

MARLBOROUGH DISTRICT COUNCIL  
PO BOX 443  
BLENHEIM 7240  
NEW ZEALAND

TELEPHONE (0064) 3 520 7400  
FACSIMILE (0064) 3 520 7496  
EMAIL [mdc@marlborough.govt.nz](mailto:mdc@marlborough.govt.nz)  
WEB [www.marlborough.govt.nz](http://www.marlborough.govt.nz)



2 June 2010

Record No: 10166263  
File Ref: C135-A03  
Ask For: Judith North

## **Notice of Assets and Services Committee Meeting - Wednesday 9 June 2010**

A meeting of the Assets and Services Committee will be held in the Council Chambers, District Council Administration Building, Seymour Street, Blenheim on **Wednesday 9 June 2010 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 WEDNESDAY 9 JUNE 2010 commencing at 8.30 am.**

<b>Committee</b>	Clrs F D Maher (Chairman) N W Weetman W O Brice G A Hope 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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# **1. Financial Report for Period Ended 30 April 2010**

(Report prepared by D Craig)

F045-07

1. Attached is a detailed financial report for the Assets and Services Department for the period ended 30 April 2010.

## **RECOMMENDED**

**That the financial report for the period ended 30 April 2010 be received.**



**ASSETS AND SERVICES DEPARTMENT**  
**Financial Report for the Period Ended 30 April 2010 (83% year)**

	YTD actual	Annual budget	YTD % of annual budget	Comments
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**RESERVES AND AMENITIES**

Total Land Subdivision Revenue	Total Revenue and Rates	1,436,204	1,466,113	98%	Actual revenue comprises cash contributions from Blenheim \$363,416, Picton \$33,074, Regional \$211,244, Renwick \$211,911, Sounds (Kaiuma Bay) \$441,867 and Wairau \$37,800; and land (Hammond, Renwick) \$136,889
	Operating expenditures	0	0		
	<b>Net Surplus (Deficit)</b>	<b>1,436,204</b>	<b>1,466,113</b>		
Grants ex land subdivision reserve	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>		
Total Halls	Total Revenue and Rates	187,977	223,541	84%	
	Operating expenditures	224,835	343,848	65%	Favourable grants \$30,255, insurances \$8,807 and investigations (Awatere) \$38,088; offset by unfavourable minor works (Havelock & French Pass) \$8,583 and repairs & maintenance \$8,499
	<b>Net Surplus (Deficit)</b>	<b>(36,858)</b>	<b>(120,307)</b>		
	Net asset additions/disposals	6,838	5,500	124%	Budgeted Fairhall carpark reseal \$5,500 (\$6,838)
Total Cemeteries	Total Revenue and Rates	404,835	495,328	82%	Unfavourable interment fees \$7,968 and plot purchases \$11,343; offset by favourable maintenance contributions \$3,324, misc revenue \$2,988 and rates & charges \$4,240
	Operating expenditures	339,116	475,214	71%	Favourable burial expenses \$20,415, repairs & maintenance \$16,244, internal plant charges \$9,508 and interest payments \$14,300; offset by unfavourable equipment \$2,591
	<b>Net Surplus (Deficit)</b>	<b>65,719</b>	<b>20,114</b>		
	Net asset additions/disposals	91,970	304,650	30%	Budgeted improvements at Awatere \$5,000, Fairhall \$68,750 (actual \$81,179), Omaka \$53,000 (\$2,460), Picton \$105,000, Tuamarina \$42,900 (\$8,330) and Other (Mahakipawa) \$30,000

Total Public Conveniences	Total Revenue and Rates	537,575	634,878	85%	Favourable rates & charges \$8,102
	Operating expenditures	478,826	628,901	76%	Favourable contracts \$20,661, grants \$2,930, power \$4,105, repairs & maintenance \$15,765 and interest payments \$19,230; offset by unfavourable cleaning \$3,583, equipment \$4,897, sign expenses \$3,867 and depreciation \$2,457
	<b>Net Surplus (Deficit)</b>	<b>58,749</b>	<b>5,977</b>		
	Net asset additions/disposals	138,204	432,250	32%	Budgeted upgrades Awatere \$35,000, Blenheim \$123,500 (Actual \$85,514), Picton \$204,750 (\$2,691), Renwick \$50,000 (\$50,000), Rai Valley \$4,500 and Other (Wairau Diversion) \$14,500
Total Memorials	Total Revenue and Rates	69,717	82,662	84%	Favourable contracts \$3,674 and insurance \$1,627; offset by unfavourable power \$3,035 and repairs & maintenance \$1,377
	Operating expenditures	69,795	82,662	84%	
	<b>Net Surplus (Deficit)</b>	<b>(78)</b>	<b>0</b>		
	Net asset additions/disposals	5,160	13,500	38%	Budgeted upgrades Rai Valley \$5,500 (actual \$5,160) and district wide memorial restoration \$8,000
Total Swimming Pools	Total Revenue and Rates	448,591	534,226	84%	Favourable rates & charges \$6,752; offset by unfavourable misc revenue \$3,466
	Operating expenditures	464,486	521,012	89%	Favourable rates payable \$5,022, depreciation \$17,799 and interest payments \$5,000
	<b>Net Surplus (Deficit)</b>	<b>(15,895)</b>	<b>13,214</b>		
	Net asset additions/disposals	1,450,578	9,019,835	16%	Budgeted upgrade of Marlborough aquatic centre \$9,019,835 (actual \$1,450,578)
Total Reserves	Total Revenue and Rates	2,734,197	3,217,136	85%	Favourable misc revenue \$17,488 and rates & charges \$37,561
	Operating expenditures	2,848,158	3,613,775	79%	Favourable grants \$36,062, rates payable \$29,628, repairs & maintenance \$123,461, depreciation \$57,532 and interest payments \$38,960; offset by unfavourable personnel costs \$51,483, compensation (esplanade strips) \$15,353, contracts \$26,042, loss on sales \$25,000, power \$12,753, sign expenses \$8,555 and internal plant recharges \$18,219
	<b>Net Surplus (Deficit)</b>	<b>(113,961)</b>	<b>(396,639)</b>		

	Net asset additions/disposals	7,744,910	6,790,024	114%	Major budgeted works include College Park hockey turf replacement \$263,450 (actual \$233,581), Endeavour Park sports facilities \$100,000 (\$25,864), Esplanade reserves \$60,000, Havelock Domain entrance & skate park \$114,132 (\$105,387), Lansdowne Park wing walls & drainage \$70,940 (\$58,981), Nikau Place playground \$44,000, Picton foreshore redevelopment \$4,687,494 (\$6,277,426) and playground upgrade \$91,518 (\$380), Renwick Domain sports pavilion \$674,660 (\$679,180), Seddon Domain \$36,500 (\$37,285), Seymour Square \$50,000 (\$47,142), Unspecified reserves \$397,235 (\$197,208) and Walkways (various) \$78,000 (\$38,684)
Street trees, berms and plots	Total Revenue and Rates	339,511	403,921	84%	
	Operating expenditures	356,866	377,493	95%	Unfavourable contracts \$52,020 and power \$3,832; offset by favourable materials \$5,907 and repairs & maintenance \$7,142
	<b>Net Surplus (Deficit)</b>	<b>(17,355)</b>	<b>26,428</b>		
	Net asset additions/disposals	10,670	28,000	38%	Budgeted street plots \$15,000 (actual \$9,649) and street trees \$13,000 (\$1,021)

<b>Total Reserves &amp; Amenities</b>	<b>Total Revenue and Rates</b>	<b>6,158,607</b>	<b>7,057,805</b>	<b>87%</b>	
	<b>Operating expenditures</b>	<b>4,782,082</b>	<b>6,050,905</b>	<b>79%</b>	
	<b>Net Surplus (Deficit)</b>	<b>1,376,525</b>	<b>1,006,900</b>		
	<b>Net asset additions/disposals</b>	<b>9,448,330</b>	<b>16,593,759</b>	<b>57%</b>	

## SEWER SCHEMES

Sewer: Combined Scheme	Total Rates	5,126,522	6,054,677	85%	Funded at combined level
	Total Revenue	1,491,884	2,146,749	69%	See analysis below
	<b>Total Revenue and Rates</b>	<b>6,618,406</b>	<b>8,201,426</b>		
	Opex excl interest and depreciation	2,256,206	3,414,854	66%	See analysis below
	Depreciation	1,574,839	2,156,403	73%	See analysis below
	Interest	1,009,040	1,840,337	55%	Funded at combined level
	<b>Total Operating expenditures</b>	<b>4,840,085</b>	<b>7,411,594</b>		
	<b>Net Surplus (Deficit)</b>	<b>1,778,321</b>	<b>789,832</b>		
	<b>Net asset additions/disposals</b>	<b>1,941,352</b>	<b>10,428,379</b>		See analysis below

Blenheim Group	Total Revenue	1,447,017	1,976,749	73%	Favourable capital contributions (Battys Rd/David St) \$183,404, network upgrade contributions \$47,289 and development contributions \$45,597; offset by unfavourable connection charges \$36,552 and trade waste charges \$148,277
Picton	Total Revenue	44,867	160,000	28%	Unfavourable network upgrade contributions \$79,644 and trade waste charges \$3,876
Havelock	Total Revenue	0	5,000		Unfavourable connection charges \$4,170
Seddon	Total Revenue	0	5,000		Unfavourable connection charges \$4,170
	<b>Total Revenue</b>	<b>1,491,884</b>	<b>2,146,749</b>		
Blenheim Group	Opex excl interest and depreciation	1,651,955	2,492,370	66%	Favourable insurance \$13,893, pump stations & telemetry \$56,986, infiltration \$77,084, mains maintenance \$11,106 and treatment \$96,392; offset by unfavourable connections maintenance \$8,090
Picton	Opex excl interest and depreciation	492,470	782,691	63%	Favourable insurance \$5,427, connections maintenance \$7,201, infiltration \$46,369, mains maintenance \$44,594 and treatment \$57,852
Havelock	Opex excl interest and depreciation	73,818	95,866	77%	Favourable pump stations & telemetry \$8,285 and infiltration \$8,330; offset by unfavourable treatment \$11,605
Seddon	Opex excl interest and depreciation	37,963	43,926	86%	Favourable pump stations & telemetry \$2,221; offset by unfavourable mains maintenance \$2,105 and treatment \$2,052
	<b>Opex excl interest and depreciation</b>	<b>2,256,206</b>	<b>3,414,853</b>		
Blenheim Group	Depreciation	1,217,963	1,704,752	71%	Favourable depreciation \$201,407
Picton	Depreciation	288,387	373,271	77%	Favourable depreciation \$22,673
Havelock	Depreciation	38,343	38,774	99%	Unfavourable depreciation \$6,033
Seddon	Depreciation	30,146	39,606	76%	Favourable depreciation \$2,864
	<b>Depreciation</b>	<b>1,574,839</b>	<b>2,156,403</b>		
Blenheim Group	Net asset additions/disposals	1,504,390	9,048,870	17%	Budget for pipelines \$3,772,551 (actual \$513,303), pump stations \$690,000 (\$201,155), treatment plant \$3,685,000 (\$509,007), oxidation ponds \$350,000 (\$13,692), connections \$102,000 (\$82,653), telemetry \$6,828, engineering overheads \$221,491 (\$184,580) and vested assets \$221,000
Picton	Net asset additions/disposals	337,008	1,196,290	28%	Budget for pipelines \$1,110,820 (actual \$312,003), pump stations \$59,000, connections \$10,000 (\$11,665), telemetry \$3,234, treatment plant \$0 (\$2,310) and engineering overheads \$13,236 (\$11,030)
Havelock	Net asset additions/disposals	69,937	107,872	65%	Budget for oxidation ponds \$100,000 (\$68,997), connections \$5,000 (actual \$40), telemetry \$1,797 and engineering overheads \$1,075 (\$900)
Seddon	Net asset additions/disposals	30,017	75,347	40%	Budget for pipelines \$27,750 (actual \$27,817), connections \$5,000, treatment plant \$40,000 (\$330), telemetry \$359 and engineering overheads \$2,238 (\$1,870)
	<b>Net asset additions/disposals</b>	<b>1,941,352</b>	<b>10,428,379</b>		

Sewer: Renwick	Total Revenue and Rates	36,037	42,566	85%	Budgeted interest payments \$22,636
	Operating expenditures	18,010	22,636	80%	
	<b>Net Surplus (Deficit)</b>	<b>18,027</b>	<b>19,930</b>		
	Net asset additions/disposals	0	0		
Sewer: Spring Creek	Total Revenue and Rates	0	0		
	Operating expenditures	0	0		
	<b>Net Surplus (Deficit)</b>	<b>0</b>	<b>0</b>		
	Net asset additions/disposals	0	0		
Sewer: Grovetown	Total Revenue and Rates	258,267	355,826	73%	Unfavourable capital contributions (out of district) \$12,429 and rates & charges \$4,252
	Operating expenditures	60,987	129,041	47%	Favourable depreciation \$22,338 and interest payments \$11,817
	<b>Net Surplus (Deficit)</b>	<b>197,280</b>	<b>226,785</b>		
	Net asset additions/disposals	3,477,187	2,926,887	119%	Budget for sewer scheme \$2,873,204 (actual \$3,242,777) and engineering overheads \$53,683 (\$40,226)

<b>Total Sewer Schemes</b>	<b>Total Revenue and Rates</b>	<b>6,912,710</b>	<b>8,599,818</b>	<b>80%</b>	
	<b>Operating expenditures</b>	<b>4,919,082</b>	<b>7,563,271</b>	<b>65%</b>	
	<b>Net Surplus (Deficit)</b>	<b>1,993,628</b>	<b>1,036,547</b>		
	<b>Net Capital expenditure</b>	<b>5,418,539</b>	<b>13,355,266</b>	<b>41%</b>	

#### STORMWATER SYSTEMS

Stormwater - Blenheim	Total Revenue and Rates	816,045	1,232,131	66%	Favourable network upgrade contributions \$10,762 and rates & charges \$7,099; offset by unfavourable connection charges \$11,926
	Operating expenditures	830,931	1,103,380	75%	Favourable mains maintenance \$34,498, monitoring expenses \$4,170, depreciation \$37,996 and interest payments \$21,750; offset by unfavourable contributions \$6,140 and connections maintenance \$3,630
	<b>Net Surplus (Deficit)</b>	<b>(14,886)</b>	<b>128,751</b>		
	Net asset additions/disposals	86,579	935,000	9%	Budgeted pipelines \$605,000 (actual \$20,389), connections \$70,000 (\$66,190) and vested assets \$260,000
Stormwater - Havelock	Total Revenue and Rates	13,981	18,181	77%	Unfavourable connection charges \$1,301

