

Infrastructure Committee Agenda

Date: Thursday, 8 November, 2018

Time: 10:30 am

Location: Council Chamber
Forum North, Rust Avenue
Whangarei

Elected Members: Cr Greg Martin (Chairperson)
Her Worship the Mayor Sheryl Mai
Cr Stu Bell
Cr Gavin Benney
Cr Vince Cocurullo
Cr Crichton Christie
Cr Tricia Cutforth
Cr Shelley Deeming
Cr Sue Glen
Cr Phil Halse
Cr Cherry Hermon
Cr Greg Innes
Cr Sharon Morgan
Cr Anna Murphy

For any queries regarding this meeting please contact
the Whangarei District Council on (09) 430-4200.

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Infrastructure Committee – Terms of Reference

Membership

Chairperson: Councillor Greg Martin

Members: Her Worship the Mayor Sheryl Mai
Councillors Stu Bell, Gavin Benney, Crichton Christie, Vince Cocurullo, Tricia Cutforth, Shelley Deeming, Sue Glen, Phil Halse, Cherry Hermon, Greg Innes, Sharon Morgan, Anna Murphy

Meetings: Monthly

Quorum: 7

Purpose

To oversee the management of council's infrastructural assets, utility services and public facilities.

Key responsibilities include:

- Services including the provision and maintenance of:
 - Infrastructure projects and support
 - Infrastructure project co ordination
 - Transportation
 - Waste and Drainage
 - Water
 - Parks and Reserves.
- Shared Services – investigate opportunities for Shared Services for recommendation to council.

Delegations

- (i) All powers necessary to perform the committee's responsibilities, including, but not limited to:
 - (a) the approval of expenditure of less than \$10 million plus GST.
 - (b) approval of a submission to an external body.
 - (c) establishment of working parties or steering groups.

- (d) power to establish subcommittees and to delegate their powers to that subcommittee.
- (e) the power to adopt the Special Consultative Procedure provided for in Section 83 to 88 of the LGA in respect of matters under its jurisdiction (this allows for setting of fees and bylaw making processes up to but not including adoption).
- (f) the power to delegate any of its powers to any joint committee established for any relevant purpose under clause 32, Schedule 7 of the Local Government Act 2002

Infrastructure Committee Meeting Minutes

Date: Thursday, 11 October, 2018
Time: 10:30 a.m.
Location: Council Chamber
Forum North, Rust Avenue
Whangarei

In Attendance

Cr Greg Martin (Chairperson)
Her Worship the Mayor Sheryl Mai
Cr Stu Bell
Cr Gavin Benney
Cr Vince Cocurullo
Cr Crichton Christie
Cr Shelley Deeming
Cr Sue Glen
Cr Phil Halse
Cr Cherry Hermon
Cr Sharon Morgan
Cr Anna Murphy

Not in Attendance

Cr Tricia Cutforth
Cr Greg Innes

Scribe C Brindle (Senior Democracy Adviser)

1. Declarations of Interest

There were no declarations of interest.

2. Apologies

Cr Tricia Cutforth (leave of absence) and Cr Greg Innes (absent)

Moved By Cr Anna Murphy

Seconded By Cr Sharon Morgan

That the apologies be sustained.

Carried

3. Confirmation of Minutes of Previous Infrastructure Committee Meeting

3.1 Minutes Infrastructure Committee meeting held 13 September 2018

Moved By Cr Vince Cocurullo

Seconded By Cr Sue Glen

That the minutes of the Infrastructure Committee meeting held on Thursday 13 September 2018, having been circulated, be taken as read and now confirmed and adopted as a true and correct record of proceedings of that meeting.

Carried

4. Information Reports

4.1 Contracts Approved Under Delegated Authority

Moved By Cr Phil Halse

Seconded By Cr Shelley Deeming

That the Infrastructure Committee note the Infrastructure contracts awarded under Chief Executive and General Manager delegated authority.

Carried

4.2 NZTA Roding Investment Audit Report 2016-18

Moved By Cr Crichton Christie

Seconded By Cr Shelley Deeming

That the Infrastructure Committee notes the NZ Transport Agency Investment Audit report for Council's subsidised Roding activities 2016-2018.

Carried

4.3 Infrastructure Operations Report - October 2018

Moved By Cr Sue Glen

Seconded By Cr Vince Cocurullo

That the Infrastructure Committee Notes the Infrastructure Operations Report update.

Carried

*Cr Bell left the meeting at 10.43am during Item 4.3.
Cr Deeming left the meeting from 10.47am to 10.50am.*

5. Public Excluded Business

There was no business conducted in public excluded.

6. Closure of Meeting

The meeting concluded at 10.53am

Confirmed this 8th day of November 2018

Councillor Greg Martin (Chairperson)

4.1 New Town Basin Park – Naming Process

Meeting: Infrastructure Committee
Date of meeting: 8 November 2018
Reporting officer: Shelley Wharton (Infrastructure Planning and Capital Works – Department Manager)

1 Purpose

To obtain approval to follow the process detailed below to obtain an official name for the new park to be constructed in the Town Basin between Victoria Bridge and Dent Street.

2 Recommendations

That the Infrastructure Committee

1. approves the following process for obtaining an official name for the New Town Basin Park
 - a. Request suggestions from the public
 - b. Projects Working Party and representatives from Te Parawhau shortlist five names
 - c. Elected Council select the official name from the shortlist using a priority vote

3 Background

The project envisages the transformation of the informal carpark area between the Hundertwasser building and Riverside Drive into a premium outdoor amenity park forming both a destination as well as a key linkage between the CBD and the Town Basin.

The new park will require a name that reflects this vision and purpose. This agenda proposes a process for determining that name.

Council has no existing process or delegations for naming sites, or features such as this. The park is not vested as reserve under the Reserves Act 1977, therefore that formal naming process does not apply in this instance.

The process is similar to what has been used to name other key structures and parks in the District, in that it involves gathering names from the public, involves the local Hapu and the Councillors and Mayor get to select the final name.

4 Discussion

4.1 Process

1. Once the details of the design of the park has been released to the public, the Council will ask the public to submit their ideas for the name of the park.
2. The Car Park to Park Working Party and representatives from Te Parawhau shall consider all the names and create a shortlist of five names.
3. The winning name shall then be selected from the shortlist by way of priority voting with all Councillors and the Mayor given a chance to rank the names according to their preference.

4.2 Stakeholders

This process has been discussed and agreed to with the Car Park to Park Working Party and Te Parawhau, the Hapu for the area.

5 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website, Council News and Facebook.

4.2 Whangarei Waka Trust - Request for Temporary Enclosure

Meeting: Infrastructure Committee
Date of meeting: 8 November 2018
Reporting officer: Jeff Devine (Roading Manager)

1 Purpose

To consider a request that has been received from the Whangarei Waka Trust (the Trust), to temporarily locate a Waka enclosure partially on Road Reserve on Beach Rd Onerahi, while a permanent site is developed.

2 Recommendation

That the Infrastructure Committee agrees to granting a temporary Licence to Occupy to the Whangarei Waka Trust for a Temporary Waka Enclosure on the roadside berm on Onerahi Beach Road adjacent to the Onerahi Yacht Club leased land.

3 Background

In February 2018, a report on possible locations for a fenced waka enclosure for the Trust, was brought to the Infrastructure Update meeting. Earlier work had narrowed the sites being considered to those at Cliff Street, Ewing Road, Beach Road and Pohe Island.

Parks and Recreation and Infrastructure Planning and Capital Works staff met with Peter Vaughan and other members from the Trust, at Ewing Road in March 2018. Discussions continued by email. After more detailed examination, the Trust members found the Ewing Street site to be less practical than originally thought, (refer letter included as attachment 2).

Peter Vaughan subsequently approached the Onerahi Yacht Club, about use of part of their leased area. He and the Roading Manager then met in June 2018 to consider an alternative site partly within the area leased to the Onerahi Yacht Club, and partly within the adjoining road reserve, (refer plan and representation below attached).

The Committee has previously considered this request on two occasions, at the Infrastructure Update meeting of the 12 September 2018, and previously at the update meeting of 7 August 2018.

On both occasions, the Committee asked to provide further information on the matter.

1. Originally the applicant was asked to consult with the Onerahi Community Association (Association/s) which he did at the Associations AGM earlier in the year and received a favourable response (see below).

2. Councillors asked for the opportunity to take the matter back to the Association's monthly Committee meeting, which resulted in a less favourable response.
3. Confirmation was sort to confirm that the trust was a registered Charitable Trust and not a money-making venture and this confirmation was received by Council.
4. Councillors asked staff to consider alternative sites along Beach Rd Onerahi, for siting the Waka Enclosure and that is reported on below.

4 Discussion

4.1 Whangarei Waka Trust

The Whangarei Waka Trust is a Registered Charitable Trust established on the 15 December 2016. The purpose of the Trust as stated on the Registration document:

Purpose: *The purpose of the Trust will be to educate and train people, particularly youth and young people/nga taitamariki, about Waka Maori, nga tikanga, me nga hitori. In particular, the Trust will:*

1. *Operate Waka Maori,*
2. *Provide Waka experience and training courses; and*
3. *Provide other support and assistance consistent or related with this charitable purpose, such as youth, and Maori Development.*

4.2 Options Review

The alternate sites recommended by the Councillors are on Parks Reserve Land and Robin Rawson reports as follows:

"...Councillors have asked for further consideration of the park area adjoining Beach Road that was included in a report to them in January 2018. While the area currently being proposed (indicated by the left-hand arrow in the picture below), is a park rather than a reserve, consultation is still required for leases for longer than 6 months. If the application is supported

There have been repeated requests from the local Onerahi community that no development, including temporary development, takes place on Council land fronting Beach Road without a development plan for the whole area. A 6-month lease and any renewals may be met with community opposition, and ideally the Waka Trust would locate in a place where they can have a reasonable chance of remaining for the 2-year period that they seek."

Excerpt from the January 2018 report:

3. Beach Road parkland

- + Fee simple land used as park – s138 of LGA 2002 applies, consultation required for lease or longer than 6 months; licence up to 6 months duration does not require consultation, but likely to be seen by the community as pre-empting longer occupation
- + Onerahi Foreshore Forsure a stakeholder in this area and have requested a development plan for the Beach Road area before there is further development
- + Enclosure could be in good proximity to ramps
- + Friends of Matakohu Limestone Island also interested in an enclosure or garage in this area
- + Location adjacent to Yacht club not supported by the Yacht club and currently informally used
- + Ideally structures not located between the road and foreshore as greater effect on amenity of area



Kaiwaka Point and other areas further to the west on Beach Rd, were also considered in the report that went to Councillors in January 2018. Ramps on Beach Road other than the ramps by the Onerahi Yacht Club (OYC) do not provide all weather access.

From report:

The following sites have not been considered for the waka storage enclosure for the reasons listed:

Site	Comment
Kaiwaka Point, Onerahi	Not all-tide access
Stephens Point, Onerahi	Not all-tide access
Kissing Point	Parking area at capacity Existing enclosure area fully leased to Parikhaka Sports Club and 155 Community Trust and well used Potential conflict with dredging facilities if enclosure located to the south of the dredging station
Hihiaua peninsula	Unsuitable development timeframe
Port Road Marina	Unsuitable development timeframe

4.3 Next Steps

An approval of the request would be implemented by the issuing of a temporary licence to occupy a small area of grassed road reserve on Beach Rd Onerahi, to the Trust.

This area would provide room for a waka enclosure to be built, mostly within the area of land currently leased to the Onerahi Yacht Club, and partly in the adjoining road reserve. A temporary licence for a period of 3 years, with the possibility of a right of renewal of 3 years, at Council's discretion, is proposed.

If approved, a suitable traffic management plan would be required from the Trust to manage the operation of the enclosure.

5 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via publication of this Agenda publication on the website.

6 Attachments

1. Photos of proposed site.
2. Letter of request from Whangarei Waka Trust.

Attachment 1 – Photos of proposed site

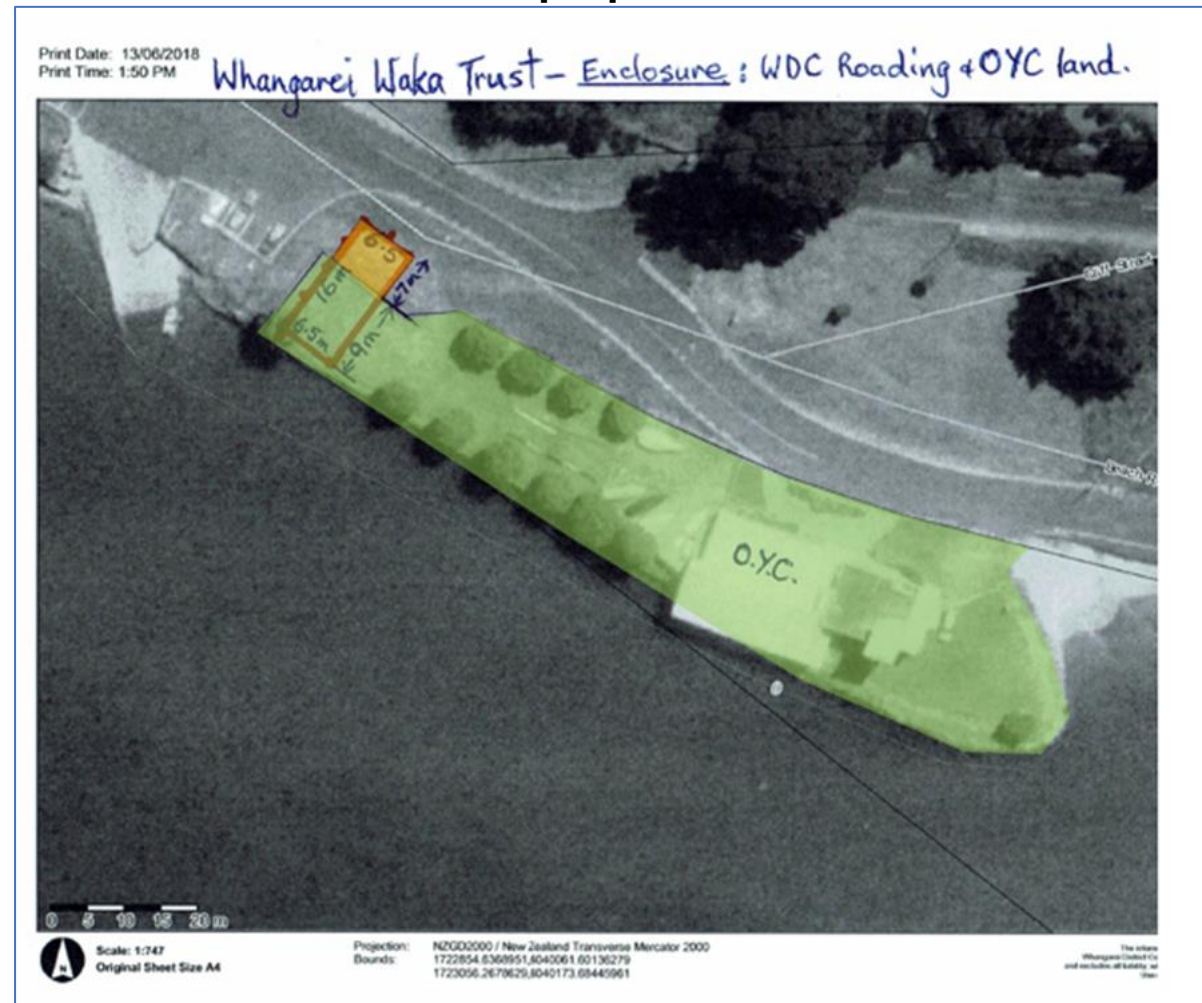


Photo of proposed site overlain by representation of fencing required for waka enclosure in blue

Attachment 2: Letter from Whangarei Waka Trust

Whangarei Waka Trust Inc

19 June 2018

Onerahi Community Association Inc. AGM 2018

General Business item:

WAKA ENCLOSURE planned for Onerahi this summer

Dimensions: 16 metres x 6.5 metres – pole and netting with galvanised gates

Craft: 14.2 metre Fibreglass and wood Waka Maori x 2, seat 20 people

Location: Grassed area near the public 'all tide' ramp. Facing the road.

Usage: Once or twice weekly, mainly during summer months.

Not on the same days as Onerahi Yacht Club regatta.

License to occupy: WDC temporary license

Permanent Waka Enclosure site: WDC have 2 options upstream where an all tide ramp will be built, and we can place a permanent Waka Enclosure or Waka house.

Full tide ramps are very few: Onerahi and end of Port Rd, only available ramps.

Parking: in current public car parking, and on roading reserve.

A Waka Enclosure will mean less traffic and less parking – as opposed to bringing waka in by trailer, and parking the trailer in a public space.

April 2018 we ran 2 x one day trainings at Onerahi, you may have seen the Waka on the water.

Onerahi Community and Foreshore planning process – not in WDC plans for next 2 years ?

Comments or Questions to

peterrevav@gmail.com Peter Vaughan, Whangarei Waka Trust

and/or to Robin Rawson, WDC Planner.

Whangarei Waka Trust Inc (WWT)

20th June 2018

Report back to Whangarei District Council on Onerahi Community Association AGM – Waka Enclosure presentation

OCA Chair - Nick Connop

The meeting included annual reports from OCA, Councillor Sue Glen,

Onerahi Coastline Action Group, WDC Ward review, Fire Brigade etc

A number of Onerahi groups were represented.

Whangarei Waka Trust presentation as per page above, and supplied to the OCA Chair.

It was stated to the meeting that WWT have members who live in Onerahi, and that Ruh Vaughan has been working at DragonFly Sanctuary for the past 4 years. That from our interactions with the community over a number of years, we understand there to be a lot of support for this project to be in Onerahi. When we held waka training days and launched a waka by trailer off the Onerahi ramp, in April this year, there was a lot of interest and support

Previously some Onerahi residents have raised concerns about this proposal being opposite the OYC and neighbouring the Quinns property. WWT believes it has addressed or mitigated these issues raised.

Although, we did explain that the Enclosure would have a temporary licence and that we were aware Onerahi Community want a full planning process for the foreshore, with WDC. That a permanent Waka enclosure location will probably be up river.

Meeting attendees asked questions about the exact location, and access to the boat ramp at busy times in the summer.

The location was explained. I stated that we will be respectful of other ramp users at all times, and are aware that it is a public ramp. That we have an agreement with the Onerahi Yacht Club about not clashing with their regatta and yachting events, this will reduce possible parking issues.

Also, that we can access the ramp on the other side of the Yacht Club, and the parking opposite the Yacht Club.

The meeting was informed that they can make comment and ask questions via Peter Vaughan WWT and/or WDC Planner Robin Rawson.

During the refreshments, social time of the meeting we mixed and talked with a number of people. All were very supportive, some quite excited for Onerahi.

A member of Whangarei Cruising Club advised us to join the OYC as social members, similar to Parihaka Waka-ama Club membership of the Cruising Club.

(This has already been planned by WWT)

One person asked us to join them in an Onerahi tourism venture – we explained that we had an agreement with WDC that we would not operate any Tourism activities from Onerahi.

Other discussions took place about a range of issues, they were of support.

Peter Vaughan

Chairperson

Whangarei Waka Trust

5.1 Whangarei City Wastewater Update

Meeting: Infrastructure Committee
Date of meeting: 8 November 2018
Reporting officer: Andrew Carvell (Manager- Waste and Drainage)

1 Purpose

To advise the Committee on progress with the programme of works to reduce sewage spills and improve the wastewater system in the Whangarei City.

2 Recommendation

That the Infrastructure Committee notes this update report of programmed works to reduce sewage spills and improve the wastewater system in the Whangarei City.

3 Background

In 2008 WDC applied to the Northland Regional Council to renew a consent for the wastewater overflows from the Okara Park pump station that occurred in wet weather. The community responded strongly and sent a clear message to council that it wanted overflows addressed.



PROTESTERS EN MASSE: Hundreds took to the streets in protest against the Whangarei District Council's decision to pump sewage into Whangarei Harbour.
PICTURE / CHRIS RUDSDALE

Figure 1 Community protesting sewage overflows, *Northern Advocate* December 2008.

Following the community protests council developed a strategy for managing wastewater overflows. This was informed from council sewer network modelling and harbour dispersion modelling that was undertaken in conjunction with NRC and Northport. Using these models council was able to test what public health benefits would be returned from various treatment plant and network upgrades.

The following goals were developed to achieve an acceptable health risks from water use and shellfish consumption in the harbour:

- Key infrastructure projects contain/prevent/treat spills from a 1 in 5 year return period storm based on expected flows in 2040.
- Network discharges are reduced such that 80% of spills that are predicted to occur in year 2040 are prevented or treated in an annual storm event.
- Integrated harbour management initiatives developed to improve background water quality.

Along with development of projects council initiated a communication strategy, regularly posting stories in local papers and presenting to community groups and professional bodies

Council has now largely completed this work, with the last of the major projects, the Tarewa overflow storage and treatment system, currently being commissioned.

4 Discussion

4.1 Overview of projects

Construction of an overflow tank at Tarewa Park (Tarewa Tank), currently nearing completion, is the last major capital works project that Council is undertaking to address the overflow of untreated sewerage within the City network. The Tarewa Tank, comprising of 650m³ storage, and an ultraviolet disinfection (UV) system, will address the overflow that presently occurs near the Tarewa Information Centre during large storm events.

Several other district wide wastewater projects have been undertaken to address sewer overflow issues. Projects include pipeline renewals/upgrade, sewer network and improvements to the sewer treatment and disposal systems.

Table 1 provides an overview of the projects completed to address discharges of untreated wastewater in the City. Photos of the works are included in the Appendix 1.

Table 1: Overview of Completed Wastewater Overflow Projects

Project	Cost	Comment
Okara Park pump station + new rising main	\$4.5M	Completed in 2011. Stopped the largest raw sewage overflow site
Hatea storage and treatment tank	\$5.5M	Completed in 14. Stores up to 1,000m ³ . Treats by clarifying and UV disinfection anything over 1000m ³ .

