



**Far North
District Council**



Te Kaunihera o Tai Tokerau ki te Raki

AGENDA

Infrastructure Committee Meeting


Wednesday, 24 November 2021

Time: 1.00 pm

Location: VIRTUAL via Microsoft Teams

Membership:

Cr Felicity Foy - Chairperson
Mayor John Carter
Deputy Mayor Ann Court
Cr Dave Collard
Cr Rachel Smith
Cr Kelly Stratford
Cr John Vujcich
Member Mike Edmonds
Member Adele Gardner

	Authorising Body	Mayor/Council
	Status	Standing Committee
COUNCIL COMMITTEE	Title	Infrastructure Committee Terms of Reference
	Approval Date	7 May 2020
	Responsible Officer	Chief Executive

Purpose

The purpose of the Infrastructure Committee (the Committee) is to ensure cost effective, quality and sustainable infrastructure decisions are made to meet the current and future needs of Far North communities and that Councils infrastructure assets are effectively maintained and operated.

The Committee will review the effectiveness of the following aspects:

- Affordable core infrastructure to support healthy and sustainable living.
- Operational performance including monitoring and reporting on significant infrastructure projects
- Delivery of quality infrastructure and district facilities
- Financial spend and reprogramming of capital works
- Property and other assets

To perform his or her role effectively, each Committee member must develop and maintain

his or her skills and knowledge, including an understanding of the Committee's responsibilities, Councils' infrastructure assets such as roading, three waters and district facilities.

Membership

The Council will determine the membership of the Infrastructure Committee.

The Infrastructure Committee will comprise of at least six elected members (one of which will be the chairperson).

Mayor Carter

Felicity Foy – Chairperson

Ann Court – Deputy Chairperson

Dave Collard

Kelly Stratford

John Vujcich

Rachel Smith

Mike Edmonds

Adele Gardner

Non-appointed Councillors may attend meetings with speaking rights, but not voting rights.

Quorum

The quorum at a meeting of the Infrastructure Committee is 5 members.

Frequency of Meetings

The Infrastructure Committee shall meet every 6 weeks but may be cancelled if there is no business.

Power to Delegate

The Infrastructure Committee may not delegate any of its responsibilities, duties or powers.

Committees Responsibilities

The Committees responsibilities are described below:

Quality infrastructure and Facilities

- Assess and provide advice to Council on strategic issues relating to the provision of Council's infrastructural activities and district facilities
- Review, and recommend to Council, policy and strategies for the delivery of infrastructural asset services
- Monitor achievement of outcomes included in the Infrastructure Strategy and other infrastructure strategies e.g District Transport Strategy
- Ensure that Council protects its investment in its infrastructural assets in accordance with accepted professional standards
- Monitor the risks, financial and operational performance of the Council's infrastructural activities and facilities
- Monitor major contract performance measures/key result areas (KRAs)

Significant Projects – spend, monitoring and reporting

- Monitor significant projects
- Approve budget overspend (above tolerance levels in the CE delegations) and any reprogramming of capex for a project or programme provided that:
 - The overall budget is met from savings
 - The overall budget for capex is not exceeded. Where this is not the case, the Committee must either:
 - Recommend to Council that additional funding is approved (outside the Annual Plan or Long-Term Plan process), or
 - Recommend as part of the next round of Long-Term Plan or Annual Plan process that the funding is considered for inclusion.
- Approve tenders and contracts provided they are:
 - Up to \$3 million,
 - in accordance with the current year's plan, whether that be Annual Plan or Long-Term Plan, and
 - deemed low by the Significance and Engagement Policy

Compliance

- Ensure that operational functions comply with legislative requirements and Council policy
- Ensure that consents associated with Council's infrastructure are being met and renewals are planned for.

Service levels (non-regulatory)

- Recommend service level changes and new initiatives to the Long Term and Annual Plan processes.

Relationships

- Monitoring Council's relationship with the Northland Transportation Alliance

- Receive quarterly performance reports
- Monitoring Council's relationship with the Far North Waters Alliance Partner

Property

- Recommend to Council the acquisition or disposal of assets.
- Approve new leases and lease renewals (of non-reserve land), in accordance with the current years' plan, whether that be Annual Plan or Long-Term Plan.

Receive updates on changes to national and regional policies that impact on Council provision of infrastructure and where appropriate make recommendation to Council.

Rules and Procedures

Council's Standing Orders and Code of Conduct apply to all the committee's meetings.

Annual reporting

The Chair of the Committee will submit a written report to the Chief Executive on an annual basis. The review will summarise the activities of the Committee and how it has contributed to the Council's governance and strategic objectives. The Chief Executive will place the report on the next available agenda of the governing body.

INFRASTRUCTURE COMMITTEE - MEMBERS REGISTER OF INTERESTS

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Hon John Carter QSO	Board Member of the Local Government Protection Programme	Board Member of the Local Government Protection Program		
	Carter Family Trust			
Felicity Foy (Chair)	Flick Trustee Ltd	I am the director of this company that is the company trustee of Flick Family Trust that owns properties in Cable Bay, and Allen Bell Drive - Kaitaia.		
	Elbury Holdings Limited	This company is directed by my parents Fiona and Kevin King.	This company owns several dairy and beef farms, and also dwellings on these farms. The Farms and dwellings are located in the Far North at Kaimaumau, Bird Road/Sandhills Rd, Wireless Road/ Puckey Road/Bell Road, the Awanui Straight and Allen Bell Drive.	
	Foy Farms Partnership	Owner and partner in Foy Farms - a farm on Church Road, Kaingaroa		
	Foy Farms Rentals	Owner and rental manager of Foy Farms Rentals for dwellings on Church Road, Kaingaroa and dwellings on Allen Bell Drive, Kaitaia, and property on North Road, Kaitaia, one title contains a cell phone tower.		
	King Family Trust	This trust owns several titles/properties at Cable Bay, Seaview Rd/State Highway 10 and Ahipara - Panorama Lane.	These trusts own properties in the Far North.	
	112 Commerce Street Holdings Ltd	Owner of commercial property in Commerce Street Kaitaia.		
	Foy Property Management Ltd	Owner of company that manages properties owned by Foy Farms Rentals and Flick Family Trust.		

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Previous employment at FNDC 2007-16	I consider the staff members at FNDC to be my friends		
	Shareholder of Coastline Plumbing NZ Limited			
Felicity Foy - Partner	Director of Coastline Plumbing NZ Limited			
	Friends with some FNDC employees			
Deputy Mayor Ann Court (Deputy)	Waipapa Business Association	Member		Case by case
	Warren Pattinson Limited	Shareholder	Building company. FNDC is a regulator and enforcer	Case by case
	Kerikeri Irrigation	Supplies my water		No
	District Licensing	N/A	N/A	N/A
	Ann Court Trust	Private	Private	N/A
	Waipapa Rotary	Honorary member	Potential community funding submitter	Declare interest and abstain from voting.
	Properties on Onekura Road, Waipapa	Owner Shareholder	Any proposed FNDC Capital works or policy change which may have a direct impact (positive/adverse)	Declare interest and abstain from voting.
	Property on Daroux Dr, Waipapa	Financial interest	Any proposed FNDC Capital works or policy change which may have a direct impact (positive/adverse)	Declare interest and abstain from voting.
	Flowers and gifts	Ratepayer 'Thankyou'	Bias/ Pre-determination?	Declare to Governance
	Coffee and food	Ratepayers sometimes 'shout' food and beverage	Bias or pre-determination	Case by case
	Staff	N/A	Suggestion of not being impartial or pre-determined!	Be professional, due diligence, weigh the evidence. Be thorough, thoughtful, considered impartial and balanced. Be fair.
	Warren Pattinson	My husband is a builder and may do work for Council staff		Case by case
Ann Court - Partner	Warren Pattinson Limited	Director	Building Company. FNDC is a regulator	Remain at arm's length
	Air NZ	Shareholder	None	None

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Warren Pattinson Limited	Builder	FNDC is the consent authority, regulator and enforcer.	Apply arm's length rules
	Property on Onekura Road, Waipapa	Owner	Any proposed FNDC capital work in the vicinity or rural plan change. Maybe a link to policy development.	Would not submit. Rest on a case-by-case basis.
David Collard	Snapper Bonanza 2011 Limited	45% Shareholder and Director		
	Trustee of Te Ahu Charitable Trust	Council delegate to this board		
Mate Radich	No form received			
Rachel Smith	Friends of Rolands Wood Charitable Trust.	Trustee.		
	Mid North Family Support.	Trustee.		
	Property Owner.	Kerikeri.		
	Friends who work at Far North District Council.			
	Kerikeri Cruising Club.	Subscription Member and Treasurer.		
	Vision Kerikeri	Financial Member		
Rachel Smith (Partner)	Property Owner.	Kerikeri.		
	Friends who work at Far North District Council.			
	Kerikeri Cruising Club.	Subscription Member.		
	Vision Kerikeri	Financial Member		
	Town and General Groundcare Limited	Director, Shareholder		
Kelly Stratford	KS Bookkeeping and Administration	Business Owner, provides bookkeeping, administration and development of environmental management plans	None perceived	Step aside from decisions that arise, that may have conflicts
	Waikare Marae Trustees	Trustee	Maybe perceived conflicts	Case by case basis
	Bay of Islands College	Parent Elected Trustee	None perceived	If there was a conflict, I will step aside from decision making
	Karetu School	Parent Elected Trustee	None perceived	If there was a conflict, I will step aside from decision making

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Māori title land – Moerewa and Waikare	Beneficiary and husband is a shareholder	None perceived	If there was a conflict, I will step aside from decision making
	Sister is employed by Far North District Council			Will not discuss work/governance matters that are confidential
	Gifts - food and beverages	Residents and ratepayers may 'shout' food and beverage	Perceived bias or predetermination	Case by case basis
	Taumarere Counselling Services	Advisory Board Member	May be perceived conflicts	Should conflict arise, step aside from voting
	Sport Northland	Board Member	May be perceived conflicts	Should conflict arise, step aside from voting
	He Puna Aroha Putea Whakapapa	Trustee	May be perceived conflicts	Should conflict arise, step aside from voting should they apply for funds
	Kawakawa Returned Services Association	Member	May be perceived conflicts	Should conflict arise, step aside from voting should they apply for funds
	Whangaroa Returned Services Association	Member	May be perceived conflicts	Should conflict arise, step aside from voting should they apply for funds
	National Emergency Management Advisor Committee	Member		Case by case basis
	Te Rūnanga ā Iwi o Ngāpuhi	Tribal affiliate member	As a descendent of Te Rūnanga ā Iwi o Ngāpuhi I could have a perceived conflict of interest in Te Rūnanga ā Iwi o Ngāpuhi Council relations	Declare a perceived conflict should there appear to be one
	Te Rūnanga ā Iwi o Ngāti Hine	Tribal affiliate member	Could have a perceived conflict of interest	Declare a perceived conflict should I determine there is a conflict
	Kawakawa Business and Community Association	Member		Will declare a perceived conflict should there appear to be one
	Chef and Barista	Opua Store	None perceived	

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Kelly Stratford - Partner	Māori title land – Moerewa	Shareholder	None perceived	If there was a conflict of interest, I would step aside from decision making
John Vujcich	Board Member	Pioneer Village	Matters relating to funding and assets	Declare interest and abstain
	Director	Waitukupata Forest Ltd	Potential for council activity to directly affect its assets	Declare interest and abstain
	Director	Rural Service Solutions Ltd	Matters where council regulatory function impact of company services	Declare interest and abstain
	Director	Kaikohe (Rau Marama) Community Trust	Potential funder	Declare interest and abstain
	Partner	MJ & EMJ Vujcich	Matters where council regulatory function impacts on partnership owned assets	Declare interest and abstain
	Member	Kaikohe Rotary Club	Potential funder, or impact on Rotary projects	Declare interest and abstain
	Member	New Zealand Institute of Directors	Potential provider of training to Council	Declare a Conflict of Interest
	Member	Institute of IT Professionals	Unlikely, but possible provider of services to Council	Declare a Conflict of Interest
Mike Edmonds	Chair	Kaikohe Mechanical and Historic Trust	Council Funding	Decide at the time
	Committee member	Kaikohe Rugby Football and Sports Club	Council Funding	Withdraw and abstain
Adele Gardner	N/A - FNDC Honorarium			
	Te Hiku Education Trust	Trustee		
	Te Ahu Charitable Trust	Trustee		
	ST Johns Kaitaia Branch	Trustee/ Committee Member		
	Te Hiku Sports Hub Committee	Committee Member		
	I know many FNDC staff members as I was an FNDC staff member from 1994-2008.			
Partner of Adele Gardner	N/A as Retired			

Far North District Council
Infrastructure Committee Meeting
will be held Virtually via Microsoft Teams on:
Wednesday 24 November 2021 at 1.00 pm

Te Paeroa Mahi / Order of Business

1	Karakia Timatanga / Opening Prayer.....	13
2	Nga Whakapāha Me Ngā Pānga Mema / Apologies and Declarations of Interest.....	13
3	Te Tono Kōrero / Deputation.....	13
4	Confirmation of Previous Minutes.....	14
	4.1 Confirmation of Previous Minutes.....	14
5	Reports.....	21
	5.1 Eastern Ward Tree Removals Request	21
6	Information Reports.....	28
	6.1 Kerikeri Waipapa Transport Network.....	28
	6.2 Infrastructure and Asset Management (IAM) Monthly Business Report for September 2021.....	52
	6.3 Infrastructure Committee Action Sheet Update September 2021	180
7	Karakia Whakamutunga – Closing Prayer.....	181
8	Te Kapinga Hui / Meeting Close.....	181

1 KARAKIA TIMATANGA – OPENING PRAYER**2 NGA WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST**

Members need to stand aside from decision-making when a conflict arises between their role as a Member of the Committee and any private or other external interest they might have. This note is provided as a reminder to Members to review the matters on the agenda and assess and identify where they may have a pecuniary or other conflict of interest, or where there may be a perception of a conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the meeting or of the relevant item of business and refrain from participating in the discussion or voting on that item. If a Member thinks they may have a conflict of interest, they can seek advice from the Chief Executive Officer or the Team Leader Democracy Support (preferably before the meeting).

It is noted that while members can seek advice the final decision as to whether a conflict exists rests with the member.

3 TE TONO KŌRERO / DEPUTATION

Kerry Thomas and Kathryn O'Reilly on behalf of Waka Kotahi to provide an update on two projects, new roundabout and 2 lane bridge Kaeo.

Per Lugnet on behalf of Northstar.

Manu Burkhardt on behalf of FNR Group – Nga Ara o Te Hiku LTD.

4 CONFIRMATION OF PREVIOUS MINUTES

4.1 CONFIRMATION OF PREVIOUS MINUTES

File Number: A3476232

Author: Casey Gannon, Meetings Administrator

Authoriser: Aisha Huriwai, Team Leader Democracy Services

PURPOSE OF THE REPORT

The minutes of the previous Infrastructure Committee meeting are attached to allow the Committee to confirm that the minutes are a true and correct record.

RECOMMENDATION

That the Infrastructure Committee confirm that the minutes of the meeting held 13 October 2021 be confirmed as a true and correct record.

1) BACKGROUND

Local Government Act 2002 Schedule 7 Section 28 states that a local authority must keep minutes of its proceedings. The minutes of these proceedings duly entered and authenticated as prescribed by a local authority are prima facie evidence of those meetings.

2) DISCUSSION AND OPTIONS

The minutes of the meeting are attached. Far North District Council Standing Orders Section 27.3 states that no discussion shall arise on the substance of the minutes in any succeeding meeting, except as to their correctness.

Reason for the recommendation

The reason for the recommendation is to confirm the minutes are a true and correct record of the previous meeting.

3) FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or the need for budgetary provision as a result of this report.

ATTACHMENTS

- 1. 2021-10-13 Infrastructure Committee Minutes - A3437429** [!\[\]\(0d11e49c561fa84a6677bf9d4d629be0_img.jpg\)](#) 

Compliance schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
 - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
 - b) Assess the options in terms of their advantages and disadvantages; and
 - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

Compliance requirement	Staff assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	This is a matter of low significance.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	This report complies with the Local Government Act 2002 Schedule 7 Section 28.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	It is the responsibility of each meeting to confirm their minutes therefore the views of another meeting are not relevant.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.	There are no implications on Māori in confirming minutes from a previous meeting. Any implications on Māori arising from matters included in meeting minutes should be considered as part of the relevant report.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	This report is asking for the minutes to be confirmed as true and correct record, any interests that affect other people should be considered as part of the individual reports.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no financial implications or the need for budgetary provision arising from this report.
Chief Financial Officer review.	The Chief Financial Officer has not reviewed this report.

**MINUTES OF FAR NORTH DISTRICT COUNCIL
INFRASTRUCTURE COMMITTEE MEETING
HELD AT THE HELD VIRTUALLY VIA MICROSOFT TEAMS
ON WEDNESDAY, 13 OCTOBER 2021 AT 1.00 PM**

PRESENT: Chairperson Felicity Foy, Mayor John Carter (HWTM), Deputy Mayor Ann Court, Cr Dave Collard, Cr Rachel Smith, Cr Kelly Stratford, Cr John Vujcich, Member Mike Edmonds, Member Adele Gardner

IN ATTENDANCE: Shaun Clarke (Chief Executive Officer), William J Taylor, MBE (General Manager Corporate Services), Dean Myburgh (General Manager District Services), Andy Finch (General Manager Infrastructure and Asset Management), Darren Edwards (General Manager Strategic Planning and Policy)

1 KARAKIA TIMATANGA – OPENING PRAYER

At 1:01 pm, Cr Rachel Smith left the meeting.

Cr Kelly Stratford opened with a karakia.

At 1:04 pm, Cr Rachel Smith returned to the meeting.

2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST

APOLOGY

APOLOGY 2021/29

Moved: Chairperson Felicity Foy

Seconded: Cr Kelly Stratford

That the apology for lateness received from His Worship the Mayor be accepted.

In Favour: Deputy Mayor Ann Court, Cr Felicity Foy, Dave Collard, Cr Rachel Smith, Cr Kelly Stratford, Member Mike Edmonds, Member Adele Gardner

Against: Nil

CARRIED

At 1:13 pm, Cr John Vujcich joined the meeting.

3 NGĀ TONO KŌRERO / DEPUTATION

Mark Osborne spoke in regard to the Mangonui Waterfront project.

At 1:14 pm, Mayor John Carter joined to the meeting.

4 CONFIRMATION OF PREVIOUS MINUTES

4.1 CONFIRMATION OF PREVIOUS MINUTES

Agenda item 4.1 document number A3052566, pages 14 - 17 refers.

RESOLUTION 2021/30

Moved: Chairperson Felicity Foy

Seconded: Cr Kelly Stratford

That the Infrastructure Committee confirm that the minutes of the meeting held 8 September 2021 be confirmed as a true and correct record.

In Favour: Mayor John Carter, Deputy Mayor Ann Court, Cr Felicity Foy, Dave Collard, Cr Rachel Smith, Cr Kelly Stratford, Member Mike Edmonds, Member Adele Gardner

Against: Nil

CARRIED

At 1:20 pm, Cr Rachel Smith left the meeting. At 1:22 pm, Cr Rachel Smith returned to the meeting.

5 INFORMATION REPORTS

5.1 AGREED PROCESS FOR ACQUIRING LAND

Agenda item 5.1 document number A3299025, pages 18 - 20 refers.

MOTION

Moved: Chairperson Felicity Foy

Seconded: Mayor John Carter

That the Infrastructure Committee note that staff will use the Public Works Act 1981 process for all land and property acquisition.

AMENDMENT

Moved: Member Mike Edmonds

Seconded: Cr John Vujcich

That the definition of action under Public Works Act 1981, that is excluded from delegated authority, be understood to include any part of the process that is understood by the landowner to have possible compulsory acquisition as its endpoint.

In Favour: Cr Felicity Foy, Cr Dave Collard, Cr John Vujcich, Member Mike Edmonds and Member Adele Gardner

Against: Mayor John Carter, Deputy Mayor Ann Court and Cr Rachel Smith

Abstained: Cr Kelly Stratford

CARRIED

At 2:05 pm, Mayor John Carter left the meeting.

MEETING ADJOURNED 2:13PM

Moved: Cr Kelly Stratford

Seconded: Member Adele Gardner

That the meeting of Infrastructure Committee be adjourned.

CARRIED

The amendment became the substantive motion.

RESOLUTION 2021/31

Moved: Member Mike Edmonds

Seconded: Cr John Vujcich

That the definition of action under Public Works Act 1981, that is excluded from delegated authority, be understood to include any part of the process that is understood by the landowner to have possible compulsory acquisition as its endpoint.

In Favour: Cr Felicity Foy, Cr Dave Collard, Cr Kelly Stratford, Cr John Vujcich, Member Mike Edmonds and Member Adele Gardner

Against: Deputy Mayor Ann Court and Cr Rachel Smith

CARRIED

At 1:54 pm, Cr Rachel Smith left the meeting. At 2:10 pm, Cr Rachel Smith returned to the meeting.
At 2:27 pm, Member Mike Edmonds left the meeting.

5.2 INFRASTRUCTURE AND ASSET MANAGEMENT (IAM) MONTHLY BUSINESS REPORT FOR AUGUST 2021

Agenda item 5.2 document number A3402703, pages 21 - 152 refers.

RESOLUTION 2021/32

Moved: Cr Rachel Smith

Seconded: Chairperson Felicity Foy

That the Infrastructure Committee receive the report Infrastructure and Asset Management (IAM) Monthly Business Report for August 2021.

In Favour: Cr Felicity Foy, Deputy Mayor Ann Court, Cr Dave Collard, Cr Rachel Smith, Cr Kelly Stratford, Cr John Vujcich and Member Adele Gardner

Against: Nil

CARRIED

5.3 INFRASTRUCTURE COMMITTEE ACTION SHEET UPDATE SEPTEMBER 2021

Agenda item 5.3 document number A3430508, page 153 refers.

RESOLUTION 2021/33

Moved: Chairperson Felicity Foy

Seconded: Cr John Vujcich

That the Infrastructure Committee receive the report Action Sheet Update September 2021.

In Favour: Cr Felicity Foy, Deputy Mayor Ann Court, Cr Dave Collard, Cr Rachel Smith, Cr Kelly Stratford, Cr John Vujcich and Member Adele Gardner

Against: Nil

CARRIED

6 TE WĀHANGA TŪMATATI / PUBLIC EXCLUDED

RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION 2021/34

Moved: Chairperson Felicity Foy

Seconded: Cr Kelly Stratford

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

b) That Calvin Thomas, Trevor Green, Shakhin Sharma from Northland Transport Alliance be permitted to remain at this meeting for items 6.2 Waimatenui Mataraua Road Rehabilitation 7/20/251, Award of Separable Portion 2 and 6.3 Maintenance and Renewal Contracts – Recommendation for Contract Extensions after the public has been excluded, because of his knowledge of the matters to be discussed. This knowledge will be of assistance to the Committee.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds

under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
6.1 - Confirmation of Previous Minutes - Public Excluded	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
6.2 - Waimatenui Mataraua Road Rehabilitation 7/20/251, Award of Separable Portion 2.	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
6.3 - Maintenance and Renewal Contracts – Recommendation for Contract Extensions	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

In Favour: Cr Felicity Foy, Deputy Mayor Ann Court, Cr Dave Collard, Cr Rachel Smith, Cr Kelly Stratford, Cr John Vujcich and Member Adele Gardner

Against: Nil

CARRIED

His Worship the Mayor returned to the meeting at 2:55 pm during public excluded.

CONFIRMATION OF INFORMATION AND DECISIONS TO BE RELEASED IN PUBLIC

RESOLUTION 2021/33

Moved: Chairperson Felicity Foy

Seconded: Cr Dave Collard

That Infrastructure Committee confirms the information and decisions contained in the part of the meeting held with public excluded:

- a) Item 6.2: approves the award of Separable Portion 2 to United Civil Construction Ltd, increasing the overall contract sum of Contract 7/20/251 Waimatenui Matarāua Road Rehabilitation; and**
- b) delegates authority to the Chief Executive to execute the associated contract variation documents; and**
- c) Item 6.3 remains in public exclusion.**

In Favour: Cr Felicity Foy, Mayor John Carter, Deputy Mayor Ann Court, Cr Dave Collard, Cr Rachel Smith, Cr Kelly Stratford, Cr John Vujcich and Member Adele Gardner

Against: Nil

CARRIED

RESOLUTION TO READMIT THE PUBLIC**RESOLUTION 2021/34**

Moved: Cr John Vujcich

Seconded: Cr Rachel Smith

That the Infrastructure Committee moves out of Public Excluded and into Ordinary Infrastructure Committee meeting.

In Favour: Cr Felicity Foy, Mayor John Carter, Deputy Mayor Ann Court, Cr Dave Collard, Cr Rachel Smith, Cr Kelly Stratford, Cr John Vujcich and Member Adele Gardner

Against: Nil

CARRIED

7 KARAKIA WHAKAMUTUNGA – CLOSING PRAYER

Cr Kelly Stratford closed with a karakia.

8 TE KAPINGA HUI / MEETING CLOSE

The meeting closed at 3:06 pm.

The minutes of this meeting will be confirmed at the Infrastructure Committee Meeting held on 24 November 2021.

.....
CHAIRPERSON

5 REPORTS

5.1 EASTERN WARD TREE REMOVALS REQUEST

File Number: A3439765

Author: Rob Stewart, Senior Facilities Technical Officer

Authoriser: Janice Smith, Chief Financial Officer

TAKE PŪRONGO / PURPOSE OF THE REPORT

To seek Infrastructure Committee recommendation to Council the approval of unbudgeted OPEX expenditure to remove dead, dying and or hazardous trees in the Bay of Islands – Whangaroa Community Board ward.

WHAKARĀPOOTO MATUA / EXECUTIVE SUMMARY

- Several tree issues have come to Council's attention that will require removal or maintenance. These trees include a substantial hedge along the Kerikeri Sports Complex boundary line, very large Eucalyptus trees along the Waipetakoura River walking track backing on to properties off Waitotara Drive and the very large Eucalyptus within the Fairy Pools Recreational Reserve.
- The staff recommended in this report is associated with the Health & Safety risk to people and property, and to mitigate risk against Council.
- Community Boards have the delegated authority concerning trees located on Council land.
- Bay of Islands-Whangaroa Community Board (BWCB) considered this report on 7th October 2021. BWCB have resolved to let one portion of the recommendation lie on the table, one tree removal, and one approval for maintenance. BWCB did not support the recommended budget and have removed the budgetary implication from their resolution.
- The cost of this work is unbudgeted operational expense.
- Infrastructure Committee has no delegation for unbudgeted expenditure.
- On-going funds for tree and hedge removal and maintenance will be confirmed as part of the Annual Plan 2022/2023.

TŪTOHUNGA / RECOMMENDATION

That the Infrastructure Committee recommend that Council:

- a) approve the removal of the of Eucalyptus Trees along the boundary line walkway behind 121 & Lot 13 Waitotara Drive at an unbudgeted operational expenditure of \$27,000 plus GST**
- b) approve the maintenance to the Eucalyptus trees along the Fairy Pools track and reserve posing potential immediate risk at an unbudgeted operational expenditure of \$10,000 plus GST**

1) TĀHUHU KŌRERO / BACKGROUND

At the 7th October 2021 Bay of Islands-Whangaroa Community Board meeting the following recommendation was discussed and the following resolution were carried:

RECOMMENDATION (as presented by staff to Bay of Islands-Whangaroa community board)

That the Bay of Islands-Whangaroa Community Board recommend the Infrastructure Committee: a) approve unbudgeted OPEX expenditure of \$60,000+GST for the removal of the Leyland-Cyprus hedge located on the eastern boundary of the Kerikeri Sports Complex and is replaced by appropriate fencing as agreed with the associated private property owners;

- b) approve the unbudgeted OPEX expenditure of \$27,000+GST for the removal of the of Eucalyptus Trees along the boundary line walkway behind 121 & Lot 13 Waitotara Drive;
- c) approve the unbudgeted OPEX expenditure of \$10,000+GST for maintenance to the Eucalyptus trees along the Fairy Pools track and reserve posing potential immediate risk.

RESOLUTION (as passed by Bay of Islands-Whangaroa community board)

Moved: Chairperson Belinda Ward

Seconded: Member Manuela Gmuer-Hornell

That the Bay of Islands-Whangaroa Community Board leave the approval of unbudgeted OPEX expenditure of \$60,000+GST for the removal of the Leyland-Cyprus hedge located on the eastern boundary of the Kerikeri Sports Complex and is replaced by appropriate fencing as agreed with the associated private property owners to lie on the table pending further information related to unknown costings and confirmation of boundaries.

CARRIED

RESOLUTION (as passed by Bay of Islands-Whangaroa community board)

Moved: Member Manuela Gmuer-Hornell

Seconded: Member Lane Ayr

That the Bay of Islands-Whangaroa Community Board recommend the Infrastructure Committee:

- a) **approve the removal of the of Eucalyptus Trees along the boundary line walkway behind 121 & Lot 13 Waitotara Drive;**
- b) **approve the maintenance to the Eucalyptus trees along the Fairy Pools track and reserve posing potential immediate risk.**

CARRIED

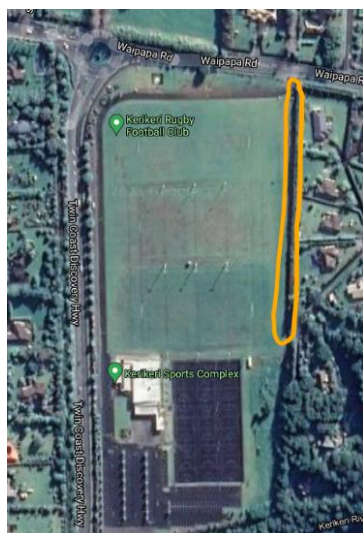
Staff continue to receive several RFS's associated with tree issues across the District, more so in the Bay of Islands ward. As these tree matters are in high profile areas and the Board has the delegated authority concerning trees on Council land, it was decided to present this to the Board to consider.

The proposed costs associated with these tree works are unbudgeted operational expenditure and will require approval to seek unbudgeted expenditure to cover the costs not only with the tree removal, but also costs associated with re-planting / reinstatement of the sites.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Kerikeri Sports Complex

The Leyland-Cyprus hedge, located on the eastern boundary of the complex had its canopy topped late 2019, early 2020. This hedge runs between the sports-fields and several private properties (as per the image inserted). It was believed this work may have attributed to the death of the trees however conversations with Arborists have highlighted that this variety of tree is vulnerable to a degenerative disease which is likely to have attributed to their death.



Approx. location and extent of area of works

This hedge row is at a stage where it should be removed and replaced with a fence that defines the property boundaries and provides privacy and safety for property owners and users of this complex. The overall length affected is approx. 250 metres. To deal with any security and health and safety issues, it is proposed the hedge is replaced with a standard 1.8m high wooden paling fence. The cost of this fence is approx. \$45,000+GST. This is in addition to the quote of approx. \$15,000.00+GST to remove the trees.

This pricing is weather dependent and does not include the removal of the chipped material from site or the reinstatement of the turf / fields should any damage occur.

Conversations with affected property owners to help determine their level of reinstatement expectations are to be initiated at such time as Council has made their determinations. Outcomes of this engagement may bring to light associated factors with the potential to increase these estimated costs and the expected financial contribution towards the cost of the new fence.

These are all unbudgeted expenses - total cost of works approximately \$60,000+GST. The Community Board left this decision to lie on the table pending further information.

Waitotara Drive, Waipapa – Eucalyptus Tree Removal

A number of large Eucalyptus trees are located along the esplanade reserve of Waipapakoura River, Waitotara Drive, Waipapa.

Two property owners that border this reserve have lodged health and safety concerns with Council requesting some of these trees be removed before they damage neighbouring properties and / or people walking along the track.



Waitotara Drive - site location and image of the gum trees

Complete Tree Care was engaged to investigate the health and condition of the trees, they found:

“extensive cambium damage to the base of some trees, the potential for failure on to private land or back into the river is medium to high risk as the walkway track runs along the base of these trees, the potential for deadwood of wind damaged material to drop onto the track is medium. The frequency of track use should be determined to obtain the risk factor ratio.”

There are two rows of trees that are of a hazardous nature that Council are aware of however, there is the potential that these works may identify other concerns requiring inclusion within the current scope of works.

Total cost of works to remove the stands of Eucalyptus trees associated with the two properties is approx. \$27,000.00+GST.

Fairy Pools

There is a large number of Eucalyptus trees on Council land leading to and within the Fairy Pools Reserve, Kerikeri that require dead heading / removal due to the hazardous potential to people and property.



Fairy Pools site location and aerial from Google maps showing example of trees

This area also has a significant number of large Eucalyptus that require ongoing maintenance. The works proposed at this stage are very basic. It is proposed that further works may be required as a result of any future development plans associated with the neighbouring property and the realignment of the access track.

This is a very busy site with significant volumes of people using the tracks with the likelihood that tree limbs / entire trees may drop at any time causing injury or damage to people or their vehicles etc.

While there is likely some realignment of tracks required within the foreseeable future it is advisable to undertake some basic hazard management controls to mitigate some of the potential risks by trimming and / or felling those trees that are more than likely to pose a greater risk / threat.

An assessment completed by an Arborist last year highlighted the need to complete basic maintenance work to the value of approx. \$10,000+GST as soon as possible.

In summary, the following tree works are proposed on Council land:

- **Kerikeri Sports Complex** – remove the Leyland-Cyprus hedge and replace with appropriate fencing. \$60,000+GST (subject to future Community Board approval and subsequent reports)
- **Waitotara Drive, Waipapa** - remove the Eucalyptus Trees along the boundary line walkway behind 121 & Lot 13 Waitotara Drive. \$27,000+GST
- **Fairy Pools track and reserve, Kerikeri** – remove / carry out maintenance of Eucalyptus trees as identified that pose immediate risk & health and safety issues. \$10,000+GST

In support of these options, consideration has been given to the following:

Reserve policy 2017

Section 2 Tree Management states:

- 1) no person shall prune, fell or otherwise take action with any trees without the authority of a Council Staff member
- 3) a tree shall be removed for no other reason than that it is a risk to Health & Safety, neighbouring private property, or to another Council owned asset.

Tree & Vegetation Guideline 2008

Guideline 6 – Generally, healthy park trees will be retained, and their removal will be the exception. Decisions on major tree removal will be referred to community boards to decide after public consultation.

Take Tūtohunga / Reason for the recommendation

To address Health and Safety concerns and to action a Community Board resolution.

It is not an option to not do anything concerning these trees due to the on-going and increasing risks and the potential impact to people and / or property.

Due to the size, location and proximity of these trees to people and property, basic maintenance is also not an option.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

Unbudgeted expenditure is required due to Health & Safety issues with the identified trees. Whilst there is no specific budget for this work, it will be covered by “unders & overs” in other areas during the year. Provision of ongoing funds for tree and hedge removal and maintenance are being considered again as part of the 2022/23 Annual Plan having been declined in previous years.

The following unbudgeted expenditure amounts will be required to align with the proposed resolution:

- Waitotara Drive, Waipapa: \$27,000+GST
- Fairy Pools track and reserve, Kerikeri: \$10,000+GST
- **TOTAL: \$37,000+GST**

ĀPITI HANGA / ATTACHMENTS

Nil

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
 - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
 - b) Assess the options in terms of their advantages and disadvantages; and
 - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Low Significance
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Reserves Policy and Tree and Vegetation Guidelines
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	Community Board Delegations include Trees on Council Land
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	No implications to Maori perceived as a result of this request.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Private property owners adjacent to the affected areas and general public users of the walkways, parks and reserves.
State the financial implications and where budgetary provisions have been made to support this decision.	That unbudgeted OPEX expenditure of \$60,000+gst be approved for the Kerikeri Sports complex tree issue, \$27,000+gst for the Waitotara Drive tree issue so works can proceed as required and \$10,000+gst for the Fairy Pools basic tree maintenance.

	That the issue of the Fairy Pools accessway be transferred to the Asset Management Team for scoping as a project that includes the remaining major aspects of tree works, track alignment and redefinition as well as public vehicle access and parking.
Chief Financial Officer review.	The Chief Financial Officer has reviewed this report

6 INFORMATION REPORTS

6.1 KERIKERI WAIPAPA TRANSPORT NETWORK

File Number: A3437356

Author: Kim Cottle, Team Leader - Infrastructure Planning

Authoriser: Andy Finch, General Manager - Infrastructure and Asset Management

TAKE PŪRONGO / PURPOSE OF THE REPORT

To inform Councillors of the progress made towards development of a programme that provides an integrated transport urban form approach for Kerikeri/Waipapa.

WHAKARĀPOOTO MATUA / EXECUTIVE SUMMARY

- This report provides background, current progress and next steps, in development of the Kerikeri Area Transport Network Plan.
- It highlights the significant milestones over the two decade long evolution of transport and land use planning.
- It confirms the direction that needs to be taken to ensure an integrated approach to transport and land use planning, while ensuring funding subsidy can be sought for future priorities and activities.
- The elected members reviewed the scope for the Kerikeri Waipapa Transport Network Information Report (Attachment 1) this reviewed scope is included for your information as Attachment 2.

TŪTOHUNGA / RECOMMENDATION

That the Infrastructure Committee receive the report Kerikeri Waipapa Transport Network and associated attachments.

TĀHUHU KŌRERO / BACKGROUND

Kerikeri Waipapa Structure Plan (2007) adopted a 'high growth' population forecast; however, over time the growth was found to be slower than anticipated postponing the trigger for congestion relief measures. Growth and subdivision in the wider Kerikeri Waipapa area resulted in a dispersed land use pattern that supports continued private vehicle use and does not encourage alternative modes of transport (such as public transport, walking and cycling).

The National outcomes and process for transport investment have changed over time with a focus on "a transport system that improves wellbeing and liveability" rather than increased vehicle throughput or cost-benefit ratio requirements. This has resulted in a sea-change approach to transport, with the transport corridor now considered a place for people (rather than just cars), a way to contribute to community outcomes, and a strong focus on encouraging mode shift (to increase the share of people's travel by public transport, walking and cycling).

The FNDC Integrated Transport Strategy (2020) follows this lead and recommends that the Kerikeri Area Transport Network Plan business case (supported by Waka Kotahi NZTA) be undertaken to confirm the priorities and activities for the wider Kerikeri/Waipapa area with an integrated approach to transport and land use planning.

An indicative "Western Ring Road Option" for the Kerikeri Central Business District (CBD) bypass was included in the Kerikeri Waipapa Structure Plan (2007). Whilst further property purchase has occurred along the proposed route (on an ad hoc/as available basis) there have not been any detailed investigations towards planning permissions or implementation requirements for this corridor. Additionally, this project does not meet the necessary wider Waka Kotahi business case requirements, the ongoing investigation and implementation of this project will need to be 100% locally funded with a very high-level estimate of around \$20 million.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

The planned next steps are to continue taking an integrated approach to land use and transport by progressing the Kerikeri Area Transport Network Plan business case. However, as this business case was not prioritised for central government funding in the most recent National Land Transport Fund (NLTF) announcement, staff are currently working with Waka Kotahi representatives to determine an alternative way of packaging up the already allocated NLTF funds to better meet Region and District priorities.

Rather than including all the detail in this format, the attached report titled 'Kerikeri Waipapa Transport Network Information Report' has been prepared and includes the history, discussion and current activities as well as proposed next steps.




PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

The Kerikeri Area Transport Network Plan business case is estimated to cost \$1.2 million, with 69% (\$828,000) sought from the National Land Transport Fund (NLTF) and a Far North District Council contribution of 31% (\$372,000) which is included in the next 3 years of the LTP 2021-2031.

The NLTF funding for the Kerikeri Area Transport Network Plan business case was not confirmed, therefore staff are working with Waka Kotahi (NZTA) to repackage other 'probable' National Land Transport Funds for the wider District and confirm funds for the business case.

It is essential that a Waka Kotahi (NZTA) supported business case approach is undertaken to ensure that future projects and/or activities (such as implementation) have the potential to receive NLTF investment.

ĀPITI HANGA / ATTACHMENTS

1. **Kerikeri Waipapa Transport Network Information Report - A3460105**  
2. **EM reviewed final draft scope kerikeri waipapa transport network info report - A3472359**  



HE ARA TĀMATA
CREATING GREAT PLACES
Supporting car people

Kerikeri Waipapa Transport Network Information Report

For Infrastructure Committee on 24 November

1 Purpose

To inform Councillors on progress towards a programme that provides an integrated transport and urban form approach for Kerikeri/Waipapa.

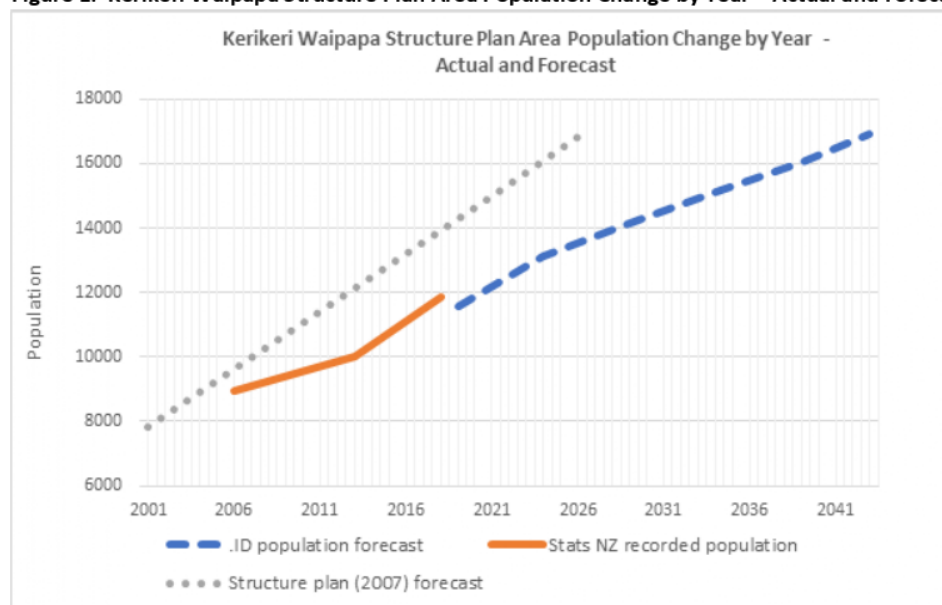
2 Context and Situation

2.1 Population Change

The Kerikeri Waipapa Structure plan (2007) forecast a 'high growth' population scenario for the Kerikeri Waipapa area as well as an increasing aging population. An aging population results in changing transport and access needs as an increased proportion of the overall population will need to move around their community with less reliance on private vehicles.