	Operating expenditures	10,489	27,181	39%	Favourable open drains maintenance \$12,220
	<b>Net Surplus (Deficit)</b>	<b>3,492</b>	<b>(9,000)</b>		
	Net asset additions/disposals	7,809	21,000	37%	Budgeted pipelines \$20,000 (actual \$7,769) and connections \$1,000 (\$40)
Stormwater - Picton	Total Revenue and Rates	308,467	369,667	83%	Favourable network upgrade contributions \$1,333 and rates & charges \$2,462; offset by unfavourable connection charges \$3,388
	Operating expenditures	258,617	350,488	74%	Favourable monitoring expenses \$4,170, reticulation maintenance \$12,835, depreciation \$9,475 and interest payments \$5,380
	<b>Net Surplus (Deficit)</b>	<b>49,850</b>	<b>19,179</b>		
	Net asset additions/disposals	5,695	118,000	5%	Budgeted pipelines \$113,000 and connections \$5,000 (actual \$5,695)
Stormwater - Renwick	Total Revenue and Rates	119,689	73,876	162%	Favourable network upgrade contributions \$61,094; offset by unfavourable connection charges \$3,432
	Operating expenditures	52,197	65,888	79%	Favourable depreciation \$1,381 and interest payments \$1,210
	<b>Net Surplus (Deficit)</b>	<b>67,492</b>	<b>7,988</b>		
	Net asset additions/disposals	6,617	188,760	4%	Budgeted pipelines \$183,760 and connections \$5,000 (actual \$6,617)
Stormwater - Seddon	Total Revenue and Rates	0	0		
	Operating expenditures	1,891	0		Unbudgeted reticulation maintenance \$1,706 and depreciation \$185
	<b>Net Surplus (Deficit)</b>	<b>(1,891)</b>	<b>0</b>		
	Net asset additions/disposals	802	0		Fearon Street stormwater pipeline
Stormwater - Spring Creek	Total Revenue and Rates	27,661	33,607	82%	
	Operating expenditures	24,535	31,607	78%	Favourable mains maintenance \$1,365 and depreciation \$1,119
	<b>Net Surplus (Deficit)</b>	<b>3,126</b>	<b>2,000</b>		
	Net asset additions/disposals	2,220	2,000	111%	Budgeted connections \$2,000 (actual \$2,220)
Stormwater - Other	Total Revenue and Rates	55,262	65,727	84%	

Operating expenditures	43,989	65,727	67%	Favourable open drains maintenance \$16,633; offset by unfavourable mains maintenance \$4,050
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<b>Net Surplus (Deficit)</b>	<b>11,273</b>	<b>0</b>		
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Net asset additions/disposals	2,503	0		Actual for unbudgeted connections (Riverlands) \$2,503
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<b>Total Stormwater Systems</b>	<b>Total Revenue and Rates</b>	<b>1,341,105</b>	<b>1,793,189</b>	<b>75%</b>	
	<b>Operating expenditures</b>	<b>1,222,649</b>	<b>1,646,243</b>	<b>74%</b>	
	<b>Net Surplus (Deficit)</b>	<b>118,456</b>	<b>146,946</b>		
	<b>Net asset additions/disposals</b>	<b>112,225</b>	<b>1,264,760</b>	<b>9%</b>	

#### WATER SYSTEMS

Water - Blenheim	Total Revenue and Rates	3,156,430	4,101,249	77%	Favourable development contributions \$33,395 and rates & charges \$49,933; offset by unfavourable connection charges \$15,691 and network upgrade contributions \$170,135
	Operating expenditures	2,417,557	3,629,678	67%	Favourable meter maintenance & reading \$8,274, pump stations & telemetry \$27,738, mains maintenance \$6,261, treatment \$44,538, depreciation \$157,144 and interest payments \$451,270; offset by unfavourable backflow prevention \$11,041 and hydrant, toby & valve maintenance \$72,804
	<b>Net Surplus (Deficit)</b>	<b>738,873</b>	<b>471,571</b>		
	Net asset additions/disposals	7,130,571	10,855,663	66%	Budget for pipelines \$1,981,750 (actual \$84,645), pump stations \$869,000 (\$53,756), connections \$100,000 (\$109,731), lateral renewals \$127,200 (\$16,348), reservoirs \$6,543,000 (\$5,257,474), treatment \$705,000 (\$1,329,687), vested assets \$195,000 and engineering overheads \$334,713 (\$278,930)
Water - Havelock	Total Revenue and Rates	278,402	239,329	116%	Favourable backflow prevention charges \$12,156, metered water sales \$68,028 and rates & charges \$4,608; offset by unfavourable connection charges \$5,830
	Operating expenditures	178,742	210,960	85%	Favourable mains maintenance \$4,531, depreciation \$4,096 and interest payments \$19,610; offset by unfavourable backflow prevention \$6,956, pump stations & telemetry \$14,306, toby maintenance \$2,994 and treatment \$3,989
	<b>Net Surplus (Deficit)</b>	<b>99,660</b>	<b>28,369</b>		

	Net asset additions/disposals	22,239	255,679	9%	Budget for pipelines \$2,000 (actual -\$4,305), connections \$7,000 (\$2,077), reservoirs \$244,000 (\$22,837), telemetry equipment \$719 and engineering overheads \$1,960 (\$1,630)
Water - Picton	Total Revenue and Rates	1,333,322	1,700,027	78%	Favourable connection charges \$7,951 and rates & charges \$14,042; offset by unfavourable network upgrade contributions \$79,347 and metered water sales \$27,302
	Operating expenditures	1,004,216	1,744,092	58%	Favourable general expenses \$4,170, insurance \$4,002, pump stations & telemetry \$87,787, connections maintenance \$16,695, treatment \$40,350, depreciation \$77,824 and interest payments \$157,590; offset by unfavourable backflow prevention \$23,002, meter maintenance & reading \$5,591, mains maintenance \$5,567 and hydrant, toby & valve maintenance \$26,880
	<b>Net Surplus (Deficit)</b>	<b>329,106</b>	<b>(44,065)</b>		
	Net asset additions/disposals	2,371,008	5,380,826	44%	Budget for pipelines \$962,855 (actual \$56,773), treatment plant \$1,146,145 (\$218,597), connections \$12,000 (\$18,827), laterals renewals \$27,560 (\$41,183), pump stations \$0 (\$750), reservoirs \$3,003,000 (\$1,843,818) and engineering overheads \$229,266 (\$191,060)
Water - Renwick	Total Revenue and Rates	296,629	401,752	74%	Favourable rates & charges \$4,756; offset by unfavourable connection charges \$8,277 and network upgrade contributions \$34,007
	Operating expenditures	228,060	318,244	72%	Favourable pump stations & telemetry \$6,312, connections maintenance \$6,389, mains maintenance \$11,233 and depreciation \$17,182; offset by unfavourable toby maintenance \$9,070
	<b>Net Surplus (Deficit)</b>	<b>68,569</b>	<b>83,508</b>		
	Net asset additions/disposals	36,038	331,111	11%	Budget for pipelines \$38,000 (actual \$10,291), pump stations \$225,300 (\$10,336), treatment \$45,000, connections \$15,000 (\$8,901) and engineering overheads \$7,811 (\$6,510)
Water - Awatere	Total Revenue and Rates	420,198	578,432	73%	Unfavourable connection charges \$7,263, network upgrade contributions \$5,405, development levies \$2,731, misc revenue \$7,819 and metered water sales \$43,137; offset by favourable rates & charges \$17,812
	Operating expenditures	428,385	446,285	96%	Favourable meter maintenance & reading \$2,316, pump stations & telemetry \$11,344, connections maintenance \$4,500, mains maintenance \$15,893, treatment \$5,409 and interest payments \$23,530; offset by unfavourable grants for remission \$3,410 and depreciation \$112,723
	<b>Net Surplus (Deficit)</b>	<b>(8,187)</b>	<b>132,147</b>		

	Net asset additions/disposals	169,011	607,901	28%	Budget for pipelines \$279,100 (actual \$139,457), pump stations \$79,200, reservoirs \$11,200 (\$167), treatment plant \$200,000 (\$370), connections \$10,000 (\$5,347) and engineering overheads \$28,401 (\$23,670)
Water - Riverlands	Total Revenue and Rates	124,709	355,618	35%	Unfavourable metered water sales \$53,034 and network upgrade contributions \$9,868; offset by favourable backflow prevention charges \$3,449 and irrigation sales \$3,316
	Operating expenditures	193,617	279,466	69%	Favourable insurance \$1,911, meter maintenance & reading \$3,959, pump stations & telemetry \$23,714, mains maintenance \$2,677, depreciation \$4,605 and interest payments \$3,620
	<b>Net Surplus (Deficit)</b>	<b>(68,908)</b>	<b>76,152</b>		
	Net asset additions/disposals	19,807	79,750	25%	Budget for pipelines \$16,000, pump stations \$0 (actual \$12,607), reservoirs \$60,000, connections \$0 (\$4,070) and engineering overheads \$3,750 (\$3,130)
Water - Wairau Valley	Total Revenue and Rates	12,123	27,351	44%	Unfavourable metered water sales \$14,777; offset by favourable connection charges \$4,111
	Operating expenditures	21,300	36,860	58%	Favourable treatment \$5,869 and depreciation \$1,907
	<b>Net Surplus (Deficit)</b>	<b>(9,177)</b>	<b>(9,509)</b>		
	Net asset additions/disposals	5,382	12,000	45%	Budget for treatment \$12,000. Actual for connections \$5,382
Water - Southern Valleys	Total Revenue and Rates	1,433,618	1,780,465	81%	Favourable insurance claims \$10,733, misc contributions 10,032; offset by unfavourable metered water sales \$32,996
	Operating expenditures	1,222,183	1,483,625	82%	Favourable general expenses \$6,390, insurance \$13,319, mains maintenance \$23,396, depreciation \$16,391 and interest payments \$13,170; offset by unfavourable pump stations & telemetry \$37,207, connections maintenance \$7,820 and leak detection \$6,375
	<b>Net Surplus (Deficit)</b>	<b>211,435</b>	<b>296,840</b>		
	Net asset additions/disposals	612	12,592	5%	Budget for pump stations \$12,000 (actual \$122) and engineering overheads \$592 (\$490)
Water - Other	Total Revenue and Rates	0	0		
	Operating expenditures	0	0		
	<b>Net Surplus (Deficit)</b>	<b>0</b>	<b>0</b>		
	Net asset additions/disposals	0	0		

<b>Total Water Systems</b>	<b>Total Revenue and Rates</b>	<b>7,055,431</b>	<b>9,184,224</b>	<b>77%</b>	
	<b>Operating expenditures</b>	<b>5,694,060</b>	<b>8,149,211</b>	<b>70%</b>	
	<b>Net Surplus (Deficit)</b>	<b>1,361,371</b>	<b>1,035,013</b>		
	<b>Net asset additions/disposals</b>	<b>9,754,668</b>	<b>17,535,522</b>	<b>56%</b>	

## WASTE MANAGEMENT

Refuse Collection	Total Revenue and Rates	905,963	1,099,006	82%	Favourable rates & charges \$13,885; offset by unfavourable bag sales \$8,762
	Operating expenditures	945,964	1,099,006	86%	Favourable contracts \$29,063; offset by unfavourable fees & charges \$8,354 and refuse bag purchases \$23,851
	<b>Net Surplus (Deficit)</b>	<b>(40,001)</b>	<b>0</b>		
Total Transfer Stations	Total Revenue and Rates	274,920	477,567	58%	Unfavourable dump fees (greenwaste) \$127,104; offset by favourable rates & charges \$4,094
	Operating expenditures	260,081	464,751	56%	Favourable contracts (greenwaste) \$131,850, general expenses \$8,050 and interest payments \$4,800; offset by unfavourable fees & charges \$17,314
	<b>Net Surplus (Deficit)</b>	<b>14,839</b>	<b>12,816</b>		
	Net asset additions/disposals	0	0		
Total Landfills	Total Revenue and Rates	1,931,238	2,648,918	73%	Unfavourable dump fees \$274,619
	Operating expenditures	1,899,777	2,539,561	75%	Favourable consultancy \$17,799, general expenses \$22,930, waste levy (timing) \$67,006, materials \$10,271 and interest payments \$90,610; offset by unfavourable contracts \$32,933 and pest & weed control \$13,755
	<b>Net Surplus (Deficit)</b>	<b>31,461</b>	<b>109,357</b>		
	Net asset additions/disposals	318,138	602,864	53%	Budget for Regional Landfill (completion of stage 6 construction) \$163,906 (actual \$167,280), closed landfills \$334,025 (\$146,746), weighbridge \$100,000 and engineering overheads \$4,933 (\$4,110)
Total Waste Projects	Total Revenue and Rates	1,108,955	1,430,050	78%	Favourable dump fees (skips) \$2,712, misc contributions (NMDHB) \$20,000, infringements \$2,963 and rates & charges \$12,254; offset by unfavourable sales (recyclables) \$37,126 and waste levy funding (timing) \$16,774

Operating expenditures	975,819	1,442,486	68%	Favourable education activities \$57,045, hazardous waste \$32,572, illegal dumping \$4,828, rubbish removal \$2,330 and waste audit \$2,880; offset by unfavourable general operations \$8,828 and recycling \$22,171
<b>Net Surplus (Deficit)</b>	<b>133,136</b>	<b>(12,436)</b>		
Net asset additions/disposals	195,042	200,000	98%	Budget for construction of new Re use Centre \$200,000 (actual \$187,815). Actual also includes completion of Blenheim Transfer Station road upgrade \$6,730 and RRC construction \$497

<b>Total Waste Management</b>	<b>Total Revenue and Rates</b>	<b>4,221,076</b>	<b>5,655,541</b>	<b>75%</b>	
	<b>Operating expenditures</b>	<b>4,081,641</b>	<b>5,545,804</b>	<b>74%</b>	
	<b>Net Surplus (Deficit)</b>	<b>139,435</b>	<b>109,737</b>		
	<b>Net asset additions/disposals</b>	<b>513,180</b>	<b>802,864</b>	<b>64%</b>	

#### ROADING, PARKING, CBD, WHARVES

Blenheim Parking	Total Revenue and Rates	1,509,709	1,835,546	82%	Favourable infringements \$57,829, leases \$64,915 legal fees recovered \$15,706 and misc revenue \$4,866; offset by unfavourable collections \$187,684
	Operating expenditures	881,681	1,467,959	60%	Favourable provision for doubtful debts \$13,880, depreciation \$47,297 and interest payments \$326,470; offset by unfavourable contracts \$56,764, lease costs (Civic theatre carpark) \$13,330, legal fees (to lodge infringements at court) \$28,978, levy payments \$5,973, rates payable \$46,604 and repairs & maintenance \$18,911
	<b>Net Surplus (Deficit)</b>	<b>628,028</b>	<b>367,587</b>		
	Net asset additions/disposals	1,371,508	4,718,943	29%	Budget for parking buildings \$5,250,000 (actual \$210,634), pay & display meters \$10,000, kerbside meters \$5,000 and sundry \$6,000; offset by land disposals (Wynen St) \$552,057. Actual includes \$1,160,874 for carpark purchase and development (2 High St)
Picton Parking	Total Revenue and Rates	71,994	91,287	79%	Unfavourable collections \$7,868 and leases \$3,948; offset by favourable infringements \$7,129
	Operating expenditures	77,708	69,215	112%	Unfavourable contracts \$7,956 and rates payable \$13,570; offset by favourable repairs & maintenance \$2,344
	<b>Net Surplus (Deficit)</b>	<b>(5,714)</b>	<b>22,072</b>		
	Net asset additions/disposals	0	0		