Storm UV system at treatment plant	\$3.0M	Completed in 2013. 100% of wastewater going to Kioreroa treatment plant is UV disinfected. Capacity of 125,000 m ³ /d.
Kioreroa Wetland upgrade	\$2.0M	Completed in 2014. 100% wastewater to go through refurbished wetland using floating media
Sewer relining project and pipe upgrades	\$3.0M	Program 2014 - 17. Fix leaky sewers. Include 1.3km relining (\$2M less than replacement). Includes Denby Crescent
Hatea storage tank stage 2	\$0.5M	Completed 2015 – Allows diversion of wastewater from Mill Rd sewer into Hatea Tank if sewer network is full
New off load site Tawera Park	\$5.3M	Completed 2018. Construction of a similar storage and treatment system to the Hatea storage and treatment facility
Overall cost	\$23.8M	NOTE Original containment solutions were \$50 - \$200M with no guarantees about performance.

Prior to developing the strategy council looked at the cost of eliminating inflow and infiltration through pipe replacement and increasing capacity. This had an estimated cost of over \$200m.

4.2 Outcomes

Water quality improvements

Prior to Council implementing the wastewater overflow strategy the harbour was closed by the District Health Board after rainfall events for shellfish collection and health warnings were issued regarding recreational use. Since the projects have been implemented the harbour has not been closed specifically due to wet weather sewage overflows.

The Okara Park pump station upgrade eliminated wastewater spills from this station, and other than one isolated event shortly after commissioning when one of the pump drives failed there has been no spills from this station for 7 years. In comparison, overflows were 1 or more a year prior to this.

The Hatea overflow system has worked extremely well. Prior to its construction wastewater spills occurred on average 6 times per year, directly contaminating the Hatea River upstream of the Town Basin. The Hatea facility now eliminates spills in small rain events and during very larger events provides 100% UV disinfection of all wastewater to levels well below the water quality upstream of the facility.

The storm UV system at Kioreroa Rd provides greater than 99.9% reduction in bacteria levels and disinfects 100% of wastewater leaving the plant. A snap shot of its performance during a rain event is provided below.

Analysis of performance of Storm Flow UV system at Whanagrei WWTP 10 - 12 June 201

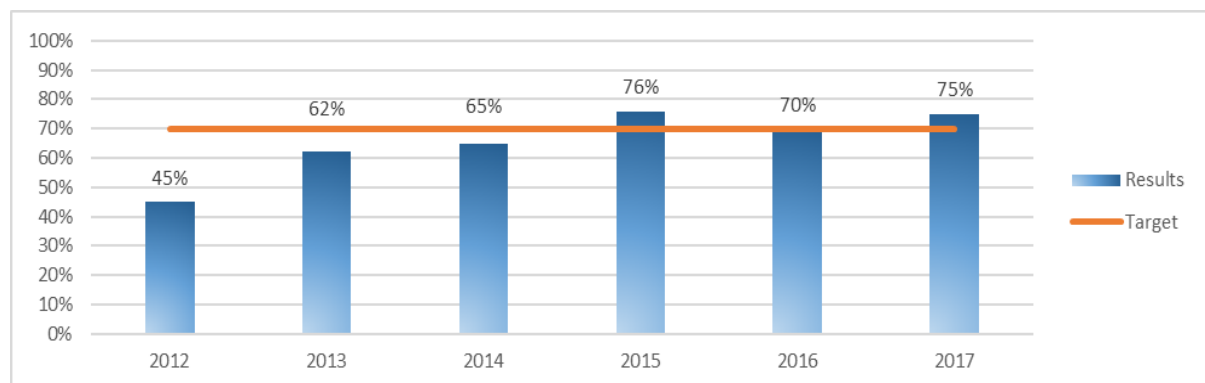
Sample time	Flow through L/s	UVT - Lab	TSS	Coliform Escherichia (97w) - MPN		
		% (unfilt)	mg/L	UV influent	UV effluent	% removal
10-Jun 08:30	498	27.1	75	1014000	794	99.92
10-Jun 09:15	510	32	53	1223000	723	99.94
10-Jun 09:45	454	34.8	51	959000	345	99.96
10-Jun 10:12	488	32.6	55	1081000	201	99.98
10-Jun 10:40	529	32.7	55	1153000	480	99.96
10-Jun 11:12	650	31.4	60	1178000	301	99.97
10-Jun 11:40	717	31.6	55	253000	1145	99.55
10-Jun 15:00	751	34.6	66	744000	1296	99.83
11-Jun 09:00	303	67	18	201000	20	99.99
11-Jun 12:00	246	51.7	25	384000	10	100.00
12-Jun 09:00	76	67.5	12	269000	10	100.00
Composite sample						
Phage consent						
Median				918500	323	
Median - consent					1,500	
90%ile				1214000	1,145	
90%ile - consent					3,000	

Table 2: Storm UV performance (*UVT = Ultraviolet Transmission, L/s is the flow rate in litres per second through the UV plant*)

There is no data available on the specific improvements in the harbour water quality. Further investigation is being planned to support the renewal of the Kioreroa Rd wastewater discharge consent in 2021.

Community satisfaction

An overview of the annual Communitrak survey results is presented below. Since implementation of the overflow strategy there has been a steady improvement in community. Comments in recent surveys such as “Council should do something about sewage overflows” is a reminder of the importance of continued public information on council’s work.

Figure 1: Annual Communitrak Survey Results (from 2018 Wastewater AMP)

4.3 Other Planned Projects

Council will need to continue to work on the city’s sewer system to make sure it continues to deliver a high level of service. The future focus is on managing growth, renewals of aging infrastructure and improving levels of service in areas such as odour control. Future projects include:

- Takahe St Sewer Diversion: Council is currently working towards engaging a contractor to construct a sewer diversion line to resolve the sewage overflow that currently occurs in Takahe St, Tikipunga during periods of high rainfall.
- Whangarei WWTP Odour Control: Beca have been working with Council to develop a programme of works for managing the odour generated at the wastewater treatment facility. Beca have now been awarded the contract to design the detail of the odour control works, and construction is planned to be in 2019/2020.
- Kioreroa Rd consent renewal.
- Whangarei Heads Sewerage Scheme Upgrade: Whangarei Heads sewer network is now being overwhelmed during storm events due to a combination of inflow & infiltration and an increase in properties connecting to the scheme. Council plans to commence investigations and design for the network upgrades next year with construction planned to start during 2021-22.

4.4 Acknowledgements

The success of this programme has relied on many parties including the community who provided the incentive and funding to get the works undertaken. Tangata whenua were involved throughout the initial development of the strategy and provided important input in each project. Their direction has been to develop a sustainable approach to addressing the issues rather than put a sticking plaster over the problem sites.

Council have also relied on the expertise of its advisors and collaboration with the Northland Regional Council and Northport.

Most of the projects have also been designed and constructed by local engineers and local branches of construction firms including United Civil Contractors, Fulton Hogan, Downers and Hydrotech.

4.5 Conclusion

Council has delivered a successful wastewater programme to manage sewage overflows in Whangarei City. It has used a range of innovative systems to address the public health risk of overflows rather than prevent them occurring. The total spend to address overflows in this manner of around \$24m is \$175m less than trying to stop them.

As a result of these projects, the risk to public health from sewer spills in wet weather has largely been addressed with key overflow sites eliminated, or the bacterial discharge reduced by more than 99.9%. Reconfiguration of the network has also reduced localised sewage spills.

These improvements have meant no harbour closures associated with sewer overflows and a steady improvement in customer satisfaction.

Future work will focus on renewing aging assets, managing growth and improving levels of service.

5 Significance and engagement

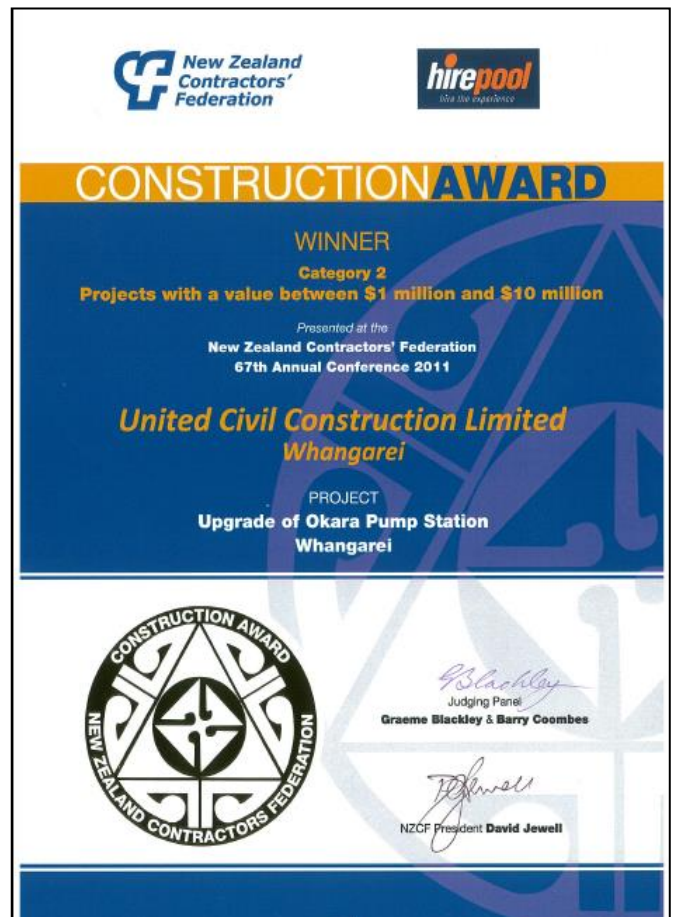
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6 Attachments

Photos of works

Appendix – Photos of Overflow Projects

Okara park pump station upgrade



Hatea Storage and Treatment Facility



Sewer relining (insitu PVC liner)

Wetland upgrade



Treatment Plant High Flow UV



- Additional disinfection system. Treats flows between 50ML/d and 125 ML/d. Will disinfect diluted primary effluent.
- Means 100% wastewater will be treated before discharge;
- \$3M ... getting > 99.99% kill in water with UVT ~30%
- Solves biggest source of pathogens during storm

Tarewa Tank



5.2 Contracts Approved Under Delegated Authority

Meeting: Infrastructure Committee
Date of meeting: 8 November 2018
Reporting officer: Simon Weston (General Manager Infrastructure)

1 Purpose

For the Infrastructure Committee to note Infrastructure contracts awarded under Chief Executive and General Manager delegated authority

2 Recommendation

That the Infrastructure Committee note the Infrastructure contracts awarded under Chief Executive and General Manager delegated authority.

3 Background

Table 1 (below) records Infrastructure contracts awarded under Chief Executive and General Manager delegated authority. Attachment 1 provides a summary of the award process for each contract and a brief description of the works being undertaken

Table 1: Infrastructure Contracts Awarded Under Delegated Authority

1. Parks and Recreation	
CON18050	Town Basin Park Playground Design and Build
2. Roothing	
CON17040	Te Matau a Pohe & Kotuitui Whitinga Bridges – Minor Works 2018

4 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website.

5 Attachments

1. Summary of Contracts Approved Under Delegated Authority November 2018

1.0 Summary of Contracts Approved Under Delegated Authority

This attachment provides a summary of the award process and works being undertaken for Infrastructure contracts awarded under Chief Executive and General Manager delegated authority.

1.0 Parks and Recreation

CON18050 Town Basin Park Playground Design and Build

Introduction

The playground will be located centrally within the new high-spec urban park being created near the Town Basin (the Car Park to Park Project). Being in such a prominent position within the park, Council was looking for creative and innovative playgrounds that would be a significant design element as much as a play area.

Procurement

The playground was tendered as a design and build, with the tenderers given a target price and key design requirements. The tender was procured through an open tender process on TenderLink. The documentation was released on 16 August 2018 and closed on 21 of September 2018.

Tenders Received and Evaluated

Six designs were received from four companies and were evaluated using the Quality Method in general accordance with Whangarei District Councils Procurement Procedures Manual and the results are as follows;

Playground People	Playco	Playground Centre #1	Playground Centre #2	Numat Group #1	Numat Group #2
54.00	62.00	53.00	53.00	66.50	Fail

The 'fail' received by Numat Groups option #2 was due to the tendered price being more than the target price of \$120,000.

Numat Groups tender was assessed for errors and omissions and found to be conforming.

Financial

The project budget is currently \$5.2million over three years. \$120,000 from the budget was assigned to the playground design and build and Numat Groups winning design is for \$119,217.19.

Group Manager Approval

That the contract for Town Basin Park Playground Design and Build (CON18050) be awarded to Numat Group for the tendered sum of \$119,217.19 (One hundred and nineteen thousand, two hundred and seventeen dollars and nineteen cents) excluding GST.

2.0 Roding

CON17040

Te Matau a Pohe & Kotuitui Whitinga Bridges – Minor Works 2018

Purpose

The purpose of this report is to seek the General Manager - Infrastructure's approval for the following:

1. Award of Contract 17040 Te Matau a Pohe & Kotuitui Whitinga Bridges – Minor Works 2018.

Background

Te Matau a Pohe bridge on Dave Culham Drive was officially opened in July 2013. The bridge has a bascule section which lifts to allow boats to pass on the Hatea River and is also on an arterial road with 11,000 vehicles per day. Te Matau a Pohe is regarded as an iconic bridge and has won several national and international awards.

Kotuitui Whitinga footbridge is located on the Hatea Loop walkway and was officially opened in September 2014. The bridge swings open to allow boats to pass on the Waiarohia Stream and has won a national award. During summer there are about 1,000 pedestrians crossing the bridge per day.

Since the bridge was opened, Whangarei Construction Ltd have carried out the maintenance of the structural components including the annual cleaning campaign and have carried out the successful remedial works to address the bridge expansion issues.

The continued safe operation of these bridges is important because they form a key component of Whangarei's transport network and are high profile in nature.

Contract 17040 is for the maintenance and cleaning of all the structural components of these bridges. The contract has term of 2 years.

Procurement

The estimated contract value for Contract 17040 for the Te Matau a Pohe & Kotuitui Whitinga Bridges – Minor Works 2018 was less than \$100,000.00. This met the NZ Transport Agency Procurement Manual and the Roding Procurement Strategy criteria for Direct Appointment. On this basis, a tender was invited from the incumbent structural maintenance contractor Whangarei Construction Ltd who have done an excellent job of maintaining the structure and addressing expansion issues over the last 5 years. Tenders closed on 20 September 2018.

Following receipt of the Whangarei Construction Ltd tender, it was found that the tender price was significantly higher than the Engineer's Estimate. This was mainly due to one item for the removal, paint stripping, galvanising and repainting of the existing handrails being priced significantly higher than estimated. Negotiations were undertaken with Whangarei Construction Ltd and this has resulted in this item being replaced with a smaller Provisional Sum to enable options for addressing the handrails to be investigated through the contract.

The result of the tender evaluation process is described in the table below:

Tender	Tender Price (excl GST)	Negotiated Tender Price (excl GST)
Whangarei Construction Ltd	\$177,837.28	\$122,087.28
Engineer's Estimate	\$99,875.00	

The Whangarei Construction Ltd tender was found to be conforming and is therefore the preferred tender. Whangarei Construction Ltd are also the incumbent structural maintenance contractor and have a good track record.

A check of the tender found that there were no arithmetic errors.

Financial/budget considerations

The Whangarei Construction Ltd negotiated tender price of \$122,087.28 (excluding GST) is 22% higher than the Engineer's Estimate of \$99,875.00 (excluding GST). After the negotiations with Whangarei Construction Ltd, it appears that their rates are reasonable and that the Engineer's Estimate was undervalued on a couple of items. It is expected that we would receive a higher price if this work was tendered to the open market, because a previous open tender for this work in 2015 only attracted one tender from another contractor and had much higher prices and was subsequently not accepted.

This work will be funded from the overall roading maintenance programme.

Significance and engagement

The decisions or matters of this report do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via this agenda item being published on Council's website.

Group Manager Approval

That Contract 17040 for the Te Matau a Pohe & Kotuitui Whitinga Bridges – Minor Works 2018 be awarded to Whangarei Construction Ltd for a price of \$122,087.28 (One hundred and twenty two thousand and eighty seven dollars and twenty eight cents) excluding GST.

5.3 Whangarei Heads Transfer Station

Meeting: Infrastructure Committee
Date of meeting: 8 November 2018
Reporting officer: Andrew Carvell (Manager - Waste and Drainage)

1 Purpose

To be informed on the resource consent application process for Parua Bay transfer station.

2 Recommendations

That the Infrastructure Committee

1. Notes that there will be opposition to the resource consent application for the existing transfer station.
2. supports further engagement with the Whangarei Heads community to explore options for green waste and “self-service” rubbish disposal options.

3 Background

Up until 2005, the transfer station servicing Parua Bay and the Whangarei Heads communities was located next to the Parua Bay Tavern. In 2002, Council searched for suitable sites for an improved transfer station. A site near the bowling club was decided against, following consultation with the public.

At the time, there were plans for a marina to be built near the Parua Bay Boat Club. There was a piece of land available next to the boat ramp that was determined could be used, until the marina went ahead (expected to be about 18 months at the time). The station was moved there in 2005.

A search was made for other sites, anticipating that the marina development would proceed. Many sites were initially considered and around eight of them were investigated in more detail. Eventually a site was selected at the Manaia Excavators site, on Whangarei Heads Road. Tenders were sought for the construction of the new station and closed in December 2014.

A report was prepared for Council consideration, so that it could review factors not available when the new station on Whangarei Heads Road was being developed, these included:

- The Parua Bay Marina Development was not going ahead and therefore the need to vacate the site due to ownership issues was removed;
- Transfer station hours had been reduced; therefore, a new expensive larger station at Whangarei Heads Road may not present value for money.

At the Infrastructure Focus group on 5 February 2015, two options were presented:

1. *That Council continues to operate the existing transfer station at Parua Bay in the short to medium term subject to planning consent being obtained, while retaining the option of developing a new station on the designated site in future. Or*
2. *That Contract 14060 for Whangarei Heads Transfer Station Construction is awarded to McKenzie Earthmoving Ltd for the sum of \$404,569.00 excluding GST.*

Following feedback, Council decided to proceed with Option 1.

At that point, community feedback indicated that; the majority of the community are happy with the transfer station's current location, as determined anecdotally, though there were some nearby landowners strongly opposed. Iwi indicated at that time that they did not approve of the location.

For the transfer station to remain at its current site, it requires to be legalised via a designation or resource consent process. Council staff arranged a meeting on 11 March 2016 with nearby residents to discuss plans with them for the designation of the existing Parua Bay Transfer Station site.

At the meeting, the benefits of the transfer station staying in its existing location were promoted. It was recommended that budget previously intended for the new transfer station at Whangarei Heads Road could be spent on other improvements in the area e.g. sealing the access road to the boat ramp and modernising the public toilets. The residents were advised that it was unlikely that budget would be spent on these things, if the transfer station moved to Whangarei Heads Road.

The feedback received from the meeting attendees indicated that they were opposed to the transfer station remaining at the existing site. Some of their concerns would be addressed by the planned improvement works at the transfer station, but the key concern was the appropriateness of the site for a transfer station.

Parua Bay Boat Ramp and Transfer Station



At the Infrastructure Focus group on 6 May 2016, seven options were presented:

Option	Description	Pros	Cons
1.	Move to Whangarei Heads Road site. Cost \$400K - \$480K (Now likely to be \$600k)	Designation in place. Budget is available this year although this is currently showing at \$250k.	Money not spent on Parua Bay road and toilets. Scale of facility may not present value for money.
2.	Stay at Parua Bay site – apply for Resource Consent. Undertake works to mitigate effects. Estimate cost of \$230K	Legalise existing operation Objectors to the designation process may find this process provides them with more input both in the process itself and in the future. May be able to align with wider marine use with regard to the length of the consent. Improvements made to amenity values of the area by modernising the public toilets and access road. Estimated \$250k savings on budget.	May be publicly notified. There are cultural heritage issues and public concerns. This process would take time and expense and delay the spending of the capital budget until next year. Resource consents can have expiry dates imposed.
3.	Stay at Parua Bay site – apply for Designation Estimate \$230K	Legalise existing operation. Provides long term security of the site – no expiry date. Improvements made to amenity values of the area by modernising the public toilets and access road. Estimated \$250k savings on budget.	May be publicly notified. There are already Iwi and public concerns. Likely to be more difficult to get a designation rather than a resource consent because a designation is for perpetuity. This process would take time and expense and delay the spending of the capital budget until next year.
4.	Stay at the Parua Bay site – apply for Certificate of Compliance.	Legalise existing operation. Avoids opposition from nearby residents.	Advice indicates that transfer station activities are not a permitted activity under the planning rules and requires resource consent.
5.	Stay at the Parua Bay site for now and look for an alternative site.	There is public opposition at both Parua Bay and Whangarei Heads Road sites. This option means finding the ideal site.	Cost to find a new site and designate the site. Council has already undertaken 2 thorough searches and unlikely to find a more appropriate site. Advice indicates that transfer station activities are not a permitted activity under the planning rules and requires resource consent. Therefore consent is still required for the short to medium term.
6.	Remove the transfer station completely.	Save budget. Avoids opposition from nearby residents.	People will have to travel far more than 15km to a transfer station. This option is likely provoke community opposition.
7.	Do nothing – transfer station stays at Parua Bay site indefinitely	Save budget Avoids opposition from nearby residents	Advice indicates that transfer station activities are not a permitted activity under the planning rules and requires resource consent. Not a feasible option.

Option 2 was progressed and a resource consent has been applied for the existing site.

Prior to lodging the consent application, a public meeting was held at Parua Bay Hall.

Plans to upgrade the facility to reduce its impact on the area includes:

- Putting in entry and an exit driveways (currently there is only one)
- Improving access around the ramp and parking area
- Sealing the approach road
- Re-painting and tidying up the toilet block
- Landscaping around the site.

The budget for this work is about \$200,000.

The Resource Consent application was lodged in July 2018. Consent is required under the Proposed District Plan for a Discretionary Activity pursuant to Rule RCE.2.3.1, as the proposal is considered to fall within the definition of an industrial activity. Ngatiwai RMU provided a report on the application and indicated that they were unlikely to oppose the application subject to conditions on management of construction with regard to koiwi.

Seven properties were identified as Adversely Affected Parties and have been notified about the application. After notification Tangata Whenua, not previously involved in the application, were also provided an opportunity to provide input. A hearing date was set for the 29th November 2017, though this is now on hold pending the council decision on this report.

Since the application was lodged there has been feedback from members of the community regarding the continued use of the site which many believe should be used for recreational activities.

If the resource consent is not granted, then Council will need to close the facility.

