

File Ref: C135-A03

Ask for: Ms North

2 October 2008

## **Notice of Assets & Services Committee Meeting - Thursday 9 October 2008**

A meeting of the Assets and Services Committee will be held in the Council Chambers, District Council Administration Building, Seymour Street, Blenheim on **Thursday 9 October 2008 commencing at 8.30 am.**

### **B U S I N E S S**

As per Agenda attached.

**ANDREW BESLEY  
CHIEF EXECUTIVE**

# Marlborough District Council

**Meeting of the ASSETS AND SERVICES COMMITTEE  
to be held in the Council Chambers, District Administration Building, Seymour Street,  
on THURSDAY 9 OCTOBER 2008 commencing at 8.30 am.**

<b>Committee</b>	Clrs F D Maher (Chairman) N W Weetman W O Brice G A Hope P J O'Sullivan Mr R Hunter (iwi representative) Mayor A T Sowman (ex officio)
<b>Departmental Head</b>	Mr M S Wheeler, Manager – Assets and Services Department
<b>Staff</b>	Ms J R North (Committee Secretary)

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## In Public

	Pages
1. Financial Report for Period Ended 31 August 2008 (F045-07)	1 – 14
2. Flood Damage 2008/09 Year – Claim No 2 (R945-01)	15 – 16
3. Blenheim Bus Service and Introduction of Super Gold Card (P090-07)	17 – 18
4. Marlborough District Crash Reduction Study 2008 (L090-05)	19
5. Stream Crossing and Drainage Issues for Roads (R945-01)	20 – 25
6. Off-Street Car Parking – Charging and Utilisation (R855-01)	26 – 27
7. Temporary Road Closure (T135-09)	28 – 29
8. Sheffield Street Pump Station Re-classification (S090-B05)	30
9. Blenheim Sewage Treatment Plant (BSTP) – Industrial Effluent Treatment Upgrade (T090-01)	31 – 35
10. Out of District Water Connection, 24 Severne Street (U071286), (W270-01)	36 – 38
11. Review of Awatere Water Supply Levies Policy (W270-02)	39 – 40
12. Backflow Protection Programme – Proposal (W270-01)	41 – 42
13. Marlborough Environment Awards - Programme and Sponsorship for Schools (E225-10-01)	43
14. Lansdowne Park – Ongoing Management (R495-L01)	44 – 46
15. MDC Walking and Cycling Strategy Review (R495-07)	47 – 50
16. Proposed Cycle/Walk Path – Riverlands to Spring Creek Along Rail and Road Corridor (R495-07)	51 – 52
17. Cissy Bay, Kohekohe Bush Reserve - Proposed Open Space Covenant Agreement (R495-C01)	53 – 54

	Pages
18. Removal of Street Trees (R505-08)	55 – 63
19. Decision to Conduct Business with the Public Excluded	64
 <b>Public Excluded</b>	
20. Road Vesting – Kaparu Road (U080724) (R810-01)	65 - 67
21. Kent Street - Proposed Land Swap (R810-01)	68 - 69
22. Lease - Bythell Place (R855-02)	70 - 71

# **1. Financial Report for Period Ended 31 August 2008 (F045-07)**

**(Report prepared by D Craig)**

1. Attached is a detailed financial report for the Assets and Services Department for the period ended 31 August 2008.

**RECOMMENDED**

**That the report be received.**

**ASSETS AND SERVICES DEPARTMENT  
Financial Report for the Period Ended 31 August 2008 (17% year)**

	YTD actual	Annual budget	YTD % of annual budget	Comments
<b>RESERVES AND AMENITIES</b>				
Total Land Subdivision Revenue	226,500	2,332,225	10%	Actual revenue comprises contributions from Blenheim \$117,300, Picton \$27,333, Renwick \$41,867 and Sounds \$40,000
Operating expenditures	0	0		
<b>Net Surplus (Deficit)</b>	<b>226,500</b>	<b>2,332,225</b>		
<b>Grants ex land subdivision reserve</b>				
Total Revenue and Rates	0	0		
Operating expenditures	0	8,000		Budget provision for playground assistance grants
<b>Net Surplus (Deficit)</b>	<b>0</b>	<b>(8,000)</b>		
<b>Net Capital expenditure</b>				
Total Revenue and Rates	0	0		
Operating expenditures	26,224	156,347	17%	Budgeted rates & charges \$155,647
<b>Net Surplus (Deficit)</b>	<b>(26,224)</b>	<b>(156,347)</b>		Budgeted grants \$95,319, insurances \$46,058, repairs & maintenance \$23,000, overheads \$39,382 and depreciation \$52,934
<b>Net asset additions/disposals</b>				
Total Revenue and Rates	0	97,000		Budgeted upgrades Canvastown \$15,000, Fairhall \$20,000, Okaramio \$12,000 and general fire safety upgrades \$50,000
<b>Total Cemeteries</b>				
Total Revenue and Rates	71,885	459,339	16%	Budgeted revenue from grants \$10,310, interment fees \$66,746, plot purchases \$50,314 and rates & charges \$317,852
Operating expenditures	48,609	425,042	11%	Budgeted burials \$69,585, contracts \$143,848, repairs & maintenance \$29,490, internal plant charges \$15,000, overheads \$122,583, depreciation \$4,443 and interest payments \$33,211
<b>Net Surplus (Deficit)</b>	<b>23,276</b>	<b>34,297</b>		
<b>Net asset additions/disposals</b>				
Total Revenue and Rates	906	284,000	0%	Budgeted improvements at Awatere \$5,000, Fairhall \$75,000, Havelock \$10,000, Omaha \$47,000, Picton \$95,000, Tuamarina \$22,000 and Other (Mahakipawa) \$30,000
<b>Total Public Conveniences</b>				
Total Revenue and Rates	102,973	604,875	17%	Budgeted sinking fund interest \$5,518 and rates & charges \$599,357
Operating expenditures	76,578	539,012	14%	Budgeted contracts \$199,108, grants \$15,000, repairs & maintenance \$38,110, vandalism \$8,500, overheads \$128,565, depreciation \$43,192 and interest payments \$78,134
<b>Net Surplus (Deficit)</b>	<b>26,395</b>	<b>65,863</b>		
<b>Net asset additions/disposals</b>				
Total Revenue and Rates	2,384	594,500	0%	Budgeted upgrades Awatere \$110,000, Blenheim \$100,000, Picton \$280,000, Renwick \$50,000, Sounds (Ohingaroa) \$35,000 and Rai Valley \$4,500 and Other \$15,000
<b>Total Memorials</b>				
Total Revenue and Rates	13,034	77,348	17%	Budgeted rates & charges \$77,348
Operating expenditures	16,450	72,966	23%	Budgeted contracts \$14,262, insurance \$7,375, power \$9,980, repairs & maintenance \$10,995, overheads \$21,908 and depreciation \$5,663
<b>Net Surplus (Deficit)</b>	<b>(3,416)</b>	<b>4,382</b>		
<b>Net asset additions/disposals</b>				
Total Revenue and Rates	0	19,500		Budgeted upgrades for Havelock \$3,500, Rai Valley \$10,000 and Seddon \$6,000

**ASSETS AND SERVICES DEPARTMENT  
Financial Report for the Period Ended 31 August 2008 (17% year)**

	YTD actual	Annual budget	YTD % of annual budget	Comments
<b>Total Swimming Pools</b>				
Total Revenue and Rates	91,806	534,017	17%	Budgeted sinking fund interest \$11,462 and rates & charges \$522,555
Operating expenditures	110,038	539,319	20%	Budgeted contracts \$260,000, grants \$75,977, investigation \$48,782, overheads \$41,397, depreciation \$53,973 and interest payments \$57,761
<b>Net Surplus (Deficit)</b>	<b>(18,232)</b>	<b>(5,302)</b>		
Net asset additions/disposals	0	4,125,500		Budgeted upgrade of Marlborough aquatic centre \$4,120,000 and Picton pool \$5,500
<b>Total Reserves</b>				
Total Revenue and Rates	495,859	2,899,202	17%	Budgeted misc revenue \$5,730 and rates & charges \$2,893,472
Operating expenditures	355,055	3,065,255	12%	Budgeted personnel costs \$190,000, contracts \$870,555, grants \$310,800, insurances \$37,512, materials \$63,000, plants & shrubs \$27,500, power \$21,710, projects \$43,000, rates payable \$15,138, repairs & maintenance \$505,823, vandalism \$13,250, internal plant recharges \$54,500, overheads \$634,401, depreciation \$142,216 and interest payments \$90,000
<b>Net Surplus (Deficit)</b>	<b>140,804</b>	<b>(166,053)</b>		
Net asset additions/disposals	39,491	11,488,089	0%	Major budgeted works include Picton foreshore redevelopment \$6,168,000 and playground upgrade \$266,332, College Park hockey turf replacement \$806,000, Endeavour Park sports facilities \$255,000, Esplanade reserves \$100,000, Queen Charlotte lookout \$174,450, Renwick Domain sports pavilion \$2,150,000, Riverside Park \$138,000, Seddon Domain \$81,500, Unspecified reserves \$342,735, Waikawa foreshore \$85,782 and Wither Hills carpark \$100,000
<b>Street trees, berms and plots</b>				
Total Revenue and Rates	64,799	384,186	17%	Budgeted rates & charges \$384,186
Operating expenditures	52,488	337,264	16%	Budgeted contracts \$187,718, repairs & maintenance \$88,130 and overheads \$49,866
<b>Net Surplus (Deficit)</b>	<b>12,311</b>	<b>46,922</b>		
Net asset additions/disposals	10,000	38,000	26%	Budgeted street berms \$10,000, street plots \$15,000 and street trees \$13,000
<b>Total Reserves &amp; Amenities</b>				
Total Revenue and Rates	1,038,080	7,447,539	15%	
Operating expenditures	787,814	5,249,138	14%	
<b>Net Surplus (Deficit)</b>	<b>355,766</b>	<b>2,198,401</b>		
<b>Net asset additions/disposals</b>	<b>52,781</b>	<b>16,646,589</b>	<b>0%</b>	
<b>SEWER SCHEMES</b>				
<b>Sewer: Blenheim</b>				
Total Revenue and Rates	792,046	5,696,830	14%	Budgeted connection charges \$100,000, network upgrade contributions \$250,000, vested assets \$221,000, sinking fund interest \$135,723, trade waste charges \$550,000 and rates & charges \$4,440,107
Operating expenditures	640,284	4,667,618	14%	Budgeted insurance \$47,487, pump stations & telemetry \$275,593, connection maintenance \$30,000, infiltration \$260,000, mains maintenance \$130,000, treatment \$549,000, overheads \$857,268, depreciation \$901,796 and interest payments \$1,576,036
<b>Net Surplus (Deficit)</b>	<b>151,762</b>	<b>1,029,212</b>		
Net asset additions/disposals	72,955	7,203,125	1%	Budget for pipelines \$1,152,000, pump stations \$1,235,500, treatment plant \$4,340,000, connections \$100,000, telemetry \$5,750, engineering overheads \$148,875 and vested assets \$221,000



**ASSETS AND SERVICES DEPARTMENT  
Financial Report for the Period Ended 31 August 2008 (17% year)**

	YTD actual	Annual budget	YTD % of annual budget	Comments
Sewer: Picton				
Total Revenue and Rates	198,897	1,303,626	15%	Budgeted connection charges \$10,000, network upgrade contributions \$100,000, sinking fund interest \$8,652, trade waste charges \$30,000 and rates & charges \$1,154,974
Operating expenditures	128,805	1,191,179	11%	Budgeted insurance \$16,851, pump stations & telemetry \$109,409, connection maintenance \$20,000, infiltration \$160,000, mains maintenance \$87,500, treatment \$144,000, overheads \$186,181, depreciation \$216,967 and interest payments \$227,021
<b>Net Surplus (Deficit)</b>	<b>70,092</b>	<b>112,447</b>		
Net asset additions/disposals	(12,351)	4,808,319	(0%)	Budget for pipelines \$3,896,000, pump stations \$74,000, treatment plant \$700,000, connections \$10,000, telemetry \$3,234 and engineering overheads \$125,085
Sewer: Havelock				
Total Revenue and Rates	22,666	135,983	17%	Budgeted connection charges \$2,000, sinking fund interest \$3,318 and rates & charges \$130,665
Operating expenditures	19,920	129,424	15%	Budgeted insurance \$2,344, pump stations & telemetry \$28,447, infiltration \$5,000, mains maintenance \$2,000, treatment \$14,000, overheads \$23,244, depreciation \$30,156 and interest payments \$21,885
<b>Net Surplus (Deficit)</b>	<b>2,746</b>	<b>6,559</b>		
Net asset additions/disposals	12	103,869	0%	Budget for oxidation ponds \$100,000, connections \$2,000, telemetry \$1,797 and engineering overheads \$72
Sewer: Renwick				
Total Revenue and Rates	7,440	46,431	16%	Budgeted sinking fund interest \$2,035 and rates & charges \$44,396
Operating expenditures	4,743	27,450	17%	Budgeted interest payments \$27,450
<b>Net Surplus (Deficit)</b>	<b>2,697</b>	<b>18,981</b>		
Net asset additions/disposals	583	0		
Sewer: Seddon				
Total Revenue and Rates	13,534	72,962	19%	Budgeted connection charges \$2,000, sinking fund interest \$1,893 and rates & charges \$69,069
Operating expenditures	7,652	61,427	12%	Budgeted insurance \$847, pump stations & telemetry \$5,044, rates payable \$1,265, mains maintenance \$2,000, treatment \$11,207, overheads \$18,001, depreciation \$15,513 and interest payments \$6,750
<b>Net Surplus (Deficit)</b>	<b>5,882</b>	<b>11,535</b>		
Net asset additions/disposals	12	12,595	0%	Budget for connections \$2,000, treatment plant \$10,000, telemetry \$359 and engineering overheads \$236
Sewer: Spring Creek				
Total Revenue and Rates	27,410	164,359	17%	Budgeted connection charges \$1,000, sinking fund interest \$1,176 and rates & charges \$162,183
Operating expenditures	9,961	132,498	8%	Budgeted insurance \$1,064, pump stations & telemetry \$20,363, rates payable \$1,243, mains maintenance \$3,000, treatment \$16,000, overheads \$16,162, depreciation \$21,890 and interest payments \$52,276
<b>Net Surplus (Deficit)</b>	<b>17,449</b>	<b>31,861</b>		
Net asset additions/disposals	2,205	1,868,690	0%	Budget for pipelines \$1,576,000, oxidation ponds \$290,000, connections \$1,000, telemetry \$1,078 and engineering overheads \$612