Other Parking	Total Revenue and Rates	130,113	144,000	90%	Favourable misc revenue \$6,984 and rental (Kathmandu building) \$3,129
	Operating expenditures	8,523	0		Actual for insurance \$2,006, legal costs \$1,236, rates payable \$5,064 and repairs & maintenance \$217
	<b>Net Surplus (Deficit)</b>	<b>121,590</b>	<b>144,000</b>		
	Net asset additions/disposals	26,344	0		Final contract payments for Scott Street development
Total General Rooding	Total Revenue and Rates	10,093,812	13,627,478	74%	Favourable development contributions \$14,000, sales (stopped road) \$34,558, subsidy revenue \$33,783 and rates & charges \$51,599; offset by unfavourable roading infrastructure contributions \$19,110
	Operating expenditures	11,472,742	12,940,878	89%	Favourable cyclepath maintenance \$9,737, environmental maintenance \$103,461, operational traffic management \$15,672, road safety co-ordination & programmes \$39,474, sea freight operations \$46,344, structure maintenance \$21,312 and unsealed pavement maintenance \$84,354; offset by unfavourable asset management planning \$63,000, emergency reinstatement works \$466,367, level crossing warning devices \$9,206, minor safety projects \$18,472, network & asset management \$142,020, sealed pavement maintenance \$10,297, traffic services maintenance \$118,791 and depreciation \$157,205
	<b>Net Surplus (Deficit)</b>	<b>#####</b>	<b>686,600</b>		
	Net asset additions/disposals	4,454,828	7,320,400	61%	Budget for sealed road surfacing \$1,649,000 (actual \$1,392,126), pavement rehabilitation \$838,000 (\$600,224), seal widening \$742,000 (\$550,846), drainage renewals \$277,000 (\$230,317), major rehabilitation \$500,000 (\$12,500), bridge renewals \$983,000 (\$414,367), structures component replacement \$154,600 (\$316,541), traffic services renewals \$278,800 (\$272,532), unsealed road metalling \$439,000 (\$481,687), environment renewals \$36,000 (\$38,868), Jacksons/ORR intersection improvements \$640,000, French Pass Rd seal extension \$120,000 (\$102,820), Hebbberds Road seal extension \$42,000 (\$42,000) and vested assets \$624,000
Total Rooding Related Works	Total Revenue and Rates	1,594,761	1,875,828	85%	Favourable fees (road stopping) \$15,179, property rentals \$2,910 and rates & charges \$12,606
	Operating expenditures	627,530	1,339,401	47%	Favourable cyclepath maintenance \$65,444, general expenses \$7,000, street cleaning \$46,456, depreciation \$105,700 and interest payments \$14,460; offset by unfavourable footpath maintenance \$20,837 and road legalisation expenses \$9,332
	<b>Net Surplus (Deficit)</b>	<b>967,231</b>	<b>536,427</b>		

	Net asset additions/disposals	438,925	1,248,685	35%	Budget for cycle facilities \$191,785, footpaths [new] \$84,500 (actual \$59,270) & [renewals] \$347,200 (\$69,264), kerb and channel [new] \$87,550 (\$74,943) & [renewals] \$77,250 (\$46,850), street furniture \$15,450 (\$11,142), vehicle crossings [new] \$10,300 (\$1,495) & [renewals] \$25,750 (\$15,389), signs \$55,600 (\$3,814), street lighting \$38,300, Duncan St upgrade \$70,000 (\$35,814) and Wairau/Awatere seal extensions \$245,000 (\$52,166). Actual also includes unbudgeted land purchase costs (various) of \$60,012 and Blenheim northwest development (Rose St K&C) \$8,766
Total Other Transport Services	Total Revenue and Rates	233,668	298,118	78%	Unfavourable subsidy revenue (timing) \$3,518
	Operating expenditures	221,688	273,118	81%	Favourable total mobility costs \$10,797; offset by unfavourable passenger transport \$4,895
	<b>Net Surplus (Deficit)</b>	<b>11,980</b>	<b>25,000</b>		
	Net asset additions/disposals	35,652	50,000	71%	Bus shelters at Countdown and Bethsaida (actual \$35,652)
Total CBD Works	Total Revenue and Rates	372,947	503,445	74%	Favourable rates & charges \$2,577
	Operating expenditures	166,709	253,603	66%	Favourable materials (banners & festive lighting) \$20,931 and interest payments \$23,700
	<b>Net Surplus (Deficit)</b>	<b>206,238</b>	<b>249,842</b>		
-	Net asset additions/disposals	0	0	-	-
Total Wharves	Total Revenue and Rates	84,020	100,775	83%	
	Operating expenditures	90,738	100,609	90%	Favourable projects (jetty strategy) \$41,670 and interest payments \$6,280; offset by unfavourable contracts \$2,500, repairs & maintenance \$37,209 and depreciation \$13,791
	<b>Net Surplus (Deficit)</b>	<b>(6,718)</b>	<b>166</b>		
	Net asset additions/disposals	51,190	44,000	116%	Onahau floating jetty extension \$44,000 (actual \$51,190)
Subdivisional Works	Total Revenue and Rates	183,386	188,041	98%	Favourable subdivisional works contributions \$25,662
	Operating expenditures	31,710	49,492	64%	Favourable depreciation \$9,540
	<b>Net Surplus (Deficit)</b>	<b>151,676</b>	<b>138,549</b>		
	Net asset additions/disposals	96,161	150,000	64%	Budgeted subdivisional roading works \$150,000 (actual \$96,161 for berms \$1,095, footpaths \$13,409, kerb & channel \$13,201, seal extn/widening \$64,269 and vehicle crossings \$4,187)
<b>Total Roothing, Parking, CBD, Wharves</b>					
	<b>Total Revenue and Rates</b>	<b>14,305,788</b>	<b>18,694,518</b>	<b>77%</b>	

	<b>Operating expenditures</b>	<b>13,606,813</b>	<b>16,524,275</b>	<b>82%</b>	
	<b>Net Surplus (Deficit)</b>	<b>698,975</b>	<b>2,170,243</b>		
	<b>Net asset additions/disposals</b>	<b>6,474,608</b>	<b>13,532,028</b>	<b>48%</b>	

## RIVERS and DRAINAGE

Total rivers in Wairau Valley floodplain	Total Revenue and Rates	2,630,258	2,882,594	91%	Favourable gravel extraction/sales \$56,022, log sales (Conders) \$125,365 and rates & charges \$62,245
	Operating expenditures	2,373,336	2,782,000	85%	Favourable contracts \$9,590 and flood damage \$100,471; offset by unfavourable personnel costs \$10,981, chemicals \$20,499, fencing \$6,892, general expenses \$7,385, materials \$3,473, plants & shrubs \$3,875, projects (scout camp) \$7,078 and internal rock charges (flood damage) \$111,737
	<b>Net Surplus/Deficit</b>	<b>256,922</b>	<b>100,594</b>		
	Net asset additions/disposals	573,927	1,267,000	45%	Budgeted expenditure by river section for Lower Wairau (sedimentation control works) \$470,000 (actual \$42,729), Wairau Diversion \$167,000 (\$163,658), Wairau [Tuamarina to Waihopai] \$150,000 (\$68,652), Opawa \$30,000 (\$9,106), Riverlands & Wither Hills streams \$130,000 (\$204,974), Taylor Dam \$100,000, Taylor River \$20,000 (\$67,910), Wairau gravel extraction \$80,000, Wither Hills soil conservation \$20,000 and river land purchases \$100,000 (\$16,898)
Total Wairau rivers outside floodplain	Total Revenue and Rates	172,449	181,776	95%	Favourable gravel extraction/sales \$11,520 and misc contributions \$7,264
	Operating expenditures	136,510	181,776	75%	Favourable contracts \$25,677; offset by unfavourable internal metal charges \$10,677
	<b>Net Surplus/Deficit</b>	<b>35,939</b>	<b>0</b>		
	Net asset additions/disposals	0	0		
Total other Marlborough rivers	Total Revenue and Rates	153,966	183,200	84%	
	Operating expenditures	126,856	157,160	81%	Favourable interest payments \$5,830
	<b>Net Surplus/Deficit</b>	<b>27,110</b>	<b>26,040</b>		
	Net asset additions/disposals	201,210	660,000	30%	Budget for Kent St drain upgrade \$200,000 (actual \$56,482), Waitohi culvert \$400,000 (\$3,700), Waikawa Stream channel improvements \$40,000 (actual \$16,959) and Picton/Waikawa minor streams \$20,000 (\$19,270). Actual also includes \$104,799 for unbudgeted property purchase at 4/2A Canterbury Street.
Total Drainage in WV	Total Revenue and Rates	675,202	792,291	85%	Favourable rates & charges \$14,962

	Operating expenditures	535,873	682,665	78%	Favourable contracts \$45,332 and depreciation \$10,359; offset by unfavourable chemicals \$8,468, cleaning \$9,501 and surveying \$4,733
	<b>Net Surplus/Deficit</b>	<b>139,329</b>	<b>109,626</b>		
	Net asset additions/disposals	59,904	350,000	17%	Budget for Blenheim pumping stations \$80,000 (actual \$56,348), rural pumping stations \$30,000, Blenheim minor rivers \$180,000 and drainage channels \$60,000 (\$3,556)
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Total Quarries	Total Revenue and Rates	216,578	355,250	61%	Unfavourable external rock sales \$80,127
	Operating expenditures	188,475	305,250	62%	Favourable contracts \$66,891
	Internal Recharges	(203,804)	(100,000)	204%	Favourable internal metal recoveries \$120,474
	Net Operating Expenditures	(15,329)	205,250		
	<b>Net Surplus/Deficit</b>	<b>231,907</b>	<b>150,000</b>		
<hr/>					
Total Nurseries	Total Revenue and Rates	0	0		
	Operating expenditures	40	20,053	0%	Budgeted willow harvesting costs
	Internal Recharges	0	(20,000)		Budgeted internal recovery
	Net Operating Expenditures	40	53		
	<b>Net Surplus/Deficit</b>	<b>(40)</b>	<b>(53)</b>		
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	Net asset additions/disposals	0	0		
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Total Rivers Misc Priv Works	Total Revenue and Rates	0	0		
	Operating expenditures	17,002	0		Gravel sales awaiting invoice
	<b>Net Surplus/Deficit</b>	<b>(17,002)</b>	<b>0</b>		
	Net asset additions/disposals	0	0		
<hr/>					
<b>Total Rivers &amp; Drainage</b>	<b>Total Revenue and Rates</b>	<b>6,051,518</b>	<b>6,978,772</b>	<b>87%</b>	
	<b>Operating expenditures</b>	<b>3,346,580</b>	<b>4,208,565</b>	<b>80%</b>	
	<b>Net Surplus/Deficit</b>	<b>2,704,938</b>	<b>2,770,207</b>		
	<b>Net asset additions/disposals</b>	<b>835,041</b>	<b>2,277,000</b>	<b>37%</b>	

## EMERGENCY MANAGEMENT

Civil Defence	Total Revenue and Rates	125,363	148,881	84%	Favourable personnel costs \$2,500, consultancy \$42,170, insurance \$3,504, training \$3,382 and other operating costs \$18,283; offset by unfavourable power costs \$5,464. Expenditure includes grant payment to Picton Emergency Centre \$200,000
	Operating expenditures	307,006	403,681	76%	
	<b>Net Surplus/Deficit</b>	<b>(181,643)</b>	<b>(254,800)</b>		
	Net asset additions/disposals	9,026	18,800	48%	Budgeted office equipment \$3,000 (actual \$473), building alterations \$8,000 (\$7,844), radio telephones \$7,000 and sundry plant \$1,000 (\$709): less sundry disposals \$200

Emergency Management: General Ops	Total Revenue and Rates	180,684	214,077	84%	Favourable rates & charges \$2,284
	Operating expenditures	169,251	214,077	79%	Favourable personnel costs \$1,707 and operating costs \$3,838
	<b>Net Surplus/Deficit</b>	<b>11,433</b>	<b>0</b>		
	Net asset additions/disposals	0	0		

Total Fire Protection	Total Revenue and Rates	300,894	345,237	87%	Favourable subsidy revenue \$13,041 and rates & charges \$2,429; offset by unfavourable refunds (fire suppression recoveries) \$4,808
	Operating expenditures	216,438	290,237	75%	Favourable contracts \$7,747, general expenses (fire suppression) \$33,038, insurance \$2,176, sign expenses \$2,806, internal plant charges \$7,373 and depreciation \$2,975; offset by unfavourable personnel costs \$8,377, equipment \$7,193 and protective clothing \$13,587
	<b>Net Surplus/Deficit</b>	<b>84,456</b>	<b>55,000</b>		
	Net asset additions/disposals	0	0		

<b>Total Emergency Management</b>	<b>Total Revenue and Rates</b>	<b>606,941</b>	<b>708,195</b>	<b>86%</b>	
	<b>Operating expenditures</b>	<b>692,695</b>	<b>907,995</b>	<b>76%</b>	
	<b>Net Surplus/Deficit</b>	<b>(85,754)</b>	<b>(199,800)</b>		
	<b>Net asset additions/disposals</b>	<b>9,026</b>	<b>18,800</b>	<b>48%</b>	

#### OTHER SERVICES

<b>Total Plant Operations</b>	Total Revenue and Rates	1,710	0		
	Operating costs	313,900	425,672	74%	Favourable fuel & oil \$8,994, general expenses \$6,670, maintenance vehicles \$13,506, repairs & maintenance \$52,867, tyres \$3,322 and depreciation \$19,549; offset by unfavourable consultancy \$4,617, equipment \$12,807, licence expenditure \$4,486 and internal

telemetry recoveries \$41,697

Internal Recharges	(425,397)	(475,083)	90%	Favourable internal plant hire recoveries \$29,497
Net Operating expenditures	(111,497)	(49,411)		

<b>Net Surplus/Deficit</b>	113,207	49,411		
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Net asset additions/disposals	139,841	337,100	41%	Budget for plant replacement programme \$370,300 (actual for excavator \$68,500, generator \$27,837, trailers \$14,354, fire pump \$10,950 and sundry plant \$19,657); less budgeted disposals \$33,200 (actual \$1,457)
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<b>Blenheim N/W Periphery</b>	<b>Total Revenue and Rates</b>	261,671	160,000	164%	Development levies for Blenheim northwest zone (actual \$261,671)
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<b>Assets &amp; Services Management</b>	Total Revenue and Rates	77,659	112,320	69%	Unfavourable engineering assessment fees \$20,783; offset by favourable insurance refunds & claims \$3,781
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Operating costs	5,000,094	6,262,863	80%	Favourable consultancy \$51,480, fuel & oil \$18,916, general expenses \$21,773, vehicle lease costs \$24,682, professional fees \$14,545 and training \$18,950; offset by unfavourable personnel costs \$79,082, legal (contract reviews) \$14,048, road user charges \$8,632, software \$9,033, support & maintenance agreements \$5,927 and internal instrumentation charges \$15,613
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Management recovery	(5,078,780)	(6,094,543)	83%	Management recoveries
Net Operating expenditures	(78,686)	168,320		

<b>Net Surplus/Deficit</b>	156,345	(56,000)		
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Net asset additions/disposals	2,377	0		Actual for mobile telephones \$1,067 and laptop computer \$1,310
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## 2. Potential for Additional Roothing Activities

(Chairman) (Report prepared by D Miller, Marlborough Roads)

R945-01

### Purpose of Report

1. To consider the utilisation of the recently tendered Marlborough North General Maintenance contract savings.

### Background

2. Marlborough Roads has recently let a new Maintenance contract for the Marlborough North network with indicated savings of near \$500,000 total roading expenditure per annum to the Council and NZ Transport Agency, relating to local roads.

