

Marlborough District Council

Report and Minutes of a Meeting of the ASSETS & SERVICES COMMITTEE held in the Council Chambers, District Administration Building, Seymour Street, Blenheim on THURSDAY, 20 NOVEMBER 2008 commencing at 8.30 am

Present

Clrs F D Maher (Chairman), N W Weetman, W O Brice, G A Hope, P J O'Sullivan, Mr R Hunter (iwi representative).

Also Present

Clrs J Bunting, T R Harrison, J L Andrews (8.55 am), A D Barker (9.10 am).

In Attendance

Mr M S Wheeler, Manager – Assets and Services Department and Ms J R North, Committee Secretary.

P.08/09.259 Recreation Marlborough Stadium Trust M110-03

The Deputy Chairman of the Marlborough Stadium Trust, Peter Baker, presented Luke van Velthooven's Chairman's report, along with Matt Kerr, Treasurer who spoke to the audited annual accounts for the year ended 30 June 2008.

The Chairman had reported that they were delighted to once again deliver a trading surplus, and through their eight years of operation they continued to be one of very few organisations of their type, who delivered a positive financial result on a continuous basis. He stated that their revenue from the Council is less than twenty percent of total revenue and is very low by national standards.

This year \$113,660 was contributed by sponsors, all of which was expended directly on facilities and services. Their largest sponsor has been Canterbury Community Trust who directly supports and helps develop children's programmes.

Marlborough Lines has now completed its second year as Marlborough Stadium's new naming sponsor and excellent synergies exist between the two organisations.

Matt Kerr, Treasurer, reported that the Trust's net operating surplus was \$192,818. After depreciation and amortisation the net trading result was a surplus of \$48,955. He advised that the major expense was wages (\$762,355), reflecting the service nature of their business. They have maintained wages expenditure overall but anticipate increasing pressure in that area.

Mr Kerr commented that they were pleased with the financial results but maintaining those results would be challenging during the construction phase of the new Aquatic Centre.

Mr Baker advised that construction would hopefully commence in March/April 2009 and be completed within 18 months.

Clrs Weetman/Brice:

That the Marlborough Stadium Trust's report and audited annual accounts for the year ended 30 June 2008 be received.

Carried

P.08/09.260 *Finances* **Financial Report for Period Ended**
30 September 2008 *F045-07*

David Craig, Finance and Information Supervisor commented on his financial report for the Assets and Services Department for the period ended 30 September 2008.

Clrs Hope/Weetman:
That the report be received.

ATTENDANCE: Clr J L Andrews; and Marlborough Roads Manager, Frank Porter for the following items relating to roading.

P.08/09.261 *LandTranspt* **2009-2012 Land Transport Programme T135-01**

Councillors were advised by Marlborough Roads, in their report to the Committee, of the Land Transport Programme for maintenance and renewals as submitted to the NZ Transport Agency and included in the 2009 to 2010 LTCCP budgets. The programme was summarised in that report.

It was reported that there is a 6% overall increase in the programme ie; 4% increase for escalations in cost; \$30,000 increase for cattlestop maintenance; and \$100,000 increase provision for power charges for street lighting.

Clrs Hope/Maher:

- 1. That Council receive the report and post it to Council's website inviting public comment.**
- 2. That Council advertise and call for submissions on the proposed programme.**

Carried

P.08/09.262 *Roads* **Asset Management Plan Review** *R855-01*

The purpose of Marlborough Roads' report to the Committee was for councillors to consider a framework of levels of service to be included within a future review of the Roding Asset Management Plan. In terms of the Local Government Act 2002 (Clause 2 of Schedule 10) and the Land Transport Management Act 2008, Council is required to review its Asset Management Plan of which the Transportation Section is an integral part.

The existing Plan has been used as the basis for preparation of the three year Land Transport Programme and Council's proposed LTCCP budget. However, pressure on parts of the infrastructure signal the need for the review. It was noted that increases in levels of service will increase costs and therefore require future budget and rating increases.

The main purpose for the presentation on the levels of service in Marlborough Roads' report was to focus on the key areas of activity within the transfer infrastructure.

Marlborough Roads Manager, Frank Porter commented on the key areas of activity - Gravelled Roads; Seal Extensions; Footpaths; Sealed Roads; Traffic Services (Signage, Delineation, Road Marking; Street Lighting; Vehicle Crossings; Retaining Walls; Wharves; Kerb and Channel; Street Furniture; Bridges; Walking and Cycling.

Potential cost increases were identified. Until a more detailed review was undertaken of those areas where a higher level of service was desirable or where higher expenditure levels were required the final cost increases could not be determined accurately.

A workshop is being held on 1 December 2008 to discuss the Land Transport Programme; it was felt that it would be an opportune time to also discuss the levels of service.

Clrs Weetman/Hope:

That the Roading Asset Management Plan further consider the levels of service changes outlined in Marlborough Roads' report from the 2010/11 financial year.

Carried

P.08/09.263 *Jetties* **French Pass Jetty *B090-01***

In his report to the Committee, the Marlborough Roads Manager, Frank Porter advised of the deteriorated condition of the French Pass jetty superstructure and additional costs resulting.

