

**NOTICE OF MEETING**

**INFRASTRUCTURE AND ENVIRONMENT COMMITTEE**

**TO:** The Mayor, Penny Webster  
Crs Grahame Powell (Chairperson)  
Ross Craig  
Pat Delich  
Michael Goudie  
Gaye Harding  
John Kirikiri  
Dave Parker QSM  
Zane Taylor  
June Turner  
Greville Walker  
Wayne Walker  
Suzanne Weld

The Infrastructure and Environment Committee will meet in the Council Chamber, Centreway Road, Orewa on Thursday, 22 July 2010, commencing at 9.00 a.m.

for: ACTING CHIEF EXECUTIVE  
Warren MacLennan

OREWA  
15 July 2010

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ITEM NO: 1

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**APOLOGIES**

ITEM NO: 2

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**REPORT**



**TO** Infrastructure and Environment Committee  
**ON** 22 July 2010  
**FROM** Bill Horne – Manager: Transport Services Major Projects  
**APPROVED BY** Murray Noone – Director: Infrastructure  
**SIGNATURE**

A handwritten signature in black ink, consisting of a large, stylized loop at the top and a long, horizontal stroke extending to the right.

**SUBJECT** PUHOI TO WELLSFORD – ROAD OF NATIONAL SIGNIFICANCE  
**FILE REF** RF/200/1

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**PURPOSE OF REPORT:**

<input checked="" type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input checked="" type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

**IMPLICATIONS:**

(i)	Is this matter significant in terms of Council's Policy on Significance? Nil
(ii)	Implications in terms of Vision Rodney? Nil
(iii)	Implications in terms of Long Term Council Community Plan/Annual Plan? Nil
(iv)	Implications in terms of other Council Strategic documents or Council Policy? Nil
(v)	Is a budget amendment required? No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? Not applicable

(vii)	Does a decision on this matter require Auckland Transition Agency approval? (yes / no / advice being sought?)
	No

**FINANCIAL IMPLICATIONS:**

Capital cost implications	Nil
Is it currently budgeted for?	No
Funding source of capital costs	Not applicable
Ongoing operational cost implications	Nil
Is it currently budgeted for?	No
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Not applicable

**SUMMARY:**

The Government's Policy Statement on Transport includes State Highway 1 (SH1) between Puhoi and Wellsford as a 'Road of National Significance'. Whilst the prime focus is that limited section of SH1, the whole route between Puhoi and Whangarei is subject to consideration for upgrade and improvement.

The New Zealand Transport Agency (NZTA) has been tasked to, in a very short time frame, determine how the Puhoi to Wellsford route could be improved. Such work will include attention to the Schedewys Hill and Dome Valley sections, along with a bypass of Warkworth. At this time the NZTA is in the midst of a first round of consultation addressing high level/broad based issues attached to developing options for further development. More detailed alignment proposals are expected to be known about October, after which a further round of consultation will occur.

Mr Wayne McDonald, Regional Director for the NZTA, will be making a PowerPoint presentation to the Committee on the current consultation process and advising the Agency's progress towards developing a proposal for improvements to the route.

**RECOMMENDATION:**

- (a) That the information concerning the New Zealand Transport Agency's current consultation process and preliminary proposals for improvements to the State Highway 1 between Puhoi and Wellsford be received.
- (b) That the draft Council submission to the New Zealand Transport Agency preliminary proposals be received.

REPORT



TO Infrastructure and Environment Committee  
 ON 22 July 2010  
 FROM Bill Horne – Manager: Transport Services Major Projects  
 APPROVED BY Murray Noone – Director: Infrastructure  
 SIGNATURE

SUBJECT **REVOCATION OF SECTIONS OF STATE HIGHWAY IN RODNEY DISTRICT**  
 FILE REF RF/200/1

PURPOSE OF REPORT:

<input checked="" type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input checked="" type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance? Nil
(ii)	Implications in terms of Vision Rodney? Nil
(iii)	Implications in terms of Long Term Council Community Plan/Annual Plan? Yes
(iv)	Implications in terms of other Council Strategic documents or Council Policy? Transport Strategy.
(v)	Is a budget amendment required? Yes, if the highway is revoked.
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? Not applicable
(vii)	Does a decision on this matter require Auckland Transition Agency approval? (yes / no / advice being sought?) Agency will be briefed by the New Zealand Transport Agency.

