towards the upgrading of the water main in Suffolk Road funded from a projected underspend in the water activity replacement of the Roding Water Supply Resource Consent as part of the Summerset development to future proof the City's water supply noting that this work will be undertaken by the developer; and

Notes the re-prioritisation of the sewer renewals for the current 2018/19 financial year as detailed in Report 9623 based on the urgent work to rectify sewerage wet weather overflows in the Vanguard Street catchment; and

Notes the re-prioritisation of the water renewals for the current 2018/19 financial year as detailed in Report 9623, based on the urgent work to rectify ongoing water breakages in the Central Business District (Hardy Street) and the opportunity to undertake work in Annesbrook Drive as part of the Tahunanui cycleway project.

8. Transport Asset Management Plan 2018-2028 75 - 78

Document number R9058

Recommendation

That the Works and Infrastructure Committee

Receives the report Transport Asset Management Plan 2018-2028 and its attachment (A1755799).

Recommendation to Council

That the Council

Adopts the Transport Asset Management Plan 2018-28 (A1755799), amended to reflect the approved Long Term Plan 2018 – 2028.

9. Recycling - Update on international markets 79 - 87

Document number R9485

Recommendation

That the Works and Infrastructure Committee

Receives the report Recycling - Update on international markets (R9485); and

Agrees to continue with recycling for the 2019/20 financial year in Nelson recognising the strong commitment from Nelsonians.

Recommendation to Council

That the Council

Agrees to consider through the 2019/20 Annual Plan the additional costs resulting from the ongoing low global commodity prices, for the 2019/20 financial year at an estimated cost of between \$132,000 and \$192,000 funded 50% from the current reserves in the Solid Waste account and 50% through increased landfill charges.

10. Tahunanui Modellers Pond Trial

88 - 92

Document number R9692

Recommendation

That the Works and Infrastructure Committee

Receives the report Tahunanui Modellers Pond Trial (R9692) and its attachment (A2078208); and

Refers a decision on the ongoing dosing trial at Tahunanui Modellers Pond to the Council meeting of 13 December 2018.

11. Hanging Baskets Activity Review

93 - 99

Document number R9584

Recommendation

That the Works and Infrastructure Committee

Receives the report Hanging Baskets Activity Review (R9584).

Recommendation to Council

That the Council

Approves foregoing \$16,000 budgeted income in the Annual Plan 2019/20 from business contribution towards hanging baskets in order to maximise the number of baskets that are hung within the City; and

Approves that the hanging baskets be funded from the Parking and CBD Enhancement cost centre, street parking meters maintenance account (5510 2010 0415).

12. Nelson Regional Sewerage Business Unit - Business Plan 2018-19 and Bell Island Resource Consent 100 - 143

Document number R9759

Recommendation

That the Works and Infrastructure Committee

Receives the report Nelson Regional Sewerage Business Unit - Business Plan 2018-19 and Bell Island Resource Consent (R9759) and its attachments (A2086495, A2086498 and A2086501); and

Endorses the changes made to the Nelson Regional Sewerage Business Unit Business Plan 2018/19 (A2086495) to better reflect Nelson City Council's Long Term Plan and their environmental aspirations; and

Receives the Nelson Regional Sewerage Business Unit's Acting General Manager's advice (A2086498) that there is very good alignment between the Bell Island resource consent and Nelson City Council's environmental aspirations and that the Bell Island resource consent application should proceed.

Recommendation to Council

That the Council

Approves the Nelson Sewerage Business Unit Business Plan 2018-19 (A2086495) noting that this now better reflects Nelson City Council's Long Term Plan and Nelson City Council's environmental aspirations.

13. Waimea Road - Proposed Amendment to the Speed Limits Bylaw **144 - 168**

Document number R9765

Recommendation

That the Works and Infrastructure Committee

Receives the report Waimea Road - Proposed Amendment to the Speed Limits Bylaw (R9765) and its attachments (A2069574, A2075290, A2069647, and A2079928).

Recommendation to Council

That the Council

Agrees a bylaw to set a permanent speed limit is the most appropriate way of addressing safety issues on Waimea Road between Market Road and the Beatson Road roundabout; and

Agrees the proposed amendments to the Speed Limits Bylaw 2011 (210) are the most appropriate form of bylaw and do not give rise to any implications under the New Zealand Bill of Rights Act 1990; and

Agrees a summary of the Statement of Proposal Amendment to the Speed Limits Bylaw 2011 (210) is not required; and

Adopts the Statement of Proposal (A2069647 of Report 9765) relating to the lowering of the speed limit along Waimea Road from 240m south of Market Road (Market Road) through to 200m north of the Beatson Road roundabout (Beatson Road roundabout); and

Approves commencement of the Special Consultative Procedure (A2069647 of Report R9765), with the consultation period to run from 14 December 2018 to 15 February 2019; and

Approves the consultation plan (A2079928 of Report 9765) and agrees:

(a) the plan includes sufficient steps to ensure the Statement of Proposal will be reasonably accessible to the public and will be publicised in a manner appropriate to its purpose and significance; and

(b) the plan will result in the Statement of Proposal being as widely publicised as is reasonably practicable as a basis for consultation.

14. Seafield Terrace remediation - supplementary information

169 - 203

Document number R9760

Recommendation

That the Works and Infrastructure Committee

Receives the report Seafield Terrace remediation - supplementary information (R9760) and its attachments (A2088021 and A2086667).

Recommendation to Council

That the Council

Approves the Enhanced "Scaled-up do minimum" option as the preferred remedial solution as detailed in Attachment 2 (A2038309) of report R9621 (A2088021) for Seafield Terrace, noting a preliminary revised estimated capital cost of \$1.25 Million with an expected 51% NZTA Funding Assistance Rate; and

Notes that design will commence in the current 2018/19 financial year with request for funding for consents and construction (\$1.25 Million) to be made through the 2019/20 Annual Plan; and

Approves unbudgeted expense of \$70,000 in the 2018/19 financial year to cover costs incurred to date and to commence detailed design of the preferred option.

PUBLIC EXCLUDED BUSINESS

15. Exclusion of the Public

Recommendation

That the Works and Infrastructure Committee

Confirms, in accordance with sections 48(5) and 48(6) of the Local Government Official Information and Meetings Act 1987, that Kerry Anderson of DLA Piper and Mark Foley and Tom Shand of Tonkin &

Taylor remain after the public has been excluded, for Item #1 of the Public Excluded agenda (Seafield Terrace Remediation: Legal Considerations), as they have knowledge relating to the Seafield Terrace remediation that will assist the meeting.

Recommendation

That the Works and Infrastructure Committee

Excludes the public from the following parts of the proceedings of this meeting.

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

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
1	Seafield Terrace Remediation: Legal Considerations Releasing the advice exposes Council to legal risk not outweighed by any public interest in sharing the opinion	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: <ul style="list-style-type: none"> • Section 7(2)(g) To maintain legal professional privilege
2	Graham Street and part of Rogers Street - proposed road stopping	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: <ul style="list-style-type: none"> • Section 7(2)(h) To enable the local authority to carry out, without prejudice or disadvantage, commercial activities

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
3	Watermain Upgrading Vanguard Street	<p>Section 48(1)(a)</p> <p>The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7</p>	<p>The withholding of the information is necessary:</p> <ul style="list-style-type: none"> • Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

Note:

- **Youth Councillors will not be in attendance at this meeting due to NCEA examinations.**



Minutes of a meeting of the Works and Infrastructure Committee

Held in the Council Chamber, Civic House, 110 Trafalgar Street, Nelson

On Friday 28 September 2018, commencing at 9.01a.m.

Present: Councillor S Walker (Chairperson), Her Worship the Mayor R Reese, Councillors L Acland, P Matheson, M Lawrey, G Noonan, T Skinner and M Rutledge (Deputy Chairperson)

In Attendance: Councillors I Barker and B McGurk, Chief Executive (P Dougherty), Group Manager Infrastructure (A Louverdis), Group Manager Environmental Management (C Barton), Group Manager Strategy and Communications (N McDonald), Governance Adviser (J Brandt) and Youth Councillors (E Grant and N Rais)

Apology: Councillor Matheson (for lateness)

1.

Apologies

Resolved WI/2018/046

That the Works and Infrastructure Committee

Receives and accepts the apology from Councillor Matheson for lateness.

Lawrey/Rutledge

Carried

2. Confirmation of Order of Business

There was no change to the order of business.

3. Interests

There were no updates to the Interests Register, and no interests with items on the agenda were declared.

4. Public Forum

4.1 Genie Em - Litter in Nelson City

Ms Em spoke in response to an article in the Nelson Leader "Clean up your Hood", expressing her concerns at the amount of litter in Nelson and noted possible solutions such as increasing the number of recycling bins in town as well as 'butt boxes' for cigarette butts. Ms Em further encouraged Council to help change people's littering behaviour by raising awareness and appropriate messaging.

Attendance: Her Worship Mayor R Reese joined meeting at 9.13a.m.

4.2 Barry James – Nile Street plane trees

Mr James outlined his concerns regarding the scheduled removal of a number of heritage trees on Nile Street and requested to be involved in decisions regarding the trees. The Chairperson advised that he would ask Council officers to meet Mr James with Councillor Skinner present. Mr James further outlined his vision for Nile Street East as Autumn Glory Avenue.

Attendance: Councillor Matheson joined the meeting at 9.21a.m.

4.3 Phil Osborne – Seafeld Terrace Remediation

Mr Osborne advised that the Glen community would like to be more actively involved in the options for remediation. He requested that Council takes a pause, during which officers could engage with residents regarding design and implementation before funds were committed.

5. Confirmation of Minutes

5.1 16 August 2018

Document number M3687, agenda pages 9 – 13 refer.

Resolved WI/2018/047

That the Works and Infrastructure Committee

Confirms the minutes of the meeting of the Works and Infrastructure Committee, held on 16 August 2018, as a true and correct record.

Rutledge/Skinner

Carried

6. Chairperson's Report

A brief verbal update on the recent attendance of the Water NZ Conference was presented, during which Councillor Walker commended Nelson City Council's Engineering Assistant, Sristy Malla for two awards she received at the conference.

7. Wastewater and Stormwater/Flood Protection Asset Management Plans 2018 - 28

Document number R9670, agenda pages 14 - 18 refer.

Resolved WI/2018/048

That the Works and Infrastructure Committee

Receives the report Wastewater and Stormwater/Flood Protection Asset Management Plans 2018 - 28 (R9670) and its attachments (A1611752 and A1711433).

Noonan/Skinner

Carried

Recommendation to Council WI/2018/049

Adopts the Wastewater and Stormwater/Flood Protection Asset Management Plans 2018-28 (A1611752 and A1711433), amended to reflect the approved Long Term Plan 2018-2028.

Noonan/Skinner

Carried

8. Nelson Tasman Regional Landfill Business Unit Landfills Asset Management Plan

Document number R9496, agenda pages 19 - 22 refer.

Acting General Manager Nelson Tasman Regional Landfill Business Unit Landfills Asset Management Plan (NRLBU), Don Clifford and Senior Asset Engineer – Solid Waste, Johan Thiart answered questions regarding the future site of the landfill, broader environmental issues of waste going to landfill, possible impacts of the emission trading scheme and waste levy changes.

Discussion took place as to what was currently happening with recycling and whether any local materials were contributing to environmental issues in other countries. It was noted that the extra funding agreed at a previous meeting was a temporary measure only and that the matter of recycling would require further consideration in future.

Resolved WI/2018/051

That the Works and Infrastructure Committee

Receives the report Nelson Tasman Regional Landfill Business Unit Landfills Asset Management Plan (R9496) and its attachment (A1998592).

Rutledge/Walker

Carried

Resolved WI/2018/052

That the Works and Infrastructure Committee

Requests that a report be brought to the 15 November 2018 Works and Infrastructure Committee meeting, for the purpose of determining the future of recycling in Nelson, as well as to provide information relating to overseas markets.

Rutledge/Walker

Carried

Recommendation to Council WI/2018/053

That the Council

Approves the Nelson Tasman Regional Landfill Business Unit Landfills Asset Management Plan (A1998592).

Rutledge/Walker

Carried

9. Nelson Tasman Regional Landfill Business Unit Treasury Policy

Document number R9441, agenda pages 24 - 33 refer.

Accountant, Andrew Bishop confirmed that retrospective approval was being sought.

Resolved WI/2018/054

That the Works and Infrastructure Committee

Receives the report Nelson Tasman Regional Landfill Business Unit Treasury Policy (R9441) and its attachment (A1963932).

Noonan/Rutledge

Carried

Recommendation to Council WI/2018/055

That the Council

Approves the Nelson Tasman Regional Landfill Business Unit Treasury Policy (A1963932 of Report R9441).

Noonan/Rutledge

Carried

10. Nelson Regional Sewerage Business Unit Business Plan 2018-19

Document number R9503, agenda pages 34 - 60 refer.

Group Manager Infrastructure, Alec Louverdis answered questions regarding implications of not having the Nelson Regional Sewerage Business Unit (NRSBU) business plan signed off by both Councils, advising that business as usual would continue.

Attendance: Councillor Lawrey left the meeting from 10.09a.m. to 10.13a.m.

Acting General Manager NRSBU, Don Clifford answered questions about the resource consent application, noting that it was technically on hold, and engagement with iwi continuing. He noted that meetings with iwi had been set up.

Discussion took place regarding the importance of resolving existing business plan issues before further pursuing the resource consent application to discharge into the estuary, as well as the importance of meaningful engagement with iwi.

It was acknowledged that Nelson City Council expected that the resource consent application would reflect the environmental standards of this Council, which had not yet been incorporated into the NRSBU business plan 2018/19.

The meeting was adjourned from 10.21a.m. to 10.58a.m.

An addition to the officer recommendation was included to reflect the previous discussion.

Resolved WI/2018/056

That the Works and Infrastructure Committee

Receives the report Nelson Regional Sewerage Business Unit Business Plan 2018-19 (R9503) and its attachments (A1928704 and A1995125); and

Approves feedback be given to the Nelson Regional Sewerage Business Unit (NRSBU) through the Acting General Manager that further review of the draft NRSBU Business Plan 2018-19 is required so that it better complements Nelson City Council's Long Term Plan (LTP) and the Council's environmental aspirations; and

Requests that the Acting General Manager of the Nelson Regional Sewerage Business Unit reports back to the Works and Infrastructure Committee on the alignment between the Bell Island resource consent application and Nelson City Council's Long

Term Plan and the Council's environmental aspirations, and also provides the Works and Infrastructure Committee with an update on the engagement with iwi in relation to the resource consent application.

Her Worship the Mayor/Rutledge

Carried

11. Wastewater Network Inflow and Infiltration Issues on Private Property

Document number R9502, agenda pages 61 - 77 refer.

Senior Asset Engineer – Utilities, Phil Ruffell answered questions about the current investigation under way on private property and properties owned by Council.

An additional recommendation was added by officers to clarify the approval process for the communications content.

Resolved WI/2018/057

That the Works and Infrastructure Committee

Receives the report Wastewater Network Inflow and Infiltration Issues on Private Property (R9502) and its attachments (A2047807, A2059113, A2046065, A2021386, A2053953);

Endorses a public communication campaign to highlight the issue to private property owners to commence with urgency; and

Delegates authority to the Chair and Deputy Chair of the Works and Infrastructure Committee to approve the final communications content prior to release; and

Endorses the approach to re-direct obvious private stormwater inflows out of the sewer system and that these "quick-wins" (up to \$500) be at the cost of private landowners.

Lawrey/Skinner

Carried

12. Saltwater Creek Bridge

Document number R9717, agenda pages 78 - 85 refer.

Senior Engineering Officer, Andy High, Manager Capital Projects, Shane Davies and Manager Transport and Solid Waste, Marg Parfitt joined the

table. Mr Davies noted that there may be additional information available for the Council meeting on 15 November 2018 in regards to possible additional funding from the New Zealand Transport Agency, which would mean that the funding required from Council would be less.

Officers answered questions regarding cladding materials for the bridge, sustainability of the wood used, recyclability of the old bridge, dimensions of the new bridge and clarified that the funding was for the bridge as well as grading, abutments and approaches.

Resolved WI/2018/058

That the Works and Infrastructure Committee

Receives the report Saltwater Creek Bridge (R9717) and its attachment A2058621.

Noonan/Rutledge

Carried

Recommendation to Council WI/2018/059

That the Council

Approves an additional unbudgeted \$300,000 to fund construction of the bridge in the 2018/19 financial year that will allow the award of a tender and enable work to commence this financial year (2018/19).

Noonan/Rutledge

Carried

13. Seafield Terrace remediation

Document number R9621, agenda pages 86 - 108 refer.

Group Manager Infrastructure, Alec Louverdis noted that in response to the feedback received during public forum, he would like to suggest that the matter be left to lie on the table, to pause the process as requested, and undertake engagement with the community before the next Works and Infrastructure meeting.

Mr Louverdis answered questions about impacts on timing, noting that there would be a delay if further consultation was required.

Item of business to lie on the table

Resolved WI/2018/060

That the Works and Infrastructure Committee

Leaves the item Seafield Terrace Remediation to lie on the table and not be further discussed at this meeting until

further engagement with residents has taken place and the matter be brought back to the Works and Infrastructure Committee.

Her Worship the Mayor/Matheson

Carried

14. Exclusion of the Public

Recommendation

That the Works and Infrastructure Committee

Excludes the public from the following parts of the proceedings of this meeting.

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

Matheson/Rutledge

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
1	Works and Infrastructure Committee Meeting - Public Excluded Minutes - 16 August 2018	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7.	The withholding of the information is necessary: <ul style="list-style-type: none"> • Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

The meeting went into public excluded session at 11.43a.m. and resumed in public session at 11.47a.m.

Please note that as the only business transacted in public excluded was to receive the minutes and leaving an item of business to lie on the table, this business has been recorded in the public minutes. In accordance with the Local Government Official Information Meetings Act 1987, no reason for withholding this information from the public exists.

15. Confirmation of Minutes

15.1 16 August 2018

Document number M3688, agenda pages 3 - 4 refer.

Resolved WI/2018/061

That the Works and Infrastructure Committee

Confirms the minutes of part of the meeting of the Works and Infrastructure Committee, held with the public excluded on 16 August 2018, as a true and correct record.

Matheson/Rutledge

Carried

16. Seafield Terrace Remediation: Legal Considerations

Document number R9709, agenda pages 5 - 6 refer.

Item of business to lie on the table

Resolved WI/2018/062

That the Works and Infrastructure Committee

Leaves the item Seafield Terrace Remediation: Legal Considerations to lie on the table and not be further discussed at this meeting until further engagement with residents has taken place and the matter be brought back to the Works and Infrastructure Committee.

Rutledge/Noonan

Carried

17. Re-admittance of the Public

Resolved WI/2018/063

That the Works and Infrastructure Committee

Re-admits the public to the meeting.

Skinner/Lawrey

Carried

There being no further business the meeting ended at 11.47a.m.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

Quarterly Report to Works and Infrastructure Committee 1 July - 30 September 2018

1. Purpose of Report

- 1.1 To inform the members of the Committee of the financial and non-financial results for the activities under its delegated authority.
- 1.2 To highlight any material variations.

2. Recommendation

That the Works and Infrastructure Committee

Receives the report Quarterly Report to Works and Infrastructure Committee 1 July - 30 September 2018 (R9623) and its attachments (A2078013 and A2087315); and

Approves a contribution of up to \$150,000 towards the upgrading of the water main in Suffolk Road funded from a projected underspend in the water activity replacement of the Roding Water Supply Resource Consent as part of the Summerset development to future proof the City's water supply noting that this work will be undertaken by the developer; and

Notes the re-prioritisation of the sewer renewals for the current 2018/19 financial year as detailed in Report 9623 based on the urgent work to rectify sewerage wet weather overflows in the Vanguard Street catchment; and

Notes the re-prioritisation of the water renewals for the current 2018/19 financial year as detailed in Report 9623, based on the urgent work to rectify ongoing water breakages in the Central Business District (Hardy Street) and the opportunity to undertake work in Annesbrook Drive as part of the Tahunanui cycleway project.

3. Background

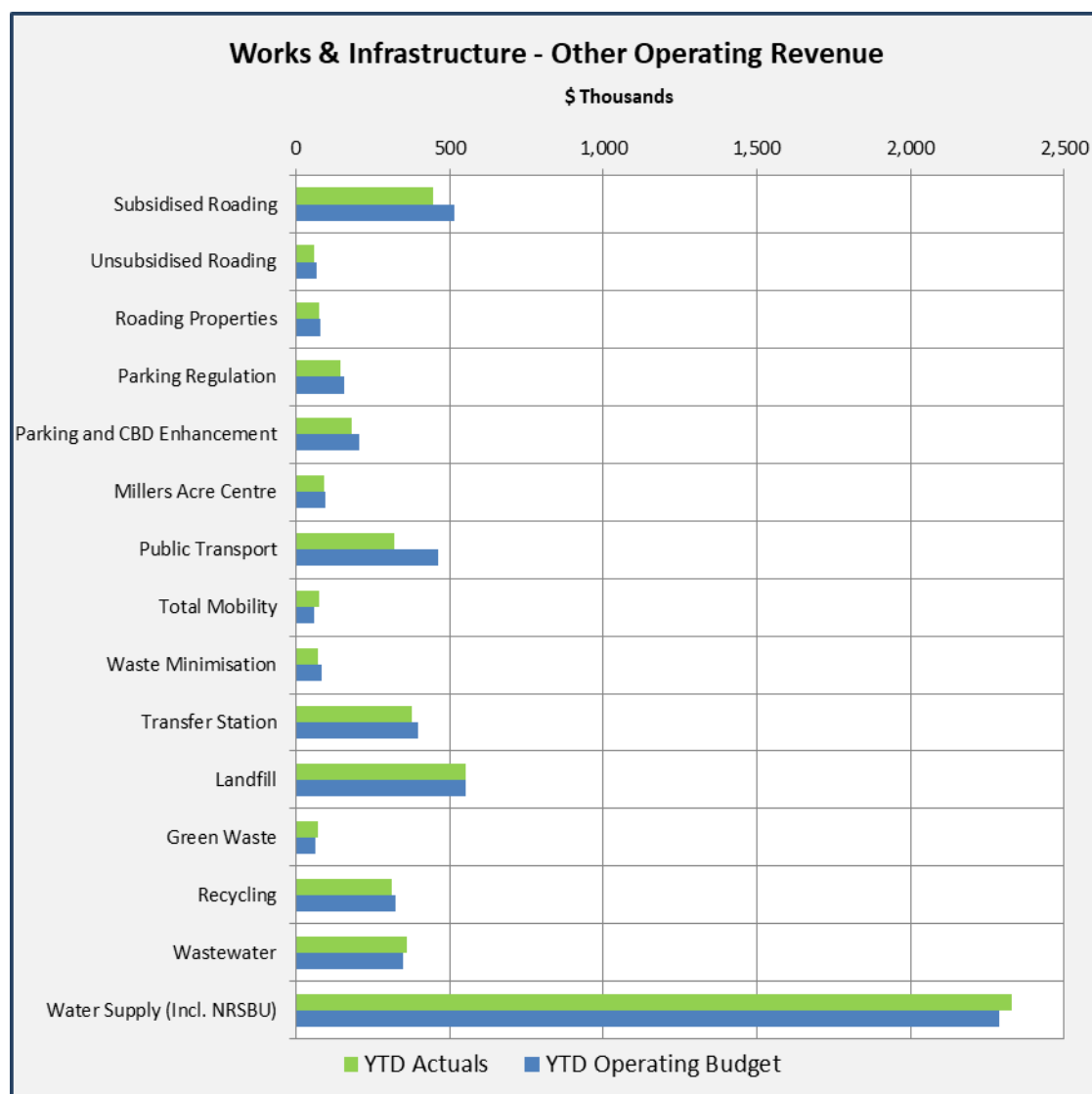
- 3.1 The financial reporting focuses on the three month performance compared with the year-to-date approved capital and operating budgets.
- 3.2 Unless otherwise indicated, all measures are against approved operating budget, which is the 2018/19 Long Term Plan budget plus any carry forwards, plus or minus any other additions or changes as approved by the Committee or Council.
- 3.3 The contents of this report will be a work in progress, and officers welcome feedback from all committees. In the interests of efficiency it is proposed to keep the contents of the quarterly reports standard to all committees and avoid customisation where possible.
- 3.4 There are 41 projects that fall under the Works and Infrastructure Committee that are included as part of the quarterly reporting. These have been selected if their budget is at least \$250,000 for 2018/19, are multi-year projects with budget over \$1 million, or have been assessed to be of particular interest to the committee.

4. Key developments for the three months to 30 September 2018

- 4.1 A new Infrastructure Professional Services panel has been appointed.
- 4.2 The Capital Projects team have introduced a new delivery model, with the majority of the work being allocated to the new Infrastructure Professional Services panel.
- 4.3 Stoke Loop Hail and Ride has been reinstated.
- 4.4 Neale Park sewer pump station reached a significant milestone of cutting in the 750mm diameter pipe junction and valve for connection of the new pump station wet well structure.
- 4.5 Saxton Field road entrance off Champion Drive tender has been awarded, with a construction start date in early November.
- 4.6 Road re-surfacing completed at Nayland Road Quarantine Road Roundabout and Parkers Road/Bolt Road Roundabout, with a portion of Halifax Street completed.
- 4.7 Trafalgar Arch Bridge Hybrid Cathodic Protection has been completed. The protection should extend the life of the bridge at least 50 years. The project was delivered on time and within budget.
- 4.8 Minor improvements were made to the phasing of the traffic signals at the Waimea Road/Motueka Street Intersection to improve safety for the right turn from Motueka Street East and the straight through lane from Motueka Street West.

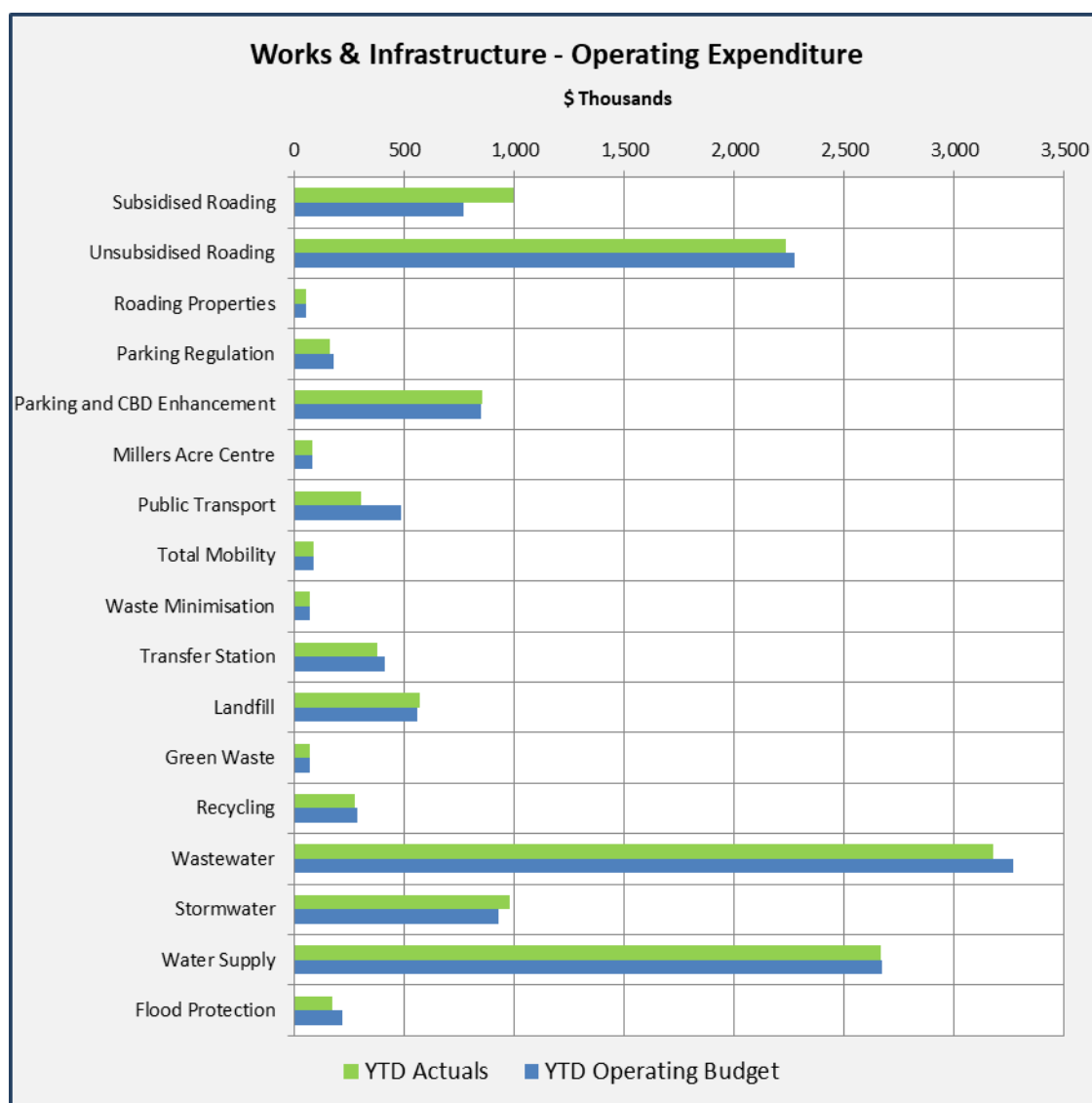
5. Financial Results - Operating Revenue and Expenditure

Revenue



- 5.1 Subsidised Roding income received via NZTA is down on YTD budget by \$70,000. YTD expenditure is ahead of budget. The difference is in respect of accrual methodology and will be looked at.
- 5.2 Parking Regulation revenue associated with court costs and infringement notices is behind budget YTD with costs associated with collection of this revenue correspondingly behind.
- 5.3 Public Transport's variance to budget reflects the delay in NCC going to a gross contract in which NCC retains all revenue bears all costs.
- 5.4 Total Mobility claims to NZTA are ahead of YTD budget.
- 5.5 Water Supply is ahead of YTD budget by \$141k, resulting from metered water charges for both commercial and residential users.

Operating expenditure

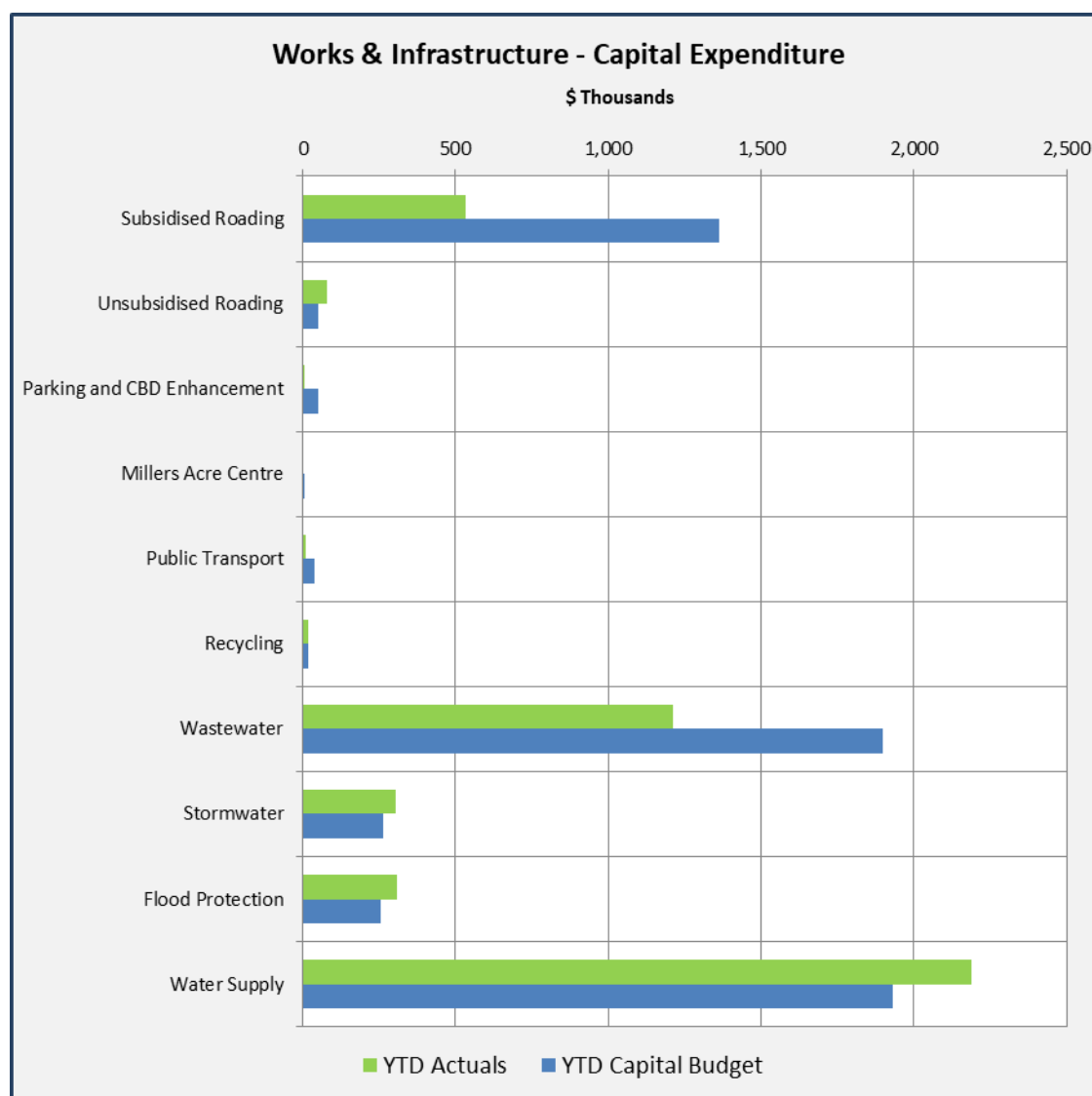


- 5.6 Subsidised Roding is ahead of budget by \$226k. Un-programmed maintenance variance of \$85k is ongoing work related to the Storm Event of February 2018. Data collection and condition inspection activity is ahead of year to date budget by \$100k, and staff overheads are ahead of budget by \$39k.
- 5.7 Parking Regulation is slightly behind budget as the contract expenditure paid to EIL under the new contract is \$32k less per annum. Court processing fees are also running behind YTD budget.
- 5.8 Public Transport is under budget in base expenditure and reflects the delay in going to a gross contract.
- 5.9 Transfer Station costs are slightly behind budget in staff overheads and depreciation charges (due to recent revaluation and movement of some assets to the landfill)

Item 7: Quarterly Report to Works and Infrastructure Committee 1 July - 30 September 2018

- 5.10 Wastewater expenditure is behind YTD budget due to an anticipated underspend from the desludging expenditure at the wastewater treatment plant. This year's work has been completed, and the remainder of work will be completed next financial year. This programme of work will be completed one year ahead of schedule and with an approximate saving of \$1million (refer to project ID 1191 in Attachment 1 for further detail).
- 5.11 Stormwater is ahead of YTD budget due to higher than expected expenditure on building act compliance work (dams).
- 5.12 Flood Protection is \$68k behind YTD budget of which \$35k is related to depreciation (misalignment of some assets with stormwater – to be rectified) and \$21k internal interest (fewer projects completed in 17/18 than expected).

Capital expenditure



6. Commentary on capital projects

- 6.1 Project progress is analysed based on three factors; quality, time and budget. From the consideration of these three factors the project is summarised as being on track (green), some issues/risks (yellow), or major issues/risks (red). Projects that are within 5% of their budget are considered to be on track in regards to the budget factor.

Water pipe renewals

- 6.2 The water pipe renewals programme has through necessity and opportunity required to be re-prioritised for the following reasons:
- 6.2.1 Necessity - As a result of several ongoing breakages of the water main in Hardy Street (CBD) affecting several businesses, officers undertook to address this issue as a priority. The design for this water main has been completed, and will be tendered shortly.

Item 7: Quarterly Report to Works and Infrastructure Committee 1 July - 30 September 2018

Following consultation with the Hardy Street businesses, construction will commence in April 2019 (refer to project ID 3118 in Attachment 1).