4 Discussion

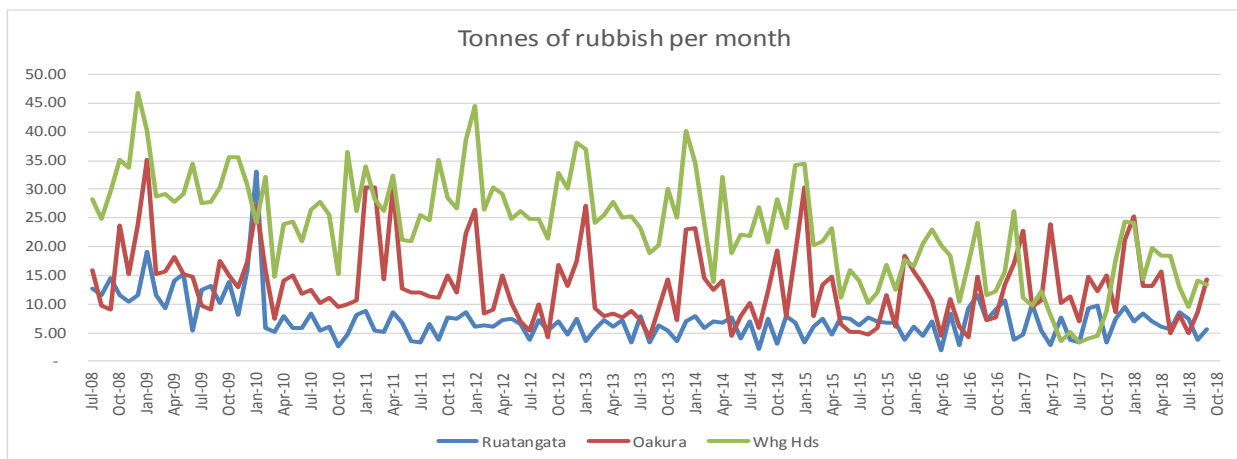
Council provides a kerbside refuse and recycling collection service throughout the area and the Whangarei Re:Sort facility is 17km from the existing transfer station. Based on the 2013 census data there are approximately 1500 households beyond Onerahi that may use the transfer station.

Some people in the community value the transfer station and the ability to dispose of rubbish close to home. On the other hand, some residents are complaining about the transfer station and want it removed. The main complaint is focused on the belief that the waterfront location is more suitable for recreation.

While some people have told us we need to find a better location for the transfer station, our experience over the years indicates it is very difficult, if not impossible, to find a site that will work.

A survey of site users indicated that 85% are using the site for depositing rubbish or recycling that could be collected from the kerbside. The main reason given is that dropping the material at the site themselves is more convenient.

The amount of rubbish collected from the site has declined over the last ten years:



A scoping study has been prepared for an alternative community-based option to provide a drop-off point for recycling and green waste. The proposed location is within the Whangarei Heads Enterprises site at 35 Pataua South Road. The scoping study has been provided as 'Attachment A'.

Council staff have secured funding from MBIE for a coin-operated waste compactor. This will allow tourists and residents to access a "self-service" rubbish disposal service 24 hours a day seven days per week. From the 1st of July through to the 20th September the record of customers dropping rubbish at the current site indicates that there were 247 dropping loose waste and 1452 WDC rubbish bags. It is anticipated that these bags would go into the coin operated compactor.

It is possible that these two initiatives combined may significantly reduce the demand for a transfer station. If that is the case, then we can consider closing the transfer station at some future date.

4.1 Financial/budget considerations

Completing the resource consent process will incur costs estimated to be between \$20,000 and \$40,000.

4.2 Policy and planning implications

Should Council be granted consent it is likely that opposition to the transfer station will continue. Should consent be declined the transfer station would need to close. If the transfer station does close, then it is likely that Council will face criticism from a different section of the community.

5 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website, Council News, Facebook and engagement with residents and ratepayers groups in the Whangarei Heads area.

6 Attachments

Attachment A – Scoping Report for Community-Led Resource Recovery Centre at Parua Bay

*Scoping Report for Community-Led Resource Recovery Centre
at Parua Bay*

1. Introduction

This document has been prepared by Melissa Arseneault for the Whangarei District Council and community in support of an alternative site to the existing Parua Bay Transfer Station.

This initiative would be the first community-led and operated resource recovery facility for Whangarei and could potentially be a model for the other districts. The initiative would reduce waste and support the targets and objectives of the Whangarei Waste Minimisation and Management Plan.

The report has been compiled from information supplied by Council, reports from Government and related organisations, public input, recycling markets updates, local surveys and assessments and like-minded community led initiatives.

A small budget of \$3,000 was received from Council for this report. The pages that follow provide the project rationale and description, relevant background information, the proposed site specifics, funding sources, and options for consideration.

In addition over 100 hours of voluntary time has been donated to assist the preparation of this proposal.

This report covers:

- Executive Summary
- A Background to New Zealand Waste Minimisation
- Overview of the Whangarei Waste Minimisation and Management Plan
- The Parua Bay Refuse Transfer Station
- Population and Visitor Growth
- Overview of Resource Recovery Centres
- Product Stewardship
- Structure Options
- Proposed Vision, Goals and Operational Objectives
- Green waste
- Refuse
- Proposed Site
- Relevant Legislation
- Projected Financial Costs
- Funding Options
- Recommendations
- Attachments

2. Executive Summary

Tackling waste is a growing challenge here in New Zealand and around the world, with major implications for our environment, economy and how we live our lives.

On a per capita basis New Zealanders are one of the highest generators of household waste in the OECD sending 730.6 kg to landfill in 2016.

The current linear approach to the use of resources is not working.

To solve our waste problem we need to work towards a circular economy. This means taking resources carefully from nature and ensuring the products we make are designed so that the resources can be reused indefinitely, being more efficient with the resources we use and reducing the amount of resources we throw away.

It is for this reason that we must all be part of a future that provides services and facilities that offer the opportunity to achieve maximum waste diversion from landfill. Instruments such as product stewardship, a waste levy and possible material bans will help to foster a circular economy.

This report offers Council and community an alternative to the current Parua Bay Refuse Transfer Station that would support a circular economy, deliver community benefits and work towards zero waste to landfill.

The current Parua Bay Refuse Transfer Station provides a drop-off point for rubbish bags, small volumes of loose rubbish, recycling and electronic waste. Of all materials received it is estimated that 71% is landfilled.

The results of a recent survey show that the Parua Bay Refuse Transfer Station is used by a very small percentage of residential users, predominantly from the Parua Bay area to drop off both rubbish bags and recycling on a regular weekly basis. The convenience of dropping off these materials rather than putting them out for kerbside collection is the main reason stated for using this facility.

The transfer station is located in close proximity to a community recreation site, and has long been considered to be out of place in this location. Historical attempts to find an alternative have thus far been unsuccessful.

There is growing support for the transfer station to be relocated, rather than expanding the facility and extending its life in the current location.

This report identifies a need to assess the suitability of the current site and if continuing to operate and extend this facility will meet community needs and achieve council's target of >50% diversion rate by 2020.

The alternative facility to the Parua Bay Refuse Transfer Station would be developed alongside Whangarei Heads Enterprises at 35 Pataua South Road, Parua Bay with support of Council and community.

This site will provide the public longer opening hours and have the capacity to meet increasing demands that will be required due to increased population and visitor growth in the area.

This facility would become a Community Resource Recovery Centre with a focus on reuse, repurposing, recycling and diverting previously landfilled waste, green waste and food waste. A coin operated compactor bin is proposed for the depositing of waste that is intended for landfill.

Recently a decision was made to hold a six month green waste drop off trial at the proposed new site as the current Parua Bay Refuse Transfer Station was identified as being unsuitable due to site physical and capacity constraints.

It is proposed that the new facility while supported by Council will be set up as a community-based not-for-profit charitable trust.

The funding required establishing this new facility (estimated at \$90,000) is less than what is currently allocated (\$200,000+) to upgrade the Parua Bay Refuse Transfer Station. It is estimated the annual operating cost will also be less than the current operation.

Additional funding would be sought from other sources available to community organisations for the purpose of waste minimisation and service expansion.

To progress this proposal to the next stage will require funding support in the region of \$10,000 to develop a detailed site and business plan that would include the location of all buildings and structures, equipment, staffing requirements and assessment of resource consent requirements. This work would require eight to ten weeks to complete.

Vision for waste minimisation and management in the Whangarei District is:



“To deliver community benefits and work towards zero waste to landfill. Whangarei businesses and households will be provided with efficient and effective waste minimisation and management services that recognise waste as a resource.”

1.0 Background to New Zealand Waste Minimisation

New Zealanders care about reducing the amount of waste that we produce and its impacts on our environment and way of life. In a recent survey for the Ministry for the Environment by research company Colmar Brunton, 50 per cent of New Zealanders said they were either very or extremely worried about the impacts of waste.

New Zealanders are rightly concerned about the waste we're producing as a country, and it's one of the big areas of focus for the Ministry for the Environment. Waste is polluting our land, our lakes and rivers, and our coasts and oceans, and it contributes 5 percent of New Zealand's greenhouse gas emissions.

Tackling waste is a growing challenge here in New Zealand and around the world, with major implications for our environment, economy and how we live our lives.

Today's linear approach to the use of resources is resulting in uncontrolled landfilling and pollution of our environment by discarded resources we no longer need or want.



We can solve our waste problem by working towards a circular economy. This means taking resources carefully from nature and ensuring the products we make are designed so that the resources in them can be reused indefinitely, being more efficient with the resources we use and reducing the amount of resources we throw away. (www.mfe.govt.nz/waste)

As Paul Evans, CEO of WASTEMINZ said recently, the current system is fundamentally broken. It relies on councils and recyclers reacting to and cleaning up whatever materials producers decide to put on the market. It requires enormous effort to achieve good clean streams of useable material – and this is not always possible. There is too much cost and not enough value in the present model to be sustainable. It has worked up until now because China was absorbing the environmental impacts – which they are no longer prepared to do. (Rebooting Recycling – What can Aotearoa Do, WasteMINZ May 2018).

The recent import restrictions on waste and recyclables introduced by China show that we cannot rely on other countries to help solve our waste problem. We need a different model to address the burgeoning waste problems in New Zealand:

- On a per capita basis, New Zealanders sent 730.6 kg of household waste to landfill in 2016, see Municipal waste indicator [OECD website]. This made us one of the highest generators of household waste in the OECD.

- Plastic is a major form of pollution in New Zealand and worldwide. Micro plastics for instance, (plastic fragments that are less than 5mm), can harm marine life and may affect life higher on the food chain including humans.
- We produce some of the world's highest volumes of e-waste (electronic equipment such as cell phones, laptops and televisions) - see Global E-Waste Monitor 2017 [United Nations University Vice Rectorate in Europe, Sustainable Cycles (SCYCLE) Programme website].
- New Zealanders sent over 122,000 tonnes of food to landfill annually. Food waste makes a significant contribution to the waste sector's greenhouse gas emissions (which in turn account for around 5 percent of New Zealand's overall greenhouse gas emissions). See New Zealand's Greenhouse Gas Inventory for more information.
- Landfills cost millions of dollars to develop, often the sites cannot be used for other purposes for decades and they produce methane which is a potent greenhouse gas.
- A 2008 survey of waste composition in municipal landfills showed that approximately three-quarters of the waste disposed of to municipal landfills could have been potentially diverted by being recovered, reused or recycled (*Ministry for the Environment. 2009. Solid Waste Composition: Environmental Report Card*)

An alternative to the traditional linear economy is a circular economy in which we keep resources in use for as long as possible, extract the maximum value from them whilst in use, then recover and regenerate products and materials at the end of each service life.



Current legislation, including the Waste Minimisation Act and the Emission's Trading Act, supports the ongoing pressure for diversion of waste from landfill.

It is for this reason that we must all be part of a future that provides services and facilities that offer the opportunity to achieve maximum waste diversion from landfill. Behind this activity will be a national framework using a variety of economic instruments to achieve this. Instruments such as product stewardship, a waste levy and possible material bans will be designed to foster the circular economy.

In a local sense this means the provision of community facilities that will enable maximum recycling, composting of organic waste, diversion of building and construction waste, reuse and repurposing.

Communities have a vital role to play: they need to take responsibility for the waste they generate and engage their members to work collaboratively and in partnership with households, business and the local Council to achieve waste minimisation.

This is enhanced when the local community takes responsibility for a resource recovery facility - good waste diversion coupled with reuse and repurposing draws a community together by making available not only materials but the opportunity to contribute and take part.

Activities such as separation and making available building materials, tools, paint, second hand goods, books, artwork, and repair services all draw both customers and volunteers keen to be involved.

When waste in a community is not accessible (i.e. in the sole control of Council and/or contracted collectors/landfill owners who may restrict the materials they recover or prefer to landfill all but the basic economic materials) the community feels powerless to intervene.

It has been shown repeatedly that small communities given access to their full waste stream achieve higher recovery rates because they have the outcome firmly in mind and are not just there to perform a contract.

Community-operated resource recovery facilities including in Raglan and the Far North have demonstrated the ability to divert significantly more materials from landfill than similar commercially-operated facilities.

Raglan, New Zealand's first Zero Waste community, has diverted more than 75% of the community's waste from landfill. This has created many new businesses, employed more than 200 people and injected an estimated \$13.5 million into the community. <http://greenribbonawards.org.nz/?q=raglan-zero-waste>

Auckland Council has an aspirational goal of zero waste by 2040. By recycling, composting food waste, re-using items and preventing waste they will be on target to send as little as possible to landfill. This will save valuable raw resources and energy, and help achieve the goal of making Auckland the world's most liveable city. <http://www.makethemostofwaste.co.nz/about/>

Auckland Council now supports 5 community-based facilities to achieve the goal of zero waste to landfill. <http://www.makethemostofwaste.co.nz/recycling/community-recycling-centres/>

The shift from a linear economy to a circular one is going to take people working together at all levels.

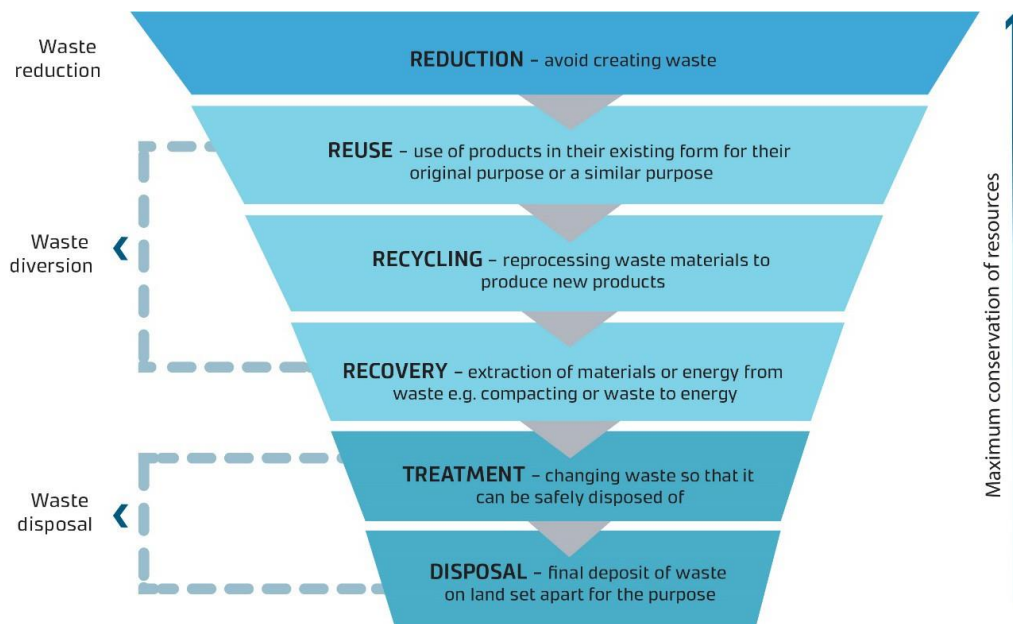


“Auckland Council funds and is establishing a network of community recycling centres which divert material from landfill. This re-using of items and re-purposing of materials also benefits the local community through affordable items and job creation. Council is aiming to build a network of 12 centres across the district to contribute to the goal of zero waste Auckland by 2040.”

2.0 Whangarei Waste Minimisation and Management Plan

The Waste Minimisation and Management Plan (WMMP) sets out how the Whangarei District Council can achieve efficient and effective waste management and minimisation in the Whangarei District. The Plan paves the way forward and belongs to the people of Whangarei. It considers current policy and the legal framework and Whangarei District vision, with an overarching suite of guiding goals and objectives.

This Waste Minimisation and Management Plan fulfil Council's obligations under the Waste Minimisation Act (WMA) (2008). The plan uses the waste hierarchy as a guide to prioritising activity, focussing on reducing waste before recycling or recovery of materials. Where materials cannot be recycled or recovered the focus is on safe treatment and disposal.



2.1 Recycling Rates

The data summarised in the table below suggests a diversion rate of around 25 % of materials collected from households in 2015/16.

Kerbside waste quantities

	2011/12	2012/13	2013/14	2014/15	2015/16
Kerbside refuse collection	16,990	17,736	14,990	17,366	18,424
WDC recycle collection	4,524	4,767	5,509	5,824	6,195
Total kerbside waste	21,514	22,503	20,499	23,190	24,619
Recycling rate (%)	22%	21%	21%	27%	25%

The data presented in the table below suggest a diversion rate of 44 % of materials entering the transfer stations. The diversion rate at rural transfer stations is lower, reflecting the lack of green waste diversion at some sites. When all waste (i.e. via transfer station or transported directly to Puwera Landfill) is taken into account, the diversion rate drops to around 29%.

Estimated Waste Quantities via transfer stations or direct to landfill 2011 - 2016

	2011/12	2012/13	2013/14	2014/15	2015/16
Refuse via transfer stations					
Casual transfer station users ⁴	9,526	9,660	9,665	9,367	8,241
Commercial	8,646	8,768	8,772	8,502	7,480
Recycle (transfer stations only)	12,697	12,697	12,876	12,882	12,485
Total waste via transfer stations	30,869	31,125	31,313	30,751	28,206
Recycling rate (%)	41%	41%	41%	42%	44%
Total waste landfilled	50,160	51,375	48,644	49,983	47,121
Total waste recycled	18,586	19,092	19,421	19,170	19,407
Recycling rate (%)	27%	27%	29%	28%	29%

2.2 Vision, Goals and Objectives

The vision for waste minimisation and management in the Whangarei District is:

To deliver community benefits and work towards zero waste to landfill. Whangarei businesses and households will be provided with efficient and effective waste minimisation and management services that recognise waste as a resource.

The goals for waste minimisation and management in the Whangarei District are:

1. To avoid creating waste
2. To make it easy to recycle
3. To ensure households and businesses have access to safe disposal of residual waste
4. To create opportunities for Whangarei District - jobs, new products, more efficient businesses
5. To reduce illegal dumping
6. To improve community understanding of issues and opportunities for waste minimisation and management in the Whangarei District.
7. To have a wealthier, healthier District through waste reduction initiatives and behavioural change

2.3 Recycling Targets

The targets for waste minimisation and management in the Whangarei District are to:

- increase recycling at kerbside > 35% by 2020
- increase recycling, composting and reuse at refuse transfer stations > 50% by 2020

Meeting these objectives and targets will require a coordinated approach involving Council, community and local businesses and a change in how we think about waste and the consequences and impacts within our communities. Waste is not just a Council issue - it is a community issue. There is a need to engage, inform and inspire community to work collectively to find practical and cost-effective solutions to reduce, reuse, and minimise waste to landfill.

3.0 Parua Bay Refuse Transfer Station

3.1 Overview

The Parua Bay Refuse Transfer Station is located at Lot 1 DP 92206 and is zoned Rural Countryside and Coastal Environment. This site is also used by the Outboard Boating Club, Whangarei Cruising Club, recreational and marine users, freedom campers, local and wider community and visitors.

The Parua Bay Refuse Transfer Station was set up as a temporary site in 2005. Alternative sites were investigated with no positive outcomes.

This facility enables the drop-off of refuse, the majority being in pre-paid council bags, kerbside collected recyclables and electronic waste.

Council held a public meeting on the 1 March 2018 and advised their decision to apply for a resource consent to tidy up and extend the existing site by approximately 45m². Those who attended this meeting voiced their concerns regarding the ongoing current operation and extension of the refuse transfer station on this site. Concerns about the lack of community engagement and involvement in this decision were also expressed.

The Waste Minimisation and Management Plan states that rural transfer stations are costly to operate on a per resident and per tonne basis. Council have indicated that the Parua Bay Transfer Station costs around \$700 per tonne to process waste compared to an income from that waste of a \$150 per tonne.

3.2 Hours of Operation

Council voted on new transfer station hours for all facilities in February 2016 which resulted in a saving of around \$168,000 www.wdc.govt.nz/WaterandWaste/Rubbish/Pages/RubbishDisposal.aspx

Winter hours are Tuesday to Friday 8am – 12pm, Saturday & Sunday 8am – 12:30pm (closed Mondays)
Summer hours are Monday to Friday 8am – 12pm, Saturday & Sunday 8am – 3:00pm

3.2 Data and Related Costs

There is no data available on the recyclable materials processed at this site. Waste data provided by Council indicate that in 2017 approximately 100 tonnes of refuse was processed at this site at a cost to ratepayers of \$550 per tonne

Costs associated with the annual operation of the Parua Bay Refuse Transfer Station are estimated to be \$100,000 - \$150,000.

Costs associated with previous and current work in relation to the resource consent application and proposed upgrade of the Parua Bay Refuse Transfer Station are estimated to be \$200,000 - \$300,000.

3.3 Usage

No information was available on who uses the Parua Bay Refuse Transfer Station and why prior to compiling this report. In order to obtain a better understanding of the current use of this facility a survey was conducted over a period of four weeks from 18th August – 15th September 2018. The survey was reviewed and approved by David Lindsay, WDC Solid Waste Engineer.

The survey was organised, conducted and compiled by local volunteers. Volunteers spent a few hours each weekend at the transfer station surveying users. Long-time employee of the transfer station Mark Silson was instrumental in assisting with and encouraging users to complete the survey. I would like to acknowledge Mark Silson, Jennifer Lawrence, Tim Stubbs and Raewyn Bright for their time and assistance with this survey.