## FINANCIAL IMPLICATIONS:

Capital cost implications	Any new capital improvements will need to be provided for.
Is it currently budgeted for?	No
Funding source of capital costs	To be determined.
Ongoing operational cost implications	Yes, if the highway is revoked.
Is it currently budgeted for?	No
Funding & rating impact (whether resulting from capital expenditure or arising directly)	None at present, but will be affected if the highway is revoked.

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## SUMMARY:

At the Infrastructure and Environment Committee meeting of 18 March 2010, councillors were advised of the state of negotiations with the New Zealand Transport Agency (NZTA) regarding the possible revocation and redesignation of state highway status for State Highway 17 through Dairy Flat and the former State Highway 1 (Hibiscus Coast Highway). The committee was informed on that date, and previously, that no date had been set for revocation and that significant agreements, such as funding, still had to be negotiated and met before revocation was possible. There is no change to this status.

The purpose of this item is to further acquaint the Committee with what is happening, to address the areas of negotiation occurring and to examine the final ramifications of revocation to the Council and the ratepayers.

## RECOMMENDATION:

**That the information concerning the status of activities towards revocation of State Highway 17 through Dairy Flat (and parts of North Shore City) and what was State Highway 1 (Hibiscus Coast Highway) through Silverdale, Orewa and Waiwera be received.**

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## 1.0 Issues

The question of the revocation of sections of State Highways 1 and 17 was proposed as early as December 2007. It was thought then that revocation could follow completion of the ALPURT B2 motorway section (Northern Gateway Toll Road). However, what may have been seen in 2007, and now, as a simple issue, is vastly more complex and from the Council's perspective, far more risky than may have been contemplated.

This has been at the core of discussions with NZTA. To revoke the status of almost 30 kilometres of state highway and vest it to the local bodies is almost without precedence and the financial ramifications to those local bodies (in this case the Rodney District and North Shore City Councils) require careful attention and methodical planning.

The state highway (as it is now) is not a local road. Regardless of designation, it remains the required free alternative to the Northern Gateway Toll Road. It is also the designated route for over-dimension traffic and uppermost it carries up to 35,000 traffic movements a day.

Revocation would come at a cost to the Council and to ratepayers. With provision for depreciation and maintenance, this cost could be as high as \$2 million per annum (gross), excluding capital costs. This would equate to a further 1% on rates, based on current subsidy levels. This could be considered an onerous burden for Rodney ratepayers.

There may be some benefits, but again they are more complex than a superficial viewing would suggest. With ownership comes control, but as has been exhibited, manifestly the Council and the NZTA have a good collaborative approach in addressing issues in the road corridor. That approach has delivered the Orewa Boulevard and the proposed signalisation of the Silverdale intersection without recourse to Council ownership and with the full cooperation of the NZTA.

In summary, there would be few new benefits to be derived from revocation, but there would be substantial new costs. That is one reason why the cornerstone of our negotiations with the NZTA – and a major mitigating factor – has been the request that the NZTA provides an attendant financial package to accompany the revocation, to provide the Council and ratepayers of Rodney with the financial way forward to manage and maintain what is, at the same time, both a major asset and major burden for Rodney and its people.

## **2.0 Conclusion**

By its nature, revocation would have a significant financial impact on the Council. For that reason, a great deal of care and caution has been exercised by all parties to ensure that any consequential agreement would be pragmatic and in everybody's best interest. Discussions with the NZTA to resolve the issues are continuing.