- 6.2.2 Opportunity – NZTA confirmed a strong desire to complete the construction of the new shared path on Annesbrook Drive this financial year. This portion of the project is part of the Tahunanui Cycle Network and was brought forward by NZTA to take advantage of the \$500,000 of Urban Cycle funding. This funding will no longer be available next financial year (refer to Project 3182 in Attachment 1 for further detail). As a result of this change, the renewal of the water main (which is currently located within the proposed shared path) was brought forward by one year, so that it can be completed in conjunction with the new shared path.

- 6.3 The revised 18/19 water pipe renewal programme is summarised below:

Project [highest to lowest priority]	Original Funding Proposal [2018/19 Final Inflated LTP]	Revised Funding Proposal [2018/19 Forecast]	Variance
3118 Hardy St (Trafalgar - Collingwood)	0	455,000	455,000
2133 Brooklands	416,262	360,000	(56,262)
3186 Annesbrook (Manchester - Marie St)	50,000	730,000	680,000
3117 Kakenga Road	210,000	300,000	90,000
3283 Bolt Road	610,000	610,000	0
3116 Tui Glen Road	600,000	45,000	(555,000)
3100 Church Street	200,000	0	(200,000)
Included to show balancing of the programme			
2555 WTP Membranes renewal	3,000,000	2,600,000	(400,000)
Total	5,086,262	5,100,000	13,738

Sewer pipe renewals

- 6.5 As a result of sewage discharge during high rainfall events in the Vanguard Street area to both private properties and at Victory School, officers undertook to address this issue with urgency. Work is currently underway on site (refer project ID 3294 in Attachment 1).
- 6.6 The revised 18/19 wastewater pipe renewal programme is summarised below:

Project [highest to lowest priority]	Original Funding Proposal [2018/19 Final Inflated LTP]	Revised Funding Proposal [2018/19 Forecast]	Variance
3126 Bridge Street	50,000	325,000	275,000
3129 Halifax/Halstead Street	200,000	122,000	(78,000)
3113 Achilles Avenue and Whakatu Lane	170,000	230,000	60,000
3115 Bronte Street and Collingwood Street	355,000	100,000	(255,000)
3098 St Vincent street	200,000	60,000	(140,000)
3099 Stansell #52 and Princes Drive 274/278	150,000	50,000	(100,000)
2737 Jenner Road	0	24,000	24,000
1564 Wastewater Pipe Renewal funding account	90,000	0	(90,000)
Included to show balancing of the programme			
3294 Vanguard St (Totara - Franklyn)	0	320,000	320,000
Total	1,215,000	1,231,000	16,000

Other

Summerset

- 6.7 As part of the private developers agreement between Council and Summerset Group Holdings Ltd the developer is required to install a

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water main from the Council reticulation in Suffolk Road to terminate at the city end of Hill Street North.

- 6.8 This work also provides an opportunity for Council to fund an increased pipe size for part or the full length of the installation to allow larger volumes of water to be delivered to this area in the future.
- 6.9 The developer is currently designing the trunk main that will supply the development and tenders are expected to be sought before the end of December 2018 with construction planned for this financial year. It is estimated that the cost to Council to upsize the water main will be in the order of \$50,000-\$150,000 depending on the extent of the upgrading required. This can be funded within the water activity account from savings in the replacement resource consent for the Roding water supply.

7. Project reports – operational

- 7.1 There are three operational projects that are included as part of the quarterly reporting. These project have been selected for quarterly reporting as they make an important contribution to Council's work programme.
- 7.2 These projects are assessed on the same factors – quality, time and budget and noted as being on track, with some issues/risks or with major issues/risks. These project updates are appended as Attachment 1

8. Other notable achievements or issues

- 8.1 Capital Projects Engineering Assistant Sristy Malla attended the Water NZ Conference and Expo 2018 and participated in the "Young Water Professionals Workshop" – 2 minute hot topic. Sristy was announced as the winner of the best presentation along with the people's choice award. Her hot topic was "How to better engage young people in engineering".
- 8.2 Staff resourcing is currently the biggest risk/challenge facing the Infrastructure Group to successfully deliver the capital work programme.

8.2.1 Within Capital Projects there are currently seven vacancies

8.2.2 Within Utilities and Transportation there are two vacancies each.

This staff shortage has significantly increased workload across all business units the effects of this will be quantified in the second quarter report. Recruitment is well underway with several positions offered and/or under negotiation. It will however still take substantial time for new staff to embed themselves in their respective Business Units. With a primary focus on quality and budget management, the lack of resources means some project timeframes may slip. Accommodating unexpected priority projects, for example in the water main renewals noted above, has also added pressure to the programme.

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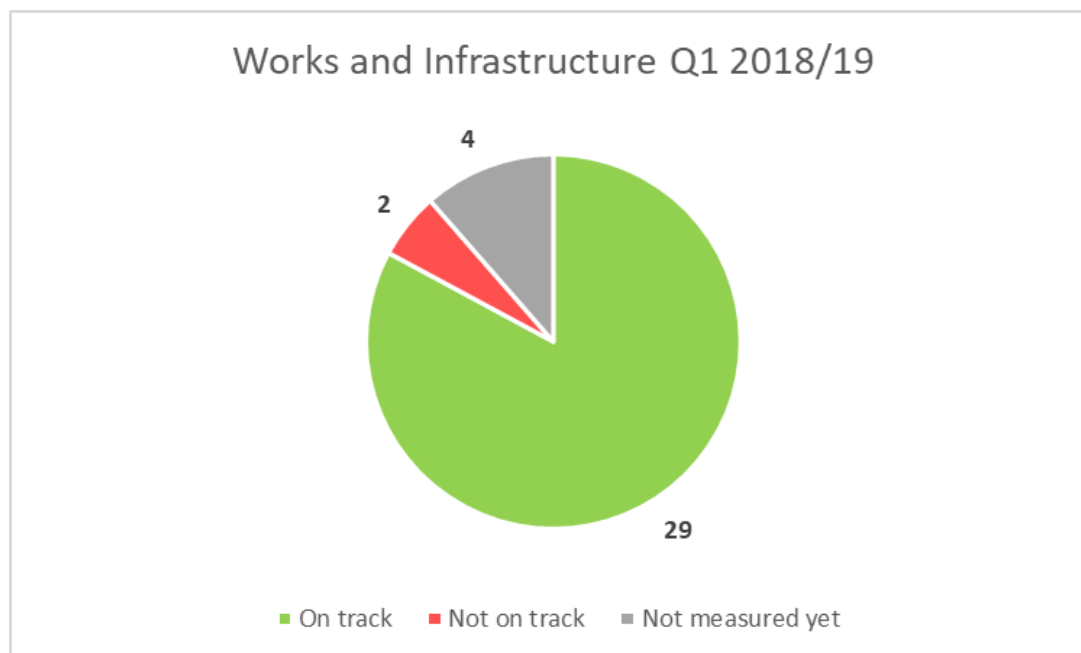
- 8.3 There is a risk of potential time extensions and costs associated with market conditions and contractor availability across all projects that have construction in this financial year.

9. Key Performance Measures

- 9.1 As part of the development of the Long Term Plan 2018-28 (LTP) Council approved levels of service, performance measures and targets for each activity. There are 35 performance measures that fall under the Works and Infrastructure Committee. The final results for each performance measure will be reported on through the Annual Report. A number of performance measures cannot be reported on until the end of the financial year, accordingly the scale to report on the performance measures is as follows:

- On track
- Not on track
- Achieved
- Not achieved
- Not measured yet

Quarterly Review of Performance Measures



- 9.2 Twenty nine of the 35 performance measures were on target as at the end of the first quarter.
- 9.3 The results of four performance measures are not due until the end of the year.

10. Conclusion

- 10.1 The review of performance for the first quarter for the Works and Infrastructure Committee is included in this report, with project reports and performance measure updates attached.

Author: **Lois Plum, Manager Capital Projects**

Attachments

- Attachment 1: A2078013 Works and Infrastructure Quarterly Project Reports
Quarter One 2018/2019 [↓](#)
- Attachment 2: A2087315 Works and Infrastructure Quarterly KPI Reporting
Quarter One 2018/2019 [↓](#)

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On St Parking Meter renewals				1484
Meters have reached the end of their useful life (performance and condition). Replacement solution will consider enforcement and fee collection.				
Status		Quality	Time	Budget
Comments				
Project allocated to consultant to start exploring potential options and needs. Workshop scheduled for December 2018				
Project Risks				
1. Consultation and discussions take longer or do not confirm a direction.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				9,971
	159,000	2019/20	2020/28	2018/28 Total
Initial LTP Budget	158,500	529,784	889,337	1,577,621
Carry-forwards	-			-
Amendments	-			-
Total Budget	158,500	529,784	889,337	1,577,621
Actual Spend	-			
Full Year Forecast	158,500	529,784	889,337	1,577,621

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Footpaths renewal programme				1494
Renewal of existing sealed footpath surfaces including betterment to footpath shape.				
Status		Quality	Time	Budget
Comments				
<p>Programme underway via maintenance contractor and the Capital Projects team.</p> <p>Notable work completed to date: Main Road Stoke, Marlowe Street, Brook Street, Rocks Road, Kingsford Drive, Jellicoe Ave, Galway Street, Homer Street, Bolt Road and Stansell Ave.</p>				
Project Risks				
<p>There is a risk that all physical works won't be completed by June 2018 due to:</p> <ol style="list-style-type: none"> 1. Increase in NZTA funding has allowed for a larger programme than originally planned. This has put pressure on contractors to ensure sufficient resources are available to deliver the work. There is a risk that resources won't be available throughout the year. 2. The scale and complexity of upcoming work is more challenging than first planned. 				
Issues				
No concerning issues to report.				
Budget				
2017/18 Actuals				316,556
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	800,000	820,053	7,390,187	9,010,240
Carry-forwards	-			-
Amendments	-			-
Total Budget	800,000	820,053	7,390,187	9,010,240
Actual Spend	144,841			
Full Year Forecast	800,000	820,053	7,390,187	9,010,240

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Sealed road resurfacing programme (renewal)				1540
Renewal of existing sealed carriageway surfaces across Nelson undertaken via Maintenance Contract.				
Status		Quality	Time	Budget
Comments				
<p>Programme underway and on schedule. Majority of work planned to occur between September - March. Refer resurfacing map for detailed programme as previously provided in the Councillors Newsletter update from 21 Sep 18.</p> <p>The \$80,000 amendment reflects balancing of budget, and funding from projected underspend in pavement rehabilitation to road resurfacing.</p>				
Project Risks				
No concerning risks to report.				
Issues				
No concerning issues to report.				
Budget				
2017/18 Actuals				857,288
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	1,170,000	1,195,740	10,625,764	12,991,504
Carry-forwards	-			-
Amendments	80,000			80,000
Total Budget	1,250,000	1,195,740	10,625,764	13,071,504
Actual Spend	68,118			
Full Year Forecast	1,250,000	1,195,740	10,625,764	13,071,504

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Saltwater Creek Bridge Replacement				1314
Construction of a replacement bridge to cross Saltwater Creek along the Maitai path.				
Status		Quality	Time	Budget
Comments				
W&I Committee meeting on 28 Sept 18 approved an additional \$300k funding, pending final approval by full Council on 15 Nov 18. Full year forecasts reflects the additional \$300k. A separate report has been written to RTC to include the Saltwater Creek bridge into the RLTP to gain potential NZTA subsidy.				
Project Risks				
Risk to construction completion by end of June 2018 if contractor not able to meet tight timeframes.				
Issues				
Time to secure Council approval, award of contract, lead time for timber procurement followed by 21 week construction period = very tight programme. This is due to the requirement to have project completed by July to gain Urban Cycle way (UCP) funding.				
Budget				
2013/14 to 2017/18 Actuals				121,047
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	400,000	-	-	400,000
Carry-forwards	502,822			502,822
Amendments	-			-
Total Budget	902,822	-	-	902,822
Actual Spend	12,311			
Full Year Forecast	1,200,000	-	-	1,200,000

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Maitai shared path (Collingwood St to Nile St)				2173
The scope of this project now covers the wider Nelson East area, and includes undertaking an area wide traffic study to assess options to address different transport modes and routes within Nelson East, as well as linkages to adjacent residential and business areas. Significant consultation with stakeholders is expected.				
Status		Quality	Time	Budget
Comments				
Consultant will update the indicative business case, advise stakeholders on the outcomes of the completed traffic study and investigate whether additional NZTA funding may be allocated. This project is closely aligned to the Cross Town Links (Project ID 3212). The consultant will ensure that both projects are coordinated to gain efficiencies in consultation and concept development.				
Project Risks				
Delivery to current plan is contingent on stakeholders and road users agreement on use of the available space within the transport corridor.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				48,918
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	50,000	51,100	1,297,363	1,398,463
Carry-forwards	-			-
Amendments	-			-
Total Budget	50,000	51,100	1,297,363	1,398,463
Actual Spend	1,000			
Full Year Forecast	50,000	51,100	1,297,363	1,398,463

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New Footpath Programme				2798
New footpaths to fill gaps in the existing pedestrian network. Needed to ensure surfaces are safe and level of service is appropriate for pedestrians.				
Status		Quality	Time	Budget
Comments				
Connection at Main Road Stoke at the Supercheap entrance has been completed. Programme for further sites is with the contractor. Design of complex sites are being planned and physical work will be phased to suit an achievable delivery programme.				
Project Risks				
<p>New NZTA subsidy has resulted in larger than anticipated programme, resulting in negotiations with contractor in respect of rates for new work.</p> <p>Complex sites are requiring different solutions that may shift budget from new footpath connections to minor works or cycleway improvements projects where shared paths are more appropriate. Programme for future years is being reviewed with these considerations.</p>				
Issues				
No concerning issues to report.				
Budget				
2017/18 Actuals				-
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	700,000	715,400	5,137,311	6,552,711
Carry-forwards	-			-
Amendments	-			-
Total Budget	700,000	715,400	5,137,311	6,552,711
Actual Spend	15,322			
Full Year Forecast	700,000	715,400	5,137,311	6,552,711

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Integrated Bus Ticketing				2945
Electronic ticketing system for NBus to allow more effective tracking of demand as well as improving speed of transactions resulting in improved trip reliability.				
Status		Quality	Time	Budget
Comments				
In 2014 Nelson City Council resolved to join a regional consortium of councils to advance an integrated ticketing solution for public transport. At that stage the anticipated "Go Live" date for Nelson was May 2018. The project is approximately 12 months behind schedule and extra costs have been incurred. A separate report outlining details and options is going up to the Regional Land Transport Committee in December 2018. Full year budget forecast does not reflect potential full costs.				
Project Risks				
Possible further delays and extra costs due to: 1. Factory acceptance testing outcome not yet known (at time of writing report) 2. Requires unanticipated extra staff resource prior to, during and post roll out. 3. Council is part of a regional consortium and is bound by the decisions the consortium governance group make.				
Issues				
Council has legal obligations to stay with the consortium, limiting alternative options.				
Budget				
2013/14 to 2017/18 Actuals				150,319
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	310,000	-	-	310,000
Carry-forwards	-			-
Amendments	-			-
Total Budget	310,000	-	-	310,000
Actual Spend	8,144			
Full Year Forecast	310,000	-	-	310,000

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Bus terminal (CBD Interchange)				2997
CBD public transport terminal changes to improve service for customers and reduce reliance on goodwill of current NBus provider for use of current site.				
Status	Quality	Time	Budget	
Comments				
Consultant appointed, initial discussions underway with the project team to understand the issue, dependencies and risks. Work is being coordinated with the City Development team.				
Project Risks				
Current uncertainty pending more defined solution may impact on: 1. numbers of parking spaces in CBD 2. cost structure and timeframes				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				-
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	50,000	51,100	2,477,576	2,578,676
Carry-forwards	-			-
Amendments	-			-
Total Budget	50,000	51,100	2,477,576	2,578,676
Actual Spend	-			
Full Year Forecast	50,000	51,100	2,477,576	2,578,676

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Streetlight conversion to LED				3119
Early replacement of streetlights with LED lamps, NZTA promotion to cover 85% of cost.				
Status		Quality	Time	Budget
Comments				
Replacement programme continues with approximately 65% of lights having been replaced. The original programme of luminaire replacement is expected to be completed by December 2018 as scheduled. However, NZTA has allowed unspent subsidy to be used for lighting improvement along sections of Waimea road to bring it within service level standards. This requires some new lighting design and pole placement changes which will be completed by May 2019 within existing budget. In addition, due to efficient procurement and project management budget is available for upgrade some of our decorative street lighting which is also planned for completion in May 2019.				
Risks				
No concerning risks to report.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				1,402,826
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	723,000	-	-	723,000
Carry-forwards	274,175			274,175
Amendments	-			-
Total Budget	997,175	-	-	997,175
Actual Spend	96,138			
Full Year Forecast	997,000	-	-	997,000

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Maitai Valley Road shared path modifications				3139
Modify the lower Maitai Valley Road from Nile Street to Branford Park to include a shared path.				
Status		Quality	Time	Budget
Comments				
Working through agreement with affected stakeholder to make options feasible. Finalising investigation of options.				
Project Risks				
If affected stakeholder refuses to sign agreement or wishes to change terms, construction may be pushed into the next financial year.				
Issues				
Insufficient space to construct a full 2.5m shared path facility; however, staff consider that the proposed options will still deliver the desired benefits.				
Budget				
2013/14 to 2017/18 Actuals				8,578
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	180,000	-	-	180,000
Carry-forwards	-			-
Amendments	-			-
Total Budget	180,000	-	-	180,000
Actual Spend	-			
Full Year Forecast	180,000	-	-	180,000

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Tahunanui Cycle Network - SH6 Annesbrook Drive				3182
Design and construction of reconfigured Tahunanui cycleway project, now in two stages with Annesbrook Drive being Stage 1. Linked with water pipe renewal (ID3186) and electrical line installation.				
Status	Quality	Time	Budget	
Comments				
Liaison / programming work being carried out to coordinate Annesbrook Drive portion of shared path, water main and Network Tasman electric cable (this section is between Annesbrook Roundabout and Parkers Road intersection) to ensure spend of UCF funding by the end of June 2019. This coordinated approach will reduce disruption to users, and achieve cost synergies with tendering. The \$200,000 is to complete the full design of the path. The \$500,000 UCF funding approved by NZTA is not represented in the budget.				
Project Risks				
1. Inability to spend Urban Cycle Fund by not constructing Annesbrook Drive portion of cycle path this financial year. NZTA are looking to lead this section to ensure funding is utilised. 2. Associated water main project is just starting up and any issues encountered could lead to delay to this project. Pipe (and electricity cable) needs to be installed prior to footpath reconstruction as a shared path.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	200,000	817,600	1,880,071	2,897,671
Carry-forwards	-			-
Amendments	-			-
Total Budget	200,000	817,600	1,880,071	2,897,671
Actual Spend	18,500			
Full Year Forecast	200,000	817,600	1,880,071	2,897,671

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Westbrook Convergence Bridge deck replacement				3287
Replacement of Westbrook/Brook Street Convergence Bridge Deck following identification of structural defects. Lifeline route to WTP and replacement needed for loading and resilience requirements.				
Status		Quality	Time	Budget
Comments				
Project design largely completed last financial year and now being finalised. Consultant providing structural advice. Construction planned early 2019.				
Project Risks				
Risk of contractors being too busy to complete within Council timeframes and/ or cost coming back from tender above estimate due to market conditions.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				23,884
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	448,000	-	-	448,000
Carry-forwards	-			-
Amendments	-			-
Total Budget	448,000	-	-	448,000
Actual Spend	-			
Full Year Forecast	448,000	-	-	448,000

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Seafield Terrace remediation			3291
Reinstatement of Seafield Terrace following Feb 2018 storm events			
Status	Quality	Time	Budget
Comments			
<p>A report has been presented to the Works and Infrastructure (W&I) Committee. Two options were presented with officer recommendation being unbudgeted work valued at \$1M. The committee agreed to carry out more engagement with the residents and the report was left to lie on the table. A subsequent report containing feedback from residents will be presented to the November W&I Committee meeting, the outcome of which will decide options for progressing with project. Funding will be applied for through the Annual Plan process. Budget allocated from elsewhere within the activity to cover the forecasted amount. The budget forecast does not reflect the cost to commence design this financial year. The \$40,000 includes service relocation.</p>			
Project Risks			
A delay in decision will delay moving the project forward.			
Issues			
Deciding to remediate the road with rock protection now risks being out of step with the coastal hazard planning to be carried out as part of the development of the Nelson Plan.			
Budget			
2013/14 to 2017/18 Actuals			35,006
	2018/19	2019/20	2018/28 Total
Initial LTP Budget	-	-	-
Carry-forwards	-	-	-
Amendments	37,000	-	37,000
Total Budget	37,000	-	37,000
Actual Spend	12,371	-	-
Full Year Forecast	40,000	-	40,000

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Residential Meters renewals				2128
Replace all residential water meters with new mechanical meters.				
Status	Quality	Time	Budget	
Comments				
Council approval to renew existing mechanical meters with manual read meters obtained 20/9/18. Tender for meter purchase will be going out in October 2018. Tender for installation to be released in November 2018. Budget was reduced by \$600,000 to reflect the planned spend for the 18/19 financial year but this funding will need to be re-instated in the 2020/21 year (included in the Carry Forwards 2017/18 Report).				
Project Risks				
Meters are imported from overseas with delivery likely towards the end of 18/19 financial year which may reduce the number of meters that can be installed this financial year. Programme to be adjusted once delivery timing of meter is certain. Any budget adjustments will be managed in the activity.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				187,938
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	1,100,000	1,124,200	1,044,480	3,268,680
Carry-forwards	-			-
Amendments	(600,000)		600,000	-
Total Budget	500,000	1,124,200	1,644,480	3,268,680
Actual Spend	-			
Full Year Forecast	500,000	1,124,200	1,644,480	3,268,680

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Brooklands water renewal				2133
Renewal of water line to include fire flow improvements.				
Status		Quality	Time	Budget
Comments				
<p>Stage 1 of this project was completed in June 2018.</p> <p>Stage 2 is planned to commence in late January 2019.</p> <p>Budget carry-forward reflects work completed ahead of schedule in 17/18. Budget amendment is extra funding required for project completion and allocated from projected underspend on other water activity renewal projects. Refer to body of report for commentary on overall water renewal programming and prioritisation.</p>				
Project Risks				
No concerning risks to report.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				281,790
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	416,262	-	-	416,262
Carry-forwards	(140,073)			(140,073)
Amendments	83,811			83,811
Total Budget	360,000	-	-	360,000
Actual Spend	6,644			
Full Year Forecast	360,000	-	-	360,000

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Kakenga Road water renewal				3117
Renewal of existing water main along Kakenga Road.				
Status		Quality	Time	Budget
Comments				
Initial design completed, engaging consultant to independently review design and complete all further stages through to construction close. Budget amendment is extra funding required for project completion and allocated from projected underspend on other water activity renewal projects. Refer to body of report for commentary on overall water renewal programming and prioritisation.				
Project Risks				
No concerning risks to report.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				11,177
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	210,000	-	-	210,000
Carry-forwards	-			-
Amendments	90,000			90,000
Total Budget	300,000	-	-	300,000
Actual Spend	-			
Full Year Forecast	300,000	-	-	300,000

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Hardy Street (Trafalgar St - Collingwood St) water renewal				3118
Water main renewal				
Status		Quality	Time	Budget
Comments				
Construction estimate peer review process is 90% completed. Budget amendment is extra funding required for project completion and allocated from projected underspend on other water activity renewal projects.				
Project Risks				
Following consultation with the businesses within Hardy Street, construction is anticipated to begin in April 2019. Therefore it is highly likely that construction will continue into 19/20 financial year. The project is being completed within the water renewals budget and is aligned for works to carryover into next financial year. Refer to body of report for commentary on overall water renewal programming and prioritisation.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				49,058
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	-	-	-	-
Carry-forwards	-			-
Amendments	458,000	172,000		630,000
Total Budget	458,000	172,000	-	630,000
Actual Spend	4,823			
Full Year Forecast	455,000	172,000	-	627,000

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Annesbrook water renewal			3186
Renew approx. 1.1km of pipe along Annesbrook Drive. Construction of the section north of Wakatu Drive 2018/19 along with design of south section. Linked with Tahuna Cycleway project (ID 3182).			
Status	Quality	Time	Budget
Comments			
<p>Consultant completing the initial design. Programme of work has been altered to align better with shared path and power duct projects. Budget allocated from lower priority renewal works within the activity. Refer to body of report for commentary on overall water renewal programming and prioritisation. Budget increase of \$250,000 results from an expected increase in consultancy and construction costs after a high level review of the work to be done. Construction will be completed in two stages over 3 financial years. The first stage is expected to be completed in 2018/19 with the second stage spanning 2019/20 and 2020/21.</p>			
Project Risks			
<p>Due to aligning with other projects (Tahuna cycleway and power duct installation), there is a risk that the design/build may run into the new financial year if delays arise with those projects. The cycleway project will be managed by NZTA.</p>			
Issues			
No concerning issues to report.			
Budget			
2013/14 to 2017/18 Actuals			-
	2018/19	2019/20	2020/28
			2018/28 Total
Initial LTP Budget	50,000	1,430,800	-
Carry-forwards	-		-
Amendments	680,000	(630,800)	200,000
Total Budget	730,000	800,000	200,000
Actual Spend	3,000		
Full Year Forecast	730,000	800,000	200,000
			1,730,000

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Bolt Rd Water Renewal				3283
Water main renewal along Bolt Road.				
Status		Quality	Time	Budget
Comments				
Detailed design completed, independently reviewed and signed drawings issued. Tender to be released prior to December 2018.				
Project Risks				
No concerning risks to report.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				11,623
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	610,000	-	-	610,000
Carry-forwards	-			-
Amendments	-	-		-
Total Budget	610,000	-	-	610,000
Actual Spend	4,514			
Full Year Forecast	610,000	-	-	610,000

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Water Treatment Plant membranes renewal				2555
Renewal of membranes at the water treatment plant.				
Status		Quality	Time	Budget
Comments				
<p>New membranes purchased and have arrived in New Zealand. The old membranes will given to NSRBU who have plans to potentially utilise them. Cost saving is a result of not disposing to land fill. Contractor ready to install.</p> <p>Projected underspend of \$400,000 has been re-allocated to help fund water pipe renewals. Refer to body of report for commentary on overall water renewal programming and prioritisation.</p>				
Project Risks				
No concerning risks to report.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				4,505,085
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	3,000,000	-	24,734	3,024,734
Carry-forwards	-			-
Amendments	(400,000)			(400,000)
Total Budget	2,600,000	-	24,734	2,624,734
Actual Spend	2,025,960			
Full Year Forecast	2,600,000	-	24,734	2,624,734

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Water Loss Reduction Programme				2803
Reduce the total amount of drinking water that is lost from the network.				
Status	Quality	Time	Budget	
Comments				
Finalised the scope of works for 2018/19 financial year. Works to date include the installation of a new flow meter and telemetry site at Parkers Road Pressure Reducing Valve (PRV) and a telemetry site at Tory Street PRV/flow meter.				
Project Risks				
No concerning risks to report.				
Issues				
No concerning issues to report.				
Budget				
2017/18 Actuals				288,411
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	266,262	292,496	1,777,153	2,335,911
Carry-forwards	-			-
Amendments	-			-
Total Budget	266,262	292,496	1,777,153	2,335,911
Actual Spend	23,554			
Full Year Forecast	266,000	292,496	1,777,153	2,335,649

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Bridge Street sewer renewal				3126
Renewal of the existing wastewater pipes in Bridge Street.				
Status		Quality	Time	Budget
Comments				
The construction contract is currently out for tender. Budget amendment is extra funding required for project completion and allocated from projected underspend on other wastewater activity renewal projects. Refer to body of report for commentary on overall water renewal programming and prioritisation.				
Project Risks				
No concerning risks to report.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				193,105
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	50,000	-	-	50,000
Carry-forwards	-			-
Amendments	275,000			275,000
Total Budget	325,000	-	-	325,000
Actual Spend	75,025			
Full Year Forecast	325,000	-	-	325,000

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Neale Park sewer pump station upgrade				1187
Redevelopment and upgrade of Neale Park Sewer pump station to reduce odour and provide peak flow pumping requirements.				
Status		Quality	Time	Budget
Comments				
Wet well pump chamber completed for pump installation. Pipe connection to existing pumping main completed for connection of new pipework. Generator building completed. Control building reclad and new roof installed. Work planned to be completed in October 2018 but commissioning now December 2018, with some tidy up in January 2019.				
Project Risks				
No concerning risks to report.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				3,885,201
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	2,116,729	-	-	2,116,729
Carry-forwards	1,114,640			1,114,640
Amendments	(150,000)			(150,000)
Total Budget	3,081,369	-	-	3,081,369
Actual Spend	1,048,539			
Full Year Forecast	2,700,000	-	-	2,700,000

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Nelson wastewater treatment plant (WWTP) pond desludging [OPEX]				1191
Dispose dewatered sludge from Nelson WWTP to York Valley Landfill.				
Status		Quality	Time	Budget
Comments				
<p>This programme of work is nearing completion and will be completed one year ahead of schedule and with an approximate saving of \$1million. The majority of sludge has been disposed of to landfill. Only 2 out of the 20 geotextile bags remain to be disposed. Due to the funding split, this years work has been completed, and the remainder of work will be completed next financial year.</p>				
Project Risks				
No concerning risks to report.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				1,641,496
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	552,780	595,601	1,164,619	2,313,000
Carry-forwards	-			-
Amendments	-			-
Total Budget	552,780	595,601	577,368	1,725,749
Actual Spend	472,228			
Full Year Forecast	475,000	250,000	-	725,000

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Awatea Place sewer pump station				1716
Design and construct a new sewer pump station at Awatea Place including new rising and gravity trunk mains to allow decommissioning of both Parkers Road pump station sites.				
Status		Quality	Time	Budget
Comments				
Initial design completed and engaging consultant to review construction estimates. Further project benefits have been realised for managing site storage requirements as a result of incorporating the up catchment Beach Road pump station site, into the overall storage solution. This also realises benefits against the pump station network storage project being undertaken.				
Project Risks				
No concerning risks to report.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				218,189
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	300,000	2,044,000	4,723,140	7,067,140
Carry-forwards	(57,695)			(57,695)
Amendments	-			-
Total Budget	242,305	2,044,000	4,723,140	7,009,445
Actual Spend	-			
Full Year Forecast	242,000	2,044,000	4,723,140	7,009,140

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Pump station resilience improvement programme				1914
Review sewer network storage to meet resource consent conditions limiting overflow risk from pump stations. Links with inflow and infiltration work and environmental outcome priorities.				
Status	Quality	Time	Budget	

Comments
<p>To finalise the assessment of network storage capacity available for each pumping station.</p> <p>To review the pump station inventory of all 25 pump stations.</p> <p>To implement “quick wins” to improve pumping station resilience to reduce the risk of overflows occurring.</p> <p>Consultant to be engaged.</p>
Project Risks
No concerning risks to report.
Issues
No concerning issues to report.