**ASSETS AND SERVICES DEPARTMENT**  
**Financial Report for the Period Ended 31 August 2008 (17% year)**

	YTD actual	Annual budget	YTD % of annual budget	Comments
Sewer: Grovetown				
Total Revenue and Rates	20,000	126,328	16%	Budgeted rates & charges \$126,328
Operating expenditures	3,096	88,555	3%	Budgeted depreciation \$18,580 and interest payments \$69,975
<b>Net Surplus (Deficit)</b>	<b>16,904</b>	<b>37,773</b>		
Net asset additions/disposals	20,710	3,622,411	1%	Budget for sewer scheme \$3,530,000 and engineering overheads \$92,411
Sewer: Other				
Total Revenue and Rates	0	0		
Operating expenditures	258	1,544	17%	Depreciation provision \$1,544
<b>Net Surplus (Deficit)</b>	<b>(258)</b>	<b>(1,544)</b>		
Net asset additions/disposals	1,624	44,738	4%	Budget for St Andrews sewer design \$35,000 and engineering overheads \$9,738
<b>Total Sewer Schemes</b>	<b>1,084,750</b>	<b>7,551,088</b>	<b>14%</b>	
<b>Operating expenditures</b>	<b>1,866,259</b>	<b>6,304,264</b>	<b>14%</b>	
<b>Net Surplus (Deficit)</b>	<b>218,491</b>	<b>1,246,824</b>		
<b>Net capital expenditure</b>	<b>85,750</b>	<b>17,663,747</b>	<b>0%</b>	
<b>STORMWATER SYSTEMS</b>				
Stormwater - Blenheim				
Total Revenue and Rates	138,662	1,163,735	12%	Budgeted connection charges \$70,000, vested assets \$260,000, sinking fund interest \$52,407 and rates & charges \$781,328
Operating expenditures	129,457	828,393	16%	Budgeted contributions \$11,000, monitoring \$5,000, mains maintenance \$60,000, other reticulation maintenance 19,000, overheads \$201,355, depreciation \$313,620 and interest payments \$213,038
<b>Net Surplus (Deficit)</b>	<b>9,205</b>	<b>335,342</b>		
Net asset additions/disposals	(1,931)	880,000	(0%)	Budgeted pipelines \$550,000, connections \$70,000 and vested assets \$260,000
Stormwater - Havelock				
Total Revenue and Rates	2,484	15,751	16%	Budgeted connection charges \$1,000 and rates & charges \$14,751
Operating expenditures	940	20,588	5%	Budgeted open drains maintenance \$15,000, overheads \$3,087, depreciation \$1,404 and interest payments \$750
<b>Net Surplus (Deficit)</b>	<b>1,544</b>	<b>(4,837)</b>		
Net asset additions/disposals	0	21,000		Budgeted pipelines \$20,000 and connections \$1,000
Stormwater - Picton				
Total Revenue and Rates	51,424	317,991	16%	Budgeted connection charges \$5,000, sinking fund interest \$11,934 and rates & charges \$301,057
Operating expenditures	42,882	267,423	16%	Budgeted monitoring \$5,000, pump stations \$5,500, mains maintenance \$18,000, other reticulation maintenance \$15,500, overheads \$68,737, depreciation \$81,236 and interest payments \$72,873
<b>Net Surplus (Deficit)</b>	<b>8,542</b>	<b>50,568</b>		
Net asset additions/disposals	(8,506)	105,000	(8%)	Budgeted pipelines \$100,000 and connections \$5,000

5



**ASSETS AND SERVICES DEPARTMENT**  
**Financial Report for the Period Ended 31 August 2008 (17% year)**

	YTD actual	Annual budget	YTD % of annual budget	Comments
Stormwater - Renwick				
Total Revenue and Rates	16,243	100,753	16%	Budgeted connection charges \$2,000, sinking fund interest \$2,377 and rates & charges \$96,376
Operating expenditures	10,302	75,534	14%	Budgeted mains maintenance \$3,000, overheads \$6,019, depreciation \$17,119 and interest payments \$49,050
<b>Net Surplus (Deficit)</b>	<b>5,941</b>	<b>25,219</b>		
Net asset additions/disposals	0	189,778		Budgeted pipelines \$187,778 and connections \$2,000
Stormwater - Okiwai Bay				
Total Revenue and Rates	0	0		
Operating expenditures	78	469	17%	Depreciation provision
<b>Net Surplus (Deficit)</b>	<b>(78)</b>	<b>(469)</b>		
Net asset additions/disposals	0	0		
Stormwater - Rai Valley				
Total Revenue and Rates	58	347	17%	Rates payable provision
Operating expenditures	0	347		
<b>Net Surplus (Deficit)</b>	<b>58</b>	<b>0</b>		
Stormwater - Spring Creek				
Total Revenue and Rates	3,742	24,201	15%	Budgeted connection charges \$2,000 and rates & charges \$22,201
Operating expenditures	3,308	21,007	16%	Budgeted mains maintenance \$2,000, overheads \$6,584 and depreciation \$12,076
<b>Net Surplus (Deficit)</b>	<b>434</b>	<b>3,194</b>		
Net asset additions/disposals	0	2,000		Budgeted connections \$2,000
Stormwater - Other				
Total Revenue and Rates	8,020	47,596	17%	Budgeted rates & charges \$47,596
Operating expenditures	4,094	46,519	9%	Budgeted mains maintenance \$5,000, open drains maintenance \$20,000, overheads \$5,937 and depreciation \$14,542
<b>Net Surplus (Deficit)</b>	<b>3,926</b>	<b>1,077</b>		
Net asset additions/disposals	0	0		
<b>Total Stormwater Systems</b>	<b>220,633</b>	<b>1,670,574</b>	<b>13%</b>	
<b>Operating expenditures</b>	<b>194,061</b>	<b>1,260,280</b>	<b>15%</b>	
<b>Net Surplus (Deficit)</b>	<b>29,572</b>	<b>410,094</b>		
<b>Net asset additions/disposals</b>	<b>(60,437)</b>	<b>1,197,778</b>	<b>(1%)</b>	



**ASSETS AND SERVICES DEPARTMENT**  
**Financial Report for the Period Ended 31 August 2008 (17% year)**

	YTD actual	Annual budget	YTD % of annual budget	Comments
<b>WATER SYSTEMS</b>				
<b>Water - Blenheim</b>				
Total Revenue and Rates	537,274	3,887,567	14%	Budgeted connection charges \$50,000, network upgrade contributions \$250,000, sinking fund interest \$102,333, vested assets \$195,000, metered water sales \$277,334 and rates & charges \$3,012,900
Operating expenditures	359,874	2,906,320	12%	Budgeted contributions \$11,000, insurance \$19,858, meter maintenance & reading \$12,000, pump stations & telemetry \$382,494, connections maintenance \$66,000, mains maintenance \$80,000, other reticulation maintenance \$25,000, treatment \$210,000, overheads \$724,007, depreciation \$534,512 and interest payments \$825,654
<b>Net Surplus (Deficit)</b>	<b>177,400</b>	<b>981,247</b>		
Net asset additions/disposals	234,045	15,942,640	1%	Budget for pipelines \$3,071,500, pump stations \$2,687,500, connections \$50,000, lateral renewals \$120,000, reservoirs \$6,837,500, treatment \$2,795,000, vested assets \$195,000 and engineering overheads \$186,140
<b>Water - Havelock</b>				
Total Revenue and Rates	28,967	222,423	13%	Budgeted connection charges \$2,000, sinking fund interest \$8,733, metered water sales \$47,289 and rates & charges \$164,401
Operating expenditures	22,801	180,640	13%	Budgeted meter maintenance & reading \$1,050, pump stations & telemetry \$23,938, connections maintenance \$8,000, mains maintenance \$7,000, other reticulation maintenance \$1,200, treatment \$15,200, overheads \$32,322, depreciation \$28,209 and interest payments \$61,394
<b>Net Surplus (Deficit)</b>	<b>6,166</b>	<b>41,783</b>		
Net asset additions/disposals	60,253	649,033	9%	Budget for pipelines \$365,000, pump stations \$60,700, connections \$2,000, reservoirs \$214,000, telemetry equipment \$719 and engineering overheads \$6,614
<b>Water - Picton</b>				
Total Revenue and Rates	201,325	1,500,088	13%	Budgeted connection charges \$12,000, network upgrade contributions \$100,000, sinking fund interest \$22,727, metered water sales \$189,220 and rates & charges \$1,176,141
Operating expenditures	164,901	1,170,183	14%	Budgeted insurance \$17,233, meter maintenance & reading \$5,000, pump stations & telemetry \$119,938, connections maintenance \$65,000, mains maintenance \$77,500, other reticulation maintenance \$8,500, treatment \$145,700, overheads \$184,723, depreciation \$247,234 and interest payments \$289,686
<b>Net Surplus (Deficit)</b>	<b>36,424</b>	<b>329,905</b>		
Net asset additions/disposals	135,483	4,505,568	3%	Budget for pipelines \$1,082,000, pump stations \$25,200, treatment plant \$200,000, connections \$12,000, laterals renewals \$26,000, reservoirs \$3,000,000 and engineering overheads \$160,368
<b>Water - Renwick</b>				
Total Revenue and Rates	49,705	395,253	13%	Budgeted connection charges \$4,000, network upgrade contributions \$100,000, sinking fund interest \$4,501, metered water sales \$23,175 and rates & charges \$263,577
Operating expenditures	31,608	221,368	14%	Budgeted insurance \$1,643, pump stations & telemetry \$56,844, connections maintenance \$15,000, mains maintenance \$10,000, other reticulation maintenance \$2,800, treatment \$22,000, overheads \$49,658, depreciation \$48,032 and interest payments \$13,696
<b>Net Surplus (Deficit)</b>	<b>18,097</b>	<b>173,885</b>		
Net asset additions/disposals	6,773	325,189	2%	Budget for pipelines \$18,000, pump stations \$265,000, treatment \$35,000, connections \$4,000 and engineering overheads \$3,189

**ASSETS AND SERVICES DEPARTMENT  
Financial Report for the Period Ended 31 August 2008 (17% year)**

	YTD actual	Annual budget	YTD % of annual budget	Comments
Water - Awatere				
Total Revenue and Rates	41,105	505,897	8%	Budgeted connection charges \$10,000, network upgrade contributions \$10,000, sinking fund interest \$822, metered water sales \$469,830 and rates & charges \$15,245
Operating expenditures	43,857	480,510	9%	Budgeted insurance \$2,057, meter maintenance & reading \$33,000, pump stations & telemetry \$37,576, connections maintenance \$27,600, mains maintenance \$97,800, other reticulation maintenance \$27,600, treatment \$12,000, overheads \$51,679, depreciation \$152,363 and interest payments \$37,688
<b>Net Surplus (Deficit)</b>	<b>(2,752)</b>	<b>25,387</b>		
Net asset additions/disposals	30,212	821,525	4%	Budget for pipelines \$386,225, pump stations \$26,400, reservoirs \$41,400, treatment plant \$208,973, connections \$10,000 and engineering overheads \$148,527
Water - Riverlands				
Total Revenue and Rates	0	868,642		Budgeted capital contributions (irrigation scheme) \$495,000, sinking fund interest \$8,024, irrigation sales \$15,000 and metered water sales \$350,618
Operating expenditures	41,196	307,579	13%	Budgeted insurance \$5,928, meter maintenance & reading \$3,500, pump stations & telemetry \$75,876, connections maintenance \$1,000, mains maintenance \$4,000, other reticulation maintenance \$1,250, treatment \$27,000, overheads \$47,460, depreciation \$81,019 and interest payments \$60,000
<b>Net Surplus (Deficit)</b>	<b>(41,196)</b>	<b>561,063</b>		
Net asset additions/disposals	6,838	613,494	1%	Budget for pipelines (irrigation scheme) \$496,000, pump stations \$36,000, reservoirs \$35,000, treatment \$35,000 and engineering overheads \$11,494
Water - Wairau Valley				
Total Revenue and Rates	134	26,929	0%	Budgeted sinking fund interest \$180, metered water sales \$25,947 and rates & charges \$802
Operating expenditures	2,709	25,902	10%	Budgeted insurance \$174, pump stations & telemetry \$8,469, mains maintenance \$600, treatment \$13,500, overheads \$1,875 and interest payments \$937
<b>Net Surplus (Deficit)</b>	<b>(2,575)</b>	<b>1,027</b>		
Net asset additions/disposals	38	12,229	0%	Budget for treatment \$12,000 and engineering overheads \$229
Water - Southern Valleys				
Total Revenue and Rates	228,916	1,836,166	12%	Budgeted sinking fund interest \$26,201, metered water sales \$437,085 and rates & charges \$1,372,880
Operating expenditures	239,282	1,475,313	16%	Budgeted general expenses \$7,500, insurance \$34,223, pump stations & telemetry \$264,876, mains maintenance \$40,000, overheads \$41,569, depreciation \$236,682 and interest payments \$849,012
<b>Net Surplus (Deficit)</b>	<b>(10,366)</b>	<b>360,853</b>		
Net asset additions/disposals	38	12,229	0%	Budget for pump stations \$12,000 and engineering overheads \$229
<b>Total Water Systems</b>	<b>1,087,426</b>	<b>9,777,965</b>	<b>12%</b>	
<b>Operating expenditures</b>	<b>906,928</b>	<b>6,767,616</b>	<b>13%</b>	
<b>Net Surplus (Deficit)</b>	<b>180,498</b>	<b>2,475,149</b>		
<b>Net asset additions/disposals</b>	<b>478,660</b>	<b>22,881,907</b>	<b>2%</b>	

**ASSETS AND SERVICES DEPARTMENT  
Financial Report for the Period Ended 31 August 2008 (17% year)**

	YTD actual	Annual budget	YTD % of annual budget	Comments
<b>WASTE MANAGEMENT</b>				
Refuse Collection	168,113	1,009,615	17%	Budgeted refuse bag sales \$125,000 and rates & charges \$884,615
Operating expenditures	85,141	1,008,974	8%	Budgeted contracts \$195,600, fees & charges \$319,200, general expenses \$6,800, refuse bag purchases \$120,200, overheads \$205,520 and internal costs & transfers \$149,854
<b>Net Surplus (Deficit)</b>	<b>82,972</b>	<b>641</b>		
Net asset additions/disposals	0	0		
<b>Total Transfer Stations</b>				
Total Revenue and Rates	80,958	456,231	18%	Budgeted dump fees (greenwaste) \$125,000, sinking fund interest \$11,193 and rates & charges \$319,938
Operating expenditures	43,903	420,678	10%	Budgeted contracts \$233,500, fees & charges \$40,000, general expenses \$9,000, power \$8,000, refunds \$5,000, overheads \$76,265, depreciation \$9,401 and interest payments \$33,195
<b>Net Surplus (Deficit)</b>	<b>37,055</b>	<b>35,553</b>		
Net asset additions/disposals	0	0		
<b>Total Landfills</b>				
Total Revenue and Rates	281,517	1,898,750	15%	Budgeted dump fees \$1,805,240 and sinking fund interest \$91,507
Operating expenditures	200,980	1,982,968	10%	Budgeted consultancy \$50,000, contracts \$62,200, general expenses \$22,500, materials \$50,000, monitoring \$42,000, rates payable \$4,824, repairs & maintenance \$7,756, overheads \$403,376, depreciation \$528,867 and interest payments \$560,299; offset by internal transfers \$148,854
<b>Net Surplus (Deficit)</b>	<b>80,537</b>	<b>(84,218)</b>		
Net asset additions/disposals	63,857	2,237,036	3%	Budget for Regional Landfill (gas management & stage 6 construction) \$2,108,043, closed landfills \$100,000 and engineering overheads \$28,993
<b>Total Waste Projects</b>				
Total Revenue and Rates	206,714	965,696	21%	Budgeted skip fees \$14,000, sinking fund interest \$2,039, sales (recyclables) \$40,000 and rates & charges \$909,657
Operating expenditures	128,456	921,638	14%	Budgeted education activities \$159,895, general operations \$74,385, hazardous waste \$122,746, illegal dumping \$17,692, recycling \$507,776, rubbish removal \$25,052 and waste audit \$14,092
<b>Net Surplus (Deficit)</b>	<b>78,258</b>	<b>44,058</b>		
Net asset additions/disposals	243,007	1,200,158	20%	Budget for construction of new Resource Recovery Centre

<b>Total Waste Management</b>	<b>737,502</b>	<b>4,930,292</b>	<b>17%</b>	
Operating expenditures	458,480	4,334,258	11%	
<b>Net Surplus (Deficit)</b>	<b>278,922</b>	<b>(69,966)</b>		
<b>Net asset additions/disposals</b>	<b>306,864</b>	<b>5,437,194</b>	<b>9%</b>	