REPORT



**TO** Infrastructure and Environment Committee  
**ON** 22 July 2010  
**FROM** Damon Birchfield – Energy Management and Environment Officer  
 Chris Burgess – Manager: Parks and Coastal Operations  
 Sarah Burrows – Transport Services Engineering Cadet  
**APPROVED BY** Dukessa Blackburn-Huettner – Acting Director: Infrastructure  
**SIGNATURE**

**SUBJECT** REPORT ON IMPLEMENTATION OF THE RODNEY DISTRICT COUNCIL PEST MANAGEMENT PLAN  
**FILE REF** PA/13/1

**PURPOSE OF REPORT:**

<input checked="" type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

**IMPLICATIONS:**

(i)	Is this matter significant in terms of Council's Policy on Significance? No
(ii)	Implications in terms of Vision Rodney? Outcome 6: Clean and green. <i>We will continue to value, protect and enjoy the natural environment.</i>
(iii)	Implications in terms of Long Term Council Community Plan/Annual Plan? LTCCP 2009 – 2019 (p80): <i>We will have appropriate policies, strategies and plans to address natural and coastal environmental issues, including biodiversity and sustainability.</i>
(iv)	Implications in terms of other Council Strategic documents or Council Policy? A Living Vision for Rodney's Economy.
(v)	Is a budget amendment required? No

(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required?
	The Plan was prepared through a process of targeted pre-consultation, iwi consultation and public submission. No further public consultation is required.
(vii)	Does a decision on this matter require Auckland Transition Agency approval? (yes / no / advice being sought?)
	No

#### **FINANCIAL IMPLICATIONS:**

Capital cost implications	None
Is it currently budgeted for?	Yes
Funding source of capital costs	Not applicable
Ongoing operational cost implications	Yes
Is it currently budgeted for?	Yes
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Not applicable, under current budget provision.

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#### **SUMMARY:**

This is a progress report on the implementation of the Rodney District Council Pest Management Plan (the Plan). The Plan applies to all public land and water assets owned or administered by the Rodney District Council (RDC) and was adopted by the Council's Strategy and Community Committee on 16 April 2008 (the Plan may be viewed on the Council website at [www.rodney.govt.nz](http://www.rodney.govt.nz)).

The Plan is the Council's response to the Auckland Regional Pest Management Strategy 2007 – 2012 (RPMS). Important aspects of the Plan are monitoring and implementation oversight by a permanent Council Staff Pest Management Working Group (the Working Group).

The Working Group has met regularly and also convenes a Pesticide User Group to achieve alignment with Council contractors responsible for pest management delivery and to help ensure consistent operational monitoring and feedback on the delivery of the Plan.

The Committee directed under delegation that an operational Pesticide User Manual be prepared and adopted as provided for in the Plan, to replace all previous Council resolutions, codes of practice or standards for the use of pesticides by the Council. This was achieved in consultation with the Pesticide User Group and is now in use.

The General Provisions (Section 2.0 guidance) in the Plan are broadly being followed, however further attention is needed for an asset condition database and a review of achievement of the respective provisions by the Working Group. This is scheduled as part of the legacy briefing that will be provided to the new governance structure. Several priority site-led programme opportunities were progressed; in particular ongoing support of the Shakespear Regional Park Mainland Island, support for Okahukura Peninsula pest management through the Natural Heritage Fund and Te Henga Wetland willow control.

Similarly the Council has worked with both the Auckland Regional Council (ARC) and QEII Trust to identify three priority projects. This includes the clearing of a pest plant infested area at the top of Goat Island Road and significant weed removal within two Council owned, QEII covenanted bush properties close to Warkworth.

Implementation of the Plan under the four asset classes of: Utility Services, Council Properties and Buildings, Parks Reserves and Coastal and Transport has varied, related in part to budget provision available. Positive feedback has been received from the ARC on the achievements in pest management on the road network.

A review of the cost effectiveness of contractor control methodologies was also undertaken by transport with a number of findings. These included identification of improved control methods and cost efficiencies for pesticide applications, as specified in 5.2 (b) and (c) of the Plan.

In respect of community advocacy policies, significant progress has been made in Community Engagement Action 4(f) which provides for pest management advocacy for landowners who have pest management obligations under bushlot covenants.

The Plan is an enabling document which provides for the Council to meet its landowner obligations under the RPMS. It is supported by the 2009 - 2019 Long Term Council Community Plan which directs annual expenditure on Plan implementation.