The structure plan also anticipated an increased demand for land for commercial, industrial and retail development (particularly in areas around Waipapa) and for higher density development within the Kerikeri Central Business District (CBD) and surrounding catchments resulting in increasing pressures on all infrastructure.

Figure 1 below provides a comparison of the Kerikeri Waipapa Structure Plan (2007) population forecast against the actual Statistics New Zealand census data and the current .ID population forecasts (for a similar boundary area). This graph shows that while there has been substantial growth within Kerikeri and Waipapa, there was an obvious slowdown in the anticipated rate of growth as a result of the global financial crisis. Therefore, the level of growth forecast by the structure plan was much higher than what actually occurred and what is now forecast.

Figure 1: Kerikeri Waipapa Structure Plan Area Population Change by Year – Actual and Forecast

A key constraint to the implementation of the Kerikeri Waipapa Structure Plan was that only 10% of the anticipated wastewater serviced area was provided, leaving the Kerikeri Town Centre residential zone as the only serviced zone. With the availability of serviced residential zoned land significantly less than anticipated there has been increased subdivision and development within the rural and lifestyle areas in the Kerikeri area.

2.2 Land Use Change Statistics

The latest population forecasts show a higher proportion of growth in the areas outside of the Kerikeri Township. Within the Kerikeri High School Zone (an area slightly larger than the Kerikeri – Waipapa Structure plan area) ¹ there has been a clear pattern of increased subdivision occurring in the rural and lifestyle zone areas as shown in Figure 2 below:

¹ This area approximately aligns with the eight Kerikeri Statistics New Zealand areas comprising of: Kerikeri, Waipapa, Lake Manuwai-Kapiro, Puketona-Waitangi, Puketotara, Rangitane-Purerua, and Riverview Statistics New Zealand areas

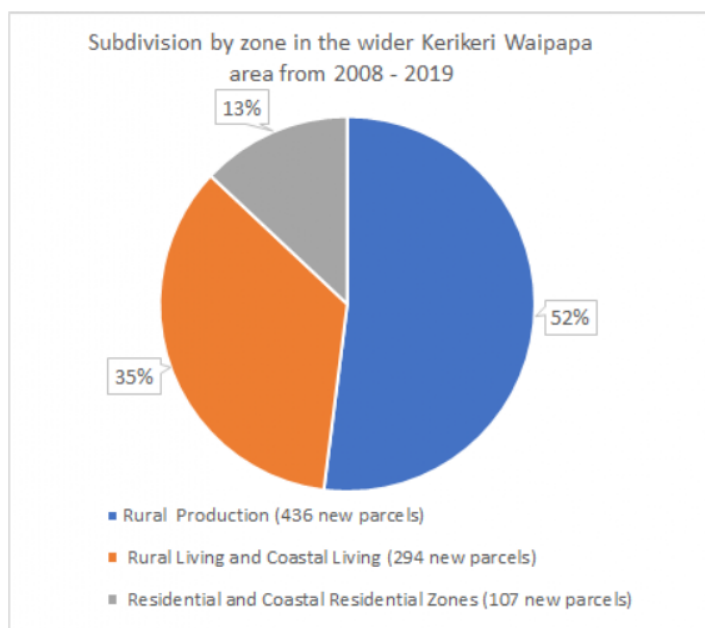


Figure 2: Graph showing subdivision by Zone in the wider Kerikeri Waipapa area from 2008 to 2019.

Without intervention the trends will likely continue with increased lifestyle lot development, resulting in an increasingly dispersed development pattern and high demands for increased capacity on the transport network due to a focus on private vehicle ownership. This is because a more spread-out development pattern supports private vehicle use rather than other modes of transport (such as public transport or walking/cycling). Alternative modes of transport require a centralised and/or nodal based land use pattern with a compact/higher density urban form, to provide the functionality to allow people to walk or cycle and facilitate increased demand for public transport (that will make the service economic and therefore more attractive.).

Anecdotally, post the initial COVID-19 lockdown it has been noted that there has been significant increased demand for property and associated population growth in Northland from people leaving larger centres (particularly Auckland), as people reassess their lifestyles and as remote working becomes more possible. However, there have been no formal census or statistics data received since this time.

2.3 District Plan Direction

It is expected that the Proposed District Plan will follow the direction of the Draft District Plan and encourage more intensive development in Kerikeri than is currently provided for under the controlled activity standards in the Residential zone. This will make investment in infrastructure within the town centre more efficient and affordable with an increased population base to share costs. The more intensive development and compact urban form is also key to addressing the key objectives of the Kerikeri Waipapa Structure plan to improve access and connections, improve walkability and providing living choices.

One of the main issues identified in feedback on the Draft District Plan was the Kerikeri Waipapa area, with key concerns being;

- a lack of connectivity, and
- limited choice of modal options in the existing transport network, and
- concerns over the exacerbated negative traffic effects should further growth and intensification occur.

Other feedback on the Draft District Plan also suggested that the Council should have been doing more to provide housing and business land for growth which is anticipated to be addressed in the Proposed District Plan.

2.4 National Policy Statement Urban Development

The Kerikeri Waipapa area does not currently meet the National Policy Statement on Urban Development (NPSUD) tests for a Tier 3 “urban environment”. Therefore, there is no need for the Far North District Council (Council) to meet the specific requirements of the NPSUD at this time.

However, it is important to note the overarching direction on the NPSUD requires local authorities to:

- provide sufficient supply of housing and business land,
- plan infrastructure to support development,
- implement urban intensification policies and
- remove any minimum car parking requirements from the District Plan (as a way of encouraging less use of private vehicles in urban areas). Note: Council is currently developing a Parking Policy that will review parking needs on a town by town basis in light of NPSUD direction.

Council can take a strategic approach as to how and when the Kerikeri/Waipapa area will meet the criteria for a Tier 3 urban environment, and in the meantime work towards the NPSUD directions outlined above for local authorities.

2.5 National Direction for Transport & Urban Form

There has been a sea change in the approach to transport and community outcomes in New Zealand and internationally. The focus has moved from building road capacity with performance measurements based on increasing individual vehicle throughput, to a “mode neutral approach” with the key goals focusing on community wellbeing and liveability.

Figure 3: Ministry of Transport Outcomes Framework



This approach is outlined in the Ministry of Transport Outcomes Framework (2018) as shown in Figure 3 and reiterated in the strategic investment priorities of the Government Policy Statement (2021) for transport investment, which must be followed when allocating or bidding for transport activities in the National Land Transport Fund. The Far North Integrated Transport Strategy was developed within this framework. The emphasis for transport is now on mode neutrality (considering all modes of transport when evaluating potential options) and encouraging mode shift (increasing the share of people’s travel by public transport, walking and cycling) to achieve the goal of a “transport system that improves wellbeing and liveability”.

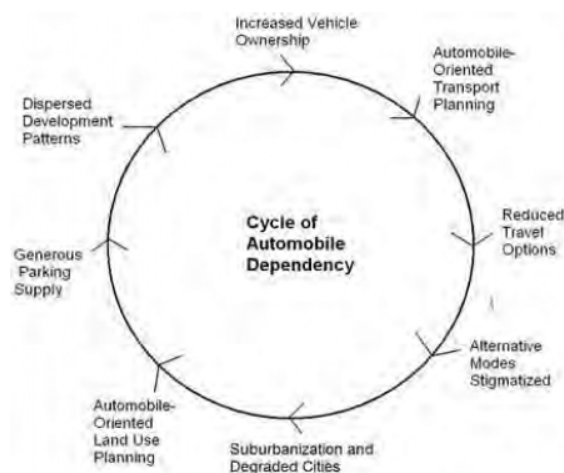
This approach is then cascaded down to national implementation documents such as Waka Kotahi’s Mode

Shift Plan (Keeping Cities Moving, 2019), their 10-year plan for the land transport system (Arataki), and the Road Efficiency Group’s One Network Road Classification. The interconnection of movement and place is acknowledged, with emphasis on transport as an activity rather than roading as an asset. Similar acknowledgement of this is now incorporated into Regional Land Transport Plans and is expected to feature in all business cases when bidding for investment opportunities.

2.6 The Opportunity of Congestion

Within any community there is limited street space and adding to road capacity (such as additional lanes or bypasses) without providing alternative travel options encourages more private vehicle travel and any initial congestion relief is quickly used over time. This perpetuates the cycle of private vehicle dependency as illustrated in Figure 4.

Figure 4: The Cycle of Private Vehicle Dependency



Additionally, from a community or urban form perspective adding more roads or widening existing transport corridors to increase capacity can divide communities and make access more difficult. It is becoming increasingly important to ensure that population and economic growth does not translate into more congestion, more emissions and ultimately less successful and liveable communities.

There are a number of levers that can be used to encourage mode shift, and congestion provides an opportunity to reconsider the transport network, with the opportunity to trigger mode shift, behaviour change and a more balanced approach to transport options that reduce the need to drive or own a car and potentially reduce vehicle emissions.

2.7 How To Achieve Mode Shift

Mode shift can be encouraged in three main ways,

- **Shaping urban form** – providing an integrated approach to land use and transport planning, i.e. a more compact/intensified urban form that considers the future community access needs (such as an aging population), focuses higher intensity development around key transport nodes, and considers the transport corridor as a place for communities rather than just for vehicle throughput.
- **Making shared and active modes more attractive** – improving the quality and performance of alternative modes such as public transport, walking and cycling facilities, will enable more people to use them.
- **Influencing travel demand and transport choices** – changing behaviour through a mix of incentives and disincentives to lever transport choices; for example retaining a level of congestion, parking policies such as increasing pricing, reduce available parking spaces, road/public transport pricing and education.

2.8 Northland Regional Land Transport Plan Perspective

The Northland Regional Land Transport Plan (NRLTP) provides the strategic priorities and a recommended programme of transport projects for Northland when bidding for funding assistance from the National Land Transport Fund (NLTF) and for inclusion of projects into the National Land Transport Plan (NLTP).

The NRLTP requested programme aligns with the national Government Policy Statement investment priorities and notes that there are a number of opportunities to capitalise on the benefits that the transport network provides to the region, including:

- improving access in high-growth urban areas such as Kerikeri, while understanding how employment growth nodes interface with residential growth nodes and
- mode-neutral transport options (i.e. public transport mode shift and walking and cycling infrastructure).

The NRLTP states that strategic priority for the region is future proofing and long-term planning, and notes that there has been a historical disconnect between transport planning and land use/spatial planning, meaning the network has evolved to be private vehicle centric and has little consideration of alternative modes of transport.

An ongoing reliance on private motor vehicles and a focus on providing private vehicles within transport corridors disadvantages a wide scope of the population making it difficult to access jobs, recreation opportunities and community facilities. Within Northland this is compounded by a comparatively high proportion of transport-disadvantaged residents across a wide scope of the population including the elderly and youth, those with a disability, as well as people living remote from employment/services, with a low household income, and/or no

access to a private motor vehicle. Therefore, the focus on mode-neutrality and mode-shift (rather than increasing private vehicle capacity and throughput) is a key strategic priority for Northland.

2.9 Far North District Council Integrated Transport Strategy (2020)

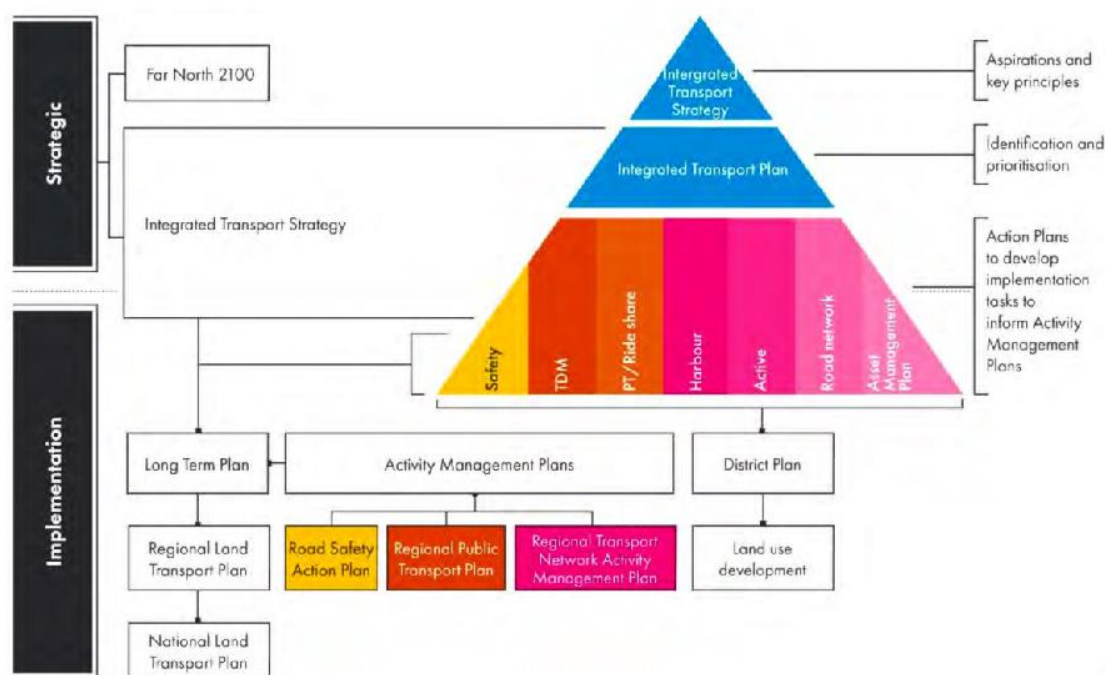
The Far North District Council Integrated Transport Strategy (2020) provides a strategic summary and transport investment map of approved activities for transport within the District that will provide the most comprehensive and holistic benefits. Developed specifically around the Ministry of Transport Outcomes Framework, it's overall approach and recommended programme aligns with the National, Regional and District community outcomes and investment priorities, and seeks to achieve:

- A safer, better transport system with more transport choices for people and businesses
- Improved connectivity and access to social and economic activities
- Secure and reliable transport network
- Community supported prioritised transport investment to best use resources and attract funding.

Many of the recommended activities within the FNDC Integrated Transport Strategy are investigations or planning documents that encourage modal shift and focus on the strategic planning of the future road network. A large proportion of the programme is integrated into the Northland Regional Activity Management Plan (NRAMP) and includes physical improvements to the network such as safety, road upgrades, improved resilience and enhanced connectivity/condition of walking and cycling networks.

Figure 5 shows how the FNDC Integrated Transport Strategy and the Integrated Transport Plan guides the action plans (including the Road Network activity of Kerikeri Area Transport Network Plan), District Plan, Long Term Plan and Activity Management Plans.

Figure 5: Transport and Land Use Planning Framework in Far North District Council



2.10 Kerikeri Area Transport Network Plan

The FNDC Integrated Transport Strategy and the Northland Regional Land Transport Plan identified the 'Kerikeri Strategic Road Network Plan Detailed Business Case' as a top priority activity under the Road Network-Action Plans identified in **Figure 5** above. This activity has been subsequently renamed to the Kerikeri Area Transport Network Plan in recognition of the need to address multi-modal requirements. Additionally, the National Land Transport Plan 2021 publicly acknowledged the regional and national significance of future investment in the implementation of the Kerikeri Area Transport Network Plan.

Figure 6 on the following page shows an updated map of the projects that were developed from the Structure Plan (but not implemented) and incorporated into the 2010 draft Kerikeri Strategic Road Network Plan. These potential transport corridors will be re-investigated along with any new options and upgrades to the existing network in the Kerikeri Area Transport Network Plan business case.

The development of this business case is a prerequisite for subsequent implementation stage funding subsidy. Waka Kotahi (NZTA) have currently evaluated this activity as too low an investment priority to be included in the National Land Transport Programme (when compared against a nationwide decrease in available funds and other nationwide proposals). Incorporation of the Kerikeri Area Transport Network Plan into the Council Long Term Plan has however ensured that a local share funding is available to continue with development of the business case activity but with a reduced scope. At this time alternative subsidy procurement routes are currently being worked through with Waka Kotahi and are further discussed below.

Figure 6. Potential transport corridors previously identified
To be re-investigated along with any new options arising

Kerikeri Area Transport Network Plan



3 Kerikeri Waipapa Background

3.1 Kerikeri/Waipapa Area Timeline of Transport & Urban Form Actions

The following is a summary of the key transport and land use planning actions since 2000, a more detailed timeline is included in Appendix A.

Structure planning for Kerikeri and Waipapa was initiated in 2000 and included investigations into an integrated approach for land use and transport. In 2006 a Council resolution supported the “western ring road option” for a Kerikeri CBD bypass and ordered the development of an NZTA approved scheme/options assessment process for this option. This resolution also enabled Council to start acquiring properties for the Western ring road option of the Kerikeri CBD bypass as they become available on a case-by-case basis.

In 2007 the Kerikeri Waipapa Structure Plan was adopted as a non-statutory plan and most of the planned transport projects shown on the structure plan have been constructed. Since then significant transport planning activities have been undertaken (as shown in the timeline in Appendix A) developing various options for the network, one of which being the western ring road option of the Kerikeri Central Business District Bypass.

A Council resolution in May 2018 required the growth assumptions, options and priorities to be reviewed as part of the development of the Far North District Council Integrated Transport Strategy and Plan. This document (endorsed by Council in 2020) provided a Waka Kotahi (NZTA) supported business case to request investment from the National Land Transport Fund. This FNDC Integrated Transport Strategy and Plan recommended a large number of activities for investment with the top priority being the Kerikeri Area Transport Network Plan.

For any activity to be eligible for National Land Transport Fund investment the Waka Kotahi business case process needs to be followed. This process will further develop and inform priorities and activities for an integrated approach to transport and land use planning. Therefore, if a business case process is not followed for the early planning of any project, the implementation or construction costs will also not be eligible for any investment.

The transport modelling for Kerikeri undertaken concurrently with development of the FNDC Integrated Transport Strategy (2020) suggested that the trigger point for traffic congestion relief measures had been reached. However, since then early findings from a (standard practice) peer review (due in November) indicate that assumptions for traffic growth may have been overstated and that the trigger for congestion relief measures could be some years off.

3.2 Kerikeri CBD Bypass Options

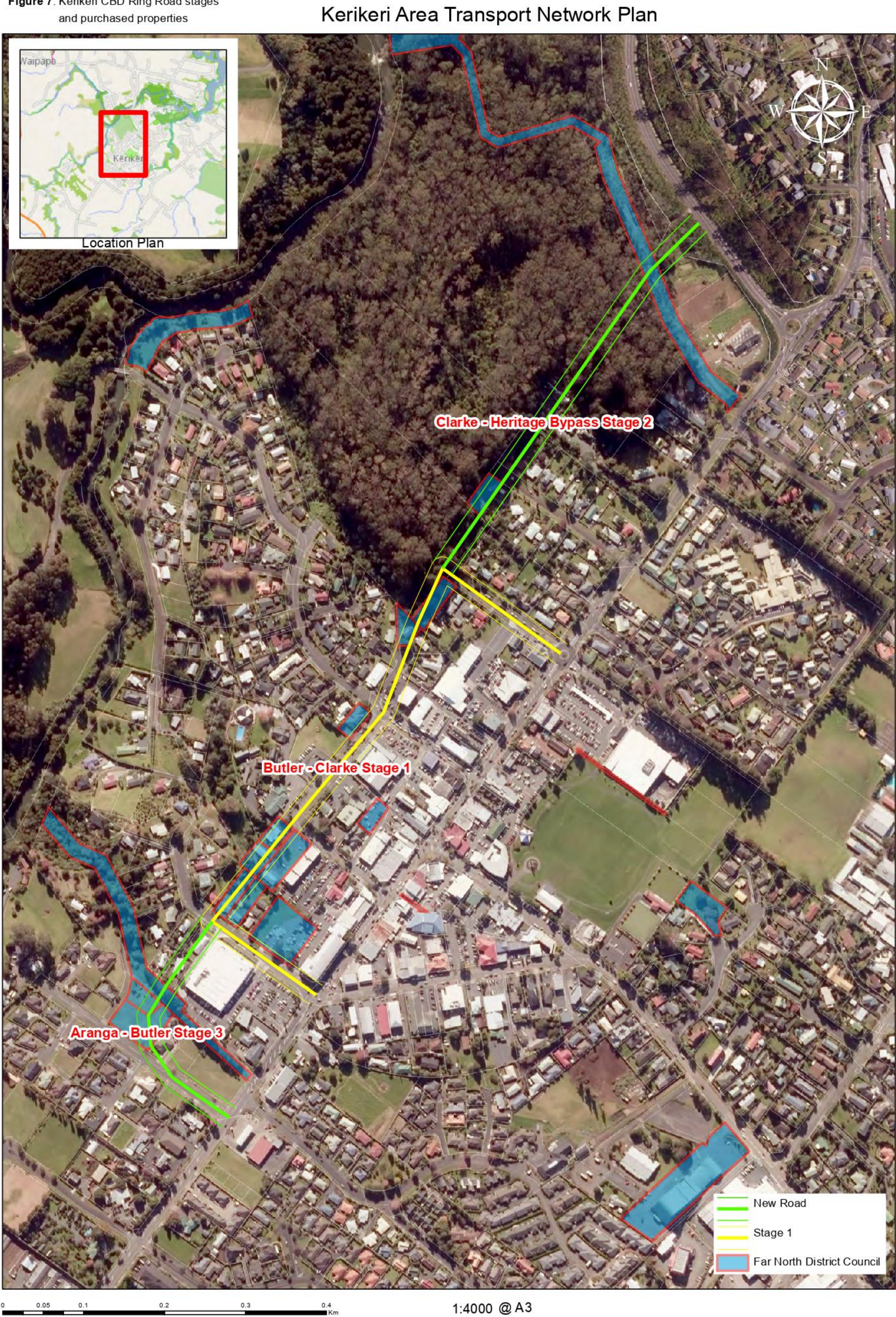
Following the Kerikeri Structure Planning for a Sustainable Future (2000) and traffic growth concerns Council initiated a traffic strategy study in 2004 that identified options for a bypass or full ring road close to the town centre to relieve congestion. Subsequent development work was undertaken to identify suitable routes and preliminary designs on the north western side of the Central Business District.

In 2006 Council resolved to include a specific western ring road route plan in the emerging Kerikeri Waipapa Structure Plan and to start buying properties on this route as they became available. The resolution made reference to a specific plan which showed a two-way bypass road with roundabouts at Aranga Road, Butler Road, Fairway Drive and Clark Road. The council resolution also proposed staged delivery of this project over 15 years as follows:

- Stage 1 – Butler to Clarke within 4 years
- Stage 2 – Clark to Bypass within 10 years
- Stage 3 – Aranga to Butler within 15 years

A summary plan of the route and current purchased properties features in **Figure 7** on the following page:

Figure 7. Kerikeri CBD Ring Road stages and purchased properties



In November of 2006, the current one-way traffic system was implemented in the Kerikeri CBD (using existing Homestead Road and Fairway Drive) on a 5 year trial basis in an attempt to reduce congestion pending construction of the new corridor required for Stage 1.

In 2010 the Kerikeri township options and costs reports featured two very similar alignment options for the Stage 1 Butler-Clarke bypass/ring route and as requested by Council focused on the extension of the one-way system, rather than further investigate or develop the three stage, two-way route form.

In 2013, the report was the subject of a peer review which concluded that the Stage 1 Butler - Clarke option (as shown in Figure 7 above) was appropriate but that it should wait until there was more congestion and that it was unlikely to attract any National Land Transport Fund investment due to a low-cost benefit ratio (the method of evaluating investment options at that time). These findings were reflected in the 2014 Strategic Road Network Plan review report to Council on the draft Kerikeri-Waipapa Strategic Road Network Plan.

The 2014 Strategic Road Network Plan review proposed rescheduling the implementation of all proposed corridors to allow time for more traffic counts and modelling to confirm if and when gridlock would occur in Kerikeri prior to triggering the implementation of the proposed routes/upgrades. In relation to the Kerikeri Ring Road route, the review also suggested property sales be monitored but that a 'more detailed design of this route should be undertaken before further land purchase is considered'.

Since this time additional routes, developments and options have come to light and are planned to be evaluated as part of an integrated approach within the Kerikeri Area Transport Network Plan.

3.3 CBD Property Purchase

Council have continued to act on the 2006 resolution to purchase properties as they have become available including several relatively recently. Refer to Figure 7 (above) to show properties owned by Council (highlighted in blue).

3.4 Planning Permissions

Whilst there has been some ad hoc property purchase along the anticipated alignment of the Western side of the Kerikeri CBD Bypass there are still a number of property acquisitions and planning permissions that will need to be obtained including (but not limited to) designations and consents.

To obtain the planning permissions there needs to be a robust evidence base detailing the need for the bypass, assessment of alternatives and options and outcomes/benefits sought from the corridor. The detailed planning and design process will require substantial resources and time to undertake environmental monitoring, investigations, design, technical reports and substantial engagement requirements. A project of this size would be expected to be publicly notified, with a hearing and considering the large number of affected parties there is a high likelihood of appeal(s).

There is a high chance that not all land owners within the proposed transport corridor will be interested in selling their property. Therefore, the designation process needs to be successfully completed to enable the use of the Public Works Act to potentially acquire land to complete the corridor should the need arise and allow time for ongoing acquisition negotiations.

An estimated overall time frame to get through a planning process could be approximately 4-5 years. This allows two to three years to prepare the evidence required for lodgement, undertake engagement, then another year to get through the hearing process, and potentially another year after that to resolve any appeals. Then leading into any necessary Public Works Act acquisitions. The implementation period would start after this and would depend on how the project is staged as to how long it may take but a high level estimate would be a minimum of 1-2 years per stage.

4 Current Plan

4.1 Transport Modelling

Initial transport modelling findings made a number of assumptions including utilising a “high growth” scenario which resulted in an earlier timing of any potential mitigation measures/upgrades. However, the most recent peer review has questioned some of the original model assumptions (such as high traffic growth). It also raised some technical matters that require further clarification as they directly contribute to the transport model findings and timings/implementation triggers.

The peer review report is likely to support the majority of the earlier findings but push out the timeframes that would trigger the implementation of any upgrades due to decreased traffic growth. The sharing of the initial Transport Modelling findings has been limited up to this point as they are still to be fully verified via an independent peer review process (currently underway).

4.2 Investment Priorities

The Kerikeri Area Transport Network Plan is an integrated approach to transport and land use planning across the Waipapa and wider Kerikeri area. This is a top priority for Northland and FNDC with an estimated cost of \$1.2m. A National Land Transport Fund subsidy of 69% was sought and an FNDC local share contribution of \$372,000 (over three years) included in the LTP 2021-2031, with additional amounts to undertake construction from 2024.

In mid-September 2021, Council was notified that the Kerikeri Area Transport Network Plan review was not included for subsidy in the National Land Transport Fund on the basis that the activity did not have sufficient priority under the Waka Kotahi “Investment Prioritisation Method”. FNDC’s funding share remains available through the LTP but requires a re-evaluation of scope to meet the reduced funds available.

Despite the Kerikeri Area Transport Network Plan not being prioritised for funding in the wider National Land Transport Fund it is still considered to be FNDC’s top priority and Council staff are currently working with Waka Kotahi to find and package up other potential subsidy procurement mechanisms within the NZTA systems.

4.3 Kerikeri Area Transport Network Plan – An Integrated Approach to Transport and Land Use Planning

It is essential to continue the pathway set by National investment direction, Northland Regional Transport Plan and FNDC Integrated Transport. The key method to delivering this approach is the Kerikeri Area Transport Network Plan as below. Following a Council resolution in May 2021 to consider the options of the Kerikeri CBD Bypass an alternative scenario has also been considered as a theoretical comparison and is outlined below.

4.3.1 Planned Pathway - Continue with an Integrated Approach in the Kerikeri Area Transport Network Plan

The planned pathway forward is to continue to follow the business case approach to develop the Kerikeri Area Transport Network Plan in accordance with Waka Kotahi (NZTA) requirements. Pursue investment from the National Land Transport Fund for the Kerikeri Area Transport Network Plan and its resulting activities (which includes the Kerikeri CBD Bypass as part of the wider transport network considerations).

The resulting output will include a phased and integrated implementation programme of projects and activities. The specific content of the programme will depend on the outcome of transport model peer review, subsequent transport modelling and options/priority assessment. It is likely to include small-scale intersection capacity improvements as well as larger medium to long term transport network options with associated growth and congestion trigger points. This will ensure an integrated approach to developing the land use and transport options for the Kerikeri Waipapa Spatial Plan currently under development.

4.3.2 Alternative Scenario - Change Direction to Singularly Focus on Kerikeri CBD Bypass

As a comparison an alternative scenario would be to extract the CBD Bypass from the Kerikeri Area Transport Network Plan package as a locally funded development (with no part of the project eligible for National Land Transport Funds). This will not provide an integrated approach to the Kerikeri Waipapa transport and land use planning or align with the intention of the FNDC Integrated Transport Strategy or wider documents. The following points are relevant to this scenario:

- This scenario will not; meet Government Policy Statement investment priorities, align with National Policy Statement on Urban Development, meet Waka Kotahi (NZTA) business case requirements or support an integrated approach to transport and urban form.
- The costs of this project are currently uncalculated; however a high-level estimate would be a minimum of \$20 million. This would need to be 100% local (FNDC) funded as the project would not be eligible for National Land Transport Funds.
- There would still be significant time and resourcing to progress options and gain permissions required, which have not been calculated at this time.

4.3.3 Short Term Implementation Options

In the context of this report, quick wins or low cost/low risk activities are the earliest prioritised and programmed projects that will be identified in the current integrated planned pathway and next steps detailed in Section 5 below. These projects are not discrete or separate as they need to be evaluated and prioritised across transport network and urban form requirements. However, these initiatives could be implemented quickly as early evidence of efforts to resolve Kerikeri's transport network issues. Some potential examples of these type of projects are:

- Explore alternative funding such as from the "Innovating Streets" that could for example fund streetscape trials that change the focus from vehicles to people, encouraging walking and cycling on key routes including Kerikeri Road in CBD.
- Road Safety upgrade of Cobham Road Hone Heke Road intersection to a roundabout for pedestrian safety with the co-benefit of alleviating traffic congestion.
- Trial Park and Walk facility on outskirts of CBD. Reduce the number of CBD-bound long stay vehicles that are circulating and contributing to traffic flows in the peak periods. This may also free up some of the limited parking spaces for short stay visitors. Incentivise this by considering a trial of parking charges.

5 Next Steps

A summary of the planned next steps is in the table below:

Delivery Process for Kerikeri Area Transport Network Plan		
Activity	Comments	Timescale
Work with Waka Kotahi to secure a funding subsidy for development of the Kerikeri Area Transport Network Plan business case	Conversations with Waka Kotahi have been positive in that FNDC's allocated subsidies can be repackaged to allow funding of the project (without disadvantaging any other activities). This is being actively pursued by FNDC staff and will confirm this approach.	Funding decision notified September 2021 – ongoing discussions regarding repackaging
Initiate peer review to validate findings of Transport Modelling	Substantially complete. Initial findings are that the trigger points for action to combat traffic congestion are not as imminent as suggested but that more specific future land-use	Due in November 2021

Delivery Process for Kerikeri Area Transport Network Plan		
Activity	Comments	Timescale
	growth scenarios should be developed independently before further transport modelling	
Scope and procure services for further Transport Modelling to confirm viability of benefits and refine route corridors	Following Transport Strategy recommendation modelling includes all routes in the wider network including the Strategic Western Route/CBD Bypass plus transport network implications of several additional known potential large-scale development proposals.	Delayed due to late funding announcement and resolution of funding shortfall. Likely to be initiated Nov 2021 procurement finalised March 2022
Scope and procure services for development of Kerikeri Area Transport Network Plan business case	Using the emerging outputs from the further Transport Modelling there will be a wider review and reconsideration of the strategic transport network, integrated with land use proposals and Kerikeri Waipapa Spatial Plan project.	Delayed due to late funding announcement and resolution of funding shortfall. Likely to be initiated Nov 2021 procurement finalised March 2022.
Investigation of alternative procurement / funding options to deliver quick wins	Concurrently while undertaking modelling and review of the strategic transport network there will also be consideration and investigation into "quick win" type projects. There are already potential options for these projects but confirmation depends on funding and reconfirmation of options and priorities of the transport network.	Ongoing. To be confirmed after further investigations.
Completion of transport modelling and Kerikeri Area Transport Network business case	Endorsement from Waka Kotahi is still required (even if not funded at this stage) as need to secure funding for implementation.	Estimated to take a year from initiation.
Procure services for detailed investigation and design of prioritised projects	Implementation to then be led by NTA	To be determined. Estimate 6 months.
Undertake detailed option assessment, investigation and design of prioritised process	Will overlap with the planning process below.	Estimate 1 – 2 years
Initiate planning permissions process, technical assessments, engagement and land negotiations	Large number of factors determine time frames, depends on scale of projects, permissions required, consultation, cultural considerations, environmental effects and if there is a willing seller willing buyer scenario versus public works acquisition.	Estimate 2-3 years or potentially longer depending on size and complexity of project.
Contract for construction of prioritised projects	Developing contract and tender evaluation process	6 months
Environmental baseline monitoring of site	Depends on resource consent conditions	1 – 2 years
Construction	Depends on funding, season and availability of contractors as well as complexity of project	Unknown at this stage

Appendix 1

Kerikeri/Waipapa Area Timeline of Transport and Urban Form Actions

Year	Action	Summary
2000	Kerikeri Structure Planning for a Sustainable Future	This Structure Plan included proposals for urban form and infrastructure and elements were incorporated into the Revised Proposed District Plan
2004	Traffic Study initiated	<p>This study investigated options to relieve perceived congestion including an option for a CBD bypass.</p> <p>Subsequent development work was undertaken in 2006 to identify suitable routes and preliminary designs for a CBD bypass/ring road option to encircle the CBD</p>
2006	Council Resolution – 12 October 2006	<ul style="list-style-type: none"> That the Kerikeri-Waipapa Transportation Structure Planning report be received. That Council supports Integrated Transportation Planning for Kerikeri & Waipapa. That Council supports a strategic western Route Option to be included in the Kerikeri-Waipapa Structure Plan. That Council commences a NZTA scheme assessment process for the Western Ring Road Option. That Council begins acquiring properties for the future transport needs of Kerikeri on a case by case basis and as they become available for the western Route as identified on the Plan (51-1902771-SK108 Council Agenda 12 October 2006) within the following Timeframes: <ul style="list-style-type: none"> ➤ Stage 1 – within 4 years ➤ Stage 2 – within 10 years ➤ Stage 3 – within 10 years.
2006	CBD one-way system introduced	The Kerikeri CBD one-way system was introduced on a trial basis to alleviate increasing congestion. It proved successful enough to have become a permanent feature
2007	Kerikeri Waipapa Structure Plan adopted as a non-statutory plan	<p>The Kerikeri-Waipapa Structure Plan set a vision for the integrated and sustainable development of the Kerikeri-Waipapa area using a high growth scenario. This document recognised the key drivers of change being an increasing aging population, high commercial growth and development and infrastructure nearing or at capacity. The structure plan set with key objectives of liveability, improving access and connections, improving walkability and providing living choices.</p> <p>Feasibility and preliminary design studies were initiated for a number of the transport corridors and the structure plan identified several transport corridors as future possible links.</p>
2008	Heritage bypass opens	As identified in the 2007 Structure Plan this project changed travel flows and times in and around Kerikeri.
2010	Options Scoping Report – Kerikeri Town Centre Bypass	Project Feasibility Study initiated and options scoping report commissioned to show all potential route options for a CBD bypass/ring road options in the Structure Plan
2010	Kerikeri Ring Road Options and Cost Report	Report focused on options and costs for the expansion of the established one-way system. The results of this revised report were subsequently incorporated into the 2010 draft Kerikeri-Waipapa Strategic Road Network Plan.

Year	Action	Summary
2010	Draft Kerikeri Waipapa Strategic Road Network Plan	<p>In 2010 a Strategic Road Network Plan was developed to be consistent with the Kerikeri Waipapa Structure Plan (2007). Further investigations were undertaken to develop all potential routes with the options and costs report findings then incorporated into the 2010 draft Kerikeri Waipapa Strategic Road Network Plan.</p> <p>This plan contained a Prioritised Planning and Project Implementation timeframe that reflected the lower than expected rate of population and traffic growth of 1.5% per annum rather than 7% as a result of the 2008 Global Financial Crisis.</p> <p>This document has remained in draft form as an internal work-in-process and has not been submitted to Council for any form of approval</p>
2014	Strategic Road Network Plan review	<p>A review was undertaken of the Kerikeri Waipapa Strategic Road Network Plan (draft) following slow but steady development of options. The review concluded that the timelines for most projects could be pushed out further due to low growth and that traffic counts and modelling should be undertaken first. In relation to the Kerikeri Ring Road route, the review also suggested property sales be monitored but that a 'more detailed design of this route should be undertaken before further land purchase is considered'.</p> <p>This review was submitted to Council and consultants were engaged to provide guidance on what a District Transport Strategy document should include.</p>
2018	Council Resolutions 24 May 2018	<p>Priority projects from the Kerikeri Waipapa Strategic Road Network Plan were included in the draft Long-Term Plan 2018-28 but were removed from the final version after deliberations. In their place, the following resolutions were made:</p> <ul style="list-style-type: none"> • That Council allocates funds for research and preparation of a strategic case for major Kerikeri roading initiatives. • That Council retains \$100k for 2018/19 for the Kerikeri roading strategy • That Council initiates a district wide roading Strategy (later to become known as the Integrated Transport Strategy) • That allocated project funds be moved out to year 4 and beyond to allow for the strategies • Council will develop the district wide roading strategy with significant public consultation. • The strategy to rank all capital works and roading projects for all areas of the Far North District <p>Ranking to consider consultation feedback and prioritise works that align with Government Policy Statement for transport and have ability to gain subsidy</p>
2020	Integrated Transport Strategy and Integrated Transport Plan endorsed by Council and transport modelling	<p>The Far North Integrated Transport Strategy commenced in 2018 along with traffic counting and modelling for Kerikeri. It also included an implementation plan called the Integrated Transport Plan which provided a transport investment map for the District.</p> <p>The document followed NZTA business case process requirements and the findings and recommendations of prioritised projects in this document were included in the Northland Regional Land Transport Plan (to bid for investment in the National Land Transport Fund).</p>

Year	Action	Summary
		<p>The Integrated Transport Strategy and Integrated Transport Plan were finalised by 2020 and endorsed by Council for inclusion in the LTP 2021-2031 and an application was made to Waka Kotahi for National Land Transport Fund subsidy.</p> <p>The findings of transport modelling for Kerikeri suggested that the trigger point for traffic congestion relief measures had been reached, however interim findings of a subsequent peer review (based on more recent population and traffic assessments) now suggest that this may not be the case and the trigger for congestion relief measures is some years off.</p>
2021	Council LTP Deliberations Resolution 13 May 2021	<p>That Council:</p> <ul style="list-style-type: none"> request the CEO, in accordance with previous resolutions of Council provide a report to the Infrastructure committee in the first quarter of the 2021/22 financial year, on options to deliver the Kerikeri Central Business District bypass within the first 3 years of the 2021-2031 LTP; and that, note the submissions, responds positively to community submissions and as a matter of urgency bring forward investment into the Kerikeri road network including development of infrastructure supporting active transport modes.
2021	Council Staff and Elected Members meet to discuss land use and transport issues in Kerikeri-Waipapa 21 May 2021	<p>Following the 13 May 2021 resolution, a meeting was held between Staff and Elected Members to map out a way forward on transport issues. This is the purpose of this report with an outline of the proposed content shared 4th June 2021</p>

FINAL DRAFT SCOPE FOR IC REPORT ON KERIKERI/WAIPAPA STRATEGIC TRANSPORT NETWORK**4 June 2021****Introduction**

1. Description (at a high-level) of the current land use/transport scenario in Kerikeri/Waipapa
2. Summary of recent feedback on draft District Plan consultation – note connectivity found as major issue
3. Introduce the change in approach from building roads to using congestion as an opportunity to reduce reliance on vehicles and create urban form/transport network/community wellbeing
4. Summary on national direction for transport/urban form:
 - Changing national framework with changing legislation and new National policy direction such as wellbeings framework
 - GPS Transport – Purpose of transport system is to improve people's wellbeing and the liveability of places
 - The issue and opportunity of congestion in an Urban Environment (mode shift)
 - National Policy Statement Urban Development – Explanation of FNDC position as a Tier 2, implications of Tier 3 status, requirements moving forward
5. Link to wider regional and district issues and direction for transport/urban form

Background

6. Describe the issues with the Kerikeri/Waipapa wider transport network, urban form and bypass. Summarise existing approaches and options to manage congestion
 - History - How we got to where we are. Describe the issues within transport/urban form context for Kerikeri/Waipapa area and the issue of congestion
 - Bullet point timeline of evidence & council resolutions (brief mention of structure plan)
 - Describe previously identified options and recommended solutions including bypass benefits and options, show routes on a map, where things are at with property acquired, through to our understanding of where things are at and pros/cons with this approach

Current Plan

7. Describe current approach/process – explain the focus on community wellbeing and wider consideration of urban form/transport network (rather than a focus on road building)
 - Summarise recent findings (including modelling), why need to revise previous findings and proposals, what is still valid and what needs to be updated based on current approaches/thinking/technologies

- FNDC Transport Strategy as a Programme Business Case, purpose of Detailed Business Case “Waipapa & Kerikeri Transport Network” and Waka Kotahi likely contribution towards Detailed Business Case of \$828,000 (to be confirmed)
- Describe the process and how this process informs Designation requirements, minimum information requirements for designation, reconfirms issues, benefits and cost
- Review previous Council resolutions – do any need to be rescinded/changed eg. 13 May Council 2021/20 3.1a) if this becomes a workshop rather than a report

Options & Recommended Next Steps

Describe options and tools for implementation and where they are at

- High level options for recommended approach(s) to achieve an integrated approach to transport and urban form. Potential tools include the National Policy Statement Urban Development (potential future development strategy), spatial planning, district plan, integrated transport programme management
- Wider Transport network & Bypass – Describe next steps to undertake integrated planning for urban form and transport and process to get projects shovel ready including process and designation requirements
- Quick wins (low cost/low risk) – describe options for quick wins, likely costs

6.2 INFRASTRUCTURE AND ASSET MANAGEMENT (IAM) MONTHLY BUSINESS REPORT FOR SEPTEMBER 2021

File Number: A3442791

Author: Tania George, EA to GM - Infrastructure and Asset Management

Authoriser: Andy Finch, General Manager - Infrastructure and Asset Management

TAKE PŪRONGO / PURPOSE OF THE REPORT

To present a summary of Infrastructure and Asset Management activity and information items.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

The Infrastructure and Asset Management Update provides an overview of Infrastructure and Asset Management activity for the period of September 2021.