Copies of the survey were left on site and a box was provided to put completed surveys in. Completed surveys were collected weekly. An incentive of a chance to win a \$50 voucher to a local café was offered to those who completed the survey.

There was a good response with 100 users completing the survey over a four-week period. Obtaining information on who used the transfer station and why was the reason provided to users when asked to complete the survey.

Mark Silson indicated that the majority of regular weekly users had completed the survey during the four-week period which is reflected in the results of the survey.

3.4 Results of the Survey

The key results of the survey are as follows:

1. 48% of users surveyed are from Parua Bay, 10% Pataua South and 7% Tamaterau
2. 44.3% dropped off rubbish bags
3. 40.7% dropped off recycling
4. 9.6% dropped off a trailer load of rubbish and/or green waste
5. 95% are residential users, 2% business users, 2% visitors and 1% other
6. Up to 30% of all users surveyed drop both recyclables and rubbish off on a regular (weekly) basis
Up to 20% drop both recyclables and rubbish off less than once a month
Up to 10% drop both recyclables and rubbish off once a month
Less than 7% drop off recyclables and rubbish occasionally or seldom
7. Eight reasons were listed to determine why users drop off recyclables and refuse (more than one option could be ticked)
72% ticked it is easier to drop off on way into town than put out for kerbside collection
45% ticked they had too much rubbish to put out for at kerbside
44% ticked they had too much recycling to put out at kerbside
38% ticked they had issues with dogs or birds getting into rubbish bags when left out for collection
8. The last question asked how often do you take your rubbish and/or recycling into The ReSort Transfer Station on Kioreroa Road. Of the 93 people who answered this question:
59 stated never
23 stated less than 6 times a year
11 stated more than once a month

USERS' LOCATION

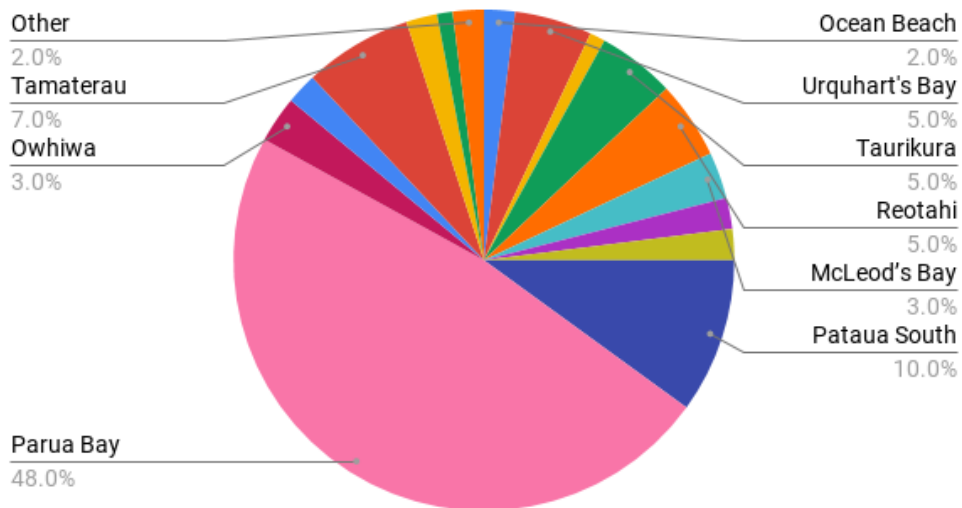


Chart above area shows where users of the Parua Bay Refuse Transfer Station are from.

WHAT IS DROPPED OFF AT TRANSFER STATION

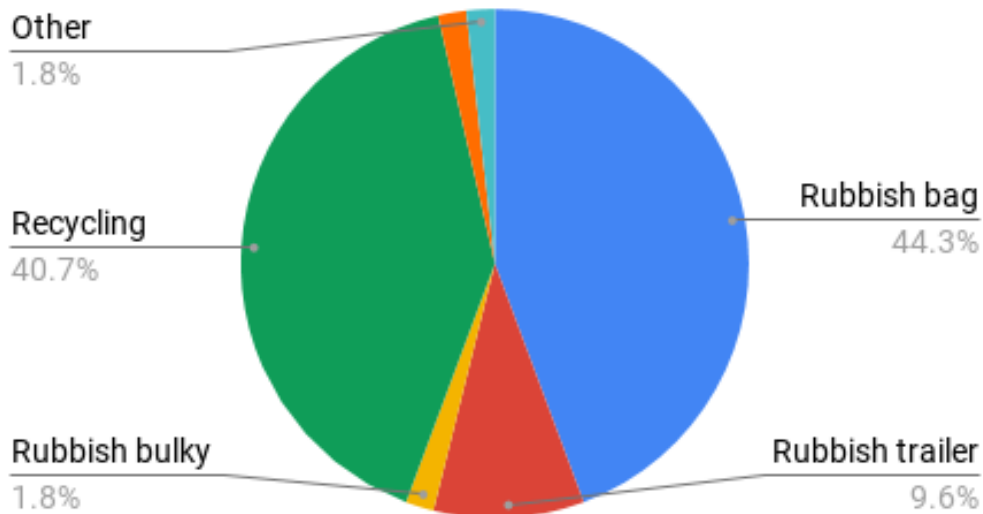


Chart showing what is being dropped off by local residents

The results of the survey show that the Parua Bay Refuse Transfer Station is used by a very small percentage of residential users, predominantly from the Parua Bay area to drop off both rubbish bags and recycling on a regular weekly basis.

The convenience of dropping off rubbish bags and recycling rather than putting these materials out for kerbside collection is the main reason stated for using the transfer station.

It was noted while conducting this survey that:

- local residents who use this facility appreciate the convenience of being able to drop their rubbish and/or recycling off verses having to go into town
- a number of regular users stated that their long and/or awkward driveways and/or limited space roadside made it difficult if not impossible to put their rubbish and recycling out at kerbside and the only option was to drop it off at the transfer station
- another regular user who lives directly across from the transfer station stated that they were told their rubbish and recycling would not be collected as they were too close to the transfer station (I suggested this was incorrect and they should they contact WDC)
- the emptying of trailers especially green waste or large loads of rubbish is difficult for users as they have to hand load from the trailer into skip bin and this can be very time consuming taking from 10 to 20 minutes to unload
- local residents believe it is less expensive to take a trailer load to the Parua Bay Transfer Station then into The ReSort Centre especially as the trailers are not weighed
- some regular users have a good relationship with Mark and look forward to their weekly visits while dropping off materials
- a number of users who completed the survey acknowledged the good work Mark does in operating this site

4.0 Population & Visitor Growth

Another important factor to consider in conjunction with the management of waste within our district is population and visitor growth. All growth will result in a significant increase in the amount of waste that is generated whether through households, schools, new businesses or through activities like construction.

Council's Sustainable Future 30/50 Report identified Parua Bay as a growth node with increases of 75% (456 people) and 88% (180 dwellings) between 1991 and 2006. This growth is predicted to continue at 7% per annum for the next 40 years.



In addition to this growth, Parua Bay and coastal areas experience additional growth during the summer period with holiday makers and visitors to the area. Peak summer population on the Whangarei coast increases from a usually resident population of approximately 10,000 to around 37,000 over Christmas/New Year, a more than 300% increase. These large increases in peak population have implications for land use planning and infrastructure provision. (Demographic Profile for the Whangarei District June 2013).

The predicted increase in population and visitors to the area highlights the importance to prioritise and deliver effective waste minimisation initiatives to be able to manage this growth and meet the objectives and targets of the Waste Minimisation and Management Plan (2017).

5.0 Overview - Resource Recovery Centres

Waste is a social problem and technical solutions can only take us part of the way to eliminating waste. Community organisations are resourceful and they have the potential to solve many waste related problems. Successful waste reduction goes hand in hand with community empowerment and capacity building.

Community Resource Recovery Centres see material going to landfill as wasted opportunities, wasted resources and wasted jobs.

There are approximately 50 community enterprises across Aotearoa New Zealand working to reduce waste to landfill. The Zero Waste Network is an organisation comprising of various groups around the country all working with their local community towards the goal of zero waste. The Zero Waste Network mission is to **connect, educate, enable** and **inspire** their members to reach their goals and to be a unifying voice at local, regional and central government levels. www.zerowaste.co.nz

Community Resource Recovery Centres help their communities work towards zero waste in lots of different ways – some run reuse shops, others have contracts with their local councils to run resource recovery centres and/or waste and recycling collections. Below is an example of the range of practical activities they are involved in:

- kerbside recycling and waste collections
- business collections
- running transfer stations
- operating reuse shops
- recycled timber yard operation
- scrap metal yard
- e-waste recycling
- appliance & furniture repair and refurbishment
- waste audits and consultancy
- zero waste event management
- operating drop-off sites
- rural waste collection
- waste education
- composting programmes
- support services/mentoring for new enterprises

In addition to these, a number of organisations have education programmes through which they engage and inform their communities about the value of resources and practical ways they can waste less. Instigating conversations about these issues is one of the most important things community resource recovery centres achieve.

Community Resource Recovery Centres also contribute towards a wide range of other environmental, social, cultural, and economic goals including:

- providing low-cost goods to the community
- acting as a hub for waste minimisation activities, education and awareness-raising
- meeting Long Term Plan community goals
- creating employment, micro-business, training, and skill development opportunities
- providing a location for volunteer work or part-time work, including for those that may not be employable in a more traditional mainstream environment
- providing an example to other communities and encouraging the support of and investment into other waste minimisation initiatives.

Prior to compiling this report I visited the following five Community Resource Recovery Facilities.

Whangaparoa Community Recycling Centre

Only recyclable household material is accepted, but small amounts of material from commercial sources may be accepted by arrangement with the operating organisation. Green waste is not accepted

Devonport Community Recycling Centre

Run by Global Action Plan Oceania, a registered environmental charity whose objective is to divert waste from landfill and provide sustainable new jobs and volunteer opportunities for the community. Proceeds from the sale of reusable and upcycled goods from the shop onsite are invested back into the venture and the local community. Most types of waste are accepted, including: building materials, green waste, recyclable materials, general rubbish, household and commercial recycling.

Helensville Community Recycling Centre

Run by Helensville Enterprises Trust (a local community trust). They collect and process a range of material and operate an on-site second hand shop. They are looking at a new project involving the deconstruction of buildings to recover, reuse and on sell materials. There is no charge for household items that are saleable, clean recycling, scrap metal, including white ware.

Waiuku Community Recycling Centre

Run by Waiuku Zero Waste Limited their aim is to reduce waste to landfill as much as possible. Items can be purchased from the Waiuku Junktion shop during opening hours. There is no charge for household items that are clean and recyclable or saleable.

Seagull Centre Thames

Is a community focused organisation established in 2004 to oversee the operation of resource recovery facility with the key objective of reducing the contribution of waste to landfill. They operate a facility for members of the local and regional communities to contribute at no charge, unwanted domestic and commercial goods, materials and items otherwise destined to landfill.

Visiting these community facilities provided an insight into the range of services and programmes to reduce waste to landfill by reusing, re-purposing and recycling a range of materials such as polystyrene, household batteries, construction materials and food waste. All the centres had shops on site, which sell usable household and building materials.



Polystyrene recovered for recycling



Seagull Community Recycling Centre in Thames

6.0 Product Stewardship

6.1 What is product stewardship?

We all need to help reduce the impacts of manufactured products on our environment. When a producer, brand owner, importer, retailer or consumer accepts responsibility for reducing a product's environmental impact, we call this product stewardship. Product stewardship helps us transition from a linear to a circular economy.

6.2 Why do we need Product Stewardship?

Product Stewardship is a key component of the Waste Minimisation Act (2008). The Act enables the establishment of voluntary and mandatory Product Stewardship programs that transfer the responsibility and cost of product waste disposal from local authorities and ratepayers to producers and consumers. Product Stewardship makes recovery and recycling a cost of doing business and creates an incentive for products to be redesigned to maximise recyclability and minimise environmental impacts.

Because Product Stewardship is a powerful waste minimisation tool, it is in the interests of the wider community for its promotion and monitoring to be held in community-representative hands. Experience has shown that without strong representation, community interests inevitably come second to those of Industry.

6.3 New Zealand Product Stewardship Council

Currently the only organised view offered to Central Government on product waste issues comes from those with a vested interest in maintaining the status quo. The NZPSC provides a forum for local authorities and other organisations dealing with the adverse effects of waste to share information and provide high-level input into the development of Product Stewardship programmes. (www.nzpsc.nz/about/)

6.4 Product Stewardship Programmes

1. Plasback - www.plasback.co.nz/
To recover used farm plastics for recycling including bale & silage sheets, polypropylene bags, HDPE drums, vineyard nets, twine
2. Agrecovery Rural Recycling Programme - www.3r.co.nz/what-we-do/agrecovery/
To recover agrichemical plastic containers, silage wrap, crop protection net and agrichemicals
3. Refrigerants Recovery - www.refrigerantrecovery.co.nz/index.html
To collect and destruct unwanted synthetic refrigerants, chlorofluorocarbons, hydrochlorofluorocarbons and hydrofluorocarbons
4. Paintwise - www.3r.co.nz/what-we-do/paintwise/
To allows Resene customers to responsibly dispose of their unwanted paint and paint packaging at one of many locations across New Zealand
5. SeatSMART – www.3r.co.nz/what-we-do/seatmart/
To support the recovery and recycling of expired child car seats

A new Community Resource Recovery Centre in Parua Bay would play an important role in raising awareness of, facilitating and managing product stewardship programmes as well as encouraging new programmes.

7.0 Proposed Community Resource Recovery Centre

7.1 Structure

The following two structures would be given consideration in the setting up of a Community Resource Recovery Centre. The recommended structure is a Charitable Trust owning a Limited Liability Company.

A Charitable Trust

Setting up a trust is the most common form of entity used for not-for-profit enterprises in New Zealand. It is a structure which is easy to establish and because there are no "shareholders" as such it provides a clean story to explain to people. There is something of an inbuilt assumption that if you are a charitable trust then it is automatically assumed that this is a "for good" type of entity. This is in contrast to the company structure where there can be an assumption that there is a "for profit" element as a main objective.

A Trust does not have shareholders and is instead guided by trustees who form a Board. A Trust is incorporated under the Charitable Trusts Act 1957. A Trust Deed will be required along with the selection of trustees who share the vision for the Trust to ensure it follows in the direction intended.

A Charitable Trust can provide a number of advantages. For example:

- Reputation: Funders and donors tend to gain comfort if the entity is a Charitable Trust (rather than a private business or individual). Where a company sets up a Charitable Trust and invites staff to participate, they will be motivated by the charitable purposes.
- Tax status: There can be tax advantages in registering as a Charitable Trust with Charities Services.
- Longevity: A Trust is not dependent on one individual and can go on long after the founder ceases to be involved, in "perpetuity" in fact.

Like most structuring it will be important to get accounting advice on the tax and accounting implications of both structures.

Examples:

- The Devonport Community Recycling Centre is operated by [Global Action Plan Oceania](#).
- The Waitaki Resource Recovery Park is operated by the [Waitaki Resource Recovery Trust](#)

A Charitable Trust Owning a Limited Liability Company

Incorporating both structures provide advantages such as the trust being registered as a charity and having donee tax status and the company providing more flexibility to enter into joint ventures with other entities or seek other investors into the company.

The Charitable Trust would be the shareholder of the company and the income that is generated by the business of that company would go back to the Trust for it to continue carrying on its charitable purposes. The company would be the trading arm of the Trust and would also apply for charity status.

Examples:

- [Wanaka Wastebusters Limited](#) is owned by [Friends of Wanaka Wastebusters Incorporated Society](#)
- [Waiuku Zero Waste Limited](#) is owned by [Xtreme Zero Waste Incorporated Society](#)

7.2 Proposed Vision, Goals and Operational Objectives

Vision

To deliver community benefits and work together to achieve zero waste.

The Zero Waste International Alliance definition of zero waste is:

“Zero Waste is a goal that is ethical, economical, efficient and visionary, to guide people in changing their lifestyles and practices to emulate sustainable natural cycles, where all discarded materials are designed to become resources for others to use.”

“Zero Waste means designing and managing products and processes to systematically avoid and eliminate the volume and toxicity of waste and materials, conserve and recover all resources, and not burn or bury them.”

Goals

To:

- work with Council and community to achieve the aims of the NZ Waste Strategy
<http://www.mfe.govt.nz/publications/waste/new-zealand-waste-strategy-reducing-harm-improving-efficiency>
- work with Council and community to achieve the vision, goals and targets of Council Waste Management and Minimisation Plan (2017)
<http://www.wdc.govt.nz/WaterandWaste/Rubbish/Documents/Waste-Management-and-Minimisation-Plan-2017.pdf>
- maximise diversion of waste from landfill
- reduce, reuse, recycle and recover valuable resources
- sustainably increase resource recovery to maximise the value of recovered materials and associated commercial opportunities
- reduce the overall cost of waste management to community
- improve community understanding of issues and opportunities for waste minimisation and management
- encourage a change in mind-set in how community views waste and resources
- advocate for increased producer responsibility for key waste streams such as agricultural & construction waste, tyres, packaging, green & food waste
- encourage efficiency and innovation in the recovery, reuse and reprocessing of resources.

Objectives

- to provide a drop off facility for glass bottles and jars, paper, cardboard, steel & aluminium cans and plastic containers that are able to be recycled
- to work with community to recover, reuse and/or reprocess additional resources including construction and rural waste, plastic film, metals, household batteries, electronic items, appliances
- to provide a facility to receive and process food and/or green waste
- to investigating opportunities to implement MfE accredited product stewardship schemes for priority wastes
- to investigate opportunities to support and/or develop new product stewardship schemes
- to provide a drop off facility for second hand items that are either repaired, upcycled then on sold and/or donated back to community or local charities
- to provide information on site in the form of signs, promotional material and other media on reducing waste, reuse and recycling best practises
- to work with local businesses, contractors, schools and other community organisations to reduce waste, reuse and recycling best practises
- to organise workshops for community on reducing waste to landfill, reuse and recycling best practises, composting green and food waste
- to collect, maintain and publish data on the recovery, reuse and repurposing of all materials
- to become a member of the Zero Waste Network

7.3 Green waste

7.3.1 Overview

Council identified the need for a permanent green waste facility for the Whangarei Heads area, to reduce green waste going to landfill and to support a local community-led landscape scale weed control initiative Weed Action Whangarei Heads.

Council initially proposed to incorporate the collection of green waste in conjunction with the proposed resource consent application and upgrade of the Parua Bay Refuse Transfer Station.

Weed Action Whangarei Heads following discussions with Council staff highlighted the following limitations to have a single, small green waste bin at the Parua Bay transfer station

1. Accessibility. Opening hours are still likely to be limited, especially afternoon and weekend hours, when most people are able to engage in garden maintenance/weed control work. This creates another barrier to responsible disposal of green waste.
2. Practical/physical constraints due to the small footprint of the site, initial plans show no scope for recessing the bin, or room for backing trailers.
3. Capacity constraints. Again, due to the small footprint of the site and number of other bins required to sort recyclables effectively, the proposal indicates there is only space for a small green waste bin.

Weed Action is creating a community that is increasingly active in weed control work and predicts an increased volume of green waste being generated.

Weed Action has also successfully trialled a 'Weed Amnesty' bin, where invasive weed species could be deposited free of charge. This proved highly successful at engaging the public and raising awareness about weeds, and triggering action on weed removal. Weed Action would like to repeat this type of initiative throughout the year, and it would be most efficient, both from a cost perspective and a logistical perspective, if this could be done at the official green waste facility, rather than requiring a temporary offsite bin, as was done this year.

Council officers indicated that the Parua Bay transfer station green waste facility would not be able to cope with the associated increased volumes, and would require amnesty events to be run off site.

7.3.2 Alternative Site

Whangarei Heads Enterprises was proposed by Weed Action Whangarei Heads as an alternative site that would be able to better address the issues raised. The advantages being:

- more convenient opening hours (Monday to Friday 7:30am – 4:00pm and Saturday 7:30am – 12:30pm)
- easier loading/unloading due to recessed bin
- less congested turning area
- ability to run weed amnesty events
- better manage increased volumes
- more scope to look at alternatives for disposal and/or local processing
- space to add community education signage and materials

7.3.3 Outcome

The outcome of the discussions between Weed Action Whangarei Heads and council staff (David Lindsay, Solid Waste Engineer) has resulted in an agreement to proceed with a six month trial using Whangarei Heads Enterprises as the site for green waste collection, with Northland Waste providing and collecting the bins. It is anticipated that this trial will commence in November. Data collected during the trial will be used to determine the feasibility and structure of a more permanent facility.

The development of a community resource recovery centre on the Whangarei Heads Enterprises site would most likely result in the green waste facility being incorporated into the operations of this centre, with support from Weed Action Whangarei Heads.

7.4 Refuse

At this stage it is proposed that the resource recovery centre does not accept or handle any domestic and/or commercial waste. There is however a need to provide community, visitors and tourists with a means in which to easily dispose of small and larger quantities of domestic waste based on a user pays principle.

There are a number of cost-effective alternatives that could be investigated and considered in consultation with community including:

1. A community operated inorganic collection that would involve placing skip bins strategically within the community to dispose of targeted and/or larger volumes of refuse. Recycling bins would be placed alongside these bins to encourage and enable the recovery of any recyclable materials.
2. A community operated construction and demolition collection service that would facilitate the recovery of materials able to be reused or recovered prior to disposal to landfill.
3. A coin operated solar powered compact bin.

A user pay's coin operated solar power compactor bin placed strategically within the community for the collection of refuse in bags has a number of advantageous because:

- it is a stand-alone solar operated system
- it can be relocated to other sites or public events
- it is accessible 365 days a year, 24 hours a day
- it is cost effective compacting the waste resulting in reduced transport costs to landfill
- it encourages and supports a user pays approach to managing waste
- it reduces costs to ratepayers in managing waste

However there are some issues and considerations regarding their use including:

- location it is important that bins are placed in a well-lit, reasonably open area, close to main road
- community need to be consulted and involved in decisions regarding use and location
- good signage and instructions on how to use and what not to put in bin
- sufficient space to enable hook truck to easily access for collection
- need to be on a solid surface preferably concrete pad
- coin operation restrictive

Ron Tuiavii (Solid Waste Engineer, Thames Coromandel District Council) was contacted about the use of bins in their district. Ron explained that council were planning to investigate options to change from a coin operated system to new technology using mobile phones or eftpos to minimise issues with ease of use and people trying to remove coins. He also said they had a new initiative to have murals painted on the bins that involved the local schools to minimise visual impacts regarding their use in coastal areas.