Budget				
2017/18 Actuals				22,454
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	129,757	55,239	4,606,234	4,791,230
Carry-forwards	-			-
Amendments	-			-
Total Budget	129,757	55,239	4,606,234	4,791,230
Actual Spend	-			
Full Year Forecast	129,000	55,239	4,606,234	4,790,473

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Inflow and Infiltration Reduction Programme [OPEX]				2311
To significantly reduce sewer overflows during rain events to the surrounding environment by reducing the inflow and infiltration into the sewer network.				
Status	Quality	Time	Budget	
Comments				
<p>Work currently underway includes:</p> <p>1. Additional technical analysis has been completed to inform the Inflow & Infiltration (I&I) Strategy.</p> <p>2. Officers are continuing to investigate I&I issues in the trial catchments [Rutherford & Washington Valley] and the Port. The work includes flow monitoring, CCTV and inspection of private properties.</p> <p>3. Officers are programming repairs to Council assets within trial areas following the investigation.</p> <p>4. Officers are trialling a manhole sealing product.</p> <p>5. Officers are currently preparing a media campaign to better inform the community on I&I and how they can help.</p>				
Project Risks				
<p>The time taken to significantly reduce I&I will occur over a long period of time, therefore, overflows, and any resulting negative environmental impacts are at risk of occurring in the short to medium term.</p>				
Issues				
<p>Lack of staff resources due to recent staff changes.</p>				
Budget				
2017/18 Actuals				141,591
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	250,000	296,380	3,175,380	3,721,760
Carry-forwards	-			-
Amendments	-			-
Total Budget	250,000	296,380	3,175,380	3,721,760
Actual Spend	47,336			
Full Year Forecast	250,000	296,380	3,175,380	3,721,760

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Gracefield Sewer Diversion				2884
Divert wastewater flows from Gracefield Street to the Quarantine Catchment. Budget has been amended for 1920 onward.				
Status		Quality	Time	Budget
Comments				
The preferred option has been identified. Preliminary design is now underway.				
Project Risks				
Negotiations for two easements need to be completed within the allowed two year timeframe for project to remain on track.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				24,206
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	80,000	165,717	2,208,963	2,454,680
Carry-forwards	-			-
Amendments	-			-
Total Budget	80,000	165,717	2,208,963	2,454,680
Actual Spend	-			
Full Year Forecast	80,000	200,000	2,174,680	2,454,680

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System Performance Improvements				3230
To develop a range of network solutions to increase network capacity and resilience as well as improvements to the network. Project is part of the wider inflow and infiltration programme.				
Status		Quality	Time	Budget
Comments				
Staff have begun investigating a variety of solutions to improve network capacity and resilience.				
Project Risks				
Alternative solutions may need to be considered if up to 40% reduction in inflow and infiltration is not achievable and overflows from the network persist during rain events.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				-
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	100,000	102,200	12,160,503	12,362,703
Carry-forwards	-			-
Amendments	-			-
Total Budget	100,000	102,200	12,160,503	12,362,703
Actual Spend	-			
Full Year Forecast	100,000	102,200	12,160,503	12,362,703

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Vanguard St (Totara - Franklyn) sewer upgrade				3294
New sewer line to mitigate risk of overflows to school site during rain events.				
Status	Quality	Time	Budget	
Comments				
Funding allocated from renewals after reprioritisation of works due to urgency identified with sewer overflows on this section of the network. Work has been tendered, awarded and construction underway. Refer to body of report for commentary on overall sewer renewal programming and prioritisation.				
Project Risks				
Coal tar has been found on site which may lead to minor delays while mitigation is undertaken. Excessive amounts of coal tar could lead to budgetary pressures.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				-
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	-	-	-	-
Carry-forwards	-			-
Amendments	320,000			320,000
Total Budget	320,000	-	-	320,000
Actual Spend	31,026			
Full Year Forecast	320,000	-	-	320,000

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Modellers Pond Solution [OPEX]				1379
Undertake dosing trial to improve water quality and amenity of pond.				
Status	Quality	Time	Budget	
Comments				
<p>The three month trial is now underway (commenced on 20 Aug) and the cost is estimated at \$143,000 (including a 10% contingency). Capital funding of \$1.025 million was provided in the previous financial year (17/18) for upgrading the Modellers Pond. However this funding couldn't be carried forward to fund the treatment trial because this work is considered to be operational. Operational funding of \$45,000 is provided in the current 2018/19 budget for maintenance of the Modellers Pond. Any extra costs over and above the \$45,000 will be accommodated within existing budgets of either the Esplanade and Foreshore reactive maintenance budget (\$95,000) or the Storm water reactive maintenance budget (\$220,000). Full year forecast reflects high end estimate for the full trial (subject to W&I and Council approval). Programme and 2019/20 budget to be updated as required once trial complete and results assessed. The budgets reflected in years 2019/20 and 2020/28 are the CAPEX estimates included in the LTP for possible asset based solutions.</p>				
Project Risks				
There is a risk that the trial is not successful.				
Issues				
<p>It is intended to formally review the results at the end of the three month trial before a decision is made (at the Works and Infrastructure Committee/Council) about whether to continue the trial. If the decision is made to continue, the costs for the remaining 15 months of the trial are estimated to be in the range of \$170,000 to \$280,000 (including a 20% contingency). A range is included at this stage because dosing rates and operational monitoring requirements are not yet known.</p>				
Budget				
2013/14 to 2017/18 Actuals				813,330
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	45,000	1,016,890	408,263	1,470,153
Carry-forwards	-			-
Amendments	-			-
Total Budget	45,000	1,016,890	408,263	1,470,153
Actual Spend	74,765			
Full Year Forecast	280,000	140,000	TBC	TBC

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Mount St / Konini St stormwater and road upgrade				2079
Stormwater and road upgrade to improve pedestrian safety/access and improve stormwater disposal options for several additional properties.				
Status	Quality	Time	Budget	
Comments				
Options report received from consultant, staff assessing options for update of the Indicative Business Case.				
Project Risks				
1. Slope/ground instability could add to time and cost. 2. Full storm water benefits would not be realised if all private laterals aren't connected.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				-
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	60,000	30,660	1,773,041	1,863,701
Carry-forwards	-			-
Amendments	-			-
Total Budget	60,000	30,660	1,773,041	1,863,701
Actual Spend	26,560			
Full Year Forecast	60,000	30,660	1,773,041	1,863,701

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Wastney Terrace piping ditch (stormwater)				2473
Upgrade of the public stormwater system to serve the future development potential within the area.				
Status		Quality	Time	Budget
Comments				
Negotiations with the final two landowners appear to be nearing completion.				
Project Risks				
1. Landowner negotiations could break down and officers have to consider more formal powers (Public Works Act) for acquiring easements. 2. Available staff resources for this project is an issue.				
Issues				
Construction timing and corresponding budget was rephased as part of 2018 LTP. Associated budget for legal fees and landowner compensation was not included in this year's budget. These costs are included in future year's project budget so any required funding this year will be allocated from within the activity.				
Budget				
2013/14 to 2017/18 Actuals				248,698
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	-	817,600	835,584	1,653,184
Carry-forwards	9,933			9,933
Amendments	-			-
Total Budget	9,933	817,600	835,584	1,663,117
Actual Spend	7,281			
Full Year Forecast	70,000	817,600	835,584	1,723,184

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Nile Street East stormwater & flood protection upgrade				2624
Upgrade of the stormwater pipes in Nile Street East to increase capacity and alleviate flooding in the Nile Street/Clouston Terrace area.				
Status		Quality	Time	Budget
Comments				
Construction is underway and is approximately 40% complete.				
Project Risks				
Most of the work so far has been at the outlet into the Maitai River and as this is a sensitive ecological area, contractors can only work during low flows. Some work has progressed slower than expected; however this is not expected to cause any significant delays to the project.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				123,438
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	814,904	-	-	814,904
Carry-forwards	(19,770)			(19,770)
Amendments	(0)			(0)
Total Budget	795,134	-	-	795,134
Actual Spend	174,178			
Full Year Forecast	795,000	-	-	795,000

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Saxton Creek upgrade				2689
Upgrade the Saxton Creek channel and associated culverts between Main Road Stoke and Champion Road, including the construction of a walkway and landscape planting.				
Status		Quality	Time	Budget
Comments				
<p>Resource consent is being sought for the construction of the middle stage between Saxton Field and Ngati Rarua Street. The consent has been notified and may need to proceed to a hearing to address the submissions. Planning to construct the new bridge at (8.2m wide) to serve Summerset at 1 Hill Street by early 2019.</p> <p>Budget reduced by \$2M to reflect the planned spend for the 18/19 financial year but this funding will need to be re-instated over the next 2 financial years (included in the Carry Forwards 2017/18 Report).</p>				
Project Risks				
Securing land owner agreements and obtaining a resource consent may present challenges.				
Issues				
Time taken to obtain the resource consent will limit what work can occur this financial year and thus possibly extending the expected completion of the project.				
Budget				
2013/14 to 2017/18 Actuals				4,790,879
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	2,795,598	367,920	-	3,163,518
Carry-forwards	-			-
Amendments	(2,000,000)	1,000,000	1,000,000	-
Total Budget	795,598	1,367,920	1,000,000	3,163,518
Actual Spend	121,048			
Full Year Forecast	795,000	1,300,000	1,300,000	3,395,000

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Rutherford Street stormwater stage 1: Girls College				2850
Investigate options to upgrade the capacity of the Rutherford Street / Little Go Stream Storm Water system downstream of 26 Waimea Road, so that it can cope with a 1 in 100 year storm event.				
Status		Quality	Time	Budget
Comments				
Assessing options for inclusion in the indicative business case.				
Project Risks				
The stormwater issues in this area are complex and contains various potential solutions. Each one has its own unique risks which need to be factored into the preferred solution. Given the extent and complexity, the biggest risks are possible delays to commencing detailed design due to the time required to identify and assess the most viable options. The 19/20 budget and project phasing will be updated as part of the Annual Plan to align with the approved business case. Budgets 19/20 onwards reflect changes in phasing.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				79,251
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	290,000	1,533,000	1,044,480	2,867,480
Carry-forwards	-			-
Amendments	-			-
Total Budget	290,000	1,533,000	1,044,480	2,867,480
Actual Spend	10,061			
Full Year Forecast	100,000	100,000	2,600,000	2,800,000

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Tahunanui Hills Stormwater- Moana Avenue to Rocks Road				2855
Developing & implementing a strategy to improve the management of stormwater within the Tahunanui Slump Overlay.				
Status		Quality	Time	Budget
Comments				
The Tahunanui Hills Storm Water Strategy has been completed and a programme of works has been established. Programme business case is being updated which is based on this new programme of works. Works this year will be starting the design for the priority projects within this programme.				
Project Risks				
<ol style="list-style-type: none"> 1. Land stability uncertainty within the Tahunanui Slump. 2. Full benefits will only be recognised when all property owners connect their private stormwater laterals into the network. 3. Some projects will involve installing new infrastructure within private property. Depending on negotiations, this could cause a delay to some of the projects within the programme. 				
Issues				
Available staff resource for this project is an issue.				
Budget				
2013/14 to 2017/18 Actuals				145,285
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	100,000	92,649	2,179,358	2,372,007
Carry-forwards	(1,191)			(1,191)
Amendments	-			-
Total Budget	98,809	92,649	2,179,358	2,370,816
Actual Spend	1,426			
Full Year Forecast	100,000	92,649	2,179,358	2,372,007

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Parere Street Stormwater upgrade				2861
Upgrade stormwater pipes in Parere Street to reduce flooding risk.				
Status		Quality	Time	Budget
Comments				
Finalisation of design, and tender underway with consultant, construction will be undertaken in the new year.				
Project Risks				
No concerning risks to report.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				69,292
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	316,000	-	-	316,000
Carry-forwards	-			-
Amendments	-			-
Total Budget	316,000	-	-	316,000
Actual Spend	-			
Full Year Forecast	316,000	-	-	316,000

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Whakatu Drive (Storage World) stormwater improvements				2866
Install secondary stormwater pipe under Whakatu Drive adjacent Storage World to mitigate risk of flooding during extreme rain events. Area flooded badly April 2013.				
Status	Quality	Time	Budget	
Comments				
These works require work under the motorway, as a result there are some difficulties in achieving the outcomes sought. A consultant has been appointed to assess the risks and costings of undertaking a trenchless method, this will be considered along with other potential approaches to reach a final decision on what approach to take.				
Project Risks				
1. Risks associated with trenchless installation due to uncertain ground conditions. 2. Risks associated with work under and around highway, and gaining agreements from NZTA. 3. There is potential for increased costs associated with options				
Issues				
Project construction delayed following NZ Transport Agency discussions on working around and under the highway.				
Budget				
2013/14 to 2017/18 Actuals				23,990
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	604,414	408,800	-	1,013,214
Carry-forwards	(506)			(506)
Amendments	-			-
Total Budget	603,908	408,800	-	1,012,708
Actual Spend	3,800			
Full Year Forecast	50,000	600,000	-	650,000

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Saxton Creek upgrade (Main Rd culvert to Sea)				2964
Upgrading the channel and culverts between Main Road Stoke and Whakatu Drive.				
Status	Quality	Time	Budget	
Comments				
Detailed design and resource consenting for the channel is underway				
Project Risks				
Gaining land owner approvals. Obtaining a resource consent.				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				257,927
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	150,000	3,089,506	5,152,683	8,392,189
Carry-forwards	(35,838)			(35,838)
Amendments	-			-
Total Budget	114,162	3,089,506	5,152,683	8,356,351
Actual Spend	5,735			
Full Year Forecast	115,000	3,089,506	5,152,683	8,357,189

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Orphanage Stream upgrade				3289
A long term flood remediation programme for Orphanage Stream. This stage includes bunding and a culvert at Suffolk Road.				
Status		Quality	Time	Budget
Comments				
<p>Suffolk Rd Culvert: Preferred option identified. Indicative Business Case being prepared. Following this the project will move into consenting/prelim design.</p> <p>Bunding: Prelim design and consenting complete. Progress to detail design with the culvert work.</p>				
Project Risks				
<p>1. Resource consenting: bunding consenting is historic and based on a relatively high level of detail - detail design may cause some changes.</p> <p>2. Environmental: invasive weeds have been found in the watercourse and eradication and control could lead to unexpected costs.</p>				
Issues				
No concerning issues to report.				
Budget				
2013/14 to 2017/18 Actuals				11,212
	2018/19	2019/20	2020/28	2018/28 Total
Initial LTP Budget	140,000	858,480	668,467	1,666,947
Carry-forwards	-			-
Amendments	-			-
Total Budget	140,000	858,480	668,467	1,666,947
Actual Spend	6,707			
Full Year Forecast	140,000	858,480	668,467	1,666,947

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Quarterly reporting 2018-19

Activity	Number	What Council will provide	Performance measures	Targets	2018/19 Results	Status
Transport	1.01	A safe road network	Change from the previous financial year in the number of fatalities and serious injury crashes on the local road network	One fewer fatality and serious injury crashes on the local road network compared to previous year (2017/18 year total was 20)	There have been 0 deaths and 8 serious injuries to date in 2018- 19 financial year. Although currently under last years total figure, at the current crash rate it is likely the results will exceed the 2017/18 total. It is noted that there is often a significant time lag between actual crash and its results being reflected in the data.	Not on track
Transport	1.02	Smooth sealed road network	Average quality of ride on a sealed local road network, measured by smooth travel exposure by One Network Road Classification	The following Smooth Travel Exposure targets are not exceeded in each year: One Network Smooth Travel Exposure Target by road classification: Regional: 90% Arterial: 85% Primary Collector: 80% Secondary Collector: 80% Access: 75% Low Volume: 75%	Measured annually - results will be available late in the financial year when the next full survey is undertaken.	Not measured yet
Transport	1.03	Maintenance of sealed local road network	Percentage of the sealed local road network resurfaced	Not less than 3% and not more than 8.5% (in length) is resurfaced, in each year	A programme of 20km of reseal sites is planned for 2018/19. This is 7.5% of the network.	On track
Transport	1.04	Good quality smooth footpath surface	Percentage of footpaths that fall within the level of service standard for condition of footpath, as in Asset Management Plan (i.e. has a condition rating of no greater than 3)	95% or more of the footpath network by length has a condition rating between 1 and 3 (1-excellent/3-good/5-very poor)	Measured annually - Data will be available mid 2019 when a complete circuit of footpaths is complete	Not measured yet
Transport	1.05	Accessibility - Providing transport choices via public transport and, Efficiency – Maximise movement of people via public transport	NBus patronage	An increase to at least match a 4% increasing trend over time, from a baseline of 2017/18	Patronage for Jul-Sep 2018 +5.25% vs Jul-Sep 2017.	On track
Transport	1.06	Efficiency – Maximise movement of people via walk and cycle modes	Percentage of the community that travel to work by walking or cycling as measured in the residents survey	Year 1 – 20% combined of all journeys to work by walking or cycling	Measured annually -Residents' Survey results due in Q4	Not measured yet
Transport	1.07	Responsiveness to service requests	Percentage of customer service requests relating to roads and footpaths to which Council responds within five working days	80 % of service requests responded to within five working days	89.4% of transport service requests resolved in 5 days.	On track
Water supply	2.01	Quality – good quality water	The extent to which drinking water supply complies with: a) part 4 of the drinking water standards [#] (bacterial compliance criteria), and b) part 5 of the drinking water standards [#] (protozoal compliance criteria)	100% compliance with parts 4 and 5 of the drinking water standards	This is assessed annually by an external party but YTD testing by officers indicates on track.	On track
Water supply	2.02		c) part 8 of the drinking water standards (chemical compliance criteria)	100% compliance with part 8 of the drinking water standards	This is assessed annually by an external party but YTD testing by officers indicates on track.	On track
Water supply	2.03		Total number of complaints per 1000 connections about any of the following: - drinking water clarity - drinking water taste - drinking water odour - drinking water pressure or flow - continuity of supply - Council's response to any of these issues	No more than 50 valid complaints per 1000 connections	YTD 4 valid complaints per 1000 connections.	On track

Item 7: Quarterly Report to Works and Infrastructure Committee 1 July - 30 September 2018: Attachment 2

Quarterly reporting 2018-19

Activity	Number	What Council will provide	Performance measures	Targets	2018/19 Results	Status
Water supply	2.04	Reliability – a reliable supply	Average drinking water standard consumption per day per resident	Normal demand less than 500L per person per day. This includes both domestic and commercial-industrial	Calculated annually. Based on successful compliance over that past several years and current year monitoring, it is expected this measure will be achieved.	On track
Water supply	2.05		% real water loss from the system	Real water loss less than 25%	Calculated annually. Officers are investigating the water losses and have a programme underway to mitigate.	On track
Water supply	2.06	Customer service – prompt response When attending a call-out in response to a fault or unplanned interruption to the system, the following median response times will be measured:	a) attendance for urgent call-outs: from the time notification is received to the time service personnel reach the site	a) Contractor to attend urgent call-outs in a median time of 30 minutes or less	YTD median attendance to urgent call-outs is 18 mins.	On track
Water supply	2.07		b) resolution of urgent call-outs: from the time notification is received to the time service personnel confirm resolution of the fault or interruption	b) Contractor to resolve urgent call-outs in a median time of 480 minutes or less	YTD median resolution of urgent call-outs is 143 mins.	On track
Water supply	2.08		c) attendance for non-urgent call-outs: from the time notification is received to the time service personnel reach the site	c) Contractor to attend non-urgent callouts in a median time of 120 minutes or less	YTD median attendance to non-urgent call-outs is 42 mins.	On track
Water supply	2.09		d) resolution of non-urgent call-outs: from the time notification is received to the time service personnel confirm resolution of the fault or interruption	d) Contractor to resolve non-urgent call outs in a median time of 24 hours or less	YTD median resolution of non-urgent call-outs is 311 mins.	On track
Wastewater	3.01	Reliability – a fully operational wastewater treatment system	Level of compliance of treatment plant with resource consent conditions	100% compliance	No odour complaints recorded in Q1	On track
Wastewater	3.02		Number of dry weather overflows from sewerage system, per 1000 connections	Fewer than 15 dry weather overflows per 1000 connections	YTD 1 dry weather overflow per 1000 connections	On track
Wastewater	3.03	Response – appropriate to reported network issues	a) attendance time: from when notification is received to the time service staff reach the site,	Contractor to attend in median time of 60 minutes or less	YTD median attendance to overflows is 24 mins.	On track
Wastewater	3.04	These median response times are measured for overflows resulting from a blockage or other fault in the sewerage system	b) resolution time: from the time notification is received to the time service staff confirm resolution of the blockage or fault	Contractor to resolve issue in median time of 480 minutes or less	YTD median resolution of overflows is 221 mins.	On track
Wastewater	3.05	Quality -environmental protection	Compliance with territorial authority's resource consents for discharge from the sewerage system measured by number of: a) abatement notices b) infringement notices c) enforcement orders d) convictions in relation to those resource consents	100% compliance	No issues reported in Q1	On track
Wastewater	3.06		The total number of complaints received about any of the following: a) sewage odour b) sewerage system faults c) sewerage system blockages, and d) Council's response to issues with the sewerage system	No more than 20 valid complaints a year per 1000 connections	5 valid complaints per 1000 connections received in Q1.	On track
Stormwater	4.01	Environmental protection	Compliance with resource consents for discharge from the stormwater system, measured by number of: a) abatement notices b) infringement notices c) enforcement orders, and d) successful prosecutions received in relation to those resource consents	100% compliance with resource consents for discharge	No issues reported in Q1	On track

Item 7: Quarterly Report to Works and Infrastructure Committee 1 July - 30 September 2018: Attachment 2

Quarterly reporting 2018-19

Activity	Number	What Council will provide	Performance measures	Targets	2018/19 Results	Status	
Stormwater	4.02	Protection from damage to property	a) The number of flooding events that occur b) For each flooding event, the number of habitable floors affected per 1000 properties connected to the stormwater network	No damage from flood events of a level that have a 50% probability of occurring in any one year No more than 10 per 1000 properties with habitable floor damage from events that have a 5% probability of occurring in any one year	No flooding events recorded	On track	
Stormwater	4.03	Response to stormwater system issues	Median response time to attend a flooding event, measured from the time that notification is received to the time service personnel reach the site	Median response time less than 60 minutes	YTD median attendance to stormwater related service requests is 30 mins.	On track	
Stormwater	4.04	Customer satisfaction – minimise valid complaints	Number of complaints received about the performance of the stormwater system, per 1000 properties connected to the stormwater network	No more than 20 complaints per 1000 connections per year	5 complaints per 1000 connections received in Q1.	On track	
Flood protection	5.01	Environmental protection, damage to people and property minimised, and a reliable flood protection network	The major flood protection and control works that are maintained, repaired and renewed to the key standards defined in the Flood Protection Asset Management Plan	Network maintained to current service potential	Programmed maintenance on track	On track	
Flood protection	5.02			Flood event damage identified, prioritised and repair programme agreed with community	No flooding events recorded in Q1	On track	
Flood protection	5.03			High priority work completed as soon as practicable	No flooding events recorded in Q1	On track	
Flood protection	5.04			Network components renewed to continue provision of original design service potential	No renewal works required at this stage	On track	
Flood protection	5.05			Develop risk based Maitai flood response options	Flood analysis and property impacts identified	Underway. Additional consultant to be engaged.	On track
Flood protection	5.06			Develop city wide flood protection strategies	Complete flood models for major streams	Underway. Additional consultant to be engaged.	On track
Solid Waste	6.01	Measures to encourage the community to reduce waste to landfill	Quantity (kg) per capita, annually, excluding biosolids, material from H.A.I.L sites (contaminated land) and out of region waste e.g. Buller District	Maintain or decrease the amount of waste (kg) per capita to landfill, per year	For the first quarter of 2018/19 an average of 647kg waste was received per resident this represents an increase of 2kg per person compared to 2017/18. Officers believe this trend will continue.	Not on track	
Solid Waste	6.02	Measures to encourage the community to increase composting of food and garden waste	Proportion of households composting food waste and garden waste, from Survey of Residents	Maintain or increase the % of households that compost food and garden waste compared to previous survey results	Residents' Survey results due in Q4	Not measured yet	
Solid Waste	6.03	Support for the collection and recycling of e-waste	Uptake of available subsidies for recycling e-waste	Consistent or increasing uptake of available e-waste subsidies compared to the previous year (in dollars)	NEC recycled nearly double the value of e-waste during the first quarter of 2018/19 compared to 2017/18.	On track	

Transport Asset Management Plan 2018-2028

1. Purpose of Report

- 1.1 To adopt the Transport Asset Management Plan 2018-2028 (AMP).

2. Recommendation

That the Works and Infrastructure Committee

Receives the report Transport Asset Management Plan 2018-2028 and its attachment (A1755799).

Recommendation to Council

That the Council

Adopts the Transport Asset Management Plan 2018-28 (A1755799), amended to reflect the approved Long Term Plan 2018 – 2028.

3. Background

- 3.1 Three workshops were held with Councillors (30 March 2017, 29 June 2017 and 13 October 2017) to review the Draft Transport Asset Management Plan and on 9 November 2017 Council resolved as follows:

Approves the Draft Transport Asset Management Plan 2018-28 (A1755799), as the version to inform the Long Term Plan 2018-28 and the Mid Term Review of the Regional Land Transport Plan 2015-2021.

4. Discussion

- 4.1 The draft Transport AMP 2018-28 adopted by Council on 9 November 2017 has been amended to reflect the LTP as adopted by Council on 21 June 2018 and now requires Council approval as the final version.

Changes made through Long Term Plan deliberations

- 4.2 The following paragraphs summarise decisions made at the LTP deliberations meeting that affect budgets within the Transport AMP. These changes have been incorporated into the final documents and highlighted for the purposes of transparency (highlights will be removed prior to publishing).
- 4.2.1 The Regional Land Transport Plan (RLTP) work programme and budget as approved by the Regional Transport Committee on 11 May 2018 has been included.
- 4.2.2 Saxton Growth Area. \$15.6 million capital expenditure and \$450,000 operational expenditure has been included for the Saxton Area Growth Transport projects to be delivered through an investigation phase 2018/19 to 2020/21 and a construction phase 2022/23 to 2026/27 in the Long Term Plan 2018-28.
- 4.2.3 Champion Road roundabout - \$150,000 has been brought forward for the Champion Road roundabout from 2021/22 to 2019/20 to align with Tasman District Council funding, subject to a satisfactory transport outcome.

Changes made since the Draft Asset Management Plans were prepared

- 4.3 At the time the Draft AMP was adopted as the version to inform the LTP a number of sections had not been finalised. Since the draft version was adopted updates have been made to many sections but most particularly to the following areas:
- Financial summary
 - Risk Management
 - Future demand (growth projections)
 - Asset management maturity
 - Levels of service performance measures

Activity Management Plans 2021-31

- 4.4 Planning for future Activity Management Plans 2021-31 is underway. To ensure officers have a clear understanding of Council's expectations and key issues a series of workshops will be arranged with the Works and Infrastructure Committee over the next three years.

5. Options

- 5.1 The Transport AMP supports Council in meeting its obligations under section 93 and Schedule 10 of the Local Government Act 2002 (LGA) and the recommended option is for Council to adopt these plans.

Item 8: Transport Asset Management Plan 2018-2028

Option 1: Adopt the Transport AMP	
Advantages	<ul style="list-style-type: none">• Supports Council to meet requirements of the LGA.
Risks and Disadvantages	<ul style="list-style-type: none">• Nil
Option 2: Do not adopt the Transport AMP	
Advantages	<ul style="list-style-type: none">• Nil
Risks and Disadvantages	<ul style="list-style-type: none">• Not adopting the AMP would leave Council without a clear plan to mitigate risks and achieve levels of service.

6. Conclusion

- 6.1 The Transport AMP 2018-2028 has been reviewed and amended to reflect all decisions made by the Council in the adopted LTP 2018-2028.

Author: Paul D'Evereux, Senior Asset Engineer - Transport and Roading

Attachments

Attachment 1: A1755799 - Transport AMP 2018-2028 (*Circulated separately*)
[⇒](#)

Important considerations for decision making
<p>1. Fit with Purpose of Local Government</p> <p>The Transport AMP 2018-28 sets out how Council will deliver agreed levels of service to the community in the most cost effective way.</p>
<p>2. Consistency with Community Outcomes and Council Policy</p> <p>The Transport AMP has been developed to support the delivery of the following Council Community Outcomes – <i>"Our infrastructure is efficient, cost effective and meets current and future needs"</i> and <i>"Our communities are healthy, safe, inclusive and resilient"</i></p>
<p>3. Risk</p> <p>Adopting the Transport AMP 2018-28 is a low risk as it has been through a thorough development process and reflects all of the relevant LTP decisions. Adopting the AMP helps Council mitigate risks by providing a clear plan to achieve levels of service, address relevant focus areas and sets activity budgets for operations, maintenance, renewals and capital expenditure.</p>
<p>4. Financial impact</p> <p>The AMP reflects the decisions made by Council on the 21 June 2018 when they adopted the LTP and sets out budgets for both operational and capital expenditure. Funding is both directly from rates and indirectly through borrowing.</p>
<p>5. Degree of significance and level of engagement</p> <p>This matter is of low significance because decisions arising from the Transport AMP which were considered to be significant were consulted on through the LTP.</p>
<p>6. Inclusion of Māori in the decision making process</p> <p>No consultation with Māori was undertaken in writing this report.</p>
<p>7. Delegations</p> <p>The Works and Infrastructure Committee has the following delegation:</p> <p>6.5.1. Areas of Responsibility:</p> <ul style="list-style-type: none"> • <i>Roading network</i> <p>6.5.3 Powers to Recommend to Council:</p> <ul style="list-style-type: none"> • <i>Asset and Activity Management Plans falling within the areas of responsibility</i>

Recycling - Update on international markets

1. Purpose of Report

- 1.1 To provide the Committee with an update on recycling and the international commodity markets.
- 1.2 To provide the Committee with information as to what happens with recycling from Nelson when it reaches overseas markets.
- 1.3 To agree a way forward with respect to how recycling is progressed for the 2019/20 financial year.

2. Summary

- 2.1 In June 2018, the Committee was advised that China (New Zealand's largest off-shore market for recycling) through their ***National Sword*** initiative had caused a sudden and steep drop in commodity prices notably for PET Mixed plastics and fibre.
- 2.2 This drop in prices resulted in Nelmac seeking relief as allowed for under the contract and Council approving funding for 2018/19 at an estimated cost of up to \$94,500 funded from current reserves in the Solid Waste account (reserves).
- 2.3 Industry commentary suggests that commodity prices for fibre may experience a modest lift, but will still overall be very low and for PET Mixed plastics that prices are set to worsen. If commodity prices remain low for 2019/20, the additional cost to Council could be up to \$192,000.
- 2.4 Commodity prices for aluminium and steel are marginally on the rise and prices for HDPE and PET Clear remain stable.

3. Recommendation

That the Works and Infrastructure Committee

Receives the report Recycling - Update on international markets (R9485); and

Agrees to continue with recycling for the 2019/20 financial year in Nelson recognising the strong commitment from Nelsonians.

Item 9: Recycling - Update on international markets

Recommendation to Council

That the Council

Agrees to consider through the 2019/20 Annual Plan the additional costs resulting from the ongoing low global commodity prices, for the 2019/20 financial year at an estimated cost of between \$132,000 and \$192,000 funded 50% from the current reserves in the Solid Waste account and 50% through increased landfill charges.

4. Background

4.1 This Committee resolved on 28 June 2018 as below:

Resolved WI/2018/032

"Agrees to continue with recycling in Nelson recognising the strong commitment from Nelsonians; and

Agrees to accept the costs resulting from the global drop in commodity prices, for the 2018/19 financial year at an estimated cost of between \$88,500 and \$94,500, funded from current reserves in the Solid Waste account; and

Requests a further follow-up report to a future Works and Infrastructure Committee in early 2019 advising of the longer term future of recycling".

4.2 In addition this Committee resolved on 28 September 2018 as follows:

Resolved WI/2018/050

"Requests that a report be brought to the 15 November 2018 Works and Infrastructure Committee meeting for the purpose of determining the future of recycling in Nelson as well as to provide information relating to overseas markets".

4.3 In order to advise councillors on the future of recycling leading up to the 2019/20 Annual Plan it is prudent to combine these two reports into one and present that back to the November Committee meeting.

5. Discussion

Commodity prices

5.1 The drop in commodity prices (between September 2017 and April 2018) reported to the committee in June 2018 is summarised below:

5.1.1 Fibre - \$122/tonne to \$8/tonne

Item 9: Recycling - Update on international markets

5.1.2 PET Mixed plastics - \$31/tonne to \$0/tonne

- 5.2 The contract with Nelmac provides that if the price for a commodity drops by 70% for a period of 12 months or more the financial responsibility falls on Council.
- 5.3 These drops in commodity prices triggered the 70% contractual threshold for fibre and PET Mixed plastics and the request from Nelmac to seek relief. This request from Nelmac led to Council approving funding for the current financial year (2018/19) of between \$88,500 and \$94,500 – being fibre for six months (from Jan 2019) and PET Mixed plastics for two months (from April 2019). This is to be covered by reserves in the Solid Waste Activity (\$570,000 as at 30 June 2017). Nelmac advise that since the drop in commodity prices in September 2017 they have incurred losses in excess of \$100,000.
- 5.4 The commodity prices for these two items have recovered somewhat as detailed below:
- 5.4.1 Fibre - to \$15/tonne for August 2018 after hitting a low of \$4.50/tonne for June and July (still an overall drop of 87%).
- 5.4.2 PET Mixed plastics – to \$10/tonne (just above the trigger point of \$9/tonne).
- 5.5 The commodity prices continue to fluctuate, but at the current price of \$15/tonne for fibre, the cost to Council for 2018/19 would be around \$83,000 and at \$10/tonne for PET Mixed would be \$300. However if prices fall to those experienced in April 2018, the cost to Council would remain at those indicated in the previous report to this Committee.

Recycling 2019/20

- 5.6 It is extremely difficult to predict international recycling commodity prices going forward, but industry commentary suggests that commodity prices for fibre may experience a modest lift, but will still overall be very low and that prices for PET Mixed plastics are set to worsen.
- 5.7 If recycling prices remain low (and past the 70% threshold), the potential cost to Council, should Council agree to continue with recycling, for 12 months (at an average 129 tonnes/month for fibre and 7 tonnes/month for PET Mixed) would be as follows:

Commodity	70% threshold	Worst case
Fibre	@ \$37/t	@ \$0/t
	\$132,000	\$189,000
PET Mixed	@ \$9/t	@ \$0/t
	\$ 2,000	\$ 2,600
TOTAL	\$134,000	\$191,600

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- 5.8 The cost to take these recyclables to landfill for 12 months at an average cost of \$122.61/tonne (excluding GST) would be as below and would be more expensive (albeit marginally) than continuing to recycle.

Commodity	Volume/month (average)	Total
Fibre	129 tonne	\$190,000
PET Mixed	7 tonne	\$ 10,500
TOTAL		\$200,500

- 5.9 Council currently has reserves in the Solid Waste Activity amounting to \$695,000, as at 30 June 2018 (up from \$570,000 as at June 2017). Council has already agreed to cover costs for the current 2018/19 financial year of up to \$94,500.

Overseas markets

- 5.10 It was reported back in June 2018 that Smart Environmental Limited (SEL) were seeking alternative markets including the Philippines, Malaysia, Thailand, Vietnam, Indonesia and India. The market for Nelson recycling is currently Malaysia.
- 5.11 The committee was concerned about reports in the media that thousands of tonnes of plastic that NZ sends to overseas markets (notably Malaysia) is being burnt by illegal factories who then dump the waste they cannot process, polluting rivers.
- 5.12 It is difficult to accurately ascertain (short of visiting these overseas markets) exactly what happens to Nelson's recycling. Nelson is a very small player with very small volumes. Officers have made enquiries of SEL through Nelmac as to what happens to Nelson's recycling once it arrives off-shore. SEL advise that they sell product to Visy International (a global recycling company) who arrange overseas markets. SEL are unable to advise exactly what happens to Nelson's recycling.
- 5.13 It was also reported by media that representatives from Wellington City Council (WCC) flew to Malaysia to ascertain if their plastics were been recycled appropriately. Feedback, as below, from the WCC officer was reassuring:
- 5.13.1 Plastic was being appropriately processed into "plastic pellets" and on sold to China for reuse in manufacturing;
- 5.13.2 Environmental controls were in place, noting that anything that was burnt was processed so no polluting smoke was emitted and that factories had water reuse and treatment plants in place;
- 5.13.3 Workers welfare was seen to be satisfactory with many factories having on site accommodation with good levels of amenities. There was no evidence of children working on site.

6. Options

6.1 Council has four options as detailed below.

6.1.1 Option 1 – Stop recycling and divert to landfill.

6.1.2 Option 2 - Continue to recycle with Council accepting costs for 2019/20 for 12 months for fibre and for PET Mixed funded from reserves from the Solid Waste account.

6.1.3 Option 3 - Continue to recycle with Council accepting additional costs from drop in commodity prices funded equally (50/50) from reserves and from an increase in landfill fees for 2019/20. Officers support this option. If the additional costs were to be covered from landfill fees and the balance from reserves for 2019/20, the impact on reserves (across the range of costs) is assessed as below.

	Low	High
Reserves as at 30 June 2018	\$695,000	\$695,000
Less 2018/19 recycling funding from drop in commodity price (June 2018 Committee decision)	\$ 88,500	\$ 94,500
Less 50% 2019/20 recycling fees from drop in commodity price	\$ 67,500	\$ 96,000
Projected reserve balance as at 30 June 2020	\$539,000	\$504,500

If commodity prices remain low for 2020/21 and Council decided to continue with recycling then officers support the entire shortfall be covered 100% through an increase in landfill costs.

6.1.4 Option 4 – Continue to recycle and take to landfill until commodity prices stabilise/improve funded from either reserves or increase in landfill fees.

Option 1: Stop recycling and divert to landfill	
Advantages	<ul style="list-style-type: none"> Saving of around \$1M in recycling contract with Nelmac.
Risks and Disadvantages	<ul style="list-style-type: none"> High reputational risk Undermines excellent Nelson recycling ethos Costs to divert to landfill Dividend from Nelmac would potentially decrease as Nelmac have incurred losses in excess of \$100,000/year since the drop in commodity prices

Item 9: Recycling - Update on international markets

	<ul style="list-style-type: none"> • Potential contractual payment to Nelmac who purchased new recycling collection trucks to service new collection methodology • Sunk cost of new recycling bins around \$1M would be lost
Option 2: Continue to recycle with Council accepting costs for 2019/20 funded from reserves	
Advantages	<ul style="list-style-type: none"> • Low reputational risk • Can be covered from reserves from the Solid Waste account • Recycling momentum maintained • No cost to ratepayer
Risks and Disadvantages	<ul style="list-style-type: none"> • Lowers solid waste reserves
Option 3: Continue to recycle with additional cost covered by reserves and from an increase in landfill fees	
Advantages	<ul style="list-style-type: none"> • Low reputational risk • Recycling momentum maintained
Risks and Disadvantages	<ul style="list-style-type: none"> • Landfill fees would increase • Potential dissatisfaction from commercial operators who would be paying the increased rate and would be passing additional costs to their customers through increased bin/bag costs • Ratepayer dissatisfaction for higher bin/bag costs.
Option 4: Continue to recycle but take to landfill and fund from either reserves and/or increase in landfill fees and charges	
Advantages	<ul style="list-style-type: none"> • Potentially no cost to the ratepayer unless landfill fees increase and the cost of bin/bag would then potentially pass on to the ratepayer.
Risks and Disadvantages	<ul style="list-style-type: none"> • High reputational risk • Undermines recycling ethos • Lowers solid waste reserves • Potential dissatisfaction from commercial operators who would be paying the increased landfill charges and would be passing additional costs to their customers through increased bin/bag costs

7. Conclusion

- 7.1 Council needs to make a decision as to how it wishes to proceed with recycling for 2019/20 and officers have provided options. Officers support Council accepting the drop in commodity price and continuing to recycle on the basis that the impact is less than diverting recycling to landfill – and that this be funded through a combination of an increase in landfill fees phased in over two years with the balance funded from the reserves in the Solid Waste account.

Author: Alec Louverdis, Group Manager Infrastructure

Attachments

Nil

<p>Important considerations for decision making</p>
<p>1. Fit with Purpose of Local Government</p> <p>Recycling is a key Government initiative to address sustainability in a cost effective manner for households and businesses.</p>
<p>2. Consistency with Community Outcomes and Council Policy</p> <p>Recycling contributes to the following community outcomes - "Our infrastructure is efficient, cost effective and meets current and future needs"; "Our unique natural environment is healthy and protected"; "Our urban and rural environments are people-friendly, well planned and sustainably managed" and "Our Council provides leadership and a regional perspective".</p>
<p>3. Risk</p> <p>How Council deals with the current situation is critical to the perceptions of the general public on the back of the excellent work the community has done to embrace and increase recycling. The risk of reputational risk to Council if recycling is discontinued or if recycling is collected but taken to landfill is very high.</p>
<p>4. Financial impact</p> <p>The long-term financial impact to Council is potentially high should commodity prices remain low. Whilst this could be offset by the reserves in the Solid Waste Activity for the 2019/20 year the other option is to share the increase and progressively cover the costs by increasing landfill fees and charges.</p>
<p>5. Degree of significance and level of engagement</p> <p>This matter is of medium significance. Council will however need to clearly communicate their decision to their ratepayers.</p>
<p>6. Inclusion of Māori in the decision making process</p> <p>Maori have not been consulted on with respect to this report.</p>
<p>7. Delegations</p> <p>The Works and Infrastructure Committee has the following delegations to consider recycling:</p> <p><i>Areas of Responsibility:</i></p> <ul style="list-style-type: none"> • <i>Solid Waste, including landfill and transfer stations</i> • <i>Recycling and waste minimisation</i>

Item 9: Recycling - Update on international markets

Powers to Decide:

- *Approval of specified business cases or projects referred by Council to the committee, and also included in the Annual Plan*

Powers to Recommend:

- *Any other matters within the areas of responsibility noted above.*

Tahunanui Modellers Pond Trial

1. Purpose of Report

- 1.1 To refer authority to Council to consider the future of the dosing trial at the Tahunanui Modellers Pond (Pond).