Mr Porter reported that in 2007 a meeting was held with jetty users at French Pass. There was an agreement that the marine industry and Maclab in particular, who are the main commercial users of the jetty, would contribute towards the upgrade of the structure to enable cartage of marine product across the jetty with a three-tonne forklift.

Tenders were invited from CJ Solutions, a construction company associated with Maclab and the road maintenance contractor Downer EDI Works. A contract was subsequently awarded to CJ Solutions for the upgrading work at a cost of approximately \$50,000. Smart Alliances Ltd was engaged as engineers for Marlborough Roads.

The contractor was required to remove the deck, add in additional stringers and replace the deck over the length for which the forklift would operate. As the contractor opened the deck, it became increasingly evident that the condition of the stringers was such that it was impossible to re-spike a deck. Further, the condition of the deck planks was such that virtually all of the deck along with the superstructure required replacement. What started as a \$50,000 project on the linkspan ended up costing \$121,000.

Work is currently underway on the working platform where the forklift will operate to strengthen the superstructure. This will be funded by the contractor, however, as the contractor has opened these parts of the structure the existing beams are also in very poor condition. It was therefore necessary to renew a number of those components.

The costs to reinstate the working platform were likely to be in the order of \$50,000 to \$60,000 making the total renewal cost of \$180,000.

Clrs Maher/O'Sullivan:

That Council note the likelihood of over-expenditure within the Bridge Maintenance (financially assisted NZTA programme) and the wharf (non-subsidised) budgets.

Carried

P.08/09.264 *Roads* **Kenepuru Road Seal Extension *R945-K01***

Marlborough Roads sought Council approval to award the Kenepuru seal extension to Downer EDI Works.

Council has a budget provision of \$120,000 in the current year to effect seal extension on Kenepuru Road funded by a combination of separate rate and Council contributions. The local roading committee has selected the section from the end of seal at St Omer Hill to Crail Bay Road; a length of approximately 1.1 km. The works commence 65 km from Linkwater and are in a remote location.

Downer EDI Works holds the maintenance contract in that area and has offered a sum of \$106,000 to complete the seal extension works. They are currently working on the section of road undertaking

maintenance and minor safety improvements as part of their maintenance contract. It was felt there was considerable logic in using Downer EDI Works as they are already established in the vicinity.

Council has historically tendered the works, however, Marlborough Roads considered the price offered was particularly competitive.

Clrs Brice/Weetman:

That Council approve Marlborough Roads awarding the Kenepuru seal extension contract to Downer EDI Works to a maximum of \$106,000 and for a total length of work of approximately 1.1 km.

Carried

P.08/09.265 Roads Renners Road Upgrade R495-01

Marlborough Roads' report to the Committee asked for the timing of the upgrade of Renners Road to be reviewed.

At an earlier meeting of the Assets and Services Committee, a decision was made to upgrade Renners Road as part of ongoing maintenance work. Renners Road has been subject to intense development without developer contributions to upgrade what is a very low standard unsealed road.

Marlborough Roads advised that with pressures on existing budgets, there was no scope to fund maintenance improvements on this road. The intention would be to upgrade the road formation and pavement as a priority item in the 2009/10 financial year.

In the meantime, whilst the contractor has been holding off doing any major maintenance works, there was a need to perform urgent maintenance work to bring the road up to an acceptable standard.

Clrs Weetman/Brice:

- 1. That major maintenance work on Renners Road be deferred until 2009/10.**
- 2. That remedial maintenance works be undertaken to provide an acceptable level of service.**
- 3. That residents be consulted on the sealing contribution.**

Carried

P.08/09.266 Roads Trailer Boat Launching – Waikawa and Picton R855-01

Marlborough Roads sought Council approval to signage, parking restrictions and parking enforcement designed to ease congestion and resident access issues in Waikawa from boat launching.

Of concern to Waikawa residents during the peak Christmas period are boat trailers parking on residential streets. At times these trailers obstruct vehicle access to properties and also congest the streets.

Port Marlborough has requested permission to erect a sign on Waikawa Road prior to the Picton marina indicating when the Waikawa launching ramps are full. They have also requested that parking restriction lines be installed one metre back from all vehicle entranceways in the Beach Road/Marina Drive area and also on the residential streets adjacent to the Waikawa launching ramp.

Port Marlborough has offered to contribute towards the costs of policing parking in this area over the Christmas period.

Cirs Brice/Maher:

- 1. That approval be given to Port Marlborough Limited to erect a sign on Waikawa Road displaying when the Waikawa launching ramps are full.**
- 2. That parking restriction lines be painted adjacent to vehicle entrance ways in the Waikawa area as discussed in this item.**
- 3. That the parking wardens be engaged to police this area over the Christmas/New Year period and Port Marlborough Limited contribute towards the cost.**
- 4. That a report be provided to the Assets and Services Committee on the issue of parking restrictions associated with boat trailers in the vicinity of the PML marina and the options available to address that perceived problem.**

Carried

P.08/09.267 *Bridges* **Wairangi Bay – Private Bridge L135-W52C & B090-01**

In the District Secretary's report to the Committee, Council support was sought for a privately funded bridge structure in Wairangi Bay to replace a substandard existing structure.