**ASSETS AND SERVICES DEPARTMENT  
Financial Report for the Period Ended 31 August 2008 (17% year)**

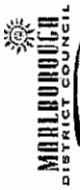
	YTD actual	Annual budget	YTD % of annual budget	Comments
<b>ROADING, PARKING, CBD, WHARVES</b>				
Blenheim Parking				
Total Revenue and Rates	329,495	1,517,823	22%	Budgeted collections \$789,690, infringements \$330,000, leases \$135,296, legal fees recovered \$40,000, sinking fund interest \$37,717 and rates & charges \$185,120
Operating expenditures	171,747	1,168,917	15%	Budgeted consumables \$16,000, contracts \$150,000, legal fees \$80,000, postage \$9,000, provision for doubtful debts \$16,653, rates payable \$52,922, repairs & maintenance \$70,000, software support \$6,225, internal costs \$50,160, overheads \$54,948, depreciation \$191,145 and interest payments \$463,470
<b>Net Surplus (Deficit)</b>	<b>157,748</b>	<b>348,906</b>		
Net asset additions/disposals	5,363	6,526,000	0%	Budget for parking buildings \$6,500,000, pay & display meters \$16,000, kerbside meters \$5,000 and parking handheld \$5,000
<b>Picton Parking</b>				
Total Revenue and Rates	12,240	93,756	13%	Budgeted collections \$45,000, infringements \$7,000, leases \$18,119, sinking fund interest \$2,504 and rates & charges \$21,133
Operating expenditures	8,580	66,221	13%	Budgeted consumables \$2,000, contracts \$20,000, rates payable \$12,952, repairs & maintenance \$6,000, internal costs \$2,640, overheads \$1,969, depreciation \$3,760 and interest payments \$16,500
<b>Net Surplus (Deficit)</b>	<b>3,660</b>	<b>27,535</b>		
Net asset additions/disposals	0	8,000		Budget for pay & display meters \$8,000
<b>Total General Roading</b>				
Total Revenue and Rates	2,318,514	12,008,956	19%	Budgeted misc contributions \$330,000, roading infrastructure contributions \$100,000, sinking fund interest \$1,958, subsidy revenue \$4,957,720, vested assets \$624,000 and rates & charges \$5,994,278
Operating expenditures	2,814,381	10,510,362	27%	Budgeted emergency reinstatement \$300,000, environmental maintenance \$622,800, minor safety projects \$608,360, network & asset management \$368,000, road safety co-ordination & programmes \$151,000, RLT planning \$54,000, routine drainage maintenance \$379,400, sea freight operations \$88,000, sealed pavement maintenance \$1,265,000, structure maintenance \$107,000, TA admin support \$70,000, traffic services maintenance \$417,000 and unsealed pavement maintenance \$510,600, overheads \$1,188,224 and depreciation \$4,290,095
<b>Net Surplus (Deficit)</b>	<b>(495,867)</b>	<b>1,498,594</b>		
Net asset additions/disposals	759,216	6,187,700	12%	Budget for sealed road surfacing \$1,528,000, pavement rehabilitation \$805,600, seal widening \$624,000, drainage renewals \$170,600, major rehabilitation \$300,000, bridge renewals \$743,000, structures component replacement \$1,487,700, traffic services renewals \$380,000, unsealed road metallising \$422,000, cycle facilities \$167,800, environment renewals (lighting) \$34,000, French Pass Rd seal extension \$120,000, Kenepuru Rd seal extension \$120,000 and vested assets \$624,000

**ASSETS AND SERVICES DEPARTMENT**  
**Financial Report for the Period Ended 31 August 2008 (17% year)**

	YTD actual	Annual budget	YTD % of annual budget	Comments
Total Revenue and Rates	300,930	1,803,427	17%	Budgeted fees (road stopping) \$5,000, sinking fund interest \$16,924 rates & charges \$1,781,503
Operating expenditures	87,375	1,086,300	8%	Budgeted abandoned vehicles \$11,000, concrete footpath maintenance \$116,500, cycle path maintenance \$100,000, kerb & channel maintenance \$25,000, road legalisation expenses \$15,000, pedestrian utilities maintenance \$5,000, sealed footpath maintenance \$75,000, signs maintenance \$5,000, special projects maintenance \$30,000, street cleaning \$370,000, vehicle crossing maintenance \$25,000, overheads \$89,238, depreciation \$107,062 and interest payments \$112,500
<b>Net Surplus (Deficit)</b>	<b>213,555</b>	<b>717,127</b>		
Net asset additions/disposals	42,741	809,200	5%	Budget for footpaths [new] \$82,000 & [renewals] \$240,000, kerb and channel [new] \$85,000 & [renewals] \$75,000, street furniture \$30,000, vehicle crossings [new] \$10,000 & [renewals] \$25,000, signs \$70,000, street lighting \$37,200 and misc seal extensions \$155,000
Total Revenue and Rates	43,970	302,160	15%	Budgeted bus fares \$12,500, sponsorship \$30,000, subsidy revenue \$141,974 and rates & charges \$117,686
Operating expenditures	40,496	250,938	16%	Budget for bus service \$130,000, facilities maintenance \$2,000, total mobility scheme \$90,000 wheelchair hoist subsidies \$14,224, administration \$8,000, overheads \$6,463 and depreciation \$250
<b>Net Surplus (Deficit)</b>	<b>3,474</b>	<b>51,222</b>		
Total Revenue and Rates	19,349	117,007	17%	Budgeted rentals \$3,000, wharfage \$1,000 and rates & charges \$112,655
Operating expenditures	17,140	63,712	27%	Budgeted insurance \$4,896, power \$3,000, repairs & maintenance \$26,000, overheads \$4,536, depreciation \$7,805 and interest payments \$17,475
<b>Net Surplus (Deficit)</b>	<b>2,209</b>	<b>53,295</b>		
Net asset additions/disposals	1,881	168,169	1%	Budget for jetty renewals Waitaria \$60,877 and Other (Onahau) \$107,292
Total Revenue and Rates	23,087	187,002	12%	Budgeted subdivisional works contributions \$50,000 and rates & charges \$137,002
Operating expenditures	10,560	51,708	20%	Budgeted overheads \$25,302 and depreciation \$26,406
<b>Net Surplus (Deficit)</b>	<b>12,527</b>	<b>135,294</b>		
Net asset additions/disposals	2,698	150,000	2%	Budgeted subdivisional roading works \$150,000
Total Revenue and Rates	75,092	559,778	13%	Budgeted grants \$59,000, sinking fund interest \$56,333 and rates & charges \$444,445
Operating expenditures	47,098	336,875	14%	Budgeted materials (banners & festive lighting) \$59,000 and interest payments \$277,875
<b>Net Surplus (Deficit)</b>	<b>27,994</b>	<b>222,903</b>		
Net asset additions/disposals	0	0		
<b>Total Reading, Parking, CBD, Wharves</b>	<b>3,922,677</b>	<b>16,619,909</b>	<b>19%</b>	
<b>Total Revenue and Rates</b>	<b>3,197,377</b>	<b>13,565,033</b>	<b>24%</b>	
<b>Operating expenditures</b>	<b>(747,000)</b>	<b>3,054,876</b>		
<b>Net Surplus (Deficit)</b>	<b>814,899</b>	<b>13,899,069</b>	<b>6%</b>	

**ASSETS AND SERVICES DEPARTMENT**  
**Financial Report for the Period Ended 31 August 2008 (17% year)**

	YTD actual	Annual budget	YTD % of annual budget	Comments
<b>RIVERS and DRAINAGE</b>				
Total rivers in Wairau Valley floodplain	440,903	2,877,960	15%	Budgeted gravel extraction/sales \$500,000, rentals \$960 and rates & charges \$2,377,000
Operating expenditures	437,249	2,526,415	17%	Budgeted personnel costs \$5,000, contracts \$1,243,000, contributions (Kaituna-Tuamarina road upgrade) \$240,000, fencing \$5,250, gravel stockpiling \$60,000, internal costs \$31,250, overheads \$918,821 and depreciation \$23,094
<b>Net Surplus/Deficit</b>	<b>3,654</b>	<b>351,545</b>		
Net asset additions/disposals	133,464	1,367,000	10%	Budgeted expenditure by river section for Lower Wairau (sedimentation control works) \$817,000, Wairau Diversion \$100,000, Wairau [Tuamarina to Waihopai] \$100,000, Lower Opawa \$20,000, Riverlands & Wither Hills streams \$30,000, Taylor Dam \$100,000, Taylor River \$20,000, Wairau gravel extraction \$80,000 and river land purchases \$100,000
Total Wairau rivers outside floodplain	30,235	179,940	17%	Budgeted rates & charges \$179,940
Operating expenditures	6,897	173,036	4%	Budgeted contracts \$140,000 and overheads \$33,036
<b>Net Surplus/Deficit</b>	<b>23,338</b>	<b>6,904</b>		
Net asset additions/disposals	0	0		
Total other Marlborough rivers	24,287	169,308	14%	Budgeted gravel extraction/sales \$32,000 and rates & charges \$137,308
Operating expenditures	18,213	142,629	13%	Budgeted contracts \$109,000, overheads \$33,341 and depreciation \$288
<b>Net Surplus/Deficit</b>	<b>6,074</b>	<b>26,679</b>		
Net asset additions/disposals	0	480,000		Budget for Waitohi culvert \$400,000, Waikawa Stream channel improvements \$40,000 and Pictory/Waikawa minor streams \$40,000
Total Drainage in WW	128,494	760,688	17%	Budgeted rates & charges \$760,688
Operating expenditures	98,255	618,766	16%	Budgeted contracts \$245,000, drain spraying \$90,000, power \$56,000, overheads \$150,562 and depreciation \$77,205
<b>Net Surplus/Deficit</b>	<b>30,239</b>	<b>141,922</b>		
Net asset additions/disposals	26,902	474,000	6%	Budget for Blenheim pumping stations \$194,000, rural pumping stations \$30,000, Blenheim minor rivers \$110,000 and drainage channels \$140,000
Total Quarries	53,480	402,824	13%	Budgeted external rock sales \$350,000 and rates & charges \$52,824
Operating expenditures	23,682	374,794	6%	Budgeted contracts \$331,000 and overheads \$43,210
Internal Recharges	(32,458)	(181,000)	18%	Budgeted internal recoveries
Net Operating Expenditures	(8,776)	193,794		
<b>Net Surplus/Deficit</b>	<b>62,256</b>	<b>209,030</b>		
Total Nurseries	0	0		
Operating expenditures	5,461	20,050	27%	Budgeted willow harvesting costs
Internal Recharges	0	(20,000)		Budgeted internal recovery
Net Operating Expenditures	5,461	50		
<b>Net Surplus/Deficit</b>	<b>(5,461)</b>	<b>(50)</b>		



**ASSETS AND SERVICES DEPARTMENT**  
**Financial Report for the Period Ended 31 August 2008 (17% year)**

	YTD actual	Annual budget	YTD % of annual budget	Comments
Total Rivers Misc Priv Works				
Total Revenue and Rates	0	0		
Operating expenditures	20,301	0		Gravel sales awaiting invoice
<b>Net Surplus/Deficit</b>	<b>(20,301)</b>	<b>0</b>		
<b>Total Rivers &amp; Drainage</b>				
Total Revenue and Rates	1,195,826	6,755,866	18%	
Operating expenditures	623,216	3,835,385	16%	
<b>Net Surplus/Deficit</b>	<b>572,610</b>	<b>2,920,481</b>		
<b>Net asset additions/disposals</b>	<b>160,366</b>	<b>2,321,000</b>	<b>7%</b>	
<b>EMERGENCY MANAGEMENT</b>				
Civil Defence				
Total Revenue and Rates	27,322	143,524	19%	Budgeted subsidies revenue \$9,000, misc revenue \$200 and rates & charges \$134,324
Operating expenditures	34,234	177,834	19%	Budgeted personnel costs \$3,000, consultancy \$55,000, insurance \$22,416, other operating costs \$62,260, overheads \$20,232 and depreciation \$14,927
<b>Net Surplus/Deficit</b>	<b>(6,912)</b>	<b>(34,310)</b>		
Net asset additions/disposals	0	15,200		Budgeted computers \$4,400, office equipment \$3,000, radio telephones \$7,000 and sundry plant \$1,000: less sundry disposals \$200
Total Fire Protection				
Total Revenue and Rates	52,550	346,134	15%	Budgeted subsidies revenue \$4,000, refunds (fire suppression recoveries) \$30,000 and rates & charges \$312,134
Operating expenditures	28,162	266,946	11%	Budgeted personnel costs \$3,000, advertising \$8,000, contracts \$25,000, equipment \$14,500, general expenses (fire suppression) \$43,000, grants \$9,000, insurance \$18,667, other operating costs \$37,108, internal plant recharges \$75,912, overheads \$17,857 and depreciation \$14,901,055
<b>Net Surplus/Deficit</b>	<b>24,388</b>	<b>79,188</b>		
Net asset additions/disposals	0	48,000		Budget for communications equipment \$12,000 and infrared camera \$36,000
Emergency Management: General Ops				
Total Revenue and Rates	36,827	216,207	17%	Budgeted rates & charges \$216,207
Operating expenditures	32,676	207,704	16%	Budgeted personnel costs \$136,935, other operating costs \$59,992 and overheads \$10,777
<b>Net Surplus/Deficit</b>	<b>4,151</b>	<b>8,503</b>		
Net asset additions/disposals	0	0		
<b>Total Emergency/Management</b>				
Total Revenue and Rates	116,699	705,865	17%	
Operating expenditures	95,072	652,484	15%	
<b>Net Surplus/Deficit</b>	<b>21,627</b>	<b>53,381</b>		
<b>Net asset additions/disposals</b>	<b>0</b>	<b>63,200</b>		

**ASSETS AND SERVICES DEPARTMENT**  
**Financial Report for the Period Ended 31 August 2008 (1.7% year)**

	YTD actual	Annual budget	YTD % of annual budget	Comments
<b>OTHER SERVICES</b>				
<b>Assets &amp; Services Management</b>				
Total Revenue and Rates	11,387	94,575	12%	Budgeted misc contributions \$43,375, engineering assessment fees \$50,000 and inspections \$1,200
Operating costs	915,819	6,253,688	15%	Budgeted personnel costs \$3,227,569, consultancy \$200,000, contracts (roading) \$456,000, digital data \$200,000, fuel & oil \$47,100, general expenses \$40,279, insurance \$27,976, lease vehicles \$176,504, legal \$30,500, professional fees \$50,000, rent \$43,375, software \$21,000, telephones \$61,500, training \$51,000, travel & accommodation \$17,000, overheads \$1,481,414; offset by internal costs & transfers \$14,000
Management recovery	(982,690)	(5,896,133)	17%	Budgeted management recoveries
<u>Net Operating expenditures</u>	<u>(66,871)</u>	<u>357,555</u>		
<b><u>Net Surplus/Deficit</u></b>	<b><u>78,258</u></b>	<b><u>(262,980)</u></b>		
Net asset additions/disposals	0	0		
<b>Development Impact Levy</b>				
<b>Total Revenue and Rates</b>	<b>32,576</b>	<b>160,000</b>	<b>20%</b>	<b>Budgeted levies on commercial and subdivisional development</b>
<b>Total Plant Operations</b>				
Total Revenue and Rates	332	0		
Operating costs	71,327	297,466	24%	Budgeted personnel costs \$3,000, fuel & oil \$38,000, general expenses \$8,000, insurance \$14,570, lease costs \$18,000, maintenance vehicles \$30,000, repairs & maintenance \$94,000, registration, WOF & COF \$10,000, road user charges \$10,500, tyres \$8,000, overheads \$17,031 and depreciation \$153,772; offset by internal telemetry recoveries \$118,060
Internal Recharges	(36,919)	(454,412)	8%	Budgeted internal plant hire recoveries
<u>Net Operating expenditures</u>	<u>34,408</u>	<u>(156,946)</u>		
<b><u>Net Surplus/Deficit</u></b>	<b><u>(34,076)</u></b>	<b><u>156,946</u></b>		
Net asset additions/disposals	24	266,687	0%	Budget for plant replacement programme \$278,187; less budgeted disposals \$11,500

## **2. Flood Damage 2008/09 Year – Claim No 2 (R945-01)**

(Clr O’Sullivan) (Report prepared by D Miller, Marlborough Roads)

1. Council sustained severe damage in the recent storms over the period 30 July – 28 August.
2. Marlborough Roads has estimated a second claim for \$1.9 m will be necessary as itemised on the attached schedule.
3. Of particular significance are major reinstatement works on the Ure and Medway Roads (including \$300,000 for Medway Bridge) and Queen Charlotte Drive.
4. The indicative subsidy rate will be 56% which applies to the previous claim as well ie; all flood damage will be at the higher subsidy rate.
5. The total road flood damage is therefore estimated at:

	<b>Gross</b>	<b>FAR @ 56%</b>	<b>Net Cost</b>
Claim 1	\$1,300,000	\$728,000	\$572,000
Estimated Claim 2	<u>\$1,900,000</u>	<u>\$1,064,000</u>	<u>\$836,000</u>
	<u>\$3,200,000</u>	<u>\$1,792,000</u>	<u>\$1,408,000</u>

### **RECOMMENDED**

**That the flood damage claim for \$1,900,000 be approved and the net cost funded from emergency reserves.**

## Flood Damage

### FD2

#### Marlborough South Area

##### Local Roads

Ure	\$ 253,000
Medway	\$ 393,400
Area Repairs	\$ 95,300
Records	\$ 6,900
Medway Bridge	\$ 300,000
Escalation Cost FD.2	\$ 89,000
<b>Total</b>	<b>\$1,137,600</b>

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### FD2

#### Marlborough North Area

##### Local Roads

Boons Valley	\$ 7,700
CR/FP	\$ 750
Gravesend Place	\$ 750
Kaituna/Tuamarina	\$ 5,000
Kaiuma Bay	\$ 750
Kenepuru 602	\$ 31,500
Kenepuru 858	\$ 5,800
Meotapu Bay	\$ 4,700
Te Mahia	\$ 2,500
Mahakapawa Hill	\$ 4,000
Maungatapu	\$ 1,000
Northbank	\$ 20,000
Onamalutu	\$ 10,000
Port Underwood	\$ 25,000
Grove Track	\$ 9,000
QCD	\$ 396,100
Ronga	\$ 1,000
Speeds South	\$ 1,000
Para	\$ 1,000
Lindens	\$ 3,500
Tumbledown	\$ 20,000
Tunakino	\$ 1,000
Waikakaho	\$ 3,500
Wakamarina	\$ 5,000
Durham	\$ 1,000
Webster	\$ 900
Picton Area	\$ 9,500
Bridge Patrol	\$ 20,000
Quick Response	\$ 25,000
Little Ngakuta	In QCD
Ngakuta Dropout (#3)	In QCD
Remove additional slips QCD	In QCD
Consequential Failures	\$ 45,650
Records	\$ 6,900
Escalation Cost FD2	\$ 127,200
<b>Total</b>	<b>\$ 796,700</b>

### **3. Blenheim Bus Service and Introduction of Super Gold Card (P090-07)**

(Clr O'Sullivan) (Report prepared by S Murrin, Marlborough Roads)

#### **Purpose of Report**

1. To seek approval to support the provision of free travel for Super Gold Cardholders on the Blenheim Bus Service from 1 November 2008.

#### **Background**

2. The Ministry of Social Development is intending to introduce free public transport for Super Gold Card holders during off peak hours from 1 October 2008.
3. All people attaining the age of 65 years and war veterans are eligible for a Super Gold Card.
4. At the time of writing this item the implementation of the Super Gold Scheme is still in draft form.
5. The intention is that Super Gold Cardholders will be entitled to free public transport on buses, trains and ferries that are provided as a public transport service under regional council plans.
6. Off-peak hours are identified as between 9.00 am and 3.00 pm Monday to Friday, after 6.30 pm Monday to Friday plus any Saturday, Sunday or public holiday. The current Blenheim bus service only operates between 9.00 am and 3.00 pm. The implementation document specifies that the New Zealand Transport Agency (NZTA) will reimburse bus operators 75% of the standard fare for Super Gold Card passengers that are carried during off peak hours.
7. The implementation document is written for large metropolitan areas where the service provider collects and retains fares with the regional council subsidising, with financial assistance from NZTA, those routes that are not commercially viable.
8. The Blenheim Bus Service is not commercially viable and is heavily subsidised by NZTA, Council and sponsorship from Mitre 10 Mega. The current contract with Ritchies is based on an annual lump sum for providing the service. Ritchies collect the \$2.00 fare which is deducted from the monthly invoice. MDC then pays Ritchies the shortfall. This is a different methodology from most other schemes.
9. Council's eligibility for subsidy under the scheme is not yet definite but indications from the implementation team are that the scheme will be eligible and 75% of the \$2.00 standard fare will be recoverable from NZTA.
10. From the last survey of passengers it appears that approximately 50% of all passengers will be eligible for a Super Gold Card. Over the last few months the bus has been carrying around 1,400 passengers per month. Approximately 700 of these passengers would be eligible for free travel.
11. Therefore 700 passengers at the \$2.00 fare = \$1,400 per month. Under the implementation proposal \$1,050 of this will be subsidised by NZTA and Council will have to meet the other \$350 ie; \$4,200 per annum.
12. This is based on current passenger figures. However, as Super Gold cardholders will be able to travel free of charge they may decide to travel more often.
13. As passenger numbers increase so will the financial assistance rate for the free fares which are based on patronage. This may reduce the overall cost of providing the service to Council.

14. There is however an indication that there may be a limit on the number of fares that are eligible to collect subsidy as there is a finite national budget for the scheme.
15. Before Council can enter into the Super Gold Card Scheme a Memorandum of Understanding must be signed with NZTA. This document is currently being written and will be available prior to 1 October 2008.
16. In terms of scheme management, Council is being encouraged to install modern electronic ticketing. The cost for this (for the one bus) is likely to be around \$12,000. In the interim Marlborough Roads advises that any decision on this should be deferred.
17. NZTA has been given an indication that if Council approves being involved with the scheme then it will commence in Marlborough as from 1 November 2008.

**RECOMMENDED**

**That the Marlborough District Council endorse the Super Gold Card Scheme as it relates to public transport and enter into a Memorandum of Understanding with NZTA for the implementation of the scheme.**

## **4. Marlborough District Crash Reduction Study 2008 (L090-05)**

**(Clr O'Sullivan) (Report prepared by S Murrin, Marlborough Roads)**

1. Marlborough Roads undertook a crash reduction study during June 2008.
2. A crash reduction study is a systematic process of identifying treatable crash problems at known black spots sites by the analysis of historical crash data.
3. The crash reduction process includes the selection of black spot sites, inspection of the site, analysis of the crash problems, implementation of remedial measures and monitoring of these measures.
4. The purpose of a crash reduction study is to identify low to medium cost engineering measures to reduce crashes. A crash reduction study can also identify major engineering treatments but the implementation of these treatments is outside the crash reduction study process.
5. The makeup of the crash reduction study team includes staff from Marlborough Roads, Opus International Consultants and Wellington NZTA staff.
6. The selected sites in the 2002-2006 crash analysis data were from those included that had an excess of three crashes over that period.
7. A total of seven sites were selected. Four of these sites on State Highway 1 and three on local Marlborough District Council roads.
8. The sites identified on local roads were Alabama Road between Redwood Street and Maxwell Road, Seymour/Maxwell intersection and Thompsons Ford Road.
9. A major concern with the Alabama Road route and Maxwell/Seymour intersection was the number of cyclists involved in accidents. There is no immediate solution to this problem as cycle crashes on roundabouts is a recognised national and international problem.
10. The recommendation for these sites are to review engineering best practice in regards to cyclists at roundabouts. Also to run an education and enforcement programme for all users of roundabouts.
11. Loss of control crashes were identified on the curves of Thompsons Ford Road. Four crashes are recorded between 2002-2006. Three of these crashes involved drivers under 23 years of age all of which reportedly involve excessive speed.
12. The recommendation for treatment at this site is to install edge markers pegs around the curves, paint edge lines over the stopbanks and around the curves, paint no passing lines over the stop banks and improve signage.
13. The other four sites are State Highway 1 sites. The recommendation for these sites is within the Crash Reduction Study documents.
14. Funding has already been allocated for the works identified in the Crash Reduction Study through the minor safety programme.

### **RECOMMENDED**

**That the remedial works identified in the Crash Reduction Study be implemented under the minor safety programme.**

## **5. Stream Crossing and Drainage Issues for Roads (R945-01)**

(Clr O'Sullivan) (Report prepared by S Murrin, Marlborough Roads)

### **Purpose**

1. To highlight stream crossing and drainage issues in the roading corridor that have arisen during recent storm events (30, 31 July and 26 August 2008).
2. To consider additional funding for remedial works and the development of a longer term drainage strategy.

### **Background**

3. Since the flooding event of late July a number of floodwater problems on or immediately adjacent to legal road have been highlighted. In general these drainage problems have resulted more from adjacent land run-off than from road drainage.
4. The road controlling authority is entitled to receive financial assistance to ensure roads are adequately drained to minimise pavement failure through pavement saturation.
5. Roads have to be carefully designed to allow floodwaters from small streams to cross them. This can be a difficult task in some terrain and roads at times become cut off drains diverting such small ephemeral streams. Roadside watertables become 'diverted streams'.
6. Otherwise land drainage is not a specific road management function. However land drainage is certainly a Council function with levels of service in different areas established historically and subject to different rating levels accordingly.
7. Control of streams – diverted or otherwise – is also a Council regulatory concern.
8. Of course many other roadside drains do naturally drain properties even though this may not have been an intended function.
9. Changing land use is placing a greater reliance on control of floodwaters and property drainage. The public is expecting higher levels of service for both. However to cover that service provision current rating in some areas is nil and in others may not be sufficient.

### **Utility Usage of Legal Road**

10. Road land, as common space provides land for drainage channels or pipe systems as a legitimate utility use along with power, telecommunication, water systems etc. The road controlling authority manages and allocates the space but of course does not operate or manage the utility.
11. Council as a drainage utility operator may then rate for the provision of drainage schemes or systems.
12. There are overlapping interests where a road controlling authority must drain its own road. This may of course involve discharge of natural storm water onto other properties. The road controlling authority must accept natural flows but is able to eventually discharge onto other land where natural flows occur.

## Land Drainage Issues

13. There is no doubt that more intensive development on the Wairau Plains is causing issues that have not occurred to the extent they have previously. Whilst surface water on pastoral land may have previously been a nuisance, the same water is often regarded as unacceptable by new landowners.
14. The following points highlight the issues Marlborough Roads and Council Rivers and Drainage staff have been dealing with.
15. New Renwick Road west of Aerodrome Road through to Benmorven Road.  
A major concern has been a spring appearing on property to the south of New Renwick Road. Once it reaches the road there is no obvious path for it to follow across private property to the north, and the only practical solution is a drain along the road.
16. Marlborough Roads has subsequently formed a channel which has a steady flow some weeks after the storm events. This raises issues such as inadequacy of unculverted vehicle crossings.
17. The watertables in this section of New Renwick Road were unable to cope with this extra water. A similar problem was also happening on the north side. To alleviate these problems Marlborough Roads has constructed road sidedrains that have assisted with moving water away from private properties.
18. This work was carried out mainly for stream control which was flooding or threatening to flood residential buildings. The cost of this work would be around \$10,000. Further more extensive works are being investigated including the under road culverts and a major Doctors Creek upgrade.
19. In Benmorven Road, an ephemeral stream has been historically diverted by the road. Upgrades are required to prevent water flowing onto new properties on the west side of the road. One residential building was sandbagged during both the July and August flood events preventing otherwise inevitable flood damage. New road culverts are required. Costs are likely to be in the order of \$40,000.
20. Other areas of concern are the lower end of Dillons Point Road, Brookby Road, Kennedys Road, Blind Creek Road, Swamp Road, Hardings Road and Rarangi Road. This is a Council drainage scheme area and rated as such. New subdivisions rely on roadside watertables being used for de facto drains.
21. Some photos of these problems are attached for reference.
22. In Hardings Road, run-off from adjacent land is ponding in the roadside and is unable to get away due to road drain capacity.
23. Another issue has also been raised in David Street. In the past a spring on the northern side of David Street caused problems for landowners. In the 1960s a Catchment Board engineer (Marshall) constructed drainage channels to convey the flow through what was then the Newman farm on the south side of the road discharging into Doctors Creek. The drain was field tiled and covered. In the recent events the drain could not cope with the flows produced.
24. It appears the spring is not interfering with the road carriageway. It is possible this could be piped along the north side of David Street to the creek but the cost estimate for this work is approximately \$30,000 - \$40,000.
25. Brookby Road experienced significant road flooding resulting from the gradual filling in of the natural ephemeral stream channel effectively directing floodwater along the road.

## Funding Required

26. It is considered important to promptly address those drainage issues threatening residential buildings. Budget estimates for immediate works are estimated to be:

Benmorven Road	\$40,000
New Renwick Road	<u>\$20,000</u>
	<u>\$60,000</u>

These costs can be funded from existing roading and rivers budgets.

27. Other road drainage issues are more widespread including but certainly not limited to the David Street, Hardings Road and Brookby Road areas discussed. More work is required to assess options, costs and funding to improve the drainage in those locations.
28. Rivers team is undertaking a major review of the Doctors Creek system which will also identify options, costs and funding.

## Summary

29. The recent floods have highlighted ephemeral stream control and drainage problems in the road environment, many of which are a result of intensive development.
30. Marlborough Roads is working with Council Rivers and Drainage staff to assist where they can but consider that these issues need to be more comprehensively addressed as part of a review of our current drainage strategy.
31. How eventual upgrade works are funded is a matter for the Council to decide on once engineering options, costs and benefits are investigated.
32. Wherever costs for drainage works on legal road can be incorporated with Marlborough Road's financially assisted roading programme this will occur. It is likely that as this is not routine work, the budget will need review. As earlier noted, only those works that are beneficial to roads as opposed to land drainage are eligible.
33. Lifestyle and viticultural subdivisions throughout the Wairau Plains has brought with it increased run-off, blocking of private drains, new small lots without access to a Council drain, and led to higher expectations of stormwater disposal and drainage standards.

## RECOMMENDED

- 1. That \$60,000 for urgent works in Benmorven and New Renwick Roads be approved from existing budgets.**
- 2. That approval in principle is given to undertake further investigations into major drainage issues, options to upgrade, costs, funding methods and controls on lifestyle subdivisions and land development on the Wairau Plains.**



Hardings Rd



New Renwick Rd



Brookby Rd just south of Kennedys Rd



Brookby Rd just north of Falveys Rd



Benmorven Rd just south of New Renwick Rd

## **6. Off-Street Car Parking – Charging and Utilisation (R855-01)**

(Clr O’Sullivan) (Report prepared by K Turner, Marlborough Roads)

### **Purpose**

1. To consider the re-designation of two long-term off street carparks as leased carparks.
2. To consider an increase in the fee for the annual lease of individual long term off street carparks.

### **Background**

3. Marlborough District Council have for a number of years leased carpark spaces to members of the public as an expedient method of providing all-day commuter parking. These parks are on land owned by Council in areas outside the retail Central Business Zone.
4. Each lessee enters into a lease with the Marlborough District Council (through Abel Properties) to have exclusive use of a specific carpark for a period of 12 months.
  - The annual lease is \$500.
  - The days and hours of lease are Mondays to Fridays from 7.00 am to 6.00 pm and on Saturdays from 7.00 am to 1.00 pm.
5. Each space allocated for long-term rental is distinctively marked “RES” to identify its reserved status.
6. Two of Council’s off-street carparks are almost exclusively used by lessees.
7. The off-street carpark situated adjacent to Tenth Lane in Seymour Street has parking for 66 vehicles. All of those spaces were previously allocated but through the movement of businesses within the CBD there are now nine spaces available. There is current interest for these spaces.
8. The Police Station carpark situated adjacent to the Warehouse with entrances from Main Street and Kinross Street has 40 marked parking spaces. Thirty-four of these spaces are currently leased leaving six spaces available to the general public.

### **Current Issues**

9. When spare spaces become available for lease public are able to use these at no cost.
10. Unfortunately when there is a mix of leased and un-leased parks public inevitably end up parking on leased spaces.
11. Many complaints have been received from lessees about illegal parking. Because of carpark features, removal of illegally parked vehicles is impractical. Further, policing by wardens is thwarted as unauthorised vehicles are not identifiable.
12. A number of lessees have expressed interest in the extension of the period of times and days due to work obligations. There is no apparent reason to restrict times of usage.
13. The best method to control illegal use is to identify that the carpark is only available for leaseholders. There will be no resulting change in revenue and a true value will be placed on the carpark caused by supply and demand.