The Marlborough District Council also use standard coin-operated skip bins (no compaction) within their District. <https://www.marlborough.govt.nz/services/refuse/transfer-stations/marlborough-sounds-coin-skips>



Coin-operated solar powered skin bin in Thames Coromandel



Photo of compactor unit taken in Thames Coromandel

8.0 Proposed Site

The recommended site is Whangarei Heads Enterprises a locally owned and operated business providing building and landscaping supplies open 6 days a week Monday to Friday 7:30am – 4:30pm and Saturdays 8:00am – 12:00pm.

The site is located at 35 Pataua South Road, Parua Bay and is legally described as Lot 3 DP 423887 and has a total area of 1.9803 ha. The surrounding environment is rural in nature, characterised by a low intensity of built development. The site is zoned Rural Production Environment.

Whangarei Heads Enterprises current operation is on the eastern part of the site. The proposed Resource Recovery Centre will be located also on the eastern side within the Whangarei Heads Enterprises yard in an area approximately 45 metres x 45 metres.



A 5m wide esplanade strip adjoining the Waitangata Stream runs along the northern boundary of the site. Riparian planting and removal of invasive weeds along the eastern part of the stream would be done in stages in conjunction with the establishment of resource recovery centre.

The site is situated approximately 220m from the intersection of Pataua South Road and Whangarei Heads Road and approximately 100m west of a single lane bridge, conveniently located to service Pataua South, Ocean Beach through to the Nook Road and the Parua Bay community.

The existing site currently has the capacity and space to provide a drop off and storage area for a range of resources including glass bottles, steel & aluminium cans, plastic containers, plastic film, paper & cardboard, household batteries, construction materials such as scrap metal, e-waste, appliances, timber, polystyrene, food & green waste and to accommodate a small office (if required), a covered workshop area (for handling and processing materials) and area for the on selling of materials and/or second-hand goods.

The owner and manager of the Whangarei Heads Enterprises site support this proposal and in working with Council and community to reduce waste to landfill.

9.0 Relevant Legislation

There is a wide range of legislation that may, or will, need to be complied with to operate a resource recovery centre on the Whangarei Heads Enterprises site. Every attempt has been made to include all current legislation relevant to the proposal.

9.1 Waste Minimisation Act 2008

The Waste Minimisation Act 2008 encourages a reduction in the amount of waste we generate and dispose of in New Zealand and aims to lessen the environmental harm of waste. The Act also aims to benefit the economy by encouraging better use of materials throughout the product life cycle, promoting domestic reprocessing of recovered materials and providing more employment.

The Act introduced several new tools for managing and minimising waste. The Act provides:

- a levy on all waste disposed of at municipal landfills to generate funding to help reduce waste
- recognition of product stewardship schemes (through accreditation) and the ability to impose mandatory product stewardship schemes
- clearer responsibilities for territorial authorities in managing and minimising waste.

9.2 The Local Government Act 1974

The Local Government Act 1974 is the principal Act for the governance of waste. This is supplemented by more generic provisions in the Resource Management Act 1991 the Environment Act 1986 and the Hazardous Substances and New Organisms Act 1996. These Acts specify a range of roles and functions for central government, local government, businesses and individuals in relation to governance and management of waste.

9.3 Resource Management Act

Compliance with requirements under the RMA for the land on which the centre is located is required. This involves consulting the District Plan to determine if any resource consents may be required for the site.

The current business on this site, Whangarei Heads Enterprises obtained resource consent to establish and operate an aggregate and landscape supplies centre within the Countryside Environment at 35 Pataua South Road, being Lot 3 DP 423887 in March 2011. (WDC Notice of Decision LU1000196)

The proposed new resource recovery centre will operate on the existing site and will involve the collection and temporary storage of non-hazardous materials including glass bottles, paper & cardboard, metal, plastic, household batteries, construction materials, food and green waste. It is proposed that this facility will not to accept household or commercial waste/refuse.

9.4 Building Act 2004

The Building Act requires a building consent to be held for most construction, alteration, demolition, or other modification of buildings. Further investigations will be required regarding the modifying and/or constructing any building on this site. Costs for building consents will need to be incorporated into any financial forecasting.

9.5 Health and Safety in Employment Act 1992

This Act (the HSE) requires that any employees, visitors, volunteers or other users of a reuse centre are provided with a healthy and safe environment. The 'employer' (the ultimate governing body of a reuse centre) must have a health and safety plan, and to develop health and safety policies and procedures.

9.6 Second-hand Dealers and Pawnbrokers Act 2004

This Act requires all professional dealers to be licensed. However, this is not required for a charitable or non-profit organisation for donated items, as outlined in Section 6, clause 4b: 10

(4) For the purposes of this Act, the following are not engaged in business as second-hand dealers when selling second-hand articles or scrap metal:

(a) an auctioneer who is licensed under the Auctioneers Act 1928 and is selling the second-hand articles or scrap metal at auction under that Act:

(b) a charitable or non-profit organisation that sells second-hand articles or scrap metal, but only if:

- no article, and none of the scrap metal sold is acquired by the organisation by purchase or for valuable consideration; and
- any proceeds of sale are used solely for the purposes of the organisation:

(c) an internet auction provider:

(d) an agent of the Crown:

(e) any other prescribed person

9.7 District Plan Rules & Bylaws

9.7.1 District Plan

The District Plan is the primary document that manages land use and development within the Whangarei District Council's territorial boundaries. The Whangarei District Council is required to prepare a District plan under the Resource Management Act 1991 (the Act), specifically having regard to Part II of the Act focusing on the sustainable management of land and other natural and physical resources. It includes Objectives, Policies and Methods to achieve the sustainable management of these resources within the Whangarei District. This may involve their use, development or protection.

The District Plan is an enabling document, designed to minimise rules and regulations, and encourage innovation and diversity in the use of the Whangarei District's resources. It does not seek to direct development, but does have a role in ensuring that development and associated activities have regard to the practicalities of a particular piece of land. In preparing the District Plan, the Council has been careful to ensure that the community has played a significant role in shaping the direction of the document.

Whangarei Heads Enterprises site is zoned Rural Production Environment (RPE). RPE encompasses a large area of the Whangarei District. The Environment hosts a wide range of rural land use activities covering a varied array of landforms. The purpose of the RPE is to manage land use and subdivision activities in order to sustain, protect and promote rural production activities. The RPE is, in most but not all locations characterised by a working environment, with the noises, smells and visual effects associated with a wide range of farming, horticultural, forestry and mineral extraction purposes. There is an expectation that rural production activities will be able to continue to operate without onerous or restrictive intervention in the RPE.

9.7.2 Traffic

A traffic assessment report was compiled on the 17 September 2018.

The Executive summary of this report states:

The proposal is to construct a new Community Resource Recovery Facility adjacent to an existing builder's yard and hire facility (Whangarei Heads Enterprises) at 35 Pataua South Road, Parua Bay. The Community Resource Recovery Facility and Whangarei Heads Enterprises will share a combined access onto Pataua South Road.



This report concludes the following;

- Sightlines are good and exceed the WDC EES requirements,
- To the south of the access there is a small bush that may appear to impede visibility that should be removed,
- Based upon the existing traffic on Pataua South Road and the combined proposed usage of the access (Community Resource Recovery Facility and Whangarei Heads Enterprises combined) the existing access is suitable for the proposed usage and needs no upgrade,
- As a collector road, Pataua South Road is considered to have sufficient capacity to safely accommodate the level of vehicle movements generated by the activity
- There is no safety reason to require the access way to be sealed
- There is adequate manoeuvring space for customers and trucks at the Community Resource Recovery Facility

Overall the traffic impacts of the proposal are considered to be less than minor.

It is recommended that the small bush to the south of the access be removed to improve visibility to the south of the access.

9.7.3 Noise

Styles Group Assessment of Compliance with Noise Limits for the Parua Bay Refuse Transfer Station located in the Coastal Environmental Zone of the WDC (District Plan) – 21 March 2017 concluded that the noise levels arising from the use of the current transfer station will be reasonable in accordance with section 16 of the Resource Management Act.

It is assumed that the proposed new resource recovery centre will not generate any more noise than the current Refuse Transfer Station therefore it is reasonable to conclude that the noise levels will be reasonable in accordance with section 16 of the Resource Management Act.

9.7.4 Outdoor Storage

The centre will involve the storage through the use of various bins and bags for a range of non-hazardous materials including glass bottles, metals, paper & cardboard, plastic containers, timber, scrap metal, plastic film, etc. Best practice will be applied to avoid nuisances such as dust, odour and vermin. The design of the activity will avoid any risk of contaminants or run off entering the adjacent stream. A security fence will be erected on the road side of the site and will have a shade cloth applied to it to further screen the site and minimise any materials potentially being blown onto the road.

9.7.5 Landscape

As operating on an existing industrial site the addition of a resource recovery centre on this site will have minor adverse effects on the landscape.

To further minimise any effects native trees and shrubs will be planted within the 6.0 m strip of the road boundary from the entrance and 40 metres west of the site towards Whangarei Heads Road. There are also plans to investigate and seek funding support to plant along the stream.

9.7.6 Signage

Signage will be required within the site to direct community to correct bins and provide additional information on minimising waste. A sign promoting the new centre will need to be erected that may require a consent.

9.8 Regional Plan

There are no specific rules for the operation of a resource recovery centre in the Proposed Regional Plan.

Rule C.6.7.6 in the plan states that the operation of a waste transfer station is a controlled activity provided that:

- the concentration of contaminants in groundwater, surface water or coastal water beyond the property boundary do not exceed specified standards (ANZECC Guidelines for Fresh and Marine Water Quality & the Drinking –Water Standards NZ (2008)
- the discharge does not result in any offensive or objectionable odour, smoke, spray or dust, or any noxious or dangerous levels of gases or emissions including those that adversely affect traffic or aircraft safety, beyond the boundary of the subject property
- measures are in place to prevent contaminants entering surface water, groundwater or the coastal marine area
- a commercial operation is permitted 100 metres from other residential homes.

Rule C.6.7.5 in the Proposed Regional Plan, regarding composting activities over 10m³, may mean that a resource consent would be required for a larger scale composting operation at this site. Under this rule, composting is a permitted activity provided it meets certain criteria, one of which is that the activity is not occurring within 50m of a waterway. Because of the proximity of the stream, there is only a limited section of the site on which composting would qualify as a permitted activity and could be done without Resource consent. If the composting site was within 50m of the stream, resource consent would be required.

There are no plans at this stage to have a large scale composting operation on this site.

The proposed resource recovery centre would comply with Rule C6.7.5 and C.6.7.6

Currently Council are in the process of appealing a number of rules that will come into effect April (2019) and some activities may change to discretionary activities that will be assessed on a case by case basis.

10.0 Projected Costs for Proposed Community Resource Recovery Centre

Establishing the Community Resource Recovery Centre within the existing site of Whangarei Heads Enterprises operation of landscaping and garden supplies has a number of cost benefits including:

- having adequate and existing space for a new centre including the collection of green waste
- no additional work should be required in regards to the existing access way, manoeuvrability and parking as outlined in the traffic assessment
- no additional work should be required in regards to noise
- minimal landscaping work involving the planting of trees along the roadside
- some equipment on site will be made available with details to be outlined in the memorandum of understanding
- existing resources on site such as the sharing of an office, toilet and power will be made available with details to be outlined in lease agreement
- the opportunity to contract Whangarei Heads Enterprises to assist with processing and loading of materials

A memorandum of understanding will outline the terms including requirements and responsibilities between the Charitable Trust, Whangarei Heads Enterprises and Council.

Whangarei Heads Enterprises have indicated that they are prepared to lease the site to a Charitable Trust for the purpose of operating a Community Resource Recovery Centre based on a five year term with two rights of renewal for five years each.

At this stage based on my experience, discussions with existing resource recovery facilities, information provided in this report and in consultation with Whangarei Heads Enterprises an overview of projected costs are as follows:

1. Setting up of trust and/or limited liability company, memorandum of understanding, and lease agreement (\$2,500).
2. Detailed site and business plan that would include location of all buildings and structures, equipment and staffing requirements and assessment of resource consent requirements (\$10,000).
3. Preparing the site and establishing the centre including all buildings, structures, signage, fencing, storage bins, and equipment (\$90,000).
4. Initial annual operational cost (1 to 5 years) is expected to be no more than to operate the current Parua Bay Refuse Transfer Station (\$125,000).

Completion of a detailed site and business plan is necessary to provide a better overview and breakdown of predicted annual income and expenditures to operate this centre.

The aim of a Community Resource Recovery Centre is to collect and process materials to ensure the best financial outcomes. This involves sorting and separation of materials, storage and processing to ensure economies of scale, on selling of reusable materials as well as investigating new markets and opportunities that will contribute income to support the operation of the facility.

It is important to note that operational costs as with similar operations will change depending on the type and range of collections and services provided and value of these materials.

There is an expectation that funding currently allocated to operate the Parua Bay Refuse Transfer Station would be provided by Council on an annual basis for a specified term.

There are a number of organisations that provide support to and a range of resources to Community Resource Recovery facilities including the Zero Waste Network, WasteMINZ, Ministry for the Environment, other Councils and commercial recycling operators.

Additional funding options available to community organisations to support to their work in diverting waste to landfill are listed in section 11 below.

11.0 Funding Options

11.1 Waste Minimisation Fund

The purpose of the Waste Minimisation Fund is to boost New Zealand's performance in waste minimisation. There is considerable scope to reduce waste and increase the recovery of useful resources from waste. Lifting our performance in recovering economic value from waste also provides environmental, social and cultural benefits and reduces the risks of harm from waste.

This will require investment in infrastructure and systems for waste minimisation and developing educational and promotional capacity.

The purpose of the fund is to provide some of the funding to ensure that this occurs.

<http://www.mfe.govt.nz/more/funding/waste-minimisation-fund/about-waste-minimisation-fund>

11.2 Community Environment Fund

The purpose of the Community Environment Fund (CEF) is to empower New Zealanders to make a positive difference to the environment.

It does this by funding projects that:

- strengthen environmental partnerships
- raise environmental awareness
- encourage participation in environmental initiatives in the community.

<http://www.mfe.govt.nz/more/funding/community-environment-fund/about-cef>

11.3 Waste Disposal Levy

A \$10 levy on each tonne of waste sent to landfill is collected by landfill operators. Half of the money collected through this waste disposal levy is paid to territorial authorities quarterly each year. The amount of levy each territorial receives is determined by the number of people in each district. Territorial authorities must spend the levy to promote or achieve waste minimisation. Waste management and minimisation plans (WMMP) prepared by each territorial authority set out how the levy will be used.

<https://www.mfe.govt.nz/sites/default/files/waste-levy-spending-guidelines-territorial-authorities.pdf>

11.4 Glass Packaging Forum

The Glass Packaging Forum works with councils, recyclers and other stakeholders to improve outcomes for glass across New Zealand. Sometimes the required solutions need new infrastructure, equipment or funding for research.

<http://www.glassforum.org.nz/grants-and-funding/>

12. Recommendations

Tackling waste is a growing challenge locally, nationally and globally, with major implications for our environment, economy and how we live our lives.

As outlined in this report there is a need to change how we view, manage and reuse these resources.

There are a growing number of community organisations that have demonstrated that successful waste reduction goes hand in hand with community empowerment and capacity building.

There is an opportunity to use funds allocated for the annual operation of and upgrade of the Parua Bay Refuse Transfer Station to create a new model and approach that would see community, local businesses and Council working together to achieve greater diversion of waste to landfill and meet the objectives and targets outlined in the Whangarei Waste Minimisation and Management Plan.

To progress this proposal to the next stage will require a detailed plan outlining the overall design, operations, equipment, assessing consents required including timelines and costs. Consultation with community on all aspects of this proposal is important and would need to be carried out in conjunction with this work.

Therefore the following is recommended:

1. That Council support the concept for a Community Resource Recycling Centre to be located at the Whangarei Heads Enterprises site, and;
2. That Council provides funding for the amount of \$10,000 to complete a detailed site and business plan to progress this proposal to the next stage. This work is estimated to take six to eight weeks to complete.



The Ministry for the Environment estimates that, on average, councils spend less than \$20 per capita per annum on waste minimisation – primarily on the kerbside collection of paper, plastic, glass and metal. Much greater investment is needed to deliver on the objectives of the waste strategy.

13.0 Attachments

13.1 Traffic Assessment



Parua Bay Community Resource Recovery Facility





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Document Status

Re v No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
A	David Spoonley	Mike Sullivan		David Spoonley		September 2018
B	David Spoonley	Mike Sullivan		David Spoonley		September 2018
C						
D						
E						
F						

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1. Executive summary

The proposal is to construct a new Community Resource Recovery Facility adjacent to an existing builder's yard and hire facility (Whangarei Heads Enterprises) at 35 Pataua South Road, Parua Bay. The Community Resource Recovery Facility and Whangarei Heads Enterprises will share a combined access onto Pataua South Road.

This report concludes the following;

- Sightlines are good and exceed the WDC EES requirements,
- To the south of the access there is a small bush that may appear to impede visibility that should be removed,
- Based upon the existing traffic on Pataua South Road and the combined proposed usage of the access (Community Resource Recovery Facility and Whangarei Heads Enterprises combined) the existing access is suitable for the proposed usage and needs no upgrade,
- As a collector road, Pataua South Road is considered to have sufficient capacity to safely accommodate the level of vehicle movements generated by the activity,
- There is no safety reason to require the accessway to be sealed, and
- There is adequate manoeuvring space for customers and trucks at the Community Resource Recovery Facility.

Overall the traffic impacts of the proposal are considered to be less than minor.

It is recommended that the small bush to the south of the access (as shown in Figure 13) be removed to improve visibility to the south of the access.

2. Brief

Melissa Arseneault is proposing to develop a Community Resource Recovery Facility at 35 Pataua South Road, Parua Bay. This report assesses the traffic implications of the proposal.

3. Proposal

The proposal is to develop a Community Resource Recovery Facility as an alternative to the Parua Bay waste transfer station. This is proposed to be a collaborative approach with a community led and operated resource recovery facility developed in partnership with the WDC and Whangarei Heads Enterprises. The aim of this facility will be to:

- work towards zero waste to landfill
- maximise diversion of waste from landfill
- improve community understanding of issues and opportunities for waste minimisation and management
- sustainably increase resource recovery to maximise the value of recovered materials and associated commercial opportunities
- encourage a change in mind set in how community views waste and resources
- advocate for increased producer responsibility for key waste streams such as agricultural waste, tyres, plastic bags and packaging

There are a number of opportunities to not only provide a drop off facility for glass bottles and jars, paper, cardboard, steel & aluminium cans and plastic containers but to work with community to recover, reuse or recycle a range of resources such as construction and rural waste, plastic film, metals, household batteries, electronic items as well as receive and process green waste. A reuse shop or work shop (like the Grumpy Ole Men Enterprises in Wanganui or the Men's Shed in Whangarei) to repair and/or dismantle unusable items for recycling could also be included.

4. Site

The site is located at 35 Pataua South Road, Parua Bay (Lot 3 DP 423887), refer to Figure 1. The site is on land is owned by Whangarei Heads Enterprises.

The site is zoned Countryside and has an area of 19,803m².



Figure 1: Site Location.



Figure 2: View of the site frontage on Pataua South Road.

5. Proposed site layout

The proposal is to construct a Community Resource Recovery Facility. The entrance will be shared with the existing access for Whangarei Heads Enterprises at 35 Pataua South Road.

Figure 3 overleaf indicates the proposed layout.



Figure 3: Proposed site layout.

6. Road network

The site is at 35 Pataua South Road, Parua Bay, 400 m east of the intersection with Whangarei Heads Road (refer to Figure 1).

Pataua South Road is a collector road under the WDC District Plan. The Annual Average Daily Traffic (AADT) is 775 vehicles per day (vpd), estimated by WDC in July 2016.

The speed limit is 100 km/h, with an estimated speed environment of 80km/h. This speed environment was observed on site.

Pataua South Road is a two-lane road with a sealed width of approximately 7 m. The sealed width is separated into two 3.5m traffic lanes and no sealed shoulders. There is a one lane bridge on Pataua South Road, approximately 100m north of the proposed access.

The existing access is formed to Type 1B-Heavy Vehicle, of Sheet 21 of Whangarei District Council's Environmental Engineering Standards 2010. The access was upgraded for the Whangarei Heads Enterprises development as a condition of WDC consent LU1000196.

Figure 4 shows the location of the access viewing west.



Figure 4: Pataua South Road in the vicinity of the site. The proposed access is arrowed.

6.1 Trip generation

The WDC District Plan does not detail trip generation rates for various development scenarios, therefore a “first principles” assessment has been carried out.

The existing consent site use (Whangarei Heads Enterprises) is for “90 traffic movements during peak times”, however, it is currently approximately 30 movements per day. Due to the proposed expansion of this business this is expected to increase by 50% in the next year. Therefore, the existing traffic generation of Whangarei Heads Enterprises is assessed as 45 movements per day.

The proposed Community Resource Recovery Facility is expected to have a traffic generation broadly similar to the existing Parua Bay Waste Transfer Station, a facility currently operated by Whangarei District Council.

Whangarei District Council has supplied the following information concerning the number of traffic movements that occurred during winter at the existing Parua Bay Waste Transfer Station. Table 1 below shows the measured traffic movements for the period 13 July 2017 - 21 July 2017.

Table 1 : Measured traffic movements for the period 13 July 2017 - 21 July 2017	
Date	Daily traffic movements (aggregate of in and out)
Thursday 13 July 2017	40
Friday 14 July 2017	52
Saturday 16 July 2017	42
Sunday 17 July 2017	56
Monday 17 July 2017	Close d
Tuesday 18 July 2017	44
Wednesday 19 July 2017	48
Thursday 20 July 2017	28
Friday 21 July 2017	40

This indicates a maximum daily usage during this period of 56 vehicle movements and an 85th percentile is 52 movements per day in winter.

To be conservative it is assumed that the movements in summer would be double that of winter, hence a maximum daily usage during this period of 112 vehicle movements and an 85th percentile is 104 movements per day.

6.2 Assessed trip generation

The assessed trip generation associated with the proposed development are detailed in Table 2 below.