### Discussion

3. Council may elect to declare this as surplus funding, however we recommend Council take the opportunity to utilise the additional funds to advance roading works.
4. To explain the rationale for this recommendation I append an excerpt from the NZ Transport Agency Programme and Funding Manual, which displays the basis of Subsidy (Financial Assistance Rates) for Local Authorities and some supporting analysis.
5. Currently Council has a qualifying programme of Maintenance and Renewals activities in the order of \$9.1 million 2010/11 programme and a land value near \$8.834 billion giving a programme to Land Value ratio of 1.03. Reference to the appended graph will show that Council's current subsidy rate of 46% is slightly above the indicated Base Rate. The \$500,000 annual saving is significant at 5.5% of the programme.
6. The current status can be simply explained as:

Current Programme	\$9.1 million
Subsidy @46%	\$4.2 million
Net Council Share	\$4.9 million

A revised status if funds were declared surplus:

Revised Programme	\$8.6 million
Subsidy @ 43%	\$3.7 million
Net Council Share	\$4.9 million

7. It is apparent that should Council declare surplus funding the loss of revenue from subsidy across Council's total roading programme will effectively negate any possible savings in Council expenditure.
8. Marlborough Roads and Councillors commonly receive requests for increased levels of service and "one off" roading improvement projects, which often are not possible due to the constraints of funding and lack of discretionary expenditure. We suggest the additional funds may now be used to advance a number of these works.
9. A list of potential projects with a total cost of approximately \$1m, in no particular priority, are listed below as indicative items that could be funded over the next two years with Council approval as discretionary activities that meet the criteria for funding under NZ Transport Agency work categories.

	<b>Estimate \$</b>
Enhanced drainage facilities – concrete drainage channels Moetapu Bay Road.	70,000
Flanking, widening and granular foundation upgrading works on unsealed roads including Waikakaho, Onamalutu, Kenningtons, Flemings, Mahau Sound, Renners, Cable Station and others	350,000
Drainage improvements and widening Wakamarina Road	150,000
Bells Road improvements to surface, investigate piping drains in conjunction with Rivers and Drainage Engineers	120,000
Croisillies/French Pass Road – improve foundations and stabilise high and low neck areas.	60,000
Improvements and stabilisation to Barracks and Upton Downs Road	120,000
Major drainage works in Kaiuma Bay Concrete channels at Tennyson Inlet	100,000
Concrete ford installations on Northbank Road and Dead Horse Creek (Wakamarina)	90,000
Widen Waikakaho Road and section of Waihopai Valley Road	80,000
Manaroa widening and major gravel coarse	15,000

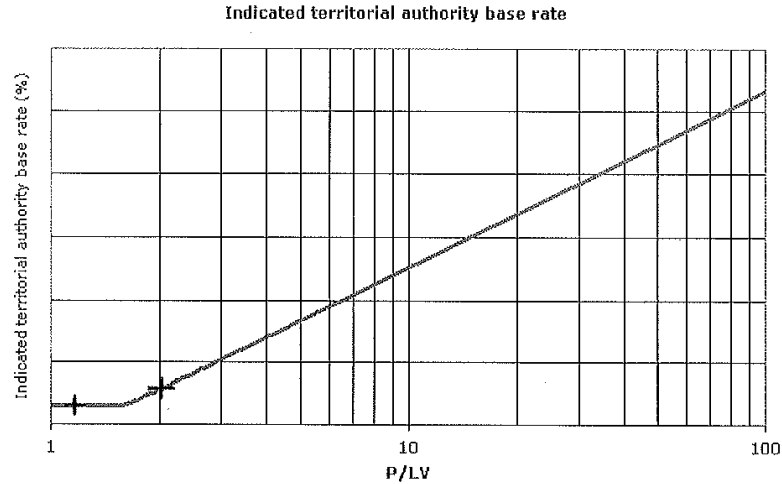
10. It is proposed that staff further consider these and other options, workshop these with councillors with recommendations then being put to Council.

#### **RECOMMENDED**

1. **That Council advance a programme of minor road upgrading works as indicated to improve levels of service from within its Subsidised Programme of Maintenance and Renewals activities.**
2. **That options for the programme be brought back to Council following further consideration.**

## F7.13 Territorial authority base rates, continued

### Indicated TA base rate



### Formula for indicated TA base rate

The formula is :

$$IBR = k1 + k2 \log (P/LV)$$

#### Where :

- IBR = indicated TA base rate for the following year (%)
- P = current year's block road maintenance allocation for the territorial authority (\$ thousands)
- LV = latest available five-yearly averaged net equalised rateable land value for the territorial authority (\$ millions)
- k1, k2= constants, which are established to give a national indicated funding assistance rate (FAR) of 50 percent.

### Other factors in base rate determination

The NZTA stresses that the base rate indicator provides only an indication of the level of assistance for a territorial authority. To this is added the NZTA's judgement of the circumstances of each territorial authority.

The factors taken into account in deciding on the base rate are:

- base rate indicators calculated for the current and previous two years
- approved base rates for the current and previous two years
- the base rate indicator for the next year
- changes in the road operations, maintenance and renewals programme
- changes in net equalised land value
- the resultant change in local share.

*Contd*

## F7.13 Territorial authority base rates

<b>Introduction</b>	This section describes the determination of the territorial authority (TA) base rate.
<b>Determination of TA base rate</b>	<p>The base rate of funding assistance for a territorial authority takes into account:</p> <ul style="list-style-type: none"> <li>• the size of the territorial authority's block road maintenance allocation</li> <li>• the financial resources available to the territorial authority.</li> </ul> <p><b>Note:</b> The following conditions apply:</p> <ul style="list-style-type: none"> <li>• all territorial authorities are considered on the same basis</li> <li>• the national average TA base rate is 50 percent</li> <li>• the minimum TA base rate is 43 percent.</li> </ul> <p><b>Reference:</b> For detail on block road maintenance allocation, see section C7.7.</p>
<b>Base rate indicator</b>	<p>When determining a TA base rate, the NZTA uses a base rate indicator calculated, as shown in the figure under the heading <i>Indicated TA base rate</i> on page F7-22.</p> <p>The NZTA will calculate the base rate indicator annually as at August using the current year's block road maintenance allocation and the latest available net equalised land values.</p>
<b>Net equalised land value</b>	<p>The NZTA has adopted the net equalised rateable land value as an indication of the financial resources available to a territorial authority. This decision was made after extensive research and discussion and is considered to most fairly reflect the relativity between territorial authorities.</p> <p>The NZTA recognises that rapid movement in land value can occur and, to allow for this effect, has adopted the arithmetic average of the five most recent valuations.</p>

*Contd*

### **3. Property Access - McGowan, Street Ward**

(Clr XXXXX) (Report prepared by F Porter, Marlborough Roads)

.....

#### **Background**

1. Marlborough Roads and Marlborough District Council have been contacted by Mr Peter Chapman who accesses his property from an un-named legal road in Ward Township, off Seddon Street.
2. McGowan Street is not named in the LINZ's database but Mr Chapman advises the road is formally named McGowan Street and shown as the name of the road on an old copy of a title he holds for his property, Section 21 Block IX Cape Campbell SD
3. There is also a short section of legal road on the south side of the railway line but essentially Mr Chapman's access over legal road stops at the road/rail boundary on the north side of the rail corridor.

#### **McGowan Street**

4. Mr Chapman maintains this road was formerly maintained by the Awatere County Council but since Marlborough County Council/Marlborough District Council has maintained the network, the section of McGowan Street has not been maintained by Council.
5. The length of the access road from Seddon Street is approximately 140 m.
6. There is also legal unformed road to the north of Seddon Street all the way back to the intersection of Tachells Road and SH1.
7. Mr Chapman has requested that Marlborough District Council reinstate maintenance of McGowan Street.

#### **Property Ownership**

8. Mr Chapman is the only property owner with access off McGowan although arguably, the West family property south of the railway line could also access this property from the legal road provided there is a granted legal access across the rail corridor.
9. Properties to the east of McGowan Street are in separate titles but are owned by Mr Chapman. The property to the west of McGowan Street is owned by a different owner. The property access for the land to the west is off the intersection of McGowan Street and Seddon Street but essentially there is no use made of McGowan Street itself.
10. In terms of titles, the attached plan shows the various titles owned by Mr Chapman. Technically, Mr Chapman could sell the title immediately adjacent to the railway line which is separate to the title to the north which includes seven lots.
11. Otherwise Mr Chapman is the sole user of McGowan Street.

#### **Future maintenance**

12. The issue then for Council is whether it should maintain what is in effect a farm access albeit on legal road, or whether it should upgrade this road to a public road standard.

13. The cost to upgrade and maintain to a gravelled standard is not significant in the larger picture, however, the precedent to maintain a road to one property does not serve a wider community of interest.
14. Already it appears that adjacent sections of legal road have been 'stopped' and are now two separate titles being Lot 1 DP8529 and Lot 2 DP8529. One option would be to also stop the legal road, McGowan Street, and transfer this land to Mr Chapman.
15. At the same time it would also be useful to stop the small trapezoidal shaped section of land on the southern side of the railway line which should be stopped in any event
16. Otherwise, Mr Chapman can continue to enjoy the right of access over McGowan Street without Council being involved in any costs. The adjoining land to the west has independent access not reliant on McGowan Street. Should Mr Chapman ever wish to sell Lot 1 DP8529 as a separate title a right-of-way could be created if legal road were to be stopped.

### **Rail Crossing**

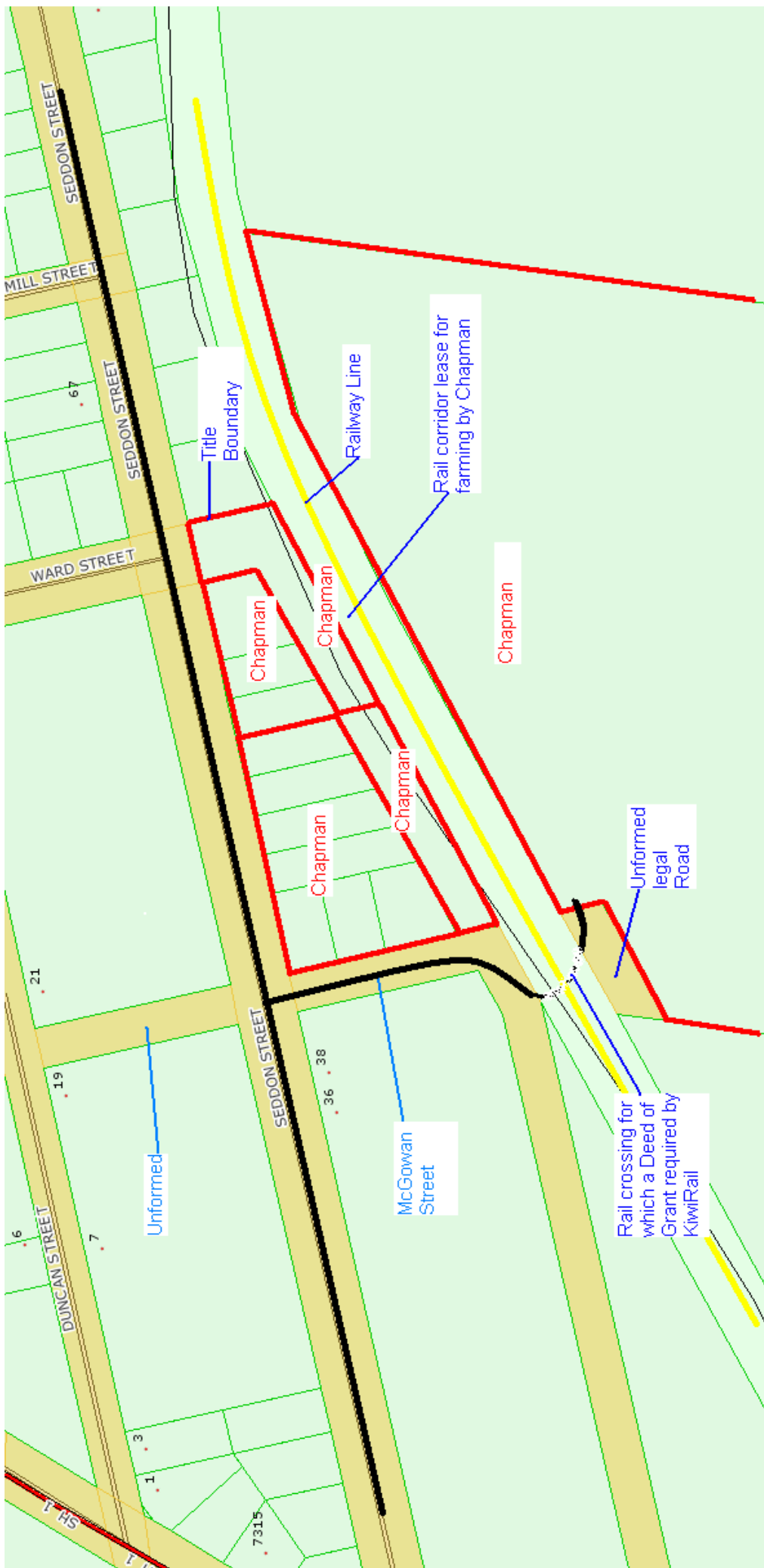
17. Access over the rail corridor irrespective of who owns the land currently legal road is a requirement of Mr Chapman. As part of Mr Chapman's farming operations, he already leases railway land for farming purposes.
18. Mr Chapman is in discussion with Kiwi Rail.
19. Council should not be involved with any Deed to enable crossing the rail corridor as may be required by Kiwi Rail

### **Summary**

20. Council has essentially three options. These are:
  - Undertake upgrading and maintenance of McGowan Street.
  - Retain the status quo and accept that Mr Chapman may maintain the access to standards suitable for his own use.
  - Consider disposal of the legal road.

### **RECOMMENDED**

- 1. Mr Chapman continues to enjoy rights of access over legal road.**
- 2. That Marlborough District Council does not maintain this access.**
- 3. Mr Chapman is authorised to undertake works on legal road to meet his own requirements.**



## **4. Amphitheatre High Street Bollards**

(Chairman) (Report prepared by S Murrin, Marlborough Roads)

R855-01

### **Purpose**

1. The purpose of this report is to suggest to Council an increase in the number of bollards on the outside edge of the corner of High Street and Symons Street.

### **Background**

2. In early March 2010 a vehicle travelling east on High Street failed to take the corner of High and Symons Street and ended up at the bottom of the amphitheatre steps.
3. The driver of the vehicle suffered a medical condition. The Police Traffic Crash Report states “the man driving the vehicle lost consciousness as he entered the High/Symons Street corner.”
4. The vehicle travelled between the bollards on the edge of the road, drove through railings at the top of the amphitheatre with the vehicle ending up at the bottom of the steps.
5. Only minor injuries were received by the two passengers in the car and luckily at the time there were no people on the amphitheatre steps.