2. Recommendation

That the Works and Infrastructure Committee

Receives the report Tahunanui Modellers Pond Trial (R9692) and its attachment (A2078208); and

Refers a decision on the ongoing dosing trial at Tahunanui Modellers Pond to the Council meeting of 13 December 2018.

3. Background

- 3.1 Following granting of the resource consent to trial Diatomix at the pond, installation of all equipment (pond circulation and dosing pump) and base testing, the trial commenced on 20 August 2018. The aim of the trial is to improve the water quality and amenity of the pond by reducing algae growth.
- 3.2 The consent provides for an 18 month trial, with progress being assessed after three months (hold point) and a decision made to either continue or not continue with the trial after this point.
- 3.3 This trial involves dosing the pond with a Diatomix (which are single celled algae of a variety of species) with the objective of encouraging diatom growth thereby limiting nutrients available for the growth of filamentous algae (which forms long strands/mats) and aquatic weeds.

4. Discussion

- 4.1 There is only sufficient budget to operate the trial for three months, ending 20 November 2018. Officers are not able to adequately assess

Item 10: Tahunanui Modellers Pond Trial

the data and report on the outcome of the three month trial to this Committee as the completion of the trial is after the 15 November. As the next Committee meeting is on the 14 February 2019, officers are recommending that any decision to continue or not continue with the trial past the three months be referred to full Council on the 13 December 2018. Continuing the trial will require approval of additional funding, which is a Council decision.

- 4.2 The Chief Executive provided an update to all councillors on 27 September 2018 and that is appended as Attachment 1 for information.

5. Options

- 5.1 In order to provide meaningful information on the success of the trial to date and potentially continue past the three month hold point, officers recommend that this Committee refers the decision to the Council meeting of 13 December 2018. There are two options open to the Committee.

5.1.1 Option 1 - Retain at this Committee before making a recommendation to Council; or

5.1.2 Option 2 – Refer a decision to Council.

Option 1: Retain at this Committee	
Advantages	<ul style="list-style-type: none">• Committee retains full overview.
Risks and Disadvantages	<ul style="list-style-type: none">• No funding exists past three months to progress with the trial.• The next W&I Committee meeting is the 14 February 2019.
Option 2: Refer a decision on the ongoing dosing trial at Tahunanui Modellers Pond to the Council meeting of 13 December 2018	
Advantages	<ul style="list-style-type: none">• A formal decision to proceed with the project within an appropriate timeframe.• More time to assess information and prepare a report.
Risks and Disadvantages	<ul style="list-style-type: none">• Only minor costs will be incurred past the three month hold point

6. Conclusion

- 6.1 A trial commenced at the pond on 20 August 2018 to improve the water quality and amenity of the pond. This trial is planned to run for up to 18 months with a hold point at three months.

Item 10: Tahunanui Modellers Pond Trial

- 6.2 There is only sufficient budget to operate the trial for three months and insufficient time for officers to report on the outcome of the trial to this Committee. Officers recommend referring this matter to Council for a decision.

Author: David Light, Manager Utilities

Attachments

Attachment 1: A2078208 - Email from CE to Councillors [↓](#)

Important considerations for decision making
<p>1. Fit with Purpose of Local Government</p> <p>The decision required by this report involves Council balancing affordability with the need for good quality local infrastructure and deciding what is the most cost effective approach.</p>
<p>2. Consistency with Community Outcomes and Council Policy</p> <p>Our Community Outcomes state - "Our communities should have access to a range of social, educational and recreational facilities and activities".</p>
<p>3. Risk</p> <p>There is currently an expectation that the trial will resolve the ongoing problems of water quality in the pond. There is insufficient time to undertake an analysis of the three month trial and report this back to this Committee in a timely fashion to allow the trial to continue. The risk of not delegating this to Council will also mean that insufficient funding exists to continue past three months.</p>
<p>4. Financial impact</p> <p>Sufficient funding only exists for a three month trial and any decision to continue past this hold point will attract additional cost and will need Council approval.</p>
<p>5. Degree of significance and level of engagement</p> <p>This matter is of low significance. A working party has been established, and this includes representatives from the Modellers Society and Tahunanui Business Association.</p>
<p>6. Inclusion of Māori in the decision making process</p> <p>No engagement with Māori has been undertaken in preparing this report.</p>
<p>7. Delegations</p> <p>The Works & Infrastructure Committee has the following delegations to consider the Tahunanui Modellers Pond trial additional funding:</p> <p><i>Areas of Responsibility:</i></p> <ul style="list-style-type: none"> • <i>Stormwater and Flood Protection</i> <p><i>Powers to Decide:</i></p> <ul style="list-style-type: none"> • <i>Nil</i> <p><i>Powers to Recommend:</i></p> <ul style="list-style-type: none"> • <i>Any other matters within the areas of responsibility noted above.</i> <p><i>Council has powers to approve additional funding.</i></p>

David Light

From: Pat Dougherty
Sent: Thursday, 27 September 2018 5:36 p.m.
To: Councillors Plus
Cc: Senior Leadership Team; David Light
Subject: Modellers Pond Budgets

Good afternoon

At the last Works and Infrastructure committee I undertook to provide details of the budget provided for the treatment trial of the Modellers Pond. My apologies for taking so long to come back with this information.

Capital funding of \$1.025 million was provided in the previous financial year (17/18) for upgrading the Modellers Pond. However this funding couldn't be carried forward to fund the treatment trial because this work is considered to be operational.

Operational funding (as a line item) of \$45,000 is provided in the current 18/19 budget for maintenance of the Modellers Pond. Once it was realised that the treatment trial couldn't be capital funded it was proposed (internally) that the Modeller's Pond maintenance budget be increased to \$145,000. However this occurred in mid-Feb which was some time after the meeting where Council confirmed the draft LTP and also too far along in the process with Audit NZ to be making ad hoc changes. The increase of \$100,000 in operating budgets represents in the region of a 0.14% rates increase which would have been a further issue with respect to the rates cap.

Staff decided that any extra costs over and above the \$45,000 would have to be accommodated within existing budgets. Either the Esplanade and Foreshore reactive maintenance budget (\$95,000) or the Stormwater reactive maintenance budget (\$220,000) would be appropriate to use to cover the additional expenditure. The three month trial is now underway (commenced on 20 Aug) and the cost is estimated at \$143,000 (including a 10% contingency).

It is intended to formally review the results at the end of the three month trial before a decision is made (at the Works and Infrastructure Committee) about whether to continue the trial. If the decision is made to continue, the costs for the remaining 15 months of the trial are estimated to be in the range of \$170,000 to \$275,000 (including a 20% contingency). A range is included at this stage because dosing rates and operational monitoring requirements are not yet known.

The costs of the extra trial period would fall roughly equally onto the 18/19 and 19/20 years. Continuing the trial would therefore require Council approval for unbudgeted expenditure for the remainder of the 18/19 year and funding provision in the 19/20 Annual Plan.

Regards

Pat Dougherty
Chief Executive
Nelson City Council / *Te kaunihera o Whakatū*
03 546 0268
022 012 4079
www.nelson.govt.nz

A2078208

Hanging Baskets Activity Review

1. Purpose of Report

- 1.1 To consider the hanging basket work program and decide on the revenue model.

2. Summary

- 2.1 The hanging basket work program is funded by contributions from businesses and funding from the inner city enhancement account (rates, parking fees and penalties). A request from a business for a contribution waiver has initiated a review of the funding model for this service. The advantage of removing the subsidy is that internal costs associated with the activity would be reduced and there would be a greater certainty as to the number and location of the baskets. However, if the user-pays element is removed, then Council would forgo approximately \$16,000 p.a. budgeted from contributions from business owners.

3. Recommendation

That the Works and Infrastructure Committee

Receives the report Hanging Baskets Activity Review (R9584).

Recommendation to Council

That the Council

Approves foregoing \$16,000 budgeted income in the Annual Plan 2019/20 from business contribution towards hanging baskets in order to maximise the number of baskets that are hung within the City; and

Approves that the hanging baskets be funded from the Parking and CBD Enhancement cost centre, street parking meters maintenance account (5510 2010 0415).

4. Background

- 4.1 The hanging baskets display was initiated in the summer of 2000 by the late Alan Drummond in conjunction with local businesses with an aim to create a sense of civic pride in the city. The flower baskets are hung on verandas of businesses in the Central Business District, on lamp posts, and Council buildings. The display period is from the first week in December prior to the Christmas parade and extends through summer until after Anzac Day.
- 4.2 Council receives significant positive feedback from the public and tourists regarding the basket displays, and the positive environment that they create. Businesses have supported the display by allowing the baskets to be hung on their verandas, contributing towards the cost of the flower basket displays and by providing the water supply. Council has installed and maintains an automated irrigation system to ensure longevity of the flower display.
- 4.3 The preparation and maintenance of the baskets is undertaken by NELMAC under contract. The planting of the displays are often undertaken by volunteer groups. NELMAC hang the baskets, maintain and monitor the condition of the baskets throughout the season, and replace baskets where necessary.
- 4.4 Council officers manage the administration which includes writing to the business owners, inviting them to participate in the programme, invoicing them for a percent of the cost, and issuing instructions to the contractor. Businesses are charged \$40 per basket, however the actual cost to create a new basket is \$47.50. The total cost of the basket over the season is \$159.95 including installation, the irrigation system and maintenance.
- 4.5 The Finance Business Unit has estimated the cost of processing each invoice and collecting the debt at \$50.00. With 137 invoices this amounts to an administration overhead of \$6,850.
- 4.6 The Upper Trafalgar Street closure in 2017/18 prompted a restaurant owner in Hardy Street to write to Council requesting a waiver of the hanging basket fee, as they believed their business had been negatively affected by the street closure.

5. Funding for Baskets from 2013 - 2018

Years	Revenue from CBD businesses	Funding from Parking fees/penalties and general rates	Total Expenditure	Total baskets on display
2013/14	\$15,400	\$64,225	\$79,625	492
2014/15	\$15,600	\$69,105	\$84,705	488
2015/16	\$14,560	\$71,691	\$86,251	476

Item 11: Hanging Baskets Activity Review

2016/17	\$11,560	\$69,441	\$81,001	476
2017/18	\$15,974	\$87,991	\$103,965	568

- 5.1 In the 2017/18 year 568 baskets were displayed in the CBD, with 422 installed outside businesses and 146 on council buildings and properties.
- 5.2 There are 654 potential sites for hanging baskets within the CBD. 499 on business buildings and 146 on Council owned facilities.

6. Discussion

- 6.1 National and international commercial chains are often less interested in responding to the requests to support this activity. This reflects that many businesses in the CBD have their head offices out of town, and the local staff have no discretion for this type of expenditure.
- 6.2 Notwithstanding this, a request from the Mayor to increase the numbers of baskets displayed in the CBD in the 2017/18 season was quite successful. The number of baskets has increased by 92 from 2016/17.
- 6.3 To achieve the increase officers undertook a survey of CBD businesses through the Nelson Regional Development Agency, to determine the level of interest in the activity. However, this produced minimal response. Then in October 2017 staff approached each business with a shop front in the CBD and spoke to the staff explaining the process of requesting a hanging basket. This was then followed up with a letter and this generated a more favourable response. It is estimated this effort represented \$4,000 of staff time.
- 6.4 However officers are concerned that unless intensive door-to-door promotion of the service and follow-ups are undertaken, the increase in the number of baskets ordered last year will not be maintained. The value of spending in the order of \$10,850 from both the Finance and Parks Business Units staff time to recover up to \$16,000 is questionable. Knowing the exact number of baskets that can be hang each year rather than waiting for businesses to opt in will help with planning.

Proposal

- 6.5 The principle options are to continue with the status quo (partial 'user pays' model) or for Council to fund the activity. The main considerations are as follows:
- 6.5.1 **Status quo.** This would continue the current model of businesses paying a fee. The advantage is that Council will receive approximately \$16,000 in revenue to help partially recover costs, and businesses would be involved in the CBD's beautification. With the cost of basket construction at \$47.50 it is proposed to increase the cost to retailers from \$40.00 to \$47.50 per basket. The disadvantage is that administration overheads to support this activity are high and it has been difficult to build and maintain support amongst businesses.

- 6.5.2 **Completely funded within the Parking and CBD Enhancement Account.** This is the preferred model for the future. This will allow a greater influence over the number of baskets in the CBD rather than relying on business owners to opt into the activity. If the proposal was approved, there would be a \$16,000 p.a. loss of budgeted income in FY 2019/20. Offsetting this loss of income would be administration cost savings of \$6,850 for invoicing, as well as approximately \$4,000 in additional staff time to visit each business, and undertake the follow-up administration work arising from the direct contact with business owners. The officer time is within existing budgets, so this change would not generate a cash saving, but would enable staff to work on other projects. The extra \$16,000 cash required would be offset through expected savings realised in the 2019/20 street parking meters maintenance account as the machines are replaced (planned in 2019/20). The provision of additional baskets is within the existing work program as 654 baskets are constructed each year for replacement and reserves; therefore the additional baskets will not increase costs.

7. Options

Option 1: Status quo – Request approval and contribution from businesses for a hanging basket displayed on shop front (not recommended)	
Advantages	<ul style="list-style-type: none"> • The activity is subsidised by businesses with direct shop frontage • Encourages buy in and shared responsibility for the success of the programme • No change to budgets as income remains
Risks and Disadvantages	<ul style="list-style-type: none"> • Difficult to maximise the number of baskets displayed in the CBD • Administration costs are in excess of half the funds collected • Fees to businesses would increase
Option 2: Fully rate fund Hanging Basket activity (recommended)	
Advantages	<ul style="list-style-type: none"> • A permanent increase in the number of baskets displayed within CBD • By controlling the distribution of hanging baskets an equal level of service for all businesses would be provided whereas the closure of Upper Trafalgar Street is perceived to be providing a higher level of service for those businesses within the street closure area • Lower administration costs to Council.

Item 11: Hanging Baskets Activity Review

Risks and Disadvantages	<ul style="list-style-type: none">• The parking meters replacement takes more time than planned and maintenance savings are not realised as quickly as expected.• Potential for less “buy-in” to the scheme from the business community
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8. Conclusion

- 8.1 The hanging baskets activity since 2000 has included an element of “user-pays” through the contribution made by businesses with a basket outside their premises. The number of contributing businesses has declined in recent years and it has been difficult to maintain support for the initiative.
- 8.2 The 2017/18 season required greater input from staff to increase the number of participating business. One option of providing this enhancement to the CBD would be through funding the entire hanging basket activity from the Parking and CBD Enhancement cost centre, street parking meters maintenance account (5510 2010 0415). However the downside is that this would forgo approximately \$16,000 in revenue and removes an opportunity for businesses to be actively involved in the CBD’s appearance.

Author: Rosie Bartlett, Manager Parks and Facilities

Attachments

Nil

<p>Important considerations for decision making</p>
<p>1. Fit with Purpose of Local Government</p> <p>This activity benefits both businesses in the central business district area and residents and visitors to the city.</p>
<p>2. Consistency with Community Outcomes and Council Policy</p> <p>The hanging basket activity aligns with the Community Outcome of:</p> <p>Our communities have opportunities to celebrate and explore their heritage, identity and creativity.</p> <p>We are proud of and celebrate our history and heritage and how that contributes to our identity. We have a strong sense of community, enhanced by the wide range of arts, cultural and sporting opportunities on offer.</p> <p>and</p> <p>Our urban and rural environments are people-friendly, well planned and sustainably managed.</p>
<p>3. Risk</p> <p>By introducing a fully Council funded work program for hanging baskets the risk of fewer numbers of baskets and/or a partial uptake to the offer will be reduced. Conversely, by taking on funding itself, Council will lose buy in from businesses for the programme.</p>
<p>4. Financial impact</p> <p>The proposal to make this work program fully Council funded would have an impact of lost income of budgeted income of \$16,000 per annum. There would be a \$6,850 saving from the Finance Department in not having to invoice business owners, and an estimated saving of staff time valued at \$4,000. Note the cost of invoicing and staff time are within existing budgets, therefore the net cash effect of the proposed change is a reduction in budgeted income of \$16,000 per annum.</p>
<p>5. Degree of significance and level of engagement</p> <p>This matter is of low significance to most businesses, as they either contribute \$40 per basket, or do not participate at all.</p> <p>The matter is also of low significance to most members of the public, although if the number of baskets decreased again over time, then the level of amenity value in the CBD would diminish.</p>

Item 11: Hanging Baskets Activity Review

The proposal will increase the level of service by ensuring the maximum number of baskets at 650 could be provided for within the CBD.

6. Inclusion of Māori in the decision making process

No engagement with Māori has been undertaken in preparing this report.

7. Delegations

The Works and Infrastructure Committee has the following delegations to consider hanging baskets

Areas of Responsibility:

- *Roading network, including associated structures, bridges and retaining walls, walkways, footpaths and road reserve, landscaping and ancillary services and facilities, street lighting and traffic management control*

Powers to Decide:

- *Approval of tenders or projects, which exceed the parameters of officer responsibility.*

Council has powers to approve additional funding.

Nelson Regional Sewerage Business Unit - Business Plan 2018-19 and Bell Island Resource Consent

1. Purpose of Report

- 1.1 To receive and consider the updated Nelson Sewerage Business Unit (NRSBU) Business Plan 2018-19 (Plan).
- 1.2 To receive and consider the update reports from the Acting General Manager (GM) of the NRSBU relating to the Bell Island resource consent (consent) and iwi engagement in relation to the consent.

2. Recommendation

That the Works and Infrastructure Committee

Receives the report Nelson Regional Sewerage Business Unit - Business Plan 2018-19 and Bell Island Resource Consent (R9759) and its attachments (A2086495, A2086498 and A2086501); and

Endorses the changes made to the Nelson Regional Sewerage Business Unit Business Plan 2018/19 (A2086495) to better reflect Nelson City Council's Long Term Plan and their environmental aspirations; and

Receives the Nelson Regional Sewerage Business Unit's Acting General Manager's advice (A2086498) that there is very good alignment between the Bell Island resource consent and Nelson City Council's environmental aspirations and that the Bell Island resource consent application should proceed.

Item 12: Nelson Regional Sewerage Business Unit - Business Plan 2018-19 and
Bell Island Resource Consent

Recommendation to Council

That the Council

Approves the Nelson Sewerage Business Unit Business Plan 2018-19 (A2086495 of Report 9759) noting that this now better reflects Nelson City Council's Long Term Plan and Nelson City Council's environmental aspirations.

3. Background

- 3.1 The Works and Infrastructure Committee resolved on 28 September 2018 as below:

Resolved WI/2018/055

"Approves feedback be given to the Nelson Regional Sewerage Business Unit through the Acting General Manager that further review of the draft NRSBU Business Plan 2018-19 is required so that it better complements Nelson City Council's Long Term Plan (LTP) and the Council's environmental aspirations; and

Requests that the Acting General Manager of the NRSBU reports back to the Works and Infrastructure Committee on the alignment between the Bell Island resource consent application and Nelson City Council's Long Term Plan and the Council's environmental aspirations, and also provides the Works and Infrastructure Committee with an update on the engagement with iwi in relation to the resource consent".

4. Discussion

Business Plan

- 4.1 The Acting GM was asked to review the Plan and has amended the Draft Plan taking into account the direction provided at the last Committee meeting requiring this Council's environmental aspirations to be recognised. Refer to Attachment 1 for the revised Plan, with proposed changes shown in yellow for ease of reading.
- 4.2 The revised Plan was consider by the NRSBU Board on 30 October 2018 where they resolved as below:

Moved Walker/Cr McNamara

"That the Nelson Regional Sewerage Business Unit:

- 1. receives the NRSBU Draft Business Plan 2018/2019 report; and*
- 2. approves the NRSBU Business Plan 2018/2019 as revised; and*

Item 12: Nelson Regional Sewerage Business Unit - Business Plan 2018-19 and Bell Island Resource Consent

3. instructs the NRSBU Acting General Manager to issue the final NRSBU Business Plan 2018/2019 to Nelson City Council and Tasman District Council for approval”.

- 4.3 Tasman District Council (TDC) officers will now present the revised Business Plan to their Council for approval.

Bell Island resource consent

- 4.4 The updated report from the Acting NRSBU GM in relation to the Bell Island resource consent and engagement with iwi are appended as Attachments 2 and 3 respectively.
- 4.5 Both these matters were considered by the NRSBU on 30 October 2018 where the resolved as below:

Moved Walker/Cr McNamara

“That the Nelson Regional Sewerage Business Unit approves the draft response in relation to the alignment of the Bell Island Resource Consent and the Nelson City Council Long Term Plan 2018-2028 for issue to the Nelson City and Tasman District Councils for their information”.

Moved Walker/Cr McNamara

“That the Nelson Regional Sewerage Business Unit approves sending an update to Nelson City and Tasman District Councils for their information on the engagement with iwi in relation to the Bell Island Resource Consent application”.

- 4.6 The consent is currently on hold and TDC, as the administering authority, has advised that the consent process will need to resume no later than February 2019. The NRSBU has applied for a 35 year term.
- 4.7 With respect to iwi engagement, the Acting GM advises that iwi would prefer a shorter consent term with more work to address environmental issues before again renewing the consent.
- 4.8 With respect to the consent, the Acting GM advises that he considers that there is good alignment with the consent conditions and Council’s environmental aspirations.
- 4.9 The Chair of the NRSBU and the Acting GM will be in attendance at the meeting to answer any questions.

5. Options

NRSBU Business Plan

Item 12: Nelson Regional Sewerage Business Unit - Business Plan 2018-19 and Bell Island Resource Consent

- 5.1 There are four options to be considered with respect to the revised Business Plan as detailed below. Officers support Option 3 – approve the revised Business Plan.

Option 1: Do nothing – i.e. accept status quo and not approve any Plan	
Advantages	<ul style="list-style-type: none"> • None
Risks and Disadvantages	<ul style="list-style-type: none"> • Delay in finalising the Plan. • Currently TDC has received the Plan and NCC has not, creating a misalignment between the two Councils. • Leaves the NRSBU without a Plan for the year that is nearly halfway through.
Option 2: Approve the original Plan	
Advantages	<ul style="list-style-type: none"> • Aligns with TDC’s approval of the original Plan
Risks and Disadvantages	<ul style="list-style-type: none"> • Current Plan does not reflect or complement NCC’s LTP, in particular its high environmental aspirations. • Not the preference of the NCC.
Option 3: Approve the revised Plan approved by the NRSBU	
Advantages	<ul style="list-style-type: none"> • Better reflects and complements Council’s LTP, in particularly its high environmental aspirations. • Allows for the Plan to be approved. • Revised Plan has been approved by the NRSBU • Allows the NRSBU Asset Management Plan to be updated and presented to the two Council’s for approval
Risks and Disadvantages	<ul style="list-style-type: none"> • Possibility that TDC does not approve the revised Plan (deemed to be low risk)
Option 4: Send the revised Plan back to the NRSBU for a full review if deemed not to go far enough	
Advantages	<ul style="list-style-type: none"> • Will provide this Council with the opportunity to have their high environmental aspirations addressed.
Risks and Disadvantages	<ul style="list-style-type: none"> • Further delay to finalising the Plan.

Item 12: Nelson Regional Sewerage Business Unit - Business Plan 2018-19 and Bell Island Resource Consent

	<ul style="list-style-type: none">• TDC may not approve any subsequent changes.• Leaves the NRSBU without a Plan for the year that is nearly halfway through.• NRSBU will need to consider and approve any revision.
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6. Conclusion

- 6.1 The NRSBU Business Plan has been amended to better reflect this Council's environmental aspirations and has been considered and approved by the NRSBU. Officers support Council approving the Plan.
- 6.2 The feedback from iwi with respect to the consent application is that they prefer a shorter consent term than the 35 years applied for. The Acting GM notes that there is good alignment between the consent application and this Council's long term environmental aspirations. The matter has been considered by the NRSBU.

Author: Alec Louverdis, Group Manager Infrastructure

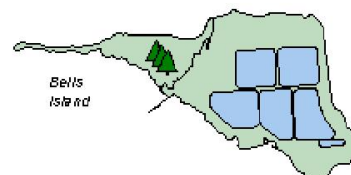
Attachments

- Attachment 1: A2086495 - NRSBU Business Plan 2018/19 [↓](#)
- Attachment 2: A2086498 - Alignment between Bell Island RC application and the NCC LTP 2018-28 [↓](#)
- Attachment 3: A2086501 - Engagement with Iwi [↓](#)

<p>Important considerations for decision making</p>
<p>1. Fit with Purpose of Local Government</p> <p>The decision in this report will assist in the provision of good quality environmental services in a cost effective way.</p>
<p>2. Consistency with Community Outcomes and Council Policy</p> <p>The decision to request further works on the NRSBU Business Plan supports the community outcome "Our unique natural environment is healthy and protected".</p>
<p>3. Risk</p> <p>This report allows Council to approve the NRSBU Business Plan and to allow the consent to proceed. The risk of not providing feedback to the NRSBU is that it may delay its ability to approve and implement actions in the Business Plan.</p>
<p>4. Financial impact</p> <p>Any review of the NRSBU Business Plan to include specific environmental outcomes could have an impact on the NRSBU Asset Management Plan, the Bell Island resource consent and subsequent Council LTPs.</p>
<p>5. Degree of significance and level of engagement</p> <p>The approval of the Business Plan is of medium significance and sets the scene for the other documents. The NRSBU is a Joint Committee of the two councils and its activities are included in the LTPs and Annual Plans of each council. Consultation is undertaken by both councils in the preparation/adoption of these plans.</p>
<p>6. Inclusion of Māori in the decision making process</p> <p>Māori have not been involved in the writing of this report. The iwi representative on the NRSBU has not yet been replaced.</p>
<p>7. Delegations</p> <p>The Works and Infrastructure Committee has the following delegation:</p> <p><i>"6.5.1 Areas of Responsibility - Wastewater.</i></p> <p><i>6.5.3 Powers to Recommend to Council - Asset and Activity Management Plans falling within the areas of responsibility."</i></p>

Nelson Regional Sewerage Business Unit

**BUSINESS PLAN
2018/19**



Nelson Regional Sewerage Business Unit Business Plan 2018/19

NRSBU BUSINESS PLAN 2018/19

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APPENDICES

- A Board Planning/Meeting Timetable
- B Levels of Service
- C Business Improvement Plan
- D 10 Year Plan Operations, Maintenance and Capital Expenditure
- E Treatment Plant Schematic

Prepared by: Johan Thiar
Senior Asset
Engineer – Solid
Waste

Approved by: Jeff Robinson
General Manager

Nelson Regional
Sewerage Business
Unit

Approved:

Cover photograph: Bell Island

Nelson Regional Sewerage Business Unit Business Plan 2018/19

1. PURPOSE

The purpose of the Nelson Regional Sewerage Business Unit Business Plan 2018/19 is to detail management goals and objectives to not only deliver the wastewater collection and treatment services to the region but to also improve the effectiveness and efficiency in the delivery of those services.

2. MEMORANDUM OF UNDERSTANDING REQUIREMENTS

The Memorandum of Understanding states that the NRSBU Board shall by 31st December each year supply to the Councils (Nelson City and Tasman District Councils) a copy of its Business Plan for the management of the Nelson Regional Sewerage Business Unit and the assets for the ensuing year, together with any variations to the charges proposed for that financial year.

The Memorandum of Understanding (MOU) was reviewed during 2015. The new MOU commenced on 1 July 2015 and shall terminate on 30 June 2025.

3. INTRODUCTION

This Business Plan 2018/19 outlines the projects and initiatives to be implemented during the year. It also outlines the associated funding required and the details on the performance targets and measures.

The Business Plan is aligned with the NRSBU Strategic Plan and the NRSBU Wastewater Asset Management Plan 2017. It incorporates the business objectives and performance targets (Section 4) and the 3 year financial forecasts (Section 6). The following key pieces of information from these other documents are included in the appendices of this business plan;

Appendix A – Board Activity Schedule;

Appendix B - Targeted service levels established by the Asset Management Plan;

Appendix C - Internal business improvement plan;

Appendix D - The 10 year financial plan;

Appendix E - Schematic layout of the NRSBU operations.

4. MISSION STATEMENT

The NRSBU's mission statement is:

"To identify the long term wastewater processing and reticulation needs of our customers and to meet current and future needs in the most cost effective and sustainable manner."

5. STRATEGIC GOALS

The NRSBU aspire to achieve the following goals:

Item 12: Nelson Regional Sewerage Business Unit - Business Plan 2018-19 and Bell Island Resource Consent: Attachment 1

Nelson Regional Sewerage Business Unit Business Plan 2018/19

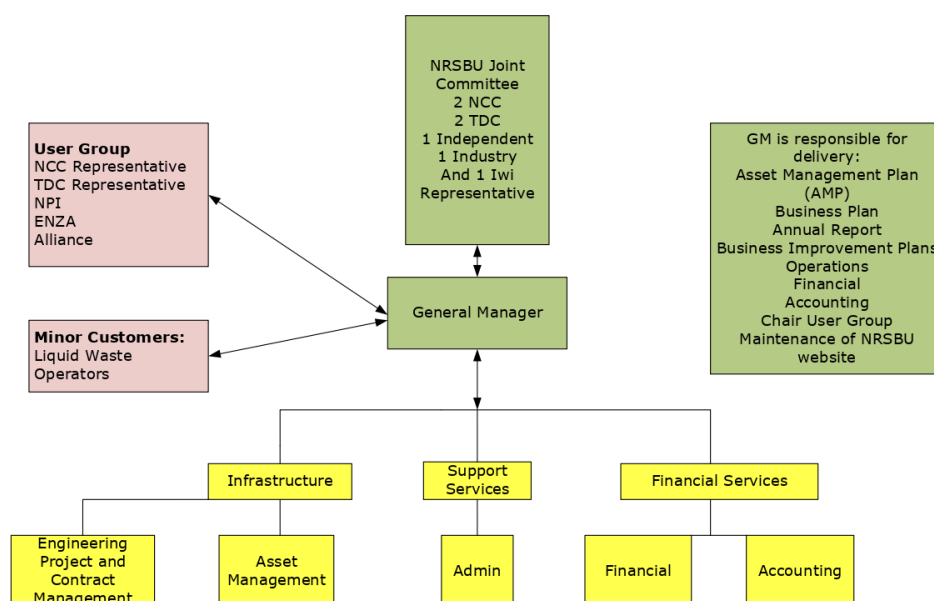
- Wastewater reticulation, treatment and disposal services meet customers' long term needs.
- The costs of wastewater reticulation, treatment and disposal services are minimised.
- Risks associated with the services provided are identified and mitigated to a level agreed with customers and owners.
- We engage the right people with the right skills and experience
- NRSBU operates sustainably and endeavours to remedy or mitigate any identified adverse environmental, social and cultural impact.
- Good relationships are maintained with all stakeholders.
- All statutory obligations are met.

The NRSBU functional activities are managed by the Nelson City Council and therefore the NRSBU functional activities shall comply with the requirements of the Nelson City Council Health and Safety Policy, and fully subscribe to the vision for a Zero Harm Culture.

All strategic goals are important and no one goal will be pursued at the expense of another.

6. NRSBU STRUCTURE AND BACKGROUND

The structure of the Nelson Regional Sewerage Business Unit is as follows:



The Nelson Regional Sewerage Business Unit was established in July 2000, replacing the former Nelson Regional Sewerage Authority established in the 1970s.

Following the adoption of a new Strategic Plan in August 2013 the 2017 Wastewater Asset Management Plan was developed and adopted on 15 September 2017. A draft of the long term financial plan based on the Asset Management Plan was provided to

Item 12: Nelson Regional Sewerage Business Unit - Business Plan 2018-19 and Bell Island Resource Consent: Attachment 1

Nelson Regional Sewerage Business Unit Business Plan 2018/19

Tasman District Council and Nelson City Engineers in July and October 2017 respectively to enable them to consolidate the NRSBU long term plan into their own strategic documents.

With the completion of significant upgrade programmes over the last few years the treatment plant now has adequate capacity to treat projected loads beyond 2025 without further significant capital investment. A review of the biosolids produced at the plant, as well as the capacity of the Radiata pine plantations on Bell Island and Rabbit Island to receive biosolids, has demonstrated that the land available for the disposal of biosolids is also adequate for projected loads up to 2025.

7. BUSINESS OBJECTIVES AND PERFORMANCE MEASURES

The objectives outlined below describe the long term aims of the business unit. Performance measure targets and dates (where they are not specified below) are set annually in the Business Plan along with performance measures for projects identified in the Asset Management Plan. Performance will be reported quarterly to the Board and annually or six monthly, as appropriate, to the shareholding Councils.

Long Term Objectives	Key Performance Measures
<i>Wastewater reticulation, treatment and disposal services meet customers' long term needs</i>	
Sufficient reticulation, treatment and disposal capacity is available for loads received.	Loads do not exceed the capacity of the system components.
Intergenerational equity is maintained.	Loans are repaid over 30 years (the average life of the assets).
Customers are encouraged to engage with the organisation and are satisfied with the service.	All customer representatives attend at least 75% of customer meetings. Customer surveys show an average score of at least 5 out of 7 on satisfaction with services.
Levels of service are defined in all contracts and are met.	100% compliance with service level agreements by all major contractors.
<i>The cost of wastewater reticulation, treatment and disposal services are minimised</i>	
The costs of reticulation, treatment and disposal are minimised.	The operational costs of reticulation, treatment and disposal processes are benchmarked against costs incurred up to 30 June 2014. All capital projects are delivered within budget.
The economic lives of all assets are optimised.	Three yearly independent audit of asset management practices confirms this.
Customers understand the benefits of demand management and the costs, risks and environmental implications of increasing demand.	Combined loads do not exceed the capacity of the components of the system.

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Long Term Objectives	Key Performance Measures
New technology choices are well understood and are proven to be reliable, sustainable and cost effective.	All significant technology choices are supported by cost benefit analysis, independent peer review, energy efficiency analysis, risk analysis and, where appropriate, by other users of those technologies.
<i>Risks associated with the services provided are identified and mitigated to a level agreed with customers and owners.</i>	
Risk management plans include all significant health and safety, environmental, cultural, social, economic and contractual risks.	No event, which impacts on agreed levels of service, occurs that has not been identified in the NRSBU risk management plans. Customer representatives review and approve the risk management plan annually and following any incidents which require activation of the plan.
Contingency plans adequately address emergency events.	Customer representatives review and approve the plans annually. Effectiveness of plans is reviewed and confirmed following incidents which require activation of the plan.
<i>We engage the right people, with the right skills and experience.</i>	
Those engaged with the NRSBU have the right skills, experience, and support to perform well.	Annual staff performance reviews include assessment of the skills and experience required in their role in NRSBU and their development needs are identified and met. Development and succession plans are in place. The Board reviews its performance at least annually.
Operation and maintenance manuals reflect best practice for the management of the plant and reticulation systems and are followed consistently.	An independent audit every three years confirms this.
<i>NRSBU operates sustainably and endeavours to remedy or mitigate any identified adverse environmental, social or cultural impact</i>	

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Long Term Objectives	Key Performance Measures
NRSBU minimises adverse environmental, social and cultural impacts where this is economically viable.	That progress towards meeting energy efficiency targets reported on and reviewed annually in June. Current capacity to utilise beneficial application of biosolids to land is sustained. Beneficial economic and environmental reuse of treated waste water is maintained or increased. Environmental, social and cultural impacts are considered in all decision making.
<i>Good relationships are maintained with all stakeholders</i>	
Shareholders are satisfied with the strategic direction and the economic performance of the business unit.	All strategic and business plans are approved by shareholders. All budget projections are met.
Good relationships are maintained with all stakeholders including owners, iwi, customers, contractors, neighbours, and the wider community.	All complaints or objections are addressed promptly. All applications for resource consents are approved. Up to date information on activities and achievements are publically available.
<i>All statutory obligations are met</i>	
All statutory obligations are identified and met and are included in contracts with suppliers.	100% compliance with all statutory obligations.
All resource consent requirements are met.	100% compliance with all resource consents.