An inspection by Opus in 2006 identified that a bridge in Wairangi Bay on Bill Bryants Road was in a condition that required some action by Council. The bridge is essentially four macrocarpa logs side by side with a clay deck top. Opus assessed it was probably okay initially as an ex logging bridge and for access to holiday homes but in 2006 was nearing the end of its life and was entirely non standard.

It would appear the bridge is on legal road; Council did not however construct the bridge and does not maintain access to this area. The initial approach taken by Marlborough Roads was to require those served by the bridge to remove it.

Concerns were expressed by some local residents indicating the need for the access in the area to be addressed.

Marlborough Roads advised that in August 2008 a resource consent application was lodged to erect a new bridge structure funded by the local community. Opus was completing the design and resource consent work. In the interim Marlborough Roads agreed to delay removing the existing log structure.

An issue raised was whether there should be any contribution by Council to cover general public usage other than by the landowners served. Marlborough Roads indicated they saw no need for Council to fund any part of the structure or any ongoing maintenance costs as the bridge was used privately. Access to the legal road on which the bridge sits can only be obtained by crossing private land.

Cirs Weetman/Hope:

That authority be given for a structure to be placed on legal road at Wairangi Bay subject to the following requirements:

- (a) The bridge must be designed by Opus and constructed under the supervision of Opus. (At the conclusion of construction Opus are to provide a certificate to Council that it has been constructed in accordance with its design and they certify it is at Class 1 standard).**
- (b) The parties served by the bridge must enter into a licence to record requirements. (The terms of that licence are to be as set by the District Solicitor and consistent with the standards terms of licences of bridge on Council land, provided that the structural inspection and certification requirement would be set at five yearly intervals. This to be reduced to**

biannual inspection certification in the event any faults likely to compromise the integrity of the structure are identified in a preceding inspection and not addressed).

- (c) The licence and encumbrance mechanism shall be registered against the Title for each of the properties served.**
- (d) All costs involved in completion of the documentation and regulation shall be the responsibility of the landowners served.**

Carried

P.08/09.268 *Parking* Civic Theatre Carpark Enforcement P045-03

The Committee was asked to consider a request from the Marlborough Civic Theatre Trust (MCTT) for Council to manage and enforce the carparks associated with the Civic Theatre and associated tenants.

The MCTT and its tenants have a carpark that faces onto Seymour Street and is accessible from all three sides. The carpark in front of the Noel Leeming half of the building is unrestricted parking but intended for Noel Leeming and No. 1 Shoe Warehouse customers. The balance of the carpark is associated with the Marlborough Civic Theatre and is mostly leased to CBD retailers with a number of P30 carparks for Marlborough Civic Theatre customers and reserved carparks for their staff.

The MCTT and its tenants are experiencing difficulty in enforcing parking restrictions on these sites. The Trust is coming under increasing pressure from their tenants to enforce some form of time restriction on the balance of the carpark. There are people parking there all day and thus restricting access to the customer carparks associated with the leases.

The Trust approached Council to see if it would be possible to include enforcement of this carpark in Council's overall enforcement regime and contract. The intention is that the MCTT side of the carpark continues to be leased carparks but under Council's new charging regime and that the balance of the carpark would be restricted to P90. The carpark would be enforced as per Council's normal parking regime.

All costs associated with bringing the carpark up to specification and enforcement would be met out of the rental from the leased carparks and any fines. A suitable lease and fixed rent would need to be agreed to, and this would remain fixed over the term of the lease with the only trigger for increasing the rent being if Council increased its leased car parking fees. If the building was to sell, Council could withdraw from the agreement. The agreement could transfer to any new owner subject to their agreement.

Clrs Hope/Maher:

- 1. That Council agree to enter into a lease with the Marlborough Civic Theatre Trust and its tenants for the carpark on Seymour Street.**
- 2. That Council agree under the MDC Parking Bylaw that the carparks that are leased will be under Council's current pricing schedule and that the balance of carparks associated with the tenants of MCTT be time restricted to P90.**
- 3. That Councillor Hope and the Manager, Support Services be given delegated authority to finalise all aspects of the lease and enforcement regime in line with Council's current parking management policies.**

Carried

P.08/09.269

Roads

**Road Stopping Proposal – 2 Old Coach
Road, Havelock**

R810-H09

Mr J G Forsyth had applied, on behalf of Auchinleck Ltd, to close legal (paper) road adjoining the company's property at 2 Old Coach Road, Havelock.

The portion of road sought (approximately 120 m²) is effectively inside the natural boundary of the property, and subsequent owners over the years have treated the legal road as part of this property. A shed is located on the road.

Auchinleck Ltd sought to purchase the road with a view to better developing the section.

The original garage fronts onto State Highway 6; the entrance to the property was relocated to Old Coach Road due to safety issues with accessing a busy highway.

The garage, as such, became redundant due to its location, and is used for storage. This means there is no facility on the property for housing a vehicle. Stopping the road would allow for better positioning of a garage/storage area. The original garage, fronting SH 6, could then be removed.