Table 2: Access onto Pataua South Road - Assessed trip generation					
Activity	Number of vehicles	Daily		Peak Hour	
		TGF	Trips	TGF	Trips
Whangarei Heads Enterprises	45	1	45	1	45
Community Resource Recovery Facility Customers	104	1	104	1	104
Community Resource Recovery Facility Collection trucks	1	1	1	1	1
TOTAL			150		150

6.2.1 Daily traffic

Daily traffic flows give an indication of overall traffic numbers and impact on road capacity and efficiency.

The assessed maximum daily traffic associated with the proposal is 105 trips per day and the total usage of the access onto Pataua South Road (Community Resource Recovery Facility and Whangarei Heads Enterprises combined) is 150 trips per day.

7. Traffic impacts and mitigation

7.1 Crash history

The five-year reported crash data for Pataua South Road within 100m of the site access has been reviewed using the NZ Transport Agency's Crash Analysis system (CAS). There have been no crashes associated with the site access, or within 100m of the access.

7.2 Pataua South Road

WDC consent document LU1000196 (relating to Whangarei Heads Enterprises) states:

"as a collector road, Pataua South Road is considered to have sufficient capacity to safely accommodate the level of vehicle movements generated by the activity, whilst the improved access to the site will maintain the safe and efficient operation of this road environment. Accordingly, the adverse effects of traffic movements are considered to be less than minor."

We concur with this assessment.

7.3 Access

The access is formed to Type 1B-Heavy Vehicle, of Sheet 21 of Whangarei District Council's Environmental Engineering Standards 2010. The estimated Annual Average Daily Traffic on Pataua South Road is 775 and the combined usage of the access (total movements in or out) is 150 trips per day (75 one-way movements).

Using Figure 1 (Criteria for Vehicle Entrance Types (Rural)) from Whangarei District Council's Environmental Engineering Standards 2010 (see Figure 5 below) indicates that the appropriate type of access is a Type 1 access is the appropriate form of access. Therefore, the existing access standard is considered appropriate for the proposed Resource Recovery Facility.

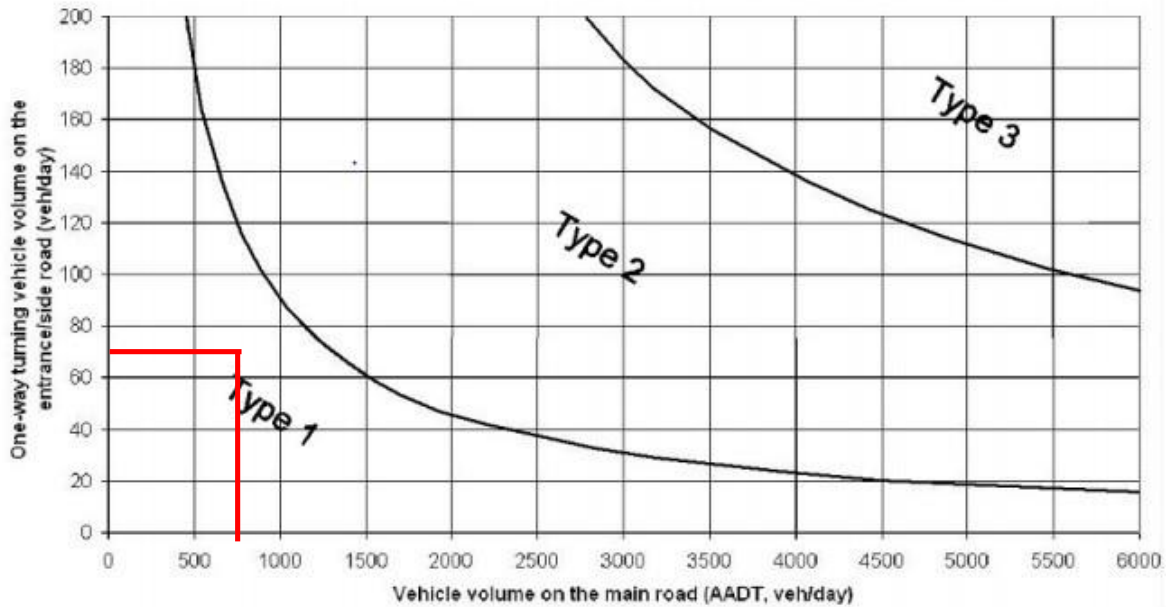


Figure 5: Figure 1 (Criteria for Vehicle Entrance Types (Rural)) from Whangarei District Council's Environmental Engineering Standards 2010.

The existing access complies with the WDC EES requirements for number of crossing per allotment and distance from adjacent crossings and intersections.

7.3.1 Sight lines

Sheet 4 of the Whangarei District Council Environmental Engineering Standards (WDC EES) details the required traffic sight lines for vehicle accessways. The proposed access is “low volume” (up to 200 vehicle movements per day per access). As Pataua South Road is a collector road with an 80 km/h operating speed, the minimum sight distance requirement is 105 m. Actual sight distances are summarised in Table 3. Visibility from the proposed access are shown in Figures 6-10.

Table 3: Access sight distances at Pataua South Road					
Access	Sight distance				WDC EES Minimum Sight Distance required
	Vector AC (opposite access to right)	Vector AD (opposite access to left)	Vector BC (from access to right)	Vector BD (from access to left)	
Pataua South Road	225m(P)	200m(P)	225m(P)	200m(P)	105 m

(P) Passes WDC EES requirement

(F) Fails WDC EES requirement

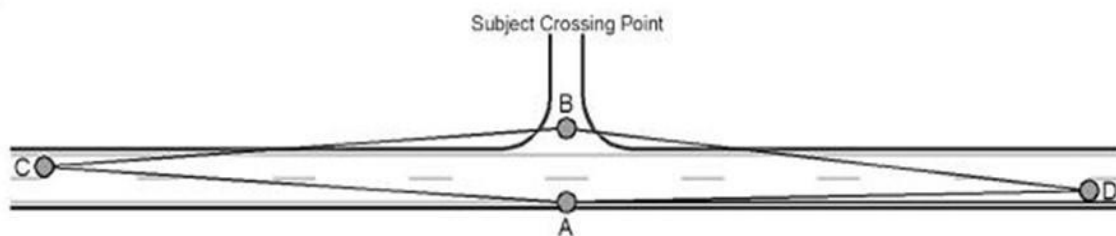




Figure 6: Vector AC looking west from opposite access, 225m visibility.



Figure 7: Vector AD looking east from opposite access, 200m visibility.



Figure 8: Vector BC looking west from the access, 225m visibility.



Figure 9: Vector BD looking east from the access, 200m visibility.



Figure 10: Access to site, Pataua South Road looking in.

7.3.2 Sight line analysis

Generally, the sightlines are well in excess of Whangarei District Councils Environment Engineering Standards. There are, however, two momentary obstructions to visibility, these being;

- To the south of the access there is a small bush that may appear to impede visibility in the BC vector, this should be removed, this bush is shown in Figure 11.



Figure 11: Bush to be removed.

- To the north of the access there are some flaxes and flax seed heads in the sightline on the inside of the curve, these are in private land and only form momentary obstructions and can remain. This vegetation is shown in Figure 12.



Figure 12: Vegetation seed heads causing a momentary obstruction.

7.4 Parking and manoeuvring

7.4.1 Parking

The maximum recorded usage of the existing transfer station is 56 vehicle movements in a 4- hour day. This equates to approximately one vehicle movement every 4 minutes. It is, therefore, unlikely that there will more than two vehicles on site at any one time. By inspection of the proposed layout of the site the layout is more than adequate for the likely usage.

7.4.2 Manoeuvring

There is more than adequate manoeuvring space in the area of the waste transfer station. The proposed site layout indicates stacking space within the site for vehicles waiting to unload without these vehicles conflicting with vehicles turning into the site from Patua South Road.

7.4.3 Bicycles

It is unlikely that anyone would chose to cycle to the facility.

7.5 Pedestrians

It is unlikely that anyone would chose to walk to the facility.

8. Conclusions

The following concussions are drawn;

- Sightlines are good and exceed the WDC EES requirements,
- To the south of the access there is a small bush that may appear to impede visibility that should be removed,
- Based upon the existing traffic on Pataua South Road and the combined proposed usage of the access (Community Resource Recovery Facility and Whangarei Heads Enterprises combined) the existing access is suitable for the proposed usage and needs no upgrade, and
- As a collector road, Pataua South Road is considered to have sufficient capacity to safely accommodate the level of vehicle movements generated by the activity.

Overall, the traffic impacts of the proposal are considered to be less than minor.

9. Recommendations

It is recommended that the small bush to the south of the access (as shown in Figure 11) be removed to improve visibility to the south of the access.

13.2 Melissa Arseneault

I have over 25 years' experience working in waste minimisation and recycling in New Zealand and am actively involved in the Whangarei Heads Community.

Director Grassroots Limited (25 years)

Providing consultancy services on waste minimisation and recycling that involved working with not-for-profit organisations, local and central government and commercial businesses.

Operations Manager for Reclaim Limited (4 years)

Reclaim Limited operated a commercial recycling business and was responsible for managing the public recycling drop off at the ReSort Centre on Kioreroa Road, Whangarei. I was responsible for the overall management of this facility.

Recycling Operators of New Zealand (8 years)

I had a number of positions within RONZ including Chair, Marketing and Communication Manager, Editor of The Recycler Newsletter and New Zealand Packaging Accord Sector Leader. I also managed the development of national recycling symbols, coordinated a national 'Keep it in the Loop' workshop on recycling and worked on a joint 'Buy it Back – Buy Recycled' initiative with Auckland Regional Council.

Manager Environmental Choice New Zealand (3 years)

Environmental Choice is New Zealand's official environmental label, initiated and endorsed by the New Zealand Government, although independently operated, and recognises the increasing effort of manufacturers to reduce the environmental impact of their products.

Board of Director of the Globally Ecolabelling Network (2 years)

The Global Ecolabelling Network is a non-profit association of third-party, environmental performance recognition, certification and labelling organisations founded in 1994 to improve, promote, and develop the ecolabelling of products and services.

Committee Member - Whangarei Heads Citizen Association

Volunteer Coordinator – Bream Head Conservation Trust

Helped to establish the Ocean Beach Landcare Group

5.4 Infrastructure Operations Report – November 2018

Meeting: Infrastructure Committee
Date of meeting: 8 November 2018
Reporting officer: Simon Weston (General Manager Infrastructure)

1 Purpose

To provide a brief overview of work occurring in the current financial year across services that the Infrastructure Committee is responsible for.

2 Recommendation

That the Infrastructure Committee Notes the Infrastructure Operations Report update.

3 Background

In December 2016, Council adopted committee terms of reference for the 2016 – 2019 triennium, with the purpose of the Infrastructure Committee being to ‘oversee the management of Council’s infrastructural assets, utility services and public facilities’.

This report provides the Committee with a brief summary of the operational highlights from the Infrastructure Monthly Report, September 2018.

4 Significance and engagement

The decisions or matters of this report do not trigger the significance criteria outlined in Council’s Significance and Engagement Policy, and the public will be informed via report publication.

5 Attachments

Infrastructure Operations Report – November 2018

Infrastructure Operations⁸⁷ Report – November 2018

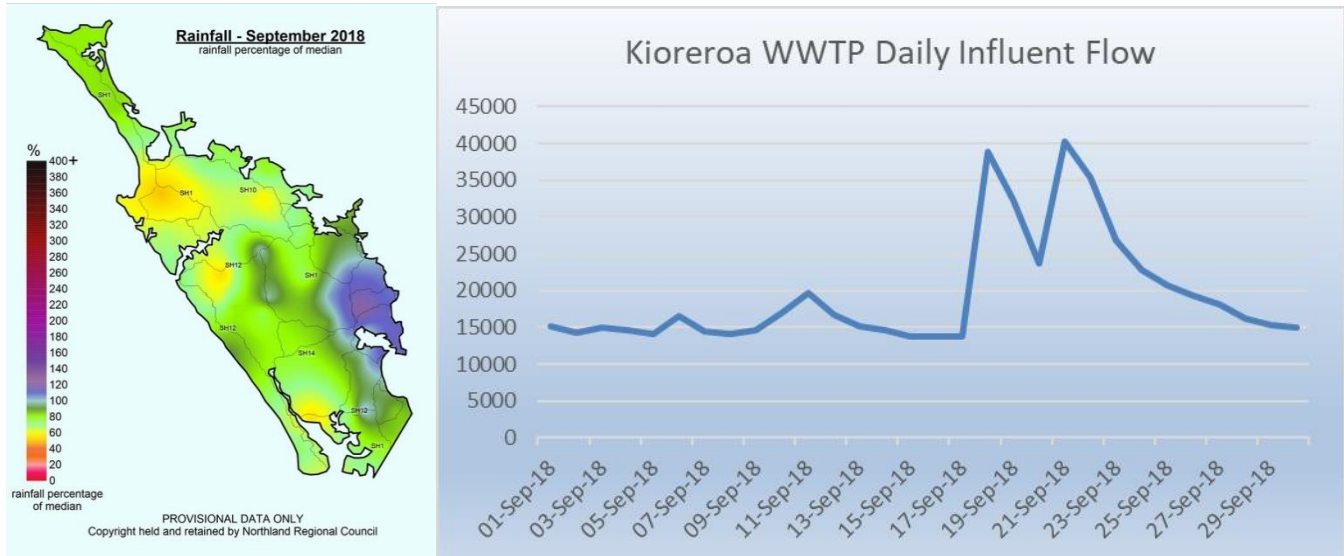
Infrastructure Development

Updates will be provided in next month's Operations Report.

Waste and Drainage

Operations and Maintenance

Whangarei WWTP



NRC image depicting the percentage of normal rainfall and graph illustrating the flow in m³/d through Whangarei WWTP

Health and Safety

Some staff completed chemical inventory training this month. All staff completed and passed angle grinder and hand tool training. Warning signs to be purchased and installed around perimeter fence Ruakaka irrigation area warning of treated wastewater disposal. Replacement battery and pads ordered for AED. Grates removed around the plant for re-galvanising have had isolation tape installed, lab staff have been warned of the hazard. Two members of the team attended Tech1 hazard management training and contractor management review workshop.

Kioreroa WWTP Operation

Waste activated sludge is being gradually raised to lower mixed liquor suspended solids to raise food to microorganism ratio for improved settling as sludge volume index (sludge compaction) is higher than desired. Potable water supply issue caused a few issues mid-month. High flow UV inlet valve failed to open due to failed battery in the actuator. Extreme flows earlier in month. PLC clock changed to daylight savings time.

Kioreroa WWTP Maintenance

Preliminary treatment wash water sensor replaced. Weeds sprayed around plant and wetlands. Sludge thickener 1 and 2 pumped out and inspected. Primary clarifier 2 and 3 pumped out and inspected. Boiler 1 and 2 serviced. Thickened sludge flow meter 1 replaced. Floating wetlands harvested. All Rotork actuator batteries replaced. Various grates being re-galvanised. Liners replaced preliminary treatment final screw conveyor. Grit build up vacuum loaded from band screen 1. Decanter 3 serviced. Spare drive wheel assembly fabricated for secondary clarifiers.

Rural WWTP Operation

Blowers faulted at Oakura, suspect power supply issue. Ngunguru wetland influent and effluent sampling being completed weekly to assess ammonia reduction through wetlands. All plants operating well.

Rural WWTP Maintenance

Weed spraying completed all plants. Floating wetlands harvested Hikurangi and Waipu. Tutukaka recirculation sand bed pump yearly inspections completed. Replacement of fouled sand with clean sand completed and Waipu rapid infiltration basins ready for peak loading over summer. Tutukaka wetland reeds harvested and trees cut back from perimeter fence.

Human Resources

Three applicants short listed for technician role. Lab staff completed plant tour to gain better understanding of processes. All staff completed diversity training. Admin staff member approved for plant and lab dual role.

Reticulation

There was one sewerage spill in September.

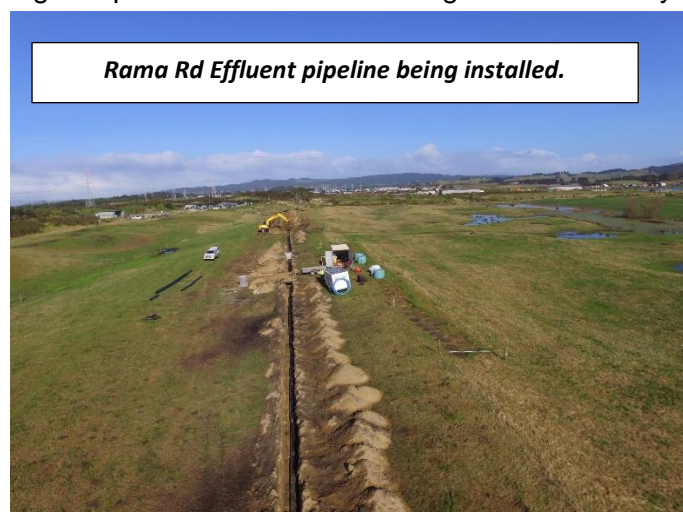
Date Spill Ceased	Location	Cause	Volume (m ³)	Type of Sewage	Action Taken
12/9/18	42 Rewa Road	Blockage in downstream line with predominantly baby wipes present	<3	Raw/unscreened	Blockage cleared, line to be CCTV'd, manhole benching to be repaired

Capital Works Projects

Hikurangi-Union Street sewer: Section of pipe that was renewed required replacement due to unknown service line redirecting the bursting head, meaning the pipe was installed off grade. This section will require replacement by open trenching and is scheduled once ground conditions allow around mid-October.

Lang's Bridge Sewer Rising Main Replacement: Complete and commissioned. Installation went to budget and plan.

Ruakaka WWTP- Rama Rd Irrigation Stage 2&3-Installation of pipelines and valves is complete. New pumps are being installed. Contractor performed well and project met budget. This project was the contractors first major work for Council whose tender came in well under the engineers estimate and next highest price. Final commissioning is to be done by end-October.



Rama Rd Effluent pipeline being installed.



Langs beach pipeline being installed.

Takahe St Sewer Diversion: This project which will resolve the sewage overflow in Takahe St, Tikipunga. It is currently out for tender closed on the 12th October.

Hikurangi Sewer Rehabilitation Stage 2: This project is to rehabilitate Hikurangi sanitary sewer network to reduce groundwater infiltration and restore structural integrity of the pipes. The project is currently out for tender, closing on 2nd November.

Tutukaka UV System Replacement: Replacement system with twice capacity of existing system is on route from Germany.

Pump Station Upgrades: Lang's Beach bridge electrical cabinet build is completed, upgrade to concrete pad underway ready for new cabinet. Various replacement pumps have been ordered.

Porowini Ave Stormwater Quality Improvement: Opus have been awarded the contract to design a storm water treatment system for the water body adjacent to the Porowini railway overbridge.

Kioreroa WWTP Odour Control: Beca have been awarded the contract to design odour control works, due for construction in 2019/2020. Site inspections were completed in September. The NIWA climate station, located on council land near the plant, has provided invaluable information to assist the design.

Sewer and Stormwater Renewals

Port Rd: replacement of 80 meters of 225mm gravity sewer is underway and expected to be complete by mid-October.

Keyte Rd sewer Relining: Relining of 250m linear length of pipes planned to start around end of October when the groundwater infiltration is expected to be less.

Consents and Compliance

Hikurangi is non-compliant around disinfection and solids due to membrane problems, the supplier has now supplied the final report. WDC needs to seek compensation for failure of the membrane. A letter has been sent to NRC regarding what's happening with the membrane and options that are being investigated.

Ngunguru continues to be non-compliant for ammonia levels due to degradation through the wetlands. Staff met with NRC to discuss and team to draft a formal letter outlining options.

Policy and Procedures

CON16080 Stormwater and Wastewater Maintenance and Operations

September was a quiet month for storm water and the Hikurangi flood scheme, sewer and sewer pump station operations were slightly over budget. Separable portion 1 of the contract ends at the end of November, review to be completed ready for council by the end of October. Progress around quoting and completing replacement work has been disappointing with some of this work now likely to go to tender.

Hikurangi Swamp Flood Management Scheme

Rewinding of the spare 240 HP Pleuger pump has been completed with full surge and submerged testing completed, a full report received, WDC to organise freight up from Auckland. Once levels have dropped away there is a lot of maintenance issues to be address with Okarika flood gate to be straightened and strengthened. Otonga flood gate requires replacement. A replacement flood gate for Te Mata made from stainless steel has been delivered to the wastewater treatment plant ready for installation when the weather improves.