TŪTOHUNGA / RECOMMENDATION

That the Infrastructure Committee receive the report Infrastructure and Asset Management (IAM) Monthly Business Report for September 2021.

TĀHUHU KŌRERO / BACKGROUND

This report presents a range of performance and interest items focussed around Council Infrastructure.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

The information is attached in the form of a report.

PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

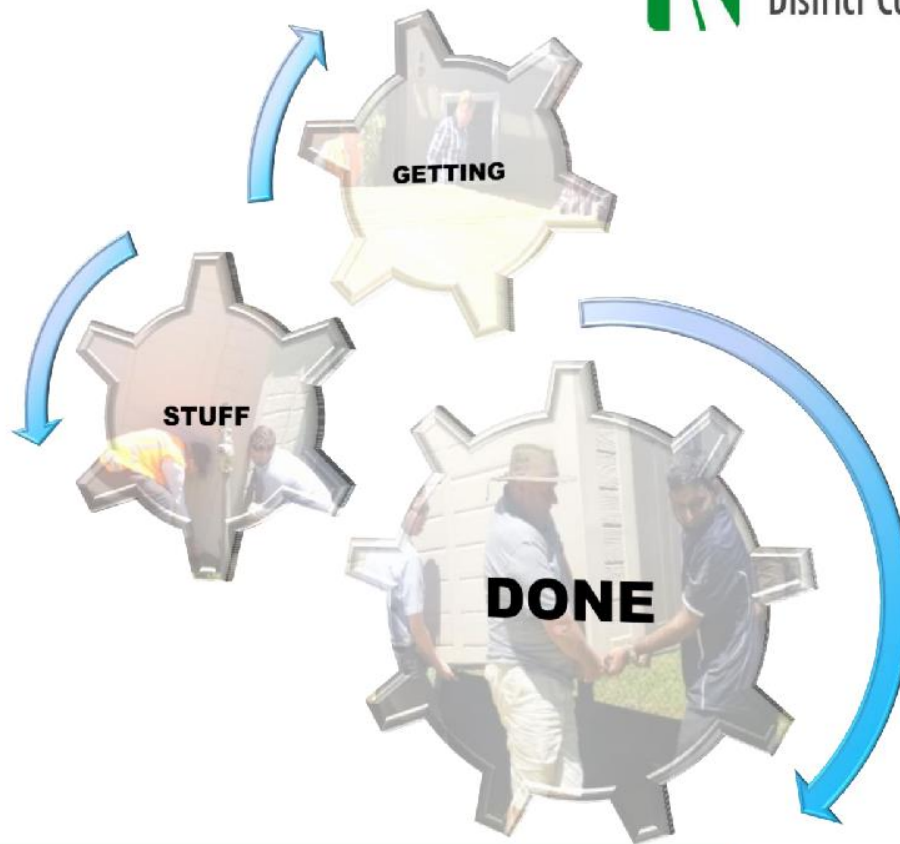
None

ĀPITIHINGA / ATTACHMENTS

1. IAM Business Report as at 31 September 2021 - A3486975 [↓](#) 



Far North
District Council



Infrastructure and Asset Management

Monthly Business Report

SEPTEMBER 2021

HE ARA TĀMATA
CREATING GREAT PLACES
Supporting our people

IAM

Infrastructure & Asset Management

Project Delivery

Managing delivery of the capital works programme (new works and renewals) as defined by the Long Term Plan.

3 Waters

Water, wastewater and storm water in alliance with Far North Waters. To enable an integrated and flexible approach to Water Management.

Compliance

Oversee regulatory compliance for assets and infrastructure; lead and manage response plans in the event of enforcement action; assist teams around obligations in relation to the Resource Management Act.

District Facilities

Maintain Council parks, reserves, cemeteries, owned community and operated buildings, Housing for the Elderly, public toilets, town maintenance, contracted swimming pools and Solid Waste in accord with policy, strategy and legislation.

Customer Experience

IAM customers, we listen to their responses, and action their feedback in a timely manner.

Getting Stuff Done

Roading

Maintaining the District's roading network in a satisfactory condition and in accordance with national safety and engineering standards in alliance with NTA.

Infrastructure Planning

Policy making and integrated planning. Managing consents which authorise activities essential to the services Council provide.

Asset Management

Assets need to be planned, created, operated, maintained, renewed and disposed of in accordance with Council's priorities for service delivery for current and future generations.

Civil Defence

Providing leadership in reducing risk, being ready for, responding to and recovering from emergencies.

Programme Darwin

To lead best practice enterprise asset management in New Zealand.

CONTENTS

SUCCESSES.....	4
CAPITAL SPEND ANALYSIS.....	5
TRANSPORTATION.....	9
PROJECT DELIVERY.....	14
ENGINEERING STANDARDS.....	31
PROGRAMME DARWIN.....	35
INFRASTRUCTURE PLANNING.....	38
INFRASTRUCTURE COMPLIANCE.....	42
ASSET MANAGEMENT.....	45
DISTRICT FACILITIES.....	47
PROVINCIAL GROWTH FUND (PGF) ROADING.....	61
TE HIKU O TE IKA REVIATLISATION.....	66
CIVIL DEFENSE EMERGENCY MANAGEMENT.....	73
APPENDICES.....	77
DIA FUNDED PROGRAMME.....	78
SOCIAL PROCUREMENT.....	79
FNDC 20/21 CAPTIAL AND RENEWAL PROGRAMME UPDATED.....	87
VENTIA – CONTRACT 7/18/101 ROAD MAINTENANCE AND RENEWALS - MONTHLY REPORT.....	88
FULTON HOGAN - NORTH AREA MAINTENANCE NETWORK CONTRACT 7/18/100 MONTHLY REPORT.....	98
NORTHLAND ACTIVITY UPDATE.....	105
3 WATERS OPERATIONS.....	107



SUCCESSES



TRANSPORTATION

28 September - RFS - Compliment Response –

Purerua and Rangihoua Roads were graded yesterday and customer wanted to say the roading team did an exceptional job and thank you.

Great feedback all - well done!

DISTRICT FACILITIES

Some fantastic feedback – check it out [here](#).

VENTIA

Check out the Ventia report [here](#) – some great work and engagement with the public.

FULTON HOGAN

More good work by the team at [Fulton Hogan](#).

CAPITAL SPEND ANALYSIS

Capital Spend Analysis

as at 30-Sep-2021

	YTD (\$000's)		Full Year (\$000's)							
LTP Group	YTD Actual	Commitments	LTP Budget	Carry Forward Budget	Total Annual Budget	Actual vs Budget %	Total Annual Forecast	Actual vs Forecast %	Forecast vs Budget %	Forecast vs Budget Variance
District Facilities	1,521	3,247	18,730	0	18,730	8.1%	18,845	8.1%	101%	116
Wastewater	246	1,044	13,047	0	13,047	1.9%	13,047	1.9%	100%	0
Water Supply	155	947	6,722	0	6,722	2.3%	6,722	2.3%	100%	0
Stormwater	43	199	3,672	0	3,672	1.2%	3,672	1.2%	100%	0
Solid Waste	58	32	767	0	767	7.6%	652	9.0%	85%	(116)
Project Delivery Team Subtotal	2,023	5,469	42,937	0	42,937	4.7%	42,937	4.7%	100%	0
Roading & Footpaths	2,072	7,378	1,700	0	1,700	121.9%	1,750	118.4%	103%	50
IAM Total	4,095	12,846	44,637	0	44,637	9.2%	44,687	9.2%	100%	50
Environmental Management	47	8	28	0	28	167.7%	28	167.7%	100%	0
Governance & Strategic Administration	299	648	3,407	0	3,407	8.8%	3,407	8.8%	100%	0
Customer Services	56	558	993	0	993	5.7%	1,062	5.3%	107%	68
Strategic Planning	0	0	0	0	0	0.0%	0	0.0%	0%	0
Other Total	402	1,214	4,428	0	4,428	9.1%	4,496	8.9%	102%	68
Sub Total	4,497	14,061	49,065	0	49,065	9.2%	49,183	9.1%	100%	118
DIA Projects										
Water Supply	1,705	10,210	4,852	0	4,852	35.1%	9,643	17.7%	199%	4,792
Wastewater	0	0	0	0	0	0.0%	0	0.0%	0%	0
Stormwater	0	0	0	0	0	0.0%	0	0.0%	0%	0
Total DIA Projects	1,705	10,210	4,852	0	4,852	35.1%	9,643	17.7%	199%	4,792
ESEO Projects										
District Facilities	1,647	5,062	44,086	0	44,086	3.7%	44,086	3.7%	100%	0
Environmental Management	14	1	953	0	953	1.4%	953	1.4%	100%	0
Roading & Footpaths	973	4,792	0	0	0	0.0%	0	0.0%	0%	0
Total ESEO Projects	2,634	9,855	45,040	0	45,040	5.8%	45,040	5.8%	100%	0
Total	8,836	34,126	98,957	0	98,957	8.9%	103,866	8.5%	105%	4,910

Comments:

The 'Total Annual Forecast' is what is expected to be spent by 30 June 2022.

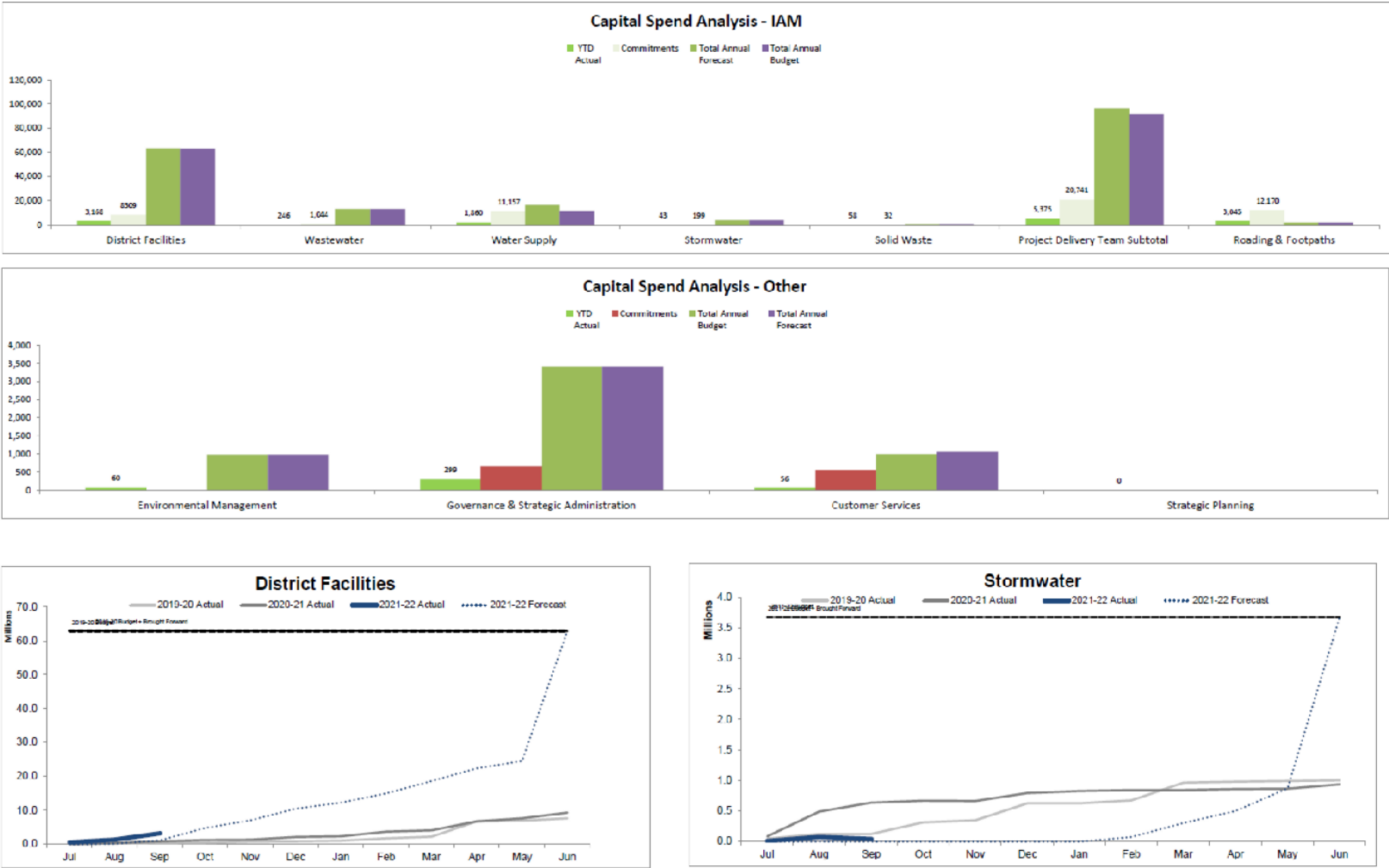
The above completion % are based solely on the actual spend to 30th September 2021.

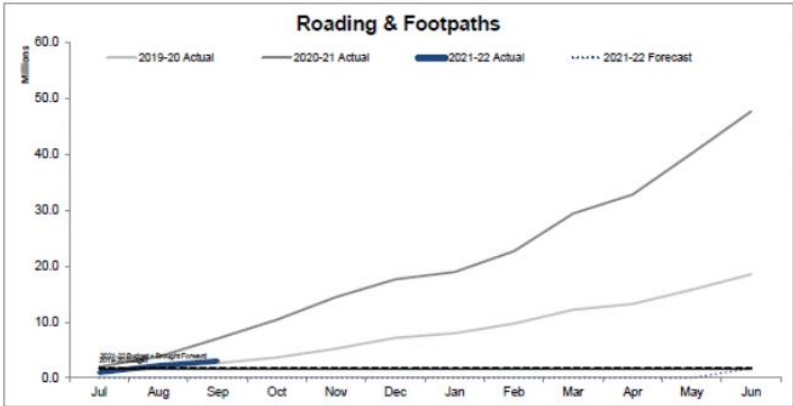
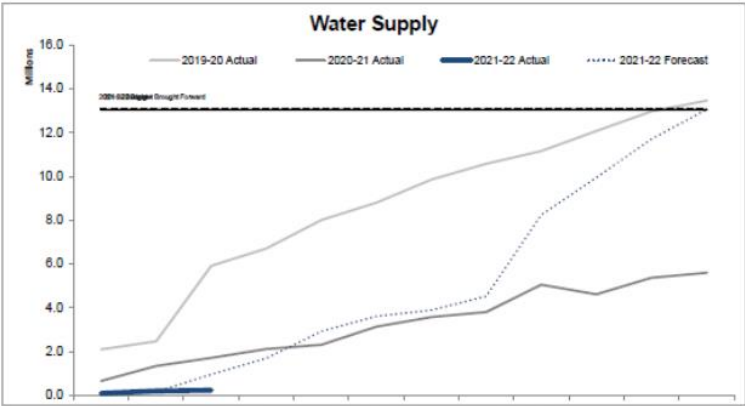
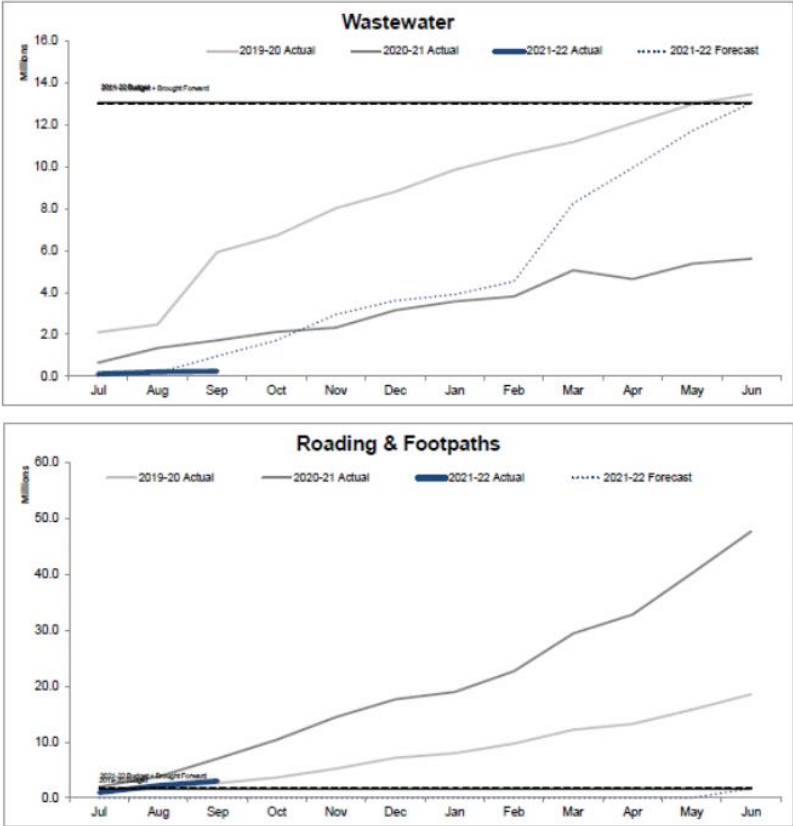
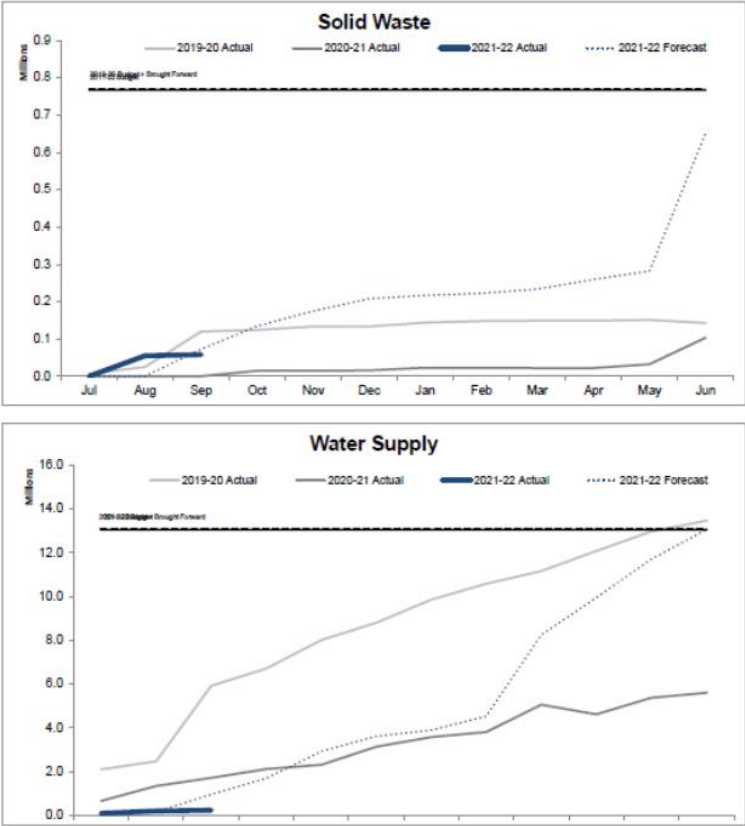
The picture below indicates the position if the commitments that are still to be completed are included in the calculations.

Capital Spend Analysis

as at 30-September-2021

Actual + commitments against total forecast budget	
LTP Group	YTD Actual (%)
District Facilities	25.3%
Wastewater	9.9%
Water Supply	16.4%
Stormwater	6.6%
Solid Waste	13.9%
Project Delivery Team Subtotal	17.4%
Roading & Footpaths	540.0%
IAM Total	37.9%
Environmental Management	197.6%
Governance & Strategic Administration	27.8%
Customer Services	57.9%
Strategic Planning	0.0%
Other Total	35.9%
Sub Total	37.7%
DIA Projects	
Water Supply	123.6%
Wastewater	0.0%
Stormwater	0.0%
Total DIA Projects	123.6%
ESEO Projects	
District Facilities	15.2%
Environmental Management	1.5%
Roading & Footpaths	0.0%
Total ESEO Projects	27.7%
Total	41.4%





TRANSPORTATION

To maintain the District's transport network in a satisfactory condition and in accordance with national safety and engineering standards.

EXECUTIVE SUMMARY

Final approval of the NLTP programme was announced by the Minister of Transport on Tuesday 7th September 2021. Staff are presently reviewing the details of funding approvals and compiling a paper outlining funding outcomes and associated recommendations will be provided to Council (4th November) for consideration.

While the volume of Development Applications received by the Road Safety and Traffic Planning team reduced in September (37 vs. 12 month rolling average of 35), a significant portion of backlog was cleared with a record 116 processed in the month. The newly recruited Senior Development Engineer – Transportation (Elizabeth Stacey) commences on 18th October, further strengthening this team.

The Capital Works team have commenced the process of confirming details and project delivery timings of activities approved within the 3-year (2021/24) delivery programme.

The formal performance review, covering the first three years of the Contract, of all five Regional Maintenance, Operations and Renewals (MO&R) contracts has been completed and indicates steady performance improvements across all contracts over the contract period to date. Maintenance work volumes were reduced in several areas due to Level 4 and 3 lockdown restrictions being in place for part of the month, with only essential maintenance activities to maintain network serviceability allowed to continue during the Level 4 period.

Hokianga Ferry fare revenue was low for the month because of Covid Lockdown restrictions impacting both the volume of passengers and the ability to collect fares (under levels 4 and 3).

Customer Interaction numbers remained relatively low (309 received in September). Specific resourcing and focus has been given to clearing historic / aged requests during the last quarter with the total number of incomplete requests has been reduced by more than 80% to 46, as at end of September.

2021/24 AMP DEVELOPMENT PROGRESS

Final approval of the NLTP programme was considered by the Waka Kotahi Board in late August and the final approved NLTP announced by the Minister of Transport on Tuesday 7th September 2021.

While approved funding remains less than the originally submitted Activity Management Plan (AMP) and associated funding request, the confirmed funding for Maintenance Operations and Renewals (MO&R) is greater than what was indicated by Waka Kotahi in May 2021. Staff are now confident the confirmed funding levels should allow for a continuation of maintaining Levels of Service and, in specific areas, the opportunity to implement targeted improvement strategies and interventions.

A paper outlining funding outcomes, options and associated recommendations has been prepared for provision to Council (Meeting Date – 4th November 2021) for consideration following staff assessment the approved programme.

CENTRAL GOVERNMENT POLICY SUBMISSIONS

No Central Government Policies related to Transport are presently requiring review.

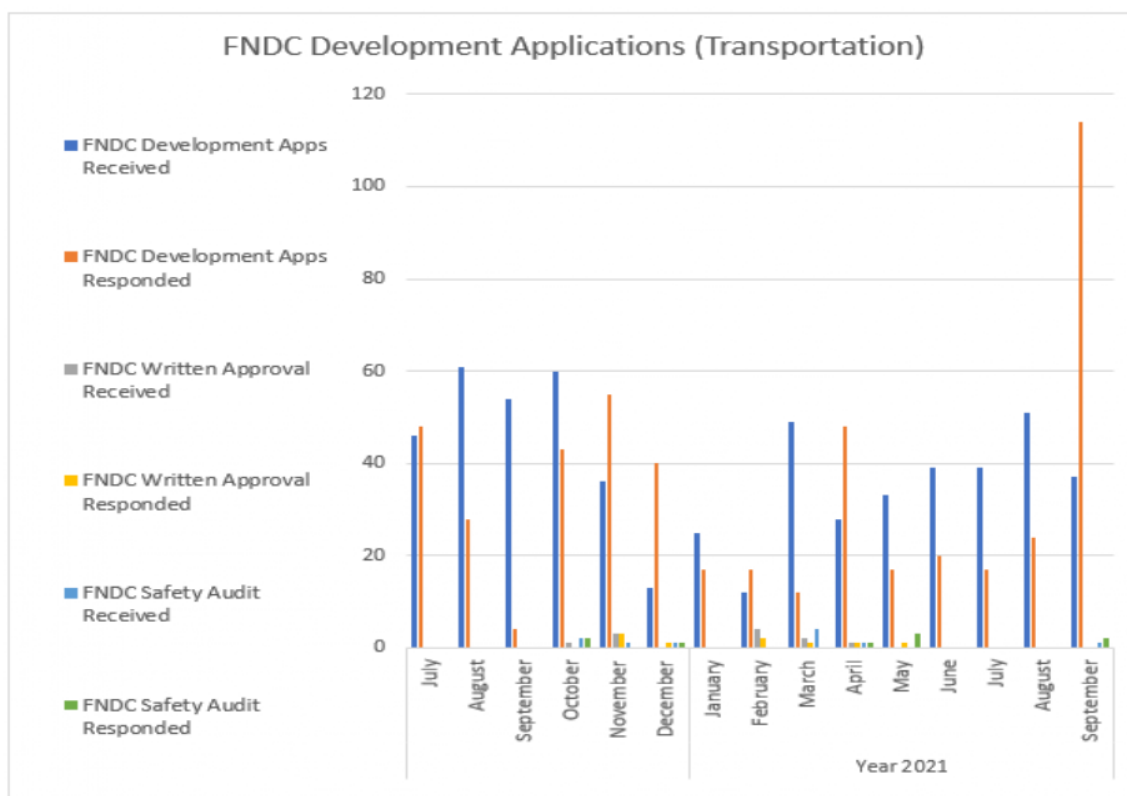
DEVELOPMENT APPLICATIONS (Transportation)

The table & graph below provides information on the volumes of development applications received for transportation assessment over the past 12 months. September's (37) saw a reduction in application numbers compared to August (51). The Road Safety and Traffic Engineering Team processed 116 applications (clearing accumulation from previous months), including two safety audits, which appears to be the highest number of applications ever processed by the team in a single month.

There remain approximately 40 FNDC consents that are yet to be allocated, noting that by the time these applications are received for comment, they are likely to be already nearing or past their 20-day allocation. As a result, October is likely to be a busy month with resources to be prioritised to assessing these applications.

The NTA's new Senior Development Engineer (Elizabeth Stacey) commences on Monday 18th October and, once inducted and up to speed, will provide additional resource capacity and experience in the area.

		FNDC					
		Development Apps		Written Approval		Safety Audit	
		Received	Responded	Received	Responded	Received	Responded
Year 2020	October	60	43	1	0	2	2
	November	36	55	3	3	1	0
	December	13	40	0	1	1	1
Year 2021	January	25	17	0	0	0	0
	February	12	17	4	2	0	0
	March	49	12	2	1	4	0
	April	28	48	1	1	1	1
	May	33	17	0	1	0	3
	June	39	20	0	0	0	0
	July	39	17	0	0	0	0
	August	51	24	0	0	0	0
	September	37	114	0	0	1	2



FNDC TRANSPORT CAPITAL PROGRAMME DELIVERY

With funding uncertainty in the first quarter of 2021/22 the Capital Works team have focussed on completion of remaining 2020/21 works and planning known / confirmed activities for the 2021/22 programme.

As a result of NLTF subsidies and budgets being confirmed in early September, the Capital Works team are now working through the process of confirming details and project delivery timings of activities approved within the 3-year (2021/24) delivery programme.

Full programme reporting and forecasting will re-commence in quarter 2 of this financial year, following confirmation of the programme based on approved funding.

FNDC Significant Projects

Category	Location	Monthly Status Update	Next months expected status
322 Replacement of Bridge Structures	West Coast Road	Construction underway	Construction underway
341 LCLR - Resilience	Powell Road RP 209	Construction has resumed after last month's Covid supply chain interruptions	Construction underway
Cycle Facilities - Unsubsidised	Pou Herenga Tai Cycle Trail NZ Heritage	Project on hold while stakeholders agree Pou installation locations	Project on hold while stakeholders agree Pou installation locations.
Walking Facilities - Unsubsidised	Footpath Loop Te Ahu Te Hiku Sports Hub	Physical works Tender Evaluation in progress	Contract award / approval

FNDC TRANSPORT MAINTENANCE & OPERATIONS PROGRAMME

The formal performance review, covering the first three years of the Contract, of all five Regional Maintenance, Operations and Renewals (MO&R) contracts has been completed and indicates steady performance improvements across all contracts over the contract period to date.

The performance report will be presented to FNDC Infrastructure Committee (October) and Council (November) in support of Council discussions and decisions regarding any award of separable portion 2 (2-year contract extension at end of year four – June 2022)

As a result of Covid lockdown disruptions, the Maintenance Achievement and Field Inspection data for September had not been finalised at the time finalising this report however, it is known that work volumes were reduced in several areas through the month due to Level 4 and 3 lockdown restrictions being in place for part of the month, with only essential maintenance activities to maintain network serviceability allowed to continue during the Level 4 period.

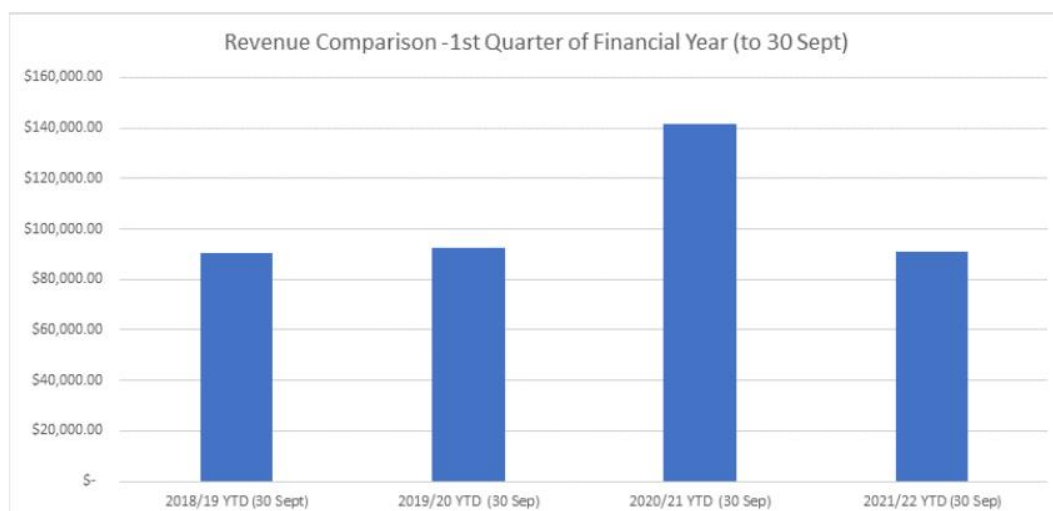
HOKIANGA FERRY (KOHU RA TUARUA)

Revenue

- Fare collection recommenced on 8th September with the move to Alert Level 2 after being suspended on 17th August.
- Fare revenue summarised below during the month excluding GST, with September 2020 for comparison, noting the following:
 - No fares were collected in the first week of September 2021 due to Covid Alert level restrictions
 - The service experienced a strong surge in domestic tourism in 2020, coinciding with school holidays in September.

Sep-21	Sep-20
\$22,263.48	\$50,224.00

- The below graph is for revenue received for the 1st quarter of this financial year, comparing the previous 3 years for the same period:



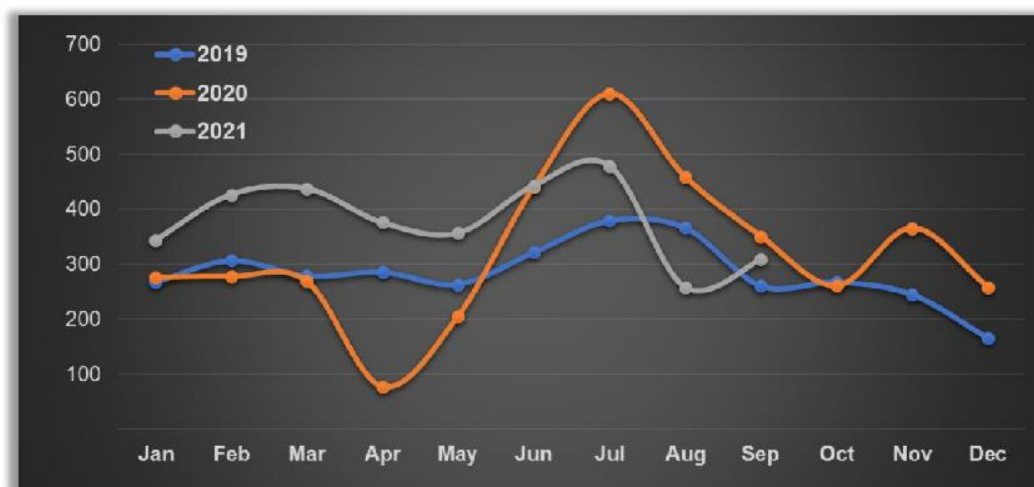
H&S, Risks and Service Information

- There were no incidents, accidents or near misses reported for September.
- There were no mechanical or weather-related interruptions to the service during September.
- 98% of scheduled September sailings departed on time.

THE CUSTOMER EXPERIENCE

Requests for Service

While there was a month on month increase of 19% the numbers remain reasonably low, with only 309 requests received during September.



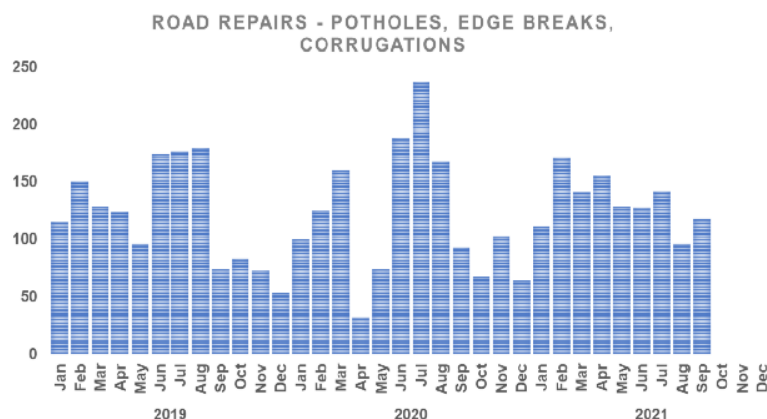
SAFETY ENGINEERING REQUESTS



With the introduction of the newly appointed NTA Customer Service Lead, specific focus has been given to clearing historic / aged requests during the last quarter, with the total number of incomplete requests has been reduced by more than 80% to 46, at time of writing. Some of these requests were technical or complex and had been 'live' for some time.

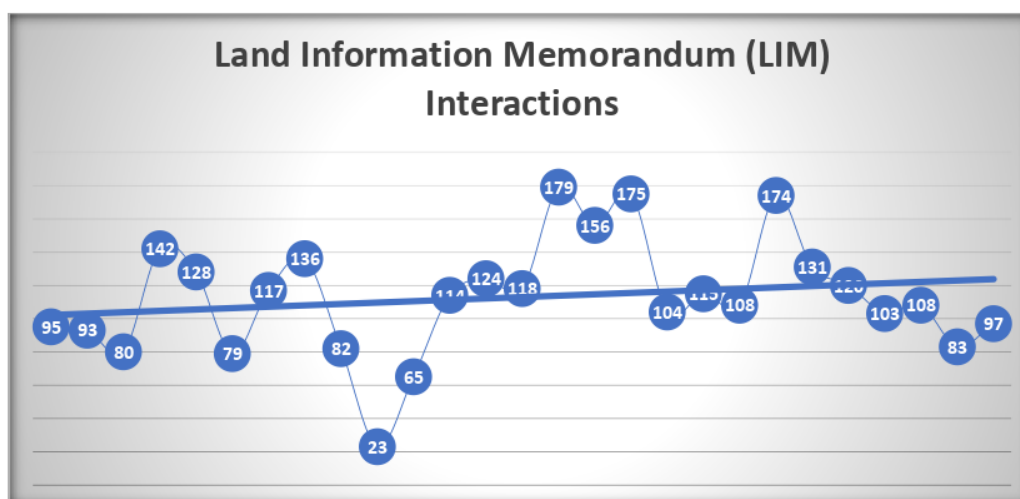
The highest single category for September, and every month since February, is Potholes, Edge Breaks and Corrugations. Since July 2018 this category has consistently accounted for approximately 40% of total Transportation RFS's.

The previously mentioned category of 'Roading Correspondence' is at its lowest level this year both in percentage of overall RFS and by number.



Land Information Memorandum (LIM)

Aligned with the increase in national Covid Alert Levels, the number of LIM requests are at the lowest per month, in recent years. Given volumes are significantly impact by alert level changes, trends cannot be established so this will remain an area of focus from a resourcing perspective.



PROJECT DELIVERY

Managing delivery of the capital works programme (new works and renewals) as defined by the Long-Term Plan.

EXECUTIVE SUMMARY

A steady and productive month with projects awarded ready for construction in 2021.