Clr Maher/Mr Hunter:

- 1. That pursuant to Section 342 of the Local Government Act 1974, Council authorise the procedures associated with the stopping of the road adjoining the applicant's property, shown on the plan presented.**
- 2. That such approval be on the basis that the applicant be responsible for all survey, legal, administrative and other costs even if the road stopping does not proceed by reason of objection.**
- 3. That when the road has been stopped Council shall sell the land to the applicant for a price to be fixed by a competent valuer to value that part; Council shall appoint the valuer and the valuation shall proceed in accordance with the 'protocols for the valuation of stopped road' adopted by Council.**
- 4. That all valuation costs shall be payable by the applicant for the road stopping regardless of whether or not the stopping is finalised.**
- 5. That the valuation be obtained when the road stopping has been finalised.**
- 6. That it be acknowledged at this stage Council can give no commitment that the road stopping will be completed given the objection rights available under the said Section 342.**
- 7. That a condition of the approval be that the land once stopped be amalgamated with the adjoining property so that both titles are held within the one title, this being in terms of Section 342 of the Local Government Act 1974.**
- 8. That within 14 days of notice that the title is available, settlement is to be completed with interest charged at 14% for any delayed settlement.**
- 9. That if the survey documentation to initiate the road stopping process is not completed within a year of Council consent then the application for road stopping lapses.**

Carried

P.08/09.270

Roads

**Road Stopping Proposals – Marina Drive
Extension, Waikawa Bay – Batchelor and
Lloyd**

R810-P16

Applications to stop road were received from adjoining landowners, Mrs M Batchelor and Mr and Mrs G Lloyd at Marina Drive extension, Waikawa Bay.

The Batchelor dwelling has encroached slightly onto road land since the house was built some 50 to 60 years ago. The proposal is to stop 61 m².

The Lloyds' dwelling has encroached onto road land since the building's construction some 40 to 50 years ago. The proposal is to stop 244 m².

The legal (paper) road traverses very steep terrain so foot access across the road is physically impractical.

It was noted that Port Marlborough has lodged resource consent for further development of Waikawa Marina. A new reclamation is proposed along the front of the Batchelor and Lloyd properties. Ultimately, extension of the marina reclamation might enhance public access and landowner access to the north of those properties.

Clrs Weetman/Maher:

- 1. That pursuant to Section 342 of the Local Government Act 1974 and subject to the prior consent of the Minister of Lands, Council authorise the procedures associated with the stopping of the road adjoining the applicants' properties, shown on the plans presented.**
- 2. That such approval be on the basis that the applicants be responsible for all survey, legal, administrative and other costs even if the road stopping does not proceed by reason of objection.**
- 3. That when the road has been stopped Council shall sell the land to the applicants for a price to be fixed by a competent valuer to value that part; Council shall appoint the valuer and the valuation shall proceed in accordance with the 'protocols for the valuation of stopped road' adopted by Council.**
- 4. That all valuation costs shall be payable by the applicants for the road stopping regardless of whether or not the stopping is finalised.**
- 5. That the valuation be obtained when the road stopping has been finalised.**
- 6. That it be acknowledged at this stage Council can give no commitment that the road stopping will be completed given the objection rights available under the said Section 342.**
- 7. That a condition of the approval be that the land once stopped be amalgamated with the relevant adjoining property so that both titles are held within the one title, this being in terms of Section 342 of the Local Government Act 1974.**
- 8. That within 14 days of notice that the title is available, settlement is to be completed with interest charged at 14% for any delayed settlement.**
- 9. That if the survey documentation to initiate the road stopping process is not completed within a year of Council consent then the application for road stopping lapses.**

Carried

ATTENDANCE: Stephen Rooney, Operations and Maintenance Engineer.

P.08/09.271 *Recycling* **Picton Kerbside Recycling** *W090-10*

Crafar Crouch sought assistance from Council to enable the Picton kerbside recycling collection to continue until 1 July 2009.

The Green Earth Trust and Crafar Crouch commenced a kerbside recycling collection in Picton and Waikawa in November 2007. The Trust sold recycling crates to Picton residents wanting to participate in a kerbside recycling collection at a cost of \$20 per crate.

Crafar Crouch committed to collecting, processing and marketing recyclables at no cost to the community for 12 months. They did this to gauge the cost of recycling. When the Trust originally promoted the scheme they suggested charging customers a fee after the initial 12 month period of free collection. The fee was to cover the costs of collection for the following 12 months.

Crafar Crouch's required fee to continue until 1 July 2009 when Council's proposed scheme might commence equates to \$160 per benefitting property per annum. This compares to Council's estimate of \$60 per annum, target rated across all properties. Council has no budget to fund the Crafar Crouch request this financial year.

Clrs O'Sullivan/Brice:

That Council leave the Green Earth Trust and Crafar Crouch to continue with the current collection as they see fit with the intention of proposing a Council service from 1 July 2009 in the upcoming LTCCP.

Carried

P.08/09.272 *Services* **Extraordinary Sewer Connection – St Andrews, Riverlands** *S180-01*

The Operations and Maintenance Engineer presented his report to the Committee asking that consideration be given to an application for an extraordinary sewer connection for a property at St Andrews.