## **Lease Charges**

14. The current lease charge is \$500.00 per annum.
15. The annual rental for a “pay and display” carpark permit is \$800. This entitles use of any off-street pay and display carpark for the same times of day as the long-term lease parks.
16. The pay and display parks are specifically for shoppers whereas the long-term off-street carparks with specific leases are targeting commuters.
17. The benefit of the leased parks is that each park is specific to a business or individual, whereas no specific parks are allocated in pay and display parks.
18. A specific lease should be valued on land value and more specifically on a demand basis.
19. Marlborough Roads proposes that the exclusivity of the park and an extension of the rental to enable year round availability is such that the rental should at least equate to rental in an off-street pay and display park.
20. If a commercial return was required an annual lease of \$800-\$1,000 is not unreasonable.
21. By way of comparison at the Marlborough Airport rental car spaces are \$750 (GST incl). Staff car parking is \$450 and a private long-term holder of a carpark space pays \$1,200 (GST incl).
22. Marlborough Roads therefore concludes that the annual lease for a specific park should be \$800 (GST incl).

## **RECOMMENDED**

- 1. That the Seymour Street long-term carpark be designated as a lessee only long-term carpark.**
- 2. That the “Police Station” long-term carpark be designated as a lessee only long-term carpark.**
- 3. That the annual lease be extended to 24 hours a day, seven days a week.**
- 4. That the lease charge of \$500 (GST incl) be increased to \$800 (GST incl).**

## **7. Temporary Road Closure (T135-09)**

(Clr O'Sullivan) (Report prepared by K Turner, Marlborough Roads)

### **Purpose**

1. To consider an application by Marlborough 4 Fun to close streets adjacent to the Forum, on the evening of 18 December 2008 for the purpose of a festival evening.

### **Proposal**

2. The Marlborough 4 Fun Events organiser has requested closure of the following streets on Thursday 18 December 2008 between 5.00 pm and 9.45 pm for a Christmas Festival.
  - High Street, from the one way section of Market Street north, to the two-way section of Market Street, identified as being the area of road adjacent to the Clock Tower.
  - Market Street from Wynen Street to High Street and the west-bound lane of Wynen Street from First Lane to Market Street.
3. The proposed closed roads will be subject to a Temporary Road Closure Traffic Management Plan which will be required to be submitted to Marlborough Roads for approval.

### **Evaluation**

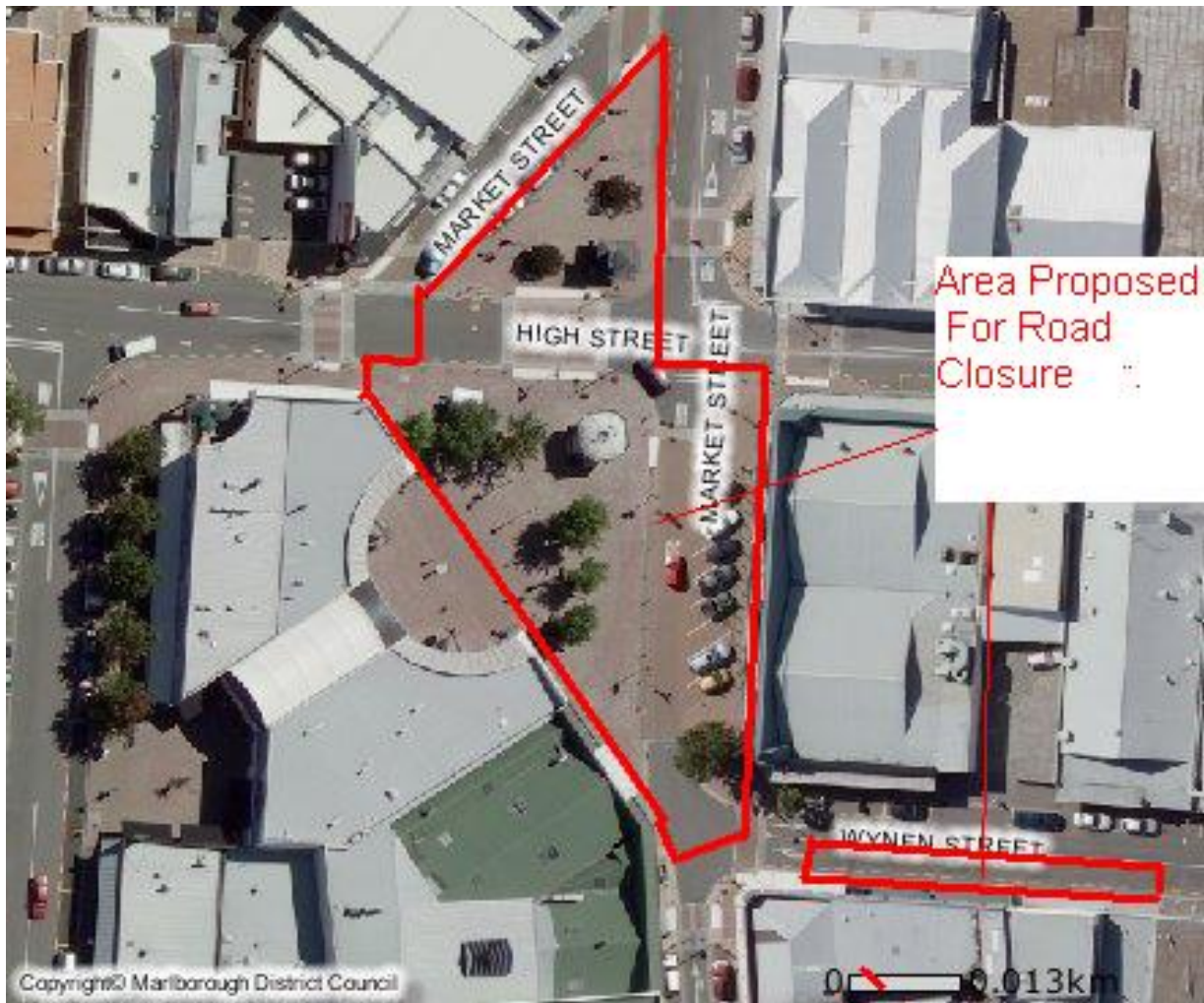
6. Marlborough Roads considers in terms of traffic flows, there will be no issues affecting other businesses. Provided temporary traffic management is in place motorists will not be affected.

### **Temporary Road Closure**

7. Application is made for the temporary road closure under the provisions of Section 342 of the Local Government Act 1974 as a festival event.
8. Public notice of the road closure is required on two occasions.
9. The closure requires approval of the Mayor.

### **RECOMMENDED**

**That the temporary closure of the streets specified on 18 December 2008 between 5.00 pm and 9.45 pm be approved.**



## **8. Sheffield Street Pump Station Re-classification (S090-B05)**

(Clr Maher) (Report prepared by T Quirk)

1. The Assets and Services Committee resolved under P.07/08.450 (adopted by Council on 3 April 2008) re-classification of a Recreation Reserve situated on the south western corner of State Highway 1 and Sheffield Street, Riverlands to Local Purpose (Utility).
2. Reclassification was required since the primary use of the site as a utility and the proposed installation of underground sewer equipment within the land was considered to be inconsistent with a classification of Recreation Reserve.
3. In accordance with the resolution the proposal was publicly advertised in The Marlborough Express on Thursday 26 June 2008 and no submissions were received.
4. The process now is for Council to formally resolve to request the Crown to re-classify as required.
5. The Crown, if approval is given, would then arrange gazettal of the re-classification.

### **RECOMMENDED**

1. **That Council pursuant to Section 24 of the Reserves Act 1977 resolve to request the Department of Conservation to re-classify Lots 2 and 3 DP 3938, Lot 13 DP 4666 and Lot 25 DP 5236 to Local Purpose (Utility) since the primary purpose of the land is not for recreation but rather for utilities including but not limited to Blenheim's main sewer discharge pipelines.**
2. **That Council resolve and exercise its powers under Section 16(2A) of the Reserves Act 1977 to classify Lot 61 DP 8858 as Local Purpose (Utility).**
3. **That Council resolve and exercise its powers under Section 24(A) of the Reserves Act 1977 to change the purpose of Lot 68 DP 107698 from Local Purpose (Recreation) to Local Purpose (Utility).**

## **9. Blenheim Sewage Treatment Plant (BSTP) – Industrial Effluent Treatment Upgrade (T090-01)**

(Clrs Maher/Weetman) (Report prepared by M Wheeler)

### **Purpose of Report**

1. This report seeks Council approval to commit to a major upgrade to the BSTP Industrial Effluent Treatment System. Funding is proposed by an additional tradewaste charge targeted to Riverlands/Cloudy Bay processors on the basis of organic loading (BOD).

### **Background**

2. Development in the Riverlands and Cloudy Bay industrial areas has been significant in recent years particularly with the construction and rapid expansion of new and existing wineries and bottling plants.
3. Council planned for and responded to this growth by separating Canterbury Meat Packers and Riverlands Industrial waste reticulation and treatment from Blenheim's domestic sewage. A further key response was the purchase of the former PPCS effluent treatment facility (and water supply) from the developer of the Cloudy Bay Industrial Park on the old PPCS Meat Works site. This purchase benefited both industrial and domestic ratepayers providing extra capacity for both.
4. Industrial ponds have been developed and upgraded to cope with the very high organic (BOD) effluent loadings food and wine processing industries, in particular produce. Capacity has been designed based on industry supplied projections and consultation with producers in the two industrial areas.
5. The March/April 2008 grape vintage saw a dramatic increase in the quantity of grapes harvested in Marlborough and an even greater increase in the quantities processed in the Riverlands/Cloudy Bay industrial areas. These increases were not forecast by the wine industry.
6. 91,000 tonnes of grapes were crushed in the area which resulted in loadings exceeding our effluent treatment design capacity by a significant proportion. Fortunately climatic conditions and management of the industrial treatment facility meant the discharge met resource consent conditions with no odour issues. However a subsequent review of treatment performance by our consultants (Beca) and staff identified that the two industrial ponds dissolved oxygen levels (providing treatment capability) were close to zero across a significant proportion of vintage. The ponds were very close to failing.
7. Grape plantings in Marlborough have continued at a rapid rate. There will be large increases in grape supply to wineries over the next few years. If markets can absorb Marlborough's wine there is the potential for significant growth in wine processing.
8. Undeveloped land still exists in the two industrial areas and a further 74.5 hectares has recently been rezoned Industrial 1 linking the two existing industrial zones. This doubles the size of the existing Industrial Zone.
9. Some existing wineries are not planning to increase production but some are and are expanding tankage accordingly.
10. One new winery is being planned for the 2010 vintage which will contract process for major wine labels. This winery is planned to be capable of expansion to 20,000 to 30,000 tonne ie; up to one-third current capacity in the area.
11. There are obvious important economic benefits to Marlborough from such growth. However it cannot occur without a matching increase in effluent treatment capability.

## Decision-making Process

12. Council must consider any decision to authorise upgrades for the Blenheim sewerage system for the purpose indicated in terms of the guidelines and procedures specified in s76 – 80 Local Government Act 2002 (LGA). The objective is to ensure there are upgrades authorised for the system so that anticipated demands of the industrial effluent serviced by the system can be met.

## Capacity and Options to Upgrade Industrial Effluent Treatment

13. Following several meetings with industry representatives growth projections have been assumed of:

10%	2008/09	(9,000 tonne)
20%	2009/10	(20,000 tonne)
10%	2010/11	(12,000 tonne)
5%	2011/12	(8,000 tonne)
		41,000 tonne

3% per annum thereafter

Over four years growth should exceed 50%.

14. Design options have been considered for capacity increases of 50% and 100%. A summary of options and costs for these two capacity increases is:

**Table 12 - Capital Cost Estimate Summary**

Option	1.5 × 2008	2 × 2008
Trickling Filter	\$11,038,000	\$14,760,000
Peak Storage Pond	\$5,428,000 - \$8,583,000	\$7,542,000 - \$11,906,000
Activated Sludge – Aeration Diffusers	\$6,572,000	\$7,019,000
Activated Sludge – Surface Aerators	\$6,758,000	\$7,967,000

15. Trickling filter systems run the effluent across special plastic media which encourage rapid biosolid formation and treatment. However this option is expensive and has a long construction period which would not meet the 2009 vintage.
16. A peak storage pond would store the industrial effluent over vintage for processing evenly at a later date. A 5.5 ha pond to a depth of 5 m would be required and this would require covering for odour control. Due to uncertainty of ground conditions, cover design and hence costs this option has also been ruled out.
17. Activated sludge processes involve maximising aeration of the effluent and recirculation of biosolids to provide intensive treatment. A Dissolved Air Flotation (DAF) plant and additional large aerators are required for the proposed system. Although European fabrication of aerators is required it is planned that this system can be constructed and made operational for vintage 2009. These systems are commonly used for processing dairy, meat and wine effluent and are reliable.

The cost difference of \$1.2 million between a 50% and 100% capacity increase provides good economy of scale and extends the upgrade life safely beyond four to five years of rapid initial growth.

18. Council could of course opt to do nothing or defer action until a formal LTCCP process but of course there would be an extremely negative impact on industry, the economy and Council's effluent and odour discharges.

## Funding the Upgrade

19. A review of tradewaste charges has been undertaken considering both existing rates and charges and options for funding the proposed upgrade.

20. Currently tradewaste operating costs and depreciation are funded by tradewaste producers based on actual flow and loading (BOD). Capital costs of the current industrial effluent and the domestic treatment plants are funded across the Blenheim sewerage rating area by Land Value rates. This method is not considered equitable for the significant capital cost of the proposed upgrade (\$8 million).
21. Connection lump sum charges have been considered but are obviously only relevant for new connections not the expansion of existing tradewaste production without a new connection. Another difficulty is estimating future producer capacity which may cover a wide range for a particular outlet connection size.
22. The most equitable and measurable method for recovering capital costs is to base charges on the peak BOD loadings of tradewaste producers. The proposed upgrade is driven by BOD loadings and capacity must cope with the peak days through vintage. Measuring and charging on the basis of this peak day loading is logical.
23. The upgrade need has resulted from particularly rapid growth in 2007/08 and further forecast growth of winery effluent in the industrial areas. It is therefore proposed that the funding of the \$8 million upgrade be by those producers who have increased peak day BOD loadings over the peak in the 2006/07 year.
24. Applying the growth rates forecast to recover the \$8 million upgrade over a 20 year loan period by peak day BOD increments over the 2006/07 base a charge of \$130.64 (GST excl) per kg per day is proposed.

### **Existing Capital Investment and Operating Charges**

25. A financial model has been prepared which analyses the upgrade funding but also future operating cost recovery and existing capital cost recovery.
26. Rapid growth should enable operating charges to remain at current levels (subject to regular review).
27. A switch from current land value rating to recover existing capital investment has also been considered. The industry has been advised that a change to a 'user pays' system will be promulgated. This involves a wider range of industries and will engender some debate. A formal consultation process for this proposal is essential and will be the subject of a separate report.

### **Tradewaste Bylaw**

28. Tradewaste is regulated and costs recovered by Council under a Tradewaste Bylaw. A schedule of charges can be introduced at any time but due to amendments to the Local Government Act 2002 a special consultative process is recommended. To achieve this upgrade by vintage 2009 there is insufficient time to use this process prior to contracting the construction of the upgrade. We have requested that those processors subject to BOD charges sign an agreement accepting the new upgrade charging system and agree not to object to this aspect of a reviewed Tradewaste Bylaw to be consulted on later this year.
29. If support is received in this way there is considered to be minimal risk that upgrade funding will be disputed later. In the unlikely event of dispute, the equity of the upgrade funding proposed and the support for the proposal should not cause concerns for Council.

### **Significance Policy**

30. When related to Council's Significance Policy the overall system associated with wastewater is identified as a strategic asset. It could be argued that the trigger for significance in revenue terms does not extend to such strategic assets. This is understandable since obviously there is a need for Council to be able to respond to ever-changing needs in dealing with services expenditure. In any event the costs indicated for the upgrade is within the significance revenue trigger.