Green	Strong probability the project will be delivered on time, within budget and with acceptable quality.
Amber	Good probability the project will be delivered on time, within budget and with acceptable quality. Schedule, budget, resource or other changes may be needed.
Red	Probable that the project will NOT be delivered with acceptable quality without changes to schedule, budget, resources and/or scope

Project Name: Southern Animal Shelter**Project ID: 261012****Project Phase: Design**

Status Item	Current Status	Prior Status	Summary
Overall Project Status	Amber	Green	Building Consent on hold for further information, Second RFI letter received from building consents team on 27 th September 2021 Designer currently updating plans as per RFI
Scope	Green	Green	Scope confirmed
Schedule	Green	Green	Schedule confirmed
Cost	Amber	Amber	Updated Elemental Estimate due 5 th October 2021
Project Risk	Amber	Amber	Weather, contractor availability, material availability, Covid-19, removal of existing dwelling and outbuildings from site, security of materials on site.
Monthly Summary: Building Consent on hold for a second request for information, designer amending plans as per RFI, Resource Consent Granted 7 th July 2021, final Elemental Estimate and Tender Summary due 5 th October 2021 Dwelling relocated from site, demolition of other accessory buildings and clean-up of site scheduled for October 2021.			
Key Project Risks	Mitigation of Risk		
Funding	Ensure detailed planning is carried out to capture all detail require, learnings from Construction of Northern Animal Shelter is an advantage in making sure all aspects are captured		
Non-compliance	Current structures non-compliant, existing building to be demolished and new kennels to be constructed to comply with Animal Welfare Acts.		
Key Project Milestones	Expected	Status	Comment
Confirm concept plan	End September	On track	Concept Plan Confirmed
Final Design	Mid December	Confirmed	Final Design Confirmed, Building Consent Lodged, currently on hold for further information.
Tender Award	Mid-June 2021	Delayed	Tender award expected Mid -January 2022, due to delays issuing of building consent, RFI received, and information being collated, minor amendments being made to plans and Covid delays
Construction	Mid to Late July 2021	Delayed	Construction expected February 2022
Project Budget Status			
Approved Budget		Actual Spend to Date	Forecast Total Spend
\$1,844,061.23		\$13,867.40	\$1,844,061.23

Project Name: TIF Toilets**Project ID: 141539, 141537, 141538, 141581****Project Phase: Procurement/Construction**

Status Item	Current Status	Prior Status	Summary
Overall Project Status	Green	Green	Mitimiti: Construction is completed at Mitimiti & CCC achieved; Toilet is Operational
	Green	Amber	Opononi: Construction is completed at Opononi & CCC achieved; Toilet is Operational
	Amber	Amber	Waitangi: Private sewer line is old and requires replacement, sourcing financial & legal options to upgrade so we can deliver toilet block.
	Green	Amber	Haruru Falls: Construction is completed and handover to operations completed, Toilet is operational
Scope	Green	Green	Waitangi: Scope is clear and approved by Stakeholders Mitimiti: Construction complete. Opononi: Construction complete. Haruru: Construction complete.
Schedule	Amber	Green	Projects currently tracking behind programme due to consultation and legal agreement delays. An extension of time has been granted from MBIE until Dec 2021, Covid has also played its part in the programme delays.
Cost	Green	Green	Mitimiti completed within budget, Opononi will follow suit. Haruru Falls will come in under budget, balance will go to Waitangi. Waitangi has not yet been out to market, but QS shows we have a shortfall, but we may have savings at other sites which can be re-allocated to Waitangi
Project Risk	Amber	Green	Covid will cause large delays to all programmes of work which have already been delayed due to legalising access to all sights. These projects will not be completed in the timeframes initially set out and there is no opportunity to bring them inline, so we have accepted this and asked for funding extensions. Waitangi Toilet will require Archaeological monitoring and there is potential for delays during the construction programme at this known historical site. Services connections at Waitangi look problematic and will be costly to resolve.
Monthly Summary: <ul style="list-style-type: none"> Haruru – Asset Data & Asbuilts complete Waitangi – Tender Documents being drafted for approval – Open Tender on GETS, budget shortfall to address prior to Tendering and issues around sewer line, not ours and we need to assess condition prior to taking over, Hydrotech confirm condition poor and needs replacement, this now needs upgrading Opononi – Toilet block is fully operational 			
Key Project Risks		Mitigation of Risk	
Covid lockdown will lead to programme delays.		Accept & Monitor.	
Waitangi Toilet - Budget		Budget shortfall may be able to be address with savings from other TIF Toilet builds	
Waitangi Toilet – Service Connections		Water, Sewer & Power costs out of line with QS, further budget implications	
Key Project Milestones	Expected	Status	Comment
Waitangi Tender	October 2021		Possible delays due to sewer line issues
Haruru – Prefab installation	May 2021	Toilet is fully operational as of September 3rd	Prefabricated toilet is now onsite and installed.
Project Budget Status			
Approved Budget		Actual Spend to Date	Forecast Total Spend
\$1,070,000 (combined)		\$829,000	\$1,070,000 (combined)

Project Name: Kaitaia Water – Sweetwater Bore and Pipeline**Project ID: WAP0256****Project Phase: Concept Stage**

Status Item	Current Status	Prior Status	Summary
Overall Project Status	Amber	Amber	Physical Works contract for SP1 was awarded to Ventia and the Contract was signed on 03 June 2021. SP2 Notice to Proceed was issued to Ventia on 06 September 2021. A settlement agreement was signed on 14 June 2021 with Elbury Holdings Limited whereby Elbury Holdings gave consent to the works being undertaken on their land in accordance with the new agreed route (with certain conditions attached to it). Memorandum of Agreements were signed by the Breretons and Panthers for easements. Easement Agreements to be finalised with Elbury Holdings. Physical Works started by Ventia on 29 July 2021. Project delayed by 13 days due to Covid Level 4, from 18 August 2021 to 03 September 2021. Practical Completion 22 March 2022. Extension of Time requested for SP2 until 02 May 2022
Scope	Green	Green	Scope was amended to allow for new alignment of pipeline route as SP2.
Schedule	Amber	Amber	Delay in procurement and finalising of pipeline route have delayed the project completion date.
Cost	Amber	Amber	Current tender construction costs are within budget allowance but alternative routing and constructing the work in two separable portions have impacted the costs and spending per FY. Contingency was increased. Re-instatement of Capital programme budget approved for 2021/22 as per approved resolution.
Project Risk	Amber	Amber	Easement Agreement with Elbury Holdings. Winter works additional costs and delay of commissioning in time for a potential drought in 2022 remains the biggest risk. Drilling activities and trenching in ground conditions. Covid outbreaks and Level Changes – Delay costs and Extension of Time Requests.
Monthly Summary: Construction of the Kaitaia Water Project Pipeline was into its third week when lockdown Level 4 was announced on 17 August 2021. This was extended until close of business 02 September 2021, whereafter Level 3 continued until 07 September 2021. Construction commenced on 05 September 2021 and Health and Safety protocols were implemented in alignment with Covid Public Health Response Alert Level Requirements. <ul style="list-style-type: none"> Construction Works for September 2021 progressed well with approximately 2000m of pipe installed by means of Horizontal Directional Drilling (HDD) along Bonnetts Rd and Gill Road. Works at the bore site also progressed with all platforms completed at bore site 2 and the clearing through the ecological area and forming of the access road between the two bore sites. Traffic management has been in place along sections of Bonnetts Road and Gill Road to enable the crews to work safely. A Notification was issued by Ventia, requesting earlier access to Elbury Holdings property, due to SP1 – Bonnetts Road to College Road section which is currently saturated and inaccessible. The project team raised an alarm that the access for SP2 on Elbury Holdings property is a concern and that this is an extreme risk to the project and its ability to both deliver on time and on budget. Delays are costly and very much detrimental to outcome sought by all for this project. A request was issued to the FNDC legal team to engage with Elbury Holdings under urgency, to help resolve this access risk before the project is being costly delayed. Approval was received for the additional funds required to update the project contingency allowance and for the budget re-instatement for the 2021/22 financial year, which was inadvertently removed from the 2021/31 Long Term Plan provisions. The Notice to Proceed with SP2 was issued to Ventia on 07 September 2021 with the revised design and amended schedules. The clearing through the sensitive wetland area between bore site 1 and 2 commenced on 13 September and was completed within two days. The Ecologist from WSP monitored the site and no lizards were found. A Temporary occupation agreement for Ngāi Takoto was compiled by The Property Group and agreed on by Ngāi Takoto for the Consent to utilise their boundary track for the purpose of access and pipe laydown and stringing for the construction of the new Kaitaia Water Pipeline. We are still waiting the official signed agreement. Ngāi Takoto has confirmed that they will revoke access should any access be denied by Elbury Holdings. Russell Garton of Garton and Associates and Northland Valuers were appointed in parallel to provide a compensation assessment of the required easement over the Elbury Holding Limited property. Unfortunately, they were not given access by Elbury Holdings and a decision on the way forward must be made in the next PSG meeting scheduled for 06 October 2021. Actions for the next month are: <ul style="list-style-type: none"> Further investigation on a requested pipeline flushing ability at the existing Kaitaia Water Treatment Plant. Engagement with Elbury Holdings for easement agreements. Meeting is scheduled for 14 October with the FNDC legal team. Elbury Holding power supply investigations. Sweetwater Borehole Site Works – Power ducting along access road, 225mm PE pipe installation between PW 1 and PW2, access road completion, fabrication of pipework and procurement of containers and electrical equipment. Transfer pipeline works - Continue butt welding 315 pipe into strings and HDD installation along Gill Road. Fabrication of Bonnetts Road Bridge Steelworks. 			
Key Project Risks			Mitigation of Risk
Covid-19			Covid-19 outbreaks reduces the number of available suppliers and has a time delay and cost impact. The contractor must ensure that all Level Protocols are in place and that extra procedures are in place with all sub-contractors and suppliers. Financial impact of Level 4 and Level 3 days.
Water restrictions			There is a risk that Council may choose to restrict water for construction purposes during a drought. This is to minimise the reputation risk of the community being under water restrictions and the Contractor using water for drilling purposes.
Property and Easements agreements:			Continued focus to project team to resolve

Elbury Holdings	Meeting with landowners Formal process using Local Government Act Independent Valuers to do valuations		
Project Completion Date - Not in Time to complete for potential summer drought in 2022. Construction programme for SP1 is 8 months - estimated completion date end of March 2022. Extension of Time Requested until May 2022.	Fast-track scheduling Tracking long lead items Allowance to be made for additional emergency supply costs should the pipeline not be ready and Kaitia experience another drought. Bore to be operational by then. Watercare discussion for temporary WTP.		
Property Access Management and Stakeholder Management - separate induction requirements and SMP required 3 weeks in advance over Elbury property	Prepare media plan and key messaging Traffic Management Plan Site Management Plan to be prepared in advance Emergency Response Plan Proper induction from all staff, sub-contractors etc."		
The top energy provisional estimate for Elbury Holdings has come in at \$140-\$160k	We are working with Top Energy and Elbury Holdings to try and find a value engineering solution. New route was surveyed during September 2021		
Drilling work through hardpan areas and underneath air strip.	Investigations were done but no drilling was done underneath airstrip. Proposed way forward is to do the actual directional drilling and the manage risks thereafter.		
Piling for Pipe Bridge. Ventia to place an order for the piling casings before steel prices rise. Risk that the piles may go further than design depths before setting, re-quiring additional lengths of casing.	WSP confirmed testing and that the 62m allowed for does not include for any additional length to account for piles which may go further than design depths. Design depths are based on results CTP testing. As such there is a risk, all be it low, that the piles may go further than design depths.		
Key Project Milestones	Expected	Status	Comment
Trenching commences for SP1	11 October 2021	Delayed due to wet conditions	
SP2 Works to start	30 November 2021		Contractor requested to start with SP2 on 01 November 2021. 1 Month ahead of baseline programme
Practical completion	22 April 2021	Planned	Revised Baseline Programme submitted after receipt of SP2 design by Ventia. Programme approved by Project Team.
Extension of Time Requested	02 May 2022	In review by ETC and ER	Additional Pipe length in SP2.
Project Budget Status			
Approved Budget		Actual Spend to Date	Forecast Total Spend
\$15,372,350		\$2,667,671	12,709,596

Project Name: Kerikeri WWTP & Reticulation

Project Phase: WWTP Construction

Status Item	Current Status	Prior Status	Summary
Overall Project Status	Green	Green	<p>Plant - The plant is operational, and all documents were handed over to Far North Waters.</p> <p>The reticulation project is complete and a total of 286 signed off letters was received to date by end of September 2021 (From the 312 low pressure sewer connections and 16 gravity connections).</p> <p>All physical work was completed by end of July 2021 and Practical Completion was issued 20 August 2021. Handover Documents are compiled and the handover to Far North Waters is scheduled for 13 October 2021.</p>
Scope	Green	Green	Completed
Schedule	Green	Green	Physical construction for plant is completed. Plant Defects and Liability period is until 23 October 2021. Practical Completion Certificate for Reticulation work was issued. The Defects Notification Period is 52 weeks from 20th of August 2021.
Cost	Green	Green	Both contracts complete.
Project Risk	Green	Green	<p>Official handover of Plant to Far North Waters was done. All defects and contract related issues have been resolved.</p> <p>Feedback from property owners an ongoing risk.</p>

Monthly Summary:

Plant - The plant is operational and all documents were handed over to Far North Waters. Acceptance of the plant by FNW was signed on 1 June 2021. The plant monitoring by Mott MacDonald was completed by end of July 2021. The plant has been performing well and producing compliant effluent from a biological aspect. All Health and Safety and Operational issues are being actioned by FNW. FNW's to ensure plant continues to produce compliant effluent (recommendations and key steps to be followed). Defects Liability period ends 23 October 2021. A final completion inspection with Broadspectrum (Ventia) and the project team is scheduled for 13 October 2021.

Reticulation - The physical work on the reticulation project is completed and we have received a total of 286 signed off letters to date (From the 312 low pressure sewer connections and 16 gravity connections). There are a few RFS's from property owners and United Civil is busy addressing them, like tidying up. Several Handover documents have not been received and a final letter will be sent to all owners giving them final notification and an opportunity to sign the happy letter. Practical Completion Certificate was issued to United Civil on 20 August 2021. Official Handover of project to FNDC and FNW will occur on 13 October 2021.

Key work completed during September 2021
Treatment Plant
General

- Land and easement agreements in progress.

Reticulation
Construction

- All 328 Properties connected. 286 signed off property letters received. All tidying up work was completed and the Contractor tried to obtain more sign off letters. Remaining sign offs will require help from FNDC as properties are rentals or empty and contractor could not get hold of property owners; and
- Handover documentations were compiled.

General

- Ongoing responding to queries from landowners and RFS's.

Key work for October 2021 on the Reticulation part is to finalise the Handover of the project to FNW. Planning has started for the Decommissioning of the existing treatment facility in Shepherd Road and a cost estimate will be done in in October 2021 to get the project on the Long-Term Budget.

The existing Plant was shut down at the end of December 2020.

Key Project Risks		Mitigation of Risk	
Reverse sensitivity around new WWTP and infrastructure and adhere to consent conditions		Assess design odour control efficiency during operations. Away from any public activities of properties Managed by FNW.	
High ongoing operational costs to run plant		Being assessed by FNW to optimise efficiency.	
Managing stakeholder expectations and Property Owners Refusing to sign off works		RFS from community are ongoing and critical that all homeowners are satisfied with the reinstatement by contractor on the reticulation project.	
Defects to Low Pressure Sewer System		Ongoing operational costs to be managed. Defects period valid until August 2022.	
Key Project Milestones	Expected	Status	Comment
Final Completion of Kerikeri WWTP	23/10/21	Pending	Inspection arranged for 13 October 2021.
Final Completion of Wastewater Reticulation	20/08/22	Pending	Practical Completion issued 20 Aug 2021. Defects Period runs until 20 Aug 2022.
Decommission existing Kerikeri WWTP	tbc	Pending	Budget to be confirmed.
Project Budget Status			
Approved Budget	Actual Spend to Date		Forecast Total Spend
Finance to provide	Finance to provide		Finance to provide

Project Name: Monument Hill Deep Bore Project

Project Phase: Stage 2 Drilling - Construction

Status Item	Current Status	Prior Status	Summary
Overall Project Status	Green	Green	<p>The drilling of the production bore and testing was performed to determine the sustainable yield of the bore, and the effects of pumping on the shallow aquifer and springs. A report was submitted by Williamson Water and Land Advisory (WWLA). WWLA completed the modelling and groundwater effects impact. Resource Consent application to be lodged with NRC in October/November 2021 after consent from Waikotihē Trust. Physical works, Stage 3 is in planning and on track to be completed.</p> <p>Stage 1: Bore Design and Quality Testing (Complete)</p> <p>Stage 2: Sustainable Yield Assessment & Consenting to provide a sustainable supply of highly secure potable water for the Kaikohe community (In progress)</p> <p>Stage 3: Reticulation and Electrical Design (In progress)</p>
Scope	Green	Green	The physical works for stage 3 will entail installing a pump and laying a trenched pipe to connect to the Monument Hill Water Treatment Plant. Electrical upgrades at the water treatment plant and public infrastructure will be required. Scope planning in progress.
Schedule	Red	Red	Stage 2 to be completed in October/November 2021. Stage 3 design is in progress and timeline to be determined after feedback on Resource Consent applications. Covid lockdown have delayed the project. Stimulus Grant program scheduled completion by March 2022 .
Cost	Green	Green	Project on budget.
Project Risk	Amber	Amber	<p>Landowner agreements to be finalised. Sustainable yield delivery of around 350m³/day lower than expected.</p> <p>Consent to be obtained from Waikotihē Trust. Impact of Bore on groundwater was presented to Waikotihē Trust and the have responded with queries/questions. Professional team to address queries and respond the Trust before planning to lodge consent application. Meeting was scheduled for September 2021 but delayed due to Covid restriction levels.</p> <p>Covid Lockdown delaying the project.</p>
<p>Monthly Summary:</p> <p>Design</p> <p>The bore was hydraulically tested and confirmed a sustainable flow rate around 4 L/s or 350 m³/day. Monitoring during the test pumping exercise did not indicate any shallow aquifer or spring flow effects. However, WWLA has developed a groundwater model to assess the long-term environmental effects of operation of the Monument Hill bore field on the surface water features, which comprises the two existing bores and the new deep bore. The environmental effects assessment was focused on the impacts to the nearest surface water features, with primary focus on the Waikotihē and Squires Springs, and the Punakitere Stream.</p> <p>FNDC has decided on the preferred pathway with respect to moving the project forward and developing a consenting strategy encompassing the new and the existing bores:</p> <ul style="list-style-type: none"> - An increased annual take; - More resilient bore takes utilising the existing bores and the deeper bore with summer/winter usage; and - With minimal impact on the spring flows. <p>The Waikotihē Trust have always had concerns about the level of effect on the springs, and we assume that the existing level of effect is tolerable for whanau and the local community. The project team is in process to arrange a follow up meeting with the Waikotihē Trust to explain the modelling that was done and the way forward. The meeting will now be scheduled for October 2021, subject to lowering of Covid restriction in the Northland.</p> <p>Detailed design for stage 3 is now underway. The physical works for stage 3 will entail installing a pump and laying a trenched pipe to connect to the Monument Hill Water Treatment Plant. Electrical upgrades at the water treatment plant and public infrastructure are required to deal with the new flows and treatment regime. While this planning is in process, the timeline will be determined after feedback on Resource Consent applications.</p> <p>General</p> <ul style="list-style-type: none"> - Follow up meeting to be held with Waikotihē Trust to present the preferred pathway in order obtain the Trust consent to proceed with the project. - Follow up meeting is scheduled for October 2021 to address queries and questions raised. <p>Key activities planned for October 2021:</p> <p>Design</p> <ul style="list-style-type: none"> - WWLA to lodge the resource consent application with NRC. - Procurement Plan and design to continue for stage 3. <p>General</p> <ul style="list-style-type: none"> - Agreement with Landowner to be managed by FNDC legal team; and - Obtain the Waikotihē Trust consent to proceed with the project. 			
Key Project Risks			Mitigation of Risk
Consent from Waikotihē Trust to proceed with application and permanent works - Impact of Bore on groundwater might restrict project.			Waikotihē Trust relationship to be monitored. Meeting to be held in October to discuss numerical modelling results.
Land agreements to be finalised			Conditions and expectations from Landowner are being assessed by FNDC.
Water Quantity			The sustainable yield from new bore determined to be around 350m ³ /day. This is lower than expected.
Water Quality			WWLA performed water quality tests on exploratory bore and did not smell and was clear. The dissolved iron

	concentrations were identified as a water quality risk and needs to conform to DWSNZ standards.		
Existing Water Treatment Plant	Amendment to existing Water Treatment Plan and electrical requirements to new setup remains a cost and timing risk.		
Delay for Resource Consent outcome and complete project before summer 2022	Detailed programme to be compiled. Awaiting Waikotihē consent before we can apply. Budget availability from 3 Water Resilience programme		
Key Project Milestones	Expected	Status	Comment
WWLA to lodge the resource consent application after receiving the consent from the Waikotihē Trust	End of October 2021	Pending	Delayed because of Covid restrictions. Results to be discussed with the Waikotihē Trust.
Presenting of test results to Waikotihē Trust	End of October 2021	Pending	Pathway decided by FNDC. Meeting with Waikotihē Trust further delayed by a month.
Resource Consent outcome	8 to 12 weeks after submission (End of Dec 2021)		On the assumption that it will be a non-Notified application. Delayed by five months
Further milestones to be determined after outcome of Resource Consent decision			
Project Budget Status			
Approved Budget	Actual Spend to Date		Forecast Total Spend
\$1 180 000	\$3360 000.00		\$1 180 000

Project Name: Paihia WWTP Upgrade - Alkalinity Adjustment Project

Project Phase: Planning and Design – Chemical Dosing

Status Item	Current Status	Prior Status	Summary
Overall Project Status	Green	Green	Chemical dosing requirements have been confirmed, project is in planning and design phase. The Project is unable to move forward until a site survey can confirm constructability
Scope	Green	Green	Methodology has changed as a result of the cost benefit analysis, a manual dosing system will now be installed at the Paihia Ponds
Schedule	Amber	Green	New schedule timeline has been developed due to the change in methodology
Cost	Green	Green	Project Budget revised and is within budget.
Project Risk	Green	Green	Construction risks have been resolved
Monthly Summary: Progress has been delayed due to the pandemic lockdown and ability to access the site.			
Accomplishments: <ul style="list-style-type: none"> No work complete due to pandemic lockdown 		Expected Accomplishments: <ul style="list-style-type: none"> Complete Draft Design Complete consultation with Operations 	
Key Project Risks		Mitigation of Risk	
Breach of consent conditions because of the low alkalinity		Continue manual hand dosing Sodium Bicarbonate in the pond	
Land Stakeholder Engagement and Approval (Tangata Whenua).		Continuous engagement and involvement	
Change Management.		Maintain weekly reporting and filing system.	
Key Project Milestones	Expected	Status	Comment
Draft Design Complete	Oct 2021	delayed	To commence Oct 2021
Consultation Completed with Operations	Oct 2021	delayed	To commence Oct 2021
Fabrication Complete	Nov 2021	Not Started	To commence following design & consultation
Installation Completed	Dec 2021	Not Started	To commence following Fabrication
Completion Certificate Issued	Dec 2021	Not Started	Following Completion
Project Budget Status			
<i>Approved Budget</i>		<i>Actual Spend to Date</i>	<i>Forecast Total Spend</i>
\$112,000.00		\$0	\$112,000.00

Project Name: Opononi New Water Source - Smoothy Road Bore**Project ID: 571008****Project Phase: Pre-Implementation of Stage 2**

Status Item	Current Status	Prior Status	Summary
Overall Project Status	Green	Green	All physical work completed, and land has been acquired and process finalised. Easement to be finalised
Scope	Green	Green	Completed
Schedule	Green	Green	Completed
Cost	Green	Green	Completed within budget
Project Risk	Green	Green	None
Monthly Summary: All physical work completed. The Gazette notice for the acquisition of the land around the bore has now been registered and new title has been issued in the name of council. The easements have all been registered.			
Key Project Risks		Mitigation of Risk	
Maintenance of Top Energy lines by FNDC		Tree line needs to be maintained to prevent damages to overhead lines.	
Key Project Milestones	Expected	Status	Comment
Project Completed			
Project Budget Status			
Approved Budget	Actual Spend to Date		Forecast Total Spend
\$946,665	Finance to provide		Finance to provide

Project Name: BOI Sports Complex**Project Phase: Concept Stage**

Status Item	Current Status	Prior Status	Summary
Overall Project Status	Green	Green	The planning stage and design stage is underway. From here the project will move into delivery stages, focussing on a staged design delivery and targeting early construction activities which can be commenced as a priority.
Scope	Green	Green	The planning stage and design stage is underway. From here the project will move into delivery stages, focussing on a staged design delivery and targeting early construction activities which can be commenced as a priority.
Schedule	Amber	Amber	<p>Currently the project is tracking slightly behind the original programme, this is due previously mentioned delays and some further planning delays.</p> <p>Pre application meeting with Council indicated the need for a Notified Resource Consent. Notified Resource Consents take around four to six months to process, depending on the complexity, significance and the level of contention involved. This will impact the overall programme, as Building consent cannot be obtained until RC has been approved.</p> <p>Additional Specialist Reports is required as part of the Notified Resource Consent applications.</p> <p>Upon completion of various Specialist Reports additional planning and design is required before Resource Consent can be submitted.</p>
Cost	Red	Red	<p>Funding shortfall to deliver stage 1 based on earthworks and stormwater.</p> <p>Currently undergoing pricing scenarios based on feasibility and working group and code priorities.</p>
Project Risk	Amber	Amber	<ul style="list-style-type: none"> - Resource Consent processing times - Waka Kotahi & NTA approvals - Any changes to approved concept layout would be a risk to the project. - Meeting procurement objectives results in a longer procurement process. - Covid Delays - Funding Shortfall for Stage 1

Monthly Summary:

Concept plans are currently nearing completion with some minor tweaks suggested from NZTA. On track for submitting resource consent early – mid October.

Monthly Highlights:

SH10

- Remaining drill shot across SH10
- Installation to telecom chambers and pull pits
- Booking of cutover of services

Resource Consent

- Finalised Landscape drawings and design statement
- Finalised Engineering report and drawings

Communications & Engagement

- Direct engagement with stakeholders to inform plan changes and resource consent documentation
- An update to the website has been made following feedback from the Working Group

Signage brief received

Key Project Risks		Mitigation of Risk	
Potential Notifiable Resource Consent		Value Engineering during design	
Design decisions		Continued communication with role-players and getting sign-offs in time	
Covid or natural disaster (Civil defence emergency) disruptions		Adaptable Business Continuity plans	
Market capacity to deliver		Procurement planning	
Community Engagement		Agreement of a Working Group to steer matters	
Downstream Impact – Ongoing future operation costs		Value Engineering during design	
Supply Chain – getting services and materials needed		Early procurement	
Programme Governance – Conflict of Interest		Set up Mitigation Plans	
Key Project Milestones	Expected	Status	Comment
Initiation	03/08/2020	Completed	
Resource Consent	Jul 2021 – Nov 2021	Planning	Pre-app meeting held. S92 items identified. RC will be notified consent

Concept Design	Jan 2021	Completed	
Developed Design	Sep – Oct 2021		
Detailed Design	Nov 2021 – March 2022		
Building Consent	March 2021		BC application can only be submitted once RC has been approved
Procurement	Nov 2021		
Construction	May 2022		
Project Budget Status			
Approved Budget		Actual Spend to Date	Forecast Total Spend
\$8.6		\$5M – Land acquisition \$542K - Design and Construction	\$8.6

Project Name: Kerikeri Domain Revitalisation

Project Phase: Concept Stage

Status Item	Current Status	Prior Status	Summary
Overall Project Status	Green	Green	<p>Project has moved into construction documentation for all areas. First projects moving into construction.</p> <p>Demolition of existing basketball court and Skatepark completed. Stormwater infrastructure underway</p> <p>Skatepark construction commenced</p> <p>Basketball Court moving into construction October</p>
Scope	Green	Green	<p>Scope has been agreed by key stakeholder groups and has been developed into a concept layout plan that speaks back to the master plan for the reserve.</p> <p>The various elements identified in the concept layout design have been designed.</p>
Schedule	Amber	Amber	<p>Demolition</p> <ul style="list-style-type: none"> Demolition completed by TARMAC. Site levels contoured and filled to match new design levels Stormwater infrastructure delayed due to supply issues of materials resulting from Level 3/4 Auckland lockdowns. <p>Skatepark Construction</p> <ul style="list-style-type: none"> Circle D Construction have commenced construction. First concrete ramps have been poured with the timber vert ramp under construction Possible program delay as specialised skate construction staff stuck in Hamilton due to lockdown. <p>Basketball</p> <ul style="list-style-type: none"> Local Contractor Buildflex to start construction Early October. Coordination with Circle D Construction taking place to coordinate the two site builds <p>Playground</p> <ul style="list-style-type: none"> PLAYCO design fixed. Structural and Civil documentation currently in progress to be able to tender construction to the market. Play equipment and shade sails order confirmed Will be delayed due to Covid and lockdown. In discussion now to agree new program. There will be delays on the delivery of the playground due Level 4 shut down on projects in AKL affecting Kerikeri delivery / Install. Construction will push out to 2022. <p>Park path and softscape - Project on HOLD</p> <p>BBQ areas - Project on HOLD</p> <p>Fitness Equipment - Project on HOLD</p> <p>Lighting - Project on HOLD</p>
Cost	Amber	Red	<p>Discussion taking place with FNDC and working party group. Stages of works been introduced to manage the delivery and the budget carefully.</p> <p>Latest Covid levels will have an effect on materials pricing and deliverable dates</p>
Project Risk	Amber	Amber	<ul style="list-style-type: none"> Covid Lockdowns and financial and program implications Major changes to the concept layout plan would be a risk to the project. Meeting procurement objectives result in a longer procurement process. Budgets not meeting the current market for construction Lead times and market competition for obtaining materials and equipment Working with contractors that are not experienced in large builds. Site build. Uncertainties (e.g. earthworks) relating to existing site Infrastructure required that was not allocated for in original budget
<p>Monthly Summary:</p> <p>Demolition of the existing Basketball Court and skatepark complete</p> <p>Site levels contoured and filled to match new design levels</p> <p>Attenuation completed</p> <p>Stormwater infrastructure underway</p> <p>Skatepark under construction</p> <p>PLAYCO concept finalised. Equipment ordered and civil/structural under detailed documentation</p>			
Key Project Risks			Mitigation of Risk
Covid – Delay to program and escalation of costs			Maintaining good communication with contractors and stakeholders
Budget not aligned to vision			Reviewing works to attain the best overall outcome for the Kerikeri Domain as a whole

Market capacity to deliver		Procurement planning	
Community Engagement - Community buy in is KEY, the community might argue they didn't want it in the first place		Agreement of a Working Group to steer matters	
Downstream Impact – Ongoing future operation costs		Value Engineering during design	
Supply Chain – getting services and materials needed		Early procurement, Covid Levels will affect the delivery dates	
Key Project Milestones	Expected	Status	Comment
Initiation	03/08/2020	Completed	
Community Scoping	Aug- Jan 2021	Completed	
Developed Design	Feb - Apr 2021	Completed	
Detailed Design	May – Aug 2021	Completed	
Procurement	Jan-Aug 2021	Ongoing	Playground construction procurement to commence once documentation completed
Construction	Aug-2022	Site establishment underway	
Project Budget Status			
Approved Budget		Actual Spend to Date	Forecast Total Spend
\$ 3M		\$ 768k - Design and Construction	\$ 3M

Project Name: Freese Park Coastal Erosion – Design and Consenting

Project Phase: Options Assessment

Status Item	Current Status	Prior Status	Summary	
Overall Project Status	Green	Green	Consultation with hapu well progressed. Now moving into consultation with the general public and specific properties. Any design has been put on hold until consultation has been completed.	
Scope	Green	Green	While still in scope, the consultation phase has required more time than anticipated.	
Schedule	Amber	Amber	Delay due to set up of initial hui with hapu. Also, some delay due to Covid Lockdown.	
Cost	Green	Green	Additional time on consultation has led to a cost over-run on this item but we currently feel that this can be accommodated within the wider project budget.	
Project Risk	Green	Green	As per below	
Monthly Summary:				
Hui with local Hapu has progressed well over the last month. Covid lockdown has resulted in some delay to the programme.				
Key Project Risks		Mitigation of Risk		
Integrated erosion management solution cannot be agreed upon		Early and clear consultation with key stakeholders including owners of properties bordering the public spaces.		
Delay in programme due to issues with Resource consenting.		Early discussions with NRC. Preliminary planning assessment to identify potential planning constraints.		
Covid lockdowns result in delays to project		Build contingency into programme. Respond to project needs via virtual means where possible.		
Key Project Milestones		Expected	Status	Comment
Presentation to Council of work to date including options considered and proposed consultation strategy.		Mid May	Completed	Approval to proceed to Engagement phase
Consultation completed – issue Consultation Report		November	Underway	Consultation progressing well
Project Budget Status				
Approved Budget		Actual Spend to Date		Forecast Total Spend
\$199,404		\$121,185		\$199,404

TOURISM INFRASTRUCTURE FUND

August 2019 TIF R4 Projects:

Project		Status	Notes
1a	Waipapa Toilet Capacity Upgrade (Soakage Field)	Approved with Funding Agreement	Construction is complete. Engineers have advised an upgrade of the FNDC pump at the toilets to optimise the soakage system. This can be completed within budget and under action.
1b	Waitangi Jetty Toilet Capacity Upgrade (BOI Yacht Club)	Approved with Funding Agreement	The new extension block has been completed. Works have commenced on the conversion of the old block. Completion anticipated in October.
2	Pungaere Road Seal Extension	Completed	Completed.
3	Cable Bay Carports	Approved with Funding Agreement	Toilet Carpark Construction has been awarded. Final design is nearing completion on remaining two carports.
4	Taipa Beach Pohutukawa Protection	Completed	Completed.
5	Paihia Beach Toilet Enhancement (Outdoor Shower/Drainage)	Completed	Completed.
6	Stone Store Lighting	Approved with Funding Agreement	Lighting fixtures have arrived in New Zealand and are clearing customs. Installation will commence when released and subject to weather.
7	Freedom Camping Operational Plan Study Grant	Approved with Funding Agreement	Final report is with FNDC for approval process.
8	District Boat Ramp Operational Plan Study Grant	Completed	Completed.

August 2019 TIF R4 Funding

Project		Community	FNDC	MBIE	Total
1a	Waipapa Toilet Capacity Upgrade (Soakage Field)		\$120,000	\$254,600	\$424,600
1b	Waitangi Jetty Toilet Capacity Upgrade (BOI Yacht Club)	\$50,000			
2	Pungaere Road Seal Extension		\$793,584	\$793,584	\$1,587,168
3	Cable Bay Carports		\$238,136	\$238,136	\$476,272
4	Taipa Beach Pohutukawa Protection		\$8,000	\$8,000	\$16,000
5	Paihia Beach Toilet Enhancement (Outdoor Shower/Drainage)		\$14,300	\$14,300	\$28,600
6	Stone Store Lighting		\$13,750	\$13,750	\$27,500
7	Freedom Camping Operational Plan Study Grant		\$37,500	\$37,500	\$75,000
8	District Boat Ramp Operational Plan Study Grant		\$37,500	\$37,500	\$75,000
Totals		\$50,000	\$1,262,770	\$1,397,370	\$2,710,140


April 2021 TIF R5 Projects:

Project		Status	Notes
1a	SMART CITIES: Smart Lighting (Wi-Fi)	Approved with Funding Agreement	Site visits have been undertaken and RFIs have been sent out to two Northland Suppliers. Seeking options on the technical equipment. Community Board has been updated with current status. MBIE have been invoiced for first payment milestone.
1b	SMART CITIES: Smart Bins	Approved with Funding Agreement	Project management plan has been approved and contract has been awarded. Currently looking at wrap design options for some bins. Community Board has been updated with current status. Next step is identifying Smart Bin locations in consultation with the stakeholders. On target for Pre-Christmas rollout. MBIE have been invoiced for first payment milestone.
2	Lake Manuwai Toilet	Approved with Funding Agreement	Project management plan has been approved. Consultation with the stakeholders has been initiated and the Community Board has been updated with current status.
3	Te Paki Stream Toilets	Approved with Funding Agreement	Site visit and face to face meetings will take place in October. Key points of contact have been identified.
4	Cape Reinga Road (Te Paki i-Site) Dump Station	Approved with Funding Agreement	Stakeholder engagement has commenced with Ngāti Kuri, DOC and NZCMA and a site visit is scheduled early next month. Optimistically targeting completion pre-Christmas. (Covid implications are yet unknown).
5	Sealing of Bayly Road (Waitangi Mountain Bike Park)	Approved with Funding Agreement	Test pits and site survey has been completed with lab testing of material in progress. Design is due before end of October with construction due to commence in November. This site is expected to have all earthworks and widening complete before Christmas and the Contractor will then clear the site for

Project	Status	Notes
		uninterrupted summer holiday traffic. Contractor will re-establish and resume pavement construction in late January. This Project is planned for completion before March 2022, by Ventia.

April 2021 TIF R5 Funding					
Project		FY	FNDC	MBIE	Total
1	SMART CITIES: Smart Lighting (Wi-Fi)	2021/22	\$93,153	\$93,153	\$186,306
2	SMART CITIES: Smart Bins	2021/22	\$53,763	\$ 53,762	\$107,525
3	Lake Manuwai Toilet	2021/22	\$86,840	\$86,840	\$173,680
4	Te Paki Stream Toilets	2021/22	\$128,150	\$128,150	\$256,300
5	Cape Reinga Road (Te Paki i-Site) Dump Station	2021/22	\$57,750	\$57,750	\$115,500
6	Sealing of Bayly Road (Waitangi Mountain Bike Park)	2021/22	\$222,750	\$222,750	\$445,500
		Totals	\$642,406	\$642,406	\$1,284,81

NEW CONNECTIONS AND FNDC CONSENT REVIEW

Activity		Sept 2021	YTD '22	YTD '21	
Applications for new Water and Wastewater connections		17	41	27	17 requests to connect to Council water and wastewater services were received in September 2021. Year to date Council has received 41 applications (compared to 27 last year)
FNDC Resource Consent Applications Reviewed by IAM	All	30	126	170	IAM's development engineer and consents technician review all consents and provide comment on how to minimise/mitigate impacts on Council infrastructure.
LIMs Assessed	All	137	362	485	IAM's consents technician input into Land Information Memorandums by completing soil reports and assessing development contributions.

ENGINEERING STANDARDS

The Far North District Council (FNDC) Engineering Standards (ES) sets out the processes and standards that are expected to be followed and met whenever any development project or Engineering work is undertaken within the District. The ES recognizes that the District Council and other network operators will become the owners and operators of roads and other infrastructure, which are created and vested in the land development process.

EXECUTIVE SUMMARY

The FNDC New Engineering Standards (ES) is developed from WDC draft engineering standards.

Key issues on the draft ES:

- Limited resources available due to competing priorities to progress the ES to the final state.
- Some District reference documentation e.g., policies, manuals and processes that feeds into the Draft ES are either in draft state, expired or have yet to be published.
- The ES could potentially increase operations and maintenance cost.

Document

Link: [Engineering Standards Far North District Council \(fndc.govt.nz\)](https://fndc.govt.nz/Engineering-Standards-Far-North-District-Council)

ES Table of Content

- Chapter 1 – General.
- Chapter 2 – Chapter 2: Site Development Suitability (Geotechnical and Natural Hazards).
- Chapter 3 – Transportation.
- Chapter 4 – Stormwater and Drainage.
- Chapter 5 – Wastewater.
- Chapter 6 – Water Supply and Reticulation.
- Chapter 7 – Public Spaces and Landscape Development Works.
- Chapter 8 – Electricity, Telecommunications and Gas.
- Appendices

INTRODUCTION

The Far North District Council Draft Engineering Standards (ES) has been significantly updated since the 2009 version. The Draft ES has been developed from the Whangarei District Council Draft ES together with other changes tailored with respect to the Far North. The Far North Developers serves as the audience for the new FNDC ES. Intensive integration with internal FNDC departments, Far North Waters, Northland Transport Alliance, Practitioners, The Public, Northland Regional Council and Disability Action Group is required to successfully progress the new FNDC ES to a Final state.

The FNDC ES scope is as follows:

1. Requirements for the assessment and reporting of site suitability and for the design and control of earthworks.
2. Future roads and infrastructure (including accessways) associated with land development, subdivision and road improvements/upgrades within the District.
3. Requirements for design and construction of stormwater conveyance systems.
4. Gravity and/or pumped (including Pressure Sewer) wastewater reticulation networks to be vested to Council. Private wastewater reticulation systems that are to discharge into a Council wastewater reticulation system. Private wastewater networks and on-site treatment and disposal systems.
5. Requirements for design and construction of all extensions and connections to the District Council's water reticulation system.
6. Minimum requirements (and some best-practice examples) for the design and construction of landscaping development works for land development and subdivision on reserves and streetscapes.
7. Requirements for network utilities that are not owned or managed by the District Council: electricity, telecommunications/data and gas.

ES REVIEW STATUS & MILESTONES

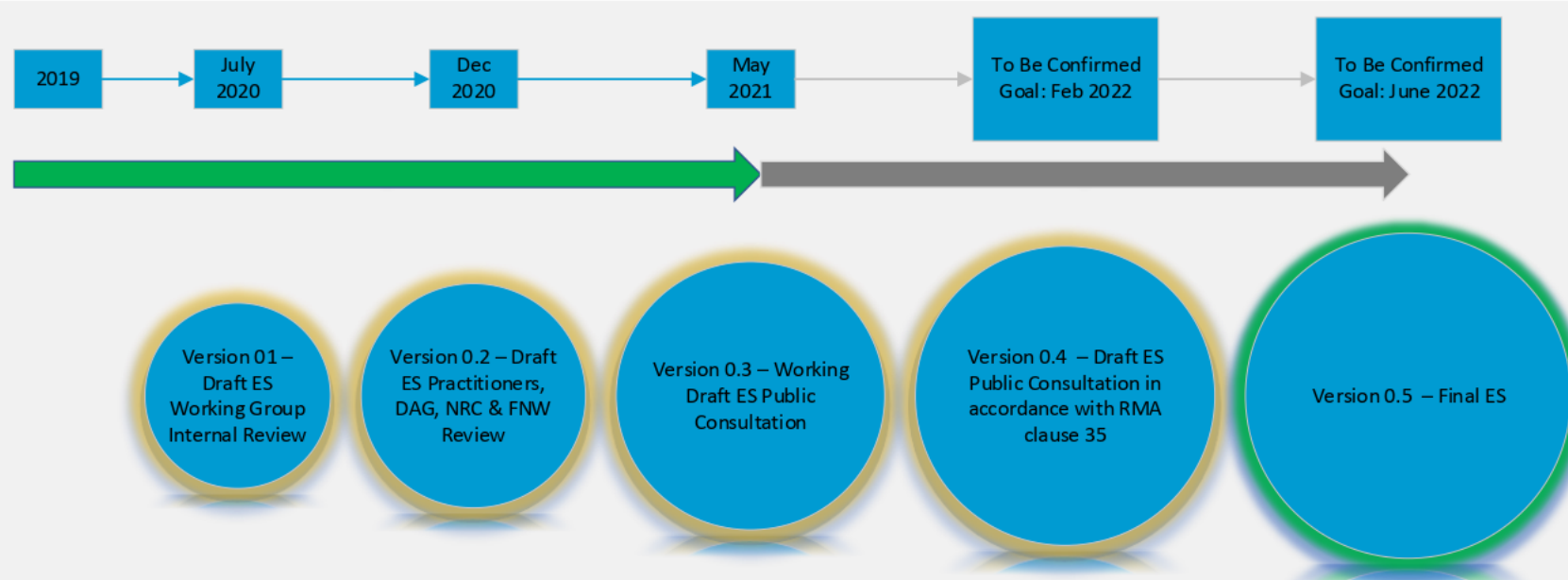
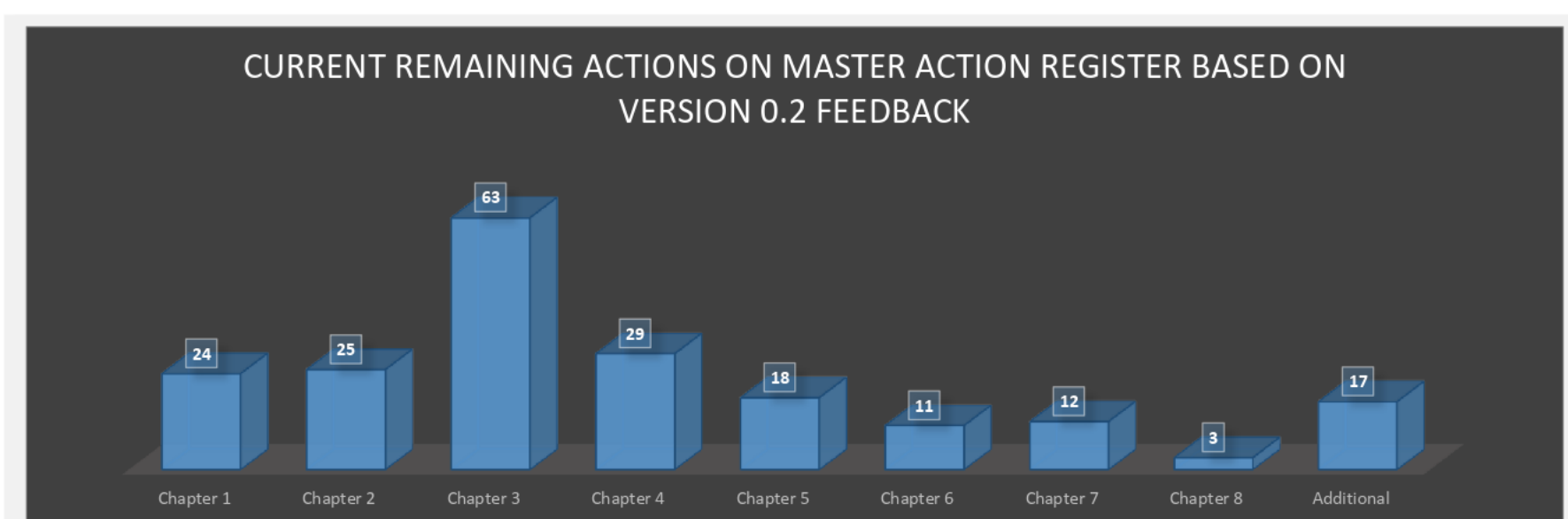


Figure 1 Key Milestone Flowchart

Date Finalized	Version	Comment
2019	WDC Draft ES	Adopted WDC Draft ES
July 2020	Issue 0.1	Draft ES – June 2020 version was produced. Document was review by FNDC internal working group and external consultant. Actions was recorded based on the review feedback.
Dec 2020	Issue 0.2	Draft ES – Dec 2020 version was produced. FNDC ES Review was handed to IAM Engineering Team. The Draft ES was sent for review to the Far North practitioners, FNW, FNDC internal, Disability Action Group and NRC. Actions was recorded based on the review feedback.
May 2021	Issue 0.3	Working Draft ES – May 2021 version is produced. The Working Draft ES will be sent out for public consultation. The Working Draft ES will be available to the public on the FNDC website. Review period is between 17 May – 14 June 2021.
Nov 2021	Issue 0.3	The practitioners meeting will take place on 11 Nov 2021. The goal is to have a brief presentation and a workshop with the practitioners.
Note:		
The Engineering Standards will be incorporated by reference in the proposed district plan. Making available a working draft allows for ongoing exchanges and refinement designed to maximise the integration of the technical document with the new district plan provisions.		
A future step (Version 0.4) in the continuous improvement process will involve public notification of the Engineering Standards as ‘material to be incorporated by reference’ in the proposed district plan. This will take place in accordance with the provisions of Clause 35 of Schedule 1 of the Resource Management Act 1991 and will invite comments on the final draft version of the Engineering Standards. This step will take place prior to the statutory notification of the proposed District plan and will ensure that there is public awareness of this opportunity for comment and further refinement.		
To be confirmed. Goal Feb 2022	Issue 0.4	Draft ES – May 2021 version is produced. The Draft ES will be sent out for public consultation in accordance with the provisions of Clause 35 of Schedule 1 of the Resource Management Act 1991. Review period to be confirmed.
To be confirmed. Goal June 2022	Issue 0.5	Final FNDC ES

ES SCOPE OF WORK

Remaining Actions



Issues: References that are in draft, expired or do not exist within FNDC

Item	Reference	Description
1	1.4.5 Quality Assurance and Quality Control. 1.6.5.5 Testing. 5.1.4.3 District Council Documents. 4.1.4.3 District Council Documents. 6.1.4.3 District Council Documents	QA/QC Manual 2010.
2	1.5.1.3 The Role of the IQP & Throughout the document.	Independent Qualified Person (IQP) Assessment Process
3	1.6.5.1 Health and Safety	Health and Safety Policy, Contractors Health and Safety Handbook and H&S002 Potential Site-Specific Hazards Associated with the Project.
4	1.1.4.3 District Council Documents	H&S006 - Office Workplace Health and Safety Inspection Form
5	1.1.4.3 District Council Documents	Policy #0074 - Uncompleted Works Bond
6	2.1.3.3 District Council Documents.	Good ground guidance document not finalised
7	2.1.3.3 District Council Documents. 2.2.2.2 Reference Documents.	Acid Sulphate Soil Planning Policy Basic Guide 2015.
8	2.1.3.3 District Council Documents	Land Hazard Maps
9	2.1.3.3 District Council Documents	Land Instability Maps
10	2.1.3.3 District Council Documents	Policy #0129 - Stabilisation Systems for Land Development
11	2.1.3.3 District Council Documents. 2.2.2.2 Reference Documents.	Coastal Structure Plan - Slope Instability Hazard Potential and Effluent Disposal Potential:
12	2.1.3.3 District Council Documents. 2.2.2.2 Reference Documents. 4.1.4.3 District Council Documents	Stormwater catchment management plans.
13	4.1.4.3 District Council Documents	Approved Materials List - Public Spaces and Landscape Works
14	4.1.4.3 District Council Documents. 5.1.4.3 District Council Documents	Approved Materials List - Wastewater and Stormwater
15	5.1.4.1 Statutory	FNDC Trade Waste Bylaw 2009.
16	5.1.4.3 District Council Documents. 6.1.4.3 District Council Documents	Standard for Wastewater Pumping Station Electrical Engineering Systems
17	6.2.12.4 Backflow Prevention	Backflow Prevention Policy and Code of Practice
18	6.1.4.3 District Council Documents	Approved Materials List - Water Services
19	6.1.4.3 District Council Documents	Specification for Installation of Watermains
20	6.1.4.3 District Council Documents	Specification for the Installation of Service Connections
21	6.1.4.3 District Council Documents. 6.1.7.1 Work on Existing Water Mains. 6.3.1. Licensed and Registered Contractors	Specification for Registered and Licensed Contractors for Water Supply. The FNDC Hygiene Code of Practice for All Personnel working on the Water Production and Distribution System is in draft state and last worked on in 2004.
22	6.1.4.3 District Council Documents.	FNDC new water bylaw
23	7.1.4.3 Other Relevant Documents	Development contribution policy
24	7.1.4.3 Other Relevant Documents	Fencing contribution policy

Page 33 of 113

Other Issues		
Item	Reference	Description
25	1.4.2 Developer's Representative	<i>The Developer shall nominate a specialist representative to liaise with the District Council, who should be a licensed cadastral surveyor, resource management/planning consultant, or chartered professional engineer, suitably experienced in all phases of resource consent, and available for site visits within 24 hours of being so requested by the District Council. A suitably qualified and experienced person in a related field may be nominated subject to acceptance by the District Council.</i>
26	1.4.4 a Insurance	High Public Liability Insurance is proposed.
27	3.2.6. Road Classifications and Design Criteria	Road classifications could change due to the One Network Road Classification
28	3.1.5. Reference Documents	NTA Website under construction
29	Table 4.2 Minimum Design Summary	Attenuation to 80% of pre-development flow is required when the developer Discharge to a natural flow and secondary flow path, Direct nuisance to other property and people, Discharge to council stormwater and roading network where identified downstream flooding exists.
30	Throughout the document	FNDC previously advised developers that TP 10 is not a FNDC excepted design document. This document is referenced throughout the Draft ES.
31	5.1.7. Connection to Existing Wastewater Scheme	Area of Benefit is not available to the public
32	7.2.6.1 Introduction	1.2m grass berm is added to the road corridor and trees planted in 25m c/c spacing that will increase operational and maintenance cost.
33	Working Draft ES - May 2021	Correlation between District Plan and the New Engineering Standards.