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8. THREE YEAR RENEWAL EXPENDITURE FORECAST (\$'000)

Renewal Plan (\$,000)	Projected 2017/18	2018/19	2019/20	2020/21
Miscellaneous	20	20	20	20
Pump Stations and Rising Mains	50	85	67	42
Inlet, Aeration Basin, Clarifier and Ponds	172	188	318	190
Solids Handling	0	119	55	357
Rabbit Island	24	223	38	154
Roads	0	0	0	75
Consents	381	228	136	0
Total =	647	635	1.049	1,014

The renewal programme of NRSBU assets is developed around lifecycle and condition assessment. An iterative process is followed whereby the renewal programme is considered annually with inputs from the Operation and Maintenance operator and the review of remaining useful life of assets.

Condition assessment reports are commissioned where additional information is required to ensure optimal spend on renewals. This approach works well due to the relatively small number of different assets managed by the NRSBU.

The major components that will be considered for renewal during 2018/19 are:

- PLC Control upgrade at activated sludge and sludge facilities;
- Renewal of ATAD aerator;
- Renewal of aeration basin aerator;
- Sealing of road;
- Renewal of sludge storage tank.

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9. NRSBU Capital Upgrade Plan (\$,000)

The following table outlines the capital upgrades proposed over the next 3 years. This is followed by a commentary outlining more detail on each of the proposals.

Year	Description of Projects	Estimated Costs
2018/19	Desludging oxidation ponds	1,520,000
	Treatment Plant Upgrade (Consent dependent)	2,500,000
2019/20	Modification Facultative Ponds	420,000
	Treatment Plant Upgrade (Consent dependent)	2,500,000
	Rabbit Island Biosolids Consent	240,000
	Regional Pipeline Upgrade	1,000,000
2020/21	Regional Pipeline Upgrade	6,500,000

Commentary on Upgrade Proposals for 2018/19;

Desludging of Ponds: The desludging will be carried out over two financial years. The project is conditional to the outcome of a review of the performance of mixer upgrade in one of the three facultative ponds

Treatment Plant upgrade is conditional to the outcome of the conditions of consent associated with the discharge consent that is currently being applied for.

Modification of ponds is conditional to the review of the performance of improvements made to the final maturation pond.

The consent for the application of biosolids at Rabbit Island expires 8 November 2020.

Regional Pipeline Upgrade: Conditional to a review of growth projections of wastewater generated in Nelson and Tasman.

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10. FINANCIAL PLAN

**Nelson Regional Sewerage Business Unit
Budget Summary for 2018 to 2021**

	Projection	Budget		
	17/18	18/19	19/20	20/21
Income				
Contributors	7,533	7,633	7,947	8,266
Interest	0	0	0	0
Other Recoveries	174	174	174	174
Total Income	7,707	7,807	8,121	8,440
Expenditure				
Operations & Maintenance	3,226	3,283	3,290	3,197
Interest	563	619	777	1,004
Insurance	60	60	60	60
Depreciation	1,923	1,870	1,891	1,998
Total Operating Cost	5,772	5,832	6,018	6,259
Surplus/Deficit	1,935	1,975	2,103	2,181
Use of Funds				
Loan Repayment	1,276	1,235	1,256	1,455
Renewals	647	635	635	543
Owners Distribution	1,935	1,975	2,103	2,181
Upgrades	1,027	4,020	4,160	6,500
	4,885	7,865	8,154	10,679
Sources of Funds				
Surplus/Deficit	1,935	1,975	2,103	2,181
Depreciation	1,923	1,870	1,891	1,998
New Loans	1,027	4,020	4,160	6,500
	4,885	7,865	8,154	10,679

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LONG TERM FINANCIAL STRATEGY

The long term financial strategy (Appendix D) is a complete picture of the operations and maintenance costs and capital projects to be undertaken over the next 10 years. This strategy is based on the Nelson Regional Sewerage Business Unit Asset Management Plan 2017.

APPENDIX A

NELSON REGIONAL SEWERAGE BUSINESS UNIT BOARD ACTIVITY SCHEDULE 2018-19

Date	Activity	Papers required
By 31 August 2018	Review draft Annual Report and Financial Statement.	Draft annual report and financial statement.
By 30 September 2018	Deliver annual financial statement to Councils.	Financial Statement.
By 15 December 2018	Review board planning/meeting timetable. Adopt draft business plan for presentation to Tasman District Council and Nelson City Council. Review and update Interests Register. Adopt business continuity plan.	Planning/meeting timetable. Business Plan. Interests Register. Draft business continuity plan.
By 31 March 2019	Present Annual Report and Business Plan to Tasman District Council and Nelson City Council.	Annual Report and Business Plan.

Nelson Regional Sewerage Business Unit Business Plan 2018/19

Date	Activity	Papers required
By 30 June 2019	Review board performance Review governance policy Review Demand Management Plan Receive report on Contingency Plan review by customer representatives. Receive report on Risk Management review by customer representatives. Review customer satisfaction survey results Annual review of Strategic Plan Adopt Energy Conservation Plan Review Audit Management Report	Checklist for board effectiveness. Governance Policy Draft Demand Management Plan. Report on Contingency Plan review by customer representatives. Report on Risk Management review by customer representatives. Customer survey report. Strategic plan. Energy Conservation Programme.

APPENDIX B

LEVELS OF SERVICE

The following levels of service are included in the Nelson Regional Sewerage Business Unit Asset Management Plan 2017 and compliance demonstrates progress towards achieving the Strategic Goals:

ENVIRONMENTAL	Category	Level of Service
Treatment & Disposal	RMA Consent - Wastewater Discharge to Coastal Marine Area	100% compliance with consent conditions
	RMA Consent - Discharge of Contaminants to Air.	100% compliance with consent conditions
	RMA Consent - Discharge of Contaminants to Land	100% compliance with consent conditions
	Equipment Failure of critical components within the treatment and disposal system.	No equipment failures that impact on compliance with resource consent conditions.
Pump Stations	Odour complaints from pump stations	No odour complaints originating from pump stations
	Pump station wet weather overflows	No overflow events occurring for the contracted contributor flows
	Pump station overflows resulting from power failure	No overflow events occurring
	Pump station overflows resulting from mechanical failure.	No overflow events occurring
Pipelines	Reticulation Breaks	No reticulation breaks.
	Air valve malfunctions	No air valve malfunctions that result in overflows

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CAPACITY	Category	Level of Service
Treatment & Disposal	Overloading capacity system	Treatment and disposal up to all contracted loads and flows
Pump Stations	Overloading capacity system	No overflows for all pump stations for the contributor flows
RELIABILITY	Category	Level of Service
Treatment & Disposal	Equipment failure of critical components	No equipment failures that lead to non-compliance with resource consent conditions
Pump Stations		
Pipelines		

RESPONSIVENESS	Category	Level of Service
Treatment & Disposal	Speed of response for emergency and urgent maintenance works	Achievement of response times specified in the maintenance contract
Pump Stations		
Pipelines	Speed of response for routine and programmable maintenance works	Achievement of response times specified in the maintenance contract
KEY CUSTOMER RELATIONSHIPS	Category	Level of Service
Treatment & Disposal	Customer satisfaction	Agreed levels of service provided to all Customers
Pump Stations		Robust charging structure is in place
Pipelines		

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Appendix C

BUSINESS IMPROVEMENT PLAN

This section describes initiatives to improve the efficiency and effectiveness of the Business Unit and is based on the Nelson Regional Sewerage Business Unit Strategic Plan and referenced to the 2017 Wastewater Asset Management Plan.

IP	Description	Resource Requirements	Progress
IP-1	Consolidate all natural disaster information and review 3 yearly.	In-house	On-going.
IP-2	Renewal of effluent discharge permits.	In-house	On-going.
IP-3	Develop sludge removal programme.	In-house	On-going.
IP-4	Review long term plan.	In-house	2018-2020.
IP-5	Review AMP.	In house.	2018-2020.
IP-6	Investigate use of gravity belt thickener for use to thicken secondary sludge..	In-house.	2018/2021.

APPENDIX D

10 YEAR PLANS

OPERATIONS, MAINTENANCE AND CAPITAL EXPENDITURE

NELSON REGIONAL SEWERAGE BUSINESS UNIT											
10 Year Operations and Maintenance Plan (\$,000)											
	Proj	1	2	3	4	5	6	7	8	9	10
	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28
Total Management	221	225	225	225	225	225	225	225	225	225	225
Total Financial	563	619	777	1004	1297	1465	1437	1412	1405	1389	1446
Depreciation	1923	1870	1891	1998	2128	2193	2193	2200	2215	2230	2237
Total Electricity	820	820	800	800	800	800	800	800	800	800	800
TP Maintenance	938	941	941	935	935	935	935	935	935	935	935
PS & RM Maintenance	245	244	244	244	244	244	244	244	244	244	244
Total Monitoring	184	206	254	184	256	184	184	186	244	254	186
Consultancy	75	75	75	75	75	50	50	50	50	50	50
Insurance	60	60	60	60	60	60	60	60	60	60	60
Rates & Rental	61	61	61	61	61	61	61	61	61	61	61
Water Charges	22	44	44	44	44	44	44	44	44	44	44
Forestry	42	42	20	4	4	4	4	4	4	4	4
Biosolids Disposal	630	623	623	623	623	623	623	623	623	623	623
Telephone/Computers	3	3	3	3	3	3	3	3	3	3	3
Total Expenses	5787	5832	6018	6259	6754	6890	6862	6846	6912	6921	6917

Nelson Regional Sewerage Business Unit Business Plan 2018/19

NELSON REGIONAL SEWERAGE BUSINESS UNIT											
10 Year Renewal Plan (\$,000)	Proj	1	2	3	4	5	6	7	8	9	10
	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28
Miscellaneous	20	20	20	20	20	20	20	20	20	20	20
Pump Stations and Rising Mains	50	85	67	42	218	168	228	85	344	518	31
Inlet, Aeration Basin, Clarifier and Ponds	172	188	318	190	253	154	173	193	29	637	250
Solids Handling		119	55	63	336	52		8	15	153	105
Rabbit Island	24	223	38	154	47	186	67	233	7	798	
Roads				75		138					35
Consents	381		136								
Total =	647	635	635	543	881	717	494	539	415	2,187	441

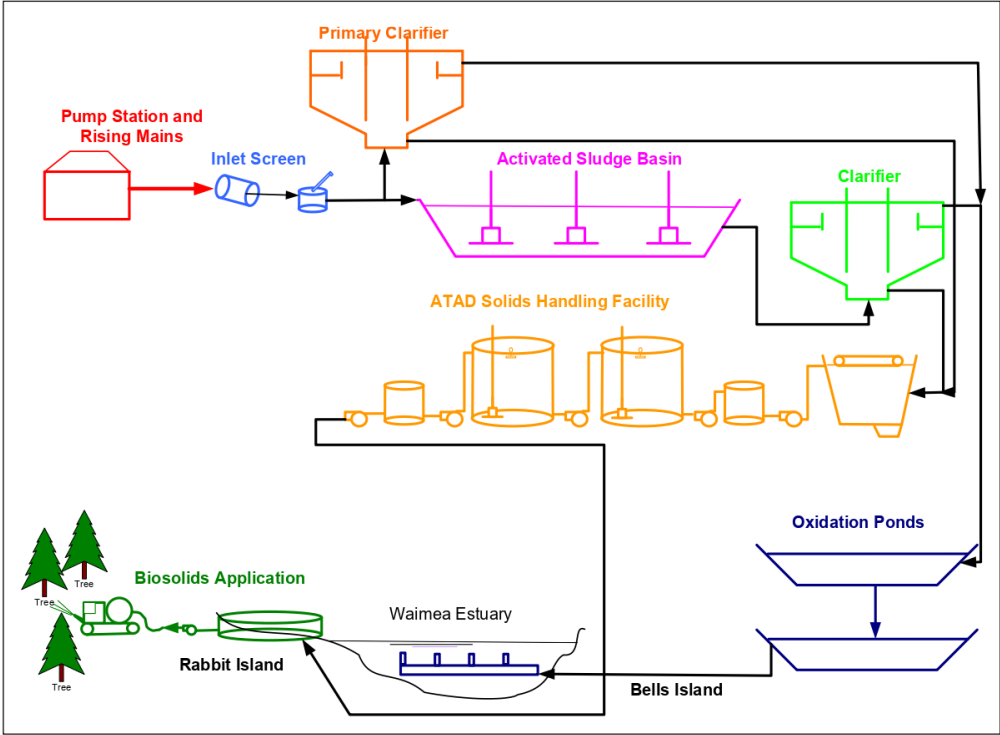
Note: More detailed review of expected life of solids handling facilities and electrical control and equipment are likely to affect the renewal programme.

The renewal programme beyond tear 1 is indicative total cost only. Specific renewal items will be subject to condition and lifecycle assessment leading up to the development of the 2018/19 Business Plan.

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Upgrade programme		
Year	Description of Projects	Estimated Costs
2018/19	Desludging oxidation ponds	1,520,000
	Treatment Plant and Network Upgrade (Bell Island Discharge and Aberrational Discharge Consent dependent)	2,500,000
2019/20	Modification Facultative Pond (Consent dependent)	420,000
	Treatment Plant Upgrade (Consent dependent)	2,500,000
	Regional Pipeline Upgrade (Demand dependent)	1,000,000
	Rabbit Island Biosolids Consent Application	240,000
2020/21	Regional Pipeline Upgrade (Demand dependent)	6,500,000
2021/22	Regional Pipeline Upgrade (Demand dependent)	6,500,000
2024/25	Disposal of dried sludge	700,000
2025/26	Songer street upgrade (Demand dependent)	100,000
	Disposal of dried sludge	700,000
2026/27	Disposal of dried sludge	700,000
2030/31	Activated sludge management (2 nd Secondary clarifier)	2,800,000

APPENDIX E
BELL ISLAND TREATMENT PLANT SCHEMATIC



Supplement to the Draft Business Plan 2018/2019

Commentary on the reduction of adverse Environmental effects

The NRSBU intends to:

- **reduce overflow into the marine environment and Tasman Bay beyond**
- **have a greater focus on the immediate marine environment and impacts on the ecology of Tasman Bay**
- **consider water quality, biodiversity and estuary health as priorities over the next three years**
- **reduce the volume of wastewater discharged to Waimea Inlet**

To implement this vision, the NRSBU will:

- **commence a programme of work to investigate and implement ways to reduce overflows from the sewerage pump stations to the estuary**
- **implement the Conditions associated with the pump stations Aberrational Discharge resource consent**
- **undertake a trial to re-use treated wastewater to clean the inlet screens (reducing the use of potable water and consequently the volume discharged to the estuary)**
- **further develop investigations into the potential re-use (by others) of treated wastewater**
- **investigate potential tree and vegetation planting around the perimeter of Bell Island**
- **review the reuse of Biosolids on Rabbit Island to consider if there are any adverse impacts on the marine environment**
- **continue to operate the treatment plant well and achieve high quality effluent**
- **commission a high level report into alternative wastewater treatment systems (that would avoid or significantly reduce the discharge of treated wastewater to the Waimea Inlet)**

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Alignment between the Bell Island RC Application and the NCC Long Term Plan 2018-28

This document has been prepared by Don Clifford, Acting General Manager, Nelson Regional Sewerage Business Unit (NRSBU), in response to a request from the Nelson City Council (NCC) Works & Infrastructure committee to the NRSBU.

Resource Consent Application

The NRSBU has submitted an application to renew the existing resource consents that permit the operation of the Bell Island facility.

The plant has operated well for many years, and produces highly treated wastewater which is either used for irrigation on Bell Island or is released into the adjacent estuary on the outgoing tide.

The system also entails the disposal of biosolids on Rabbit Island, but that activity is covered by a separate resource consent.

In recognition of the significant financial investment at the site, a long term (of 35 years) is being sought. This would allow the NRSBU to have confidence to invest in future upgrades and improvements at the site. By comparison a short term consent would likely result in the status quo treatment system being maintained on modest budgets.

An Assessment of Environmental Effects (AEE) was prepared and submitted with the RC application. The AEE considered scientifically measurable effects, along with public and tangata whenua viewpoints.

To address some of the wider community concerns about potential environmental effects, the RC application contains a number of proposed conditions.

Condition 5 requires an Annual Report which will include data and provide a record of the performance of the plant.

Condition 6 specifies an Asset Management Plan. This is a new condition volunteered by the NRSBU which requires it to always have an Asset Management Plan in place for the WWTP. The NRSBU currently reviews its Asset Management Plan for the WWTP every three years.

Importantly, in preparing the Asset Management Plan the condition requires the NRSBU to take into account technological changes and advances in relation to wastewater management, treatment, discharge, and beneficial reuse technologies that could be of relevance for possible future use in the Bell Island wastewater treatment and discharge facilities.

Further, the condition also requires the NRSBU, as part of preparing its Asset Management Plan, to assess whether any newly available technology option(s) or combination of options identified represent the Best Practicable Option (BPO) to minimise the adverse effects of the treated wastewater discharge.

This is a significant change of emphasis on behalf of the NRSBU: from the more recent approach of maintaining the well-performing status quo, to requiring pro-active investigation and implementation of appropriate new technologies and alternative treatment methods.

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Condition 7 requires an Operations & Maintenance Plan, a Pond Management Plan, and an Odour Management Plan. These documents are to be reviewed and updated periodically; and they set out in considerable detail how the plant is to be run. The reviews of these documents provide the regular opportunity to align operations with new ideas and improved treatment techniques over time.

Condition 12 clarifies the average daily discharge volume to be 20,000m³ calculated on a rolling 365 day average basis.

Condition 14 limits the maximum daily discharge to 25,000m³; and allows a maximum daily discharge to land of 1,040m³. The reason for a higher maximum daily flow (compared to the average flow) is that when assessing potential adverse effects on the estuary, it is considered environmentally preferable to allow for the occasional discharge of more treated wastewater to estuary than to have the risk of overflows at the upstream raw sewage pump stations.

Condition 24 relaxes some of the restrictions on discharge of treated wastewater to land; which will mean that less treated wastewater will need to be discharged into the estuary.

NCC Long Term Plan (LTP)

The NCC LTP contains a number of sections that have commonality with the NRSBU vision and strategy for the Bell Island Wastewater treatment facility and its operation.

The LTP text is shown in *italics*

Top Priorities of the LTP are:

- 1. Infrastructure*
- 2. Environment*

Environment:

"Council recognises investing in the environment is essential for our future. A healthy environment underpins the health of our community and the way people enjoy Nelson, supports the economy and means we have functioning ecosystems to support our treasured species...."

Infrastructure:

Our city, community and environment all depend on our core infrastructure networks to provide safe and smart ... wastewater..... Key city assets need ongoing maintenance and replacement so we can depend on these essential utilities. This work also enables and protects investment in our city and removes constraints on our growth. Council is putting essential infrastructure at the forefront to future-proof our city.

Projects in one area can bring significant gains for another priority. For example, the accelerated programme to reduce inflow and infiltration into the wastewater system aims to reduce the risk of wastewater overflows into our waterways and Tasman Bay. Fewer overflows mean significant benefits for our environment, and contribute to the smart development of our city.

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Environmental Outcomes:

The key environmental challenges and opportunities for our infrastructure relate to improving the quality of ... coastal environments. Water supply, stormwater, wastewater, and transport infrastructure all have potential to affect water quality and aquatic biodiversity in Nelson.

The Council is committed to further assessing the implications of its infrastructure on the natural environment and embedding environmental outcomes in the decision making process. We take a whole of organisation approach to delivering on our environment priority, so some environmental outcomes are also delivered through infrastructure projects.

The Nelson Plan will also include revised rules for stormwater discharges to freshwater and coastal water, and treated wastewater discharges to coastal water. The rules related to wastewater overflows during heavy rainfall events are also likely to become more stringent, and require increased investment in the wastewater network.

Significant investment is proposed to reduce the risk of overflows of wastewater into streams and Tasman Bay during wet weather. Work to renew sections of the network found to be in poor condition began in 2017/18 and is proposed to continue over the next 10 years to tackle this problem.

Wastewater infrastructure is a high priority for Council. Providing a piped wastewater system and wastewater treatment facilities is a core role of Council in order to prevent people from being exposed to diseases associated with wastewater and avoid contamination of the environment. Council aims to provide an efficient system that prevents wastewater from harming people, property or the wider environment.

Community Outcomes:

Council's wastewater activity contributes primarily to the following community outcomes:

Our unique natural environment is healthy and protected

Our infrastructure is efficient, cost effective and meets current and future needs

Our region is supported by an innovative and sustainable economy

Coastal and Marine Environments:

A greater focus on the marine environment is needed because it is so significant to Nelson. Marine biosecurity issues, marine and estuary sedimentation, coastal erosion, and the potential effects of sea level rise also need to be better understood.

Council recognises there is a range of complex issues related to coastal and marine environment including sea level rise, coastal erosion, marine biosecurity, Tasman Bay water quality and biodiversity, and estuarine health. Council has successfully advocated for Tasman Bay and is now launching a new estuarine health monitoring programme across Nelson's four estuaries – Waimea Inlet, The Haven, Delaware Bay and Kokorua Bay - and developing a programme of work to respond to national and regional initiatives in the coastal and marine areas such as the Sustainable Seas National Science Challenge.

Nelson is a place of stunning natural beauty and we treasure, protect and restore our special places, landscapes, native species and natural ecosystems. Our open spaces are valued for

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recreation and we welcome the many visitors who want to experience our extraordinary natural environment. We recognise the kaitiakitanga (guardianship) role of tangata whenua iwi.

Infrastructure Objective 4: Maintain or Improve Environmental Outcomes

Opportunities and Challenges

The key environmental challenges and opportunities for our infrastructure over the next 30 years relate to improving the quality of ... coastal environments.

The environment is one of the Council's top priorities for the next 10 years, with a particular focus on coastal issues, freshwater monitoring, data management and city development.

Wastewater

Stormwater and groundwater entering the wastewater pipes — If households' stormwater pipes have been connected to the Council's wastewater system instead of into the stormwater system, rainwater runoff from roofs and driveways ends up flowing into the wastewater system. (These above ground effects are called inflow.)

Stormwater and natural sources of groundwater also enter the wastewater system if underground stormwater and wastewater pipes are broken. (These underground effects are called infiltration.)

These are significant because inflow and infiltration of groundwater can lead to peak wastewater flows which are 4-6+ times greater than average dry weather flow.

All of the increased flows into wastewater pipes put pressure on the wastewater pipes and the capacity of the wastewater network as a whole, and results in wastewater overflows during wet weather. This has the potential to result in non-compliance with consent conditions and to constrain growth.

If the issues with stormwater entering the wastewater system are not addressed, wastewater overflows will become an even bigger problem in future, as a result of the predicted increase in the frequency and intensity of future rainfall events. That means wastewater contamination of land or water would cause ongoing and increasing impacts on cultural wellbeing, public health and the environment

We take a whole of organisation approach to delivering our environmental priority, so some environmental outcomes will be delivered through infrastructure projects.

The infrastructure discussed in this strategy has some of the biggest impacts on Nelson's water quality and quantity, and aquatic biodiversity. This is both a problem and an opportunity. The Council's service delivery teams are able to work collaboratively, together with Tasman District Council, to deliver core services while also implementing practical, affordable actions to improve environmental outcomes.

The Resource Management Act 1991, the National Policy Statement for Freshwater Management and the New Zealand Coastal Policy Statement all require sustainable management, improvement in water quality (so that it is suitable for human recreation more often)

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NCC intends to improve its own network and systems in the following ways:

There is potential to use different technology for wastewater treatment in future, instead of using oxidation ponds which rely on natural processes.

Comply with current consent requirements by reducing stormwater flow into the wastewater system to reduce sewer overflows. (A co-benefit of reduced stormwater flows into the wastewater system is reduced wastewater pumping costs.)

Discussion on Alignment of the RC application with NCC LTP

Whilst the RC application and the LTP were developed in isolation from each other it can be seen from the above excerpts that there is strong alignment of environmental vision of both the NRSBU and the NCC.

Bell Island has operated well for many years and the environmental impacts have been monitored by reputable organisations such as Cawthron. The AEE concludes that the environmental impacts are low, and that the NRSBU has continued to operate the treatment plant well and has achieved high quality effluent.

Regardless of this history, the NRSBU recognises that technology changes and that there will be ongoing opportunities to reduce the environmental impacts of the treatment plant.

Consequently the volunteered RC conditions place a formal responsibility on the NRSBU to reduce adverse effects, and to investigate and implement appropriate new technologies.

Further demonstrating alignment, it is noted that the NCC LTP identifies the potential for different technologies to be used in the future for its own wastewater facilities.

In seeking a long term for the consent, the NRSBU is seeking the security of tenure that will in turn allow for significant investment in future technology improvements at the site. In contrast, a short term consent may result in the status quo treatment system being maintained on modest budgets.

Wet weather results in high flow inputs to Bell Island, with corresponding high flow outputs to the estuary and out to Tasman Bay. The NRSBU would like to reduce the volume of wastewater discharged to sea; therefore the NRSBU strongly supports and encourages the NCC (and TDC) commitment to significantly reducing inflow and infiltration.

Conclusion

The RC application represents a significant change of emphasis on behalf of the NRSBU: from the more recent approach of maintaining the well-performing status quo, to the more pro-active investigation and implementation of appropriate new technologies and alternative treatment methods.

It is therefore considered that there is very good alignment with the Bell Island RC application and the NCC LTP environmental aspirations.

A2086498

Item 12: Nelson Regional Sewerage Business Unit - Business Plan 2018-19 and Bell Island Resource Consent: Attachment 3

Bell Island WWTP Resource Consent – Iwi Pre-hearing Meeting Notes

The Nelson Regional Sewerage Business Unit (NRSBU) has recently held a series of meetings with several of the submitters, including the three iwi submitters, to the replacement Resource Consents application for the Bell Island Wastewater Treatment Plant (WWTP).

These notes were prepared by Don Clifford, Acting General Manager, NRSBU, to provide a general overview of the discussions for the NCC Works & Infrastructure Committee.

It is important to note that these meetings were informal pre-hearing meetings (not held under section 99 of the Resource Management Act 1991). They were held on a 'without prejudice' basis to encourage free and frank discussion – no formal minutes were recorded or circulated. The purpose of the meetings was to allow submitters to explain points raised in their written submissions and for the NRSBU to explain work done since the close of submission. The submitters were advised that the application had been put 'on hold' at the NRSBU's request until the end of February 2019 to enable further discussions with submitters and for studies and improvement works to be undertaken.

Wednesday 3 October 2018 10:30 a.m. - Wakatu and Ngati Rarua Atiawa Iwi Trust

A meeting with Mike Ingram (Wakatu and Ngati Rarua Atiawa Iwi Trust), Kit Maling and Don Clifford (NRSBU), and Rob Lieffering (Stantec).

Mike summarised the submission and reconfirmed the position that discharges to water are culturally unacceptable and discharges to land are preferred. Ideally move the WWTP away from the current site but accepts that this would be very expensive. Objects to 35 year duration as there will be technological advances.

Wants to ensure no untreated wastewater is discharged to the Waimea Inlet. Don outlined the storage capacity at the plant and that any discharge from the plant, even during wet weather, receives some treatment and is not untreated; unlike discharges from pump stations.

Wednesday 3 October 2018 1:30 p.m. – Ngati Tama ki Te Waipounamu Trust

A meeting with Kura Stafford (Ngati Tama ki Te Waipounamu Trust), Kit Maling and Don Clifford (NRSBU), and Rob Lieffering (Stantec).

Kura briefly summarised their submission and reiterated that discharge to water is culturally unacceptable. Kura queried why a 35 year term was requested and Don/Rob responded that it would provide the NRSBU security to enable further investment in the WWTP.

The NRSBU outlined land irrigation that currently takes place and the potential for reuse of treated wastewater, but that this would still require a significant volume of discharge to water.

A2086501

Item 12: Nelson Regional Sewerage Business Unit - Business Plan 2018-19 and Bell Island
Resource Consent: Attachment 3

Monday 8 October 2018 10:30 a.m.- Te Atiawa o Te Waka-a-Maui Trust

A meeting with Sylvie Heard and Daren Horne (both from Te Atiawa o Te Waka-a-Maui Trust), Kit Maling and Don Clifford (NRSBU), and Rob Lieffering (Stantec).

Daren explained that the two main issues that Te Atiawa has is the discharge of human sewage to water and the location of the WWTP. He explained that there are many sensitive sites in the Inlet and that the area was the food basket and food gathering was not possible when human sewage is discharged.

Daren queried whether there were capacity issues at the plant. NRSBU advised that not at the plant itself but there were occasional issues with pumps stations.

Daren and Sylvie both stated that the 35 year duration sought was too long. Sylvie queried how technological advances would be considered and incorporated if a longer term consent were granted. Rob explained that a condition had been volunteered which would require the NRSBU to consider such advances every time it reviews its Asset Management Plan, which has to be done at least every three years. As part of that review the NRSBU would be required to ensure the discharge continues to be the Best Practicable Option (BPO).

A2086501



Bell Island Wastewater Treatment Plant Renewal Consents – Summary of Submissions

Name of Submitter	Contact Person	Oppose /Support /Neutral	Grant or Decline?	Wish to be Heard?	Summary	Requested Conditions
Theme #1: Odours						
C B Syme	Carol Syme	Support	Grant	No	Property (139 Barnett Ave, Best Island) regularly affected by odours – considers this to be totally unacceptable	<ul style="list-style-type: none"> • 10 year term, with 5 year review. • Previous conditions complied with • Containment of odours • Odour Management Plan • Meetings with Best Island representatives
J R Syme	John Syme	Support	Grant	Yes	<p>Receives frequent offensive odours (139 Barnett Ave, Best Island).</p> <p>References material from 2002 hearing decision – suggests undertakings have not occurred or have been ineffectual.</p> <p>Considers no new consents should be issued until the NRSBU can demonstrate it can comply with its existing conditions.</p> <p>A fund should be set up to enable problems to be rectified immediately that they occur.</p>	<ul style="list-style-type: none"> • 10 year term, with 5 year comprehensive review. • A Best Island representative should be appointed to meet with the NRSBU at least monthly • Strict adherence to consent conditions • Increased communication with Best Island residents
A M Quinn	Mark Quinn	Support	Grant	Yes	<p>Objects to the "vile" odours that are regularly emitted from the WWTP (lives at 18 Barnett Ave, Best Island).</p> <p>Odours have a huge effect on quality of life by neighbours to the WWTP.</p> <p>Concerned that current conditions not complied with (with no consequence of breaches) and is worried about 35 year term sought.</p>	<ul style="list-style-type: none"> • Limit consent to 10 years. • Ensure conditions are complied with • Regular maintenance to limit odours • Make sure future proofing is 'built in' – local growth is booming so will the load to the WWTP

Stantec

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A2086501



D K Robertson	Donna Robertson	Support	Grant	Yes	<p>Objects to the “fowl” (sic) smell associated with odours (lives at 146 Barnett Ave, Best Island).</p> <p>Normal activities outside her house are disturbed when there are smells from the WWTP and she has to retire into her house and shut the windows.</p> <p>Concerned that current conditions not complied with.</p>	<ul style="list-style-type: none"> • Make NRSBU accountable for ensuring conditions are complied with (especially odour) • If conditions are breached then there needs to be an 'accountable process and control process' for the future • Limit consent to 10 years allowing a review process with growth in the region
T Sellars	Trevor Sellars	Oppose	Decline	Yes	<p>Odour travels from WWTP to Best Island on a regular basis (lives at 131 Barnett Ave, Best Island).</p> <p>Is concerned about inundation risk during flooding.</p>	<ul style="list-style-type: none"> • Strict adherence to the condition that odour not leave the boundary in any direction with heavy penalties imposed if it happens • Plans to move the WWTP to an inland environment where inundation is impossible
Theme #2: Tangata Whenua						
Te Atiawa o te Waka-a-Maui Trust	Sylvie Heard	Oppose	Decline	Yes	<p>Trustees are charged with kaitiaki responsibilities over the area. The area is a significant taonga and the discharge will affect many sites of significance, some of which are recognised by way of Statutory Acknowledgment.</p> <p>Discharge of human effluent to coastal water is culturally abhorrent and culturally insensitive. Considers the applicant is continuing to use the CMA as a waste receptacle and it ignores the significant cultural values attributed to the receiving environment by iwi.</p> <p>Seeking 35 year term appears to mean that there is no impetus or desire to consider alternatives.</p> <p>Application not consistent with Part 2 RMA, doesn't address various policies of the NZCPS, is contrary various provisions of</p>	None stated



					the TRMP, and frustrates the provisions and intent of the recent Treaty of Waitangi settlement agreement. Adverse environmental effects are more than minor, including cumulative effects.	
Wakatū Incorporation and Ngāti Rārua Ātiawa Iwi Trust	Mike Ingram	Not stated	Not stated	Yes	<p>Objects to any form of discharge to water, whether treated or not. Any such discharges are culturally unacceptable.</p> <p>Requests that the application pursue an alternative location away from the coastal area or a form of discharge that does not discharge to water – the submitter acknowledges that the NRSBU has considered alternatives. This study should be undertaken within 5 years.</p> <p>Objects to duration sought. Request that the duration be reduced to 20 years.</p> <p>Any operation of the WWTP should be consistent with the principles identified in the Waimea Inlet Management Strategy.</p> <p>Requests that Cultural Health Indices be established and reported on a regular basis.</p> <p>Sufficient storage should be provided to ensure no untreated wastewater escapes to the Waimea Inlet during heavy inflow events or plant failure.</p>	<ul style="list-style-type: none"> • Requirement to consider alternatives which do not result in discharges to water – to be undertaken within 5 years. • Reduce term to 20 years. • Cultural Health Indices be established and reported on. • Adequate storage to ensure no discharge of untreated wastewater to the Waimea Inlet.
Ngāti Tama ki Te Waipounamu Trust	Kura Stafford	Neutral	Not stated	Yes	<p>Ngāti Tama ki Te Waipounamu Trust is an iwi authority and the governance entity for Ngāti Tama ki Te Tau Ihu.</p> <p>Ngāti Tama ki Te Waipounamu Trust is a member of Tiakina te Taiao who completed the CIA which recommended</p>	<ul style="list-style-type: none"> • Reduce term to 15 years • Require natural and ecological values to be protected, enhanced, and maintained to improve the natural character of Bell Island and to provide a net benefit to the environment and provide habitat for birds, breeding fish, and for rongoa



					<p>future land disposal – the submitter supports this recommendation.</p> <p>Land based disposal will avoid adverse effects on water quality and cultural values.</p> <p>Carrying capacity of the WWTP and the area maximised on Bell Island will be insufficient to meet future population growth demands.</p> <p>The CMA should not have to absorb further degradation and cumulative effects – effects on mauri of the coastal waters, habitats, native fisheries, birds, rongoa and kai species.</p> <p>Effects of future storm events on the infrastructure must be considered.</p>	<ul style="list-style-type: none"> • Enable Ngāti Tama to undertake cultural health monitoring programmes • Archaeological sites be protected and enhanced – strategic planting along the shoreline • Native trees and shrubs are used in restoration planting • Iwi monitor to be on site during any future soil or physical works • That the NRSBU make provision for Ngāti Tama Iwi representative to the Board selected by Ngāti Tama ki Te Waipounamu Trust consistent with the Treaty of Waitangi and Deed of Settlement obligations and Customary Marine Title provisions. • That the structural integrity of the infrastructure meets the highest standards to avoid damage and degradation to coastal values of Ngāti Tama
Theme #3: Discharge to Land						
Greenacres Golf Club	Stuart Anderson	Support	Grant	Yes	<p>Consideration of alternatives does not include costings to justify statement that application to land is prohibitive and not a practical option.</p> <p>Discharge to the Inlet is not sustainable given the ecological balance. Snapper spawning and shellfish areas are under pressure and have been affected by discharges, including from the WWTP.</p> <p>Long term solution is to dispose all the wastewater to land by establishing infrastructure and treatment to enable reuse, including the Golf Course.</p> <p>Increase in N loads of 17% and metals over term of consent sought must be considered more than minor effect in the</p>	<ul style="list-style-type: none"> • 5 year term • Requirement for a Future Disposal Plan to be provided within 3 years – being a programme for total discharge to land.