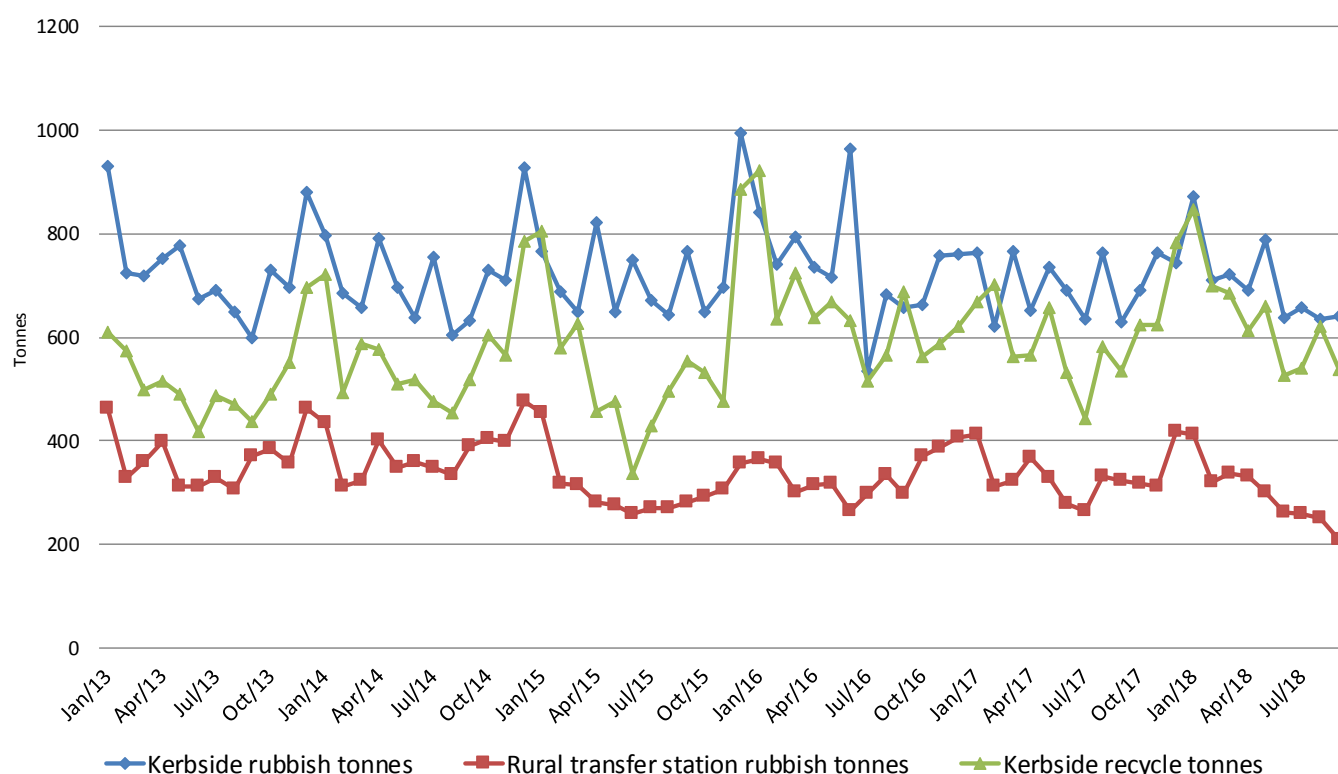
Solid Waste Operations

Kerbside rubbish collections and transfer stations have been continued to operate well under the new contract. The transfer stations have been tidied up and new site offices are being made for some locations, additional CCTV cameras are also being installed for security and personal safety. The tonnage of rubbish collected from the kerbside and from rural transfer stations is continuing to decline, the new charging structure at rural transfer stations may be discouraging users with large commercial loads of waste going to rural transfer stations and using the Re:Sort weighbridge instead.

Monthly waste tonnages are shown in the table and charts below.

Rubbish Collection Tonnes	2017/18	2018/19	RTS Tonnes	2017/18	2018/19	Recycling Tonnes	2017/18	2018/19
June	637		June	262		June	526	
May	789		May	299		May	660	
April	690		April	329		April	611	
March	722		March	335		March	685	
February	711		February	320		February	700	
January	873		January	412		January	848	
December	742		December	439		December	783	
November	764		November	311		November	624	
October	690		October	316		October	623	
September	630	640	September	323	208	September	527	538
August	764	636	August	330	249	August	441	620
July	634	658	July	264	257	July	583	540
Total for period	8646	1934	Total for period	3940	714	Total for period	7611	1698

Solid Waste Tonnes Jan 2013 - Year to Date



Infrastructure Planning & Capital Works

Major Projects

Major Projects: Sense of Place

- New Town Basin Park (Carpark to Park): Initial project scoping is complete, including concept design and budget estimate. The team are working on procuring the services required to undertake the detailed design of the different elements and working closely with key stakeholders. Physical works will occur in parallel with construction of Hundertwasser Art Centre project. Construction of the new park will start in early 2020, with completion in late 2020.
- Camera Obscura: The external project team are in the process of seeking funding for the construction of a camera obscura on Pohe Island. Preloading of the site with metal was completed in April 2018. Construction was planned to start in September 2018, however this has now been postponed as funding applications are still pending. Construction is now planned to commence in February with a five-month anticipated build. On completion of the physical works WDC will undertake the landscaping around the sculpture in June / July. This means that some 50% of the WDC funding may need carrying forward into the next financial year.
- Complete Streets Masterplan – City Core Precinct: Investigation and scope development nearing completion. Procurement planning underway with tender pack development started. Tender for professional services to be held in November with contract award planned for December.

Major Projects: Parks & Recreation

- Matapouri Beach Restoration: Peer review of the engineering design is complete and comments are being addressed. Community consultation is underway and the consent application has been lodged. It is anticipated that replenishment works will start in April 2019.
- One Tree Point Seawall Investigation: The investigation has looked at the entire length of coast around the One Tree Point area and is the first step to develop a consistent approach to erosion management in the area. The final report is being completed based on feedback from Councillors and the next step is consultation with Patuharakeke hapu and the One Tree Point community which is planned for November.

- Seawall Renewals 17/18: Ritchie Road and Taurikura seawalls are complete. Princes Road seawall is awaiting further reports from consultants to determine the final design and consenting requirements.
- Ngunguru Seawall Renewal: Detailed design for Stage 2 along Ngunguru Road frontage is now underway and has incorporated some items gathered from the community feedback. Resource Consent has been lodged. Funding is available in 2018/19 to renew the seawall only, including construction of access stair cases. Additional funding will be necessary in the years to come to achieve the community's desired outcomes like additional parking, pedestrian crossings, landscaping of the amenity space including a water feature and a boardwalk.
- Sandy Bay Beach Restoration: A long-term solution to manage the dune erosion at Sandy Bay has been proposed and a Resource Consent for the work is being prepared. Once this has been completed, a concept plan will be presented to the community. This plan will include dune protection areas.
- Otaika Sports Park Field Construction: Construction of stage 1 which includes two new sports fields, lighting, irrigation and drainage is currently underway, and the fields will be ready for the winter season April 2019. Detailed design for stage 2 was completed in August. Approval was given to directly negotiate a price with stage 1 contractor Recreational Services, and physical works are planned to commence in November.
- Hikurangi Multiuse Hardcourt: Construction of the hardcourt is complete. Lighting installation is underway, due for completion October 2018.
- William Fraser Memorial Park Development Pohe Island: Tender documents for carpark construction have gone out to the market. Tenders close on 23 October. Construction is anticipated to begin late November.
- Ruakaka Sports Fields: The design for the two new fields and refurbishment of the existing fields is completed. The consent process will start soon for the construction of new light poles to replace the existing, and works are planned to occur this financial year. Construction of the new fields cannot start until the sand mound has been removed. An ROI has not found any contractors interested in the sand removal. An option for sand removal to the Ruakaka Wastewater Treatment Plant is being worked through.
- Laurie Hall Park Asset Renewal: Tender documents have gone out to the market. Tenders close on 23 October. Construction is planned to start after 11 November Armistice Day celebrations.
- Laurie Hall Park Waterfall: An investigation is underway for the renewal of the waterfall in Laurie Hall Park.
- Limestone Island Pontoon – Pontoon has been installed. It will be blessed on 11 October and then it will be open to the public.
- Abbey Caves Car Park and Toilet Facility - Hawthorne Geddes have provided the final concept plans, report and engineers estimate. Funding is being sought for construction.
- Quarry Gardens Car Parking Facility – Final concept plans and an engineers estimate should be completed by the end of 2018 and further funding will be sought for construction.
- Bascule Carpark - Stakeholder engagement and detailed design is complete. The construction works are open for tender, closing 30 October 2018.
- Whangarei Falls Carpark Amenity Upgrades - the contract has been awarded to Robinson Asphalts and physical works are to begin in October 2018.
- Potter Park, Tikipunga - The concept design is under revision. The outcome will be a children's playground with footpaths, bollards, and trees. Construction is planned for early 2019.
- Ngunguru Youth Activity Zone – Procurement underway for professional services, tender and scope documents complete. Site survey scheduled for 18/10, geotechnical investigations to follow. Design discussions ongoing with landscape architects and skate park designer.
- Otangarei Sports Park Toilet: The new toilet is to be located at Otangarei Sports Park and is expected to arrive on site at the end of October.
- Mackesy Bush Track Upgrade – The works will be undertaken as a design and build contract and the tender process is currently underway.
- Dog Park Drainage – initial consultation with stakeholders has been completed and design is underway. This will be tendered by the end of October with construction likely to be underway by March 2019.

- Parihaka War Memorial Refurbishment – Second meeting held with RSA and hapu to discuss scope alongside radio mast works. Work ongoing to align project with upcoming work on radio masts. Investigation and scope to be completed in October.

Major Projects - Water

- New Whau Valley Water Treatment Plant: The detailed design is currently underway. Following the 'Expression of Interest' for construction three contractors were shortlisted. Detailed design will be completed in October 2018. The building consent will be lodged once peer reviews of the geotechnical and structural aspects of the detailed design have been completed. Tendering for the physical works contract is planned for October – November. Approval to award contract will be sought at the 13th December Full Council Meeting. Construction is planned to commence in February 2019, and is estimated to take 20 months.
- Ruakaka WTP Clarifier Upgrade: Detailed design complete and due for issue on 10 October. Safety in Design and Hazop sessions were held on 14 September without significant issues. Procurement process for physical works will begin in October. Site works scheduled to begin after high demand period ends, estimated to be in March 2019.
- Ridermain Replacements 2018/19: Broadspectrum are near completion on the new ridermain at King Street. Construction at Corks Road will commence early October.
- Three Mile Bush Reservoir: Previous site location studies are currently being assessed and validated, with additional site investigation work to be performed to inform site selection process.

Major Projects: Waste & Drainage

- Tarewa Wastewater Tank: The tank is complete with the final inspection and hand over expected in mid-October. The landscaping fixes will be completed this month. The final ground level will be achieved after practical completion using top soil from the NZTA project area. The system will be live after NZTA construct the wastewater diversion across SH1 as part of their project.
- Teal Bay Stormwater Upgrade: Physical works contract is out for tender.
- Whangarei WWTP Odour Control: This project is for odour control to be installed in the process units which are contributing to off-site odour effects which need to be remedied for the resource consent. Detailed design is being undertaken by Beca.

Major Projects: Compliance & Regulatory

- New Animal Shelter: WSP Opus have been awarded the professional services contract. They are currently assessing the site for suitability for construction. This should be completed by early November.

Infrastructure Planning

Work is complete on the comprehensive review of designations held by WDC. All the RMA s131 and s132 requests have been submitted to the District plan team.

The Proposed Regional Plan for Northland submission was lodged in early November 2017. Evidence has been presented to the hearing panel on 28 August 2018. Additional work requested by the panel was submitted on the 28 September 2018.

Co-ordination of infrastructure group input to District Plan changes is continuing.

The team is continuing to review a steady stream of subdivision and land use consent applications as well as assessing consent requirements and preparing and submitting consent applications for major projects.

Work has recommenced on the Tutukaka Reserve Management Plan. Research of the history and titles is complete, and a minor correction to formalise the road reserve area has been approved. Engagement with stakeholders will happen in the second half of 2018 to identify current issues and options for reserve use and development. Formal consultation processes will follow once a draft plan is prepared.

Recruiting has begun for the Infrastructure Planner position.

Landscape Architects

The team are very busy with various project designs including leading the concept design of Pohe Island Masterplan, Pohe Island Central Carpark, the New Town Basin Park (Carpark to Park) Project, and Whangarei Falls Amenity Upgrades. Work is under way on the City Core Precinct Plan workshops. Collaboration with NZTA is ongoing to improve amenity planting at key locations along the state highway

93
network, and ensure future maintenance is kept to a high standard through residential areas and entranceways.

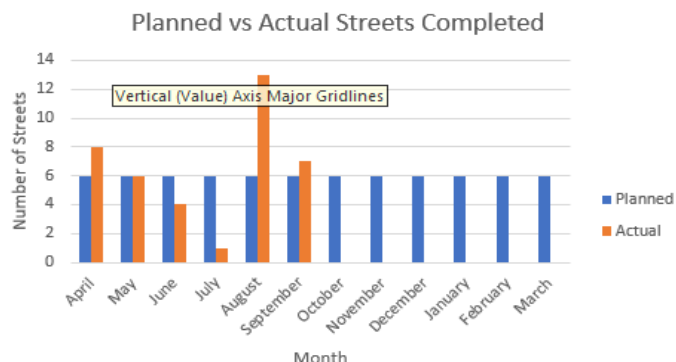
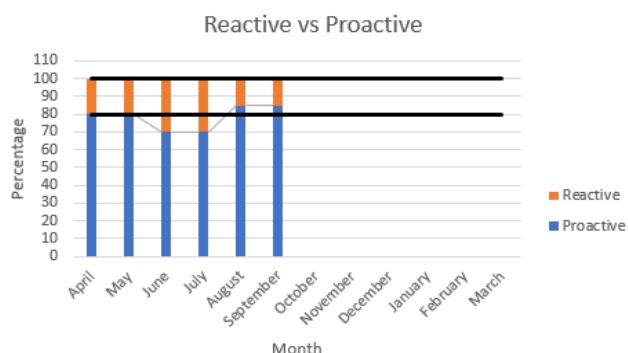
Parks and Recreation

Operational updates

Public Tree maintenance

Treescape had one full time crew working during September and seven streets were completed with more started but requiring external traffic management control to complete the remaining trees.

This month Treescape achieved 85% proactive and 15% reactive work levels which is above our 80% proactive target figure.



Most of the reactive work (CRM) have been requests to crown lift trees which are interfering with footpaths. We have cleared much of our backlog of non-programmed work which was a carry-over from the old contact although a large job on ANZAC Road is planned for October. Northpower has raised an issue with the wattle trees along Hill Street Onerahi and the whole of Kiripaka Road.

Tree maintenance work for some streets e.g. Apirana Street will be completed during the October school holidays.

Walking Track maintenance:

Some spring weather has allowed our tracks to dry out a little but has also brought on a flush of weed growth. Our contractors are busy keeping the surfaces and drains weed free and the sides trimmed to prevent side growth coming into the track.

Work has progressed well with the upgrade of the Mackesy Bush tracks. Expressions of interest have been received from a number of contractors and up to three will be invited to submit design / build tenders. It is anticipated that this contract be awarded after Christmas as dry conditions will be advantageous for this route. Iwi are comfortable with the proposals subject to a pending archaeological report.

Coastal Structures

Scheduled maintenance was completed on several sites yet is still behind program, as the program is relatively small this is currently not yet an issue. Cosmetic painting of some structures was undertaken recently and although the work was satisfactory the contractor has been asked to consider the overall amenity value and liaise with council where a change in scope may achieve a better outcome.

Routine inspections are well underway with the Contractor now using field data collection software to populate inspection sheets with commentary, photos and score components of the asset.

Piling at the Town Basin Marina office began last week. The sediment is providing more resistance than expected which has slowed progress. The site is securely fenced with good induction protocols. During hazardous stages, such as lifting poles to position, the safety zone is temporarily extended for public safety.



Sports Fields

September saw ground conditions dry out rapidly despite a good rain mid-month (122 mm was recorded for the month). This did delay outfield renovations at Cobham Oval where scarifying and harvesting was done, followed by sand topdressing and fertilizer applications. The first home Northern Districts match is in November, and couch is just starting to wake up from dormancy now.

Other spring renovation works have been going at Koropupu and Airport fields.

Grass growth is really getting underway now and mowing teams are fully occupied keeping ahead of it.

Average of audit results was 97.4% against a target of 90%.

Parks and Gardens

A reasonably dry month with the last of the infill planting completed and several sites having mulch topped up in preparation for summer. Spring planting at was done at Highfield Way and Pohutukawa Place and the berm along SH 1 in front of Bunnings has been tidied up with some new planting as well. Mulch was added to gardens in the Town Basin and Art Park.

Preparation for annual planting has started with beds being cleared and dug over ready for planting after Labour Weekend.

Pest plant control was carried out at sites including Riverside Drive (Bell Block berm), Western Sails, Rupert Clark Road, Carruth Park, Lake Waro and Ruakaka Beach Reserve.

September was a better month for the mowing teams. Most areas previously left un-mowed due to wet ground conditions, have now been brought back into specification. Although, Hihiaua Peninsula and Raumanga Reserve are still wet in places and will be mown as soon as ground conditions allow.

Vehicle damage is still an issue throughout the District including coastal turf areas at Waikaraka Beach, Tamaterau and at the reserve on Princes Road in Ruakaka. Waiarohia Reserve was severely damaged by vehicles on more than one occasion causing deep ruts in turf. These areas will be tidied up as soon as possible.

The contractor continued the maintenance and renewal of assets around the District including refurbishing of Park signs and some seats such as the ones at Teal Bay. Cleaning was carried of the memorial at Laurie Hall Park and Mair Park, and tables at Tarewa Park and the Town Basin. All boat ramps have been water blasted.

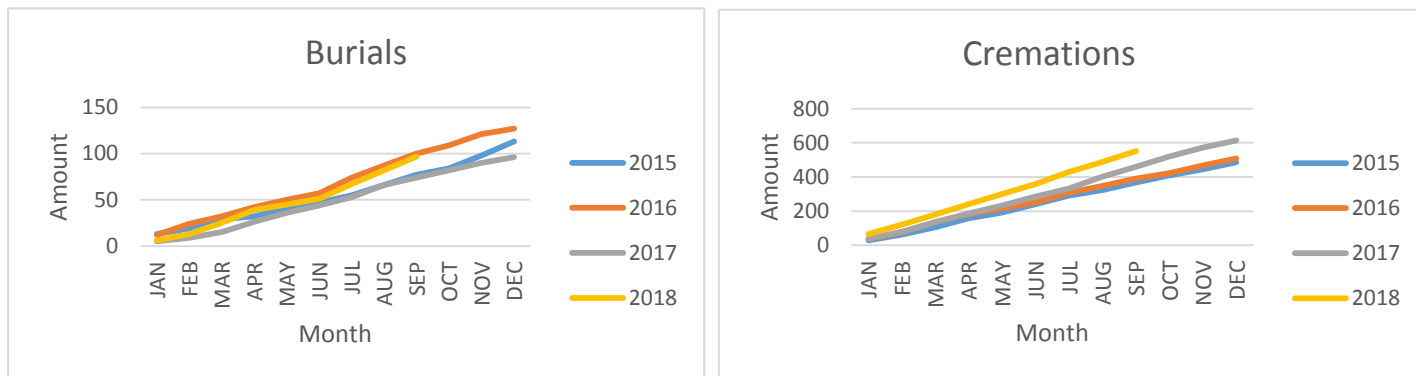
Audit results averaged 95.6% against a target of 90%.

We have had three major graffiti attacks during the month with Butler Place, Kamo being hit several times recently.

Audits have been conducted at Awatea 98%, Lancaster 95%, Morningside 96%, Mander 96% and Puriri 98%. Issues have included rubbish and minor graffiti typically.

Cemetery

Another busy month for burials, and as can be seen in the above graph it has been climbing steadily since June.



With the increase in burials, the team have been kept very busy keeping up the grounds maintenance, but some areas have suffered especially with trying to finish some projects started earlier in the year. Below shows progress on the rose garden with a before shot to show the comparison.



Cemetery Rose Garden - Before



Cemetery Rose Garden - After

We now can provide around 300 ash urns around the perimeter and once the pillars are constructed there will be 250 spaces for plaques for people who have scattered their loved one's ashes.

Also in the background, you can see the truck we have been trialling for the last 2 weeks. This has proven invaluable with the larger capacity it has meant fewer trips for soil and mulch, and less trips when backfilling burial plots, saving on time and grounds damage.

Active Recreation and Sport Strategy

Steady progress is being made on the development of the strategy.

As a result of feedback from the surveys an additional 27 meetings are being scheduled across the District including Hikurangi, Kamo, Ruakaka, Parua Bay, Waipu, and Otangarei.

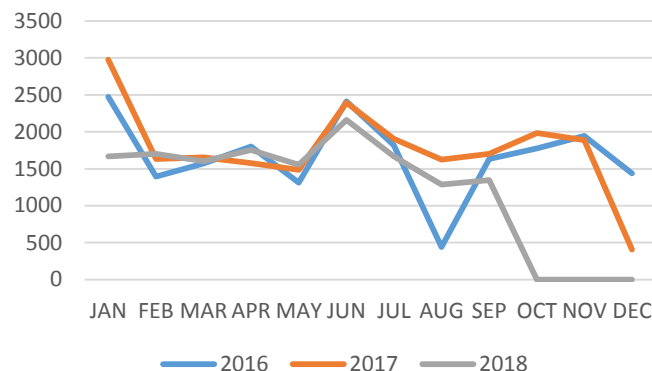
There are also code specific meetings to discuss water based activities, swimming, high performance athletes, hockey, bowls, golf, rugby league, noisy sports, equestrian and indoor sports. A breakfast meeting has been scheduled to discuss marae and hapu needs.

Comments:

- Scotland; Great space on a very wet day. Nice Plants too!
- West Coast, South Island; Loved the ambiance, layout and colour groupings. Lovely experience.
- Italy, (Lonely Planet); we really enjoy the flowers we never see before. The place is very original.

Business as usual for the Botanica team. Team member is back to full duties again after falling and breaking a small bone in her hand. Otherwise things are ticking along nicely.