PROGRAMME DARWIN

To lead best practice enterprise asset management in New Zealand.

Mā te kimi ka kite, Mā te kite ka mōhio, Mā te mōhio ka mārama

Seek and discover. Discover and know. Know and become enlightened.

Learning is a journey. It starts with a conscious effort to seek knowledge. Upon seeking, you will surely discover a brand-new thing or see a familiar object in a totally new light. Eventually, the things you know will lead you to become wise beyond your years. Seek. Discover. Know. Be enlightened.



EXECUTIVE SUMMARY

The risk status of the programme has remained stable over the reporting period. An updated Delivery Roadmap for the AMS Project has been drafted on the back of the configuration schedule that was developed by INFOR. The data cleansing and migration process is progressing at a consistent cadence. An analysis completed by the AMS Project team estimated the timeline for the delivery of Phase 1 to be Q3-2024, pushing the date out with 21 months from the initial reckoning of Q4-2022; the validity of the duration was statistically tested. Two alternative options to bring forward the September 2024 delivery date, was presented to the PSG during September and after some discussion more detail was requested to be provided at the 12 October meeting. In light of the unforeseen new timeline, it will be premature to submit a business case for any additional funding of the Programme to SLT at this time



Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

HE ARA TĀMATA
CREATING GREAT PLACES
Supporting our people

Programme Darwin Status Report

← Programme Details			
Reporting Period	September 2021	Report Date	01 October 2021
Programme Sponsor	Andy Finch (GM – IAM)	Programme Manager - EAM	Chris Grobler
← Programme Vision & Mission			
Vision: Leading best practice enterprise asset management in NZ			
Mission: Lifting the understanding and delivery of asset management across the organisation			

← Status Indicators		
Overall	→	The risk status of the programme has remained stable over the reporting period.
Benefits		No change; remains the basis of performance framework for 2024 and outyears.
Capability		Challenges remain with project delivery resourcing across the Process and Stakeholder streams, including the availability of asset subject matter experts to contribute to the Technology workstream.
Leadership		Programme leadership remains stable. The Programme Steering Group supports the sub-projects towards common alignment with the Programmes strategic goals.
Budget		Awaiting 2021/22 budgets to be approved by Council. In light of the unforeseen new timeline, it will be premature to submit a business case for any additional funding of the Programme to SLT at this time.
Roadmap		Revised timelines, deliverables and expectations detailed in the November 2020 update to Elected Members were reviewed. Better evidence for the velocity, at which data cleansing is being performed, has been gathered. An updated Roadmap was developed on the back of the feedback received from the AMS Project on its projected rollout schedule for Phase 1. The prospect of completing the data cleansing and migration work within the initial estimated duration seem highly improbable. A more likely timeline now takes the delivery of Phase 1 to September 2024.
Risk		A number of variables relating to resourcing and the rate of delivery contribute to the volatility in the programme. Also, the proposed Three Waters Reform Programme is creating uncertainty within the delivery team.

← State of Play	
Last Month	Next Month(s)
<p>Programme: Three Phase 1 options, articulating different time, cost, and effort scenarios, have been developed and was presented to the PSG in September.</p> <p>Organisational level risk related to Darwin presented to ARF Committee.</p> <p>Risks related to Darwin finalised on IAM risks register.</p> <p>Workstream</p> <ul style="list-style-type: none">Technology: Continued with execution on the revised SoW to ensure organizational expectations are met once Phase 1 is delivered.Process: Re-evaluated funding bid for the appointment of a Workstream Lead. Asset condition assessments continued.Transformation: Change management plan to be developed for Programme.Stakeholders: Two meetings were held with Ventia to discuss the alignment of our respective data requirements.	<p>Programme: The three Phase 1 options, articulating different time, cost, and effort scenarios, will be presented to the PSG in October in preparation for a submission to SLT soon after.</p> <p>Workstream</p> <ul style="list-style-type: none">Technology: Continue with execution on the revised SoW to ensure organizational expectations are met once Phase 1 is delivered.Process: Re-evaluate funding bid for the appointment of a Workstream Lead. Asset condition assessments to continue and accelerate.Transformation: Programme change management and communications information to be published on TK3.Stakeholders: Re-evaluate funding bid for the appointment of a Workstream Lead. Continue <i>ad hoc</i> engagement with data supply chain partners on Darwin journey.

← Programme Workstreams			
Name	Type	Status	Programme Comment
TECHNOLOGY: Integrated Asset Management System (IPS Suite)	Project		Full operational use of IPS Suite will only be possible once all the data loads have been migrated (Q3-2024), and the system has been configured (towards 2027). The status reflects the updated schedule from the AMS project based on the revised timelines for Data Cleansing & Migration work. The team continues to experience delays within the data cleaning process due to urgent BAU tasks. The status of the project is expected to remain Amber over the next quarter.
PROCESS: Asset Life Cycle, Processes, Condition Assessments, Data & Analytics	Operational		Paper drafted to secure funding that will allow for the recruitment of a Workstream Lead, placed on hold until a revised schedule is adopted by PSG. The delivery of the pilot LAMP has been moved out past September 2024. Condition survey work is progressing well. An interdisciplinary meeting was held to ensure the proposed approach and tooling, for the capturing of field data, will provide for an

← Programme Workstreams			
Name	Type	Status	Programme Comment
			efficient process, correct asset fields and reliable data. Discussions have progressed well with Sewer Equipment Company Australia (SECA) for the procurement of WinCan, which is positioned to be adopted as the preferred solution to capture and manage condition data for SS and WW.
TRANSFORMATION: Roles & Responsibilities, People & Culture Change Management	Improvement		Initial survey completed (FieldForce4). Original transformation plan will not be pursued as Tony McCartney (PraCxus) has stepped away from the programme. A new plan to be developed by Helen Ronaldson and Alison Carnaby. Andy Dowdle was appointed to the programme to caretake the change management effort.
STAKEHOLDERS: Upwards, Downwards, Outwards & Sideways	Improvement		Paper drafted to secure funding that will allow for the recruitment of a Workstream Lead, placed on hold until a revised schedule is adopted by PSG. Stakeholder engagement plan to be drafted on the back of the reinvigorated stakeholder register.

← Programme Milestones				
Milestone	Baseline Date	Actual Date	Status	Comment
Identify Stage completed	N/A	Continues		The programme of work agreed for Phase 1a will partially deliver on Council's business requirements. Phase 1b will see the standing-up of an Asset Management System that is ready to be configured over Phase 2. Delivery plans to be workshopped with the stakeholder groups over the coming months, this work is dependent on the appointment of the Process Improvement Workstream Lead.
Define Stage completed	31/12/2022	Continues		Operational demands on project resources along with discovered issues relating to data quality, data mapping and data access have delayed progress until the availability of condition data and the working system environment is resolved. Also, the deliverables for the Process and Transformation workstreams have not been scoped. The expertise of a Business Analyst will be required to provide a high-level estimate of the quantum of work and execution effort that will be required to deliver on the scope of work for particularly the Process and Transformation streams.
Execute Stage completed	30/12/2023	Continues		Delivery date extended to reflect the adaptation necessary once the Process and Transformation teams come online.
Product Review Stage completed	Beyond 2023	Continues		Project & workstream delivery will be staggered over 2024-2027 to ensure each value release builds on prior releases.

← Top Programme Issues					
Ref #	Explanation & Cause	Priority	Action Required	Owner	Date Raised
5	Operational commitments impede staffs' availability to participate in workshops or contribute to Darwin, resulting in sub-optimal progress. Also, some workstream lead positions remain vacant, hindering progress.	1	Require SLT assistance to identify additional resourcing to come onboard. These key-person dependency issues are expected to continue throughout the life of the programme.	PrgM – EAM GM – IAM	May 2020

← Top Programme Risks							
Ref #	Description	Probability	Impact	Trend of Risk Rating	Mitigations	Owner	Review Date
11	Program resourcing constraints (i.e., vacancies in the Process and Stakeholder workstream lead roles) may lead to an adjusted risk profile.	Possible	Major	Stable	The SLT was made aware of this risk and assistance requested to resolve the same.	PrgM – EAM	Sep 2021
15	Three waters reform investigations/ negotiations impact both progress and team willingness to advance program.	Possible	Major	Stable	Programme leadership commitment and organisational information governance committee oversight.	PrgM – EAM	Sep 2021

← Programme Financials				
	Approved Budget	Spend to Date	Forecast Cost to Complete	Commentary
Capex				Awaiting 2021/22 budgets to be approved by Council.
Opex				-
Totals				-

INFRASTRUCTURE PLANNING

Policy making and integrated planning. Managing consents which authorise activities essential to the services Council provide.

The following provides an overview of the current priorities on the Infrastructure Planning Team's work programme. This includes planning projects, collaboration and engagement activities and key consent applications and renewals.

EXECUTIVE SUMMARY

In the month of September, the Infrastructure Planning team progressed work on several key projects:

- Staff are developing communication material for landowners and other stakeholders, such as adding projects to our wastewater treatment plant on a page website section and preparing to call landowners of sites that have been identified as potentially suitable for land-based disposal of treated wastewater.
- Staff continue working with the Kaitaia Golf Club and Te Rūnanga o Te Rarawa, supported by technical experts, to progress investigations into the feasibility of irrigating land at the Golf Club with treated wastewater from the Ahipara WWTP. Stage 1 investigations into the suitability of the golf club to receive treated wastewater as a form of irrigation have been completed. After reviewing the stage 1 investigations, FNDC and the Kaitaia Golf Club Committee have agreed to continue investigations upon concluding that the golf club is a suitable site.
- Staff from the Infrastructure Planning team continue to work with Strategic Planning and Policy team on key pieces of work including:
 - Parking policy and bylaw
 - New Road Use Bylaw
 - Transport related policy reviews
- Staff are undertaking a data review and gaps analysis of 3 waters information to support the Kerikeri/Waipapa Spatial Plan project being led by SPP.
- Staff continue to work with NTA to handover the Integrated Transport Strategy for operational implementation and to evaluate the impacts of NZTA's lower than expected funding subsidy approval on the transport programme

Key: ● Complete ● In progress ● Parked

Stormwater



District Facilities










Wastewater



Water



Transport

Activity	Asset Group	Status				Expected Completion	Comment
		Concept	Plan	Deliver	Handover		
Strategies / Plans / Policies							
District Transport Strategy		<div></div>	<div></div>	<div></div>	<div></div>	FY19/20	Preparations are now underway to hand over the Integrated Transport Strategy to NTA to implement the Integrated Transport Plan recommended programme of projects and activities. The Infrastructure Planning team will maintain a Programme Management role to ensure that benefits are being realised controlled and reported to council and Waka Kotahi New Zealand Transport Agency. The award of subsidy was notified late in September and the implications on the transport programme in the LTP are being evaluated. These will be summarised and reported to council in October
Sludge Strategy – End Use		<div></div>	<div></div>			Ongoing	Making good use of the sludge as a resource is a challenge. The 2018 Sludge Strategy identified a number of potential options for end use, including identification of a preferred end use (quarry rehabilitation), however initial development of this option identified a number of potential hurdles. Staff are reviewing end use options with the intention of determining a preferred option. Further work, in terms of implementing the preferred overall sludge management approach (the centralised strategy option) is required to facilitate the current review of the end use options outlined in the sludge strategy.
Paihia Network Model Upgrades		<div></div>	<div></div>	<div></div>		October 2021	The WS model rebuild project is complete, the modelling consultant presented findings on the WS model to FNDC staff including discussing recommended WS network investigations and improvements to be completed, which would improve the reliability of the model in the future. Several the recommended improvements and investigations are captured in existing FNDC projects. An extension to the project completion deadline for the WW model (out to 31 October 2021) has been approved by MBIE, to accommodate issues encountered by our modelling consultant at the model calibration stage. The WW model system performance assessment phase is underway and both the model completion and presentation on findings are due to be completed before the end of October.
Balance of WW and WS Model Upgrades		<div></div>	<div></div>	<div></div>		Ongoing	FNDC has secured DIA funding via the 3W Reform to update as many of our WS and WW models as we are able to, within the funding timeframe available, to 31 March 2022. Each model update project is staged as follows: Stage 1 Data Review and Gaps Analysis; Stage 2 Data Acquisition; Stage 3 Model Build/Update and Calibration; and Stage 4 Model Analysis. Stellar is providing external project management support. During September inflow monitoring occurred in a number of the WW networks and Stage 1 Gaps Analysis reports have been submitted by consultants, along with offers of service for stage 3 of the project.
Water and Wastewater Demand Forecasting		<div></div>	<div></div>	<div></div>		Mid 2021	Staff have completed demand forecasting for the WS and WW schemes in Kaitaia, and this work is currently being peer reviewed by the authors of the demand forecasting methodologies. Staff are underway with demand forecasting assessment for WS and WW schemes in Kerikeri. A decision has been made to pause implementing the methodologies on the remaining schemes until FNDC obtains detailed capacity assessments for each of our water and wastewater treatment plants, and until FNDC obtains new population forecasting data, once a new population forecasting service provider has been procured.
Wastewater Disposal to Land Investigations		<div></div>	<div></div>	<div></div>		Ongoing	FNDC staff developed a desktop method to assess and identify sites potentially suitable for wastewater disposal to land (WWDTL). The desktop analysis indicated that WWDTL is potentially feasible for the communities of Kaitaia and Kaikohe. Staff developed Engagement Plans for Kaitaia and Kaikohe as living documents that can be revised as engagement progresses. Early introductory mana whenua engagement has occurred for both Kaitaia and Kaikohe, and staff are in the process of preparing to make initial contact with landowners of land that was identified in the desktop analysis as potentially suitable. Progress with landowner contact has been delayed due to Covid-19 Level 4 lockdown and initial contact with landowners is now anticipated to occur in October. Staff continue to participate in stakeholder engagement planning for the Hihi community project and are in the final stages of completing a desktop analysis of land surrounding the Kaeo WWTP.
Ahipara Wastewater Disposal to Golf Course Investigations		<div></div>				Ongoing	<p>Staff are working with the Kaitaia Golf Club and Te Rūnanga o Te Rarawa, and supported by technical experts, to progress investigations into the feasibility of irrigating land at the Golf Club with treated wastewater from the Ahipara WWTP. Stage 1 investigations into the suitability of the golf club to receive treated wastewater as a form of irrigation have been completed. After reviewing the stage 1 investigations, FNDC and the Kaitaia Golf Club Committee have agreed to continue onto stage 2 and 3 of the investigation upon concluding that the golf club is a suitable site.</p> <p>Stage 2 of investigations includes a review of potential wastewater treatment plant upgrade requirements and disposal system. The deliverables of this stage will include a draft concept design report which includes recommendations for treatment upgrade, and next steps for review and comment. This will take an estimated 2 months to complete.</p>

Key: ● Complete ● In progress ● Parked



Stormwater



District Facilities









Wastewater



Water



Transport

Activity	Asset Group	Status				Expected Completion	Comment
		Concept	Plan	Deliver	Handover		
							Stage 3 of investigations includes the development of high-level treatment and disposal concept cost estimates. This will be done for the preferred option following consultation of the stage 2 results and be issued to FNDC as a technical note presenting cost summary. This will take an estimated 2 weeks of additional time to complete.
Parking Policy and Bylaw		<div></div>	<div></div>	<div></div>		June 2022	Work continues on the Parking Policy and Bylaw to ensure that the June 2022 deadline for implementation of the bylaw is met. The Project and Engagement Plan has been approved and internal engagement is underway to develop an initial Draft Parking Policy for further development by Elected Members and key stakeholders in a workshop in the last quarter of the year. The draft bylaw and consultation document is out for public feedback with submissions closing mid-October. Concurrent and allied with this is consultation on the new draft Road Use Bylaw. The Parking Policy which will guide the development of the Strategic Implementation Plan will require significant engagement and public consultation beyond the bylaw deadline.
Wastewater and Water Supply Service Areas Review		<div></div>					Beca have provided staff with a final report on their review of how FNDC currently manages its water and wastewater service areas, this report includes a comparison with how several other local councils manage their WS and WW schemes. A few of the recommended actions and options contained in the Beca report are projects within FNDC that are underway. Change to how FNDC manages its service areas is not expected to progress further until some of the current project outcomes are known.
Consent Applications/Authorisations							
Kaikohe WWTP Consent Renewal		<div></div>	<div></div>	<div></div>		August 2021	The application to renew the resource consent that authorises the discharges from the WWTP has been made to NRC and is available online for viewing here . NRC has accepted the application and has used its discretion under s124 of the RMA to allow Council to continue operating the plant until a decision on the new consent is made. The application is currently on hold for further engagement with Tangata whenua on both the resource consent renewal and land discharge options.
Kaero WWTP Consent Renewal		<div></div>	<div></div>			July 2022	A consenting strategy for the project has been completed. Staff have begun to scope the information required to successfully renew the consent for the existing Kaero WWTP. The consent will need to be lodged before 31 July 2022.
Kaitia WWTP Renewal				<div></div>		August 2021	The application to renew the discharges from the WWTP has been made to NRC and is available online here . Oturu Marae has completed its Cultural Impact Assessment and this has been sent to NRC. NRC are yet to determine whether it will request further information to support its decision making. Work continues with engagement with Tangata whenua to determine consent conditions that aim to mitigate adverse effects on cultural values.
Hihi WWTP renewal		<div></div>				August 2022	Staff have begun to scope the information required to successfully renew the consent for the existing Hihi WWTP and to request offers of service for odour and ecological assessments. The consent will need to be lodged before 31 August 2022 and it is unlikely that any new plant will be commissioned before this date.
Taipa Seawall		<div></div>				January 2022	A new seawall has been planned for the Oruru/Taipa River adjacent to the Taipa recreation reserve. An application for resource consent is being put together and liaison with both DOC and Tangata Whenua is underway.
Activity	Comment						
Collaboration and Engagement							
Strategic Planning and Policy Development	The Infrastructure Planning team are working closely with the Strategic Planning and Policy development team on a number of projects requiring cross team collaboration. These include development of a District Spatial Plan, a Kerikeri Waipapa Spatial Plan / update of the existing Kerikeri Waipapa Structure Plan, delivery of a Parking Policy and Bylaw, a new Road Use Bylaw and joint review and update of all transport related policies. It is expected that this review will then focus on all other Infrastructure related policies.						
District Planning	The Infrastructure Planning team continue to work closely with the District Planning team on review of the District Plan in a joint effort to ensure that it effectively implements the Integrated Transport Strategy, Plan and Engineering Standards requirements. This also includes evaluation and integration of Waka Kotahi NZTA’s One Network Framework classification of movement and place. Additionally, it is necessary to ensure that upcoming regulatory changes specifically relating to transport infrastructure and land use are adequately reflected.						

INFRASTRUCTURE COMPLIANCE

Oversee regulatory compliance for assets and infrastructure; lead and manage response plans in the event of enforcement action; assist teams around obligations in relation to the Resource Management Act.

The following provides an overview of infrastructure compliance with NRC issued resource consents including current abatement notices.

EXECUTIVE SUMMARY

Whāia e koe te iti kahurangi ki te tūohu koe, me he maunga teitei

Pursue excellence – should you stumble, let it be to a lofty mountain

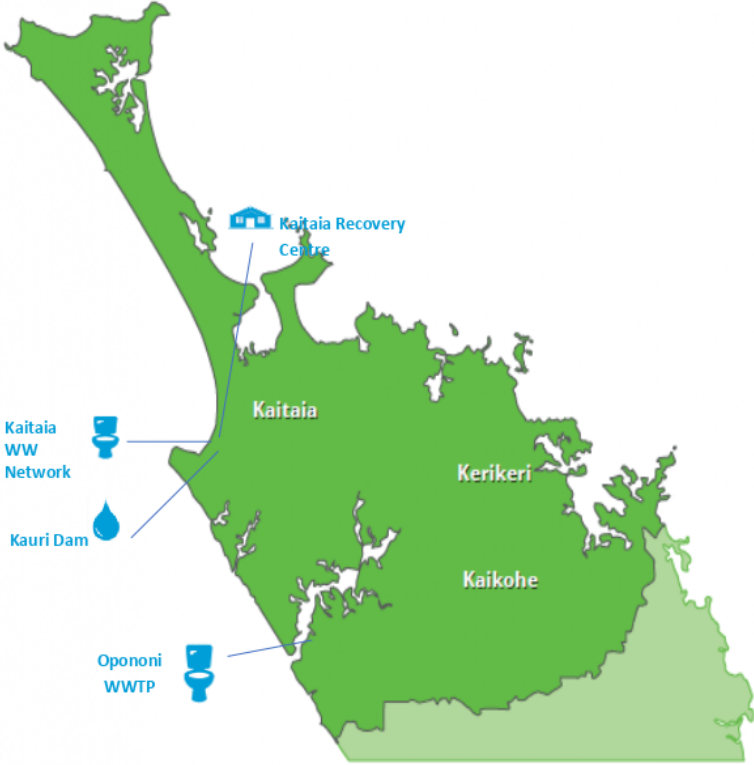




The primary goal of the Compliance function within IAM is to identify requirements and goals from a risk compliance and assurance perspective. It is also to provide sound expert advice and oversight with regards to risk mitigation and potential opportunities. Regulatory compliance, changes and adaptation are significant and a top priority. Guided by Far North District Council's values, this function's overarching goal is to use science, data, legislative requirements, and Mātauranga Māori to support decision making, to build transparency and trust and to create collective wisdom when addressing present and future risks to the organisation's Infrastructure and Assets.

WATER SAFETY PLANS PROJECT



The final phase of the delivery of this project has commenced with the procurement activities complete and the Jacobs contract signed. Finalising the project plan and ensuring all FNDC/FNW activities are scheduled and assigned is the next key focus to ensure milestones are known and understood.

DRINKING WATER STANDARDS – *Monitoring strategy and Risk Reporting*

There has been no further change to information received about Taumata Arowai's proposed compliance rule this month.

Summary of Abatement Notices				
Abatement notices are one of the significant risks identified to Far North District Council (FNDC). FNDC currently has 6 outstanding abatement notices due to non-compliance with resource consent conditions for district infrastructure issued by Northland Regional Council (NRC). Strong and collaborative engagement with Northland Regional Council (NRC) and our Far North Waters Alliance (FNW) partners has been our focus in addressing present non-compliance and other risk profiles within the Three Waters space.				
Location	Asset	Asset Type	Non-Compliance	Action Underway
	Kaitaia Recovery Centre		<ul style="list-style-type: none">The abatement notice issued Nov 2018Stormwater runoff from bins at site may contaminate waterway	The Interceptor / oil separator has been installed. A meeting has been arranged with the Infrastructure Compliance Lead and the Northern Monitoring Officer to arrange an inspection of the separator.
	Opononi WWTP		<ul style="list-style-type: none">The abatement notice was issued in Apr 2016 due to the plant evidencing non-compliance with the E. coli limits.	The preferred upgrade strategy which derived from the 'Issues and Options' report was: chemically assisted solids removal, UV disinfection, with an external ammonia removal package, including the maintenance of harbour discharge. This upgrade strategy has supported the resource consent renewal application and has been put forward in the Long-Term Plan.
	Kaitaia WW Network		<ul style="list-style-type: none">The abatement notice was issued in April 2016 due to unconsented network overflowsUnconsented network overflows	Screens have been installed at the overflow location and programme of work is underway to reduce frequency of overflows. An Action Plan has been created to prioritise the creation of a Leak Detection Plan as a result of the planned zonal monitoring.
	Kauri Dam		<ul style="list-style-type: none">The abatement notice was issued in July 2021 due to only one meter being used to measure water taken from both the Okahu stream and Kauri Dam	FNW installed a second meter. NRC confirmed on 1 Oct 2021 that the meter satisfies condition 4 of the water take consent.

WATER AND WASTEWATER RMA COMPLIANCE REPORT – SEPTEMBER 2021

Sites	Asset Group	Status	September	Comment
Kaitaia			Compliant	<ul style="list-style-type: none"> NRC have confirmed they are satisfied with the new meter and the abatement notice has been resolved.
Kaikohe			Compliant	
Kawakawa			Compliant	
Kerikeri			Compliant	
Okaihau			Compliant	
Opononi			Compliant	
Paihia			Compliant	
2 Rawene			Compliant	
Russell			Compliant	
Ahipara			Condition 10 - Faecal Coliforms Condition 2 - Leachate	<ul style="list-style-type: none"> Council is investigating land disposal options at Ahipara. Leachate pump has been repaired.
Hihi			Compliant	<ul style="list-style-type: none"> The project to upgrade plant is in its initiation phase.
Kaeo			Compliant	
Kaikohe			Compliant	<ul style="list-style-type: none"> Consent renewal application has been lodged.
Kaitaia			Compliant	
Kawakawa			Compliant	
Kerikeri			Compliant	
Kohukohu			Compliant	
Opononi			Condition 19 – Nh4, E.Coli.	<ul style="list-style-type: none"> Wetland maintenance commenced
Paihia			Condition 9 - NH4-N Condition 13 - pH	<ul style="list-style-type: none"> Dosing has commenced to address pH
Rawene			Compliant	
Rangiputa			Compliant	
Russell			Non-compliant	<ul style="list-style-type: none"> An E.Coli breach due to UV lamp maintenance. IAM Team Lead liaising with NRC about current abatement notice. Asset Managers have scheduled several improvements; -Inlet Works (screen) UV Unit Replacement,-New or Refurbished disposal bores,-Pond liner replacement.
Taipa			Complies	<ul style="list-style-type: none"> Farm access and monitoring schedule being reviewed with NRC. Interim monitoring commenced 29.09.21.
Whatuwhiwhi			Condition 8 – TSS	<ul style="list-style-type: none"> FNW and FNDC considering covering pond to reduce algae that are causing TSS.
1. TAN - Total ammoniacal nitrogen 2. TN – Total nitrogen 3. DO – Dissolved oxygen 4. TSS – Total suspended solids				5. BOD – Biological oxygen demand 6. MAV – Maximum acceptable values 7. THM - Trihalomethanes 8. TP – Total Phosphates

ASSET MANAGEMENT

Assets need to be planned, created, operated, maintained, renewed and disposed of in accordance with Council's priorities for service delivery for current and future generations.

The following provides an overview of key projects and deliverables the Asset Management Team are working towards. These are being delivered in conjunction with 'business as usual' work such as RFS's, operational matters and minor projects.

EXECUTIVE SUMMARY

September continued to be a month full of activity. The team have done their best at maintaining their focus and with Northland dropping to level 2, has aided in boosting the team's spirits and moral (particularly for parents with children at home). To highlight a few key focus areas;

- Continued focus on completion of either business cases, scopes, and Statement of Works for the capital delivery programme for FY21/22
- A review of the finalised combined 3 Waters and District Facilities AMP
- A focus on developing a combined Risk and Improvements register for Asset Management
- Workshops kicked-off regarding the FY22/23 Annual Plan for both Capital and Operational programmes

Sustainable asset management is key to realising the Far North District Council's (FNDCs) vision of *Creating great places and Supporting our people.*



Buildings & Structures



Drainage



Parks & Recreation












Roads & Transport Services



Sewerage Infrastructure



Water Infrastructure

Key: ● Complete ● In progress ● Parked							 Stormwater	 District Facilities	 Wastewater	 Water	 Roading
Activity	Asset Group	Status				Expected Completion	Comment				
		Concept	Plan	Deliver	Handover						
Strategies / Plans / Policies											
Combined Asset Management Plan (3 Waters and District Facilities)	All	●	●	●	●	FY21/22	As part of the Long-Term Plan (LTP) process, a combined draft Asset Management Plan for 3 Waters and District Facilities was prepared and provided to Audit (this is required for audit purposes only). Final audit acceptance was at the end of September 2021. The AMP is now in use across the Asset Management team.				
Annual Plan (AP)	All	●	●	●		FY21/22	Workshops for the AP kicked-off in September and work on both the Capital and Operational programmes will continue through until November / December 2021.				
Stormwater Strategy		●	●	●		FY21/22	<p>A draft strategy is complete with our first planned ‘internal’ workshop held on 29 July 2021. A meeting was held with Crs Foy and Stratford on 31 August to discuss the Stormwater Strategy document. It is confirmed that the format will take the shape of;</p> <ul style="list-style-type: none">A strategic document (most likely a strategy) with an associated action plan. Anything that needs to be included in a by-law will be considered in the review of the WW bylaw due for renewal in 2023. This strategic document will include a page for each of the 5 focus areas mentioned in the session – flooding, development, integration, contamination, and healthy environment.We plan to workshop more of the content once we can get the relevant staff together in person – aiming for whenever Lockdown ends, and we can safely be in an environment together and depending on people’s availability. This will likely occur closer to end of October 2021.From that session we will put a stronger timeline together for the deliverables.				
Asset Identification / Condition Assessments											
Prioritised Scheduled Asset Condition Assessments	All	●	●	●		FY21/31	As part of the LTP (adopted 24 June 2021), a budget of \$1.6m for FY21 to FY23 has been approved. A Project lead for the Asset Condition and data capture Programme has been appointed. Proposed packages of work and the related timeline for this programme are currently being developed.				
Other											
Asset Management System	All	●	●	●		FY21/23	Full operational use of INFOR (‘Go Live’) is now expected for January 2022 (please refer to Programme Darwin for full details).				
Stormwater modelling requirements		●	●	●		FY21/23	As per the SW Catchment Management Plan (CMP), the models for SW will take in excess of 2 years for full implementation updates, although a large number will be updated as part of the DIA programme noted below.				
Water modelling requirements		●	●			FY21/24	Funding to update the 3 Waters models was secured through the 3 Waters DIA funding reform. A 3 Waters Modelling Lead has been recruited and consultants are engaged to review all FNDCs current models. Gap analyses are largely complete and flow monitoring is underway. This work will assist in establishing a development contributions (DC) policy for FNDC as well.				
Wastewater modelling requirements		●	●			FY21/24	As above				

DISTRICT FACILITIES

Maintain Council parks, reserves, cemeteries, owned community and operated buildings, Housing for the Elderly, public toilets, town maintenance, contracted swimming pools and Solid Waste in accord with policy, strategy and legislation.

EXECUTIVE SUMMARY

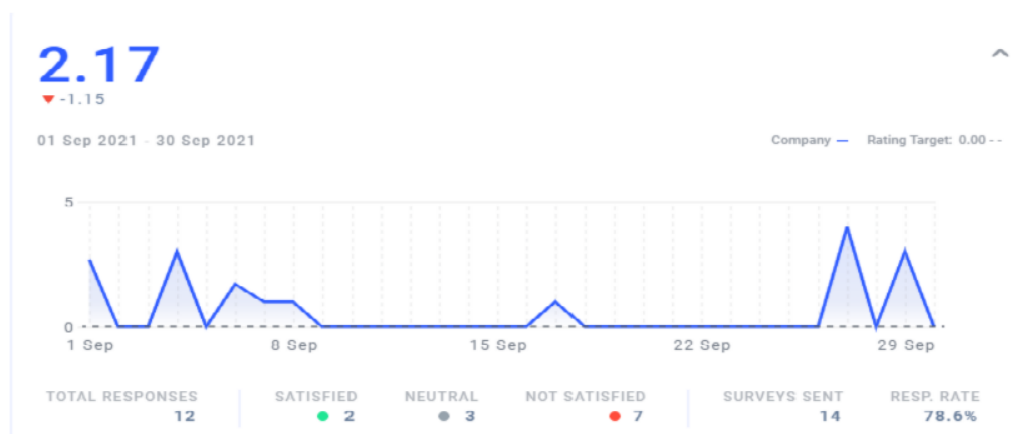
- Another busy month for the District Facilities staff esp. as several of our services are required during and / or impacted by the on-going Covid situation including the need to keep public toilets open (and cleaned to a higher standard), closing / opening playgrounds and skateparks, ensure recycling services are stopped and refuse services continue, all while putting in place appropriate health and safety measures.
- On top of Covid and BAU, District Facilities staff have been involved in contract negotiations and renewals concerning the Russell Transfer Station and Landfill, RSL variations, OCS cleaning contract and organizational security requirements.
- Preparation work is underway to ensure the Kaitaia and Kerikeri swimming pools can open Labour Weekend and Kaikohe, later in the year.
- The Kaitiaki Rangers programme will not be rolled out this Summer due to MBIE notifying all Council's that the Responsible Camping Contestable Fund will no longer be available.

Positive Feedback – September

- *Email to N Gobie: Thanks for organising the contractors, sorry for the hassle, great people and an excellent job we appreciate the efforts of all involved. Dr Cane*

ASK NICELY – CUSTOMER EXPERIENCE PROGRAMME

After months of positive feedback and good ratings from customers, a further decrease in September was experienced relating again to the need to keep the customer involved and informed of their request esp. important when looking at closing the RFS. The team have again been reminded not to close a RFS without first engaging with the customer.



Ask Nicely District Facilities – September 2021

HEALTH AND SAFETY UPDATES

Recreational Services

ACCIDENT TYPE	Jan '21	Feb '21	Mar '21	April '21	May '21	June '21	July '21	Aug '21	Sept '21	Oct '20	Nov '20	Dec '20
Near Miss	0	0	0	0	0	1	0	0	0	0	1	0
Vehicle / machinery near miss	1	3	0	1	3	0	0	0	0	0		0
Non-serious harm	2	1	1	0	0	1	2	0	0	2	1	0
Serious harm	0	0	0	0	0	0	0	0	0	0		0
Vehicle / Machinery accident	0	1	0	0	0	0	0	0	3	0		0

- Vehicle Accident: Transporter hit a rock on the road, broke a pipe which connects exhaust.
- Rock flicked up and cracked glass on temperature gauge on Kabota.
- Machinery Accident:-Trailer came off tow ball while towing, trailer was caught by safety chains

OCS (Cleaning contractor for Council buildings)

ACCIDENT TYPE	Jan '21	Feb '21	Mar '21	April '21	May '21	June '21	July '21	Aug '21	Sept '21	Oct '21	Nov '21	Dec '21
Near Miss	0	1	0	0	0	0	0	0	0			
Vehicle / machinery near miss	0	0	0	0	0	0	0	0	0			
Non-serious harm	0	0	0	0	0	0	0	0	0			
Serious harm	0	0	0	0	0	0	0	0	0			
Vehicle / Machinery accident	0	0	0	0	0	0	0	0	0			

Waste Management (Southern RTS and CRC's)

ACCIDENT TYPE	Jan '21	Feb '21	Mar '21	April '21	May '21	June '21	July '21	Aug '21	Sept '21	Oct '21	Nov '21	Dec '21
Near Miss	0	0	0	0	1	0	1	1	0			
Non-serious harm	0	1	0	1	0	0	0	0	0			
Serious harm	0	0	0	0	0	0	0	0	0			
LTI	0	0	0	0	0	0	0	0	0			
Vehicle / Machinery accident	0	0	0	0	0	0	0	0	0			

Northland Waste (Northern RTS and CRC's)

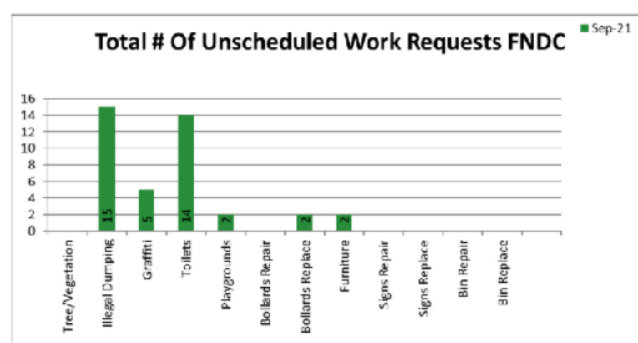
ACCIDENT TYPE	Jan '21	Feb '21	Mar '21	Apr '21	May '21	June '21	July '21	Aug '21	Sept '21	Oct '21	Nov '21	Dec '21
Near Miss	0	0	0	0	0	0	0	0	0			
Non-serious harm	2	1	1	4	1	3	0	0	0			
Serious harm	0	0	0	0	0	0	0	0	0			
LTI	0	0	1	1	1	0	0	0	0			
Vehicle / Machinery accident	1	0	0	0	0	0	0	0	0			

Ventia (Russell RTS and landfill)

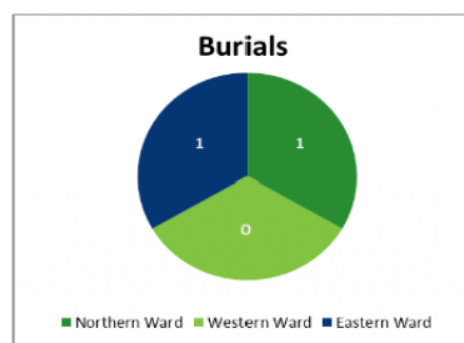
ACCIDENT TYPE	Jan '21	Feb '21	Mar '21	Apr '21	May '21	June '21	July '21	Aug '21	Sep '21	Oct '21	Nov '21	Dec '21
Near Miss	0	0	0	0	0	0	0	0	0			
Non-serious harm	0	0	0	0	0	0	0	0	0			
Serious harm	0	0	0	0	0	0	0	0	0			
LTI	0	0	0	0	0	0	0	0	0			
Vehicle / Machinery accident	0	0	0	0	0	0	0	0	0			

CBEC Eco Solutions (Waste Education Contract)

ACCIDENT TYPE	Jan '21	Feb '21	Mar '21	Apr '21	May '21	June '21	July '21	Aug '21	Sep '21	Oct '21	Nov '21	Dec '21
Near Miss	0	0	0	0	0	0	0	0	0			
Non-serious harm	0	0	0	0	0	0	0	0	0			
Serious harm	0	0	0	0	0	0	0	0	0			
LTI	0	0	0	0	0	0	0	0	0			
Vehicle / Machinery accident	0	0	0	0	0	0	0	0	0			

RECREATIONAL SERVICES

Number of unscheduled works requested by FNDC



Number of burials at Council public cemeteries

RSL Internal Audits

	Target	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Average
Mowing	95	98.6	99.5	97.3	99.5	100.0		97.7	98.0	100.0	99.5	99.1		98.0	99.2
Edging	95	98.1	100.0	100.0	98.9	100.0		100.0	99.4	98.1	95.0	100.0		97.6	99.4
Gardens	95		97.2	99.1	92.6	100.0		98.6	99.1	97.2	100.0	100.0		98.6	99.3
Playgrounds	95	100.0	100.0	100.0	97.6	100.0		100.0	99.4	92.9	98.8	93.7		96.4	99.3
Town Maintenance	95	98.2	96.0	99.0	98.4	91.7		98.8	97.2	95.7	95.2	99.1		98.4	98.1
Toilet Maintenance	95	95.9	96.1	99.7	97.4	98.7		96.4	96.8	96.2	93.7	96.1		95.2	97.3
Cemeteries	95			91.7						100.0	100.0	100.0			99.0
Furniture	95	100.0	100.0	100.0	100.0	100.0		100.0	99.4	100.0	100.0	100.0		100.0	99.5
Total Internal	95	98.0	98.3	99.0	98.4	97.9		98.6	98.3	97.6	96.9	98.7		97.7	98.8

*RSL internal Town Maintenance contract audits***Council Audit of RSL**

	Target	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Average
Mowing	95	100.0													100.0
Edging	95	98.3													98.3
Gardens	95	99.3													99.3
Playgrounds	95	100.0													100.0
Town Maintenance	95	96.6													96.6
Toilet Maintenance	95	91.2													91.2
Cemeteries	95	100.0													100.0
Furniture	95	99.0													99.0
Total Internal	95	96.9													96.9

*FNDC internal Town Maintenance contract audits***Toilet Maintenance AUDIT comments re 91.2% score:**

- **Mangonui Hall Toilets:** days old dry toilet paper on the ceiling, the only hand dryers that worked were in the disabled toilets and the graffiti stickers from weeks ago still had not been removed from the toilet walls.
- **Mangonui Lions Park Toilets:** graffiti stickers from weeks ago still had not been removed from the toilet walls, the only hand dryers that worked. Taps had unacceptable buildup of grim and cobwebs had built up over weeks without being cleaned properly.
- **Russell Toilets:** Pen graffiti on wall and ceiling of separate cubicles

District Facilities staff have adopted the same style of contract auditing used by RSL. This allows for a level of consistency across all audits between RSL and Council where results can be compared over coming months.