### **Proposal**

6. A solution to prevent this type of accident happening again is to either construct a guard rail around the corner or increase the number of bollards so the spacing is too small for a vehicle to pass between them.
7. Discussions have been held with Reserves staff and the decision was made that a solid guard rail was not aesthetically acceptable in this location therefore the best solution was to increase the number of bollards and cut the spacing down between them to 1.2 metres.
8. A quote has been received from Conpavers to install an additional 15 bollards. The quote is for the sum of \$21,450 + GST.
9. This work could be funded from the Blenheim CBD account.

### **RECOMMENDED**

1. **That additional bollards be installed on the outside of the corner of High Street and Symons Street.**
2. **That the work be funded from the Blenheim CBD account which has sufficient funds for this purpose.**

## **5. Ngakuta Boating Club Jetty – Memorandum of Understanding**

(Chairman) (Report prepared by J Cunliffe)

C135-01

### **Purpose of Report**

1. To seek council approval to the draft Memorandum of Understanding between the Ngakuta Boating Club and Council.

### **Background**

2. The Wharves and Jetties Policy adopted at the last Council meeting required a memorandum of understanding to be agreed and signed by both Council and the particular local community for jetties classed in Category 2(a) for management purposes. This memorandum of understanding (MOU) would detail the ongoing management relationship and would set out both the principles for and the terms of Council's partnership with the local community in respect of the jetty in question.

### **Discussion**

3. Since the last Council meeting discussions have been held with members of the Ngakuta Boating Club with a view to formalising such a memorandum of understanding with them.
4. The full text of a draft MOU with Ngakuta Boating Club is attached to this report. This MOU has had input from both Ngakuta Boating Club office holders and Council staff and is fully supported by the Ngakuta Boating Club.
5. This Memorandum of Understanding is the first of a number and hence establishes a "template" for those that follow.

### **RECOMMENDED**

1. **That the Memorandum of Understanding between Council and the Ngakuta Boating Club as attached be approved as to form (as a template) and as to its content.**
2. **That delegated authority be given to the Chairman, Assets & Services Committee or in his absence the Manager, Assets & Services Department to sign this Memorandum of Understanding on behalf of Council.**

## Memorandum of Understanding

# Ngakuta Bay Jetty

BETWEEN: NGAKUTA BOATING CLUB Inc.

AND: MARLBOROUGH DISTRICT COUNCIL

DATED: \_\_\_\_\_ 2010

### Background

The Ngakuta Bay Jetty (The Jetty) is a very popular facility and it has a very high amenity value to complement the maritime function it serves for Sounds going travellers from within and outside Ngakuta Bay itself. It is a go to point and a point of focus not only for the local community but for visitors to the Bay.

The jetty is owned and administered by the Ngakuta Boating Club Inc (NBC) and is a charitable entity under the Charities Act 2005. Registration No. CC43489

As at 2010 the linkspan for the jetty is 50 years old. Additions were made to the jetty head in 1997. The 'linkspan' needs a major rebuild. This work is to ensure that structure as a whole remains safe and fit for purpose.

NBC have approached the Marlborough District Council (MDC) for financial assistance for this upgrade work.

Since mid 2009 the MDC has been reviewing its role and its responsibilities for jetties under its management in the Marlborough Sounds. During this review MDC met with members of the Ngakuta Bay community on 16<sup>th</sup> October 2009. A reviewed policy position was confirmed at a Council meeting on Thursday 13<sup>th</sup> May 2010. The full text of the Council minute on the Wharves and Jetties policy is included as an appendix to this Memorandum of Understanding (MOU).

For the purposes of ongoing management the Ngakuta Bay jetty has been classified as a Class 2(a) jetty. MDC has also agreed to contribute financially to the upgrade of the jetty.

This MOU records the agreement between NBC and MDC in respect on ongoing management roles and responsibilities. It also fulfils the requirements of MDC's policy for Class 2(a) jetties at Clauses 3 and 4 of the Appendix.

### Negotiations

The following personnel from the Ngakuta Boating Club and Marlborough District Council have been parties to the formalising this Memorandum of Understanding.

#### Ngakuta Boating Club Inc.

Paul Mann: Captain-Ngakuta Boating Club (NBC); Member-Ngakuta Bay Community Association (NBCA)

John Aldridge: Vice Captain, Secretary/Treasurer-NBC; Member-NBCA

Paul Fitzharris: Member-NBC; Chairman-NBCA

Janet Davidson: Member-NBC; Secretary-NBCA

## **Marlborough District Council**

Jon Cunliffe: Resource Management Advisor, Assets and Services Department

With input from:

Mark Wheeler: Manager, Assets and Services Department

David Craig: Finance and Information Supervisor, Assets and Services Department

## **Meetings**

Two meetings were held at Mr Paul Fitzharris' residence at Ngakuta Bay; the first on Monday 26<sup>th</sup> April 2010 and the second on Friday 21<sup>st</sup> May 2010.

## **Key Principles Agreed**

The key principles to be incorporated into this agreement are:

- Marlborough District Council (MDC) recognises the Ngakuta Bay Jetty as an important asset for the District and Community at large and accordingly has classified it as a Category 2(a) jetty – see Wharves and Jetties policy in the Appendix attached to this agreement.
- This memorandum of understanding clarifies roles and responsibilities in both the financing of any works, and in the operational management of the facility
- NBC to remain the owner of the Ngakuta Bay Jetty
- NBC to be responsible for attending to ongoing management
- NBC be responsible for financing routine maintenance
- NBC ensures that the Ngakuta Bay Jetty is maintained in a safe and usable condition
- MDC will make a contribution to capital improvement works associated with an upgrade of the facility planned for the 2010/11 financial year and in accordance with this policy.
- In the event of any significant additional capital works being either contemplated or deemed necessary beyond the 2010/11 year, then MDC remains open to being approached for a further financial contribution to these works through its annual planning process.
- All works proposed will be undertaken on a “no-surprises” basis
- MDC will add Ngakuta Bay Jetty to its schedule of jetties for insurance purposes.

## **Agreement**

The following are the terms of Agreement:

### **1. Parties and Purpose:**

This agreement is between the Ngakuta Boating Club Inc. and Marlborough District Council for the purpose of clarifying roles and responsibilities for/in the capital works to upgrade the Ngakuta Boating Club jetty in Ngakuta Bay, Marlborough Sounds and for the ongoing upkeep and maintenance as long as this MOU is current.

### **2. Terms:**

The following are the terms of agreement of this Memorandum of Understanding:

- (a) Ngakuta Boating Club (NBC) agrees to project manage the capital upgrade of the linkspan (the Project) during the 2010/11 financial year which runs from July 1<sup>st</sup> 2010 to 30<sup>th</sup> June 2011. NBC will advise MDC of the make-up of the project management team managing the Project on its behalf.
- (b) Ngakuta Boating Club (NBC) agrees to project manage the demolition and disposal of materials from the existing linkspan structure.
- (c) NBC will ensure that the new linkspan will be designed and built to an appropriate standard which ensures widest possible amenity value. The design will be signed off by a Registered/Chartered Engineer.
- (d) NBC will obtain any consents as are necessary for proposed works.
- (e) NBC will secure contractor (s) by public tender.
- (d) NBC will ensure that construction will be undertaken in a manner which ensures best value for money.
- (e) The linkspan upgrade project will be run on a “no surprises” basis. Council will be consulted at the following points:
  - Post design.
  - Pre construction: Specifically post tender evaluation and pre tender acceptance.
  - NBC will maintain liaison with MDC during construction.
  - Post Construction.

- (d) MDC to contribute up to \$65,000 excl of GST towards the Project. The means of distributing funds shall be on a settlement of invoices basis. Invoices for work on the Project will be made out in the name of Marlborough District Council, P O Box 443, Blenheim and will be forwarded onto MDC after they have been checked for accuracy and approved for payment by the NBC project management team. [The total amount paid over by MDC for the Project shall not exceed \$65,000 plus GST].
- (e) MDC will meet the costs of any consents application and processing.
- (f) NBC will meet any inspection /monitoring fees.
- (g) MDC will provide insurance cover for the remodelled Ngakuta Bay Jetty.
- (h) The works will be completed within the 2010/2011 financial year.
- (i) The liaison people for the linkspan upgrade project are: John Aldridge (NBC)/ Jon Cunliffe (MDC).
- (j) This Memorandum of Understanding will stay in effect as long as the Ngakuta Bay jetty remains operative.
- (k) This MOU will be reviewed within 3 months after the 5<sup>th</sup> anniversary of the later of the two dates of signature – see below.

**3.**

**Summary**

This Memorandum of Understanding provides the background to and records roles and responsibilities for both Ngakuta Boating Club and Marlborough District Council in the ongoing upkeep and care of the Ngakuta Bay Jetty.

The valuable inputs of each participant are acknowledged.

\_\_\_\_\_

Date: \_\_\_\_\_

NAME: PAUL MANN

POSITION: CLUB CAPTAIN

Ngakuta Boating Club Inc.

\_\_\_\_\_

Date: \_\_\_\_\_

NAME:

POSITION: For Marlborough District Council

**C.09/10.1 Council Assets & Services Committee -**

Members discussed the tabled recommendations from Clr Maher regarding Minute No. A.09/10.481 (Wharves and Jetties Policy). Following this discussion it was agreed that a new Category 2(b) Jetties Servicing Sites of Historical/Cultural Significance be added, along with an explanation and noting that the Wairau Bar Jetty was the only jetty in this category. The effect of this new category is that the resolutions of the Assets and Services Committee are to be replaced by a new set of resolutions.

**Clrs Maher/Hope:**

**That the resolutions of the Assets and Services Committee under Minute No. A.09/10.481 (Wharves and Jetties Policy) be replaced by the following:**

- 1. That the management categories for jetties (with jetties classified into those categories) as listed below be confirmed:**

**Category 1: Strategic Jetties**

The wharf/jetty facility is a necessary and strategic link in the district transport network (DTN). They are also key facilities in Marlborough's tourism industry and are heavily used by commercial operators. Strategic jetties may also be important to the community as cultural and/or historical sites. It is vital that Council ensures that these are adequately maintained and are safe and fit for purpose. It is necessary that Council retains ownership and responsibility for funding capital improvements.

**Note:** As these facilities are primarily (though not exclusively) used by commercial operators and the maintenance required is principally a result of their use, there is scope for exploring how and to what extent commercial operators may contribute to the ongoing costs of maintaining them.

- ***French Pass/d'Urville***
  - Elmslie Bay (French Pass)
  - Kapowai (d'Urville Island)
- ***Kenepuru/Pelorus Sounds***
  - Portage
  - Te Mahia
  - Waitaria Bay
- ***Queen Charlotte Sound***
  - Torea Bay
  - Onahau Bay

**Category 2(a): Community/Amenity Jetties**

A wharf or jetty in this category still has a role in the context of the DTN but much less so than the "strategic" jetties. Use is more recreational than commercial. The facility is highly valued and used by both the community at large and the local community and residents as a point of access and/or as an amenity for recreational purposes.

In terms of operations, community groups eg; residents' associations etc would manage these facilities with input and some assistance from Marlborough District Council.

Essentially the local communities own these facilities and are responsible for the finances and for the implementation of any capital improvements and for the ongoing maintenance and safety of the facility.

A financial contribution to these activities from the Marlborough District Council would be made.

MDC would require a formal relationship to be established with the Community Group responsible for the jetty, via a Memorandum of Understanding. To facilitate this there needs to be a bona fide organisation eg; residents' association as an Incorporated Society with which MDC has the relationship.

The memorandum of understanding would document clearly the roles and responsibilities of the respective stakeholders and record the mutual expectations of the parties to it around issues of ongoing improvement, maintenance and funding.

- Tirimoana
- Momorangi
- Ngakuta
- Waikawa Bay
- Waikawa Bay North
- Homewood

#### **Category 2(b): Jetties Servicing Sites of Historical/Cultural Significance**

A wharf or jetty in this category may have a role in the context of the DTN but if so, it is much less than is the case with the "strategic" jetties in Category 1.

The use of these facilities is more recreational than commercial. They are highly valued and used by the community at large and provide access to sites of high historical, cultural and recreational value.

The distinguishing features of jetties in Category 2b are that they are of particular significance as access to an historical site and /or are of importance from a cultural perspective.

AND

There is no local community group in existence nor identifiable, that is a particular beneficiary and who could participate in an ongoing management partnership with Council.

The Council owns facilities in this category and is responsible for any capital improvements, ongoing maintenance while ensuring that it meets safety requirements at all times.

- Wairau Bar

#### **Category 3: Local/Amenity Jetties**

This third category is one where the jetties are seen to have no substantive connection with or importance to the DTN and are significantly of less interest to the community at large for either access or amenity purposes.

The facility is highly valued and used by the local community.

Jetties in this category are to all intents and purposes serving a local interest only. That is not to say that there will not be casual use from time to time from visitors or recreational users as is the case for many of the private jetties spread throughout the Sounds.

The local community group assume ownership and responsibility for the facility into the future. This includes being responsible for the financial requirements of capital improvement and ongoing maintenance.

In the event that the local community could not manage those obligations the structure would be disestablished.

There are precedents both in the experience of Council and the Department of Conservation of jetties formerly in the "public portfolio" being successfully divested to local community.

- The Grove
- Penzance Bay
- Manaroa
- Okiwi Bay

That with any Category 2(a) jetty a requirement for Council's ongoing involvement be that there is a formal memorandum of understanding agreed and signed by both Council and the

- 1 particular local community detailing the ongoing management relationship and partnership for the jetty in question**
- 2 That capital expenditure is provided for the 2010/11 financial year to upgrade the Portage and Ngakuta jetties funded by table mortgage from existing budgets.**
- 3 That Council initiate discussions with commercial operators regarding the possibility of contributions for ongoing maintenance.**

**Carried**

## **6. Portage Jetty/Marina – Update on Progress**

(Chairman) (Report prepared by J Cunliffe)

C135-01

### **Purpose of Report**

1. This report is to update councillors on progress being made on the Portage Jetty and Marina project since the last Council meeting.

### **Discussion**

2. On Friday 28 May there was a very positive meeting among the parties involved in ownership negotiations. The outcomes from that meeting have paved the way for progress.
3. Importantly terms of agreement for the transfer of ownership and of consents in respect of the existing marina at Portage have been agreed. The marina will not be demolished. It is to be retained and is to be repaired and upgraded. This will be undertaken by Messrs Baxter and Wooff who will thereafter operate the marina on a commercial basis.
4. A new jetty facility will be built alongside the existing jetty structure at Portage. This will include a newly constructed 24 x 3 metre concrete floating pontoon which will serve as the point of public access to the shore via the linkspan and jetty structure to be constructed. This structure will be built, funded and operated by the Marlborough District Council as a public facility serving the interest of the wider Marlborough community. The existing jetty structure will be demolished subsequently. Council has already approved this project and budget was provided during the 2009 Long Term Council Plan process.
5. While the upgrade work on the marina and the building of a new jetty are separate and distinct projects, being undertaken by two separate entities, they will be carried out in tandem to achieve economies in construction and seamlessness in design, to the extent that it is possible.
6. The work currently underway is focussed on getting designs finalised. Thereafter engineering plans and drawings can be prepared for both building consent purposes and for tendering of construction work. Resource consents have previously been obtained.
7. A meeting with Council's design consultants was held on Tuesday 1 June 2010. A visit to the Portage to meet with local boat operators to seek their input on an initial concept design for the floating pontoon will be held on Tuesday 8 June 2010.
8. The aim is to have both the new jetty and upgraded marina open and operating before Christmas 2010.
9. A short but regular email update advising progress on this project will be sent to members of the local community and others involved with this project. A first edition in this series was sent on Monday 31 May 2010. From feedback received to date it has been a welcome initiative.
10. Attached is a concept plan for the new structure at Portage. Preliminary feedback from the local community and boat operators there has been positive. It is expected there will be some minor modification to the concept plan and in the finer detail of the pontoon design from local boat operators arising from the meeting on 8 June 2010.