The property owner of the "The Butter Factory" sought an extraordinary sewer connection to serve the southern lot of this property.

The property is held in two titles; PN167054 has a dwelling and the Butter Factory on it. This property has an existing sewer connection which was used by the Butter Factory. PN167046 is an empty lot which does not have a sewer connection. The property owner has a party interested in purchasing the empty lot subject to a number of issues being resolved.

Council has indicated in the 2006-16 LTCCP its intention to investigate the provision of a sewerage network for St Andrews. This is to overcome septic tank disposal problems in the area particularly when groundwater levels are high.

Clrs Brice/O'Sullivan:

That extraordinary connection be granted subject to the following conditions:

- 1. The connection be a pumped connection connecting to manhole E.**
- 2. The pump used within the property to be purchased by the property owner is to be a pump compatible with those used in Grovetown and the wetwell housing it constructed to Council's specifications.**
- 3. The temporary connection will be reconnected to any pressure pipe system to be installed as an area network in future.**

4. That development levies of \$6424 (GST exclusive) (CCI June 2007) per lot be paid for sewer connections. The amount paid will be recalculated to the current CCI figure at time of payment. Note: This is the value of the proposed Blenheim sewer levy as calculated for 2008 as part of the subdivision levy review.
5. When a sewer network is to be established for the area this contribution to be credited against any capital contributions required of the property for the installation of a sewer network in this area.
6. That the property owner of the day will fund the balance of capital payment.
7. That the developer be responsible for the design and installation of a sewer network to suit the development to Council's Land Development and Subdivision Engineering Code of Practice.
8. Design proposals are to be submitted to Council for approval before construction commences.
9. That sewer rates will be charged to meet Council's sewer rating policy.
10. That granting of these extraordinary connections does not imply consents for access to the State Highway or shifting the stopbank will be granted in future.
11. That obligations and costs involved in securing pipeline access rights shall be the responsibility of the applicant.

Carried

P.08/09.273 *Services* Request for Extraordinary Sewer and Water Connections for Waters Avenue/Battys Road, Blenheim W270-01 & S180-01

It was reported that Connell Wagner had requested, on behalf of their clients, water and sewer connections to a proposed development in the Waters Avenue/Battys Road area.

Connell Wagner is developing a subdivision proposal for the clients and they propose pursuing a plan change with the applicant wishing to progress the development of the land with the land use component and subdivision by way of a non-complying consent application. The application will require confirmation on the availability of water and sewer to service the block.

The new watermain recently installed in Waters Avenue and Battys Road to improve water pressure in the Burleigh, Aerodrome Road and Marlborough Ridge areas has the capacity to service the lots as proposed.

The relief sewer main installed in Battys Road to take the Renwick and northwest sewer flows was designed with sufficient capacity to take sewage from the Burleigh area in future. It therefore has capacity to meet the requirements of the proposal.

It was stressed that approving the connections does not imply that resource consents or plan changes required for the development will be approved.

Clrs Brice/O'Sullivan:

1. That extraordinary sewer and water connections be granted for the proposal.
2. That development levies of \$5,417 (GST exclusive) (CCI June 2007) per lot be paid for water supply.

(The amount paid will be recalculated to the current CCI figure at time of payment.)

NB: This is the value of the proposed Blenheim water levy as calculated for 2008 as part of the subdivision levy review.

3. That development levies of \$6,424 (GST exclusive) (CCI June 2007) per lot be paid for sewer connections.

(The amount paid will be recalculated to the current CCI figure at time of payment.)

NB: This is the value of the proposed Blenheim sewer levy as calculated for 2008 as part of the subdivision levy review.

4. That the developer be responsible for the design and installation of sewer and water networks to suit the development to Council's Land Development and Subdivision Engineering Code of Practice.
5. That design proposals are to be submitted to Council for approval before construction commences.
6. That the design of the sewer network is to incorporate a sewer pump station in a position which is suitable to service the wider Burleigh area wherever possible.
7. That sewer and water rates will be charged to meet Council's extraordinary sewer and water rating policy.
8. That granting of these extraordinary connections does not imply zoning change or subdivisional consent will be granted in future.

Carried

P.08/09.274 *Water* **Water Meter Reading** *W270-01*

The Committee was asked to consider cost recovery for special and final water meter readings.

Options presented were – no change to the current arrangement whereby the cost for any special readings in whatever circumstance are met from operational costs; or a bylaw provision in the Water Supply Bylaw Chapter be considered to provide for all or partial recovery of special reading charges for all schemes.

Cirs Hope/Maher:

1. That Council seek recovery secured by way of bylaw provision.
2. That a suitable provision be included in the draft Water Supply Bylaw Chapter proposed for review to enable recovery of special reading costs set at a fee of \$30 per special reading at the outset and thereafter as determined by Council.
3. That the process associated with any such bylaw provision be as required by the Local Government Act in terms of Council consideration and consultation.

Carried

P.08/09.275 *Services* **Extraordinary Sewer Connection – 25 Rose Street, Blenheim** *S180-01*

An application had been received for an extraordinary sewer connection for a property at 25 Rose Street, Blenheim. The property seeking an extraordinary sewer connection is on the west side of Rose Street and is zoned Rural 3, as is all land on that side of Rose Street. It is only the east side which is zoned urban residential 2.