31. In considering the upgrade proposal Council should also consider the significance of not approving the upgrade and thus certainly not being able to provide effluent treatment for any increased grape processing in the Riverlands/Cloudy Bay area.
32. Consequences of not approving an upgrade for 2009 vintage would include:
- (a) Inability to process a forecast additional 9,000 tonnes of grapes in vintage 2009. This is an approximate loss of grower income of \$2,000 per tonne or \$18 million. Marlborough's economy will also not receive the downstream effects (multiplier) of this income eg; wages, materials purchases, etc.
  - (b) Difficulty controlling processing volumes to ensure treatment capacity is not exceeded.
- It is impossible for Council to control the harvest volumes processors will crush at vintage unless we were to monitor every inwards truck movement.
- Some controls exist through BOD monitoring but our ability to shut down processors exceeding limits will be delayed and maybe ignored. There is a high degree of voluntary, cooperative restraint necessary.
- This puts our treatment capacity at risk given the large increase in grape availability next vintage.
- Treatment process failure would be a real possibility with consequent compliance and environmental issues.
33. The significance policy also requires consideration of financial costs. The proposed funding method is a "user pays" system. Although Council will not recover its investment for some years the strong growth prospects of the wine industry in particular make the financial risk profile low.
34. Given the above considerations the assessment of officers is that s97 LGA does not apply and Council can proceed to consider this proposal under the s12 LGA powers without further authorisation in the LTCCP or amendment of the existing LTCCP.

### **Consents Required for Upgrade**

35. Discussion with Regulatory management has identified the need for a building consent for the DAF tank. Because the effluent and odour discharges subject to current BSTP consents will not be affected by the upgrade it is possible no new resource consents are required. The worst case would be a land use consent for the DAF building which we expect should be straightforward.

### **Consultation**

36. The primary parties with whom Council would normally consult would be the industry groups to benefit from and to pay for the enhancement. That consultation has already occurred. Indeed those industry groups have emphasised the need for Council to undertake the works under urgency so any upgrade would be in place for the next vintage. It is not seen that Council should undertake any further consultation. It has no impact on other parties since charges for the recouping of expenditure for the upgrades would be levied against those with whom consultation has already occurred.

The widespread support for the upgrade and the proposed funding will be confirmed by the return of agreements accepting the proposed funding system.

### **Special Considerations**

37. Council must assess if consideration should be given to whether there is any Maori cultural dimension to any decision on the upgrades and if the answer was 'yes' then an opportunity should be provided for Maori to contribute to the decision-making process. The view of officers is that there is no separate dimension that would call for any specific opportunities to be given to Maori.

## **Affected Interested Parties**

38. These parties would be the users of the system given it is seen as a 'user pays' upgrade proposal.

## **Summary**

39. A major upgrade of BSTP Industrial Effluent Treatment Plant is necessary to cope with projected growth.

40. An \$8 million activated sludge process is proposed to be constructed with urgency targeting completion prior to the 2009 vintage.

41. An incremental BOD charging system ("user pays") is proposed to fund a loan for the upgrade.

42. Growth in volumes is expected to recover additional operating costs at current rates.

## **RECOMMENDED**

**1. That Council adopt the positions set out as they relate to the decision-making requirements under LGA and in particular adopts the following:**

- **Council may proceed to consider a proposal under the s12 LGA powers without further authorisation in the LTCCP or amendment to the existing LTCCP.**
- **The decision objectives spelt out in the report are adopted.**
- **The option for achieving the objective of the decision is adopted.**
- **Council assess there has been sufficient consultation on the proposal so no further consultation is required.**

**2. That a budget of \$8 million for an upgrade of the BSTP Industrial Effluent System be approved to be funded by loan.**

**3. That the funding be repaid by a BOD charge on the incremental change in BOD from 2006/07 to be calculated annually following vintage; the first payment will be calculated following the 2009 vintage and will apply from 1 July 2009.**

**4. That equipment orders be placed with selected suppliers and approval of that selection be delegated to the Chairman Assets and Services and the Manager Assets and Services.**

**5. That construction contracts be negotiated with selected contractors and that approval of those contracts be delegated to the Chairman and Manager Assets and Services.**

**6. That a Special Council meeting be called for Thursday 16 October (following the Environment Committee meeting) to consider the Committee recommendations and determine the upgrade decisions.**

## **10. Out of District Water Connection, 24 Severne Street (U071286), (W270-01)**

(Clrs Maher/Hope) (Report prepared by S Rooney)

### **Purpose of the Report**

1. Council has received a request for two extra-ordinary water connections to serve two lots being created over Lot 2 DP 397198 (24 Severne Street, Blenheim). This report is to consider that request.

### **Discussion**

2. The current water supply in Severne Street stops at the northern boundary of No. 25 and serves only those properties north of 25 and on the east side of the street only.
3. The watermain is planned to be extended in conjunction with laying the sewer network to serve this same area. These extensions will take place when zoning changes take place and development commences.
4. The extension of these services will be funded from developer contributions.
5. For extra-ordinary connections to be approved for 24 Severne Street the watermain north of the property will need to be extended 125 metres, at a cost of approximately \$26,000 (GST excl), in advance of the planned extensions.
6. When considering applications for extra-ordinary connection Council would generally seek the costs of mains extension necessary to serve that property. However in this instance as the watermain will require extension in future it is considered appropriate the property owner pays the equivalent development levy for each connection and the cost to install the connections from the west side of the road to the main on the east side of the road. Alternatively the applicant pays the cost equivalent to install an extension to meet their demand and Council funds the difference to increase the pipe to 150ø to meet future area demand. The cost of a 32 mmø pipe to meet the property demand is estimated at \$6,875.
7. The letter seeking these extra-ordinary connections suggests that there is potential for the property to be subdivided again in future, creating an additional two lots. It is suggested that they will seek out of district connections for these two lots also.
8. The current subdivision is to utilise on-site wastewater treatment, however, the applicant again refers to future subdivision and potential to connect to sewer when it is available.
9. Approval of the two water connections being sought should not be considered an approval for future connections as discussed in the letter of application. The property owner should reapply in future when they are required.

### **RECOMMENDED**

1. **That water connections be approved for Lots 1 and 2 of the subdivision under consideration in Resource Consent U071286.**
2. **That water upgrade levies of \$5,417 (GST excl) (CCI June 2007) per lot be paid. (The amount to be paid will be recalculated to the current CCI figure at time of payment). Note: This is the value of the proposed Blenheim water levy as calculated for 2008 as part of the subdivision levy review.**

- 3. That the property owner pay the actual cost to install water connections across Severne Street to the watermain to be laid in the eastern berm.**
- 4. That the proposed lots pay water rates as per Council's out of district connections rating policy.**
- 5. That the water connections will be metered.**
- 6. That the applicant be advised approval of these service connections does not imply that subdivision approval will be granted.**

MIDDLE RENWICK ROAD

SEVERNE STREET

LAKINGS ROAD

DAVID STREET

Watermain extension  
required → 24



# 11. Review of Awatere Water Supply Levies Policy (W270-02)

(Clrs Hope/Maher) (Report prepared by S Rooney)

## Purpose of the Report

1. This report sets out to review the specific clause relating to water consumption changes on farms spread over two or more legal titles.

## Background

2. Council approved a policy introducing development levies for the Awatere water supply in 2006. This policy also incorporated the use of flow restrictors on new connections and storage within properties. This was subsequently amended in June 2008. The amendment passed by Council excluded the following clause:

That where the property is made up of several legal titles but is farmed as one, any additional dwellings or residential buildings on any of the titles shall incur the appropriate development levies regardless of whether the properties have existing water connections.

3. Council asked that the Assets and Services Committee review this clause.

## Discussion

4. During 2005 and 2006 there were a substantial number of subdivisions and proposals for subdivision throughout the Awatere and in particular in the Seaview and lower Blind River area. These subdivisions were generally creating smaller lot sizes each with the potential to have a dwelling constructed on them, that is the housing density in the area was changing.
5. When housing densities change in rural areas we have noted property owners' expectations changing. The level of service expected for water supply increases. Particularly the volume of water used for irrigation of lawn and garden around the house.
6. The cumulative effect of these developments on the water supply combined with the growing expectation for its use will require upgrading of the network.
7. The purpose of the policy was to limit the impacts of development to existing users. Levies were considered appropriate to ensure that developers were funding a reasonable share of the upgrades required as a result of their development. Without a levy all users new and existing would fund upgrades across the network required for growth.
8. Approving additional connections without considering the impacts to existing infrastructure and levels of service has consequences for all users. Unchecked the additional demand will exceed the capacity of the existing infrastructure thus causing lower pressures throughout the network. This will be especially so for the extremities such as the lower Seaview and Blind River areas.
9. Council considered the upgrades necessary to continue providing an on demand supply for subdivisions and additional houses being constructed within the area of supply. The long term cost to meet the additional on-demand peak flows was estimated to cost \$40,000 per additional property.
10. On-demand peak flows are able to be reduced with the introduction of flow restrictors and on-site storage. Requiring this for all new connections is estimated to reduce the upgrading cost to, \$5000 to \$10,000 per property.
11. This proposal and the introduction of development levies was approved by Council in December 2006. The policy also set out when development levies would be applied. This was to be at time of

subdivision, when an additional dwelling/s were being built on a property in one legal title, and when a farm made up of several legal titles, but is farmed as one, has additional dwellings erected on any of the titles. The appropriate development and upgrade levy was to be charged regardless of whether the properties have existing water connections.

12. It is the final clause that is considered contentious.
13. The intent of the policy is for developers creating additional demand on the network to pay a contribution towards upgrades necessary to meet that additional demand. In formulating the policy it was considered that an existing farm which may be spread across a number of legal titles has the potential to create additional demand if those existing titles were sold individually and then new dwellings built on one or more of those titles. The policy set out to charge the levy when an additional house was built in that circumstance because it is considered the additional demand created had not been anticipated when the scheme was originally designed.
14. It has been put to Council by the Awatere Settlers' Association Water Committee and by the councillor representing the Awatere area that this section of the policy is unfair to farmers who may have expected that they had a right to water for each of those legal titles irrespective of the historical use.
15. They suggest where a property has existing connections there is an expectation the connection can be used for new dwellings as of right.
16. Council allows farms to have multiple connections to reduce the lengths of piping required within a property to provide stock water supply throughout the property. It's unclear whether these extra connections could as of right have dwellings attached to them.
17. A comparison to a farm in a single title with multiple water connections being subdivided should be made when considering if a farm across more than one title should be exempt from levies. As both situations will create the same additional demand on the network when new dwellings are erected.
18. The question is should Council levy against the additional demand that may be created for farms spread across existing titles.
19. There are two possible solutions; (i) the levy be charged against the additional demand when it occurs, that is when a dwelling is proposed or (ii) that the levy not be applied in these circumstances but that a water restrictor and on site storage become a condition of supply against the dwelling being erected at time of building consent.

## **RECOMMENDED**

**No recommendation pending discussion by the Committee.**

## **12. Backflow Protection Programme – Proposal (W270-01)**

(Clrs Hope/Maher) (Report prepared by A Williams)

### **Purpose**

1. The purpose of this report is to recommend the formalisation of a Backflow Prevention Policy within the Marlborough District Council.

### **Background**

2. A Backflow Prevention Programme proposal was put to Assets and Services Committee in February 2008. It was recommended that a workshop be held to discuss this issue in greater depth.
3. A workshop on Backflow Prevention took place in August 2008 explaining risks and mitigation measures surrounding backflow. The Workshop notes are attached in the separate Information Package for this meeting.
4. The basic recommendations from the original paper were agreed in principle.

### **Summary**

5. Most large councils already have an active Backflow Prevention Programme as do many other councils of similar or slightly larger size to that of Marlborough.
6. With the introduction of the Health (Drinking Water) Amendment Bill (2007), the responsibilities on Council to provide safe, potable water have increased. The cost of achieving this is increasing, therefore where Council can ensure that the likelihood of contamination is minimised, investment can be protected.
7. The new Health (Drinking Water) Amendment Bill (2007) has given Council a mandate to require the costs of many of these devices to be recovered from the property owner therefore costs to Council are reduced.
8. It is also believed that the risk of a serious backflow incident could be reduced considerably by undertaking a targeted education and inspection programme. This could start with all water connections over 40 – 50 mm diameter, graduating down to 25 mm. If these properties already have backflow devices installed within the premises under the Building Act, no inspection would be required, however boundary protection may still be deemed necessary to ensure that Council water mains are protected. Many existing backflow devices have the potential for being circumvented through additional plumbing. An example of this is an industry having a backflow device on an electroplating tank but Council requiring one at the boundary to ensure that any failure or circumvention will not affect Council water mains.
9. Engineering and Building Control staff will work closely to implement and monitor the backflow programme.

### **RECOMMENDED:**

1. **That all future new connections deemed low risk are fitted with dual non-testable check valve manifolds and that the extra cost of this device is incorporated into the connection charge.**
2. **That dual non-testable check valve manifolds are fitted when existing tobies are replaced.**
3. **That a public education process take place involving explanation of risk and backflow policy, this process to take place prior to requiring businesses to install backflow prevention devices.**

- 4. That a survey of existing connections be carried out over a predetermined period starting with the higher perceived risk to Council water supply and that where deemed necessary the appropriate level of backflow protection be installed at the property owner's expense.**
- 5. That all future new connections 25 mm and larger be assessed for potential backflow risk and if deemed medium or high hazard the appropriate level of testable device be installed; the installation, annual test and repair costs be invoiced to the property owner and where the risk is deemed low hazard a dual check non-testable device be installed at the property owner's expense.**
- 6. That all boundary or containment devices are owned by the Council but where testable devices are used the ongoing cost associated with maintenance of these devices will be the responsibility of the property owner. (The costs of maintenance of all non-testable devices will be absorbed into maintenance budgets).**
- 7. That the NZWWA Backflow Prevention Code of Practice be incorporated into the Water Chapter Bylaw review.**

## **13. Marlborough Environment Awards - Programme and Sponsorship for Schools (E225-10-01)**

(Clr Maher) (Report prepared by A McDonald)

### **Purpose**

1. The purpose of this item is to seek support for developing and sponsoring a school's category in the current Marlborough Environment Awards programme facilitated by Council.

### **Background**

2. The Marlborough Environment Awards have been running successfully for the last 10 years on a bi-annual basis. The awards have regional recognition and are a chance to both educate and celebrate the journey businesses and organisations are making towards sustainability.
3. Three years ago we joined the National Enviroschools programme. The Enviroschools programme focuses on facilitating schools to become more sustainable through development of action projects around waste, water, energy, landscapes, and buildings. Currently we have 12 schools on the Enviroschools journey and our goal is to have 75% of our schools involved in this programme by the end of 2010.
4. With more schools involved in sustainability programmes, offering an incentive, such as a category in the Marlborough Environment Awards, allows schools to enter their projects and receive an award for their efforts. It also will offer schools a chance to show other schools through visits like the field days what they have achieved.
5. The plan is to pilot a parallel school's awards programme alongside the Marlborough Environment Awards and then if successful to offer this as a permanent part of the awards programme.
6. As well as facilitating the awards, Council could be the principal sponsor of the schools awards.
7. This would cost \$1,000 biannually to sponsor the awards and \$3,000 in facilitation costs. There would also be costs associated with the judging of the award and some advertising and promotional costs estimated at \$1,000. This totals \$5,000 biannually. This cost can be met this year from unused budgets, but will need to be a new line item in the education budget from 2009/2010.

### **Comments**

8. This is a great opportunity to be part of an established and recognised awards programme that can offer schools an opportunity to celebrate their action projects on sustainability.

### **RECOMMENDED**

1. **That Council support the pilot programme for schools to be a part of the Marlborough Environment Awards and agree to fund this programme and sponsorship as part of the education budget.**
2. **That provision be made in the 2009/10 budget for a new line item in the education budget.**

## 14. Lansdowne Park – Ongoing Management (R495-L01)

(Clr Weetman) (Report prepared by M Wheeler)

### Purpose of Report

1. This report proposes arrangements for the future management of Lansdowne Park and seeks budget approval to fund operating maintenance and capital costs from 1 November 2008 to 30 June 2009.