### **RECOMMENDED**

**That the report be received.**



## **7. D McDonald, 40 Hampden Street, Picton – Encroachment Victoria Domain**

(Report prepared by T Quirk)

L135-M57C

### **Purpose**

1. The purpose of this report is to consider an application by Mr McDonald for revocation of the reserve classification for part of Victoria Domain where it abuts his boundary.

### **Background**

2. The subdivision of the McDonald property identified the fence where it abuts Victoria Domain is actually 2.5 metres into the Domain itself.
3. Retention of the boundary where it currently exists impacts on development of the McDonald property.
4. The surveyors identified the fence on the boundary is very long standing and indeed survey records up to 100 years old show a fence along the boundary even though it sits 2.5 metres into the Reserve.
5. The fence line was not put in by the current owner.

### **Area**

6. Attached is a plan which shows the area proposed for revocation.

### **Department of Conservation Consultation**

7. An initial approach has been made to the Department of Conservation (DoC) and DoC acknowledge that the conservation value of the land currently fenced within the McDonald property is nil and for that reason DoC would not object to the application.
8. A requirement of DoC was that there be iwi consultation and this has been done by Chris Ward, Accredited Agent.
9. Mr Ward reports that iwi have confirmed agreement with the recommendation and on that basis it is now appropriate for Council to proceed with the Reserves Act Revocation process.

### **Status of Land**

10. The land is Recreation Reserve.

### **Options**

11. There are three options available:
  - a) Do nothing;
  - b) Lease the encroachment area;
  - c) Complete revocation under the Reserves Act and transfer the area of encroachment to the property owner.
12. It is considered the do nothing option is not appropriate since it merely defers the problem until another day and extends the issue for the landowner given proximity of the true boundary line.

13. The lease option has the complication that Council would have to comply with the Public Body Leases Act which would mean that any lease for a term beyond five years must be publicly tendered.
14. The pragmatic approach is to complete the third option which is revocation and transfer to the area to the property owner. This is also seen as appropriate by both iwi and Department of Conservation.

### **Process**

15. The process involves public notification followed by a report to Council dealing with any submissions received. Once Council decides on any submission then that decision and the submissions are referred to the Department of Conservation for final decision. If revocation is still authorised gazettal is arranged.

### **Summary**

16. Placement of the fence line in the incorrect position in terms of surveyed data was by earlier owners. It is seen as unrealistic to require relocation of the house further back to ease positioning of the house. The level of encroachment is very small. There is no impact seen on usage of the Reserve.

### **RECOMMENDED**

- 1. That Council agree the option to pursue is revocation of the area of encroachment, such action being pursuant to Section 24 Reserves Act 1977.**
- 2. That Council authorise commencement of the processes on the basis it is clearly understood Council cannot give any assurance that revocation would be finalised given the public submission rights available under the Act.**
- 3. That approval is subject to the applicant meeting all costs involved in the process, successful or otherwise and also making payment for the area revoked at a value determined by a Registered Valuer.**
- 4. That subject to revocation the revoked Reserve land be disposed of to the applicant (the adjoining owner) on such terms and conditions as the Council and/or Department of Conservation determine.**

**NB. Disposal is subject to compliance by the Crown with any formal clearance from the Office of Treaty Settlement for the protection of Maori interests.**

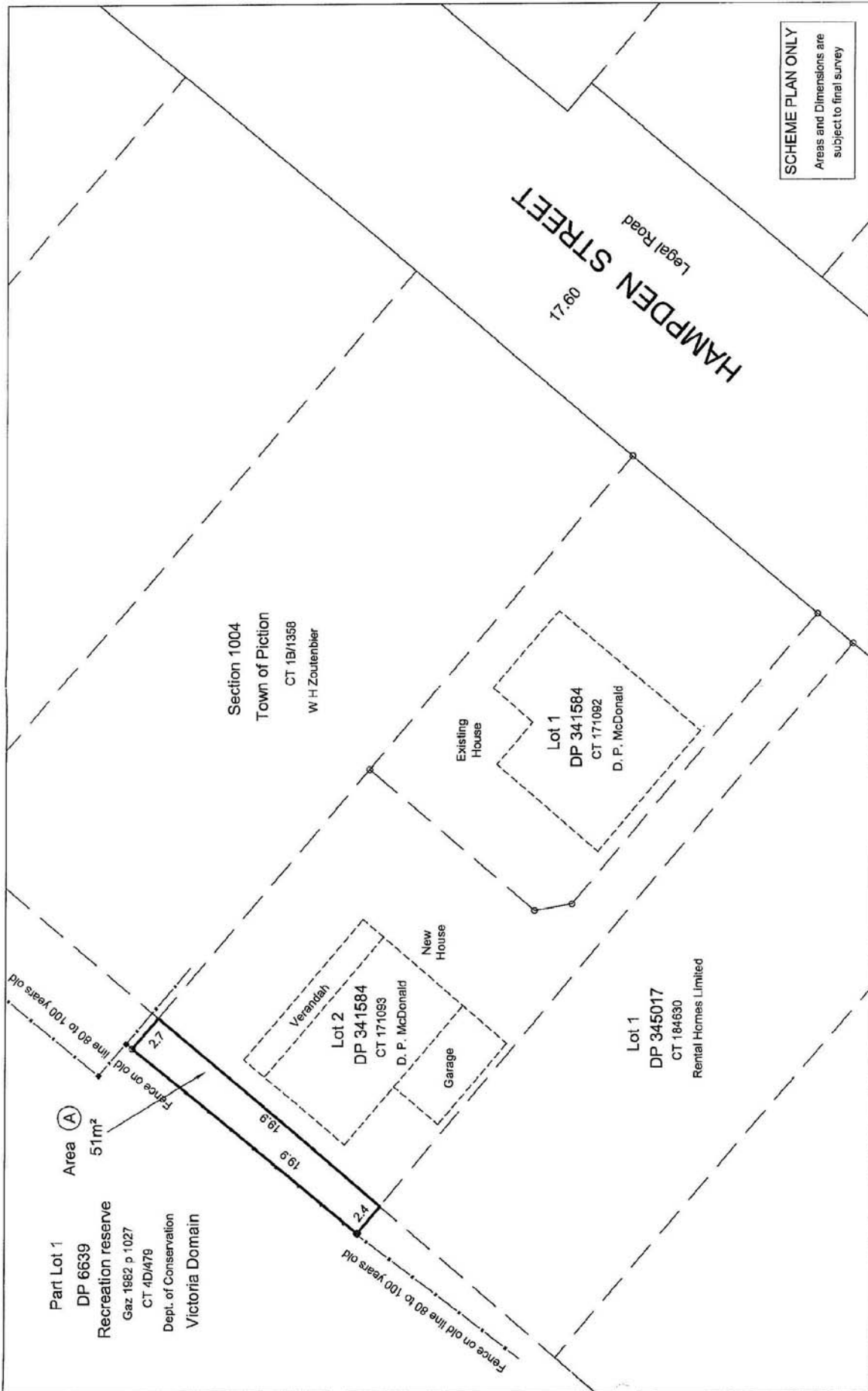
- 5. That any acquisition by the applicant following completion of any revocation process be completed within 14 days of title issue or gazettal and if not completed within that timeframe the applicant shall pay interest at 20% from the end of the 14 day period until actual settlement.**



The accompanying material has been released by Council from its information repositories. Council does not accept any responsibility for the initial and ongoing accuracy to the material. It is the responsibility of the recipient to make such checks as the recipient considers appropriate to ensure accuracy. Services layers are schematic only and actual positions and level should be confirmed from Council's hard copy records.

**Locality Map Print**

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A4 Portrait template.  
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<b>RECEIVED</b> - 9 JUN 2009 MARLBOROUGH DISTRICT COUNCIL	SCALES <b>1:250</b>	JOB NUMBER <b>9543</b>
	DATE May 2009	SHEET <b>5</b>
RECEIVED TO BE REVOKED <b>40 HAMPDEN STREET - PICTON</b> COMPRISED IN : Recreation Reserve - Gazette 1982 p 1027 (CT 4D/479) APPLICANTS : D. P. McDonald		CHECK <b>A</b>

Davidson Ayscough House  
 4 Nelson Street, P.O. Box 255  
 Blenheim, New Zealand  
 Ph. 03 578 7029, Fax 03 578 7028  
 Email: ayscough.pat@xtra.co.nz

## **8. Upper Wairau Cemetery**

(Clr Brice) (Report prepared by T Quirk)

C045-04

### **Purpose**

1. To report on changes to the Trustees appointed for the Upper Wairau Cemetery.

### **Background**

2. This cemetery is situated on the Waihopai Valley Road and is administered by a Board of Trustees.
3. By Gazette notice dated 21 September 1993 Council was delegated to appoint and remove Trustees to the cemetery.
4. Current Trustees are Alex McIntyre, Michael Newman, Graham Brooks, Cynthia Brooks, Myles Emanuel, Linton Miller and Christopher Newcombe.
5. We have been advised by the Secretary to the Trust that there have been two retirements and it is appropriate we record those.
6. The two retirements are Alex McIntyre and Chris Newcombe.
7. Alex McIntyre has been a Trust member for many years and a letter has been sent to him from the Mayor acknowledging his service over so many years.

### **RECOMMENDED**

**That Council record the retirement of Alex McIntyre and Chris Newcombe as Trustees on the Upper Wairau Cemetery Board of Trustees in terms of s24 Burial and Cremations Act 1964.**

## **9. Proposed Access for Mountain Bikes on Reservoir Ridge Track, Wither Hills Farm Park**

(Clr Weetman) (Report prepared by R Dunn)

R495-W01-04

### **Purpose**

1. The purpose of this report is to seek Council approval for mountain bike access on Reservoir Ridge Track within the Wither Hills Farm Park. This track is currently used by walkers and generally has good visibility.

### **Background**

2. Mountain biking has been a successful and increasingly popular activity with the Farm Park since introduction in the 1990s. The Mountain Bike Park was constructed in 2003 and the lower Farm Track and longer and considerably more demanding Mt Vernon Traverse, a round trip of 18 km was opened up to mountain bikers in 2006.
3. The Rifle Range Mountain Bike Track has more recently been constructed along the base of the hill and has also proven popular.

### **Discussion**

4. It has become apparent that some riders along the top ridge of the Grand Traverse would benefit from having a shorter downhill alternative to those currently offered. It is proposed to allow two-way mountain bike access along the Reservoir Ridge Track to provide an alternative route which is located conveniently in the centre of the Farm Park. Refer map below. This track is used by lower numbers of walkers and is largely open country with good visibility for both walkers and bikers.
5. It is proposed to install 'SLOW' hazard signs in areas where care is needed on downhill sections or approaching intersections.

### **Summary**

6. It is proposed to allow mountain bike access along the Reservoir Ridge Track to provide an alternative access to and from the Mt Vernon Grand Traverse Upper Ridge track. As this track is largely open country providing good visibility and low walker numbers, this proposal is seen as improving user facilities within the Farm Park. There are no cost implications to providing this access other than some additional signage.
7. An update of maps and future panels will incorporate this proposed change if approved.

### **RECOMMENDED**

**That mountain bike access along the Reservoir Ridge Track be provided and relevant maps and information panels be updated.**

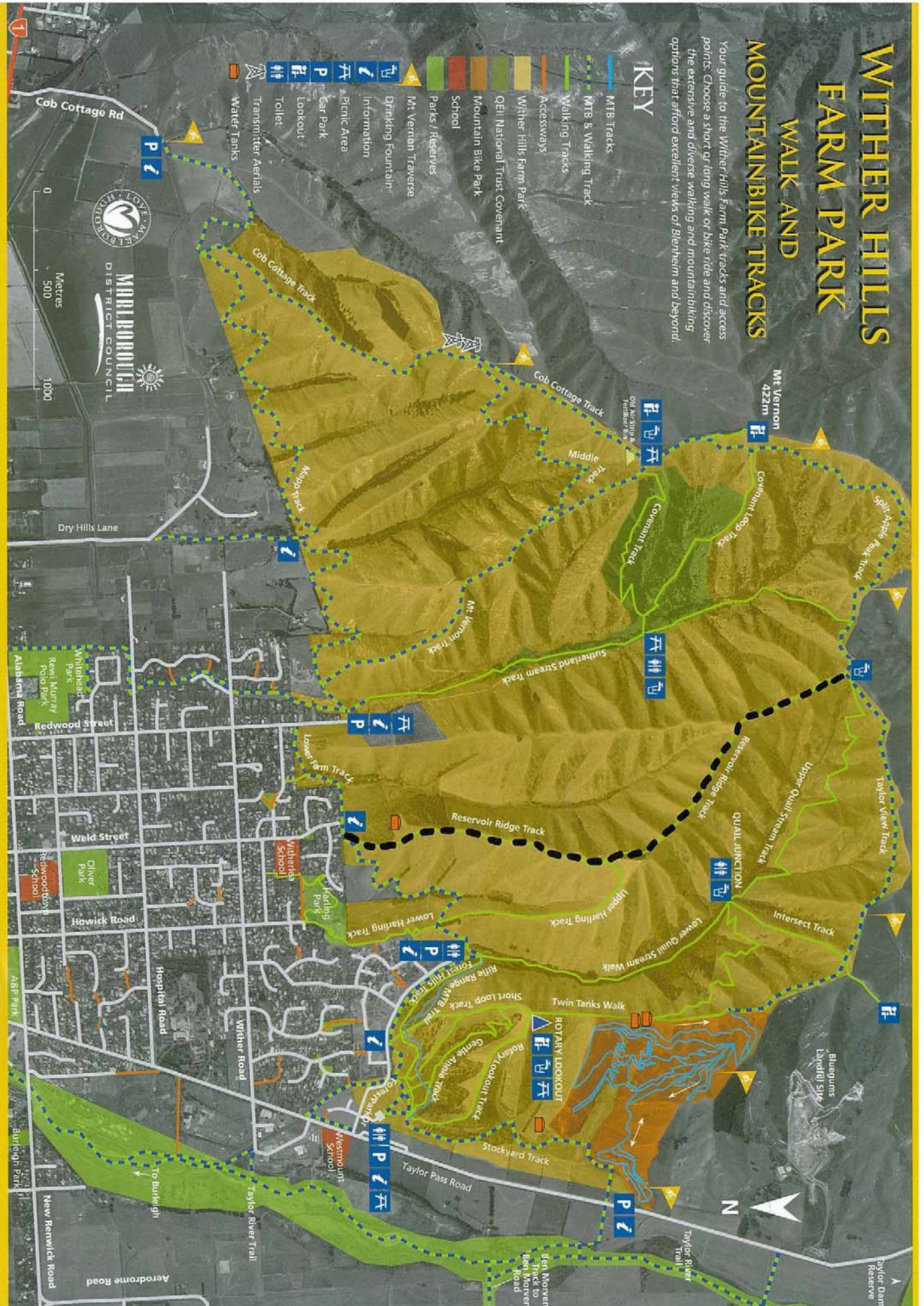
# WITHER HILLS FARM PARK

## WALK AND MOUNTAINBIKE TRACKS

Your guide to the Wither Hills Farm Park tracks and access points. Choose a short or long walk or bike ride and discover the extensive and diverse walking and mountainbiking options that afford excellent views of Blenheim and beyond.