Covid impacted the ability to carry out a thorough list of audits as required.

PARKS AND RESERVES**Fairy Pools Access, Kerikeri**

Rocks have been concreted into either side of the fold-down bollards at the main entrance to the reserve carpark to stop unauthorised vehicular access into the area. This will also include locking the bollards at night. This should also reduce / eliminate people using this area illegally and unlawfully including the cutting down of trees and accessing the private properties either side as illegal camping sites.



Rocks concreted into position at Fairy Pools entrance

Long Beach, Russell

Council is working with the NTA and Heritage NZ (HNZ) as several koiwi (human bones) have been exposed along Long Beach, Russell. Works to disinter the bones will be carried out by HNZ in conjunction with local Hapu and a powhiri at Kororareka Marae is planned for 8 November at 2pm before any works commence.

The area is in the process of being temporarily fenced off.

Doubtless Bay

A cow and sheep carcase washed up at Coopers Beach and Mangonui during September. The remains at Coopers Beach needed to be buried on site due to its bad state of decomposition.

PLAYGROUNDS

Nothing to report for September.

TREE MANAGEMENT

Pohutukawa Trees - SH12, Opononi

A meeting was held with Council staff, Western Community Board members and Waka Kotahi to discuss options to help protect the notable Pohutukawa trees located outside the Hokianga i-SITE car park along SH12, Opononi. Waka Kotahi will look at providing the options towards the end of October.

Bay Of Islands – Whangaroa Tree Issues

A report will be presented in the Bay of Islands – Whangaroa Community Board October meeting raising the need to address several tree issues at Fairy Pools Reserve, a section of the river walking track adjacent to Waitotara Drive, Waipapa and the dead hedge line along the eastern boundary of the Kerikeri Sports Complex.

District-wide Palm Issues

Information is being considered concerning several high-profile locations across the district where palms require immediate and then on-going regular maintenance. This work is significant and will need to be staged. The cost of this work is not budgeted. The longer-term prospect is that several palms in key locations may need to be removed and replaced with more appropriate, low maintenance / less risk plantings.

Peacock Gardens

The large Gum Trees on the site are being assessed by an arborist to try to determine any potential H&S implications. Large branches continue to fall from the trees and there are some that are not looking to be in a good state. The track is maintained by the Kerikeri Walkways Group.

Redwoods, Kerikeri

Roger Gale from Treeskills has been engaged to carry out the annual assessment of the Redwoods trees along Wendywood Lane and Hawkings Crescent, Kerikeri. Any works required will be actioned and the findings reported to the Community Board and shared with other key stakeholders.

Trees

On-going issues with trees continue to be reported, mainly associated with leaf drop, dead/hanging branches and nuisance trees where their size is interfering with neighbouring properties. Some trees are being removed if it is proven they are a risk to people and / or property or their health is in such a decline, that death is inevitable.

On-going work on reviewing the draft Engineering standards and vegetation control roles and responsibilities continue esp. where it impacts future development proposals and Council may have on-going responsibility.

CEMETERIES

During September, burials were able to proceed as per Covid L2 restrictions.

PUBLIC TOILETS

All public toilets are open as per Covid L2 restrictions and continue to display Covid QR codes.

Stone Store Public Toilets - Koropiro Pa Walkway, Kerikeri

Portaloos are still in place while DoC decides what they need to do at this site. An option being considered by DoC is to include the toilets pump station into the new Kerikeri low pressure wastewater system.

Hundertwasser Toilets

Significant cracking within the plaster work and movement of the wooden beams away from the adjoining building has been reported. The Asset Management Team is now reviewing and an assessment underway to determine what action may be required.

This matter has been raised as a potential Health & Safety issue.



Hundertwasser Toilets with cracking in plaster work and wooden beams pulling away from neighbouring building

KAITIAKI RANGERS PROGRAMME

Unfortunately, Council received notification from MBIE that the Responsible Camping Fund would not be available this year. Therefore, Council will not be able to fund a 2021/22 Kaitiaki Rangers programme that costs approx. \$250,000. Due to the timing of this notification, it was also too late to apply for funding via the Department of Internal funding options and requests left with Foundation North have been unsuccessful. All key stakeholders have been informed. This programme has been a hugely successful collaboration involving Council, Department of Conservation (Kaitiaia),

Northland Regional Council and many community / Hapu / Marae organisations resulting in 30 – 40 people being employed over the busy Summer period.

ENCROACHMENTS

General

Encroachment issues continue to be received however due to priorities and resourcing issues some matters are not being investigated at this stage. District Facilities are being asked to investigate legacy issues that are older than 12 months. Priority will be given to those matters where there are structures / buildings on Council land that does not add value and / or benefit the public.

A list of the encroachments that have been reported to Council that sit with District Facilities are:

Location	Ward	Background
Okiato / Deeming Road, Russell	Eastern	Site meeting held with NZ Walking Commission.
Wharau Road Reserve	Eastern	Waiting on legal information before deciding on next steps.
Te Wahapu, Russell	Eastern	Areas of encroachment being investigated.
Heron Hill, Kerikeri	Eastern	A historical situation where a boatshed and boat ramp built over an esplanade reserve. Site visit needed.
Major Bridge Drive, Russell	Eastern	Boatsheds constructed on council reserve.
Doves Bay Road, Kerikeri	Eastern	As per a RC application, several structures have been identified as being built on Council reserve land.
Hansen Road, Kerikeri	Eastern	Details to be confirmed with Monitoring and Compliance team
Scenic Reserve, Paihia	Eastern	Historic Issue: Private dwelling located a courtyard and other structures on Council reserve.
Korora Park, Ahipara	Te Hiku	As part of a project proposed for the upper park, several buildings including gardens have been built on the park.
Cable Bay	Te Hiku	Buildings, gardens, steps and a shower built on an open space legally described as 'Road'. Letters sent to owners of both lodges identifying issues with a copy of the survey that identifies the specific offending structures etc.
Hihi Bay Road	Te Hiku	Complaint from a neighbour concerning another resident who has placed several horticulture tunnels on reserve land.
Waterfront Drive, Houhora	Te Hiku	Earthworks and plantings have been happening at the end of this road without the approval of Council and / or input from Heritage NZ. It appears much of this work has been and continues to be on Road / reserve and into the waterway resulting in damage / destruction to archaeological features etc.
Koutu, Opononi	Western	Issues with access to the Koutu boulders has identified that several property owners may have included public accessways as part of their private property.

Location	Ward	Background
Otiria	Western	Issues with access to the Otiria waterfall has identified that several property owners may have included public accessways as part of their private property.

SOLID WASTE

Waitangi Community Recycling Centre

Quotes for site works, signage etc have been obtained. Opening is planned for November 1st. Te Ti trust has requested a low-key opening.

Extending the Range of plastics accepted at FNDC sites

Plastic buyers in Auckland have said they won't look at sample product until after Auckland has moved down from level 3. Markets for #5 and coloured #2 plastics are still variable.

Waikare road Collection point

The closure of the Waikare road collection point was scheduled for August 31st delayed due to lock down. Signage has been ordered and is ready to go

Refuse Transfer Station Resource Consents

At the June meeting of the Northland Solid Waste Working Group, the Northland Regional Council advised the three northern district councils of the need to obtain resource consents for all refuse transfer stations. The consent conditions will be related to discharges to land and air. FNDC has 13 transfer stations that will need consents. The consents team has been advised and supplied with WDC's applications as a starting point for this process. A planning assessment has now been done by the consent planners. Issues with legal access to some sites has been identified as a problem and will complicate the consenting project.

Russell Landfill

Staff have been successful in securing a \$100K grant from MFE for the installation of a weighbridge at the Russell landfill. FNDC submitted the funding application to the Ministry for the Environment (MFE) Weighbridge Infrastructure Fund shortly before Northland Waste, the incumbent contractor, notified FNDC that they were unwilling to operate the landfill until a stability assessment had been carried out. MFE confirmed that the final decision to go ahead with the project can be made once the detailed project plan has provided an accurate estimation of total project costs. This plan is due December 17, 2021.

Arnold Rae Park

The community has requested speed humps on the road through Arnold Rae Park Kaitia due to concerns about traffic speeding through there on their way to and from the Kaitia Resource recovery centre. The Mangonui Rugby Football Union committee support the request to install judder bars. Staff will investigate whether Community Board consultation is required.

ECO SOLUTIONS SEPTEMBER REPORT 2021

As schools are settling into level #2, lessons and visits to schools started to resume towards the end of term 3.

Schools: 21 lessons taught, and 21 hours of school support offered.

Despite Covid level restrictions EcoSolutions remained supportive for schools during and after alert level 3.

Ohaeawai school made mini composts online and had sessions on worm farming and how to invite tiger worms into your garden by making a mini DIY worm tower.

Kerikeri Primary school kids did a whole bunch of composting made beeswax wraps and learned the ins and outs of reducing waste by creating litter-less lunches!

Doubtless Bay Kindy was eager to jump on the Up Cycling pallets and made a Bug Hotel for their many bug fans. Taipa Area School primary students were happy to get out onto the dunes exploring and picking up litter. It is great that these kaitiaki kids are taking action against plastic in the ocean and are actively having conversations with whanau about habit's such as flicking cigarette butts onto the sand.

Abundant life has become a Waste Wise School!

They are now recycling paper and have recycle bins installed in the staffroom, they are setting up to divert their compostable waste over the holidays to commence next term, Covid has delayed some Waste Wise Schools initiatives like addressing classes and assembly in both Abundant Life and Kaitaia College, but we hope that this can get back on track next term.

We are still collecting compostable waste from Kaitaia College, and Primary school and composting their waste out the back of CBEC, we are also collecting Libelles lunches in schools packaging from Te Kao to Kaeo in conjunction with Arama Gardens Earth Care project, partially funded by the Compost Connection.

Events:

It was great to get out and about and to be seen by the local Taipa community picking up litter and being Kaitiaki of Papatuanuku. Lots of the usual rubbish picked up and recycling salvaged along with eight disposable masks which is a concern. It was awesome that kids from the Seventh Day Adventist church group in Kaitaia joined us for the afternoon.

The sea scouts are always keen beans and great ambassadors for keeping our oceans clean and litter free so it was good to be able to discuss plastic in the oceans and the impacts with them at this age as they really connect to dots to plastic usage and why we should stop using it.

We provided quotes for the Waitangi Day trust to provide zerowaste event assistance. We also got in touch with the lower Te Tii Marae, in conjunction with Para Kore, to offer our services. They were unaware that there was funding available to reduce waste at events, so we feel the meeting was valuable.

We have been assisting Kaicycle to provide waste reduction assistance to the Kaitaia Market; the response has been great, but left unmanned the bins quickly devolve and become contaminated, showing that we are a wee way away from having public self-manage public place recycling.

We have offered CBEC as the venue for the upcoming Enviro schools expo, as part of our increased collaboration between our two programs. We are now paired with their educators so they are able to provide teachers with curriculum links to our classes; also so schools are aware where to go for hands on classes, as Enviro schools do not provide this.

Communities:

The EcoSolutions team got sewing this month at Ano Ano with their three volunteers providing reuse masks for kindergartens, reuse cup sleeves for the Vintage tea rooms, linen bags for the Kaitaia Market as well as Wet bags for our Kaitaia and Ahipara kindergartens.

The EcoSolutions team got stuck into the community Gardens in Kaitaia to help upcycle some seating and a raised bed garden, we also set up better composting systems to enable the garden to process their own green waste and accept others waste under the share waste scheme, which CBEC is a part of.

Throughout the month EcoSolutions let folks know what could and couldn't be recycled under various levels of lockdown.

Businesses.

EcoStar We checked in on Te Rarawa offices this month and were happy to note that they have nailed their recycling systems and are making full use of Kaicycle compostable pick-ups provided by Plastic Free Te Hiku.



Mana Kai have new offices, and we were pleased to see they exported their systems to the new location, nice to see the learning from EcoStar being carried out without need a reminder!

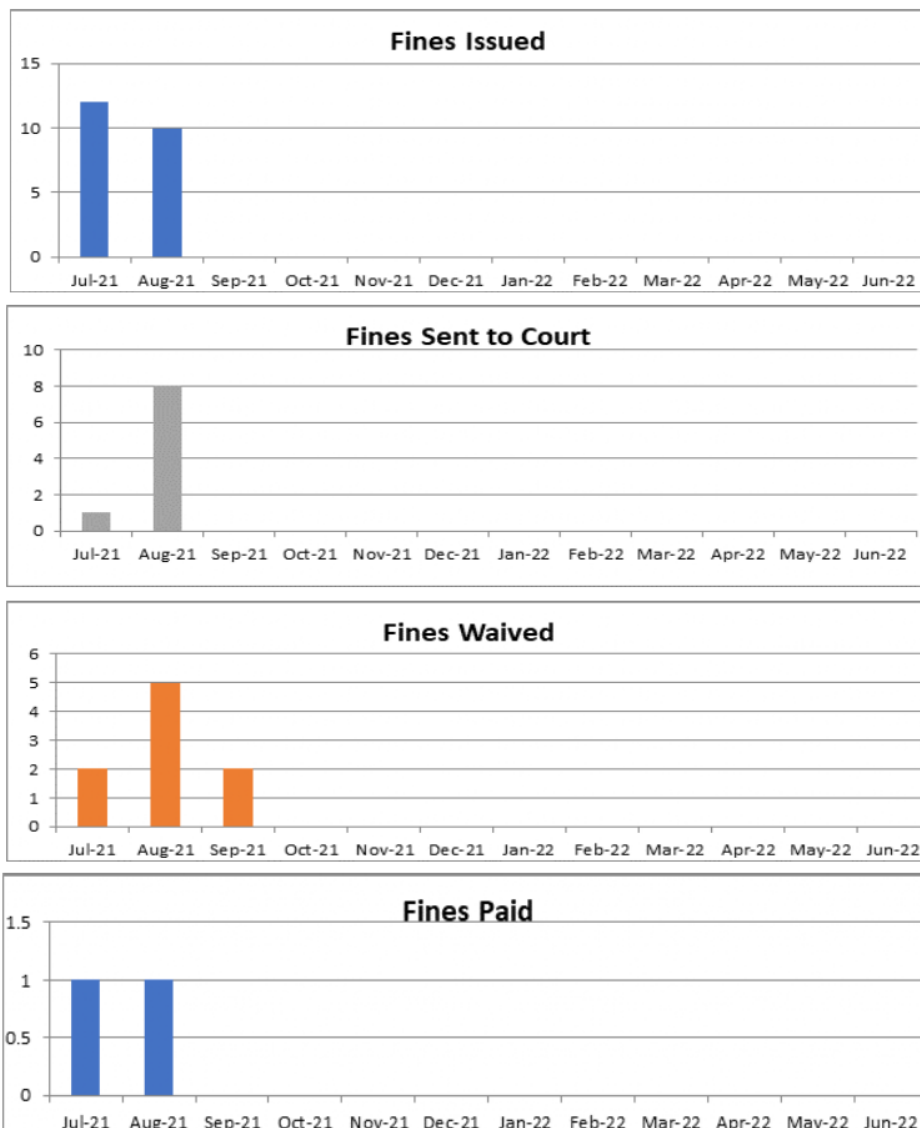
Community Compost Connection We have run composting workshops for over 300 participants over all of Te Hiku this month, around 100 in person and the rest online, the response has been amazing, with many folks finding the simplified no nonsense presentation demystified composting for them.

We would like to develop a certificate for renters to encourage landlords to accept composting at rental properties if Compost Connection Participants have undertaken training and purchased rat proof composting systems.

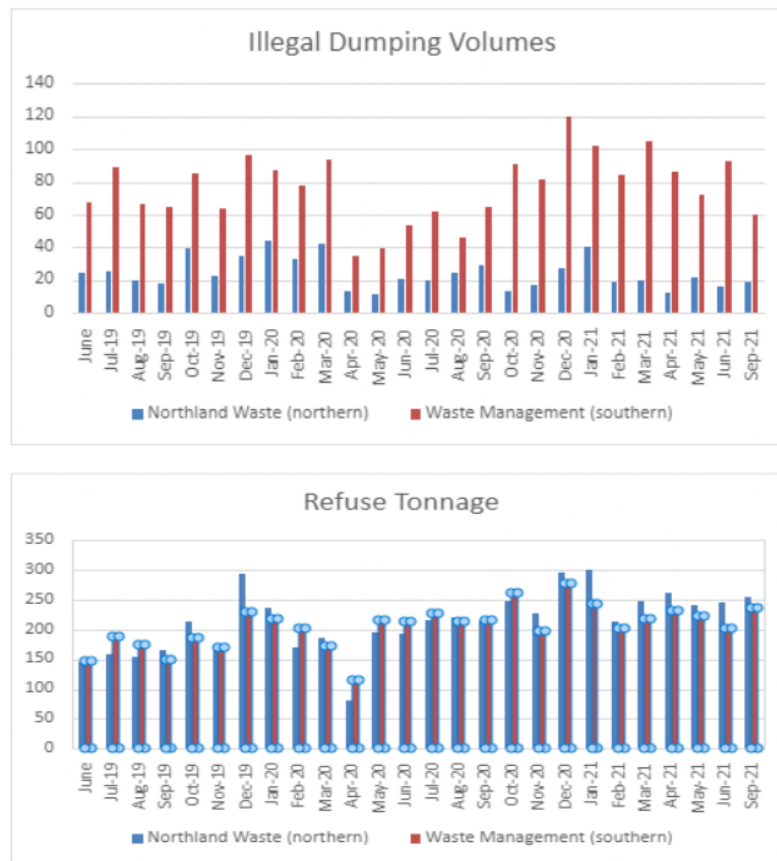
Para Kore Has three new part time educators provided through Para Kore funding to increase our reach in Te Hiku; we are still looking for new Kaiako in the Hokianga and Kaikohe.

LITTER INFRINGEMENT ACTION

SEPTEMBER actions: Nil



SOLID WASTE STATS



SWIMMING POOLS

The pools are closed for the winter season and the winter maintenance programme has been approved and initiated.

The Kaitia community and Kerikeri High School pools are due to open on Saturday 23 October 2021, however this may require an adjustment to the planned opening date due to Covid-19 Alert Level 3 disruptions.

Kaitia Pool

Council has approved the switch from gas chlorine to liquid chlorine. This move to liquid will decrease the compliance requirements, costs and health and safety issues. This move will also result in savings for both Council and the contractor.

Council is looking at replacing a faulty floodlight at a cost of \$4,000. This will require being able to access renewal funding that has been tagged to the new pool development. This work has yet to be approved.

Kerikeri Pool

Council has approved the following works to be carried out:

- Replace shut-off valves approx. \$3,000
- Waterblast and paint dive pool that will partially mitigate water loss \$14,000
- Repurposing a drought response Water tank to increase the storage capacity and therefore efficiency of top ups and backflushes. This work involved meeting with the school's Property Manager to confirm the school's

agreement to the installation of the water tank and to review some of the other works deemed to be maintenance (contractor responsibility) e.g.: works to the grandstand and Hazardous Goods shed roller door.

Kaikohe Pool

The Kaikohe pool is due to open early December and the following works have been approved:

- Replace shut-off valves, remove old fittings, and construct new manifolds etc. approx. \$10,000
- Due to leaks, reseal expansion joints and paint pools being \$30,000

Discussions have been initiated with the Ministry of Education and Northland college regarding the future of this pool, whilst it is also noted that the draft Lindvart Park development proposal has signalled the inclusion of a pool on that site.

COMMUNITY / COUNCIL FACILITIES

OCS Audits

LOCATION	Jan '21	Feb '21	Mar '21	April '21	May '21	June '21	July '21	Aug '21	Sept '21	Comment
Kaikohe Headquarters - Lockwood	97.4	97.4	96.1	97.0	95.6	96.4	95.79	0	97.0	
Kaikohe Headquarters – Annex and upstairs	97.3	96.8	95.1	96.1	96.6	96.1	96.0	0	96.0	
Kaikohe Headquarters – Publications	92.1	97.5	97.1	97.0	96.5	97.2	97.3	0	0	
John Butler Centre – Level 2	97.5	98.1	97.2	96.7	96.3	96.5	95.79	0	97.0	
John Butler Centre – Level 1	98.2	98.2	97.2	97.9	97.2	97.4	95.6	0	98.0	
John Butler Centre – Ground floor	98.1	98.0	97.47	96.0	96.3	97.3	96.7	0	97.0	
Rawene Service Centre	NA	97.6	NA	97.0	NA	NA	NA	0	0	
Kaero Service Centre and Library	98.2	97.4	NA	NA	NA	NA	96.0	0	95.0	
Procter Library	97.3	96.1	96.0	96.8	95.7	95.1	95.58	0	96.0	
Paihia Library	96.4	97.0	NA	96.3	95.6	95.9	95.37	0	0	
Kaikohe Library	94.3	91.9	97.1	96.0	96.8	97.3	97.6	0	0	
Bay of Islands Information Centre	95.9	NA	NA	96.1	NA	NA	95.7	0	0	
Hokianga Information Centre	NA	97.8	NA	96.8	NA	98.1	NA	0	0	

Kaingaroa Hall

Council was notified that their water pump was stolen. Council is responsible for replacing this. There have been a number of these thefts over the year at various community / public facilities. All are reported to the Police.

Lake Ohia Hall

Waka Kotahi are currently reviewing the issue of the use of layby in front of the hall. Will seek an update towards the end of October.

HOUSING FOR THE ELDERLY

Council own and maintain 147 Housing for the Elderly Units at 12 locations within the district. District Facilities staff are in the process of establishing a programme of 'asset' inspections to be carried out every 4 months. Current vacancy information is below:

		Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-20	Nov-20	Dec-20
# units vacant Ready for refurbishing		1	0	3	0	3	0	3	1	0	2	0	0
	North			Oxford Puckey		Oxford St		Oxford Puckey			Kohukohu		
	West	Waima		Kaikohe		Rawene		Rawene	Kaikohe		Omapere		
	East					Kawakawa							
# unit Upgrades in progress	TOTAL	8	8	8	11	7	5	5	5	3	6	8	8
	North	Awanui (2), Oxford	Awanui (2), Oxford	Awanui (2), Oxford	Awanui (2) Oxford Puckey	Awanui (2) Puckey	Awanui	Awanui	Puckey		Awanui (2), Oxford, Puckey	Awanui (2), Oxford, Kohukohu	Awanui (2), Oxford, Kohukohu
	West	Rawene, Kaikohe (2), Omapere Kohukohu	Waima, Rawene, Kaikohe (2), Omapere	Waima, Rawene, Kaikohe (2), Omapere	Waima Rawene (2) Kaikohe (3) Omapere	Waima Rawene Kaikohe Omapere	Waima Kaikohe Omapere	Waima Kaikohe Omapere	Waima Kaikohe Omapere	Waima Omapere	Rawene, Kaikohe	Rawene, Kaikohe, Omapere	Rawene, Kaikohe (2), Omapere
	East						Kawakawa	Kawakawa	Kawakawa	Kawakawa			
# units completed (returned for tenanting)	TOTAL	0	1	1	1	2	3	0	3	2	3	0	0
	North			Ahipara	Oxford		Awanui, Puckey		Oxford Awanui	Puckey	Puckey		
	West		Kohukohu			Kaikohe (2)	Rawene		Kaikohe	Kaikohe	Kaikohe (2)		
	East												

COUNCIL / COMMUNITY BUILDINGS

Raihora Storage, Kaikohe

The lease over this facility has been extended to 30 October 2021 to allow sufficient time to remove all items stored inside including several IT and CDEM items/drought equipment.

BUILDING WARRANT FITNESS COMPLIANCE (BWOFF)

Council manage the BWOFF compliance of 18 sites spread across the district. Facility uses range from Community Halls, Councils Offices, sports complex and others.

BWOFF status for SEPTEMBER

Site Name	Ward/Area	Address	Expiry date	Testing frequency	STATUS
Oruru Community Hall	NORTHERN	SITE CLOSED	SITE CLOSED	SITE CLOSED	SITE CLOSED
Procter Library	EASTERN	Cobham Road	11-Dec	Monthly/Annual	Compliant
Kerikeri Sports Complex	EASTERN	27 Waipapa Rd	5-Dec	Monthly/Annual	Compliant
Rawene Service Centre	WESTERN	Parnell St	31-Oct	Monthly/Annual	Compliant
Kaitaia Resource Recovery Centre	NORTHERN	Tahuna Rd	27-Oct	Monthly/Annual	Compliant
FNDC Kaikohe HQ	WESTERN	Memorial Ave	31-Jul	Monthly/annual	Compliant
Lindhart Park Pavilion	WESTERN	Penny Cress	16-Jul	Monthly/ Annual	Compliant
Awanui Sports Complex	NORTHERN	94 State Highway 1	30-Jun	Monthly/Annual	Compliant
Totara North Hall	NORTHERN	Totara North School Road	1-May	Monthly/Annual	Compliant
Kaero Community Hall	EASTERN	Lot 1 DP 37319, SH 10	30-Apr	Monthly /Annual	Compliant
Opononi RSA Hall	WESTERN	15 State Highway 12	30-Apr	Monthly /Annual	Compliant
Mangonui Hall	NORTHERN	130 Waterfront Drive	30-Apr	Monthly /Annual	Compliant
Rawene Community Hall	WESTERN	9 Parnell St	30-Apr	Monthly /Annual	Compliant
Herekino Hall	NORTHERN	Kaitaia-Awaroa Rd	30-Apr	Monthly /Annual	Compliant

Site Name	Ward/Area	Address	Expiry date	Testing frequency	STATUS
Russell Community Hall	EASTERN	17 The Strand	30-Apr	Annual	Compliant
Kaikohe War Memorial Hall	WESTERN	Memorial Ave	30-Apr	Monthly /Annual	Compliant
Waipapa Hall	EASTERN	Lot 1, DP 32087 Waipapa Loop Rd	28-Mar	Monthly/Annual	Compliant

LEASES / AGREEMENTS

A number of leases and agreements are being progressed in conjunction with support from the Legal Services team, these include:

- Te Hundertwasser Trust re the Hundertwasser toilets, Te Hononga toilets, car park and reserve 2021-22 agreement: negotiating
- Russell Tennis Club – lease negotiations and proposed club room plans: presented to CB
- Mangonui Netball Club – occupancy discussions re the Te Hiku Sports Hub complex: progressing
- Awanui Progressive Ratepayers Incorporated (APRI) - agreement concerning the reserve: progressing
- Kaitaia Plunket – on hold while NZPA decides what it wants to do next
- Ruapekapeka – License to Occupy re land for the purpose of establishing a toilet: progressing
- Te Hiku Sports Hub – land lease to be progressed
- Whangaroa Marina Trust – supply of water agreement to the public toilets: progressing
- Coastal Kayakers – request to remove building underway as LTO expires 31/10/2021 with no RoR. There is also a substantial amount of rent owing that is being worked through.
- Kerikeri Croquet Club – request to renew lease: progressing
- Kerikeri Car Club – request to have a lease on Council land (on hold as no land identified)
- Kerikeri Bowling Club – lease renewal
- Okaihau Playcentre (NZPA) – Sale and Purchase Agreement received. Further discussions needed between Play centre assoc., Okaihau ED. Trust re the building and then Council and Okaihau ED. Trust re land lease
- Hokianga Treks – With Legalisation for processing
- Opononi Bowling club – awaiting legalisation to fully execute
- Hokianga Coastguard – awaiting legalisation to fully execute
- Paihia Waitangi Kindergarten – With legalisation for lease renewal
- Kerikeri sports complex Lease – on hold awaiting sports hub to review being completed by SPP
- Russell St Johns and Medical centre Legalisation to fully execute and send to DF
- St Johns Ambulance Ahipara – Legalisation progressing renewal
- Te Kohanga Reo o Houhora – Legalisation new lease required
- Hihi Community centre – Legalisation new lease
- Tumanako o Kaitaia Kohanga Reo Trust – legalisation new lease
- Te Rarawa Rugby football club – lease renewal
- Omaitai Waka Arma club – request to extend lease for 2 years
- Mangonui Rugby football club – draft lease being executed – legalisation
- Mangonui Cruising club – Hardstand lease expired. Legalisation agreed 10 +10 years
- Doubtless bay squash and racket club – Legalisation
- Doubtless Bay Croquet Club – legalisation to check progress and if fully executed
- Northland College Pool MOU – Progressing with input from Ministry of Education
- Volunteer Agreements – Terry Greening and Te Kaha Place walkway, Russell Landcare and Waitangi proposals: progressing

Due to the number of historical leases that have expired, work continues to address these starting with a letter being sent out to the Lessee and where practical / required a site inspection carried out as well.

PROVINCIAL GROWTH FUND (PGF) ROADING

EXECUTIVE SUMMARY

In August of 2020 MBIE granted \$20.7 million to undertake works on three strategic roads in the Far North District. The projects are split in two, with Peria Road and Ngapipito Road combined into one package (Priority 1 Routes) and Ruapekapeka Road being the other. Planning commenced immediately, with early site investigation and testing setting the projects up for the best outcomes from the start.

All three projects are being delivered with a staged programme; design for initial stages will allow earlier construction, with design of subsequent sections continuing concurrently. Early enabling works set the project teams up well to achieve construction deadlines.

At Peria Road, construction of the seal extension works managed to complete 4 of the 5 sections, before the construction season window closed and the decision was made to hold off the sealing of the last section to ensure we were managing the quality risks.

At Ngapipito Road, construction works have continued into the winter months, as we have been able to focus on drainage and subbase pavement construction on this site. This will set us up nicely to complete the final stabilisation and sealing work prior to the December completion milestone.

Ruapekapeka Road, this month has focused on the tender evaluation process for stage 2 construction, and finalising the design for the SH1 intersection improvements. The supplier recommendation has been approved for stage 2 construction and we are currently in the process of awarding it.

SUMMARY - SEPTEMBER

Priority 1 Routes

Peria Road

Peria Road is a 6.3km seal extension and associated works. It is being delivered through the existing NTA North Area Road Maintenance Contract by Fulton Hogan.

Seal extension construction works at Peria Road has been split into 5 sections, with Sections 1, 2, 3 and 4 fully completed last season. Good progress was also been made on Section 5 with Fulton Hogan undertaking clearing, earthworks, drainage and shoulder/pavement undercuts prior to preparing the site for winter. The final pavement construction and surfacing is programmed for early next construction season.

Winter has thrown Peria Road some curveballs, with heavy rainfall events in July causing some slips on previously completed sections. Geotechnical designs and pricing is well underway and we do have budgeted allowances to fund this work.

Bridge upgrades

The bridge strengthening works have been split into 2 packages – 1. Simple deck replacement work that can be delivered by local resources, and 2. Specialist structural strengthening work that requires specialist suppliers outside of the Far North District, but still within the Northland Region.

Pricing for Package 1 works has been received and is within the engineers estimate values. This work is programmed to start in November 2021.

Ngapipito Road

Ngapipito Road is a 5km seal extension and associated works. It is being delivered through the existing NTA South Area Road Maintenance Contract by Ventia.

To date, clearing/earthworks has been completed on Sections 1 - 5. Drainage and culvert upgrades are complete on Sections 1 - 4, and nearing completion on Section 5. Subbase pavement layer has been overlayed and compacted on Sections 1 - 4.

Last month's activities for Ngapipito Road focussed on continuing to cart in aggregate to bring the subbase to level, completing the drainage and continuing pavement construction for Section 1 – 5 as weather has allowed. Section 1 (1.5km) has now had the basecourse aggregate applied and has been stabilised, ready for sealing in early October.

Pavement construction will continue, with stabilisation and sealing progressing on a staged basis. We are still on track for completion by December 2021.

Ruapekapeka Road

Stage 1

Last month's activities for Ruapekapeka Road Stage 1 focussed on getting the earthworks consent to move the fill from the 'large cut' on Ruapekapeka Road into the fill area on DOC land. This will ensure the large cut can be undertaken when the fine weather returns. In the meantime, during winter we are maintaining the new subbase pavement along the sealed section, and basecourse overlay is programmed early in the construction season, with surfacing now programmed for completion by 30 November 2021.

Stage 2 – achieving broader outcomes

Stage 2 Construction contract is in the final stages of contract award to the successful tenderer.

This tender process, using Price Quality Method, has allowed us to achieve the broader outcomes that the funding agreement is based on.

The successful tenderer offers added value in the fact that they've recently established a base in Kerikeri in the Far North District and this contract provides valuable forward work for their local employees. 45% of their full-time employees and 58% of their field staff (including supervisors) identify as Māori or Pasifika. 70% of their Kerikeri office and depot staff identify as Māori or Pasifika.

With their strategic aim being to provide a lasting benefit to the communities in which they live and work, they have a Sustainability Policy and Plan that incorporates a number of health, safety and wellbeing initiatives for their construction workers, their whanau and the wider community as a whole.

The successful tenderer has a partnership with Te Uri O Hau Environs Holdings Ltd (a subsidiary of Te Uri o Hau Settlement Trust) and actively promotes employment opportunities with them. They also have an Engagement Strategy with the Ministry of Social Development (MSD) where all vacancies are advertised with them to enhance opportunities of employing and sustaining the local labour force within Northland. In addition, they are a corporate partner with Tai Tokerau Trades Training (TTTT) to be champions of their two programmes, namely:

1. EEB – Linking Students to Industry: TTTT have a contract for all secondary schools from Wellsford to Cape Reinga with the aim of promoting vocational education.
2. TTTT partners with MSD to provide an employability skills programme.

The overall aim of these partnerships is to enable them recruit cadets/apprentices through these programmes.

The project team are extremely pleased to have secured a supplier who meets the broader aspirations of this project, as well as being an extremely competent supplier.

The team are working as best we can around the lockdown to try to minimise the effect on progress.

Consultation with affected landowners has earned their support and willingness to work with us to achieve the best outcome for this project. The consent has been lodged with letters of support from affected parties.

Stage 2 includes the State Highway 1 intersection improvements, but this scope of work has been separated from the seal extension contract. The design of the intersection improvements has been completed. The consent application for the intersection has been lodged.

Waka Kotahi (NZTA) have requested that they lead the delivery of the Intersection Improvements works. The benefits of doing this include a faster consenting process, the delivery/quality/consenting risks would sit with NZTA (it will be their asset when completed) and they can fast track the construction work through their NOC maintenance contract.

Ongoing liaison has continued with Te Ruapekapeka Trust, with the focus this month being on the intersection design and incorporating their proposed new Pou structure.

PROGRAMME OVERVIEW

Priority 1 Routes

A variation has been agreed with MBIE regarding the completion dates to milestones for the Priority 1 Roads; Design capacity in the local market meant that there was a delay at design stage for Ngapipito Road.

There is now a risk that the bridge work will take longer than expected due to materials supply issues and the recent Covid alert levels, but at this stage we have not formally requested a variation.

► Priority 1 Routes Programme Milestones			
Deliverable	Original Completion Date	Variation Completion Date	Status
<ul style="list-style-type: none"> Funding Agreement executed by both parties. Investigation and design underway. Stage 1 construction underway. Enabling works (vegetation clearing, earthworks, widening and drainage) commenced before 1 September 2020. 	August 2020	Achieved	
<ul style="list-style-type: none"> ECI agreement in place Stage 1 investigation and design complete 	30 September 2020	Achieved	
<ul style="list-style-type: none"> Stage 2 design complete Stage 2 construction underway 	31 December 2020	15 March 2021 - Achieved	
<ul style="list-style-type: none"> Stage 2 construction complete 	31 March 2021	30 November 2021	
<ul style="list-style-type: none"> Final completion of surfacing MSQA reporting and monitoring paperwork 	30 June 2021	30 December 2021	

Ruapekapeka Road

We have requested a variation that relates to the completion dates for Stage 2 works. This includes moving the completion dates for Stage 2 Construction complete, and Final completion of surfacing to **April 2022**.

In addition to the milestone variation, we have also formalised the funding reallocation request.

► Ruapekapeka Road Programme Milestones			
Deliverable	Original Completion Date	Approved Variation Completion Date	Status
<ul style="list-style-type: none"> Funding Agreement executed by both parties Investigation and design underway 	August 2020	Achieved	
<ul style="list-style-type: none"> ECI agreement in place Stage 1 investigation and design complete Stage 1 construction underway. Enabling works (vegetation clearing, earthworks, widening and drainage) commenced before 1 September 2020. 	30 September 2020	Achieved	
<ul style="list-style-type: none"> Stage 2 design complete Stage 2 construction underway MSQA reporting and monitoring paperwork 	31 December 2020	28 February 2021 - Achieved	
<ul style="list-style-type: none"> Stage 1 construction complete MSQA reporting and monitoring paperwork 	31 December 2020	30 October 2021	
<ul style="list-style-type: none"> Stage 2 construction complete MSQA reporting and monitoring paperwork 	31 March 2021	30 November 2021	
<ul style="list-style-type: none"> Final completion of surfacing MSQA reporting and monitoring paperwork 	30 June 2021	30 December 2021	

FINANCIAL OVERVIEW

► Strategic Roads	
Total Claimed to Date	\$7,819,891
Total Contract Value	\$14,200,000
► Ruapekapeka Road	
Total Claimed to Date	\$1,085,497
Total Contract Value	\$6,500,500

The Redevelopment of Strategic Roads - Priority 1 Roads Project has identified potential savings in both the 'bridge strengthening' and 'intersection improvements' scope of work. This 'potential surplus budget' has been identified for reallocation to support the budget deficit identified for the Redevelopment of Strategic Roads - Ruapekapeka Road Project.

KEY RISKS AND OPPORTUNITIES

The following risks have been identified for Peria Road and are being actively managed:

1. Covid-19 Alert Levels – Recent alert level changes and lockdowns will impact on programme deliverables, material supplies and increased costs.
2. Potential material supply delays and increased cost associated with the bridge strengthening works (deck replacements), which includes reinforcing steel in large quantities. We have asked our designers to quantify these materials early and investigate with suppliers prior to engaging contractors.
3. Damage from storm/rainfall events – Recent rainfall events in Peria and Ngapipito Road have caused slips and washouts requiring repair works.

The following risks have been identified for Ruapekapeka Road and are being actively managed:

1. Covid-19 Alert Levels – Recent alert level changes and lockdowns will impact on programme deliverables, material supplies and increased costs.
2. Utilities assets (potential risk of relocation of Fibre Optic Cable and Power Poles) – Identify early during set-out and survey phase.
3. Stakeholder expectations (landscaping, parking, artwork etc.) - Communicate the scope and budget limitations and work with stakeholders to identify priorities and opportunities during design and construction.

STAKEHOLDER COMMUNICATION

Landowner consultation has continued this month along Ruapekapeka Road. Some properties are significantly affected by the proposed works and we will require their approval for road alignment and consenting purposes. Discussions will continue through the consent process, but all landowners have now given their approval in writing.

Consultation has continued this month with Te Ruapekapeka Trust regarding the location of the new Pou and the general layout of the SH1 intersection design.

BROADER OUTCOMES

The following figures reflect the broader outcomes we're achieving with this project.

	Total people working	Total created roles	Total expected future jobs
Strategic Roads	36	26	36
Ruapekapeka Road	16	12	36

TE HIKU O TE IKA REVIATLISATION

EXECUTIVE SUMMARY

The \$7M Te Hiku Revitalisation Project has been funded by the Shovel Ready Infrastructure Projects. This fund aims to provide an immediate boost to industries who have been greatly impacted by Covid-19.

This project consists of multiple smaller projects, including new shared paths, cultural art structures, playground and park improvements, streetscape works in Kaitaia, Awanui and Ahipara.

Overall, the project aims to provide:

- An immediate extra demand for design services for local / national consultants and surveyors, all of whom are facing reduced workloads due to Covid-19.
- Local suppliers – concrete plants, quarries for aggregate material, building materials merchants, native wood for carving, local eco-sourced plants, design and signage suppliers for the info plaques and art pieces in the streetscapes and along the shared paths.
- A substantial portion of work in terms of size and cultural significance for the local iwi in the area, artists and carvers – Maori employment from local iwi and apprentice artists and carvers.
- A wide range of construction work suiting local contractors and supply chains, local contractors are encouraged to employ unskilled workers to upskill – concrete layers, labour for plantings, labour to establish recreation equipment within open spaces, machinery operators, new apprentice concrete layers, engineering and designers for specific design of the cycle trail location etc.
- Continuity of work for council technical staff.

This scope of works has been funded with the expectation that the project be completed by November 2022 (verbal agreement with MBIE).