					<p>context of future fisheries and general health of the region.</p> <p>35 year term does not capture purpose and principles of the RMA and does not provide an incentive to move to land disposal.</p>	
Nelson Golf Club Incorporated	James Cooper	Oppose	Decline	Yes	<p>Objects to continued discharge given significant rise in wastewater due to growth.</p> <p>Continued discharge without mitigation can risk effects on benthic condition of the seabed, fauna and kai moana.</p> <p>Risks to regional brand reputation.</p> <p>Considers conclusion that increased TN will 'unlikely' result in adverse effects is unacceptable and also questions heavy metals in the wastewater.</p> <p>Does not accept that costs have been sufficiently weighed against savings for TDC/NCC using town supply water for irrigating recreation and sporting field usage. Given lack of detailed costings the NGC reject that likely costs are prohibitive.</p> <p>Considers the application has ignored technical advances in treatment and disposal to land via irrigation. Land application is used in other parts of NZ for some years – better to use treated wastewater than town supply.</p> <p>Considers application should be declined until such time as a clear plan and undertaking is provided to commence discharge of treated wastewater to land</p>	<p>If consent is to be granted then:</p> <ul style="list-style-type: none"> • Impose a requirement that treated wastewater be provided for discharge within the regional community within 12 months at a capacity of 10% of total wastewater generated for outflow



					using and extending (sunk) capital assets such as the existing pipe from Bell Is to Monaco.	
Theme #4: Public Health						
Nelson Marlborough District Health Board	Geoff Cameron	Neutral	Not Stated	No	<p>Has responsibilities to ensure adverse effects on the health of people are minimised/improved.</p> <p>Notes the results of the QMRA (in particular at Rabbit Is and Tahunanui) are predicated on the wastewater needing to be well treated to ensure sufficient log removal of viruses.</p> <p>Notes (but does not comment on):</p> <ul style="list-style-type: none"> Same discharge standard for faecal coliforms has been applied for. To date the discharge has met the faecal coliform discharge standards The 20% increase in load over 35 years is unlikely to lead to a significantly increased frequency of exceedance of bathing water quality 	<ul style="list-style-type: none"> Review of all faecal coliform discharge compliance monitoring data within 3 years of consent being granted A review of the faecal coliform discharge limits with a view of "tightening the existing compliance limits" (supports the increased frequency of monitoring to fortnightly)
Theme #5: Waimea Inlet						
Waimea Inlet Forum	David Sissons	Support	Grant	No	<p>WIF set up to implement the Waimea Inlet Management Strategy (WIMS). Meets monthly.</p> <p>WIF has observed the NRSBU to be environmentally aware and keen to do its best to keep the Waimea Inlet healthy and to make it better for the future. This is reflected in the current application.</p> <p>Supports NRSBU's intention to establish a management regime for the protection and enhancement of natural and</p>	None stated



					<p>ecological values on Bell Island (pgs 95-96 of AEE).</p> <p>Notes concerns of some tangata whenua about effects on mauri, but notes that the NRSBU intends to seek resolution by appointing one board member representing iwi to provide guidance on cultural matters.</p>	
Department of Conservation	Roy Grose	Oppose (in part)	Not stated	Yes	<p>Department has an interest in the Waimea Inlet as it is a significant habitat for wading birds. Discharge of contaminants has the potential to cause adverse effects, including on natural character and habitats.</p> <p>Acknowledges that the discharge (beyond mixing zone) have been shown to be minor. Supports the proposed changes to the treatment system (and operation) and the monitoring programme.</p> <p>Duration sought is considered excessive. A shorter term would allow the activity to be reconsidered against changes in technologies and community attitudes to discharges to the CMA. Shorter term will also encourage further consideration of alternatives in response to these changes.</p>	<ul style="list-style-type: none"> Duration limited to 20 years
Industries						
Alliance Group Limited	Terry Kreft	Support	Grant	No	<p>Plant employs ~230 people and exports meat throughout the world to ~65 countries.</p> <p>Contributes \$10 million to local economy through salary/wages and \$5 million in services and materials.</p> <p>Alliance relies on the WWTP to accept the pre-treated wastewater from the plant.</p>	None stated



Nelson Pine Industries Limited	Phillip Wilson	Support	Grant	No	<p>Plant is a major processor of wood from the Nelson region and a significant employer.</p> <p>Waste water from the plant is treated by the NRSBU at the WWTP. The plant relies on the WWTP.</p> <p>New technologies have been applied which have resulted in decreased loads from the plant, thereby allowing additional capacity for population growth without additional capital expenditure at the WWTP.</p> <p>NRSBU has consistently met its discharge consent requirements.</p> <p>The WWTP is a critical infrastructure servicing both Nelson and Tasman plus three industries.</p> <p>Many years of monitoring have demonstrated no detrimental impact from the discharge.</p> <p>Strongly supports a 35 year duration for the consents.</p>	None stated
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Name of Submitter	Oppose/Support/Neutral	Grant or Decline?	Wish to be Heard?	Theme
C B Syme	Support	Grant	No	Odours
J R Syme	Support	Grant	Yes	Odours
A M Quinn	Support	Grant	Yes	Odours
D K Robertson	Support	Grant	Yes	Odours
T Sellars	Oppose	Decline	Yes	Odours and location of plant
Te Atiawa o te Waka-a-Maui Trust	Oppose	Decline	Yes	Tangata whenua
Wakatū Incorporation and Ngāti Rārua Ātiawa Iwi Trust	Not stated	Not stated	Yes	Tangata whenua
Ngāti Tama ki Te Waipounamu Trust	Neutral	Not stated	Yes	Tangata whenua
Greenacres Golf Club	Support	Grant	Yes	Discharge to land
Nelson Golf Club Incorporated	Oppose	Decline	Yes	Discharge to land
Nelson Marlborough District Health Board	Neutral	Not Stated	No	Public health
Waimea Inlet Forum	Support	Grant	No	Waimea Inlet
Department of Conservation	Oppose (in part)	Not stated	Yes	Waimea Inlet
Alliance Group Limited	Support	Grant	No	Industry
Nelson Pine Industries Limited	Support	Grant	No	Industry

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Resource Consent: Attachment 3

Waimea Road - Proposed Amendment to the Speed Limits Bylaw

1. Purpose of Report

- 1.1 To recommend approval of a Statement of Proposal (SOP) to amend the Speed Limits Bylaw 2011 (210) (bylaw) and to recommend commencement of a Special Consultative Procedure (SCP) for Waimea Road between Market Road and Beatson Road roundabout.

2. Summary

- 2.1 Waimea Road is an important arterial route in Nelson's transport network which carries large traffic numbers. The current speed limit along Waimea road is 50km/h except for a portion extending from 240m south of Market Road (Market Road) through to 200m north of the Beatson Road roundabout, where the speed limit is 70km/h. The affected length is 1.3km long.
- 2.2 A review of the Waimea Road speed limit is recommended by officers to accommodate the new Princes Drive intersection from the Tasman Heights sub-division with Waimea Road and to address safety concerns on Waimea Road.
- 2.3 A full speed limit review for Nelson City is being developed for public consultation at a later date. A review of the Waimea Road speed limit prior to the full review is required to align with the Princes Drive development programmed works. The speed limit review, and new Princes Drive intersection fit with the 2018 Government Policy Statement's (GPS) focus on safety and access.
- 2.4 An SCP is required to make changes to Council's Speed Limits Bylaw, which involves adoption of a SOP, a one month consultation period and consideration of written and oral submissions. The Works and Infrastructure Committee has delegated authority to hear and deliberate on submissions.

3. Recommendation

That the Works and Infrastructure Committee

Receives the report Waimea Road - Proposed Amendment to the Speed Limits Bylaw (R9765) and its attachments (A2069574, A2075290, A2069647, and A2079928).

Recommendation to Council

That the Council

Agrees a bylaw to set a permanent speed limit is the most appropriate way of addressing safety issues on Waimea Road between Market Road and the Beatson Road roundabout; and

Agrees the proposed amendments to the Speed Limits Bylaw 2011 (210) are the most appropriate form of bylaw and do not give rise to any implications under the New Zealand Bill of Rights Act 1990; and

Agrees a summary of the Statement of Proposal Amendment to the Speed Limits Bylaw 2011 (210) is not required; and

Adopts the Statement of Proposal (A2069647 of Report 9765) relating to the lowering of the speed limit along Waimea Road from 240m south of Market Road (Market Road) through to 200m north of the Beatson Road roundabout (Beatson Road roundabout); and

Approves commencement of the Special Consultative Procedure (A2069647 of Report R9765), with the consultation period to run from 14 December 2018 to 15 February 2019; and

Approves the consultation plan (A2079928 of Report 9765) and agrees:

- (a) the plan includes sufficient steps to ensure the Statement of Proposal will be reasonably accessible to the public and will be publicised in a manner appropriate to its purpose and significance; and***

(b) the plan will result in the Statement of Proposal being as widely publicised as is reasonably practicable as a basis for consultation.

4. Background

Waimea Road Safety

- 4.1 The stretch of Waimea Road between Market Road and the Beatson Road roundabout has a speed limit of 70km/h and has a vehicle count of 25,000 vehicles per day. Refer to Attachment 1 for layout.
- 4.2 A summary of speed related crashes is shown in the table below. This data is from the Crash Analysis System (CAS). Police populate CAS from evidence connected at crash events, including the speed factor.

Speed Related Crashes Waimea Road	2013	2014	2015	2016	2017	2018- To March
Fatal						
Serious					1	1
Minor				1		1
Non-injury	1				1	
Total	1	0	0	1	2	2

- 4.3 In addition to the speed related crashes there has been one fatality (attributed to alcohol impairment) on this section of Waimea Road in 2018. While speed was not a factor of the actual crash, it was a factor in the outcome. The higher speed zone (70km/h) resulted in high impact forces that transferred to the vehicle occupants resulting in the fatality.
- 4.4 The New Zealand Police support the reduction of the speed limit on Waimea Road (refer Attachment 2), as they receive concerns from motorists, pedestrians and cyclists relating to the speed on Waimea Road at Bishopdale Hill. Police are also concerned about the increasing crash

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rate, crash severity, intersection safety and new road connections from the subdivision.

Speed Management Framework

- 4.5 When considering Waimea Road in terms of the New Zealand Transport Agency Speed Management Guide, the safe and appropriate speed for an area of this type is 50km/h based on:
- the corridor's personal risk rating of Medium in general, and Medium-High at both the Ridgeway intersection and at the Beatson Road roundabout. Personal risk is defined as the danger to each individual using the road and is measured by the number of serious and fatal crashes relative to the traffic volume and distance travelled;
 - the surrounding residential land use (with low density residential to the east);
 - the presence of five intersections and another one to be constructed (to connect with Princes Drive);
 - the existing mean speed between 50km/h and 60km/h;
 - the speed environment will be slower between Market Road and Beatson Road as a result of a new signalised intersection.

Implications for traffic flows

- 4.6 Waimea Road is a significant arterial route in Nelson, with an average of 24,000 vehicles per day. Reducing the speed limit from 70km/h to 50km/h will add up to 15 seconds when traffic is travelling at existing mean speeds and will have no effect on traffic speeds at peak times when the road is congested.

Government Policy Statement 2018

- 4.7 The speed limit review, and new Princes Drive intersection fit with the GPS's focus on safety and access.

Princes Drive intersection

- 4.8 Resource consents for the subdivision of the western side of Waimea Road at Bishopdale Hill have been granted to allow construction of a new road (Princes Drive extension) and intersection on Waimea Road. The consent was granted in 2016, but the physical works of constructing the road and intersection are planned for 2019, with detailed design underway.
- 4.9 The speed limit will have an effect on the design of the new Princes Drive intersection. Higher speeds require wider traffic lanes, longer taper lengths, longer sightlines and longer inter-green phases to allow drivers to safely manage the potential conflicts associated with intersections and

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crossing traffic. Once built these features are likely to remain. To avoid the cost of redesigning the intersection for a higher speed limit it is prudent to ensure that the design is fit for purpose now.

- 4.10 The Princes Drive intersection will change the Bishopdale Hill passing lanes into turning lanes for the new intersection. Removal of the passing lanes will remove a significant feature of the 70km/h speed environment.
- 4.11 The Princes Drive intersection will not limit options for future development of Waimea Road to cater for traffic growth.

Vulnerable road users

- 4.12 Cyclists are considered vulnerable road users in high volume high speed traffic locations. While there is an off-road facility available many commuter cyclists prefer to use the road to avoid pedestrians on shared paths. Lowering the traffic speed will improve safety for cyclists.
- 4.13 Pedestrian facilities are not available to all services on this section of Waimea Road. The SPCA is a public facility that attracts pedestrian activity. The SPCA however does not have a footpath connection so pedestrians are required to cross or walk along Waimea Road mixing with the high speed traffic. Lowering the speed will improve safety for pedestrians, and allow review of road space allocation to provide pedestrian facilities in the future.
- 4.14 An underpass is provided at Arthur Cotton Bridge for students and parents to travel from the Beatson Road area to Enner Glynn School. The underpass is however constrained and not suitable for all users. Parents with wide pushchairs are particularly vulnerable when they cross Waimea Road at grade to avoid the challenges related to the steep gradient and narrowness of the underpass.
- 4.15 A southbound bus stop is provided opposite Ulster Street in the 70km/h zone. Patronage at this bus stop is constrained because patrons are reluctant to cross the high speed section of Waimea Road.

5. Discussion

Consultation and decision making process

- 5.1 Section 156 of the Local Government Act (LGA) requires Council to use the Special Consultative Procedure (SCP) before making a decision to amend a bylaw. When carrying out an SCP (as outlined in section 83 of the LGA) the Council must:
 - prepare and adopt a statement of proposal.
 - consider whether a summary of the Statement of Proposal is necessary to enable public understanding of the proposal.
 - make the statement of proposal publicly available for at least one month and invite written submissions.

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- provide an opportunity for people to present their views to the local authority in person
- 5.2 The draft SOP is included as Attachment 3. No summary of the SOP has been prepared as the full document is not overly complicated to allow people to make well informed comment. Following adoption of the SOP by this Committee, it will be made available to the public for feedback, with a proposed consultation period from 14 December 2018 to 15 February 2019.
- 5.3 The draft Consultation Plan is included in Attachment 4.
- 5.4 Holding a hearing on 06 March followed by deliberations on 28 March would enable a recommendation to be considered by full Council on 2 May, with any new speed limit changes to be implemented on completion of physical works on site once temporary traffic management limit is lifted. It is noted that the meeting dates for council committees have not yet been finalised for 2019 so these dates are provisional.

6. Options

- 6.1 The options to be considered in this report are whether to adopt or not adopt the draft SOP.
- 6.2 Officers recommend Option 1 due to the significant road safety concerns related to Waimea Road and the permanence of the Princes Road intersection design once this has been built.

Option 1: Recommend adoption of the SOP	
Advantages	<ul style="list-style-type: none">• Opportunity to improve road safety on Waimea Road.• Opportunity to optimise the Princes Drive intersection by setting the design speed prior to detailed design.
Risks and Disadvantages	<ul style="list-style-type: none">• Nil
Option 2: Do not recommend adoption of the SOP	
Advantages	<ul style="list-style-type: none">• Nil
Risks and Disadvantages	<ul style="list-style-type: none">• Lost opportunity to improve road safety on Waimea Road• Additional developer costs to implement a high speed intersection design at the new Princes Drive intersection.• Princes Drive intersection will reflect a high speed environment if the speed limit is lowered in the future.

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	<ul style="list-style-type: none">• Council could incur costs at a future date if changes are required to lower the speed environment at the new Princes Drive intersection.
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7. Conclusion

- 7.1 The draft SOP proposes to reduce the Waimea Road speed limit from 70km/h to 50km/h between Market Road and the Beatson Road roundabout for safety reasons and to improve design options for the Princes Drive intersection.
- 7.2 Adopting the draft SOP and commencing the SCP will enable the Committee to gain public feedback on this proposal and to conclude whether or not this proposed speed limit change is supported by the community.
- 7.3 Due to the importance of Waimea Road to Nelson's transport network and the corridor's personal risk rating of Medium in general, and Medium-High at both the Ridgeway intersection and at the Beatson Road roundabout, officers recommend that the Committee recommend adoption of the draft SOP.

Author: Paul D'Evereux, Senior Asset Engineer - Transport and Roading

Attachments

- Attachment 1: A2069574 Waimea Road Speed Limit Review (Market to Beatson) Map [↓](#)
- Attachment 2: A2075290 Speed Reduction Bishopdale/Waimea Road - Police Support [↓](#)
- Attachment 3: A2069647 Draft Statement of Proposal -amendment to Speed Limit Bylaw (Waimea Road) [↓](#)
- Attachment 4: A2079928 Draft Consultation Plan [↓](#)

Important considerations for decision making	
1. Fit with Purpose of Local Government	<p>This report considers how to provide safe and appropriate infrastructure that is designed to reduce future costs. Initiation of a special consultative procedure enables democratic local decision-making on behalf of the community.</p> <p>A review of the Waimea Road Speed Limit for safety improvements fits the 2018 GPS Key Strategic Priority for Safety, a safe system, free of death and serious injury where speed management is a suitable delivery mechanism.</p> <p>The Council as Road Controlling Authority is required to set speed limits that are safe and appropriate and give effect to nationally consistent and evidence based speeds through the Land Transport Rule Setting of Speed Limits 2017, Rule 54001/2017.</p>
2. Consistency with Community Outcomes and Council Policy	<p>This report supports the community outcome: "Our communities are healthy, safe, inclusive and resilient."</p>
3. Risk	<p>The key reason to reduce the speed limit on Waimea Road is to reduce the risk of speed related crashes.</p>
4. Financial impact	<p>An SCP procedure and changes to traffic speed limit signage can be completed at minimal cost and within existing budgets.</p>
5. Degree of significance and level of engagement	<p>This matter is of medium significance. While it is a relatively simple change to make, it affects a large number of road users as well as the efficiency and safety of vehicle movements on a significant arterial route.</p>
6. Inclusion of Māori in the decision making process	<p>Māori were not consulted in the preparation of this report.</p>
7. Delegations	<p>The Works and Infrastructure Committee has the following delegations to consider bylaws affecting the transport network.</p>

Item 13: Waimea Road - Proposed Amendment to the Speed Limits Bylaw

Areas of Responsibility:

- *Roading network, including associated structures, bridges and retaining walls, walkways, footpaths and road reserve, landscaping and ancillary services and facilities, street lighting and traffic management control*

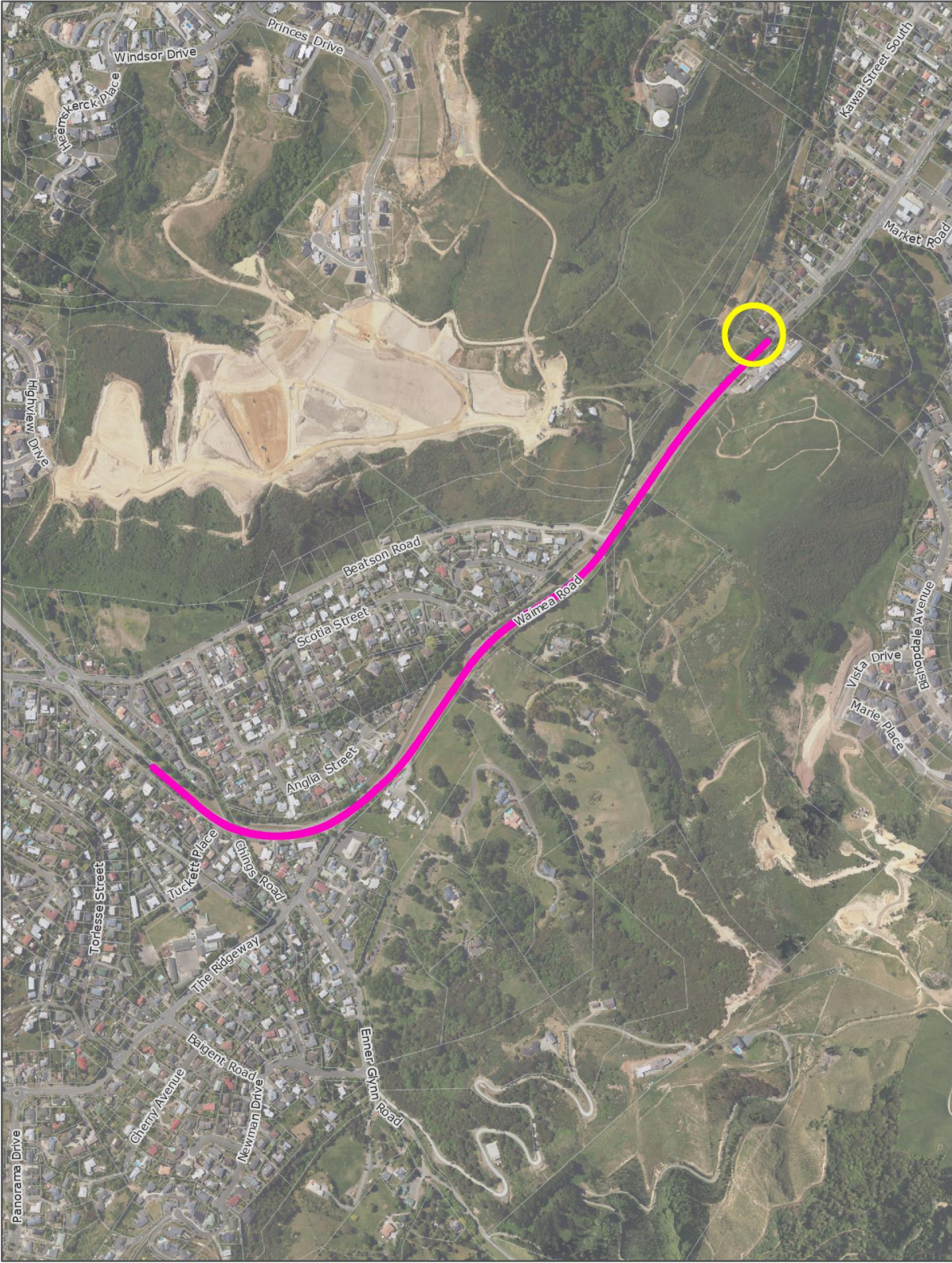
Powers to Decide:

- *To hear and deliberate on submissions for Special Consultative Procedures, or other formal consultation requirements arising from legislation, falling within the areas of responsibility*

Powers to Recommend:

- *Statements of proposals for Special Consultative Procedures, or proposals for other formal legislative consultation procedures, falling within the areas of responsibility*
- *Final decisions on Special Consultative Procedures, or other formal consultation legislative consultation procedures, falling within the areas of responsibility*


Item 13: Waimea Road - Proposed Amendment to the Speed Limits Bylaw: Attachment 1




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Speed Limit Review

Waimea Road
Between Market Road and
Beatson Road





Nelson City Council
te kaunihera o whakatū

 Waimea Road Speed Limit Review - 70kph to 50kph

 Proposed Princes Drive Connection

October 2018



File Ref: A2069574
MO. Original map size A4.

Kayleen Goldthorpe

From: ANDREWS, Grant <Grant.Andrews@police.govt.nz>
Sent: Wednesday, 3 October 2018 3:48 p.m.
To: Kayleen Goldthorpe
Subject: Speed Reduction Bishopdale/Waimea Road.

Afternoon Kayleen.

Over recent months Police staff have been receiving concerns from motorists, pedestrian and cyclists about speed over Bishopdale/Waimea Road.

A major issue is with the intersection of Waimea Road and Enner Glynn for all road users and the speed of vehicles through and past this intersection.

There have over recent months been a number of crashes at this intersection, it is believed that a speed reduction from the 70Kph to 50Kph would reduce the crash rate and severity of injury.

There are 2 possibly more large subdivisions pending resulting in even greater traffic volume.

The crash rate for this stretch of road has also increased over the past 3 years.

Pat Heaphy a local resident has made a number of submissions to NCC in support of a speed reduction also.

Police would like the opportunity to be involved with any upcoming consultation for a speed reduction in this area of highway.

Nāku iti nei
Nā Grant
S/Sgt Grant Andrews | Team Leader Road Policing, Tasman |
Stoke Road Policing Base. 3 Bail Street Stoke. Nelson. DX WX10744
Nelson 7041 | New Zealand |
021 1920 171 | Ext 38332 | grant.andrews@police.govt.nz

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Statement of Proposal

AMENDMENT TO THE SPEED LIMITS BYLAW 2011 (210)

14 December 2018

Nelson City Council's proposed changes to its Speed Limit Bylaw 2011 (210)

Nelson City Council (the Council) would like to know what you think of proposed amendments to the Speed Limit Bylaw 2011 (210). The purpose of the proposed changes are to improve road safety on Waimea Road, especially with the introduction of a new intersection for the Princes Drive subdivision.

1. Introduction

The Speed Limits Bylaw 2011 (210) (the Bylaw) came into effect on 24 November 2011.

This Statement of Proposal proposes to change the speed limit from 70km/h to 50km/h for a section of Waimea Road. This would be managed by removing this section of road from Schedule H (70km/h speed limit zones) and adding it to Schedule F (50km/h speed limit zones).

Schedule A, which includes maps of the city's speed limit zones, and Schedules F and H, are the only parts of the Bylaw proposed to be amended.

The full Speed Limit Bylaw can be found on the Council's website.

<http://www.nelson.govt.nz/search/?q=speed%20limit%20bylaw>

2. The proposal

Waimea Road is an important and busy road in Nelson's transport network. The current speed limit along Waimea road is 50km/h except between 240m south of Market Road (Market Road) and 200m north of the Beatson Road roundabout (Beatson Road Roundabout) where the speed limit is 70km/h. This section is 1.3km long.

The reasons for this proposal are to provide:

- improved road safety on this section of Waimea Road
- a workable speed environment for the proposed intersection of Princes Drive with Waimea Road.

In reviewing this speed limit, matters the Council must have regard to include those set out in r4.2(2) of the Land Transport Rule: Setting of Speed Limits 2017.

Waimea Road safety

Speed related crashes

The proposed reduced speed limit aims to reduce the risk of fatal or serious injury accidents. Two speed related crashes (one serious and one minor) happened on this section of Waimea Road in 2018. Two crashes also happened in 2017 (including a serious one) as shown in the following table.

Speed Related Crashes Waimea Road	2013	2014	2015	2016	2017	2018 To Date (March)
Fatal						
Serious					1	1
Minor				1		1
Non-injury	1				1	

Total	1	0	0	1	2	2
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Other crashes

There was one fatality (attributed to alcohol impairment) on this section of Waimea Road in 2018. While speed was not a cause of the crash itself, it was a factor in the outcome. As the vehicle were travelling in the higher speed (70km/h), there were greater impact forces that resulted in the fatality.

Speed management framework

When considering Waimea Road in terms of the New Zealand Transport Agency (NZTA) Speed Management Guide, the safe and appropriate speed for an area of this type is 50km/h based on:

- the corridor’s personal¹ risk rating of Medium in general, and Medium–High at both the Ridgeway intersection and the Beatson Road roundabout. Personal risk is defined as the danger to each individual using the road and is measured by the number of serious and fatal crashes relative to the traffic volume and distance travelled;
- the surrounding residential area (with low density residential to the east)
- the presence of five intersections and another one to be constructed (to connect with Princes Drive)
- mean traffic speeds (existing) of 50–60km/h
- the new Princes Drive intersection will lower traffic speeds between Market Road and Beatson Road.

Implications for traffic flows

Waimea Road is a busy road, with an average of 24,000 vehicles per day. Reducing the speed limit from 70km/h to 50km/h will add 30 seconds to the journey time through this section when traffic can travel at the speed limit. It will add up to 15 seconds when traffic is travelling at existing mean speeds and have no effect on traffic speeds at peak times when the road is congested.

Princes Drive intersection

Resource consents issued for the subdivision of the western side of Waimea Road at Bishopdale Hill have been granted to allow construction of a new road (Princes Drive extension) and an intersection onto Waimea Road. The consent was granted in 2016, but construction is planned for 2019. Detailed design is underway.

The speed limit will have an effect on the design of the new Princes Drive intersection. If a change to the speed limit is made before construction begins, the intersection will be designed to take account of the new speed limit so that it is fit for purpose for the future.

The Princes Drive intersection will change the Bishopdale Hill passing lanes into turning lanes for the new intersection. This change will remove a significant feature of the existing 70km/h speed environment.

Traffic signals are proposed to control turning movements at the new intersection.

¹ Personal Risk is defined as the danger to each individual using the road and is measured by the number of serious and fatal crashes relative to the traffic volume and distance travelled

Item 13: Waimea Road - Proposed Amendment to the Speed Limits Bylaw: Attachment 3

The Princes Drive intersection will not limit options for future development of Waimea Road to cater for traffic growth.

Vulnerable road users

Cyclists are considered vulnerable road users on busy and fast moving roads. While there is an off road shared path available, many commuter cyclists prefer to stay on the road. Lowering the traffic speed will improve safety for them.

Footpaths are not available everywhere on this section of Waimea Road. The SPCA does not have a footpath connection so pedestrians have to cross or walk along Waimea Road mixing with the high speed traffic. Lowering the speed will improve safety for pedestrians, and allow for the possibility of future changes to the road layout to provide a footpath.

There is an underpass at Arthur Cotton Bridge for students and parents to get from the Beatson Road area to Enner Glynn School. The underpass is narrow and steep so it's not suitable for all users. Parents with wide push chairs are particularly vulnerable when they cross Waimea Road.

A southbound bus stop is provided opposite Ulster Street in the 70km/h zone. However it is not well used because patrons are reluctant to cross the high speed section of Waimea Road. Lowering the speed will improve safety for bus patrons using this bus stop, and allow for the possibility of future changes to the road layout to provide a footpath or a pedestrian refuge.

Draft amended Schedules A, F and H of the Bylaw

The draft amended Schedules A, F and H of the Speed Limits Bylaw 2011 (210) are provided in Attachment 1.

Consideration under the Land Transport Act 1998 and the Local Government Act 2002 (LGA)

This Statement of Proposal to amend the Speed Limits Bylaw 2011 (210) has been prepared in accordance with the following legislation:

- Land Transport Act 1998 — s22AB(1)(d)(i) and s22AD
- Land Transport Rule: Setting of Speed Limits 2017 — r2.5, r2.6, r2.7 and r4.2
- Local Government Act 2002 — including s83, s86 and s156.

Note: Section 156 of the LGA requires Council to use the special consultative procedure when amending a bylaw.

Determination under section 155 of the Local Government Act 2002 (LGA)

The proposed amendment to the Speed Limits Bylaw 2011 is considered the most appropriate way of regulating speed limits on Waimea Road as it:

- is authorised by a statutory authority (the Land Transport Act 1998) and by the Land Transport Rule: Setting of Speed Limits
- is for the purpose of protecting, promoting and maintaining public safety (s145 of the LGA)
- is not considered to be in conflict with, or incompatible with, the general laws of New Zealand
- is certain, enforceable and provides clear direction
- is reasonable

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- is not overly restrictive, onerous on any person, or impractical
- does not give rise to any implications under, nor is it inconsistent with, the New Zealand Bill of Rights Act 1990 (refer s155(2)(b) and s155(3) of the LGA 2002).

Special Consultative Procedure

Outcomes of this special consultative procedure could include:

- adopting the proposal to reduce the speed from 70km/h to 50km/h for the affected section of Waimea Road; *or*
- retaining the current speed limit; *or*
- based on community feedback, adopting a different speed limit, which is one of the alternative options considered by Council and is outlined in section 3 of this Statement of Proposal.

3. Alternatives considered by Council

In reviewing the Waimea Road Speed Limit, Council also considered the following options.

Retain the current 70km/h speed limit.	
Advantages	<ul style="list-style-type: none"> • Does not require a special consultative procedure. • Shorter travel times along Waimea Road, at times of low congestion.
Disadvantages	<ul style="list-style-type: none"> • Continued increasing crash trend. • Continued increasing crash severity. • Challenging design of the new Princes Drive intersection with Waimea Road.
Adopt a different speed limit (for example 60km/h). Adopting this speed limit would also mean amending the design for the new intersection for a 60km/h speed environment.	
Advantages	<ul style="list-style-type: none"> • Decreased speeds result in less severe crashes.
Disadvantages	<ul style="list-style-type: none"> • Slower travel times along Waimea Road at times of low congestion. • Challenging design of the new Princes Drive intersection with Waimea Road.
Adopt a 50km/h speed limit for the minimum length required for the new Princes Drive Intersection and retain 70km/h where possible.	
Advantages	<ul style="list-style-type: none"> • Shorter travel times along Waimea Road, at times of low congestion. • Lowers the speed limit through the new Princes Drive intersection.
Disadvantages	<ul style="list-style-type: none"> • This length of road with a 70km/h speed limit may be rejected by NZTA as too short for effective implementation. Between 500m and 800m is the minimum length needed to retain a 70km/h zone.

Adopt a 50km/h speed limit to be implemented on the day the traffic signals at Princes Drive become operational.	
Advantages	<ul style="list-style-type: none">• Retain the shorter travel times along Waimea Road, at times of low congestion for as long as possible.• Sets the design parameters for the Princes Drive intersection.• Lowers the speed limit through the new Princes Drive.
Disadvantages	<ul style="list-style-type: none">• Additional advertising required before implementation of the speed change.• Potential for confusion because the intersection change and speed change occur together and delayed after the decision making process.

4. Submission

Anyone may make a submission about any aspect of Council's proposal and the other options which have been considered. Council, in making its decision, will take account of all submissions made.

A submission form is included at the end of this document.

All submissions, including the name and contact details of the submitter, will be made available to the public and media on Council's website, unless you specifically request that your contact details be kept private and explain why it is necessary to protect your privacy. Council will not accept any anonymous submissions.

Submissions can be made:

- online at nelson.govt.nz
- by post to Speed Limit Bylaw, Nelson City Council, PO Box 645, Nelson 7040
- by delivering your submission to Civic House, 110 Trafalgar Street, Nelson.

Submissions must be received no later than 15 February 2019.

Any person who wishes to speak in support of their submission will be given the opportunity to address the Council at a hearing on 6 March 2019.



DRAFT FOR CONSULTATION

Draft amendment to the Speed Limits Bylaw 2011 (210)

Proposal Summary Map (does not form part of Speed Limit Bylaw)

Refer attached Speed Limit Review for Waimea Road between Market Road and Beatson Road.

Schedule A — Speed Limit Maps

Replace map 6 in Schedule A with the following map 6.

Schedule F — 50km/h speed limits

Add the following road to Schedule F — 50km/h speed limits

Road name	Length
Waimea Road	Waimea Road, 300m north of its intersection with the northern end of Beatson Road to a point 130m west of Tuckett Place.