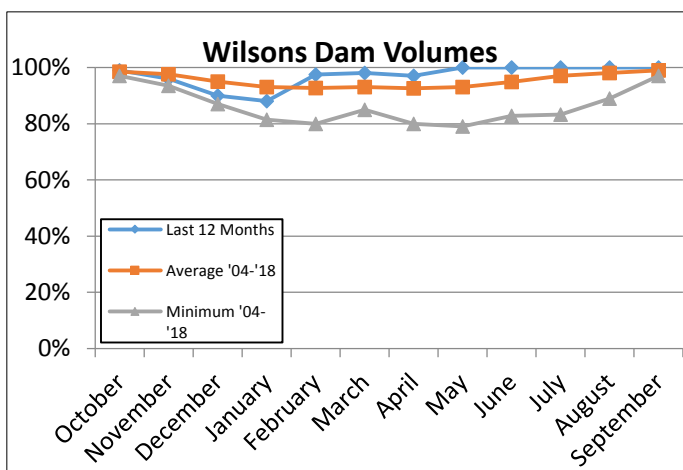
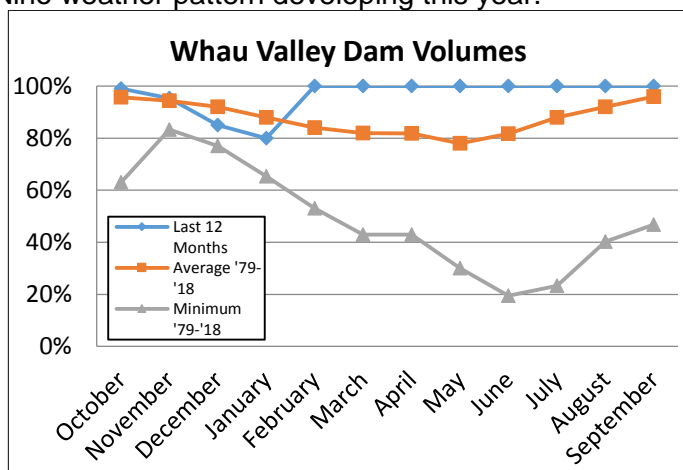
Botanica Annual Results (Monthly)



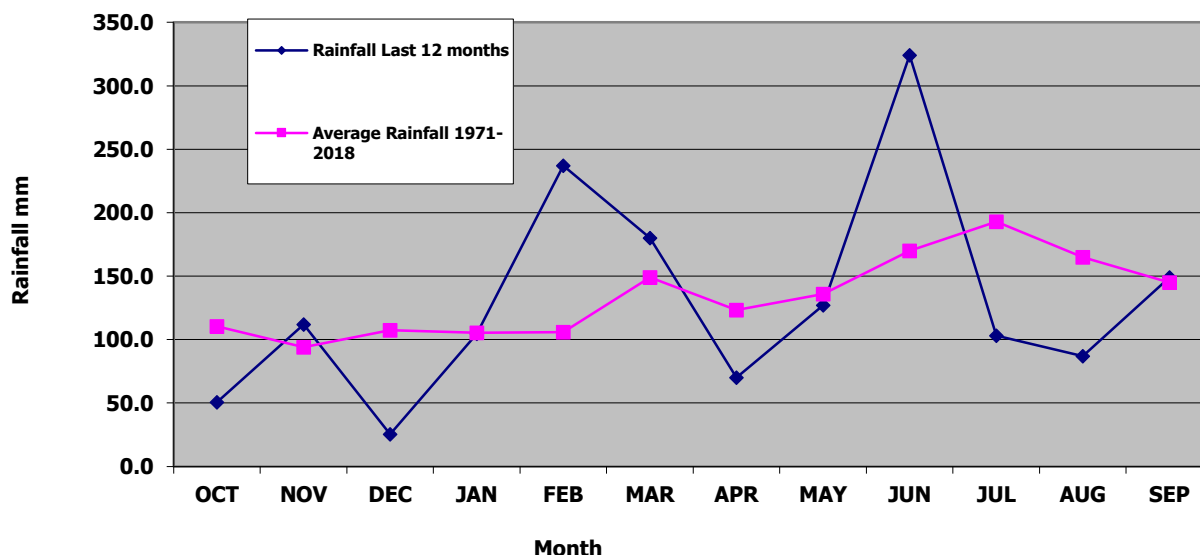
Water Services

Rainfall and Water Sources

149mm of rain fell at Whau Valley water treatment plant in September which is almost exactly the monthly average of for the time of year. The heavy rainfall over a few days in the middle of the month has maintained levels in both dams and all other water sources have good flows. The rainfall surplus for the year is 87mm with nearly 1,400mm of rain having fallen already this year. The long-range forecast is for rainfall and river flows to return to normal or below normal for Spring and early summer. There is a strong possibility of an El Nino weather pattern developing this year.



Rainfall - last 12 Months



Compliance

All treatment plants were fully compliant for September with no major incidents. Work is ongoing to rationalise the sample points throughout the district. These are the points where Laboratory staff take monthly samples to ensure water quality in the network complies with the standards. Once the sample points have been confirmed new protective boxes will be installed where needed.

Capital Works

Work is progressing on the detailed design for the new Whau Valley water treatment. The consultants are still on track and the shortlisted contractors were completed on 10th October. Tenders are due to close on November 20th. A contract to replace the water main in Kings Street is well underway and will be followed by a main in Corks Road. This year's meter replacement contract will start by end of October. Design work is ongoing for the scrappers for the clarifiers at Ruakaka and it is hoped to advertise the contract in October. However, site works will be undertaken after the summer peak demand period.

Roading

Maintenance

This is the third month of the new contracts, and the sealed routine crews are managing to keep up with identified works as our contractor's procedures begin to fall into line. The unsealed pothole crews and maintenance grader have a list ahead of them, and we may need to increase resources to meet the required response times.

The roadside maintenance tractor has been trimming the vegetation envelope mainly in the Kokopu and Pipiwai areas this month, and has a list of sporadic work around the network which will require a lot of travel to meet the response times. Water-table maintenance and storm damage reinstatement was carried out on Massey, Glenmohr, Maungakamea and Mangapai Caves Roads.

The focus for ordered works this month has been to get ahead of this year's reseals program which commenced in October.

Pavement Rehabilitation and Seal Extensions.

Site investigation and design works for all 18/19 rehabilitation sites are underway and site walk overs have been completed with staff and contractors. The seal extension design for Wright Road is progressing with enabling works beginning in late August including vegetation clearing, drainage improvements and retaining. Asphalt renewal sites were completed on South End Ave, Gumdigger Place, McCathie and Marsden Point Road intersection and Raurimu Ave. Asphalt mill and fill pavement repairs were completed on Port Road, Riverside and Okara Drive. Various minor road-marking works were completed in the central area. Deep lift structural asphalt pavement repairs were also completed on specific areas of Riverside Drive.

Bridge Repair

18/19 bridge repairs programme has been finalised and design work started. With a target date of letting contracts prior to Christmas. The annual bridge inspection programme is underway and will be used to determine the bridge maintenance / scour protection works for 18/19.

LED Street Light Conversion

The V Category intersection lights has been included in the Twin Coast Discovery Highway lighting contract as a variation and is currently well underway. This work is expected to be completed in October. The remaining 1,200 V-Category lights are currently being designed and these designs are due in early October. Given that there is a 3-4 month lead time, this will result in these lights arriving in January/February 2019. The installation of these lights is likely to be undertaken by June 2019. We are currently investigating using Auckland Transport's central management system (CMS) to control the new LED streetlights. This CMS system has been accepted by NZTA as being suitable.

Kamo Shared Path:

Stage 1 (CON16020 Rust Avenue to Cross Street)

Civil and KiwiRail repairs are complete, fibre optic and CCTV works stated and due to completed by end of October. Due to be open to public end of October.

Stage 2 (CON16086 Cross Street to Kamo Road) ⁹⁸

SP 1 Cross Street to Wrack St is complete. Manse St / Lupton Ave intersection complete. SP 2 Wrack St to Kensington Ave is complete. SP 2 Kensington Ave to Kamo Rd is due to be completed in October.

Stage 3 (Kamo Rd to Jack Street) and Stage 4 (Adams Place to Fisher Terrace)

Have been tendered and will go to the Council 25 October meeting for permission to award.

Stage 4b (Fisher Terrace Underpass)

Awarded to Broadspectrum. KiwiRail 50% review was completed prior to tendering. Underpass construction is to take place during the Christmas railway shutdown (24th December 2018 to 2 January 2019).

Stage 5 (Fisher Tc to Kamo village)

Design is nearly complete for future links to Kamo Intermediate Kamo High School. We are seeking additional funds from NZTA for this section.

Major Intersections

Porowini Avenue/Tarewa Road intersection improvements – Awarded to United Civil. Construction started in early September and programmed for completion in December. Demolition contract awarded to Bowling Group and nearing completion, for demolition of 15 Maunu Rd to enable construction of intersection improvements.

Porowini Avenue/Maunu Road intersection improvements – detailed design stage finalising quotation for relocation of Chorus services, then ready for tender in October. Construction expected to start in January 2019 and completed in June 2019.

Whangarei District Road Safety Promotion

Key Activities for September:

SAiD (Stop Alcohol Impaired Driving): In September 7 completed the programme, 21 ytd.

Drive Soba: Contract negotiations are in progress. 7 participants completed a programme in September. Two programmes running until 8 November and 7 December have 11 and 14 attending respectively.

Young Drivers Learners Licences: Contract negotiations are in progress with People Potential and Ngatiwai Iwi Education. To date the results are 7 Learners, 5 restricted and 1 Full licence passed ytd. The programme at People Potential had 18 complete, 10 sit and 9 passed (37 ytd).

Community Mentor Driver Programme: At People Potential the programme is ongoing while contract negotiations are in progress and 6 restricted (15 ytd) and 3 full licences were passed in September with 11 mentors active. Contract Negotiations are nearly completed with Ngatiwai Education.

Restraints: Contract negotiations with Plunket are complete. The programme is agreed for 4 workshops, 4 checkpoints, 2 events 3-4 ECE workshops 2 Crt. workshops.

Fatigue Stops: The programme will commence in October with the first of 5 stops at Labour weekend and will continue through the summer season.

RYDA: The Transport Agency is engaging in an external review prior to deciding whether to continue to fund this programme. An event was held at Barge Park with 17 from Tikipunga High and 9 from Christian Renewal.

Northland Road Toll

Road Toll	Combined Total for all 2017	Total at end of Sept 2018	Northland SH Network Sept 2018	Northland Local Roads Sept 2018
Whangarei	14	12	7	5
Kaipara	5	2	2	0
Far North	22	9	6	3
Totals	41	23	15	8

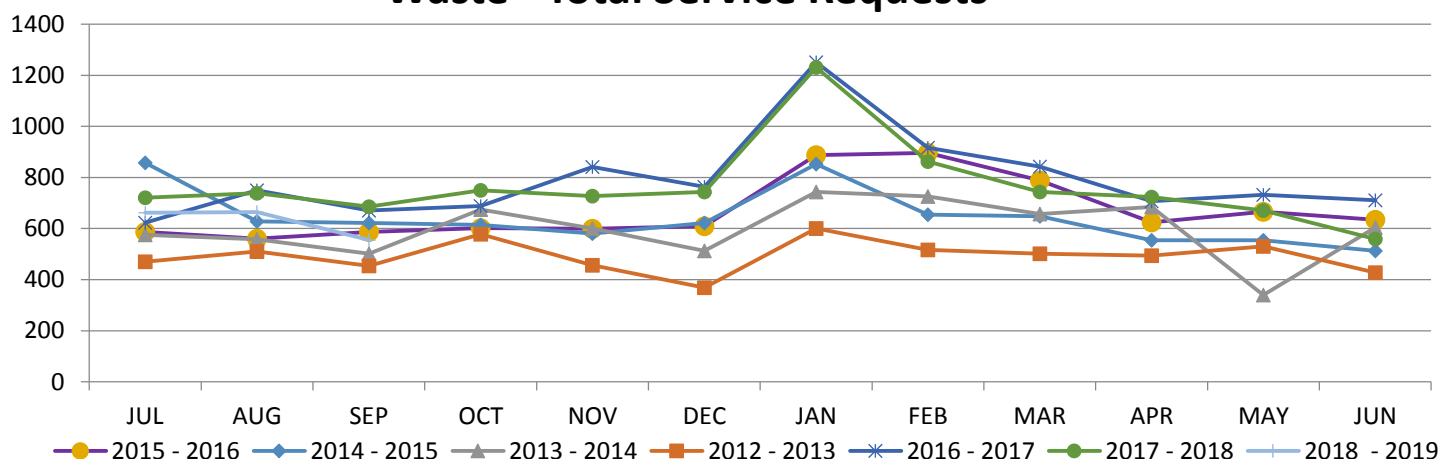
Key district issues

- Young Drivers
- Alcohol and/or drugs
- Speed
- Rural speed zone loss of control/head on
- Intersections

Customer Request Management Services (CRMs) ⁹⁹

The Infrastructure Group received a total of 1214 CRMs in the month of September 2018. 15,569 CRMs for 2018 to-date with 28,852 CRMs in total for 2017.

Waste - Total Service Requests

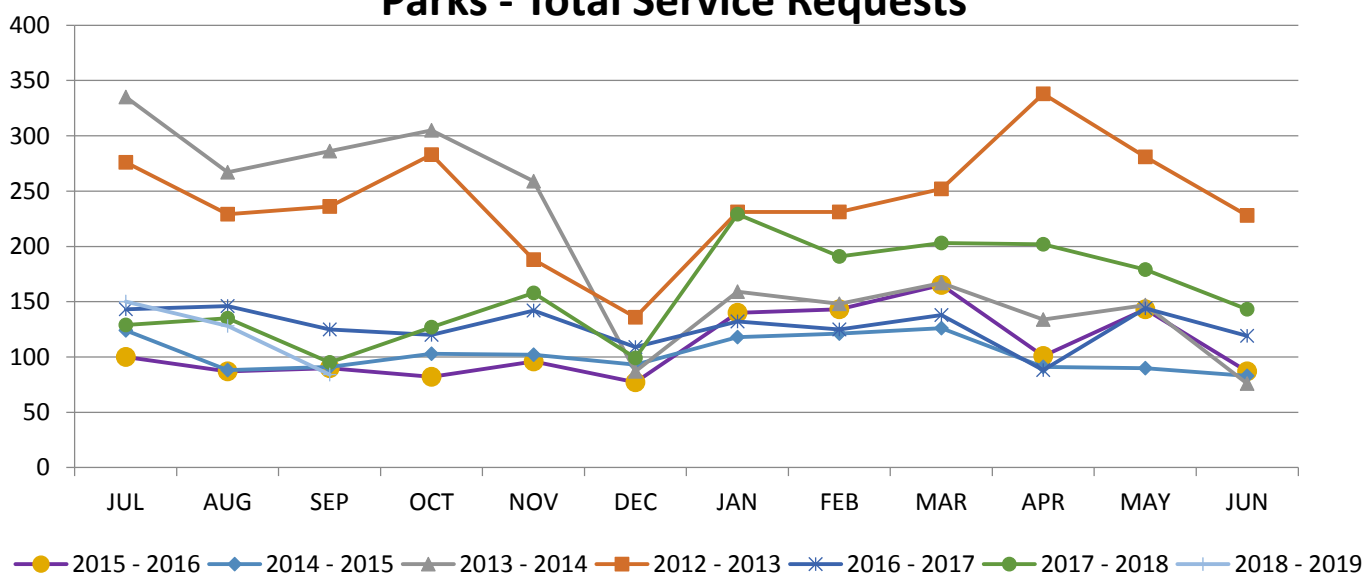


The Waste and Drainage Team received 555 CRMs in September 2018. There were 4 impressed CRMs recorded for the month. No instances of dissatisfied feedback were received.

The top five CRM issues for our Waste and Drainage Department for the month of September were:

- Rubbish Queries – 113 calls (non-collection, fly tipping etc)
- Public Toilet queries/complaints 58 (eg Soap dispenser empty).
- Recycling queries and complaints- 35 (eg Bin missed during collection)
- Sewer queries- 22 (eg blocked waste drain)
- Stormwater queries- 21 (eg blocked storm drain)

Parks - Total Service Requests

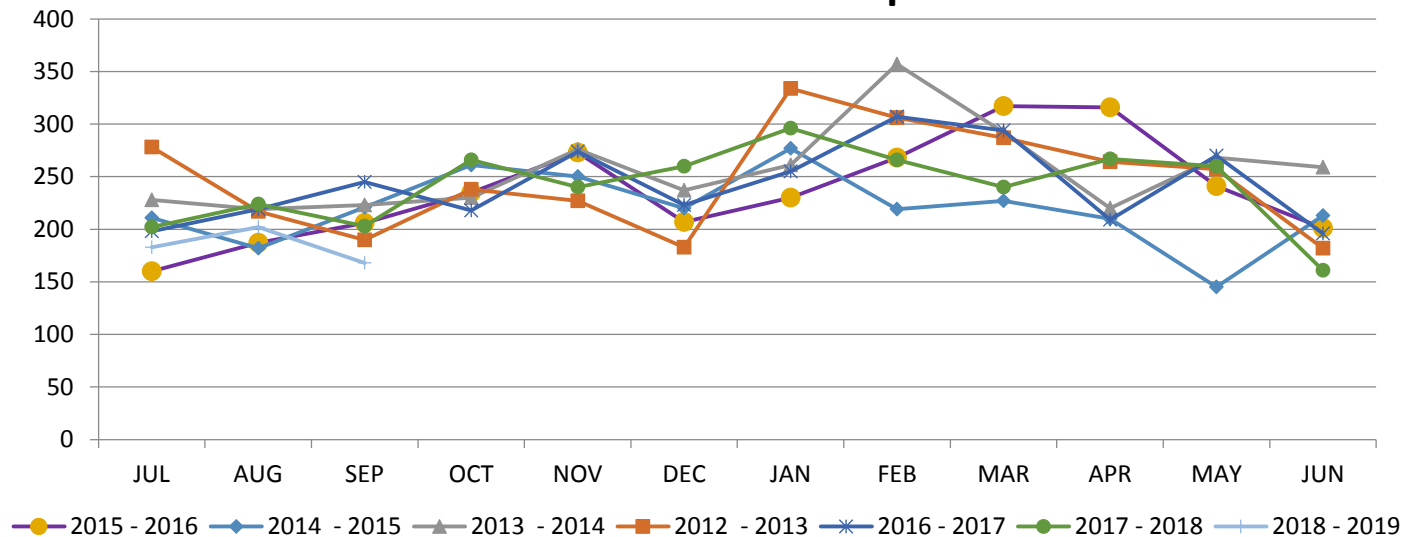


The Parks team received 84 CRMs in September 2018. Unfortunately, there was no feedback received for Parks this month.

The top five CRM issues for our Parks and Recreation Department for the month of September were:

- General Parks queries- 35 (eg access to reserves, Drone requests etc)
- Tree and Street Tree queries- 20 (eg tree fallen over/branches down)
- Cemetery enquiries- 6 (Burial enquiries etc)
- Walkways- 4 (Issues on walkways)
- Mowing- 2 (Mowing of Parks and playgrounds)

Water - Total Service Requests

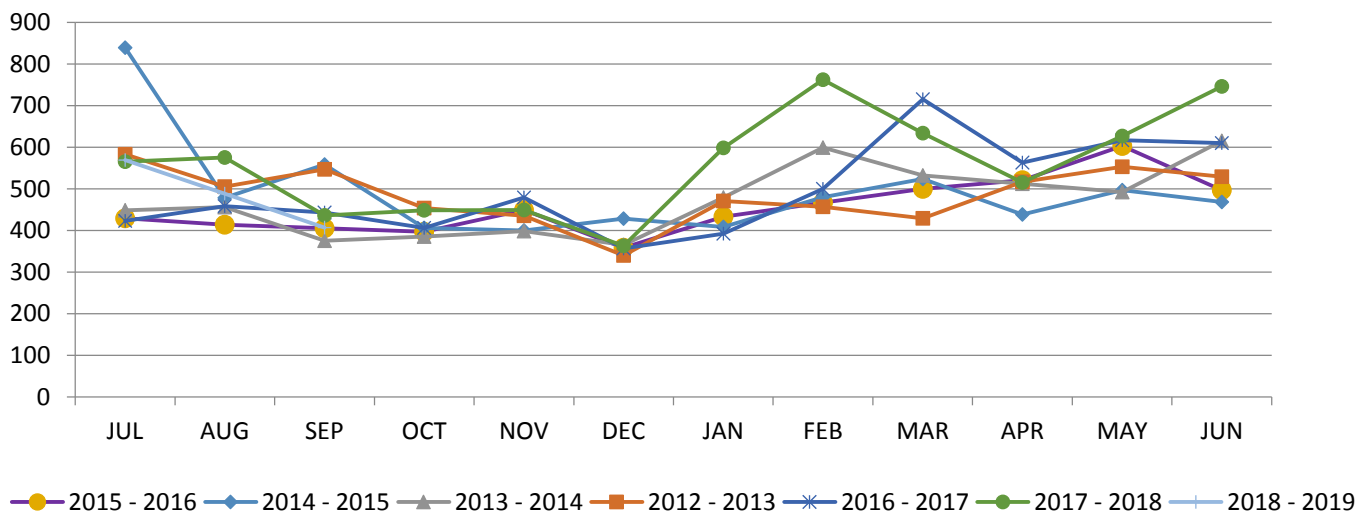


The Water team received 168 CRMs in September 2018. The Water Team received 4 impressed calls during the month. 4 instances of dissatisfied feedback were received.

The top five CRM issues for our Water Department for the month of September were:

- Water Leaks- 89 (Leak repairs or concerns)
- Meter Box Queries- 34 (New box, new meters)
- Water Pressure- 7 (Pressure issues)
- General Water Queries- 5 (Various other enquiries etc)
- No Water- 5 (Water supply not functioning)

Roading - Total Service Requests



The Roding Team received 407 Customer Service Requests in September 2018. There were thirteen follow up calls made in the month of September 2018. One customer was dissatisfied. Seven customers found our service acceptable. Five customers were impressed by the Roding team and contractors.

The top five CRM issues for our Roding Department for the month of Sept 2018 were:

- | | |
|-------------------------------------|--|
| 1. 67 reports of Roding General | E.g. General and Safety issues. |
| 2. 54 reports of Roding Maintenance | E.g. General maintenance – sweeping and pot holes. |
| 3. 40 reports of Stormwater issues | E.g. Flooding, culvert issues |
| 4. 30 reports of Footpath issue | E.g. Maintenance on footpaths |
| 5. 27 reports of Unsealed networks | E.g. Maintenance on unsealed network. |

RESOLUTION TO EXCLUDE THE PUBLIC

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

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

1.	The making available of information would be likely to unreasonably prejudice the commercial position of persons who are the subject of the information. {Section 7(2)(c)}
2.	To enable the council (the committee) to carry on without prejudice or disadvantage commercial negotiations. {(Section 7(2)(i))}.
3.	To protect the privacy of natural persons. {Section 7(2)(a)}.
4.	Publicity prior to successful prosecution of the individuals named would be contrary to the laws of natural justice and may constitute contempt of court. {Section 48(1)(b)}.
5.	To protect information which is the subject to an obligation of confidence, the publication of such information would be likely to prejudice the supply of information from the same source and it is in the public interest that such information should continue to be supplied. {Section 7(2)(c)(i)}.
6.	In order to maintain legal professional privilege. {Section 2(g)}.
7.	To enable the council to carry on without prejudice or disadvantage, negotiations {Section 7(2)(i)}.

Resolution to allow members of the public to remain

If the council/committee wishes members of the public to remain during discussion of confidential items the following additional recommendation will need to be passed:

Move/Second

"That _____ be permitted to remain at this meeting, after the public has been excluded, because of his/her/their knowledge of Item _____.

This knowledge, which will be of assistance in relation to the matter to be discussed, is relevant to that matter because _____.

Note:

Every resolution to exclude the public shall be put at a time when the meeting is open to the public.