SUMMARY – SEPTEMBER

This project is largely being delivered by the community and guided by a local Project Working Group. Due to the reporting, programming and procurement requirements, it will be overseen by Kevin Hoskin, on behalf of FNDC. The reporting associated with Shovel Ready projects will be similar to that required for Provincial Growth Fund projects, although there is a greater level of detail required on a monthly basis for Shovel Ready Projects, to show progress against social outcomes and local economic benefits etc.

KAITAIA UPDATES

Kiri and Grayson Clark's artworks are so popular in Kaitaia that we have been asked that we fill in the gaps on the wall they did on the northern side of the old Warehouse building. Their concept designs below have just been approved below and will be installed in October.



Concept designs to complete the wall

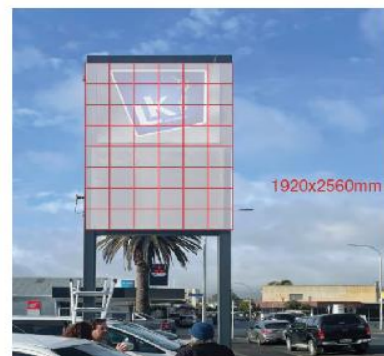


Kiri & Grayson Clark's artwork on half the northern wall

DIGITAL NOTICE BOARD

The next project underway is the digital noticeboard that will be installed on existing poles that the owner of Liquor King is happy to donate for our use. Kaitia Business Association will take on the management of the sign and ongoing monthly fees to ensure there is no ongoing running costs to FNDC.

It will be an LED digital billboard with business advertising to pay for the community notices for all the schools, clubs and not for profit organisations running events throughout the year. Important community notices will also be able to be run such as Civil Defence or Covid Alert notices that the community need to know.



BEAUTIFUL TOWNS FINALIST

Printing.Com were engaged to create the 30 second promo of Kaitia's beautiful town entry. The video was a requirement as a finalist and will be used in social media promotions by Keep New Zealand Beautiful. The production of this advertisement showed us that we have a lot more to show off in our town that exceeds a 30 second timeframe.



AWANUI UPDATES

The installation of the port hole artwork has been a huge hit in the community of Awanui. There are 10 in total, each with a photo representing the history of Awanui with a label underneath explaining.



Suzie Clark from the PWG with John from Printing.Com who designed this project



LANDSCAPING

The CBD of Awanui has pockets of fresh landscaping throughout the township which has transformed the tired and drab spaces that had been neglected.

The team from CBEC transforming gardens in and around the township of Awanui



GATEWAYS

The property owners in Awanui agreed to have their gateways adorned with art representing the whenua and community of Awanui from the past, the present and the future. Grayson Clark, the artist created the designs and Printing.Com installed them.



This gate represents our environment and whenua; our kaitiaki that protect and sustain the whenua (land) for the future.



This gate represents the people; our ancestors, our people today and our future generations.



This gate represents the Awanui River and all its surroundings. One of our main resources and a highly regarded taonga.

AHIPARA UPDATES

Ahipara has had the concrete bases installed at the Korora Park ready for the next delivery of concrete tables. The picture to the right shows where two tables will sit on either side of the gazebo where the Korora Park BBQ will be installed.



FORESHORE PATHWAY

A quantity surveyor has scoped out the 1km footpath joining Panorama Lane hill up to the top of Foreshore Road to keep pedestrians off the road as it is a popular walking route.



The last part of Foreshore Road is dangerous with the number of pedestrians using the route for exercise purposes with little or no road verge. All property owners have been consulted and have verbally agreed to the pathway on their property where relevant.



PROGRAMME OVERVIEW

The current programme aligns closely with the deliverables specified in the project agreements shown in the following table, however we have still not spent the funds we had planned at this time. Much of this is due to the designers, surveyors and engineers being unable to meet our timeframes with their current workloads combined with Covid Lockdown delays.

September saw a variation to the MBIE contract signed off moving out milestones and the completion of the project out to November 2022. The next payment is due in March 2022 as we still have funds to spend from the initial contract deposit. Below are the deliverables as per the contract changes.

► Te Hiku O te Ika		
Deliverable	Completion Date	Status
• The agreement executed by both parties. Project is 'shovel ready'	30/10/2020	Green
• Surveying, detailed plans and preparation for works at Ahipara, Awanui and Kaitaia.	28/02/2021	Green
• Awanui carpark & playground underway • Ahipara carpark and playground underway	30/05/2021	Green
• Market square completed Streetscaping completed Awanui and Kaitaia Pump park completed in Kaitaia and Ahipara Streetscaping completed Awanui and Kaitaia Pump park completed in Kaitaia and Ahipara • Awanui carpark and playground completed	31/01/2022	Yellow
• Ahipara walkways, Ahipara Streetscaping and Ahipara carpark and playground completed • Recipient to provide evidence to the Ministry that the previous instalment has been spent.	31/03/2022	Green
• Kaitaia River walkway and cultural art erected	30/4/2022	Yellow
• Awanui Boardwalk completed	31/08/2022	Green
• Kaitaia Town square complete	30/09/2022	Yellow
• All works completed and project finishes	30/11/2022	Green

FINANCIAL OVERVIEW

- Te Hiku O te Ika	
Contract	
September Claim Amount	\$554,906
Total spend to date	\$1,942,507

KEY RISKS AND OPPORTUNITIES

The following risks have been identified for Te Hiku Revitalisation Project and are being actively managed:

1. Covid-19 Alert Levels

Recent alert level changes and lockdowns will obviously impact on programme deliverables, material supplies and potentially higher costs for physical works.

2. Professional Services

The workloads of engineers for detailed design is high and they are unable to meet our demands for the timeframes we are requesting. The delays are flowing down to procurement plans, quotes and engaging contractors to carry out the project work.

3. Cultural Artworks

The iwi have had some internal issues which has had a flow on effect to the production timeframes for some of our cultural gateway work. Although Awanui and Ahipara seem to be on track now we are very concerned about the Kaitia structures.

4. Social Procurement Process

The kaupapa of the social procurement outcomes has proved to be challenging in terms of the extra time and follow up the project managers are required to do with less experienced businesses carrying out the contract works for these projects. It has highlighted the need for business management support that potentially is an opportunity for the Te Hiku Development Trust or Amotai to follow up.

5. Financial reporting

The lack of financial data passed on at the end of each month is becoming a challenge when trying to accurately report to MBIE regarding the expenditure of the Kanoa funding for the project. Project managers are having to estimate expenditure for MBIE reports, which is not desirable. The September claim has included several months of missing reported items so although we spent just over \$200k for September we have had to claim \$500k with all the missing items which is now up to date.

BROADER OUTCOMES

This project is all about achieving Broader Outcomes for the Far North community, with aims for specific outcomes detailed in the following section. The project team have spent a significant amount of time undertaking consultation prior to the project starting to understand and manage expectations. There are also regular updates in the local newspaper.

Social Procurement

One of the biggest drivers for this project is achieving social procurement outcomes. All companies and individuals engaged to date are Northland based, and are predominantly from the Far North. The project is still governed by FNDC's procurement policies, and threshold values for supplier selection are adhered to.

Continued management of social procurement processes will ensure these outcomes are achieved.

Local Iwi partnerships

The project working group includes local Kaumatua who liaise with local Iwi for creation of cultural art installations. Regular fortnightly meetings are now in place to keep abreast of progress for all gateways.

Upskilling the local workforce

FNDC and the project team have set up an initiative to assist local, smaller contractors achieve Sitewise accreditation who don't currently meet this prequalification criteria. To date, 25 contractors have registered for this assistance and 14 have achieved Sitewise since last November. In addition to allowing them to work on this project, this accreditation will prequalify them for future continued work with FNDC. Through this

process these contractors will be upskilled specifically in the Health and Safety at Work Act and their systems and processes will improve, resulting in safer workplaces. In addition we have put 32 people through Working at Heights, MEWP and Management and Handling of Hazardous Substances.

As a continuation to this, contractors unfamiliar with FNDCs reporting and financial requirements will be coached to ensure their systems support timely payment of claims and accurate reporting.

CIVIL DEFENSE EMERGENCY MANAGEMENT

Providing leadership in reducing risk, being ready for, responding to and recovering from emergencies.

NATIONAL EMERGENCY MANAGEMENT AGENCY UPDATE (NEMA)

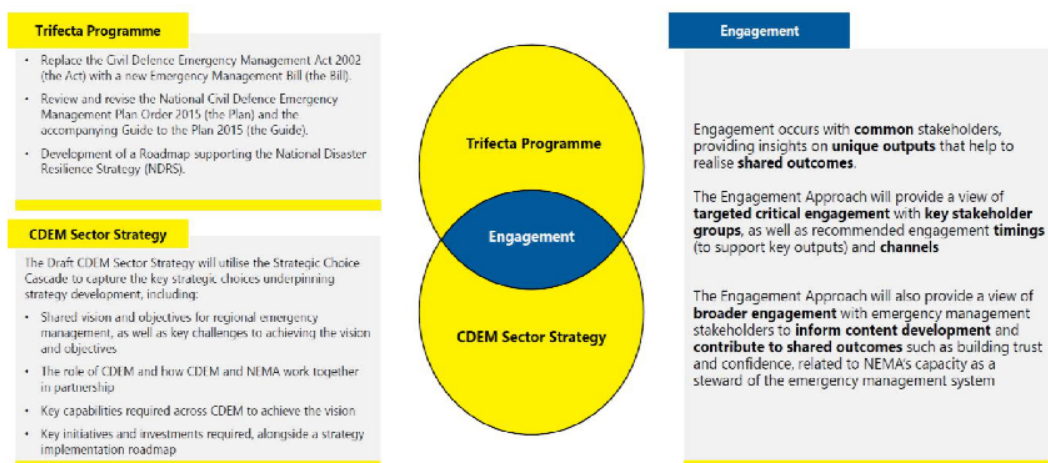
The Ministry of Health has asked that NEMA share the message about emergency response and exemptions during Covid Levels. At any alert level, nothing in the order prevents a person from responding to or assisting in an emergency. People are also permitted to leave their home to preserve their own or someone else's life or ensure their safety. Alert Level 4 services also include building, construction and maintenance required to address immediate risks to life and safety. Each of these permissions enable travel across alert level boundaries.

These permissions would capture any works related to the immediate response to an emergency. I.e.: recent flooding in West Auckland. However, there is often a long period of repair and works required after the immediate emergency has passed. Eventually undertaking those works will no longer be considered a response to the emergency.

If repair works are needed to respond to an immediate risk to health and safety, those works are also permitted to be undertaken at Alert Level 4. Repairing a roof may in some circumstances be required to address an immediate risk to health and safety. However, there may be other property damage that would not pose an immediate risk to health and safety and those works won't be able to be undertaken at Alert Level 4.

In May 2021 the Government announced it would invest \$8 million dollars in a 3-year innovative iwi led initiative to improve the resilience of Te Hiku Whanau during drought conditions. Te Hiku officially launched the Pun Wai Ora Programme pilot phase in September which will start with providing 30 homes across the district. Te Aupouri Iwi Development Trust will lead the rollout program to provide clean drinking water to homes. The initiative is a collaborative effort from the National Emergency Management Agency, Te Aupouri and the Te Hiku Iwi Development Trust.

NEMA continues with work on the Trifecta Program. The goal is to strengthen the resilience of the nation by managing risks, being ready to respond to and recover from emergencies, and by enabling, empowering, and supporting individuals, organisations, and communities to act for themselves and others, for the safety and wellbeing of all.



NORTHLAND CDEM GROUP UPDATE

The **Northland CDEM Group Plan** has been peer reviewed and signed off by the Minister for Emergency Management. The Minister has included some minor suggestions and comments that may enhance the plan, and these have now been incorporated into the final document. The Northland CDEM Group Plan 2021-2026 adheres to the Group's obligations under the CDEM Act 2002; adheres to the guidance laid out in the CDEM Director's Guideline 'CDEM Group Planning' (DGL 09/18); and aligns with the National Disaster Resilience Strategy.



Two **Coordinated Incident Management Systems (CIMS)** Courses and one Emergency Operation Centre (EOC) course were held in the far north in September. (Kaikohe and Kerikeri) The Kaikohe CIMS course was attended by 14 FNDC staff with 6 attending the Emergency Operations Centre training. Course numbers were also made up by staff from WDC, KDC, Waka Kotahi and the Northern Transport Alliance.

The **Northland Tsunami Alarm Network** was tested in conjunction with the change back to daylight savings on 26 September. Testing of this network relies on the cooperation of communities and in particular Community Response Groups to monitor the alarms when they are activated and report back to the council on whether they worked as per the design specifications. Returns received (as of the date of this report) identified the following faults for follow up and repair.

Location	Fault
Ahipara	Speaker broken away from main alarm case
Mangonui Hall	Alarm did not activate - Alarm disconnected by Top Energy prior to test due to electrical fault at hall.
Opua	Alarm did not activate
Te Ngaere	Speakers damaged - Alarm vandalised
Totara North	Strobe light did not work
Tauranga Bay	Strobe light did not work

Concerns have been raised at CDEM Group meetings by elected members on potential for drought conditions and the impact for northland as we approach summer. **The NIWA Regional Weather Predictions for Oct-Dec 2021** on the table below shows the probabilities (or percentage chances) for each of the three categories: above average, near average, and below average.

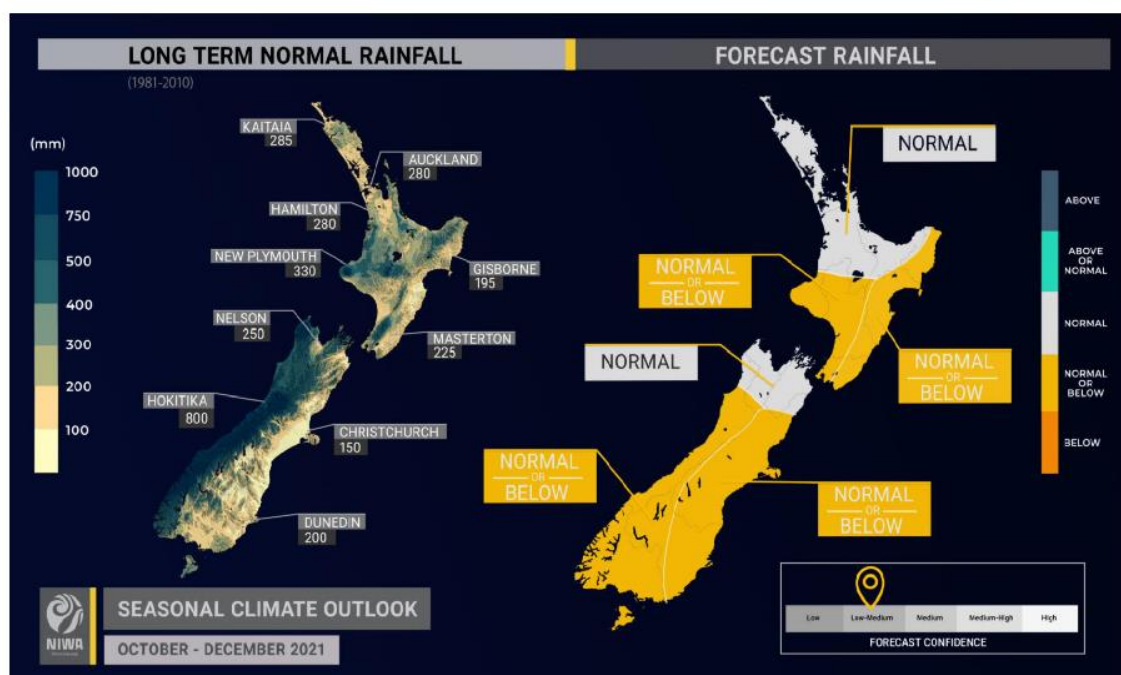
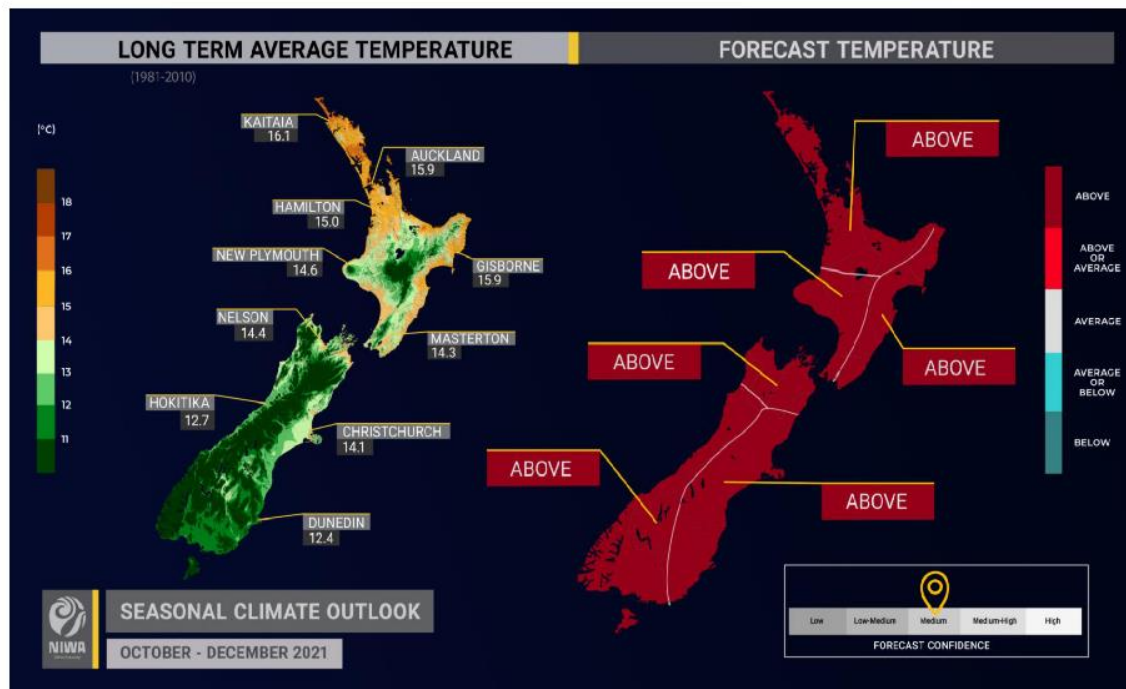
In the absence of any forecast guidance there would be an equal likelihood (33% chance) of the outcome being in any one of the three categories. Forecast information from local and global guidance models is used to indicate the deviation from equal chances expected for the coming 3-month period, following the outcomes the most likely (but not certain) for northland.

- Temperatures are very likely to be above average (60% chance).
- Rainfall totals are most likely to be near normal (45% chance).
- Soil moisture and river flows are about equally likely to be below normal (45% chance) or near normal (40% chance).

	Temperature	Rainfall	Soil moisture	River flows
Above average	60	30	15	15
Near average	35	45	40	40
Below average	05	25	45	45

OUTLOOK SUMMARY

- La Niña Watch remains active, but the event is less advanced compared to this time last year.
- October-December rainfall is most likely to be near normal in the north of both islands. The first half of October is expected to be unsettled, with periods of heavy localised rain and possible thunderstorms. The chance for dry spells may increase over time.
- Temperatures are very likely to be above average across New Zealand. More north-easterly winds are expected to cause periods of warmth and humidity in early October.
- NZ's coastal sea surface temperatures (SSTs) were 0.4°C to 1.0°C above average during September and are predicted to become more unusually warm by November-December.
- Soil moisture levels are most likely to be below normal in the west of the South Island and about equally likely to be near normal or below normal in all other regions.
- River flows are most likely to be below normal in the west and east of the South Island and about equally likely to be near normal or below normal in all other regions.



Community Engagement and preparedness continues to be a key workstream for the Northland CDEM Team. Because of Covid lockdowns and restrictions, many community meetings have been postponed and will be rescheduled in conjunction with communities as restrictions allow. Recent engagement activities include meetings to review the South Hokianga Community Response Plan, community meetings at Waimamaku and ongoing Iwi engagement to encourage and assist with community and Marae preparedness.

Emergency Warnings and Advisories requiring Northland Civil Defence to monitor or support:

Covid Variant Response (Level 4) – 18 August and ongoing.

APPENDICES



Page 77 of 113

DIA FUNDED PROGRAMME

The majority of these projects are reported in the relevant work sections above. This table provides a summary of all the projects in this programme of work.

	Project	Opex	Capex	Progress	Commentary
1	Awanui River Weir	X		Planning	Scoping and Design complete with procurement approvals now underway
2	Enhanced Water Leak Repairs	X		Planned	Programme established for Spring/Summer about to get underway – minor delay to start due to latest lockdowns so current programme dates are Nov to April
3	Ex Res Chlorine Measurement	X		Planning	Up to 17 sites will be reviewed for Chlorine monitoring requirements and re-configured as required - scope and implementation plan prepared with Far North Waters. Procurement plan in progress
4	Monument Hill Deep Bore		X	In progress	Bore Design and Quality Testing Complete. Sustainable Yield Assessment & Consenting in progress (scheduled Oct21). Reticulation and Electrical Design in progress
5	Kaitia Water - Sweetwater		X	In Progress	This is a DIA contribution to the overall FNDC project. Limited activity during August and September due to latest lockdowns with project completion now scheduled for April 2022 (DIA funds will be utilised prior to March 2022). FNDC Legal team continues to engage with landowner for easement agreements.
6	Kawakawa Water Take Consent		X	In Progress	Further testing is required to determine if there is a path to amend this consent. Due to Covid delays, additional testing will commence Oct/Nov 2021
7	Kerikeri Clarifier		X	In progress	Scope is complete and now with delivery for procurement and execution. Procurement plan with Tender Board for approval. View to award contract Oct 2021
8	Leak Detection Equipment		X	Planned	To support Project 2, this equipment is planned for purchase. Procurement plan complete; purchase approval in progress
9	Network Model Review Lead	X		Complete	After unsuccessful recruitment, Stellar Projects were appointed to run this activity through to 31 March 2022
10	Network Model Updates	X		In Progress	These updates will occur across 3 stages – Gap Analysis for all 3W networks, Data gathering and then model build or update. Gap analysis in final stages and flow monitoring ready to go once Northland out of L3. RFPs for model build/update and peer reviews to be issued
11	Okaihau Bore		X	Complete	Physical works associated with the bore were completed in April
12	Operational Data Management Software	X		In Progress	Water Outlook has been chosen as the supplier of choice for this software. project underway with an expected full implementation by Dec 2021
13	Paihia Water Intake Screen		X	In Progress	Amended activity plan defined and physical works scoped by FNW, scheduled for Oct/Nov21
14	Regional allocation		X	In Progress	Regional initiatives as agreed with other Northland entities. First activity is licenses for weather/climate reporting & analysis; to be organised through NRC and costs shared amongst Northern Councils
15	Water Main Renewals		X	Planning	For accelerated water main renewals as identified by leak detection and condition surveys. Some funds from this have been redirected to project 18 to allow increased de-sludging activity
16	Water Safety Plan Lead	X		Complete	Water Safety Lead on board since March 2021
17	Water Safety Plan updates	X		In Progress	The project has entered its final stage of delivery with procurement complete and contract signed to update WSPs for all eight water treatment plants
18	Wetland Remediation	X		In Progress	Priority sites identified and de-sludging work is beginning. Opononi wetland cells clearing is underway. Funds transferred from project 15 will allow increased desludging work to occur where this is hampering wetland effectiveness - Taipa underway with Kaikohe being assessed

SOCIAL PROCUREMENT

EXECUTIVE SUMMARY – SEPTEMBER



FUNDING INITIATIVES PROJECTS

	COMPLETE
1.	Animal Shelters - Northern Shelter
2.	Otiria Rugby Club - (Pamela-Anne Ngohe-Simon)

Animal Shelters - Southern shelter -

- NRC Consent granted 7th April 2021. Resource Consent was granted 7th July 2021
- Building Consent lodged - currently on hold for further information.

- Amended Elemental Costings due 5th October 2021
- Dwelling and two outbuildings relocated from site
- Demolition of remaining structures and site clean up to take place in October 2021
- Tender Award for Construction delayed, now scheduled for mid-Jan 2022
- Construction now scheduled to start Feb 2022.
- Construction now scheduled for completion mid October 2021.

Kawakawa Safety and Streetscape Improvement Project - (SPL)

Project Status: Delivery phase

- All works were paused during L4 & first L3 lockdown. Works continue under strict safety protocols under current L3.
- Road art painting started
- Planters built
- Flags – issue with Waka Kotahi not allowing use of streetlight poles to hang these – will need to install poles.
- Ongoing comms to FNDC comms team with updates on post lockdown works
- Tubes for monitoring booked for install 22 Oct (lockdown permitting)

Next Milestone:

- Works in central section of town – after installation of lights for crossing
- Asphalt raised table install - delayed till end Nov due to lockdown border restrictions – specialist crews coming up across Auckland border (lockdown permitting)

Kerikeri Domain Improvements - (SPL)

- Resource consent - Approved and conditions met.
- Skate Ramp Decommissioning - Removed from site to Moerewa.
- Demolition - Completed by TarMac.
- Skatepark Construction - Circle D Construction (Dave Crabb) works commenced. First concrete pours undertaken and timber ramp progressing.
- Basketball - Local Maori Contractor (Buildflex) awarded contract. Start-up meeting undertaken with Buildflex taking site 18th October.
- Playground - PLAYCO design fixed and procurement underway. Will be delayed due to Covid Lockdown. Civil & structural documentation underway to be able to procure contractor.
- Park path and softscape - Christine Hawthorne Landscape DRAFT drawings received. Furniture and pavement associated with Skatepark and Basketball court underway.
- BBQ areas - Tabled with Working Group and BBQ type and location approved.
- Fitness Equipment - PLAYCO provided types to Working Group. General consensus to move forward with affordable range.
- Lighting - Construction package completed.

Lindvart Park/Sportsville Kaikohe - (Griffiths)

- Resource consent approval received 29 Sep 2021. The delay in RC approval is no longer delaying the project.
- General - Following the decision in July to refine scope to suit the \$10.8m budget of secured funding, value engineering was conducted on Landscaping, Civils and the Building. A developed budget was then presented on 6 October 2021, and a FNDC decision regarding next steps is due mid- October.

Mangonui Waterfront Development - (FNHL)

- Detailed design complete. Building consent exemption granted by FNDC. Tender awarded to United Civil Construction Ltd. Construction of gravel path and pedestrian crossing complete, with works almost complete at carpark. Installation of streetlights in carpark and at pedestrian crossing are scheduled for November, along with piling for the Boardwalk. Completion now scheduled for Jan 2021. Most of the boardwalk construction works will be done via a barge. This will reduce disruption to road users and pedestrians.

Moerewa Safe Streets - (SPL)

Project Status: Delivery Phase

- All works paused during L4 lockdown, now re-started
- All Road art & line markings completed (Photos below)
- Signage installed
- Ongoing comms to FNDC comms team with updates on post lockdown works
- Tubes for monitoring booked for install 22 Oct (lockdown permitting)
Asphalting delayed till end Nov due to lockdown border restrictions – specialist crews coming up across Auckland border (lockdown permitting)

Next Milestone:

- Asphalt raised table install – Nov

Ngawha Innovation Park - (FNHL)

- Earthworks and civil works continue to date. Construction continuing on Innovation Hub & Regent with pouring of the flooring slabs in progress. NorthTec Construction contract awarded to Henwood Construction Ltd - with foundations underway. 5 Tenants confirmed while discussions with others continue. Work continues on Olivado platform. 8Ha polytunnels are now complete. Overall the park continues to move forward at a good pace, despite new Covid restrictions.

Northern Adventure Experience Ltd - (TBIG)**Opuia Cycle Trail:**

Resource Consent concept design and documentation is complete with Resource Consent applications to be lodged; however, the design is currently not accepted by Bay of Islands Vintage Rail (BOIVR). A site visit was arranged by Council this period, attended by NAX parties, Vintage Rail PM, Vintage Rail Engineers & Haigh workman Cycleway Engineers. Following this, a consultation meeting has been scheduled with KiwiRail for 7 Oct 21. Council requested an alternative route via Whangae Rd be investigate - in progress. At an initial meeting with KiwiRail this period, they confirmed that prior to lodging pathway applications with KiwiRail

the design much be supported by BOIVRT (current leaseholder) & Ngati Hine (Iwi Representation). Furthermore, they advised that safety aspects of the proposed cycleway/shared path, including agreement of level crossings is to be confirmed by BOIVRT as leaseholder and rail service operator. BOIVRT Rail Engineers carried out a review of the current concept design & Resource Consent Engineering Report, and provided a review paper. Action and response to this is on hold. Despite discussing the design as it developed via NAX Working Group meeting, holding rail-cycle coordination meeting and multiple technical workshops, BOIVRT have not accepted the current concept design, and advised a complete re-design is required. Further design works remain on hold pending Council decision.

The current works proceeding on the Cycle Trail are:

- High level investigation and concept for an alternative route via Whangae Rd
- Te Raupo Rd design
- Te Raupo Rd: Maintenance gravelling & passing bay works are complete. Bridge design for Bridge T49 replacement in progress. Topographical Survey was undertaken with remaining design for final road form to follow. Ongoing consultation with Te Raupo residents is being led by Suzie Hati-Scott.

Paihia Waterfront Development - (FNHL)

Confirmed concept design for eastern abutment. Lodged RC amendment for eastern abutment. Lodged RC for basic dredging. Detailed Design is 95% complete with only eastern abutment design to be completed. Dredging tender released in August. Closing date has been extended to late September due to the effects of Covid alert level 4. Main marine ROI for the main contract to be released in September. Due to the effects of lockdown and summer tourism, physical works will likely commence in Q1 of 2022. While there is some slippage of our internal programme, overall, we are on track to meet the 2023 completion date.

Pukenui Wharf - (FNHL)

Detailed design complete, Resource consent granted, Exemption BC granted, Construction commenced. Pukenui and Unahi tenders awarded to Total Marine Ltd. Pukenui Wharf demolished in June, with the contractors now delivering materials onsite to start construction of the new wharf. Commercial fishermen have been informed of programme well in advance and most are planning on using Mangonui Wharf during construction. Sea wall construction now complete. Piling of main wharf structure about 50% with headstocks installed. Work paused due to Covid level 4 lockdown and have been limited as the main construction barge and crew are stuck in Auckland. Completion delayed, now scheduled for January 2022 (prev Nov21).

Rangitane Boat Ramp - (FNHL)

Detailed Design Underway. Consenting Underway. Fast track application approved by MfE. EPA application lodged in September with consent to be issued in December. Reports from ecologists, engineers and landscape architect show no adverse effects arising from the development. Residents group are yet to hand over the jetty consent, so at this stage it won't be constructed as part of the main project. Discussions ongoing. Construction scheduled for Jan 2022 to Sep 2022.

Strategic Roads - Priority 1 Routes - (HC)

Peria Rd

Seal extension construction works at Peria Road has been split into 5 sections, with Sections 1, 2, 3 and 4 fully completed last season. Good progress was also been made on Section 5 with Fulton Hogan undertaking

clearing, earthworks, drainage and shoulder/pavement undercuts prior to preparing the site for winter. The final pavement construction and surfacing is programmed for early next construction season. Winter has thrown Peria Road some curveballs, with heavy rainfall events in July causing some slips on previously completed sections. Geotechnical designs and pricing is well underway and we do have budgeted allowances to fund this work.

Ngapipito Road

To date, clearing/earthworks has been completed on Sections 1 - 5. Drainage and culvert upgrades are complete on Sections 1 - 4, and nearing completion on Section 5. Subbase pavement layer has been overlayed and compacted on Sections 1 - 4.

Last month's activities for Ngapipito Road focussed on continuing to cart in aggregate to bring the subbase to level, completing the drainage and continuing pavement construction for Sections 1 - 5 as weather has allowed. Section 1 (1.5km) has now had the basecourse aggregate applied and has been stabilised, reading for sealing in October.

Pavement construction will continue, with final stabilisation and sealing programmed for early this coming construction season (on track for completion by December 2021).

Bridge Upgrades

The bridge strengthening works have been split into 2 packages – 1. Simple deck replacement work that can be delivered by local resources, and 2. Specialist structural strengthening work that requires specialist suppliers outside of the Far North District, but still within the Northland Region. Pricing for Package 1 works has been received and is within the engineers estimate values. This work is programmed to start in November 2021.

Strategic Roads - Ruapekapeka Road - (HC) Stage 1

Progress of the unsealed portion to Hays Road intersection continued, with the exception of the big earthworks cut site, with the majority of the earthworks is now complete. Subbase and basecourse aggregate were overlayed and compacted completing majority of the unsealed pavement section. Now that the fibre cable has been relocated, earthworks, subbase and basecourse will recommence on the big earthworks cut site when the weather allows.

Last month's activities for Ruapekapeka Road Stage 1 focussed on getting earthworks consent to move the fill from the large cut into the Department of Conservation carpark. This will ensure the large cut can be undertaken when the fine weather returns. In the meantime, during winter we are maintaining the new subbase pavement along the sealed section, and basecourse overlay is programmed early in the construction season, with surfacing now programmed for completion by 30 November 2021.

The Stage 2 tender has now been awarded to United Civil, with commencement of physical works programmed for mid-October. The delivery mechanism for Stage 2 utilised the NZTA Northland Delivery Framework (NDF) Lot 2 Suppliers, via a closed tender for construction. The tender documents were peer reviewed by the Northland Transport Alliance, NZTA and Council.

Consultation with affected landowners has continued this month and we now have written approval from ALL affected landowners. The consent has been lodged with letters of support from affected parties. Stage 2 includes the State Highway 1 intersection improvements, but this scope of work has been separated from the seal extension contract. The design of the intersection improvements has been completed. The consent application for the intersection has been lodged.

Waka Kotahi (NZTA) have requested that they lead the delivery of the Intersection Improvements works. The benefits of doing this include a faster consenting process, the delivery/quality/consenting risks would sit with NZTA (it will be their asset when completed) and they can fast track the construction work through their NOC maintenance contract.

Ongoing liaison has continued with Te Ruapekapeka Trust, with the focus this month being on the intersection design and incorporating the proposed new Pou structure.

Tai Tokerau Kaikohe Safe Streets - (SPL)

Project Status: Delivery Phase

- All works paused during L4 lockdown, now re-started
- All Road art & line markings completed
- Signage installed
- Ongoing comms to FNDC comms team with updates on post lockdown works
- Tubes for monitoring booked for install 22 Oct (lockdown permitting)
- Asphalting delayed till end Nov due to lockdown border restrictions – specialist crews coming up across Auckland border (lockdown permitting)

Next Milestone

- Monitoring, Oct, Nov, Dec
- Asphalt raised table install – Nov

Te Ha o te Ao - (Jitka Hyde)

Memorandum of Understanding has now been signed by Waka Kotahi. Awaiting 'Our Kerikeri' board meeting 13 Oct 2021 to resolve signed the Agreement to Works contract. Once signed (and counter-signed) construction on site can start (subject to contractors availability, Covid restrictions & holiday periods). Safety barriers (tentatively, as the supplier is AKL based) scheduled for installation at end of October.

Welder is yet to be appointed. OKK team attended meeting with Lions regarding the "welcome" sign and its removal to a different location. Met with Enviro Schools facilitators regarding collection of environment pollution data, NRC to construct a template for school use. In the meantime, work on the sculpture at the artist's workshop continues. Manu/Birds have been blessed.

Key Risks - click item number

Te Hiku o te Ika Revitalization - (HC) –

The current programme aligns closely with the deliverables specified in the project agreements, however we have still not spent the funds we had planned at this time. Much of this is due to the designers, surveyors and engineers being unable to meet our timeframes with their current workloads. September saw a variation to the MBIE contract signed off moving out milestones and the completion of the project out to November 2022.

Kaitia

As a result of the revitalisation project, Kaitia has been named one of two finalists in the Small Town category. Award ceremony delayed until Covid level allows. A 30 second promo has been created for use by Keep New Zealand beautiful.

Artworks provided by Kiri & Grayson Clarke have proved so popular there have been requests to have more on the Northern side of the old Warehouse Building. Concept designs approved, installation scheduled for October. As a result of the visibility and popularity of their artworks, Kiri & Grayson have secured additional commissions outside of the Te Hiku project. Combined with knowledge gained from attending MSD courses,

they have been able to create a viable business for their artworks, and importantly have been able to come off the benefit.

Ahipara

Footpath (first contract) now completed. Second contract delayed due to cancelled landowner meetings as a result of Covid lockdown.

9 out of 22 bird seats have been installed by Procrete who are working under the guidance of Stonecraft construction. Remainder will be installed once Covid lockdown level allows.

Awanui

Wet weather has delayed installation of tables, but will continue when it improves.

Porthole artwork has been installed. Gate artworks (3) has been installed. Landscaping mostly complete.

General

Playground equipment has been ordered for all 3 locations, with a 10-12 week lead time based on Auckland returning to level 3.

Social procurement outcomes. All companies and individuals engaged to date are Northland based, and are predominantly from the Far North. The project is still governed by FNDC's procurement policies, and threshold values for supplier selection are adhered to.

FNDC and the project team have set up an initiative to assist local, smaller contractors achieve Sitewise accreditation who don't currently meet this prequalification criteria. To date, 25 contractors have registered for this assistance and 14 have achieved Sitewise since last November. In addition to allowing them to work on this project, this accreditation will prequalify them for future continued work with FNDC. Through this process these contractors will be upskilled specifically in the Health and Safety at Work Act and their systems and processes will improve, resulting in safer workplaces. In addition we have put 32 people through Working at Heights, MEWP and Management and Handling of Hazardous Substances.

Unahi Jetty - (FNHL)

Detailed design complete, Resource Consent granted, Exemption Building Consent granted. Tender awarded to Total Marine Services Ltd. They are planning on employing Stonecraft as local subcontractors. Pukenui and Unahi to be awarded to the same contractor to save on establishment costs. Precast deck panels and headstocks delivered to site. Site blessing for demolition. Barge mobilised to site ready to demolish the wharf (scheduled to start in October 2021). Project works to start with demolition in October 2021, and be completion delayed by one month to Feb 2022

Waipapa Sports Complex - (SPL)

The project team presented a desktop review of project costs to the Working Group in September. Subsequently, the project team undertook to further develop the initial **desktop** exercise involving a local contractor to provide actual costs that reflect the market. This revised document is with David Clamp for review.

Key work completed in September 2021:

- SH10 works
- Chorus fibre cable relocate nearing completion
- Entrance works underway

Resource Consent:

- Finalised Landscape drawings and design statement

- Finalised Engineering report and drawings
- Awaiting final documentation from Haigh Workman, as well as lighting and architecture statements following recent design changes

Communications and Engagement:

- Direct engagement with stakeholders to inform plan changes and resource consent documentation
- Updated website following feedback from the WG
- Signage brief received



FNDC 20/21 CAPITAL AND RENEWAL PROGRAMME UPDATED



NOTE – as budgets are yet to be finalised – updates will come through in October.

VENTIA – CONTRACT 7/18/101

ROAD MAINTENANCE AND RENEWALS - MONTHLY REPORT



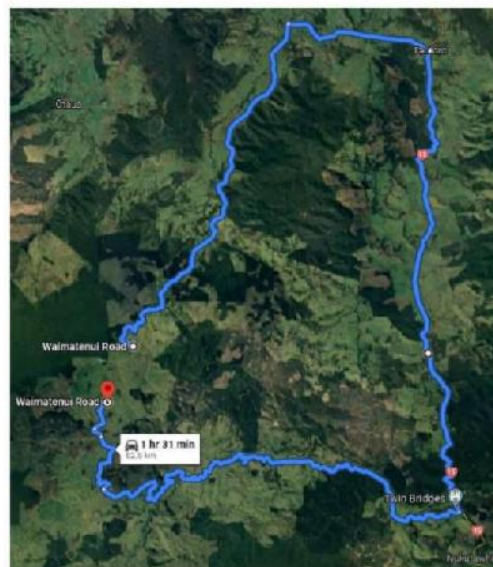
EXECUTIVE SUMMARY

A silent weather event came through on the evening of 23rd September and caused quite a bit of damage considering 12 decent sized trees have since been cleared and with two large slips from previous storms falling down again. One on Pipiwai Rd at RP4263 which has been cleared and the other much larger one on Waimatenui Rd RP16250. With the help of the NTA team and our Ventia Kaipara neighbours a road closure was put in place from both sides of the boundary that night with no vehicle access possible. Since then, a Geotech investigation has been carried out with tree removal completed (lots of standing trees within the slip area) followed by the urgent construction of a mass block wall. The road was opened to single lane traffic on Friday afternoon. Below is a map of the detour highlighting why it was so important to get the road opened as quickly as possible, Approximately a 1.5hr detour for locals.

Apart from attending to emergency works the routine maintenance teams have been adjusting to the change in seasons. The 3 graders have noticed the dust starting to come back and roads getting harder, in total 33% of the network was graded. Throughout the network 2000m³ of maintenance metal was spread to supplement the grading operation.

The drainage team have been busy and successfully completed the Peras Rd and Wahamiti Lane double barrel culverts during the month. They now move onto culvert replacements within the reseals sites. Speaking of reseals these are due to commence on 11th October with our stabilising crew doing a great job of it lately smashing out 4400m² in one week over in the Russell area and 2200m² in Waitangi the following.

Pungaere Rd TIF project got the final lick of paint earlier in the month (sealing of the last 100m by the underpass), Ngapipito Rd PGF site is also tracking well with 1.6km of stabilised pavement completed and ready for seal this week. Kings Rd has continued to be a tricky site for services and accidentally discovery of a potential Waka that ended up being an old wooden culvert swale. Kerb and channel is being poured this week on Kings.



WORK PROGRAMME

A total of 2283 individual work items were completed throughout the month of September which 2027 were

Page 88 of 113

routine find and fix issues, 2 was cyclic or part of annual rounds, 193 were programmed works, 36 were renewals/capital projects, and 25 were callouts or emergency response works.

October 2021 forward works programme has been submitted in RAMM.

ROUTINE WORKS COMPLETED

Routine maintenance activities completed in September:

- 203 sealed potholes repaired
- 4780 unsealed potholes repaired
- 265 km of unsealed roads graded equating to 33% of the total unsealed network.



*Russell-Whakapara Rd – Edge Breaks
for pre-seal site*



*Hariru Rd – Pothole repairs being
carried out by Marie & Kahu*

DRAINAGE MAINTENANCE AND RENEWALS

Drainage maintenance activities completed in September:

- 92 Culvert ends cleared
- 2006m of heavy water tabling
- 470m of light water tabling
- 72.5m Culvert pipes replaced/new
- 41 Culverts flushed

As mentioned in the summary both Peras Rd and Wahamiti Lane culverts were installed as per plan. The Wahamiti Lane earthworks photos show the additional depth on the outlet to ensure the catchment area does what it is supposed to do. Further work is programmed on this site in October to shore up the shoulders and a sight rail installed.