### KEY

- MTB Tracks
- MTB & Walking Track
- Walking Tracks
- Accessways
- Wither Hills Farm Park
- QEII National Trust Covenant
- Mountain Bike Park
- School
- Parks / Reserves
- Mt Vernon Traverse
- Drinking Fountain
- Information
- Picnic Area
- Car Park
- Lookout
- Toilet
- Transmitter Aerials
- Water Tanks

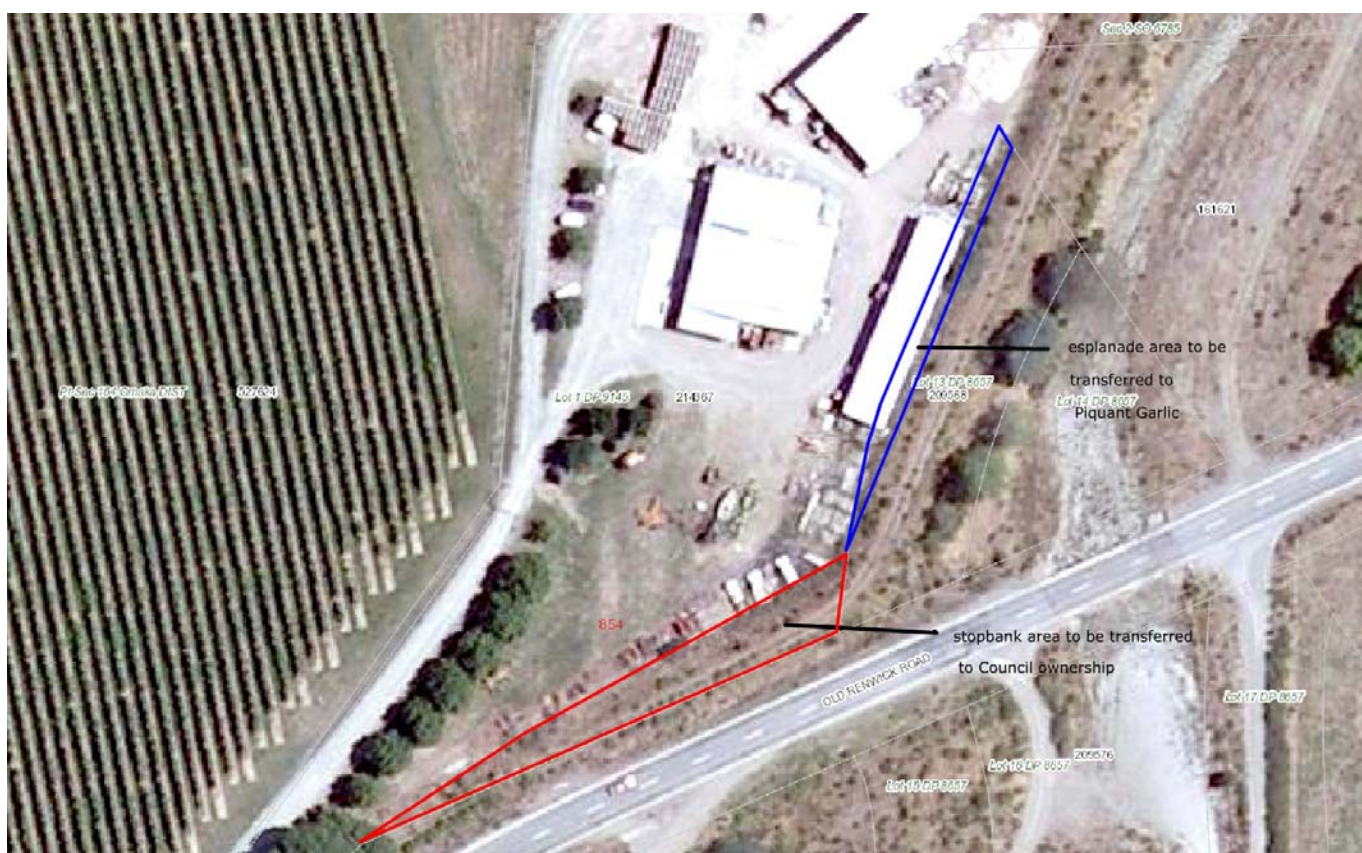


## 10. Land Swap Proposal – Piquant Garlic

(Clr Maher) (Report prepared by C Crosswell, Abel Properties Limited)

PN209568

1. The Assets and Services Committee recommended that Council approve the land exchange of 343 m<sup>2</sup> of Esplanade Reserve for 625 m<sup>2</sup> of stop bank land, and that Abel Properties proceed with the due process. (1 February 2010)
2. This was ratified by full Council on 18 February 2010.
3. The intention to exchange was advertised on Thursday 18 March with no submissions received.
4. Council is now required to pass a resolution requesting the exchange and Council (acting as Minister) authorises the exchange.



### RECOMMENDED

1. That the Marlborough District Council request land exchange of 343 m<sup>2</sup> of Esplanade Reserve for 625 m<sup>2</sup> of stopbank land (private land).
2. That Council (acting under delegated authority) authorise the land exchange of 343 m<sup>2</sup> of Esplanade Reserve for 625 m<sup>2</sup> of stopbank land (private land).

# 11. Local Roads Asset Management Agreement (LRAMA)

(Clr Maher) (Report prepared by M Wheeler)

R855-15

## Purpose of Report

1. This report seeks approval for the amendment and renewal of the LRAMA between Council and NZ Transport Agency (known locally as Marlborough Roads) from 1 July 2010.

## Background

2. Marlborough Roads (MR) was established under a LRAMA from 1 July 2000 which was renewed for a further five years to 30 June 2010.
3. Former Council roading staff were employed by NZTA and the MR office was set up. The office is responsible for the management of both Council roads and associated assets and NZTA's State Highway network.
4. NZTA became principal to the various contracts required to manage the networks.

## Performance

5. Significant savings were made by combining local and state highway contracts enabling various upgrading programmes to be accelerated. Savings have continued to be achieved as evidenced by the recent Marlborough North roading contract tender result.

6. The fundamental objectives of the LRAMA are:

“4.1.1 The Parties each have a fundamental objective of the most cost-effective delivery and maintenance of roading services in Marlborough through an alliance that enables them to work together in a co-operative environment. The Parties acknowledge there are certain further fundamental objectives intended from that alliance being:

- Capture of synergies.
- Reduction of cost to MDC.
- Cost efficiencies to Transit in relation to its operations within the Marlborough district.
- Maintenance of service levels at least at existing standards.
- Maintenance of focus on local road customers.
- Establishment and maintenance of a Marlborough Roads office based in Blenheim throughout the term of this Agreement.
- Performance by Transit of State Highway network and MDC network functions and duties integrated as much as is legally and practically possible.
- The Integrated Functions and duties are to have a distinct identity (“Marlborough Roads”) in the public perception.”

7. Performance in terms of these objectives is the subject of regular management, Committee and Council reporting. **Cost Savings** are proven and have already been commented on.

**Levels of Service** are being maintained and in some areas improved as community expectations alter and savings are utilised. Examples are footpath extensions and upgrades, seal widening, road drainage in the Sounds, forestry road upgrades, wharf and jetty improvements, parking provision and management. Challenges are also present as traffic volumes increase at a greater rate than population, and land use changes impact on rural roads in particular. These challenges are being well managed by MR staff and their consultants.

The public perception of **Marlborough Roads** as an integrated road management brand has been particularly evident. Excellent relationships exist with NZTA staff in both Wellington and Blenheim.

8. Numerous audits have been carried out on the activities of MR in relation to its ongoing management of NZTA funds, the technical aspects of its work and at a higher level the success of the MR model.
9. Every audit has found that performance has been very good and stakeholder objectives are being achieved.
10. Of particular relevance to this LRAMA review is the June 2007 report by the Controller and Auditor-General (OAG) "Assessing Arrangements for Jointly Maintaining State Highways and Local Roads." The report was positive about MR and its performance. Two recommendations were made relevant to the LRAMA review:
  - (a) The need for a succession plan for Marlborough Roads staff.
  - (b) Development of more specific performance targets built into reporting processes.

### **Succession Plan**

11. Some suitable applicants for future engineering positions at Marlborough Roads upon incumbent retirements have been identified locally. Plans are being developed to phase in replacements as necessary. NZTA may also provide suitable candidates although local knowledge and understanding of Council's political environment may present challenges.
12. The LRAMA is proposed for amendment such that Council's Assets & Services Manager will be invited to assist in any recruitment process. NZTA is also supportive of considering suitably qualified and competent Council staff applicants.

### **Performance Targets and Reporting**

13. As outlined above the OAG report of 2007 proposed that more specific performance targets be built into reporting processes. Council is continuing to develop its Long Term and Annual Plan performance monitoring and reporting including that for Land Transport. The existing LRAMA already requires MR to undertake comprehensive performance monitoring and reporting requirements. It is proposed to further strengthen these requirements by including the following:
  - “(i) Monthly Report – Level of Service -  
Provide separate summary of contractor/consultant activity to indicate level of service achievement, linked to LTCCP and Annual Plan.
  - (ii) Annual Report – Level of Service -  
Meet Transparency Accountability and Financial Management (TAFM) requirements pursuant to the Local Government Act 2002 as amended from time to time.”

### **Management Charge**

14. MR's annual charge for the provision of the LRAMA, excluding external physical works and professional services contract payments, has been held at \$456,000 per annum since 1 July 2006. The charge is based on 60% of MR's work being on local roads. The amended LRAMA proposes that the charge be reviewed from 1 July 2011 (another year away) upwards 5%. That means a 5% increase over five years which represents excellent value. Further reviews can be requested after that, by either party, should duties materially change.

### **Contract Term**

15. In line with the two previous terms a further five yearly extension is proposed.

### **Other Amendments**

16. Road Safety Coordinator duties are now being undertaken by Council. Funding has also been transferred. The LRAMA is amended to reflect this.
17. Previous references to Transit or Land Transport NZ have been amended to now read NZ Transport Agency (NZTA).

### **Summary**

18. Continued achievement of LRAMA objectives and the well established processes and skills of the road management system justify extension of the Agreement for another five years.
19. Amendments to reflect the need for succession planning and improved performance monitoring and reporting are proposed.
20. The annual management charge is proposed to increase 5% from 1 July 2011. It has not been reviewed since 1 July 2006.

### **RECOMMENDED**

- 1. That the LRAMA be extended for a further five years from 1 July 2010.**
- 2. That an increase of 5% in the management charge be approved from 1 July 2011.**
- 3. That amendments to the existing LRAMA be made to assist with succession planning and improved performance monitoring and reporting.**
- 4. The authority to approve the extension agreement be delegated to the Manager, Assets & Services and the Assets & Services Committee Chairman.**

## 12. Tradewaste Bylaw Review

(Clrs Maher/Brice) (Report prepared by Mike Porter)

L225-01

### Purpose

1. The purpose of this report is for the Committee to consider a review of its Tradewaste Bylaw as required under the Local Government Act 2002.

### Background

2. Members will be aware that Council, under the Local Government Act 2002 (the Act) must review any of its bylaws made prior to 1 July 2003.
3. This process was commenced in 2009 with Council's general bylaws and the navigation bylaws. At that time it was acknowledged that the Tradewaste and Water Bylaws still needed further work before they could be brought forward.
4. Further it was agreed that the Environment Committee would be delegated to review, hear and make recommendations to Council on the review of bylaws. However, as the only bylaws outstanding are the Tradewaste and Water bylaws, it is now considered that the Assets and Services Committee, which has responsibility for these issues, would be the appropriate Committee to have this delegation.
5. Under the Act (schedule 7, clause 32(1)(b)), Council cannot delegate the power to make a bylaw to a committee or other subordinate decision-making body, or member or officer of the local authority. Consequently, final decisions on the making of bylaws must be made at a full Council meeting.
6. The process to review bylaws is set out in ss158 and 160 of the Act and requires that Council make the determinations in s155 and then assess whether the bylaw is to be continued without amendment, amended or revoked, or revoked and replaced. The Act sets out the procedural requirements for making, amending or revoking bylaws (ss 155 and 156). In each case, the Special Consultative Procedure must be used.

### Process

7. The Act requires Council to review its bylaws in order to determine that they that are still necessary, appropriate and meet the purpose for which they were designed.
8. An analysis of the current existing clauses of the Tradewaste Bylaw has been undertaken to determine what clauses should be retained and what should be revoked. This report outlines the options for dealing with the various problems for which the bylaw is designed to address.
9. Options include doing nothing (which generally means that the bylaw would automatically be revoked), retaining the existing bylaw, amending the existing bylaw, or revoking the existing bylaw.
10. The report asks the question whether Council considers a bylaw is the most appropriate way of addressing the perceived problem, and if the answer is yes, then is the proposed bylaw the most appropriate form of bylaw.
11. The existing bylaws were assessed to ascertain whether:
  - The issues they were designed to address still exist

- The issues are significant, either by frequency or seriousness
  - The issues need to be controlled by regulatory means or can be dealt with by other means
  - The issues are covered by other legislation
  - The clauses are reasonably able to be enforced
  - The clauses are consistent with the New Zealand Bill of Rights Act 1990.
12. It should be noted that sections 488 to 501 of the Local Government Act 1974 have been repealed and the relevant legislation is now covered under section 148 of the Local Government Act 2002.
13. One of these requirements is that the proposed bylaw must be referred to the Minister of Health for comment. However prior to this happening Council must, at least 2 months before the making of the bylaws, give public notice of its intention to make the bylaws stating:
- the trade wastes to which the bylaws will relate; and
  - that copies of the draft bylaws may be inspected free of charge at the place specified in the notice and may be obtained on payment of the charge specified in the notice; and
  - that the territorial authority is prepared to receive and consider any representation about the bylaws made to it in writing by, or on behalf of, owners or occupiers of trade premises within its district at the time specified in the notice, being not less than two months after publication of the notice.

### **Tradewaste Bylaw 2001**

14. This Bylaw, made under sections 488 to 501 of the Local Government Act 1974 (now section 148 of the Local Government Act 2002) governs the treatment and disposal of tradewaste.
15. In undertaking the review of the bylaw Council must, in accordance with section 155 of the Act make the following determinations:
- (a) Identification of a perceived problem and consideration of whether a bylaw is the most appropriate way of addressing the perceived problem; and
  - (b) If it is determined that a bylaw is the most appropriate way of addressing the perceived problem then whether:
    - (i) A new bylaw or the reviewed bylaw is the most appropriate form of bylaw (s155(2)(a)); and
    - (ii) A new bylaw or the reviewed bylaw gives rise to any implications under the New Zealand Bill of Rights Act 1990 (no bylaw can be made which is inconsistent with this Act (s155(3))).
16. The nature of the perceived problem is the uncontrolled disposal of waste into the waste disposal system thereby causing a breakdown in the ability to treat such waste.
17. The Bylaw establishes standards for tradewaste and facilitates the management of the acceptance of tradewaste into the public wastewater system.