Schedule H — 70km/h speed limits

Remove the following road from Schedule H — 70km/h speed limits

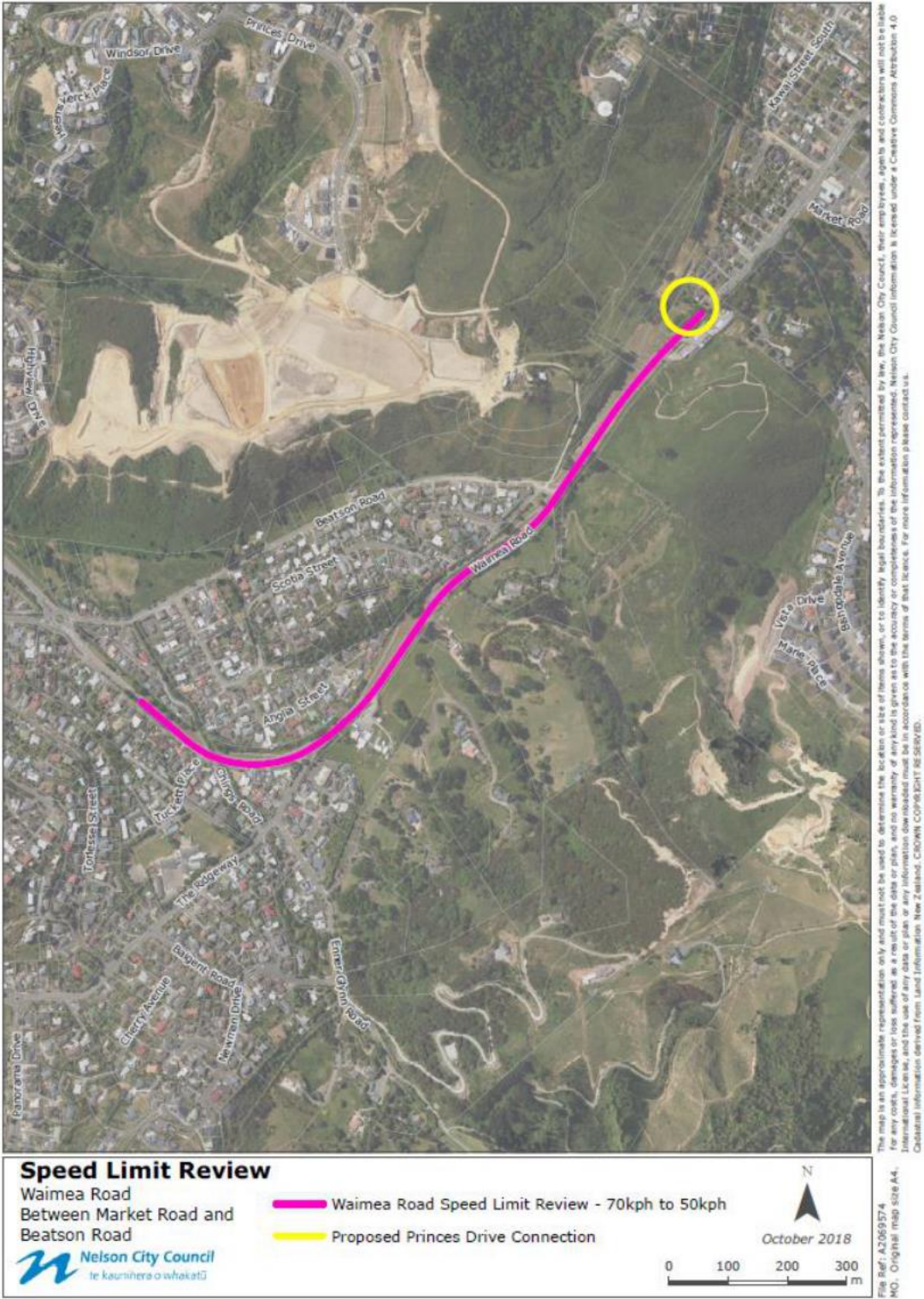
Road name	Length
Waimea Road	Waimea Road, 300m north of its intersection with the northern end of Beatson Road to a point 130m west of Tuckett Place.

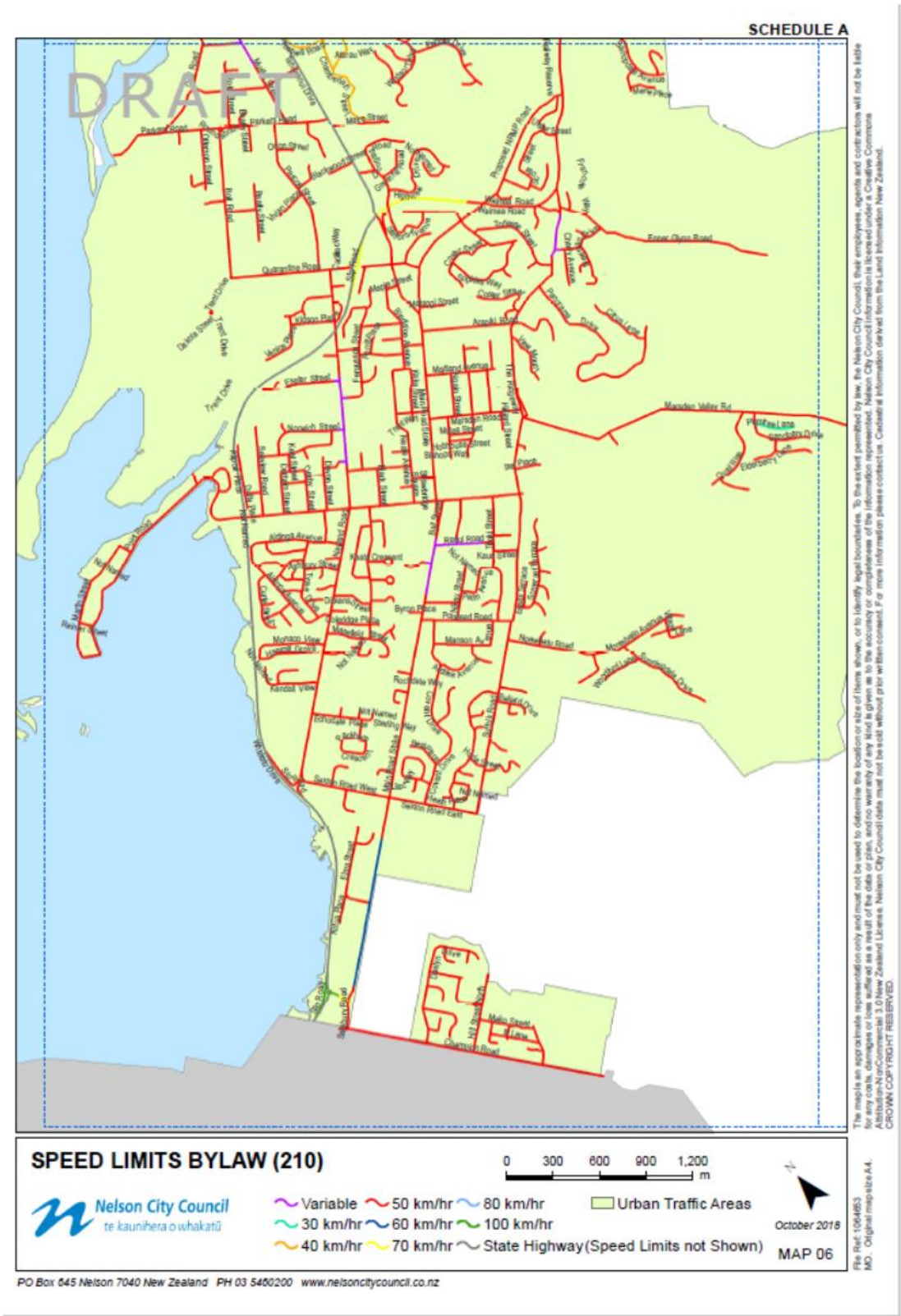
Proposed Speed Limit Bylaw Amendment

Public Information: All submissions (including the names and contact details of submitters) are public information and will be available to the public and media in various reports and formats, including on the Nelson City Council website. Personal information will also be used for administration relating to the subject matter of submissions. Submitters have the right to access and correct any personal information included in any reports, information or submissions.

[illegible]

- online at **nelson.govt.nz**
- by post to **Speed Limit Bylaw 2011 (210)**, PO Box 645, Nelson 7040
- by dropping your submission off to **Civic House, 110 Trafalgar Street, Nelson.**





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Statement of Proposal Amendment to the speed Limits Bylaw 2011 (210)

Waimea Road Speed Limit Review, December 2018

Draft Consultation Plan

Consultation open 14 December 2018 – 15 February 2019

Party	Delivery	Proposed date	Date Sent
New Zealand Transport Agency (as adjoining road controlling authority, and potentially affected by existing and proposed speed limit)	Post and email	14 December 2018	
Tasman District Council (as adjoining road controlling authority, and potentially affected by existing and proposed speed limit)	Post and email	14 December 2018	
Local communities in Nelson and Tasman	Live Nelson, community newspapers, facebook, Council website and radio	TBC	
The Commissioner of Police	Post and email to the local office	14 December 2018	
The Chief Executive of the New Zealand Automobile Association	Post and email to the local office	14 December 2018	
The Chief Executive of the Road Transport Forum New Zealand	Post and email to the local office	14 December 2018	
The New Zealand Transport Agency (as managers of network safety)	Post and email	14 December 2018	

Item 13: Waimea Road - Proposed Amendment to the Speed Limits Bylaw: Attachment 4

Bicycle Nelson Bays (as local cycle advocate group)	email	17 December 2018	
Schools, Enner Glynn, Nelson Intermediate, Nelson College, Nelson College for Girls, Nayland College	Post and email	17 December 2018	
Iwi	Post and email	17 December 2018	
Taxi companies	email	17 December 2018	
Suburban Bus Company	email	17 December 2018	
Developer of adjoining land (responsible for Princes Drive intersection design and installation)	email	17 December 2018	
Regional Development Agency	email	17 December 2018	
St John	email local office	17 December 2018	
Fire and Emergency New Zealand	email local office	17 December 2018	
SPCA, Caltex Bishopdale, landfill operators, 2x Bishopdale Quarry operations	Letter drop	18 December 2018	
Immediately affected residents (area bound by Beatson Road, Market Road, Beatson Road, Chings Road and including Tuckett Place and Waimea Road Loop)	Letter drop households and Post to absent owners of Waimea Road addresses within this address.	18 December 2018	
Nelson Ratepayer Association	Post and email	17 December 2018	
Greypower	Post and email	17 December	

Item 13: Waimea Road - Proposed Amendment to the Speed Limits Bylaw: Attachment 4

		2018	
Pat Heapby (regular submitter about speeds on Waimea Road at the suggestion of the Police)	Post	18 December 2018	

Seafield Terrace remediation - supplementary information

1. Purpose of Report

- 1.1 To provide further information to this Committee following the decision on 28 September 2018 to let the report Seafield Terrace Remediation (R9621) lie on the table pending further consultation with the residents.
- 1.2 To confirm the next steps regarding the remediation of Seafield Terrace.
- 1.3 This report is to be read in conjunction with the 28 September 2018 report Seafield Terrace Remediation (R9621) and public excluded report Seafield Terrace Remediation – Legal Considerations (R9709).

2. Recommendation

That the Works and Infrastructure Committee

Receives the report Seafield Terrace remediation - supplementary information (R9760) and its attachments (A2088021 and A2086667).

Recommendation to Council

That the Council

Approves the Enhanced "Scaled-up do minimum" option as the preferred remedial solution as detailed in Attachment 2 (A2038309) of report R9621 (A2088021) for Seafield Terrace, noting a preliminary revised estimated capital cost of \$1.25 Million with an expected 51% NZTA Funding Assistance Rate; and

Notes that design will commence in the current 2018/19 financial year with request for funding for consents and construction (\$1.25 Million) to be made through the 2019/20 Annual Plan; and

Approves unbudgeted expense of \$70,000 in the 2018/19 financial year to cover costs incurred to date and to commence detailed design of the preferred option.

3. Background

3.1 Two reports were included in the Works and Infrastructure Committee Agenda on 28 September 2018 on this matter (one in public and one in public excluded). For completeness the public report is appended to this report as Attachment 1 and the public excluded report is again on the Public Excluded agenda of this meeting.

3.2 The Committee noted that Council engagement with the Glenduan Community and residents of Airlie Street was an important step in determining the next steps for the Seafield Terrace remediation and that more time was needed to complete this. The Committee resolved as below:

Resolved WI/2018/001

Leaves the item Seafield Terrace Remediation to lie on the table and not be further discussed at this meeting until further engagement with residents has taken place and the matter be brought back to the Works and Infrastructure Committee.

3.3 The 28 September 2018 report is appended to this report, but in summary officers presented ten options with two options presented as viable as detailed below:

3.3.1 The "Scaled up do minimum" option which retains the road at the existing level with rock revetment at an estimated cost of \$925,000; and

3.3.2 "Best Practice" option which allows for raising the road by around 0.75m with rock revetment at an estimated costs of \$2M.

3.4 The officer recommendation presented to the September 2018 Committee meeting was to approve the "Scaled-up do minimum" option, with design at an estimated cost of \$50,000 commencing this financial year and a request for funding for physical works and consenting to be made through the 2019/20 Annual Plan.

3.5 Costs incurred to date are around \$13,000 and are in addition to the estimated design costs of \$50,000.

4. Discussion

Feedback and desire of the residents

- 4.1 A meeting was held on 24 October 2018 with a group of Glenduan residents with the Chair and Deputy Chair of this Committee, Council officers and Council's consultants (Tonkin and Taylor). The meeting was very productive and feedback from the residents (with officer comment) is summarised below:

- 4.1.1 That dedicated access for pedestrians to Airlie Street be provided and that this be separated from vehicle traffic.

Officer comment - the proposed width is 5m and the request can be accommodated in the detailed design but will attract additional cost.

- 4.1.2 That the surfacing of the access road be concrete and not chipseal or asphaltic concrete (AC).

Officer comment - the additional cost for concrete would be in the order of \$150,000 and will also require a re-think as to where services are to be located as they will need to be easily accessible for maintenance. It is noted that the revetment works proposed in the officer recommended option will be designed to provide protection from wave action previously not there, which would still allow chipseal or AC to be used. NZTA have advised that no subsidy will be paid on a concrete surface, thereby pushing the cost to Council up substantially.

- 4.1.3 That services need to be protected.

Officer comment – This will be addressed in the detailed design.

- 4.1.4 That access to the beach along the revetment proposed works be provided.

Officer comment – Access as part of the revetment works would be costly, but it is noted that unimpeded access to the beach is available further south.

- 4.1.5 That bus drop-off and pick-up be addressed as part of the design.

Officer comment – This can be addressed as part of the detailed design.

- 4.1.6 Requirement for a 3D model to be presented to aid residents to visually see the proposed solution.

Officer comment – this is possible and would add a cost of around \$2,000.

Item 14: Seafield Terrace remediation - supplementary information

- 4.1.7 Concern was raised about the effect of scour at the two end extremities of the new revetment works.

Officer comment – The effects of the extremities will be catered for in the detailed design and the consultants are very aware of the need to address this issue.

- 4.1.8 Concern about delay in remedial works and that these works should not wait until a final solution is implemented.

Officer comment – Any remedial work will be part of the final solution and is dependent on specific rock size. Immediate remedial works will run the risk of been washed away even in moderate weather events.

- 4.1.9 Car parking – the group was divided as to car parking with some:

- Favouring no car parking along the edge of the road facing the sea, but provision provided elsewhere.

Officer comment – this is possible but would need to be a separate project (scoped and costed accordingly). This should form part of the 2019/20 Annual Plan.

- Providing some demarcated car parks along the water front edge and demarcate travelling width for vehicles.

Officer comment – this is possible and could be included in the detailed design.

- 4.2 The residents requested more time to digest the meeting before coming back to officers. That reply was received on the 30 October and is appended as Attachment 2. The specific issues and officer feedback is as below:

- 4.2.1 Extend the revetment work to the playground.

Officer comment – The extent of the revetment work was designed to protect the length of road that was damaged during the storm. The southern end has been extended by around 30m past the extent of damage to tie in to the beach where the coastal margin is a little wider and this mitigates the risk to Seafield Terrace of any minor end effects that may occur due to the presence of a sharp end to the revetment. The road to the south of this location was undamaged during the February storm and although inundation occurred, the debris was able to be cleared quickly to reopen access. If Council were to consider this then additional cost to the project would be incurred in the order of \$150,000.

Item 14: Seafield Terrace remediation - supplementary information

4.2.2 Land be restored to pre-cyclone Fehi status.

Officer comment – The additional cost for this would be in the order of \$550,000.

4.2.3 Offer of Stuart family farm to source local rock

Officer comment – Council's consultants have done extensive research on the source for rocks which have specific requirements in terms of size and density. The consultant advises that to determine suitability of rock from the Stuart farm that they will need to undertake trials and operate a test quarry which will require a resource consent. This will attract additional cost and time from Council's consultants. In addition the resource consent will need to address/mitigation noise, dust, vehicle movements, fresh water considerations and may require the consent to be publically notified. Officers do not support this proposal as it is very unlikely to be economic and will delay the project.

4.2.4 A more permanent retaining wall at northern end of the revetment.

Officer comment – This is required and would attract an additional cost of \$50,000

4.2.5 Concrete surface – The Group have softened on their insistence of a concrete surface provided their other concerns are addressed.

Officer comment – Council's consultant have indicated that the final design (if chipseal or AC) will include best practice to ensure that the solution is robust. However, no guarantees can be provided as the area is subject to natural influences, but Council can provide a commitment that if the chipseal or AC surface does break up that Council will consider concrete. Officers have already indicated that demarcated access for pedestrians along the road will be considered.

4.2.6 Immediate action to rectify the undermining of the road as it goes up the hill towards the residents.

Officer comment – Officers and Council consultants do not believe that the issue is an imminent safety risk, but that there is a risk that a vehicle may pull over close to the edge to enable passing and that this could create excessive surcharge immediately at the crest of the steep slope. Any remedial work needs to be part of the final solution and is dependent on specific rock size. Immediate remedial works will run the risk of been washed away even in moderate weather events. Officers have installed an edge barrier as a short-term remedial fix.

Item 14: Seafield Terrace remediation - supplementary information

4.2.7 Desire to be involved in all aspects of the design.

Officers comment – This is possible but will attract additional consultant's time and therefore cost to facilitate this approach.

5. Financials

- 5.1 The estimated cost (with a 30% contingency) previously provided to Council for the "Scaled up do minimum" option was \$925,000.
- 5.2 To include some additions requested by the residents such as a dedicated footpath, consideration of road marking/bus stop drop off, 3D modelling and northern retaining wall (deemed to be required) will increase the overall estimated cost to around \$1.25M.
- 5.3 Officers still support the "Scaled up do minimum" option with the above enhancements because it balances affordability and a suitable technical solution.
- 5.4 The additional costs are summarised in the table below. Costs exclude concrete surfacing which the Community has softened on as their "bottom line":

Description	Rough order cost estimate	Includes	Running total
Scaled up do minimum	\$925,000 (30% contingency)	6m wide revetment over 200m	\$925,000
Enhanced Scaled up do minimum (no land reinstatement)	\$325,000 (50% contingency)	dedicated footpath; consideration of road marking; bus drop off/pick up; 3D modelling; retaining wall northern end	\$1.25M
Community requirements	\$700,000 (50% contingency)	1. Extending revetment works by 52m (\$150k). 2. Reinstating land to pre cyclone Fehi (\$550k)	\$1.95M

- 5.5 The amount to be sought through the Annual Plan, should Council agree to the additional works as requested by the community, will increase to \$1.95M.

Item 14: Seafeld Terrace remediation - supplementary information

- 5.6 Any additional work would push the cost estimate over \$1M, meaning that this project will also now need to be included in Nelson's Regional Land Transport Plan (RLTP) as a stand-alone project (to secure NZTA funding), as the limit for inclusion in the "Low Cost/Low Risk" category is \$1M and the estimated cost for this now exceeds that value. A report will be written to a future Regional Land Transport Committee in the new year to get this project included in the RLTP.

6. Options

- 6.1 Officers are still of the view that the "Scaled-Up do Minimum" with some enhancements (such as the demarcated footpath, parking considerations, bus drop off and pick up and northern wall retaining wall) at a revised cost of \$1.25M is still the best remedial solution for the area as it offers the right mix of affordability and a workable technical solution. The reasons in the original report (R9621) – not replicated again in this report but included in Attachment 1 – still apply other than the project now needing to be included in the RLTP.
- 6.2 The desires/requirements of the community have however substantially increased the estimated cost of the preferred option to \$1.95M. Council has the option to include either \$1.25M or \$1.95M as part of the Annual Plan.

Author: **Alec Louverdis, Group Manager Infrastructure**

Attachments

- Attachment 1: A2088021 - Seafeld Terrace remediation report - R9621 - 28 September 2018 [↓](#)
- Attachment 2: A2086667 - Community feedback on Seafeld Terrace remediation [↓](#)

Important considerations for decision making

1. Fit with Purpose of Local Government

This report considers how best to meet the current and future needs of the community for good-quality local infrastructure in a way that is most cost-effective for households and businesses. It considers what level of protection is appropriate to both present and anticipated future circumstances, particularly with regard to sea level rise.

2. Consistency with Community Outcomes and Council Policy

Our unique natural environment is healthy and protected — our open spaces are valued for recreation and we welcome the many visitors who want to experience our extraordinary natural environment - There is an opportunity to enhance the gateway to Cable Bay Walkway, Horoirangi Marine Reserve, the beach and the Boulder Bank by creating a pedestrian and cycle friendly shared path as part of this project

Our infrastructure is efficient, cost effective and meets current and future needs — Nelson relies on its good quality, sustainable, affordable and resilient infrastructure network - This report considers how to improve the resilience of the transport network, particularly for 32 households whose only road access is via Seafield Terrace.

Our communities are healthy, safe, inclusive and resilient — our community works in partnership to understand, prepare for and respond to the impacts of natural hazards - The safety of residents, as well as cyclists and pedestrians, are key factors to be considered when weighing up the options for remediation of Seafield Terrace.

Our Council provides leadership and fosters partnerships, a regional perspective, and community engagement — Council leaders are mindful of the full range of community views and of the generations that follow - This report considers the effects of sea level rise over time, and how to align as much as practicable with the upcoming community engagement regarding coastal hazards and climate change.

3. Risk

The proposed approach addresses both immediate risks (related to road safety and access to emergency services) and retains enough flexibility for Council to take a different approach in future, as sea levels rise.

The risk of precedent being set for other coastal locations if Council chooses a remedial option for Seafield Terrace is deemed to be low as there are special circumstances with respect to Seafield Terrace, namely the need to provide access (including emergency access) to a fixed number of properties that have no alternative access.

4. Financial impact

All options incur a cost to Council and this is unbudgeted. The option chosen will dictate the cost to Council.

5. Degree of significance and level of engagement

This matter is of medium significance because of its high importance to a relatively small part of the community. The Mayor, Committee chair and senior management have been liaising with local residents regarding storm damage repair and future protection. Local residents' ideas for future proofing road access to Airlie Street were considered in full in the T&T report.

Further, formal consultation with all stakeholders will be carried out as part of the resource consent application process. Stakeholders include iwi, Department of Conservation, NZTA, Airlie Street residents and the wider community.

6. Inclusion of Māori in the decision making process

Formal consultation with iwi will be carried out as part of the resource consent application process, recognising:

- the importance of the Coastal Marine Area to iwi
- although there are no statutory acknowledgements over Seafield Terrace, there is an acknowledgement (Kohi te Wai Boulder Bank Scenic Reserve) immediately adjacent to the area
- there is a heritage site terrace (MS47: Kainga (Tototari) where the Boulder Bank meets hills at the Glen nearby (approximately located at 34 Seafield Terrace).

7. Delegations

The Infrastructure Committee has the following delegations to consider Seafield Terrace remedial works.

Areas of Responsibility:

- *Roading network, including associated structures, bridges and retaining walls, walkways, footpaths and road reserve, landscaping and ancillary services and facilities, street lighting and traffic management control.*
- *Stormwater and Flood Protection*
- *Wastewater*

Powers to Decide:

- *Nil*

Powers to Recommend:

- *Any other matters within the areas of responsibility noted above.*

Unbudgeted expenditure is a Council decision.

Item 13: Seafield Terrace remediation



**Works and Infrastructure
Committee**

28 September 2018

REPORT R9621

Seafield Terrace remediation

1. Purpose of Report

- 1.1 To agree on an approach to remediate Seafield Terrace.

2. Summary

- 2.1 Seafield Terrace was damaged during a storm event in November 2017 and a cyclone in February 2018. These events resulted in closure of the road, cutting off access for 32 households in Airlie Street (to which there is no alternative access road) and damaging utilities and other services located under and near Seafield Terrace.
- 2.2 Coastal risks to this road are expected to intensify in future due to climate change. The main impact will be sea level rise but there is also potential for an increased frequency and intensity of storm events.
- 2.3 Services damaged during the events have been temporarily relocated and reinstated. Road access has also temporarily been reinstated pending a final remediation option.
- 2.4 NIWA have been appointed to assess the nature of the events, likelihood of recurrence and to undertake coastal modelling with Tonkin & Taylor (T&T) appointed to assess a range of remediation solutions. Remediation costs range from between \$408,000 and \$8M. Of ten options considered, two options have been considered as possible solutions.
- 2.5 Deciding to remediate the road with rock protection now risks being out of step with the coastal hazard planning to be carried out as part of the development of the Nelson Plan, following the process recommended by Ministry for the Environment (MfE). This risk needs to be weighed up alongside the risk of not having a functioning road for the 32 households in Airlie Street, particularly in the case of an emergency requiring fire or police access, as well as delaying the opportunity to enhance this road for cyclists and pedestrians accessing the Cable Bay Walkway, the Horoirangi Marine Reserve, the beach and the Boulder Bank.
- 2.6 This report is to be read in conjunction with report R9709 in the public excluded section of the agenda.

R9621

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A2088021

Item 13: Seafield Terrace remediation

3. Recommendation

That the Works and Infrastructure Committee

Receives the report Seafield Terrace remediation (R9621) and its attachments (A2040890, A2038309 and A2041411).

Recommendation to Council

That the Council

Approves the "Scaled-up do minimum" option as the preferred remedial solution as detailed in Report R9621 (Attachment A2038309) for Seafield Terrace noting a preliminary estimated capital cost of \$925,000 with an expected 51% NZTA Funding Assistance Rate; and

Notes that design will commence in the current 2018/19 financial year with request for funding for consents and construction to be made through the 2019/20 Annual Plan; and

Approves unbudgeted expense of \$50,000 in the 2018/19 financial year to commence design of the preferred option.

4. Background

Storm damage

- 4.1 There was a large north-westerly storm event in November 2017 and cyclone in February 2018. The November event resulted in some minor erosion along the edge of Seafield Terrace, however the February event caused major erosion. The location of the affected area is shown in Attachment 1.
- 4.2 The February storm (ex-cyclone Fehi) was an event with a joint probability of occurring once in 303 years. It resulted from a combination of a king tide (with the worst effects occurring two hours either side of high tide), the low pressure system created by the cyclone lifting the sea level, and strong north westerly winds generating waves on top of the sea surge from the Tasman sea. This combination of effects eroded the road berm and approximately one metre of the road carriageway width over a 200m length. The remaining carriageway width was impassable due to damage and debris.
- 4.3 The road which is between 4m and 5m wide has been temporarily reinstated to provide a gravel surface three metres wide, single lane

Item 13: Seafield Terrace remediation

access for Airlie Street residents. There is currently no protection of the seaward edge.

- 4.4 Underground sewer pipes and telephone cables and overhead electricity poles were also damaged by the storms and have since been relocated inland of the temporary road.

Public meetings

- 4.5 Meetings were held with the residents on 21 April and 17 June. At the 17 June meeting residents noted they are willing to accept that access to Airlie Street will be closed on occasions, but are seeking a more permanent solution to their access.
- 4.6 Separate engagement with Airlie Street residents has commenced relating to a stormwater upgrade. That project has no direct bearing on the Seafield Terrace remediation.

Traffic Patterns

- 4.7 The average daily traffic measured in 2015 was 443 vehicles per day. In addition pedestrians accessing the Cable Bay walkway need to walk along Seafield Terrace and Airlie Street as there is no parking at the beginning of the walkway. Pedestrian demand is also driven by visitors and locals accessing the beach, Boulder Bank and Marine Reserve.
- 4.8 There are no footpaths along Seafield Terrace. Actual speeds have not been measured but residents have raised concerns about excessive speeds. The speed environment should be managed below 30km/h because of the high volume of pedestrians present. A width of between 4 and 5m exists and any detailed design could consider either a 5m road (no footpath) or a 3m road with a 2m shared path.

5. Discussion

Climate change

- 5.1 The most recent MfE guidance (Coastal Hazards and Climate Change — Guidance for Local Government) released in December 2017 states that in the near term (by 2050) a 0.2–0.4m of sea level rise is most likely. Sea-level rises of up to one metre are 'very likely' in the next 100–130 years.
- 5.2 T&T used the MfE's December 2017 guidelines to develop the best practice design, and assessed the difference in expected overtopping between the roads at current elevation, and raising the road by 0.5m and by 1.0m. These calculations show that not raising the road elevation will result in more frequent road closures for pedestrian and driver safety in the next 50 years.

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Coastal hazards and climate change consultation

- 5.3 As part of the Nelson Plan process the Council will begin to engage with the community on coastal hazards in November 2018. This process is likely to follow the Dynamic Adaptive Policy Pathways Approach (DAPP) recommended in the MfE's December 2017 guidelines for decision making about coastal hazards. This process centres on community engagement, risk/vulnerability assessments and identification and evaluation of a wide range of different options (structural and non-structural) and use of a possible combination of them over time (pathways).

Risks associated with delaying Seafield Terrace remediation

- 5.4 Including Seafield Terrace remediation options in the planned community-wide process would ensure a fair and consistent approach across Nelson. However, this would mean that a decision is unlikely to be reached for at least several years as the engagement process that informs the Nelson Plan is expected to be prolonged. This needs to be added to the six months to two years required to gain approval for NZTA funding, to complete the design, apply for resource consent and carry out the necessary construction.
- 5.5 It is also important to note that the safety risks associated with Seafield Terrace are higher due to the much deeper water and exposure to surge waves from the Tasman Sea, as well as waves generated by north-westerly winds, than for sheltered estuary environments such as Monaco. This greater risk will need to be factored into the consideration of options over the short, medium and long term.
- 5.6 Risks are also greater than for many other areas in Nelson because Seafield Terrace is the only road access to 32 households in Airlie Street, including emergency services (especially fire response vehicles).

Nelson Infrastructure Strategy 2018–48

- 5.7 The Nelson Infrastructure Strategy 2018-48 (Strategy) includes an objective to increase resilience to natural hazards, and recognises the lifeline role of the road network. The preferred option for transport resilience to natural hazards is: 'structural inspections programmed in 2018 to inform a future resilience work schedule and the strategic infrastructure plan:
- Using lifeline route status as a factor when prioritising structure renewals and resilience capex works
 - Considering if alternative routes or sole access is available to customers when prioritising structure renewals and resilience capex works.'

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Opportunities and risks

- 5.8 There are opportunities as well as risks associated with remediation of Seafield Terrace.
- 5.9 The opportunities relate to the potential to:
- Enhance the gateway to the Cable Bay Walkway, the Horoirangi Marine Reserve, the beach and the Boulder Bank by creating a pedestrian and cycle friendly shared path; and
 - Slow vehicle speeds down on Seafield Terrace (addressing a longstanding concern on Airlie Street residents). This could be achieved by either creating a 2m wide shared path for cyclists and pedestrians and a one lane 3m wide road; or by introducing traffic calming infrastructure within the road environment.
- 5.10 The risks are:
- The chosen option could set an expectation that Council will fund hard infrastructure solutions in other coastal areas which are affected by coastal erosion in future; and
 - Progressing a 'hard infrastructure solution' ahead of the Nelson Plan community engagement and decision making processes on coastal hazards could impact on the perceived fairness and transparency of that process; and
 - Protecting Seafield Terrace from coastal hazards could lead to more urban development in an area which is reliant on this route, increasing the number of vulnerable households in this area over the long term.
 - A storm event greater than the design storm could occur during or immediately after constructing a revetment (sea wall) that severely damages it. Likelihood of storm events is covered in section 6 of this report.
 - A solution which involves a 5m wide road and no footpath could encourage high vehicle speeds which will increase safety risks for pedestrians and cyclists. The original road width was between 4 and 5m.

NZTA funding

- 5.11 No specific budget has so far been allocated for Seafield Terrace remediation work. However, preliminary discussions with the New Zealand Transport Agency (NZTA) suggest it is likely that an application for a 51% funding contribution in the minor works category (< \$1M) would be successful.
- 5.12 If the Council chooses an option which is >\$1M the proposal would need to be included in the Regional Land Transport Plan (RLTP), considered in

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terms of its relative priority compared to other projects in the RLTP. The business case would be assessed by NZTA using the criteria in the Investment Assessment Framework.

Resident feedback

- 5.13 The Mayor, Works and Infrastructure Committee Chair and senior management have been liaising with local residents regarding storm damage repair and future protection. Local residents' ideas for future proofing road access to Airlie Street have been considered in full in the T&T report.

Implementation and alignment with wider consultation

- 5.14 A 6–24 month implementation programme is anticipated depending on the chosen option because of the sensitive nature of the area and the consultation required to gain resource consent.

6. Options

- 6.1 Ten options were considered in the T&T report, including a number of suggestions from residents. These and their relative costs (including 30% contingency) are summarised in a table in Attachment 2. The table shows that costs for some of the options are very high (and have been discounted) and some are not practical.
- 6.2 To do nothing in terms of remediation is not deemed practicable as continued high tides and strong wave action will continue to erode and undermine the road putting both council assets and private utility operators' assets at risk and will result in repeated road closures for maintenance and/or repair.
- 6.3 Doing the minimum as outlined in the T&T report, even though considered an option, is not considered practicable because the road would remain susceptible to future inundation and erosion hazards and will only offer minor road protection with the small sized rock revetment protection. Large scale repairs are still expected after moderate storm events. This option has not been considered further.
- 6.4 Two options are deemed feasible (referred to as Option 2 and Option 4 in Attachment 3) and have been considered as viable options as detailed below. Both options are expected to have only minimal effect at the extremities of any proposed revetment structures, however these will be addressed in greater detail in the consent application.
- Option A: Scaled up do minimum design which retains the road at existing level, with rock revetment;
 - Option B: Best practice design which allows for raising the road by on average 0.75m, with rock revetment. The raised height of the road will decrease frequency of road closure and damage to the road surface.

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Preliminary Net Present Cost (NPC) over a 50 year period are shown in the table below, with details for each option expanded on below.

Option	Preliminary Estimated Capital cost (Includes 30% contingency)	Estimated Council Contribution (49%) as subject to NZTA funding assistance	NPC over 50 years	Protection offered
Option A:	\$925,000	\$453,000	\$1,128,000	1/5 – 1/10 year event
Option B:	\$2,000,000	\$974,000	\$2,045,199	1/ 100 year event

Option A: Scaled-up do-minimum design

- 6.5 This option consists of a six metre wide rock revetment structure similar to the 'best practice' engineering design that aims to protect the road from a 5–10 year Annual Return Interval (ARI) storm event. The reduced scale of this option means readily available rock sizes can be used, and it reduces upfront capital costs while still providing a level of future protection for the road and services.
- 6.6 This design would be safe to pedestrians in a 5–10 year ARI storm event. However, overtopping calculations indicate an average of 140 litres per second per lineal metre (l/s/m) of overtopping would occur during a 100 year ARI storm which would be dangerous to pedestrians and is likely to cause damage to the road. This means the road is likely to require closure during storm events greater than a 5–10 year ARI storm, and maintenance to the revetment and repairs to the road may be required following these events. Large scale damage can be expected in large storm events (with a 100 year ARI).
- 6.7 The scaled-up do-minimum option is the most practical and cost-effective option for Council to adopt in the short to medium-term. It provides some flexibility to change the approach over the longer term, depending on the outcome of the coastal hazards and climate change planning work.

Option B: Best Practice design

- 6.8 This option consists of a 16 metre wide structure using large rocks, and raising the existing road level approximately 0.75m.
- 6.9 The figures above assume sufficient prioritisation in the Regional Land Transport Plan and sufficient alignment with the Investment Assessment Framework to receive a 51% subsidy from NZTA.

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- 6.10 This rock revetment is designed to protect Seafield Terrace from both inundation and erosion hazards during a 100 year ARI storm event. It would also minimise overtopping to 'safe levels' even when allowing for 50 years of sea level rise.

Options analysis

Option A: Scaled-Up Do-Minimum	
Advantages	<ul style="list-style-type: none"> • This option would use readily available rock sizes (reducing long lead in times) and reduce upfront capital costs upfront, while still providing a level of future protection for the road and services. • Road closures to repair damage would be less than the status quo option (these could be expected to be required once every three to five years). • Protection lowers risk of Airlie Street residents being cut off from emergency services. • Smaller footprint than the best practice option (6m rather than 16m wide) therefore less visually intrusive, less risk of interference with coastal processes, and potential for a more straightforward resource consent application process. • The capital required fits within the NZTA Low Cost/Low Risk works category, which would not require amendments to the Regional Land Transport Plan or the more complex NZTA approval pathway required for larger projects through the Investment Assessment Framework.
Disadvantages	<ul style="list-style-type: none"> • Potential alignment issues related to the community engagement on coastal hazards beginning in November 2018. However, this approach does focus on a short to medium solution, so is a better fit with the recommended adaptive planning approach than the best practice option. • Ongoing maintenance and road closures are likely to be required during storms with greater than a 10 year return period to avoid safety risks for pedestrians and drivers. • Not easily upgraded to Option B in the future as rock sizes are different for the two options.