### Background

2. Council purchased Lansdowne Park in July 2008. A clear intention of the purchase was to enable the future development of a multi-sport facility whilst recognising the importance of the park to Marlborough rugby.
3. Initially a lease back to rugby was contemplated. However leasing raised some concerns particularly the ability of Council to retain control of its newly acquired asset and therefore to properly and equitably manage the park for multiple sports both now and in the future as development of the facility occurs.
4. Consequently a simple booking agreement, similar to that used for other Council sportsgrounds was signed by Tasman Rugby from date of settlement until 31 October. Tasman has met all costs of maintaining the grounds and buildings through this period, assisted only by the annual grant Council has made for some years.
5. The current agreement ceases at 31 October so a new, longer term arrangement needs to be put in place.
6. Given the uncertainty of Tasman's future, reference to Tasman in the options that follow could also apply to Marlborough Rugby Union if the latter is reinstated as an operating entity.

### Maintenance and Capital Requirements

7. Staff have worked with Tasman Rugby staff and the Marlborough Sub-Union to assess ongoing maintenance requirements. Some more immediate capital expenditure needs are also evident to improve safety on the western grandstand. An assessment of the Jim Fraser Centre cladding is necessary. Less urgent but desirable are ground drainage improvements and carpark sealing and marking. Currently used grounds maintenance equipment – tractors and mowers – are in a poor state of repair and at the end of their useful lives.
8. Several options for ongoing management and maintenance of the grounds and buildings have been considered.
  - (a) Council Contracts its existing Blenheim Sports Parks contractor, Downer EDI, to maintain the park.

Council manages all bookings to use grounds and facilities.
  - (b) Council employs the current park groundsman to maintain the grounds and buildings with Council providing required plant and equipment.

Council manages all bookings to use grounds and facilities.
  - (c) Council contracts Tasman to maintain the grounds and buildings and manage bookings by other users. Council retains overall approval of bookings and charges levied on community bodies subject to our 'free user' policy.
9. Estimated annual operating costs and capital expenditure for each option are:

- (a) Council's existing sports parks contract.

Grounds and facilities maintenance  
(based on quotation received) \$179,135

No plant and equipment capital expenditure is necessary as the contractor provides this.

- (b) Council employs the current park groundsman, or

- (c) Council contracts Tasman.

Annual contract payment to Tasman \$100,000  
(or annual costs to MDC)

MDC – specialist turf renovations \$44,546  
(vertidrain, seeding, rolling spraying etc) \$144,546

In addition new plant and equipment will be required as the current Tasman machinery is barely serviceable.

Requirements are:

Tractor	\$42,000
Mowers	\$37,000
Ancillary	<u>\$10,000</u>
	<u>\$89,000</u>

Annual funding cost @ 10.4%	<u>\$9,256</u>
Annual cost	<u>\$153,802</u>

10. It is apparent that costs will be lower if the park is maintained by either Council or Tasman. Tasman believes that there will be further advantages to the community if they manage the park given their previous experience, the employment of a full time Marlborough Area Manager (Craig Morris) and their ability to use voluntary labour
11. However a possible disadvantage of Tasman management arrangement is loss of a degree of control by Council. The main area of concern could be the treatment of non-rugby users under Tasman. Conversely management of the park by Council's Reserves team will push an already stretched team and may require further resource.
12. Tasman has provided a proposed "Heads of Agreement for the Management and Use of Lansdowne Park". The document acknowledges the multi-sport usage of the park but staff are proposing changes to strengthen this aspect and to clarify expectations for maintenance and management. Bookings would need to be ultimately at Council's discretion. A percentage of grounds bookings revenue is proposed to be paid to Council.

### **Interim Proposal**

13. Given the current uncertainty about Tasman's future it is recommended that council employs the current groundsman from 1 November 2008 and manages and maintains Lansdowne Park under a normal sports code user agreement as an interim measure.
14. Once Tasman's fate is settled it is recommended Council contract Tasman (or MRU) to manage and maintain the park grounds and buildings subject to appropriate terms and conditions.

## **RECOMMENDED**

- 1. That Council employs the current park groundsman to maintain the park grounds and buildings as an interim arrangement until such time as Tasman's future is determined and an alternative arrangement agreed.**
- 2. That appropriate documentation, including a contract for Tasman or MRU to manage and maintain park grounds and buildings be developed for eventual negotiation with the appropriate union.**
- 3. That the contract provide for the following:**
  - (a) Recognition that Lansdowne remains the home of Marlborough rugby and rugby's reasonable needs will be given priority.**
  - (b) Council retaining overall control of the park and its facilities including its usage and quality standards.**
  - (c) Council can freely develop the park and its links to adjoining land to best meet future community needs and the aim of developing a multiple sport facility.**
  - (d) Rugby would continue to have existing signage rights subject to reasonable Council controls and the ability for themselves and other users to have new signage rights in future if these did not unreasonably compromise those existing rights.**
- 4. That capital expenditure of \$89,000 for a tractor, mowers and ancillary equipment be approved funded from the plant operating reserve account.**
- 5. That capital expenditure of \$58,000 be approved for immediate improvements to the western stands for safety purposes funded from the Land Subdivision Reserve Account.**
- 6. That a budget of \$103,000 be approved to fund operating and capital funding costs from 1 November 2008 to 30 June 2009.**

## **15. MDC Walking and Cycling Strategy Review (R495-07)**

(Clr Maher) (Report prepared by S Murrin and R Dunn)

### **Marlborough's Cycling and Walking Strategy - Implementation Update**

1. The Ministry of Transport and NZ Transport Agency national Roadshow provided an overview of changes to transport legislation, new structures, and greater emphasis on sustainable transport modes. The changes stem from the Land Transport Management Amendment Act 2008 introduced in August.
2. Increased emphasis on public transport and provision for and encouragement of cycling and walking is a significant focus. The Government Policy Statement includes the target of increasing the number of walking and cycling trips by 1% per year through to 2015.
3. Marlborough's Regional Land Transport Strategy 2006 is this region's guiding transport document and the relationship with other national and local strategies and policies is depicted on the attached matrix.
4. The Marlborough District Council Regional Land Transport Strategy (2006-2010) effectively identifies the shift in focus to include planning, design, facilities and promotion of inter-modal transport including cyclists and walkers. These needs are addressed in more detail within Marlborough's Cycling and Walking Strategy as adopted by Council in 2006. Marlborough Roads and BikeWalk Marlborough have been implementing the action plan.
5. The Walking and Cycling Strategy includes methodologies to meet the needs of cyclists and walkers, and the education and promotion of both these travel modes.

### **Cycle Lanes**

6. Cycle facilities are a particular priority in Marlborough to increase cycle safety and encourage cycle use, particularly for short trips and commuting. Ongoing improvements to pedestrian and scooter access are also occurring to footpaths and crossings in urban centres.
7. Data suggests approximately 18% of school/college students cycle and 20% walk to school, with 6% of the workforce cycling and 10% walking to work in Marlborough (2005 survey figures).
8. As part of the cycle network plan, cycle lanes on Maxwell Road and Redwood Street from Alabama Road to Blenheim's central business zone have been proposed on both sides of these roads.
9. The main purpose of cycle lanes is to encourage cycling as a safe, sustainable, convenient, healthy and low cost option. Marlborough's climate and topography offers an excellent opportunity for walking and cycling.
10. On-road commuter routes are proposed to initially connect southern Blenheim to the colleges and the central business area. Commuter cycle routes work best if they are safe, direct and consistent.
11. Traffic engineers propose cycle lanes be incorporated on these roads however kerbside parking will be lost.
12. Public submissions were invited over a five week period closing 15 September. Some 115 submissions were received. A schedule of submissions is included with the Information Package and shows the overall public response to the draft cycle lane plans to be mixed - with half in favour of the proposed cycle lanes proceeding and half opposed. The intention of increasing cycle safety has generally been overwhelmingly supported by submitters however the potential loss of on-street parking is a concern for many residents on these streets.

### **Proposed Assistance**

13. The Marlborough Walking and Cycling Strategy was produced in 2006. With the recent amendment to the Land Transport Management Act and the release of the Government Policy Statement (GPS) the Strategy needs to be reviewed to align with the legislation.
14. It is proposed to engage Axel Wilkie of ViaStrada - Traffic Planners and Transportation Engineers to review the strategy.
15. With the release of the GPS, Council will be required to report on its achievements.
16. It is proposed that the review of the Strategy will give clear directions and measurable outcomes for walking and cycling. It will also produce a walking and cycling network plan with emphasis on improving cyclist safety on commuter routes to the CBD, places of work and schools.
17. An immediate action will be to review submissions on the proposed Maxwell Road and Redwood Street cycle lanes.
18. A brief is currently being put together for the engagement of ViaStrada. It is expected this review will cost around \$20,000. Subsidy of 75% is available through NZTA. An application will be lodged for subsidy with Council share being funded from existing cycling budgets.

### **Implementation Summary**

19. Below is a summary of the current cycling and walking budget and progress to date.
20. NZTA 50% subsidy is available for many of the proposed projects, however the value of works proposed exceeds the available funds by \$119,700.
21. The percentage of funds being spent of cycling and walking facilities is currently 1% of the total capital roading budget of \$10,000,000.
22. Staff will manage the programme within the current budget.

### **RECOMMENDED:**

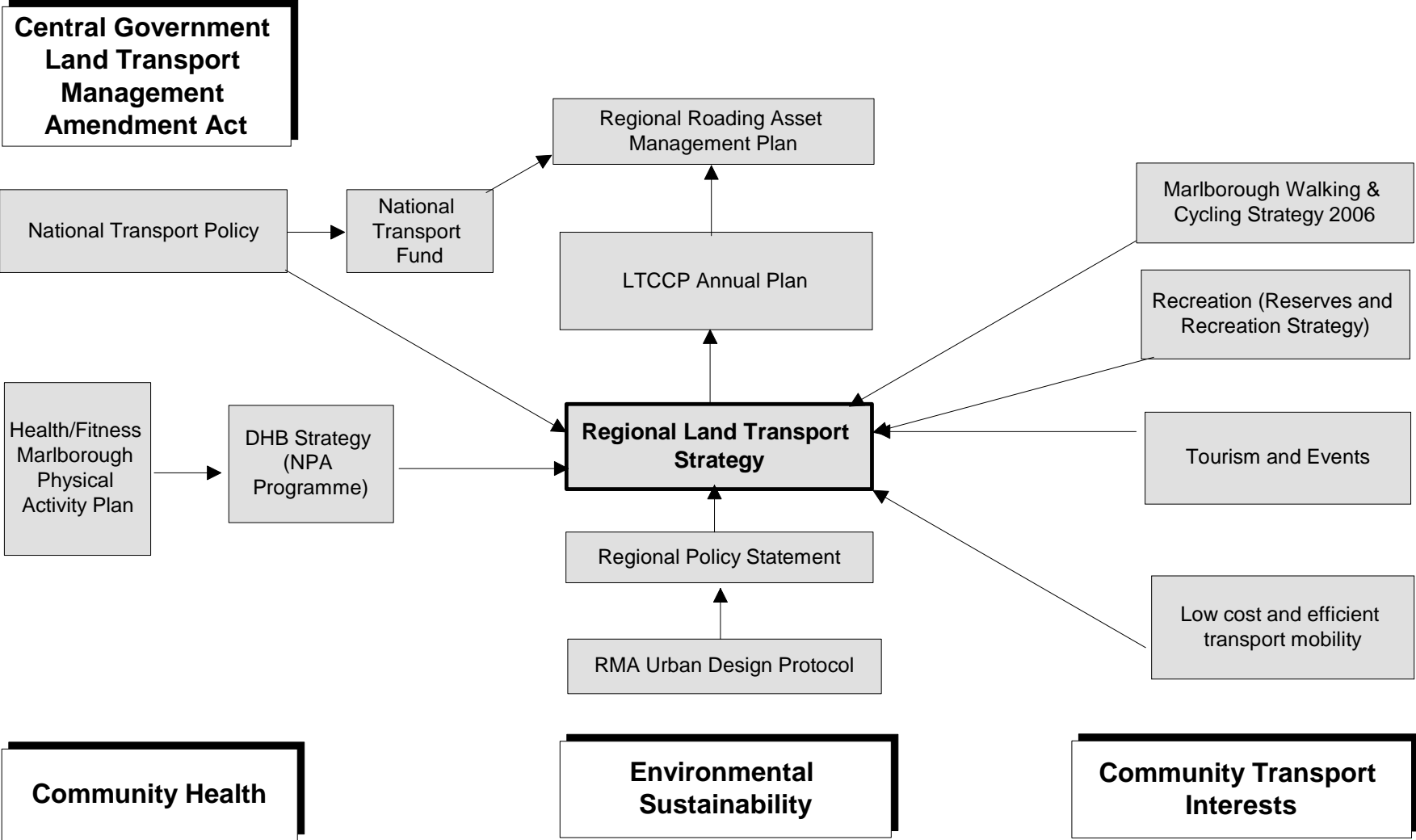
**That Marlborough Roads be given approval to engage ViaStrada to review MDC Walking and Cycling Strategy and review submissions on Maxwell Road and Redwood Street cycle lanes at a cost of \$20,000, funded from the Cycle and Walking budget.**

## Walking and Cycling Strategy Budget – July 2008/June 2009 Year

	Estimated Cost	NZTA Potential 50% Subsidy
<b>Carryovers from 07/08</b>		
Cycle Lane Project	\$120,000	
Cycle facilities	\$47,800	
08/09 Cycle Budget	\$100,000	
<b>Total funds available 08/09</b>	<b><u>\$267,800</u></b>	
<b>Proposed Projects 08/09</b>		
Engage Viastrada to review Walking and Cycling Strategy and Cycle Lane Submissions	\$20,000	\$10,000
Cycle Lane installation for southern Blenheim or cycle safety improvements	\$200,000	\$100,000
Purchase and installation of cycle stands	\$25,000	\$12,500
Intersection improvements <ul style="list-style-type: none"> <li>• Enhance cycle and pedestrian safety</li> <li>• Boyce/High Street</li> <li>• High/Beaver Road</li> <li>• Nelson/McLauchlan</li> <li>• High Street Bridge</li> </ul>	\$120,000	\$60,000
<b>Off Road Projects</b>		
Taylor River path <ul style="list-style-type: none"> <li>• Upgrade to promote commuter cyclist use</li> </ul>	\$15,000	\$7,500
Taylor River trail <ul style="list-style-type: none"> <li>• Upgrade existing and extend to the dam</li> </ul>	\$25,000	
Sutherland Stream Trail <ul style="list-style-type: none"> <li>• Upgrade to encourage commuter cyclist use</li> </ul>	\$20,000	\$10,000
Rail Corridor <ul style="list-style-type: none"> <li>• Blenheim - Riverlands</li> <li>• Blenheim - Spring Creek</li> </ul>	\$80,000 \$160,000	\$40,000 \$80,000
Opawa River cycle trail <ul style="list-style-type: none"> <li>• Blenheim – Renwick Potential route – investigation</li> </ul>	\$5,000	
Fulton Stream Path <ul style="list-style-type: none"> <li>• Colemans to McLauchlan Street construct</li> </ul>	\$45,000	\$22,500
Walk and Cycle Maps – Blenheim and Wairau (external funding also applied for)	\$5,000	
Cycle, Paths or Road Widening and Signage <ul style="list-style-type: none"> <li>• Middle Renwick Road</li> <li>• New Renwick Road</li> <li>• Benmorven/Paynters</li> <li>• Old Renwick Road</li> <li>• Lower Wairau</li> <li>• Brookby and Hawkesbury</li> </ul>	\$10,000	
	\$730,000	\$342,500
Less NZTA	\$342,500	
Shortfall 2008/09	\$387,500	
Potential	\$119,700	

# Developing Sustainable Transport

## Legislation, Policy and Strategies



## **16. Proposed Cycle/Walk Path – Riverlands to Spring Creek Along Rail and Road Corridor (R495-07)**

(Clr Maher) (Report prepared by R Dunn)

### **Purpose of Report**

1. To seek Council approval to proceed with the Cycle/Walk Path along rail corridor between Riverlands and Spring Creek and for Council to sign a licence agreement with OnTrack for use of this land.