18. Section 77 of the LGA 2002 relates to decision making and requires the Council to identify and assess all practical options.
19. Staff identified four options:
  - Option 1: Do nothing - this is not considered to be acceptable as the bylaw must be reviewed under the Act.
  - Option 2: Retaining the existing bylaw - this is not seen as appropriate since adjustments are required.
  - Option 3: Amending the existing bylaw - this is considered to be the best option, given the need to take into account amendments that are required.
  - Option 4: Revoking the existing bylaw - is again not seen as acceptable as there is a requirement to have such a bylaw.
20. It is the view of staff, confirmed by Buddle Findlay, Solicitors, who acted for Council in this review process, that the draft bylaw does not give rise to any implications under the New Zealand bill of Rights Act 1990.
21. In addition, under the general law, there are four requirements for a valid bylaw. These are:
  - (a) an Act of Parliament must empower Council to make the bylaw.
  - (b) the bylaw must not be repugnant to the general laws of New Zealand.
  - (c) the bylaw must be certain.
  - (d) the bylaw must be reasonable.
22. Section 81 LGA 2002 requires that Council consider processes to provide opportunities for Maori to contribute to the decision-making process. Council considers that public notification and an opportunity for submission provides adequate opportunity for public response including from Maori.

### **Key Effects of Tradewaste Bylaw Amendment**

23. The Tradewaste Bylaw is based on the NZ Standard Tradewaste Model Bylaw 1999 and 2004.
24. The current Bylaw has been given a legal overhaul, revising wording and phrasing to match modern accepted legalese.
25. Provision has been made for Council to amend tradewaste consent conditions to reflect changes to resource consent or new consents for Council treatment plant discharges.
26. There have been changes to improve and clarify the application process.
27. Clauses have been added to recognise discharge from a tankered waste, providing for volumes to be recorded within an approved waste tracking method and requiring tankered waste operators to be Liquid and Hazardous Waste Code Compliant.
28. There are changes in the limits for chemical and physical characteristics to reflect the latest industry standards and the revised model bylaw. These changes are unlikely to impact on current tradewaste practices.

29. A new schedule has been added to show the categories for tradewaste charges. A wide range of categories is provided to show current and potential categories for charging to leave options open and promote awareness for future changes in the Council's Wastewater system requirements. Fees and charges will be set from time to time (generally annually) by Council resolution based on these categories.

### **Summary**

30. To summarise the conclusions reached:

- A bylaw is considered to be the best way of dealing with the problem of uncontrolled disposal of waste into the waste disposal system
- The current Bylaw amended is considered to be the most appropriate form of bylaw
- The Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990
- The Bylaw is authorised by the statutory provisions referred to above
- The Bylaw is not considered to be repugnant to the general laws of New Zealand
- The Bylaw is certain
- The Bylaw is reasonable.

### **RECOMMENDED**

- 1. That the report be received.**
- 2. That the Assets and Services Committee be delegated the role of reviewing the Tradewaste Bylaw, including the hearing of any submissions following any public consultation phase of the review and formulating a recommendation to Council on the final makeup of the Bylaw.**
- 3. That Council agree the attached proposed Tradewaste Bylaw 2010, in terms of section 155 of the Local Government Act 2002:**
  - **is the most appropriate way of addressing the perceived problem of ensuring that the Council's bylaws are administered in an efficient, effective, consistent, fair and transparent manner; and**
  - **is the most appropriate form of bylaw.**
- 4. That public notice be given in terms of section 148 of the Local Government Act 2002 of Council's intention to make the proposed Tradewaste Bylaw 2010.**
- 5. That the Assets and Services Committee be given delegation to consider any representations made in regard to the public notice referred to in 4 above, and formulate any recommend to Council.**

## **13. Land Acquisition Proposal – Speeds Road Property**

(Clrs Maher/Hope) (Report prepared by J Hubley)

W135-S02

### **Purpose**

1. The purpose of this report is to seek Council approval for purchase of property adjacent to the Speeds Road water treatment plant to accommodate future upgrades and expansion.

### **Background**

2. The Draft Annual Plan for 2010/11 includes funding for initial work on upgrades to the Speeds Road water treatment plant. Upgrades are needed to meet the Drinking Water Standards for New Zealand (2008). Additional land will be needed to implement the planned improvements which include ultraviolet treatment (see attached plan). Treatment requires a lime dosing tank, contact tank, aeration tower, small reservoir and upgraded instrumentation. A new building will be added.
3. Council identified in order of preference land to the west, east and north on which to locate treatment plant expansion. Land to the west is owned by the railway and their policy is to lease rather than sell land in the rail corridor.
4. Council explored with Ontrack, property manager for the New Zealand Railways Corporation, a proposal to install culverts to allow relocation of an existing access track to the location shown on the attached plan. Ontrack has approved the installation of the access track as shown.
5. Abel Properties on behalf of Council investigated purchase of the land to the east from the neighbouring Speeds Road property owner. The property owner accepted Council's proposal to purchase the land and signed an agreement for sale and purchase of the land subject to Council approval. The price of \$70,000 is based on the land being used by Council to provide critical long-term water supply facilities with the development on the land being uncharacteristic of rural use.
6. As a condition of acceptance by the property owners Council shall construct a new access track on the west side of Council's existing Speeds Road treatment plant. This enables the farmer to move his cows between paddocks, increasing the land available for treatment expansion and extends the buffer between cows and wellfields.
7. The property must be acquired under the provisions of the Public Works Act 1981. That allows for either offer back to the former owner unless there are grounds for exemption under the Act or the opportunity for the property owner to consider transfer of the land to another authority for another public work.
8. Funding has been provided for land purchase in the Picton water treatment budget.

### **Current Status of Land**

9. The property owners have considered and accepted in writing Council's offer to purchase the land for \$78,750 (including GST).

### **RECOMMENDED**

1. **That Council authorise the purchase of land for upgrading the Speeds Road water treatment plant.**
2. **That the Manager, Assets and Services Department has authority to finalise the terms of purchase.**



## 14. Freedom Camping Information Update

(Clr Maher) (Report prepared by R Bartlett)

R495-08

### Purpose

1. The purpose of this report is to give an overview of nationally led initiatives to deal with the issues created by freedom campers and to consider the impact these may have on Marlborough.

### Background

2. Freedom Camping is the use of motor vehicles to stay over night in non registered or recognised camping areas. Areas are predominately public land coming under local government and Department of Conservation management.
3. The practice of freedom camping has long been established globally. The issues being felt by the community as a result of freedom camping are due mainly to its more recent increased popularity in New Zealand. Those areas with strong tourist potential are those that are suffering the highest levels. Therefore Marlborough is a high target area.

### Discussion

4. The issues associated with freedom camping are predominantly waste (human waste and toilet paper) fire risk, rubbish, annoyance to near-by residents and loss of revenue for camp grounds and other accommodation providers. While all issues are significant the most detrimental is that of human waste which is having a significant environment impact and damaging the perceived pure green image of the District.
5. While official camp ground operators have frustrations at potential loss of income from the practice of freedom camping it needs to be recognised that the freedom campers are generally different customers than those that choose to use registered camp grounds. The more basic DoC camping areas and of course other public land are the areas that these campers choose to use.
6. Bylaws and policies around freedom camping have been in place both in Marlborough and other districts throughout New Zealand but enforcement of these has proved largely ineffectual to date due to the cost of enforcement and little follow up with infringement fees; the nature of the practice often taking place in out of the way places.
7. A National Freedom Forum was set up in 2008 to develop a collective approach to dealing with issues which have resulted from the practice. Members included central and local government, NZ Motor Caravan Association, rental vehicle operators, and tourism organisations. The forum is coordinated by the Tourism Industry Association.
8. The forums first initiative was education based around messages of Kaitiakitanga (The guardianship and sustainable management of natural, built and cultural resources for the collective benefit of current and future generations). A website ([www.camping.org.nz](http://www.camping.org.nz)) was established to push the messages of where to camp with the tag line of "always ask a local" and promotion of local i-SITE for information.
9. This educational approach was recognised as being beneficial although did nothing to combat the increasing numbers of freedom campers and the impact on the environment. This year's season has received a lot of media attention as residents' associations and local government struggled to deal with the associated impacts.

10. The forum met again in April this year and concluded ” *Forum members unanimously agree that users of both self-contained and non-self-contained vehicles should camp overnight only in holiday parks, Department of Conservation (DOC) camping grounds and other designated camping spaces.*

*Vehicle users will be clearly instructed about these provisions; particular emphasis shall be placed on explaining the camping provisions and the reasons for them, to the users of non-self-contained vehicles.”*

Actions were developed and broken into industry responsibilities to ensure that the above statement is implemented. Local Government has been tasked with:



- a) Urge local government, via LGNZ, to link camping information to and fully support Forum actions.
- b) Promote local freedom camping rules to make them well understood by the local community.
- c) LGNZ will advocate for regulation change under S. 259 of Local Govt Act and legislation change (if required following further discussion) to establish a national instant fine and the opportunity for a nationally consistent enforcement regime.
- d) Present to Zone 5 & 6 on today’s Forum results with remit to go to LGNZ AGM.
- e) TNZ and TIA to support any legislation change that would give local govt more enforcement tools for freedom camping.
- f) Council officers to communicate Forum activities internally.
- g) Work towards an enforcement model that allows for collection of infringement fees.
- h) Develop a model bylaw and promote best-practice models eg; Rotorua.
- i) Support a review of NZS 5465-2001 (to include stipulation of green diamond sign or other standard sign).
- j) Communicate with the tourism industry re local freedom camping policies.
- k) Develop a template for monitoring trends in freedom camping.
- l) Need to ensure Local government are pushing the message to I site and tourist operators.

## Comments

11. The actions above plus the overall commitment to only allow freedom campers to camp in holiday parks, Department of Conservation (DOC) camping grounds and other designated camping spaces will raise issues of whether council should be providing for freedom campers (either certified or not) by providing designated areas either with services (public conveniences) which would cater for non self-contained vehicles, or where only self contained vehicles would be permitted. The latter is similar to the policy which is currently operating whereby self contained vehicles may camp over night for a minimum of two nights.

## **Options for Council to Consider in Management of Freedom Camping**

12. Council staff have been approached by individuals and groups asking for designated areas to be set aside and services provided.
13. The proposition of leasing out suitable road reserve area has been put to Council by a commercial operator wanting to set up a designated freedom camping area. A small charge would be incurred for those wanting to camp overnight (similar to a DoC campground). A dump station and public conveniences would be provided. This proposal is being promoted by Shark Nett Trust at Havelock.
14. Council could start investing more in rural public conveniences. We could consider sharing the cost of maintenance with DoC if their staff are already in the area.
15. In the past designated areas have been seen as competition to commercial or community run camp grounds. Freedom campers are a different market and as such choose not to use these facilities. Freedom camping designated areas would be similar to the DoC campground which provides basic facilities primarily a toilet and are generally in more out of the way places. As Council owns much public land it could play a key role in providing suitable freedom camping sites.
16. If the legislation change to the Local Government Act is successful and gives a local authority the ability to issue infringement notices there will need to be awareness that additional resourcing will be required for the issues is to be successfully managed
17. It is recognised that the current management of freedom camping is not sustainable. While the cost to manage will incur some costs to the ratepayer in the form of patrolling and following up infringement fees and providing and maintaining public conveniences the current cost to the environment and tourism is also significant.

## **RECOMMENDED**

1. **That staff undertake a mapping exercise with DoC and local Rural Residents' Associations to identify areas that**
  - a) **are not suitable for freedom camping**
  - and**
  - b) **those areas which might be suitable for freedom camping.**
2. **That costs to upgrade sites and maintain and manage them for freedom camping be estimated.**
3. **That staff will come back to the Committee with recommendations and budgets for further discussion. At this time a review of the Policy and reaffirmed commitment would be advisable.**

## SCHEDULE 1 PROHIBITED AREAS

The prohibited areas are:

- a. All areas where "no camping" signs are displayed.
- b. All Council managed foreshore reserves unless specifically provided for.
- c. Any Marlborough District Council reserve, including road reserves and carparks, within the boundary of any town or significant settlement unless specifically provided for.
- d. Any area within 500 metres of a registered camping ground.
- e. On the riverside of any stopbank on any Marlborough District Council river, floodway or other reserve, except in areas as specifically approved and signposted for overnight camping.

## SCHEDULE 2 DUMP POINT LOCATIONS

### BLENHEIM

1. Mobil Service Station, Grove Road
2. Grove Bridge Holiday Park

### PICTON

1. Waikawa Marina (Boat)
2. Parklands Marina Holiday Park
3. Blue Anchor Holiday Park

4. Picton Caravan Park
5. Alexander's Holiday Park
6. Challenge Service Station

### HAVELOCK

1. Havelock Motor Camp
2. Chartridge Park Motor Camp (SH 6)

### MARLBOROUGH DISTRICT COUNCIL

#### Blenheim Office

Seymour Square

PO Box 443

Blenheim 7240

Phone: 03 520 7400

Fax: 03 520 7496

E-mail: [mdc@marlborough.govt.nz](mailto:mdc@marlborough.govt.nz)

Website: [www.marlborough.govt.nz](http://www.marlborough.govt.nz)

#### Picton Office

Picton Service Centre and Library

67 High Street, Picton 7220

Ph: 03 520 3200

Fax: 03 520 3203



# Welcome Campers

to the Marlborough District



**A policy for promoting safe and environmentally friendly overnight camping for self-contained Motorhomes and Campervans**

*“We encourage travellers and campers to use camping grounds and other accommodation facilities as much as possible”*

This is as much for the personal safety of travellers as for the protection of our environment.

However, this policy recognises that some visitors to our District choose to travel and stay in their own self-contained vehicles not in registered camping groups.

We encourage owners of self-contained vehicles to seek certification with regard to on board containment facilities.

We do not allow any form of camping outside registered camp grounds except in self-contained vehicles.

We ask you to comply with the following rules:

- 1. Overnight Camping** may occur on any Council controlled public land, except land stated in Schedule 1, and for a maximum of two nights in any calendar month at any single location.
- 2. Overnight Camping** may only be carried out in mobile vehicles fitted with a minimum three day capacity toilet (25 litres) and greywater storage facility (25 litres).
- Toilet and greywater must be disposed of in a Council approved dump point (See Schedule 2).
- All refuse must be disposed of in an approved refuse collection bag and put out for collection on the appropriate day or dropped off at any MDC Refuse Transfer Station. Bags and timetables for collection days are available at all Council Offices.
- All **Overnight Camping sites** must be left in a clean and tidy state.
- Overnight Campers** are asked to comply with any request to move on, by any Officer of the Council.

**NB:** The deposit of litter, including any effluent in other than an approved location, may result in an instant fine or prosecution.



**TENTS**



**NON-SELF-CONTAINED**



**SELF-CONTAINED**



## **15. 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:

- **Town Branch and Rileys Drains**

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:

<b>General Subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under Section 48(1) for the passing of this resolution</b>
<b>Town Branch and Rileys Drains</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)(i).</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>