Early this year Council completed an extension of the sewer and water supply networks to provide services to the residentially zoned land. All dwellings within this area have relied on on-site effluent treatment and dispersal to land for the disposal of sewage. There have been many complaints received regarding the poor performance of septic tanks in this location with instances of contamination from septic tank discharges to shallow open drains along Rose Street.

During the design of the sewer network for this area it was recognised that existing dwellings on the west side of Rose Street might wish to take advantage of the sewer network to make connection and decommission septic tanks. The design has been undertaken to meet the requirements of those existing properties, including installing speculative sewer connections.

Clrs Maher/Hope:

- 1. That extraordinary sewer connection be granted for 25 Rose Street.**
- 2. That development levies of \$6,424 (GST excl) (CCI June 2007) be paid for the sewer connection.**

(The amount paid will be recalculated to the current CCI figure at time of payment).

NB: This is the value of the proposed Blenheim sewer levy as calculated for 2008 as part of the subdivision levy review.

- 3. That sewer rates will be charged to meet Council's extraordinary sewer rating policy.**
- 4. That granting of the extraordinary connection does not imply that subdivisional consent will be granted for the property in future and that the connection is to be used for the existing dwelling on the property only and cannot be extended or used for additional dwellings in future.**
- 5. That Council write to each of the other existing dwelling owners on the west side and northern end of Rose Street extending an offer to provide extraordinary sewer connections so that the septic tank contamination of surface waterways in this area can be resolved.**

Carried

P.08/09.276 *Services* **Renewal of Sewer Line in Weld Street/Key Crescent, Seddon *S180-01***

Engineering Officer, Andy Williams spoke to his report which outlined the need for renewal of 75 metres of sewer main in Seddon; and funding options.

He reported that a length of 150 mm diameter sewer between Weld Street and Key Crescent, Seddon has slumped and is no longer at an acceptable grade.

Mr Williams advised that this section of sewer main services dozens of properties, therefore a sewer line must be kept operational during construction. A sewer pump could be used in the Weld Street manhole and over-pump the sewage to the Key Crescent manhole.

Estimates of the costs associated with the renewal were \$30,000.00. The renewal had not been budgeted but a Seddon sewer reserve of \$48,300 could fund this.

Clrs O'Sullivan/Weetman:

- 1. That approval be given for \$30,000.00 (GST excl) to be spent on the renewal of 75 metres of sanitary sewer in Seddon, between Weld Street and Key Crescent.**
- 2. That this money be made available to enable completion of the renewal early in 2009 from the Seddon sewer renewal reserve.**

Carried

P.08/09.277

Services

**Extraordinary Water Connections for Lot 3
DP 350506, Awatere**

W270-02

A request had been received for extraordinary (out of district) water connections for a proposed 11 lot subdivision in the Awatere Valley. The property is not within the Awatere water supply area and currently has its own supply. The applicant wished to connect to the Awatere water supply for 11 new lots and one existing lot.

Clrs Weetman/Hope:

That extraordinary water supply for this subdivision be granted subject to the following:

- 1. That the Awatere Development Levy of \$8,079.00 (GST incl, CCI March 2008) per 5,000 litres per day for each household and \$80.00 per hectare be paid for each of the new connections as a contribution to the water supply network. Thus 12 x \$8,079.00 = \$96,948.00 (GST incl) for the households and \$80.00 x 272 hectares = \$21,760.00 (GST incl). Total amount of \$118,708.00 (GST incl, CCI March 2008). (The amount to be paid will be recalculated to the current CCI figure at the time of payment).**
- 2. The water supply infrastructure, including pump station, reservoirs and telemetry be designed and submitted for Council approval prior to commencement of any infrastructure.**
- 3. That all infrastructure shall meet Council's Code of Practice for Subdivision and Land Development.**
- 4. That on completion of works, as built plans shall be submitted to Council meeting Council standards. This includes operation manuals for the pump station, telemetry and reservoir.**
- 5. That an Awatere metered water charge be applied to each new connection.**
- 6. That all weather access shall be required to the reservoir, pump station and all water meters.**
- 7. That easements in favour of Council be created along the pipeline route, pump station and tank locations and for access to the water meters to all lots, prior to infrastructure being vested to Council; all legal, searching and administration costs being the responsibility of the subdivider.**
- 8. Approval of these extra ordinary connections does not mean that the subdivision consent will be granted.**

Carried

ATTENDANCE: Brin Williman, Rivers Engineer and Steve Bezar, Drainage & Floodways Reserve Officer for the following two items.

P.08/09.278

Rivers

**Taylor River and Lower Opawa River
Weed Clearance and Maintenance
Operation**

R780-02

The Rivers Development Engineer's annual report, which related to weed removal and maintenance operations undertaken on the Taylor River and lower Opawa River; and town streams, was presented by Rivers & Drainage Engineer, Brin Williman.

Outcomes have been reviewed annually since a comprehensive report was presented to Council on 22 April 2004 in respect of habitat values; riparian growth; siltation and in stream weed growth; works operations and maintenance techniques.