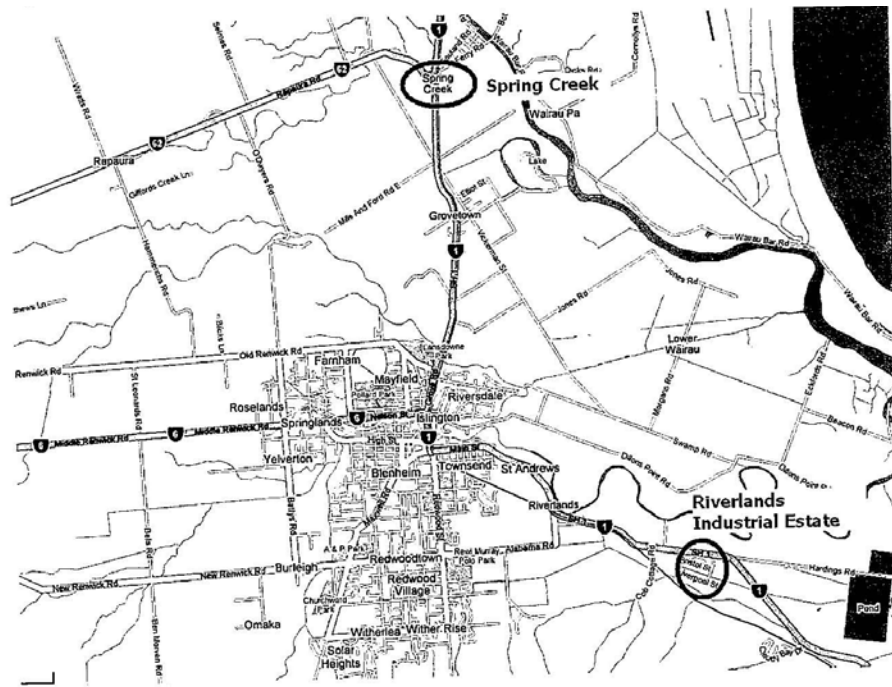
### **Background**

2. As part of the BikeWalk Marlborough's cycle and walking network planning exercise, the concept of creating an off-road cycling and walking path along the rail corridor to connect Spring Creek, Grovetown and Riverlands townships was suggested.
3. After initial discussion with OnTrack and Marlborough Roads, the route was scoped and a report and formal proposal was presented to OnTrack's South Island Property Manager. Agreement in principle was received from OnTrack and it was identified that path development would best be tackled in stages, with the Blenheim to Riverlands stage pursued first. With the concept of an off-road cycle path going public, letters of support were received from Riverlands, Spring Creek and Grovetown Schools, the Wairau Rowing Club and businesses at Riverlands and Cloudy Bay Industrial Parks.

### **Discussion**

4. A draft licence agreement has now been received from OnTrack for the Blenheim to Riverlands Cycle/Walk Path route and an agreement is currently being prepared for the Blenheim to Spring Creek stage. However this stage is considerably more complex than the Riverlands route with the purchase of land necessary along two sections of track to provide the width for the cycle path and for maintenance.
5. Marlborough Roads has identified these cycle/walk paths are eligible for central government funding and Opus has done a Project Feasibility Study and Scheme Assessment Report (SAR) for both stages. Both stages meet NZTA funding criteria and both have been lodged by Marlborough Roads with NZTA for funding. The level of contribution by NZTA is not confirmed, however it is anticipated that a minimum contribution will be 50%. A letter has also been sent to NZTA from BikeWalk Marlborough endorsing the project and requesting it be given high priority. The earliest date this project could be funded would be next financial year, being 2009/2010.
6. Council approval is now requested for Marlborough Roads, NZTA and BWM to proceed with the proposed Rail Corridor Cycle/Walk Path within available budget levels, and for Council to sign the licence agreement with OnTrack for installation of a Cycle/Walk Path between Blenheim and Riverlands.
7. The draft licence has been checked by Council's legal section and staff to ensure Council is comfortable with all licence conditions prior to signing the agreement. There is an annual licence fee of \$500.00 for the Blenheim and Riverlands stage for the use of 10,470 m<sup>2</sup> of OnTrack land.
8. There are fencing conditions within the agreement. A high quality fence is required to separate rail tracks and the cycle/walk path. The cost of this is included within the budget of \$80,000.

## Location Map



### **RECOMMENDED**

**That Council approve Marlborough Roads, NZTA and BWM to proceed with the proposed Rail Corridor Cycle/Walk Path within available budgets, and for Council to enter into an ongoing licence agreement with OnTrack for occupation, installation and operation of a Cycle/Walk Path between Blenheim and Riverlands.**

## **17. Cissy Bay, Kohekohe Bush Reserve - Proposed Open Space Covenant Agreement (R495-C01)**

(Clr Weetman) (Report prepared by R Dunn)

### **Purpose of Report**

1. To seek Council approval for creation of a QEII National Trust Open Space Covenant over the Cissy Bay Reserve.

### **Background**

2. Reserves staff have been working with The Cissy Bay Residents' Association to install a walking track from Cissy Bay Reserve to Kettle Point. Community interest was also expressed regarding the future conservation of significant indigenous vegetation within Cissy Bay Reserve and protection from grazing stock. An effective mechanism previously used by Council to provide additional recognition and protection of significant natural areas, is by way of a QEII National Trust Open Space Covenant.
3. A site visit took place with the QEII National Trust representative in March to assess the Reserve's ecological value and the proposed track line was also walked with local residents. The south facing recreation Reserve, being Lot 21 DP 6629 covers 0.56 ha and possesses a fine example of diverse indigenous species with Kohekohe being the predominant tree species. This Kohekohe stand is described as being near its most southern distribution therefore increases its ecological significance. The Reserve is in high health and surprisingly weed-free and QEII National Trust and Council staff see the merit in affording additional protection to this Reserve. Perimeter fencing may be deemed necessary at some future point, and the QEII Trust may contribute towards this cost. If approved, signage will be installed at the Reserve entrance recognising the QE II status. Other Council reserves with QE II Covenant protection include the Wither Hills Farm Park – Vernon Covenant, and Koromiko Forest Reserve Covenant.
4. QEII National Trust Open Space protection for the Reserve has also been endorsed by the local community and public access will be permitted along a walking track within the reserve area. Another QEII Covenant has recently been created on the Bottomley property adjacent to the Reserve, and this strengthens the case to covenant the Reserve.

### **RECOMMENDED**

**That a QEII National Trust Open Space Covenant be signed for Cissy Bay Reserve to provide additional recognition and protection to this ecologically significant Reserve. That the Covenant Reserve be known as the Cissy Bay - Kohekohe Bush Reserve.**



## **18. Removal of Street Trees (R505-08)**

(Clr O'Sullivan) (Report prepared by R Hutchinson)

### **Purpose of Report**

1. The purpose of this report is to bring to Council's attention requests from five residents to remove from road reserve fronting their properties recently planted replacement street trees.

### **Background**

2. One of the big benefits both to the environment and to ratepayers from the buoyant housing market has been the development of a large number of subdivisions where the developer has undertaken the beautification of the streets by planting hundreds of street trees and street plots.
3. Council has undertaken a large amount of infrastructural upgrading of its networks in both roading and services during this period. Examples of these of course being the new watermain in Maxwell Road, stormwater upgrade in Meehan Street and roading upgrades within Colemans and Murphys Roads.
4. This type of work has created opportunities for planting of street trees or, if required, replacement of trees that have been removed as part of this upgrade or re-development.
5. Where street trees have been removed in bulk consultation has been undertaken with the resident as to tree species and number of replacements required.
6. Where trees are planted as replacements, consultation is not undertaken.

### **Comments**

7. This season up to 500 trees will be planted within the streets of the province. These 500 include plantings for newly upgraded roads such as Murphys and Colemans and also replacement plantings within Maxwell Road and Meehan Street following the services upgrading but also includes individual tree replacements where previous species have been unsuccessful in growing.
8. Council has received letters from the residents of 66 Dillons Point Road, 51 Dillons Point Road, 50 Dillons Point Road and 21 Adams Lane, asking Council to remove the recently planted replacement street trees from their road frontages. One letter in fact goes as far to ask that trees on his neighbouring properties be removed to allow visibility as he exits his driveway. (Letters and photos included).
9. The trees planted on the southern side of Dillons Point Road are cherries that are small to medium trees of 3 to 4 metres in height underneath the powerlines. Trees planted on the northern side are Ash and will get to 5 to 6 metres at maturity.
10. The resident of 75 Colemans Road has requested the removal of two recently planted cherries from the frontage of her property, Colemans Road and Murphys Road have just been redeveloped with new kerbing and channelling installed and new road berms created providing an opportunity to undertake street tree planting on both these roads.
11. No formal consultation was undertaken with the residents as the planting was seen as a natural extension of existing planted roads.
12. Photos and a letter from the resident of Colemans Road are attached.

## **Summary**

13. Council has received letters requesting the removal of newly planted street trees within Dillons Point Road, Adams Lane and Colemans Road. Photos and letters are attached for the councillors' information and as per Street Tree Policy any request for removal is put before Council.
14. There is no criteria in the Tree Assessment Checklist that would consider removal to be approved eg; tree health/condition; footpath damage; road damage; kerb channel damage; buried services damage; is tree shading the property?; is tree damaging the property?

## **RECOMMENDED**

- 1. That the request from residents of 66, 50 and 51 Dillons Point Road and 21 Adams Lane for the removal of their street trees be declined.**
- 2. That the request from residents of 75 Colemans Road for the removal of the two newly planted cherries be declined.**



51 Dillon's Pt Road



66 Dillon's Pt Road

REF  
 25 AUG 2008  
 DATE  
 RBIA

1/2 Page

66 Dillons Point Road

Blenheim 578 5971


FAX 577 6210

Attention Rosie

Just to put in words re  
our discussion at 66 Dillons Pt Rd

The placement of trees on reserve  
land will impede my view of  
traffic when reversing out of  
driveway, making it a safety issue.

The other thing is that  
I accidentally reversed over one  
of the trees, I am making an  
offer to cover the cost of  
replacement

 Many thanks  




MARLBOROUGH DISTRICT COUNCIL  
 P.O. Box 443.  
 BLENHEIM

ATT. ROSIE BARTLETT

DEAR MADAM

WE ARE WRITING THIS LETTER IN  
 RESPONSE TO THE PLANTING OF A TREE LAST WEEK  
 ON THE VERGE OUTSIDE OUR RESIDENCE

51 DILLONS POINT ROAD BLENHEIM

WE WOULD LIKE IT REMOVED PLEASE  
 REASONS FOR REMOVAL

LEAVES IN DRAINS, ENOUGH TROUBLE DOW ROAD NOW  
 "FLOODING" BLOCKED GRILLS BY LEAVES

SECURITY NEIGHBOURHOOD WATCH, EVENTUALLY  
 THEY GROW BIG BLOCKING VIEWS

ENCOURAGING MORE DOGS TO STOP TO DEPOSIT

WE GET ENOUGH DEPOSITS NOW ON LAWNS

THEY HAVE STARTED ALREADY BY THE STAKES

WE ARE NOT GREAT TREE LOVERS ESPECIALLY  
 THOSE THAT LOSE LEAVES

MY WIFE PICKS UP LEAVES AND DEPOSITS  
 TWICE A DAY SHE HATES LEAVES AND DEPOSITS  
 ON OUR LAWNS.

WE TAKE PRIDE IN MAINTAINING (SPRAYING, MOWING & TRIMMING)  
 OUR FRONT VERGE AND DONT NEED A TREE IN  
 THE MIDDLE OF IT. LOOK GREAT WITHOUT.

EVENTUALLY IT WILL IMPAIR OUR VISION DRIVING  
 OUT OUR DRIVEWAY.

WE HAVE SPOKEN TO MR ROBERT HUTCHERSON  
 AND HE SAID TO WRITE TO YOU TO MAKE THIS  
 REQUEST.

RECEIVED  
26 AUG 2008  
MARLBOROUGH  
DISTRICT COUNCIL

WE AWAIT YOUR REPLY

BARRY & PAT TUCKERMAN  
57 DILLONS POINT ROAD  
BLenheim.

*Barry & Pat Tucker*



75 Coleman's Road

id height in summer with a cyclamen hedge and Robinia mop-tops behind, the trees will take natural light from the above and detract from the uniform planting, which has been a feature in Garden Marlborough in the past.

We would appreciate their removal at your earliest convenience so as we can maintain the <sup>grass</sup> verge at the front of our property, neatly mown as in the past.

Thank you.  
Jan McCallum (Mrs)  
& Peter.

P.O. Box 5059,  
Springlands,  
Bentleigh 7114  
26th Aug. 2008



Dear Rosie Bartlett,  
MANAGER,  
Reserves & Amenities  
Council:

I am writing to voice our objection to two trees planted on our grass strip.

Firstly we will no longer be able to mow as our strip is very narrow due to previous roadworks and with the trees planted there it makes mowing with our John Deere tractor virtually impossible.

Secondly we have a long expanse of large agapanthus which grow and flower to almost

**Robert Hutchinson-8203**

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**From:** Nigel & Lisa [nl.wash@xtra.co.nz]  
**Sent:** Wednesday, 24 September 2008 8:00 p.m.  
**To:** Robert Hutchinson-8203  
**Subject:** 21 Adams Lane

Hi Robert,

This afternoon I found two friendly gentlemen from David James Tree Services digging up our newly sown front lawn to plant a liquid amber tree.

When we purchased the property at 21 Adams Lane, Springlands, Blenheim, ten years ago it had a very wide(6metre) row of trees planted at the front. They not only hung out over the road, they were also well know as the tallest street front trees in Adams Lane. Over the ten years we have had several letters from the local postie's because the trees hampered their access to our letter box. On two other occasions the water pipes at the front of the property were broken by the tree roots (coincidentally a couple of the trees were liquid ambers).

Last year we decided after much deliberation, as we did love the trees and the privacy they provided, to embark on a complete "make-over" of the front of our property. The house itself was built in 1910 so we wanted to do something that would enhance the stately old home.

So in October the front trees and hedges were removed with much cheering from the neighbours, postie's and even the Council (as they would no longer have to repair the pipes broken by the tree roots!!). We then designed the fence that has been erected to replace the trees. The builder was employed and some \$30,000 + later we have a fence that is in keeping with the house and has many admirers, one lady from Christchurch even asked to take photos so she could get her builder to do the same for her down there.

We are very passionate about gardens and trees, I have lost count of the number of garden tours, or workshops we have attended. To further enhance the fence design we sourced three large specimen trees (three ball topiary Holly's) and an under planting of a complimentary hedging. These purchases again did not come cheaply, but we felt it was worth it to enhance the front of our property.

So as you can see it is not that we don't like trees. We have noticed the amazing job the Council/David James has been doing and can only imagine how impressive the tree lined streets are going to look in a few years. We have gone to huge effort and expense to do our part to enhance our street front presentation too. We feel that to have another tree placed in front of our enhancements would only detract from its current street appeal.

Please use the tree assigned for 21 Adams Lane at another more needy location!!

You are more than welcome to view the property for yourself and I am sure you will agree it has been a job well done!!

Regards

Lisa & Nigel Washer  
ph: 03 577 9653

25/09/2008

## 19. Decision to Conduct Business with the Public Excluded

**Decided** That the public be excluded from the following parts of the proceedings of this meeting, namely:

- Road Vesting – Kaparu Road
- Lease - Bythell Place
- Kent Street - Proposed Land Swap

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:

General Subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
<b>Road Vesting – Kaparu Road</b>  <b>Lease - Bythell Place</b>  <b>Kent Street - Proposed Land Swap</b>	<b>To enable the Council, as holder of the information, to carry on, without prejudice or disadvantage negotiations (including commercial and industrial negotiations) as provided for under Section 7(2)(1)</b>	<b>That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under Section 7 of the Local Government Official Information and Meetings Act 1987</b>