Wahamiti Lane – Outlet Improvements

ROUTINE INSPECTION REPORT

Sealed - There are currently 0 sealed inspections running overdue.

Unsealed - There are currently 0 un-sealed inspections running overdue. Due to lockdown

Drainage - There are currently 7 drainage inspections running overdue.

	Contractors Monthly Inspections (km)	
	North Area	South Area
Week 1		20.407
Week 2		101.767
Week 3		269.247
Week 4		311.903
Week 5		252.291
Total		955.615

ORDERED WORKS

38.84m² of footpath replacement/renewal were completed in August.

Only minor ordered works were completed.

METALLING TOTALS

Preseal Repairs commenced on 20th September with a big push on completing 4500m² in the Russell area in week one. The target was achieved with the crew heading over to the Waitangi area at the end of the month. With two more weeks of pre seals to complete the list before the resealing crew is in town. Reseals are due to commence on 11th October, you will see a pie chart in the following months showing progress on the reseals. Below is a bit of sequencing on the stabilising process. Just add final trim and chip sealing at the end.

tahi - Make up metal



rua - Spread Cement



toru - Hoe*wha - Wet**rima - Roll*

METALLING

2124m² of maintenance metal was applied to the unsealed network.

With a bit of a wet and unpredictable month of weather September was a busy one for maintenance metaling on the unsealed network. Some of the roads treated included; Horeke Rd, Takou Bay Rd, Otaha Rd, Waikare Rd, Duddy Rd, Remuera-Settlement Rd, Orakau Rd, Puketotara Rd.

Test pit data and designs are 50% complete for the 21/22 draft unsealed pavement strengthening list. The proposed pavement designs and financials will be presented and discussed with the NTA maintenance team during October.



*Duddy Rd - Maintenance
Metaling*



*Remuera-Settlement Rd - Test
Pit data capturing*

ROAD FURNITURE ACTIVITY

- 51 new signs installed or replaced (damaged or missing)
- 15 signposts replaced/new
- 64 signs re-erected or straightened
- 170 signs/posts cleaned
- 47 posts painted



*Pipiwai Rd – Missing Bridge End Marker
Installed*

PAVEMENT REHABILITATIONS**Seal Extensions****Pungaere Rd – RP8820 - 12410**

The last section of road which was held over winter was sealed in the middle of September. This project is now fully complete bar linemarking.

Ngapipito Rd – RP3500 – 8435 (PGF)

The first 1.5km of stabilisation was completed mid/late in the month with the surface currently being looked after until better weather conditions allow a seal to be applied. The below photo shows it look nice and tight early last week until the rain came back. The month of October will see more basecourse run in and stabilisation of the next 1.5km. Project is due to be completed in mid-November now due to the lockdown stealing a couple of weeks out of us last month.



*Ngapipito Rd – Slip clearing within site after
23rd weather event.*



*Ngapipito Rd – First 1.6km section slurried up
ready for seal*

Ruapeka Rd – RP4500 – 5800

Works to commence once the fill site is re consented, targeting a seal by mid-November now.

Kings Rd, Paihia

Works commenced on the footpath and kerb and channel replacement in August. With lots of services in the way it has been slow work.

Works recommenced once we got out of level 3 on this site. The team have been busy working around a lot of services while installing subsoil, kerb and channel and footpath prep. Kerb and channel is booked in for placement this week with the footpath to follow in behind.

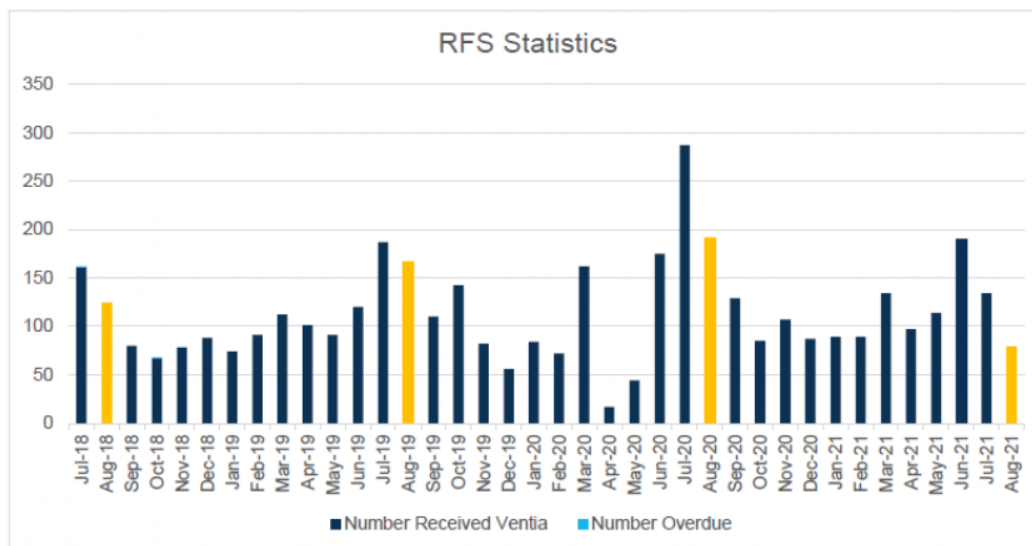
Other sites on the sealed pavement rehab like are - Waikare Rd, Kerikeri Rd and Ngawha Springs Rehabs, these are all nearing final estimate submittal to confirm sequencing.

ROAD ACCIDENT REPORT

There was a fatal crash on Imms Rd on 27/9/21, we checked the site the following morning and spoke with the Police that were investigating. No details were provided to Ventia at the time due to the ongoing investigation. From what we could see from a distance, the road was in good condition and the damage was mainly to a farmer's fence.

CUSTOMER SERVICE ISSUES/COMPLAINTS

RFS statistics for August were available at the time of this report. Ventia received 79 service requests during August and had 0 overdue. The below graph shows the number of RFS's received by our branch each month during the NTA contract and any overdue. August of each year highlighted below to show trends, as expected in last month's report the August numbers were lower due to lockdown hence the small line on the right.

**COMPLIMENTS**

We received the following compliments in September.

1. RFS – Inlet Rd, Kerikeri

Hi Cheryl,

Re the RFS

The hedge has now been cut back and the footpath passable.

Thank you to the property owner for the prompt fix, and thanks to FNDC for the prompt encouragement!

Kind regards,

John

2. RFS – Te Ahu Ahu Rd/SH10 Intersection

Thank you, very much and excellent service. Much appreciated and I'm sure lots of motorists regularly travelling this road will also be grateful.

Thank you, Marjorie

3. RFS – Purerua & Rangihoua Rd

Purerua and Rangihoua Roads were graded yesterday and customer wanted to say the roading team did an exceptional job and thank you. Noel

RAMM ISSUES

A few general glitches in Pocket RAMM which were resolved with re-syncing.

HEALTH AND SAFETY

August was all about ensuring our essential workers were prepared well and understood what the requirements are for their safety and the public while working under level 4. Now we head to Level 3 today, Ventia has been holding prestart meetings with all site teams to ensure they fully understand what it is required of us.

Recently our Operations Manager, Nick Jones and SHEQ Manager, Shane King held a safety focus workshop in Kerikeri with our supervisors and project managers. At the end of the workshop each member was given tasks with individual commitments that will be followed up over the next 4-6 weeks as a team.



*Supervisor Safety Focus Training –
Sept 21, Kerikeri*

- What are you committing to change today to improve the safety culture at your site (3-5 key commitments)?
- What are you committing to change today to improve your own leadership of your direct reports? (3-5 commitments)

ENVIRONMENT

The team on Kings Rd were digging away keeping a close eye on all the services in their way when they came across something on 28th September. They immediately ceased work and contacted the office team whom then rung through to Heritage NZ as per the accidental discover protocols at Ventia. Bill and James from Heritage NZ visited site the following day and inspected the long wooden item (originally thought to be a

Waka) turned out to be an old wooden culvert feature. Even the archaeologists thought it looked like a waka until fully unearthed. A snippet from the report.



Figure 6: Once the Ventia team opened up the blocked concrete pipe culvert, the water flowed out and through the wooden item. This suggested that the item was part of a rotted tree laid in the swale drain that would have run alongside the old road and assisted in the transportation of water away from the adjacent properties. The lack of any construction adzing and the 'kink' in the item (visible here) confirms that that this was not built and would not function as a waka. It does however function as a culvert as is clearly visible here.

It's the small things that count, ticking every box possible this toilet paper is sustainable, Amotai owned and

Page 95 of 113

local supplied. Ventia Puketona is working on a few other products to reduce our footprint on the planet.



*Loo Paper – Lucart
Econatural paper*

Weather presented us with some decent sized slip including, Waimatenui Rd, Pipiwai Rd and Russell-Whakapara Rd. The Pipiwai Rd slip was an historical slip from last year's big event that let go again. Waimatenui Rd slip had been giving us grief over the past 3 months with 2 prior visits when it decided to let go in a big way as the photo below shows. A row of mass blocks is currently being installed on site.



*Waimatenui-Mataraua Rd – Slip Retention in progress
(Ventia Drone Footage)*

ANNUAL ROUTINE ACTIVITY ACHIEVEMENT

Routine and cyclic rounds start at the financial year.

Biennial Painting of All Rails	0% completed - on hold due to funding
--------------------------------	---------------------------------------

Page 96 of 113

Biennial Parapet Painting of Bridges	0% completed - on hold due to funding
Annual Cleaning of EMP's	22% completed
Annual Sucking of All Sumps	0% completed – Round to commence in Feb 22
Biannual sweeping	0% completed – 1st round to commence in Nov 21
Urban Vegetation Spraying	5% completed - first round
Rural Vegetation Spraying	5% completed - first round

COMMUNITY ENGAGEMENT

- September was a busy month for the local AA branch with 3 staff members upskilling their licenses.
 1. Cambridge passed his Class 4 learners license allowing him to drive the 6 wheelers now.
 2. Jodie successfully completed the Class 2 learners' assessment
 3. Liam Stone completed his 5L license, once he gets his full, he is able to drive truck and trailers.
Recently employed from the Tourist industry due to lack of available work.
- We prepared and submitted a TMP for Springbank Schools Annual Market fundraiser.

FULTON HOGAN - NORTH AREA MAINTENANCE NETWORK CONTRACT 7/18/100 MONTHLY REPORT



SUMMARY

Attached is the Fulton Hogan monthly report for September 2021.

REHABS

Project	Completed This month	Programmed Next Month
2020/21 Projects:		
Pawarenga Rd Rehabilitation 2020-21	Run in metal, stabilise and prep for seal.	Seal, line mark and dis-establish.
West Coast Rd Flood Mitigation 2019-20		Complete final signs install.
Church Rd Seal Extension 2020-21		Awaiting post construction safety audit recommendation for guardrail.
Peria Rd Seal Extension 2020-21	Slips in water tables repaired in Sections 5 and 4.	Run in metal, stabilise and seal.
2021/22 Projects:		
Oruru Rd Rehab RP 7692-8310	Pavement design completed and Rehab priced.	Commence enabling works.
Oruru Rd Rehab RP 13450-13800	Pavement design completed and Rehab priced.	Commence enabling works.
Kohukohu Rd Rehab RP9824-11181	Subgrade testing completed.	Pavement design to be completed.
Summerville Rd Rehab RP0-184		Drainage design to be completed. Awaiting FNDC approval.
Brass Rd Seal Extension RP15-1725		Awaiting confirmation from FNDC on addition to program.
Parapara-Toatoa Rd Seal Extension RP62-920		Awaiting confirmation from FNDC on addition to program.

MAINTENANCE SUMMARY

Unsealed Maintenance

- Grading 213.134 km
- Potholes 2566 ea
- Maintenance Metal 3068 m3

- ### Sealed Maintenance

- ## Drainage

-

Page 99 of 113

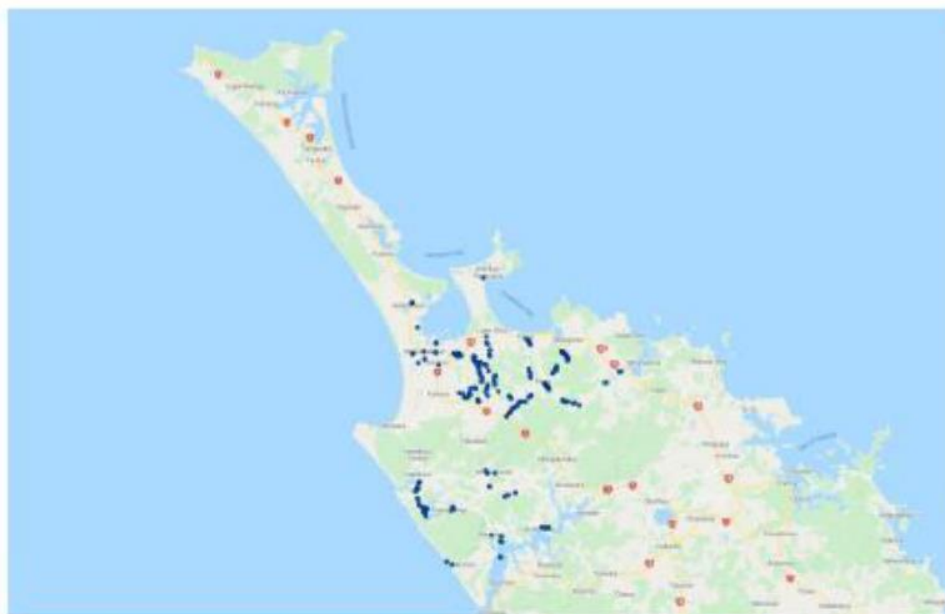


Figure 3: Routine Potholes Completed September 2021

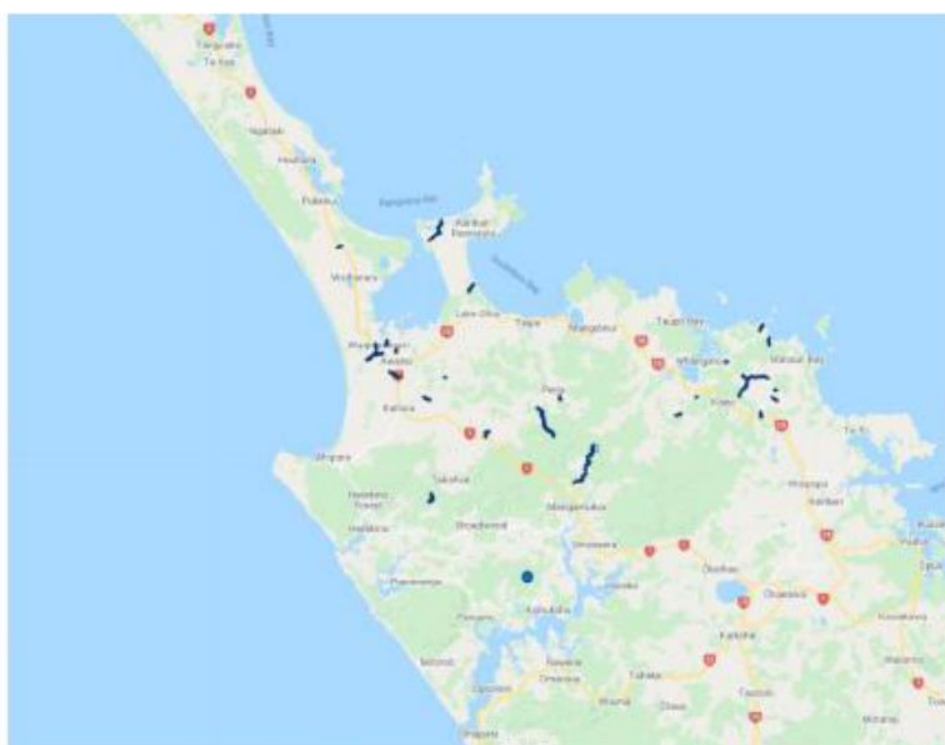


Figure 4: Maintenance Metal + Heavy Metal September 2021



Figure 5: Peria Rd Seal Extension Slip Repairs



Figure 6: Peria Road Seal Extension Slip Repairs



Figure 7: Peria Rd Seal Extension Toe Support



Figure 8: Peria Rd Underslip delineation



Figure 9: Parapara Rd Testpits prior to overlay



Figure 10: Pawarenga Rd Rehab Pavement Overlay



Figure 11: Pawarenga Rd Rehab Pavement Overlay



Figure 12: Pawarenga Rd Rehab Stabilising



Figure 13: Pawarenga Rd Rehab Stabilising



Figure 14: Pawarenga Rd Rehab Stabilising

HEALTH & SAFETY

No injuries this month.

Type	# during period	# to date	Days since last incident
Lost time injury (LTI)	0	2	323
Medical Treatment Case (MTC)	0	1	93
First Aid Injury (FAI)	0	0	1130

QUALITY AND TRAINING

Environmental non-compliance notices issued

- Nil non-compliances to report.

Notice to Contractor issued

- NTC 83 Clarification of Level 3 Works

Training

- Nil

RAMM Issue for the month

- Nil

RFS Report

- Not received from Council

FEEDBACK

Thank you again Warren for approving the use of gravel for Te Paatu Marae carpark.

There has been a lot of positive messages on the Te Roopu Rangatahi o Te Paatu Facebook page – you can check it out here <https://www.facebook.com/TP2Rangatahi>. Some of the comments:

- That's awesome well-done cheers Fulton Hogan
- That's awesome! Thankyou Fulton Hogan and team
- Thanks Bill and Fulton Hogan for an awesome job well done



OCTOBER PROGRAMME

Maintenance activities programmed for October 2021 relate to routine sealed and unsealed maintenance activities such as grading, sealed and unsealed potholes, unsealed road metaling etc.

Ordered works activities include the following:

- Pawarenga Road Rehab Seal, Linemarking and Dis-establishment
- Peria Road Seal Extension Overlay, Stabilisation and Seal
- Oruru Road Rehab 1 Large culvert clearing & Site Clearing

NORTHLAND ACTIVITY UPDATE



Activity	2021-24 NLTP	Completion	Progress	Commentary
State highway maintenance, operations and renewals	\$91,550	0%	Amber	Waka Kotahi are working through the final program. A total of 168 lane kilometres will be delivered, which is more than the previous year. Construction season starts in September.
Low Cost / Low Risk	\$5.3M	95%	Green	<p>Far North District Council Projects</p> <p>SH10 Bush Point works - repairs to be carried out this year.</p> <p>SH12 Omapere to Opononi (3km) - Detailed Design for Stage 1 completed and survey completed for whole route. Awaiting confirmation of funding to proceed to physical works.</p> <p>SH1 Kawakawa Ped Crossing - A preliminary design has been completed for a raised platform and pedestrian crossing to the east of the township. Waka Kotahi are working with FNDC Innovative Streets Project team.</p> <p>Kaipara District Council Projects</p> <p>SH12 Oparakau Slip – All retaining walls completed, pavement work completed.</p> <p>LC LR Safety - Awaiting confirmation on funding levels for this year's Waka Kotahi LC/LR Safety programme.</p> <p>SH16 Waimauku to Helensville Fatigue Improvements - Detailed design for the whole corridor completed, ATP work has been differed due to R22 Project. Wide Centre line to be installed and a flush median being installed at southern end of Helensville.</p> <p>Mangamuka Gorge: Currently open to all traffic. Final works are to be undertaken this spring.</p> <p>SH1 Mangamuka Gorge NZ Transport Agency</p>
SH1: Dome Valley Safety Improvements	\$31.7M	Late-2021	Green	<p>Work continues in stages 3 and 5, either side of the Dome peak. This work is planned to be completed in early 2022</p> <p>SH1 Dome Valley NZ Transport Agency</p>
Northland speed review		2021	Green	<p>New permanent speed limits have been announced for SH10 Awanui-Kaingaroa and will take effect from Friday 22 October. The outcome for the speed limit changes aligns with those proposed at consultation in 2020. However, due to their complexity, solutions for those areas near the marae at Kareponia and Mahimaru - where variable speed limits were proposed - will be delivered at a later date.</p> <p>Waka Kotahi will shortly be distributing a summary report for the engagement phase on nine sections of state highway in Northland. We are continuing to review technical assessments and the feedback received, with a view to presenting a more detailed proposal as part of a formal consultation process.</p>
SH1 Whangārei to Wellsford Standard Safety Intervention (Road to Zero)	\$4M	Underway	Green	<p>Pre-implementation underway for Central (Port Marsden Highway to Schultz Road) and Southern (Piroa Stream Bridge to Wellsford). Conversations with key stakeholders, communities and affected landowners are underway. Some light construction (media barriers, etc) may commence early 2022, with main construction expected to commence mid-2022 (subject to funding and approvals).</p> <p>SH1 Whangarei to Wellsford NZ Transport Agency</p>

Activity	2021-24 NLTP	Completion	Progress	Commentary
SH1 Warkworth to Wellsford		Route protection	Green	<p>On 25 March Auckland Council granted resource consents, subject to conditions, for the Warkworth to Wellsford project. Waka Kotahi confirmed the NoR on 11 May 2021. The appeal period for the NoR closed on 1 July 2021 and several appeals have been filed with the Environment Court.</p> <p>Both resource consent and NoR appeals will now progress via usual Environment Court process. Once the Environment Court process has concluded Waka Kotahi will provide further information on the outcome of this process.</p> <p>Completing the route projection phase for this project will provide long term certainty for property owners, adjacent communities and the wider region. Waka Kotahi does not anticipate any works on the corridor commencing this decade.</p> <p>SH1 Warkworth to Wellsford</p>
SH1 Whangārei to Te Hana <ul style="list-style-type: none"> Whangārei to Port Marsden Highway - NZ Upgrade Programme Port Marsden Highway to Te Hana 		TBC		<p>To meet climate change and housing objectives, and manage debt responsibly following Covid-19, the Government decided to make changes to some of the projects within the NZ Upgrade Programme. For Whangārei to Port Marsden Highway, the Government has instructed Waka Kotahi to implement a new option for the corridor that focuses on safety improvements along the existing state highway, and the construction of a new rail line to Northport. The new option will support Northland's economic growth, improve supply chain resilience, reduce emissions and improve road safety. The current proposal to upgrade State Highway 1 to four lanes will not continue.</p> <p>Waka Kotahi and KiwiRail are now working together to further develop these projects for consideration by ministers. This will include confirming the scope, costs and timelines for the re-scoped projects, as well as carrying out economic analysis. The significant work already completed for the four-laning project will inform this development work.</p> <p>Waka Kotahi will be engaging with the community and key stakeholders about this project in November 2021, based on the feedback received on the Whangārei to Port Marsden Highway project last year.</p> <p>Whangarei to Te Hana NZ Transport Agency Whangarei to Port Marsden Highway</p>
SH1 Loop Road Safety improvements	\$49.65M	TBC	Amber	<p>With the recent changes to the NZ Upgrade Programme, the next steps for completing the southern works (new two-lane bridge and southbound taper lane) for the Loop Road project are currently being worked through.</p> <p>The Loop Road intersection will continue to operate as a single lane roundabout until a new bridge over Otaika Stream is constructed to take the additional southbound lane.</p> <p>Waka Kotahi are working through the final design and property requirements</p> <p>SH1 Loop Road Safety Improvements NZ Transport Agency</p>
SH10 Kaeo bridge	\$40M	Early 2024	Green	<p>Construction is about to commence, with a sod-turning event planned in November.</p> <p>Initial works will focus on preloading and earthworks on the eastern approach and widening the road at the site of the planned roundabout to give crews space to work on the western abutment.</p> <p>Traffic will be one-way through the site and vehicle-activated traffic lights will be in place from early November for the duration of the project.</p> <p>Kaeo Bridge NZ Transport Agency</p>
SH10 Waipapa corridor improvements	\$24.5M	October 2021	Green	<p>A completion event for this project was held on 1 October.</p> <p>Minor defects remain to be worked through, including a pedestrian crossing that will likely be moved on SH10 to enable better traffic flow.</p> <p>SH10 Waipapa Corridor Improvements NZ Transport Agency</p>
SH1/11 Kawakawa intersection improvements (NZ Upgrade Programme)	\$6M	Mid 2021	Green	<p>Traffic is flowing through operating roundabout and works are complete. Completion event with Minister scheduled for 21 November. Cultural design elements (pou, wall carvings) have been designed and constructed with local iwi.</p>



3 WATERS OPERATIONS

Water, wastewater and storm water in alliance with Far North Waters. To enable an integrated and flexible approach to Water Management.

EXECUTIVE SUMMARY

- **RFS:** 300 Request for Service (RFS) call outs in September, up from 244 in August and 272 in July. This RFS count now includes Stormwater RFS's.
- **Covid Lockdown level 3** since the 3rd of September at 11:59pm until the 8th of September then Level 2. Level 2 on-going. There has been little change in productivity and the ability to affectively carryout preventative maintenance. Working crew 'bubbles' are ongoing but with less restrictions on crew size.
- **HR:** Recruitment - Looking for Water quality Manager (Laboratory), Sparky, Treatment Manager, Projects Supervisor, Leak Detection Supervisor, Laboratory Supervisor, SHEQ Advisor.
Temp staff (6): Termination of their contract at the end of October.
- **Reactive Renewals:** A total of 10 RRW's were raised in the month of September.

OPERATIONS & MAINTENANCE – WATER, STORMWATER AND WASTEWATER RETICULATION

- **Waitangi Major PS:** There has been a significant flooding of both the Dry (pump) and Wet Wells.
- **Omanaia – Rawene water** loss has been substantially reduced, further monitoring of data still shows possibility of additional offtakes, leaks or unauthorized takes. Monitoring and leak detection is ongoing.
- Thurs 09/09/2021 08:00 **Omanaia WTP** checked found the plant had shut down due to a lost communication fault, (no alarm sent out) and the Omanaia Reservoir almost emptied. Friday 10/09/2021 morning inspection **Rawene reservoir**, plant had shut down at midnight due to high turbidity. Due to the

Page 107 of 113

shutdown sampling was done at 6 sites. The water was brown at every site and was flushed for 2 minutes before running clear and a sample taken.

- An Abatement notice received (on behalf of FNDC) for the water offtakes at Kauri Dam Kaitia region, has now been withdrawn following the completion of the new meter installation.

Projects

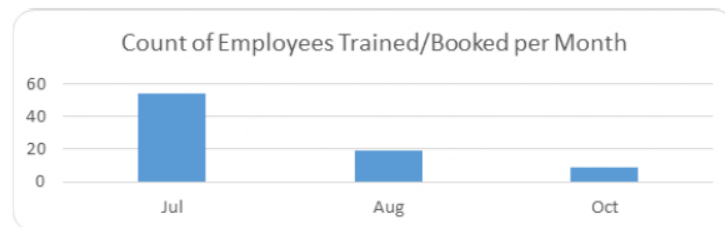
- Covid with level 4 lockdown is having a major impact. With the lack of forward work the retention of key project staff is becoming an issue with a number of them applying for jobs elsewhere.

Water & Wastewater Treatment

- Desludging in Taipa WWTP (East Coast) in progress in September (completion mid of October)
- Desludging programme has been prepared by FNW, Discussion in progress with FNDC.

TRAINING SCHEDULE

First Aid training was completed in September. No other training was booked or completed due to Covid-19 Alert Levels.



Upcoming Training - SEPTEMBER

- Asbestos (Class B)
- First Aid
- Manage Hazardous Substances
- STMS

HEALTH AND SAFETY

In August there was one minor Motor vehicle incident.

Safety Lag Indicators

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
Injury - LTI	0	0	0	-	-	-	-	-	-	-	-	-	0
Injury - MTI	1	1	0	-	-	-	-	-	-	-	-	-	1

Risks and Opportunities

- Risk - Mobile plant and vehicles VOC's - Ongoing
- Opportunity - Electrical cabinets - Pumps stations in a maintenance program

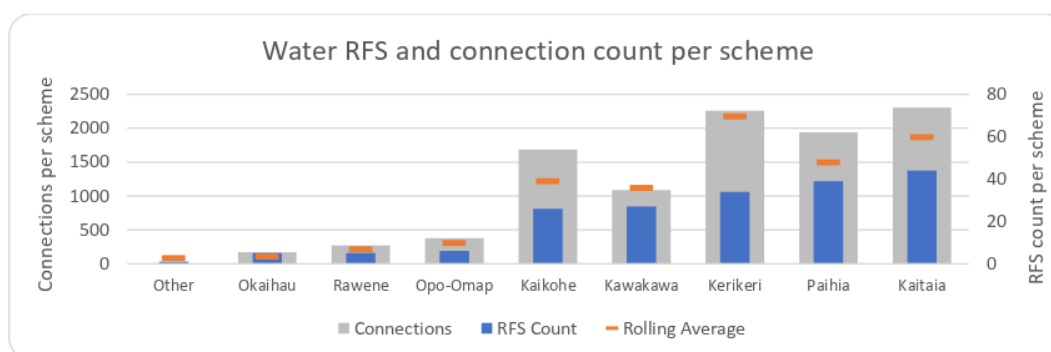
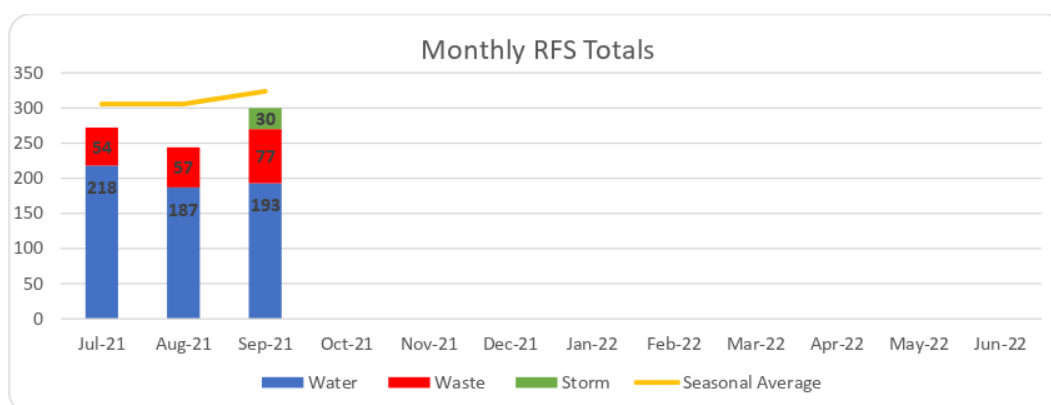
Key Activities:

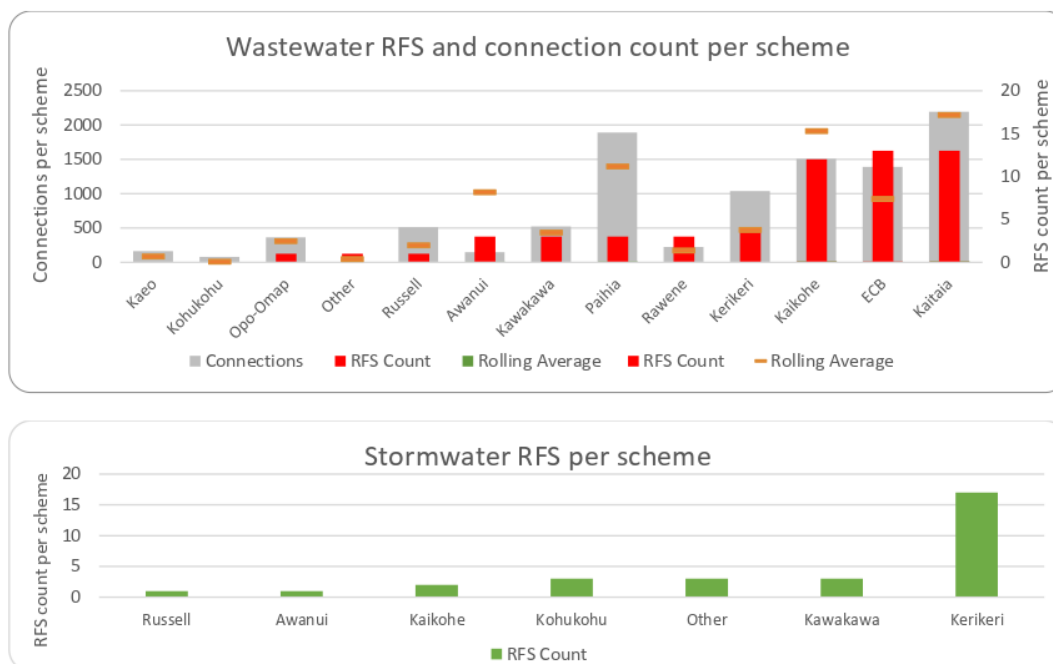
- H&S all staff meeting not held this month due to Covid Levels the teams had monthly toolbox's
- Regional HSE meeting not until we move to level 1

Incident Date	Severity	Description
10/Sep/2021 12:59 PM	Injury/Illness Sustained	Sprained lower back lifting tiles
21/Sep/2021 04:00 PM	Injury/Illness Sustained	Standing on the edge of the trench, dirt gave way and IP slipped into trench at hip height
16/Sep/2021	Injury/Illness Sustained	Working on water main tap, hand caught in sudden blast when opening large tap

CUSTOMERS

The request for service (RFS) total for September was 300, including 30 stormwater RFS. This is up from 244 in August and 272 in July. This includes 105 RFS's for the North region, and 195 for the South region. The total for September 2019 was 303, and September 2020 was 391.





DIA REPORT – SEPTEMBER 2021

**Sewerage Overflows Attend / Resolve KPI
DIA/LTP/Alliance**

Total Sewerage Overflow Submissions

12Median Attend Time (Hours) DIA 6 (22a) LTP 3.1.3
TARGET <= 2hrs**1.67**Median Resolve Time (Hours) DIA 7 (22b) LTP
3.1.3 TARGET <= 4hrs**3.63****Sewerage Overflows Attend / Resolve KPI %
LTP/Alliance**

Attend KPI Met (%) LTP 3.1.5 Target >= 95%

66.67

Resolve KPI Met (%) LTP 3.1.5 Target >= 95%

66.67**Water Urgent Attend/Resolve KPI
DIA/LTP/Alliance**

"Water-Urgent" Submissions

2Median Attend Time (Hours) DIA 3a (30a) LTP 2.1.3
Target <= 2hrs**0.92**Median Resolve Time (Hours) DIA 3b (30b) LTP
2.1.3 Target <= 4hrs**3.5**

Sewerage Non-Urgent Attend/Resolve KPI Alliance	Water Non-Urgent Attend/Resolve KPI DIA/LTP/Alliance
Total "Sewer Non-Urgent" Submissions	"Water Non-Urgent" Submissions
9	87
Sewer Non-Urgent Median Attend Time (Hours)	Median Attend Time (Hours) DIA 3c (30c) LTP 2.1.3
Target <= 24hrs	Target <= 48hrs
8.36	18.64
Sewer Non-Urgent Median Resolve Time (Hours)	Median Resolve Time (Hours) DIA 3d (30d) LTP
Target <= 48hrs	2.1.3 Target <= 72hrs
9.77	20.34
Dry Weather Overflows per 1000 Connections DIA/LTP/Alliance	Water Other - Water Connections Alliance
No of Dry Weather Overflows	"Water Other" Submission Connections Only
0	1
Dry Weather Overflows per 1000 Connections	Water Other Resolve Time (Hours) Connections
DIA a (20) LTP 3.1.1 Target <= 12/annum	Only Target <= 24hrs
0	115.1
Sewerage Customer Satisfaction KPI DIA/LTP/Alliance	Water Customer Satisfaction (Quality/Continuity of Supply) DIA/LTP
No of Sewerage Faults/Complaints	Water Quality/Continuity Faults
24	20
Complaints per 1000 Connections DIA 8 (23) LTP	Total Water Quality Faults per 1000 DIA 4 LTP 2.1.4
3.1.4 Target <= 150/annum	Target <=100/annum
2.07	1.96

PROJECTS

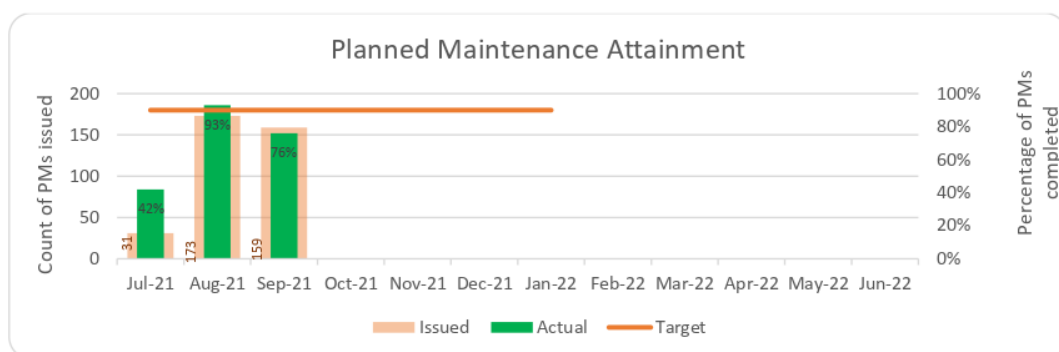
- Projects Division had zero health and safety incidents this month
- Work volumes are an issue, we have only received a Rawene de-sludge job for planned work for the 2021-2022 financial year. We are yet to receive any other work from this year's LTP.
- Approval for work to get water treatment plants compliant is still an issue.
- With the lack of forward work the retention of key project staff is an issue with two supervisors resigning, this will have a serious impact until replacements are found and trained.
- Focus is on H&S for all tasks the project team undertake to ensure we are compliant.







- Current focus is the rebuilding of the project team considering the current resignations.
- Projects Contract Management Plan to be produced.

RISK and ASSETS







- Re-emergence of community based Covid-19 cases saw the Alliance implement its Pandemic Operating Plan which saw most staff working from home, and essential field staff operating in “working bubbles”.
- Continuation of L4/L3 lockdown in the Auckland region has resulted in some difficulties in obtaining materials and services from Auckland based suppliers, however this has been relatively minimal.
- The 3 Waters business continues to operate under L2 restrictions, with relatively minimal difficulty. The Alliance Pandemic Operating Plan remains in effect however the majority of staff have returned to the office/field and operating in “working bubbles”
- September saw a slight decline in the PM attainment with 81% of PM’s being closed off, compared to 93% in August.
- Continued assessment of existing preventative maintenance tasks for the district facilities has identified numerous and concerning deficiencies with the current level of preventative maintenance activity, particularly in relation to water treatment plants, water pumping stations and reservoirs.
- The new Wastewater Pumping Station PM electrical audit programme was started in September with the generation of work orders for 3 of the wastewater schemes. This continues in October with one of the larger wastewater schemes, East Coast being audited



COMPLIANCE

Sites	Asset Group	July Status		Comment
		Compliant	Detail	
Ahipara			Condition 10 - Faecal Coliforms	<ul style="list-style-type: none"> • Council is investigating land disposal options at Ahipara.
			Condition 2 - Leachate?	<ul style="list-style-type: none"> • Leachate pump has been repaired. Operating again?
Opononi			Condition 19 – Nh4, E.Coli.	<ul style="list-style-type: none"> • Wetland maintenance scheduled

Page 112 of 113

Sites	Asset Group	July Status		Comment
		Compliant	Detail	
Paihia			Condition 9 - NH4-N Condition 13 - pH	<ul style="list-style-type: none"> There are HSE and operational concerns about dosing. AM/FNW to meet about other options.
Russell			Non-compliant	<ul style="list-style-type: none"> Significant E.Coli breach due to UV lamp maintenance. Future contingency? IAM Team Lead liaising with NRC about current abatement notice. Asset Managers have scheduled several improvements; -Inlet Works (screen) UV Unit Replacement,-New or Refurbished disposal bores,-Pond liner replacement.
Whatuwhiwhi			Condition 8 – TSS	<ul style="list-style-type: none"> To assist in the mitigation of TSS (algae biomass), FNW and FNDC are in discussions with regards to prioritising desludging. Also considering covering pond to reduce algae that are causing TSS.
<div> <div> 1. TAN - Total ammoniacal nitrogen 2. TN – Total nitrogen 3. DO – Dissolved oxygen 4. TSS – Total suspended solids </div> <div> 5. BOD – Biological oxygen demand 6. MAV – Maximum acceptable values 7. THM - Trihalomethanes 8. TP – Total Phosphates </div> </div>				

6.3 INFRASTRUCTURE COMMITTEE ACTION SHEET UPDATE SEPTEMBER 2021**File Number:** A3486880**Author:** Casey Gannon, Meetings Administrator**Authoriser:** Aisha Huriwai, Team Leader Democracy Services**TAKE PŪRONGO / PURPOSE OF THE REPORT**

To provide the Infrastructure Committee with an overview of outstanding decisions from 1 January 2020.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Council staff have reintroduced action sheets as a mechanism to communicate progress against decisions/resolutions and confirm when decisions have been implemented.
- The focus of this paper is on decisions made by the Infrastructure Committee.
- Action sheets are also in place for Council and Community Boards.
- All actions for the Infrastructure Committee from 1 January 2020 have been completed.
- There are no outstanding or overdue actions for the Infrastructure Committee.

TŪTOHUNGA / RECOMMENDATION

That the Infrastructure Committee receive the report Action Sheet Update November 2021.

1) TĀHUHU KŌRERO / BACKGROUND

The Democracy Services Team have been working on a solution to ensure that elected members can receive regular updates on progress against decisions made at meetings, in alignment with a Chief Executive Officer key performance indicator.

Action sheets have been designed as a way to close the loop and communicate with elected members on the decisions made by way of resolution at formal meetings.

Action sheets are not intended to be public information but will provide updates to elected members, who, when appropriate can report back to their communities and constituents.

There are no outstanding or overdue actions for the Infrastructure Committee. All actions for the Infrastructure Committee from 1 January 2020 have been completed.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The outstanding tasks are multi-facet projects that take longer to fully complete.

The Democracy Services staff are working with staff to ensure that the project completion times are updated so that action sheets provided to members differentiate between work outstanding and work in progress.

Take Tūtohunga / Reason for the recommendation

To provide the Infrastructure Committee with an overview of outstanding committee decisions from 1 January 2020. There are no outstanding or overdue actions for the Infrastructure Committee. All actions for the Infrastructure Committee from 1 January 2020 have been completed.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or need for budgetary provision in receiving this report.

ĀPITI HANGA / ATTACHMENTS

Nil

- 7 KARAKIA WHAKAMUTUNGA – CLOSING PRAYER**
- 8 TE KAPINGA HUI / MEETING CLOSE**