Clrs O'Sullivan/Maher:
That the report be received.

Carried

P.08/09.279 *Drainage* **Annual Drainage Report *R585-01***

Steve Bezar presented his 2007-2008 annual Drainage Report that will be circulated to interested parties. The production of the report is a requirement of the current resource consent.

Clrs Hope/Weetman:
That the report be received.

Carried

ATTENDANCE: Rosie Bartlett, Reserves and Amenities Manager, Robert Hutchinson, Reserves and Amenities Officer and Dafydd Pettigrew, Planning.

P.08/09.280 *Reserves* **Council Funding for a Toilet in the Tory Channel *R495-S02***

It was reported by Rosie Bartlett that the Sounds Advisory Group approached the Department of Conservation for an additional toilet facility in Tory Channel and in turn the Department has approached Council for it to purchase the facility and holding tank; they would maintain it.

Staff believed that Council support for this toilet could create a precedent for a more widespread involvement on sounds reserves administered by the Department of Conservation. Councillors decided that they did not want Council to get involved and recommended that the request be declined.

Clrs Brice/O'Sullivan:
~~That the request by the Department of Conservation for Council to purchase an additional toilet facility and holding tank in Tory Channel be declined.~~

Carried [Recommendation withdrawn at the Council meeting held on 11 December 2008 – to be referred back to the Committee]

P.08/09.281 *Reserves* **Koromiko Forest Reserve – Opportunity to Purchase Adjacent Treelands *R495-K01***

It was reported that previous discussions have been held with the adjacent landowners to Koromiko Forest Reserve regarding the ecological value of their property and the potential amalgamation of the treeland portion with the reserve. The owners, through their agent, have recently offered to sell a 1.4 ha tree covered portion of their land to Council.

The portion of land offered possesses significant indigenous tree species which are not represented within the current forest reserve. Due to the forest reserve's current narrow width, an increase in the reserves size would reduce wind exposure along its boundary and significantly enhance the reserves biodiversity; a straightforward boundary adjustment would make this amalgamation possible.

The Reserves Section sought Council's consideration and approval in principle to purchase this 1.4 ha of land subject to securing suitable funding.

Clrs Maher/O'Sullivan:

- 1. That the Committee approve in principle the purchase of this 1.4 ha portion of treeland property located adjacent to Koromiko Forest Reserve subject to appropriate funding.**
- 2. That the matter be referred to Council's Landscape Group for further consideration.**
- 3. That staff report back to the Assets & Services Committee after consultation with the Landscape Group.**

Carried

**P.08/09.282 Reserves Proposed Cycle/Walk Path – Grove Road
Bridge to Aberharts Road on Road Reserve
R495-07**

Council approval was sought for the construction of a cycle/walk path along road reserve beside SH 1 between Grove Road Bridge and Aberharts Road. The purpose of this is to provide an immediate alternative off-road cycle and pedestrian access from Blenheim to Grovetown, the rowing clubs and other destinations.

Funding was currently available from this year's Cycling and Walking Facilities budget and this section of path was estimated to cost approximately \$15,000. Marlborough Roads would assist with design, approval, and signage requirements; BikeWalk Marlborough has fully endorsed the project. The upgrade of this path to a sealed path standard is proposed in the future when the path is extended by NZTA, as proposed along the rail corridor through to Grovetown and Spring Creek.

Mr Hunter/Clr O'Sullivan:

- 1. That approval be given to proceed with construction of a cycle/walk path along road reserve beside State Highway 1 between Grove Road Bridge and Aberharts Road.**
- 2. That funding of up to \$15,000 [\$45,000] be approved from this year's Cycling and Walking Facilities budget for track construction.** [Amended at the Council meeting held on 11 December 2008]

(Assistance will be provided by Marlborough Roads regarding design, all necessary approvals and signage requirements).

Carried

**P.08/09.283 Reserves Concession Application – Commercial
Helicopter Landings Waitohi Domain
R495-W03**

Council approval was sought to a concession being given for commercial helicopter landings at Waitohi Domain.

In October 2006 Blue Water Helicopters was granted approval for 12 months to use Waitohi Domain for the purposes of casual landings and take-offs associated with its commercial operation.

At the end of the 12 month agreement period a six month extension was granted including a condition that upon expiry if they wished to continue a licence, licence fees (concession) would be required to be entered into.

At the beginning of October 2008 an application was received from Precision Helicopters Ltd to use the Waitohi Domain for take-offs and landings as part of a commercial sightseeing operation during the days the cruise ships are in Picton for approximately 18 days between 29 October 2008 and 11 March 2009.

Documentation would be necessary dealing with issues such as health and safety, CAA approvals, fuel storage and use.

Clrs Weetman/O'Sullivan:

- 1. That Council approve a concession be granted to Precision Helicopters Ltd for the use of Waitohi Domain for landings and take-offs on the days the cruise ships are in Picton between 26 November 2008 and 11 March 2009.**
- 2. That Council allow a concession to be granted to Blue Water Helicopters to use Waitohi Domain for casual helicopter landings and take-offs associated with their commercial operation if applied for.**
- 3. That concession documentation be prepared by Abel Properties Ltd and the District Solicitor which cover the issues raised in the report presented.**

Carried

P.08/09.284 Reserves Removal of Pine Trees - Rarangi R505-08

It was reported by Reserves Officer, Robert Hutchinson that on both sides of the Rarangi Beach Road and along the beach front at Rarangi there are large numbers of semi-mature pine trees growing.