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Option B: Best Practice	
Advantages	<ul style="list-style-type: none"> • This option would minimise road closures during storm events, and for road repair/maintenance works. • Seafeld Terrace would be able to withstand a 1:100 year storm event with minor repair maintenance. • Road closures to repair damage could be expected to be required only once every 20 years.
Disadvantages	<ul style="list-style-type: none"> • This approach does not align well with the community engagement on coastal hazards beginning in November 2018, as it predetermines the approach to be taken in this area. • Quarries in the area will need to specially cut the large rocks which will take several months. • This is the most expensive option, even when reduced maintenance costs are taken into account. • More complex approval pathway to gain NZTA 51% subsidy. • Complex resource consent process for a 16m wide structure. • Maintenance of the road in storm events > 1:100 will still be required.

7. Financial

- 7.1 Funding is unbudgeted and NZTA approval is required for funding assistance.
- 7.2 The estimate (with a 30% contingency) for Option A is just below the threshold of \$1Million for NZTA's Low Cost/Low Risk category. If tenders come in higher than this estimate then discussions with NZTA as to funding and/or inclusion in the RLTP will need to be had.

8. Estimated timelines for implementation

- 8.1 Option A: Detailed design 2018/19; Resource consents, procurement, construction 2019/20.
- 8.2 Option B: Detailed design 2018/19; Resource consents and procurement, 2019/20; Construction 2020/21.

Item 13: Seafield Terrace remediation

9. Conclusion

- 9.1 The storm events from November 2017 and February 2018 caused considerable damage to Seafield Terrace and associated infrastructure services, and there is a risk that Airlie Street residents will be cut off (including from emergency services) during and after another significant storm. The risk to the road from minor events remains high in its current state.
- 9.2 A decision is required on whether or not to progress remediation of Seafield Terrace now, or to delay this project in order to align with the completion of the Nelson-wide coastal hazards and climate change consultation and planning processes, as part of development of the Nelson Plan.
- 9.3 Due to the risks of delaying this project for several years, officers recommend the 'scaled up do minimum' approach to remediation of Seafield Terrace.

Author: Margaret Parfitt, Manager - Transport and Solid Waste

Attachments

- Attachment 1: A2040890 - Aerial Proposed Foreshore Remediation Seafield Terrace
- Attachment 2: A2038309 Seafield Terrace remediation options table
- Attachment 3: A2041411 Seafield Terrace Drawings A and B options

Item 13: Seafeld Terrace remediation

Important considerations for decision making
<p>1. Fit with Purpose of Local Government</p> <p>This report considers how best to meet the current and future needs of the community for good-quality local infrastructure in a way that is most cost-effective for households and businesses. It considers what level of protection is appropriate to both present and anticipated future circumstances, particularly with regard to sea level rise.</p>
<p>2. Consistency with Community Outcomes and Council Policy</p> <p><i>Our unique natural environment is healthy and protected — our open spaces are valued for recreation and we welcome the many visitors who want to experience our extraordinary natural environment</i> - There is an opportunity to enhance the gateway to Cable Bay Walkway, Horoirangi Marine Reserve, the beach and the Boulder Bank by creating a pedestrian and cycle friendly shared path as part of this project</p> <p><i>Our infrastructure is efficient, cost effective and meets current and future needs — Nelson relies on its good quality, sustainable, affordable and resilient infrastructure network</i> - This report considers how to improve the resilience of the transport network, particularly for 32 households whose only road access is via Seafeld Terrace.</p> <p><i>Our communities are healthy, safe, inclusive and resilient — our community works in partnership to understand, prepare for and respond to the impacts of natural hazards</i> - The safety of residents, as well as cyclists and pedestrians, are key factors to be considered when weighing up the options for remediation of Seafeld Terrace.</p> <p><i>Our Council provides leadership and fosters partnerships, a regional perspective, and community engagement — Council leaders are mindful of the full range of community views and of the generations that follow</i> - This report considers the effects of sea level rise over time, and how to align as much as practicable with the upcoming community engagement regarding coastal hazards and climate change.</p>
<p>3. Risk</p> <p>The proposed approach addresses both immediate risks (related to road safety and access to emergency services) and retains enough flexibility for Council to take a different approach in future, as sea levels rise.</p> <p>The risk of precedent being set for other coastal locations if Council choses a remedial option for Seafeld Terrace is deemed to be low as there are special circumstances with respect to Seafeld Terrace, namely the need to provide access (including emergency access) to a fixed number of properties that have no alternative access.</p>

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<p>4. Financial impact</p> <p>All options incur a cost to Council and this is unbudgeted. The option chosen will dictate the cost to Council.</p>
<p>5. Degree of significance and level of engagement</p> <p>This matter is of medium significance because of its high importance to a relatively small part of the community. The Mayor, Committee chair and senior management have been liaising with local residents regarding storm damage repair and future protection. Local residents' ideas for future proofing road access to Airlie Street were considered in full in the T&T report.</p> <p>Further, formal consultation with all stakeholders will be carried out as part of the resource consent application process. Stakeholders include iwi, Department of Conservation, NZTA, Airlie Street residents and the wider community.</p>
<p>6. Inclusion of Māori in the decision making process</p> <p>Formal consultation with iwi will be carried out as part of the resource consent application process, recognising:</p> <ul style="list-style-type: none"> - the importance of the Coastal Marine Area to iwi - although there are no statutory acknowledgements over Seafeld Terrace, there is an acknowledgement (Kohi te Wai Boulder Bank Scenic Reserve) immediately adjacent to the area - there is a heritage site terrace (MS47: Kainga (Tototari) where the Boulder Bank meets hills at the Glen nearby (approximately located at 34 Seafeld Terrace).
<p>• Delegations</p> <p>The Infrastructure Committee has the following delegations to consider Seafeld Terrace remedial works.</p> <p><i>Areas of Responsibility:</i></p> <ul style="list-style-type: none"> • <i>Roading network, including associated structures, bridges and retaining walls, walkways, footpaths and road reserve, landscaping and ancillary services and facilities, street lighting and traffic management control.</i> • <i>Stormwater and Flood Protection</i> • <i>Wastewater</i> <p><i>Powers to Decide:</i></p> <ul style="list-style-type: none"> • <i>Nil</i> <p><i>Powers to Recommend:</i></p> <ul style="list-style-type: none"> • <i>Any other matters within the areas of responsibility noted above.</i>

Item 13: Seafeld Terrace remediation

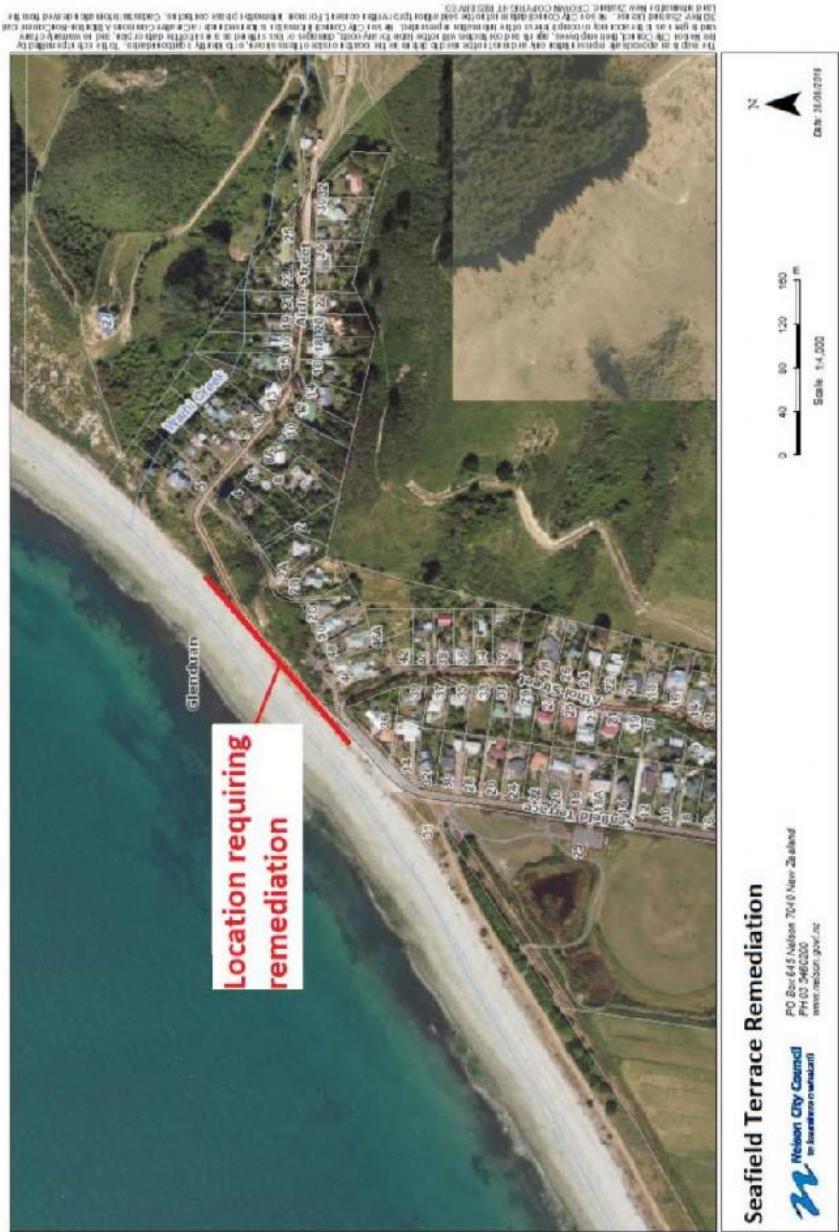
Unbudgeted expenditure is a Council decision.

Previous Report

Item 13: Seafield Terrace remediation

Previous Report

Item 13: Seafield Terrace remediation: Attachment 1



A2040890

Item 13: Seafeld Terrace remediation: Attachment 2

Seafeld Terrace Remediation

Summary of Options	Benefits alignment	Total Rough order costs (\$)
OPTIONS		
1. Do Minimal using D50-150mm rock; High maintenance. The road would remain susceptible to future inundation and erosion hazards but will offer minor road protection with the small size rock revetment protection. Large scale repairs are still expected after moderate storm events.	Weak	\$408k NPC over 50 years \$1.518 M
2. Scaled Up Do Minimum using D50 – 740mm rock; Rock revetment structure similar to the 'best-practice' engineering design that aims to protect the current road alignment from 5-10 year ARI storm events as opposed to a 100 year storm event. This option will require ongoing maintenance following moderate storm events and large scale damage can be expected in large storm events (100 year ARI). The benefit of this option is that it targets utilisation of a readily available rock size and also reduces capital costs upfront while still providing a level of future protection for the road and services. Capex aligns well under NZTA minor works category, under \$ 1M, and avoids tangle with the NZTA Regional Land Transport Plan approval pathway NZTA will subsidize 51%.	Strong	\$925k NPC over 50 years \$1.128M

A2038309

Item 13: Seafield Terrace remediation: Attachment 2

Summary of Options	Benefits alignment	Total Rough order costs (\$)
<p>3. Refined Scaled Back best practice using D50 -1000mm rock</p> <p>This option includes refinement to the best-practice design in an attempt to reduce capital costs by reducing armour rock size to a material more readily available. Armour rock size can be reduced several ways but higher risk of damage and repair would need to be accepted. Less maintenance required than option 2.</p> <p>Drawbacks. Will probably trigger planning public hearing, and has a reasonable size footprint on the coastline. The estimated revetment width is 16m. The toe of the revetment will be slightly above mean high water springs.</p> <p>For NZTA 51% subsidy capex will need to follow the NZTA Regional Land Transport Plan approval pathway.</p>	Medium	<p>\$1.696M</p> <p>NPC over 50 years \$1.857M</p>

A2038309

Item 13: Seafield Terrace remediation: Attachment 2

Summary of Options	Benefits alignment	Total Rough order costs (\$)
<p>4. Best Practice using D50 – 1400mm rock</p> <p>Designed using best practice guidance to protect Seafield Terrace from both inundation and erosion hazards during a 1%AEP (100 year ARI) storm event based on the recently updated NIWA storm tide frequency analysis (July 2018) and minimise overtopping to 'safe' levels including allowance for 50 years of sea level rise. Ministry for the Environment guidelines "Coastal Hazards and Climate Change Dec 2017" have been used in developing this design.</p> <p>Typically rock revetment design is undertaken for a minimum 50 year design life and a 1%AEP storm event i.e. rock size stable under 1%AEP wave height and crest level designed to limit overtopping to acceptable levels during the combined 1%AEP storm tide level and 1%AEP wave height. Note that a 1% AEP event has a 39% likelihood of being exceeded over 50 years. Joint-probability analysis of the 1%AEP storm tide and wave height presented by NIWA (2018) was adopted for the best-practice design. This event is smaller than the February 2018 storm event which is considered in excess of that which is typically the basis for design.</p> <p>Drawbacks are the cost and time to produce the large rock required (not readily available) and will probably trigger planning public hearing as environmental effects could be less than minor. The revetment footprint on the coastline is 16m wide. The toe of the revetment will be slightly above mean high water springs.</p> <p>For NZTA 51% subsidy capex will need to follow the NZTA Regional Land Transport Plan approval pathway</p>	Medium	<p>\$1,986M NPC over 50 years \$2,045M</p>

A2038309

Item 13: Seafield Terrace remediation: Attachment 2

Summary of Options	Benefits alignment	Total Rough order costs (\$)
<p>5. Concrete Block Wall or Armour Units This option would involve the use of concrete instead of rock. This could take the form of a vertical concrete block wall or a revetment using concrete armour units such as tetrapods or xblocs. The use of concrete (both vertical wall and armour units) in this situation is expected to be 50-70% more expensive than rock. Vertical, impermeable walls also increase wave overtopping volume and frequency resulting in either the crest elevation needing to be higher than the baseline design crest elevation or accepting more frequent road closures. These options also have the disadvantage of aesthetically looking out of place in this beach environment.</p>	Weak	\$2.3 to 2.8M
<p>6. Concrete Road Two concrete road options have been investigated following request from local residents to do so. These include a concrete piled road and a concrete road integrated with a rock revetment structure. The latter of these options is considered to be a concrete road surface protected on the seaward face with the 'best-practice' engineered design option. These options are both considered possible from an engineering perspective, however they are expected to be very costly. Concrete road surface with less protection than best practice revetment will cause scour and undermining of the concrete road. Repairs can be expensive.</p>	Weak	<p>Concrete road with best practice revetment \$2.3M</p> <p>Concrete Piled road \$7.6M</p>

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Item 13: Seafield Terrace remediation: Attachment 2

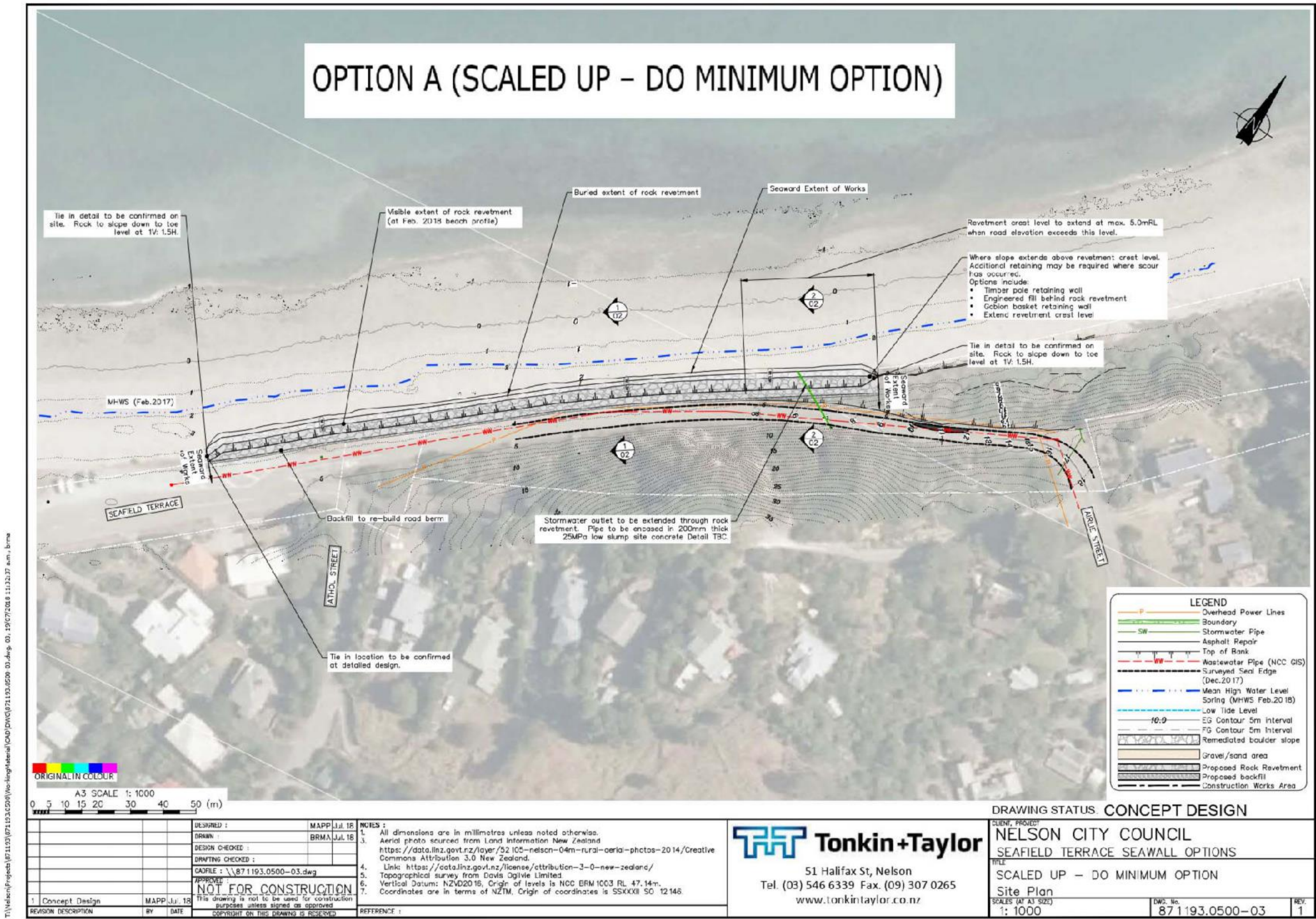
Summary of Options	Benefits alignment	Total Rough order costs (\$)
<p>7. Road Realignment – One</p> <p>This option moves the road over approximately one road width and cuts into the toe of the hill. Construction would require approximately 3100 m³ of cut and 1200 m³ of fill. The road surface would move up out of the zone of wave action, however the road fill would still extend down to the beach and would require protection from storm waves. This is unlikely to provide a long term solution without a rock revetment and therefore would likely be expensive, as needs both earthworks and the revetment works.</p>	Weak	<p>\$2.7M</p> <p>Includes rock revetment</p>
<p>8. Road Realignment – Two</p> <p>Move the road up out of the wave zone and create a large cutting into the hillside with no fill extending to the foreshore. Construction would require approximately 7800 m³ of cutting, with cut slopes up to 15 m high at 1V to 0.5H. To minimise cut heights the grade of the road has been initially set at approximately 1 in 6.5 (15%) which is steeper than normally used on NCC roads. Additional rock slope protection measures i.e. rock anchors and mesh will likely be required on the cut slope. However these measures could be reduced by incorporating the following:</p> <ul style="list-style-type: none"> • A mid height catch bench • Trimming back the top of the cutting at a less steep batter slope • Incorporating an earth bund or catch fence at the toe of the slope <p>Additional design work will be required to assess the extent of the rock slope protection measures and the potential impact of crossing the weak ground associated with the Flaxmore Fault.</p>	Weak	\$2.3M
<p>9. Road Realignment – Three</p> <p>This road alignment looked to utilise the paper road from Athol Street to Airlie Street, by extending the existing ROW over the hill and down to Airlie Street. However the hill proved to be too steep. The road alignment was modelled at 20% grade (maximum allowable) but this still required a very large cut (over 10 m both sides) at the top of the hill. This option is not considered to be practical as it would cut off residential access.</p>	Not Practical	

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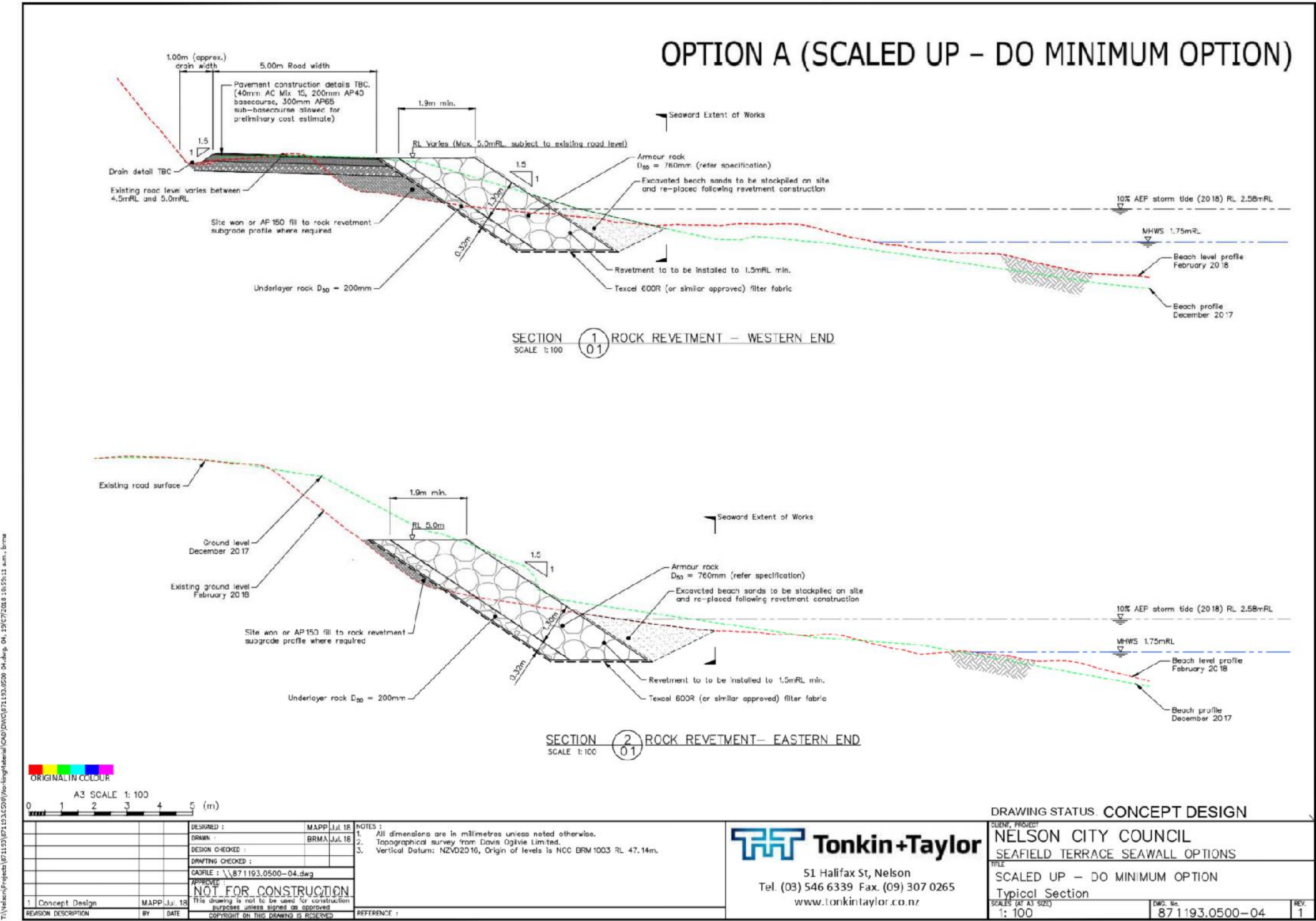
Item 13: Seafield Terrace remediation: Attachment 2

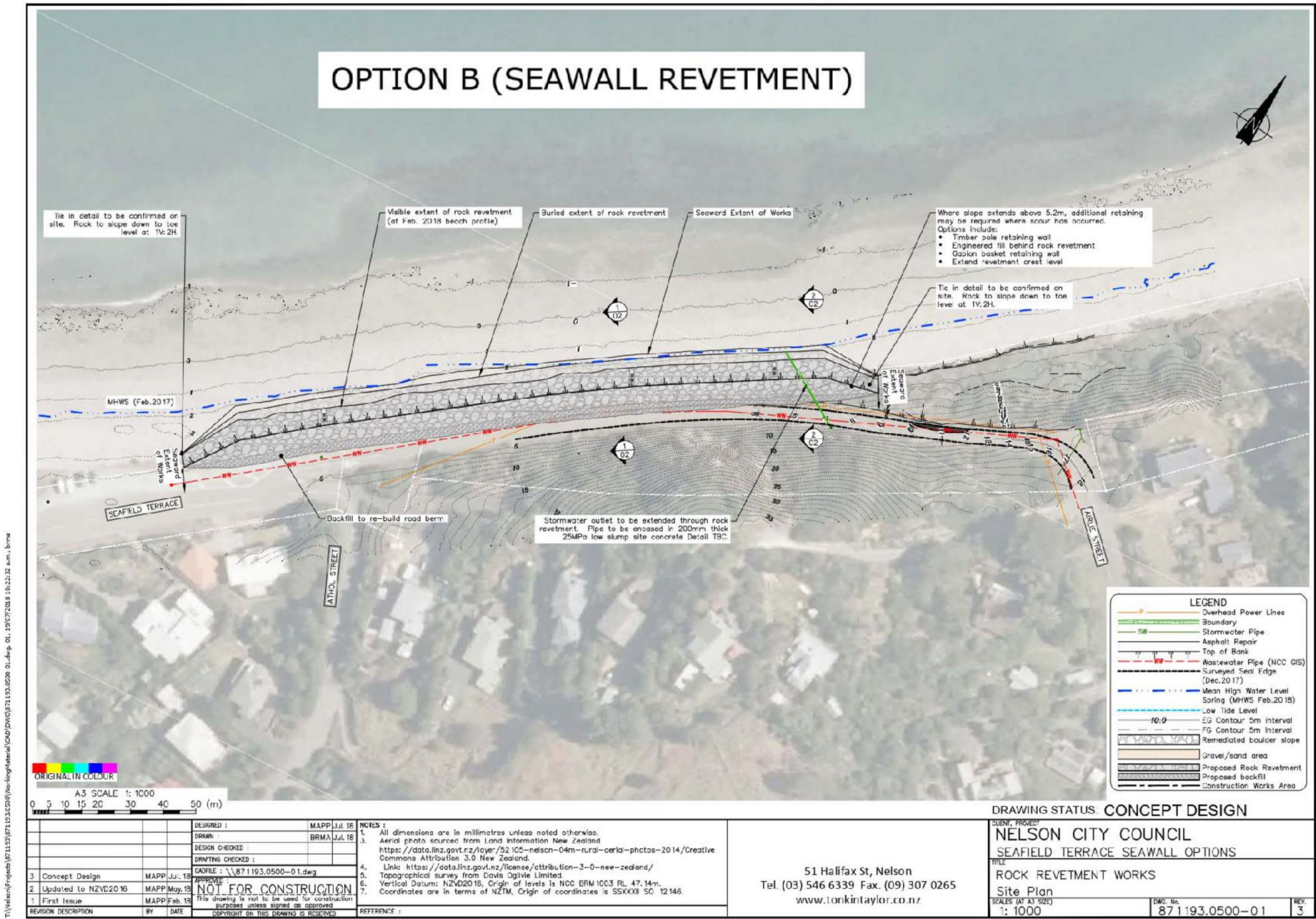
Summary of Options	Benefits alignment	Total Rough order costs (\$)
<p>10. Road Realignment – Four</p> <p>An additional road alignment was presented by NCC involving adaptation of a previously consented subdivision on the top of the hill to the south of Airlie Street. This subdivision was never followed through w due to local opposition (consent now lapsed). Subdivision concept plans outlined a proposed access road from the eastern end of Airlie Street to the subdivision and then a narrow width right of way (ROW) between lots. This option would involve connecting the northern end of Glen Road, before the intersection with Athol Street, with the eastern end of Airlie Street via a similar alignment to the previously This option has a high degree of geotechnical risk due to physical constraints including an active fault-line, steep landslip prone terrain upslope of existing residential development, storm water drainage issues. This option is expected to be a costly option with ~1.3km of new road.</p> <p>The complex underlying geological conditions along the proposed alignment means it is likely that construction in these conditions could add 50-100% to the road cost to allow for slope stability works such as rock anchors and mesh along cut slopes. There is also likely to be ongoing maintenance costs of a road along such an alignment with road blockages possible over time resulting from landslips, proposed subdivision access roads and ROW.</p>	Weak	\$4.2M to \$8.4M subject to geotechnical requirements

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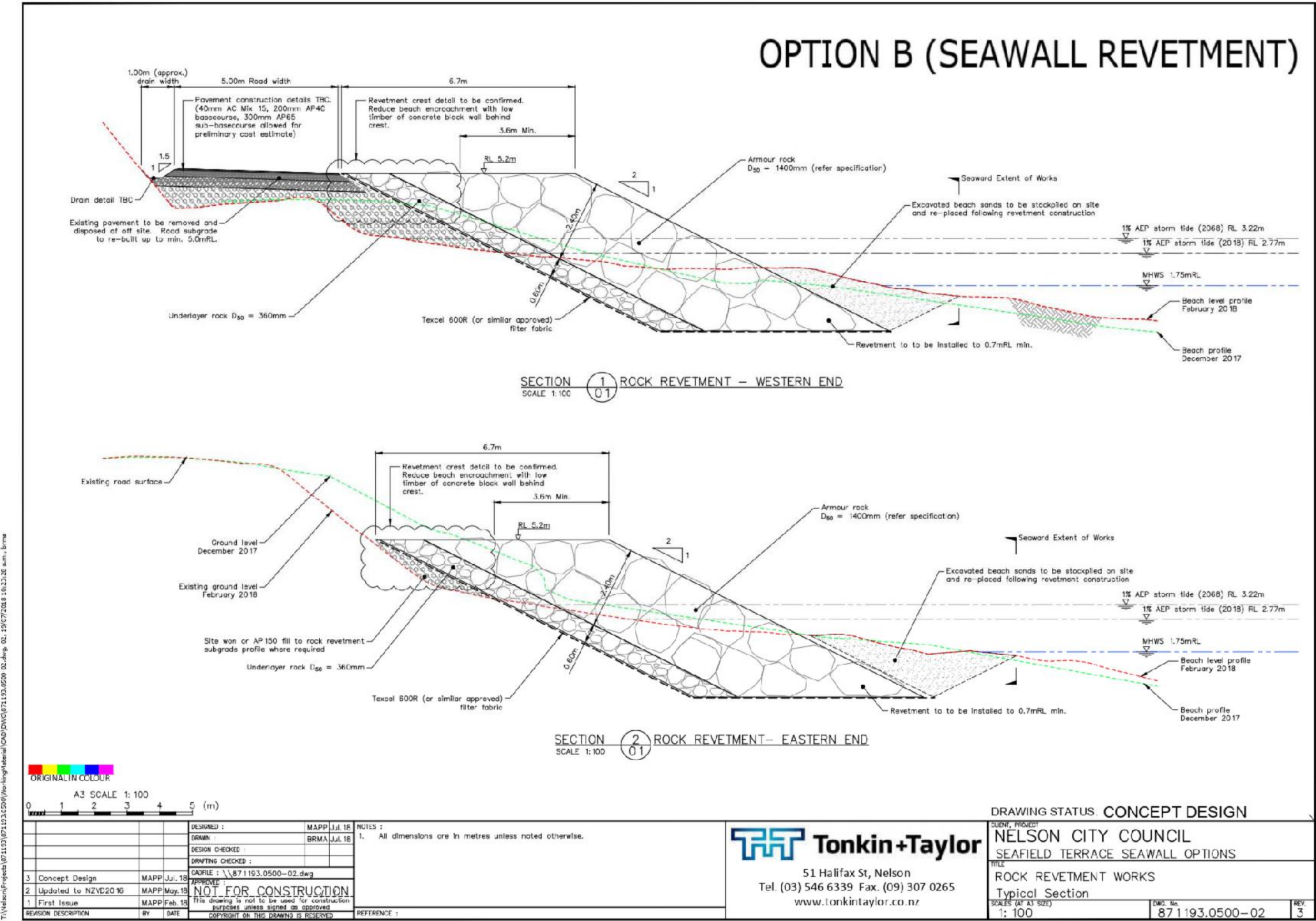


Item 13: Seafield Terrace remediation: Attachment 3





Item 13: Seafield Terrace remediation: Attachment 3



Item 14: Seafield Terrace remediation - supplementary information: Attachment 2

Gemma Paton

From: phil [REDACTED]
Sent: Tuesday, 30 October 2018 4:37 p.m.
To: Alec Louverdis; Stuart Walker; Mike Rutledge; Clare Barton; Margaret Parfitt; Rachel Reese; Lisa Marquardt; [REDACTED]
Subject: Seafield Tce remediation

Dear Alec, Nelson City Council staff and Councilors.

We the residents of The Glen have meet to discuss the issues related to the remediation of the road and foreshore in response to the meeting we had with you last Wednesday. We understand the reasons why the council has recommended option A, The community accepts Option A with some important provisos. If NCC were to proceed with option A then the community would want an assurance that the issues below will be addressed at the same time, There is one exception to this which is a issue that needs attention now.

That issue is the severe erosion and undermining of the road in the lower part of Airlie St just before it rises up the hill. It is very vulnerable to further erosion at each high tide and / or storm surge. It is a health and safety issue for pedestrians who use it every day, including children who walk it, to and from school and visitors to the Glen Cable Bay walkway. Not only that, it is used by heavy vehicles such as stock trucks from the Stuart Farm, as well as NCC recycling and refuse trucks once a week. It needs a physical solution to retain what will soon disappear if it is not addressed as a priority now.

The issues that are related to Option A that we see as important are:

- 1) That NCC look at extending the revetment along to the area of the playground in order to prevent erosion to the road edge and land at the southern end of the Glen foreshore and provide some protection to Seafield Tce.
- 2) That the NCC restore the land to pre cyclone Fehi status. 2 cars were able to negotiate passing each other with a grass / gravel berm used for pedestrians at the Airlie St end. The southern end has lost 5-6 metres of land.
- 3) That NCC gives serious consideration to the offer from the Stuart family farm to source local rock, that could be suitable for the revetment. To use rock from the surrounding environment would be a huge advantage ecologically, as long as it meets engineering standards.
- 4) A more permanent retaining wall solution for the compromised bank at the northern end of the revetment as suggested in Tonkin and Taylor's initial drawings.
- 5) At the meeting at NCC last week the 'community' expressed that a concrete road surface was a bottom line. If we have assurance from the council that the issues raised will be incorporated into the final plan, then we would be willing to to go with a tar seal road surface with a hard protected edge, as we believe that the issues mentioned above are ultimately more important than the road surface. If the tar seal in the future breaks up under storm weather events, we might need to be revisit what to do with it, due to the tar seal ending up on the foreshore and in the marine reserve. We would ask that these assurances be provided in writing.

When it comes to the final design, we as a community would like to be consulted before the final design is approved. We would like to be involved in the road design layout. As has been mentioned in the NCC meeting, the division of the road into vehicle and pedestrian / cycle / buggy access etc. A pedestrian walkway, marked to be able to continuously walk from from Airlie St to the playground free of cars. Also consideration to the area where the school buses stop. Thought to any parking restrictions or special parking for mobility disadvantaged people etc.

We appreciate the time and effort that NCC has taken to engage with The Glen community and look forward to an ongoing process of refinement to get a solution that is fit for purpose.

Regards
Phil Osborne (on behalf of the Glen community)