Also along the seaward side of Rarangi Beach Road is an 11,000 kV powerline which Marlborough Lines believe the pines pose a threat to, should the pines fall over.

The Department of Conservation and Marlborough Roads have reached agreement that the Department of Conservation will take over management of a large section of road reserves around their campground at Monkey Bay; a number of the pine trees are in the way of a fence they are installing.

The Rarangi Residents' Association has advised that they do not wish to see the trees removed at present. An experienced arborist has inspected the pines and has recommended that two trees be removed, some remedial pruning works be undertaken, and the rest of the trees remain.

Mr Hutchinson commented that this type of request does create opportunities for succession planting and one option could be that the Department of Conservation and Marlborough Lines fund replacement plantings so that the pines could be removed within five years when the replacement planting has growth; this would lessen the impact of the pines' removal.

Clrs Maher/Weetman:

- 1. That the request from the Department of Conservation and Marlborough Lines to remove the pine trees immediately be declined.**
- 2. That staff discuss the funding of succession planting with the Department of Conservation, Marlborough Lines and the Rarangi Residents' Association and if agreement can be reached this work begin in the autumn of 2009.**
- 3. That permission be given to remove two pine trees as outlined in the Arborist's report.**
- 4. That permission be given to remove the remaining pines once the succession planting has been in the ground and growing for a minimum period of five years.**

Carried

**P.08/09.285 Reserves Havelock Memorial Park Entrance –
Proposed Upgrade R495-H03**

Approval was sought to undertake stages 1 and 2 of the Havelock Memorial Park entrance project.

It was reported that Connell Wagner Ltd had prepared design, specification and contract tender documents for the total project involving four stages, however, to complete both Stage 1 and 2 the lowest tender price was \$306,000. This price was 10 percent higher than the engineer's estimate, though it largely related to increased street furniture prices.

The total funding requested to complete Stages 1 and 2 is \$356,000, which includes an additional \$50,000 for construction of the relocated skatepark. Stages 1 and 2 involve completion of the entrance courtyard and carpark upgrade to be located on the current skatepark site, all stormwater work and Neil Street south upgrade. It was considered practical and cost effective to undertake Stages 1 and 2 together, as drainage and other associated works were required in both areas.

During the Land Subdivision Reserve budget process the larger project was not approved given other funding priorities.

Due to the community's strong desire to reinstate the Memorial archway, funding approval was sought to progress that and the consequent relocation of the skatepark. An estimate was that \$50,000 would achieve that part of the project.

The Committee asked that the Land Subdivision Reserve Account be prioritised in order to accommodate this request.

Cirs Weetman/O'Sullivan:

- 1. That funding of \$50,000 be approved this financial year to reinstate the archway and plaques and relocate the skatepark.**
- 2. That a portion of the Land Subdivision Reserve budget be used to fund this.**

Carried

**P.08/09.286 Services Ward Water Scheme – Pipeline
Documentation W270-07 & R810-01**

The purpose of District Secretary, Tony Quirk's report was for the Committee to determine what it considered was an appropriate level of documentation to protect Council's interest with regard to pipes in legal roads and reserves for the Ward Water Scheme.

Mr Quirk commented that it was important there was a clear understanding by all users about the rights that apply to pipelines within Council road serving a water scheme. That understanding needed to explain that there are rights for Council to require removal or movement because of some community need or for roading works. The current documentation also allows for joint usage. The documentation provided a clear record of the alignment of the pipeline and this can be very important when other infrastructural or network operators wish to install, repair or maintain an existing system close to the water supply pipeline.

He advised that there are various levels at which documentation can be done. In each case however, the objective is to achieve a notification registered against the title to each property. When documentation which will support a registered notation is completed it has to follow LINZ requirements as to form and execution. Each property has to be looked at separately and the owners of each property are all required to sign the

documentation involved. One way of dealing with the cost issue is for each property to be debited with a standard figure being contribution to costs. The District Solicitor would then be asked by Council to do his best to keep costs contained within the overall amount recovered from consumers. Any spill over could be absorbed by Council. The alternative of having no documentation because of cost impacts was not favoured for reasons expressed in this report. If this approach was favoured the cost to each consumer might be of the order of \$250.00.

~~Cllrs O'Sullivan/Hope:~~

- ~~1. That Council confirm its existing policy on pipelines in legal road must be applied in the case of the Ward Water Scheme.~~**
- ~~2. That authority be given to charge a uniform amount to each consumer based on paragraph 3 above towards the licence/encumbrance costs as an acknowledgement that it is an existing scheme.~~**

Carried [Recommendation withdrawn at the Council meeting held on 11 December 2008 – to be referred back to the Committee]

P.08/09.287 Council Information Package -

The Information Package for the Assets and Services Committee dated 20 November 2008 and circulated separately was received and noted.

The meeting closed at 12.15pm.

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