## **RECOMMENDATION:**

**That the report be received.**

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### **1.0 Background**

The Plan was adopted by the Council Strategy and Community Committee on 16 April 2008. It applies to all public land and water assets owned or administered by the RDC (the Plan may be viewed on the Council website [www.rodney.govt.nz](http://www.rodney.govt.nz)).

The Plan is Council's response to the RPMS. Important aspects of the Plan are monitoring and implementation oversight by the Working Group.

As noted, the Plan applies to all public land and water assets owned or administered by the Council, as follows:

- Roads (c1700 km formed, c865 unformed)
- Parks and Reserves including Coastal and Esplanade Reserves (c1700ha, 1019km coastline)
- Council Land and Buildings (1500+ sites)
- Utilities Infrastructure (c1540km + water, sewerage and stormwater network)
- Forestry (owner and joint venture) (350ha).

It was a premise behind the policy formulation process that pest management programmes would be supported by annual budget provision.

For the 2009/2010 business year specified pest management budget through the adopted Annual Plan is as follows:

- Property (\$30,000)
- Parks (\$5,000)
- Solid waste (\$3,000)
- Wastewater (\$23,000)
- Water (\$3,000)
- Stormwater (\$20,000).

The Transport budget for the removal of noxious pest plants was \$23,900 in the 2009/2010 financial year, down from \$254,000 in the 2008/2009 year, a significant decrease. It is acknowledged that the Parks Maintenance budget also allows for undertaking some pest management controls and proactive pest plant management.

### **2.0 Progress on Pest Management Plan implementation**

#### **2.1 General Provisions (Plan Section 2.0)**

The Plan provides for a current operative Pesticide User Manual in provision 2.2 (iii) (e). The Manual was prepared with direct participation from the Pesticide User Group of Council Contractors. The manual replaces all other Council practice requirements so that there is one consistent organisational approach. The process of its preparation promoted pesticide user knowledge and commitment to the compliance with its provisions.

Regarding Cooperation and Alliances, (Section 2.3) the Council has worked with both the ARC and QEII Trust to identify three priority projects. This includes clearing of a pest plant infested area at the top of Goat Island Road, and significant weed removal within two Council owned QEII covenanted bush properties close to Warkworth. Work is set to start from July 2010 on weed control measures for all of these areas alongside Volunteers for Conservation, a non-profit organisation that has teamed up with Te Ngahere (an ecological consultancy) and the Council to provide support in the first phase of weed control and clearing. These projects will also support an application for significant additional public sector funds through the Biodiversity Condition Fund managed by the Department of Conservation.

Council's roading maintenance contractors generally noted that they have been able to respond to customer requests for the removal of some noxious weeds where these have been limited to gorse and pampas – in most instances. However, the contractor has noted its concerns about the size of the decrease in noxious pest plant management funding, in particular the reduction of \$230,000 of funding from the annual budget. The contractor is concerned about the long-term effects of such a budget downgrade. Insufficient funding to remove dangerous trees for example, could prove a considerable liability for the Council in the future, in the event that they fall during a storm event or similar and cause damage to adjoining properties or, in an even worse case scenario, a loss of life.

The Council has supported a range of site-led programmes, including the establishment of the Shakespear Open Sanctuary. The Open Sanctuary encompasses 555 hectares of land at the eastern end of the Whangaparaoa Peninsula including Shakespear Regional Park (ARC), The Whangaparaoa Training Centre (Ministry of Defence (MOD)) and the Hibiscus Coast Sewerage Treatment Plant (RDC). One and a half kilometres of pest prevention fence is currently being erected across the Peninsula neck from Army Bay to Okoromai Bay. The Council, along with the MOD, contributed funding towards the predator-proof fence, with the construction of a gate that enables secure and controlled access to Council and Defence land. The Council also maintains an active weed and pest control programme on its property.

Grants by the Natural Heritage Fund have supported a range of community-led pest management and riparian restoration initiatives across the District including work on the Okahukura Peninsula.

The Council has continued to support the joint long-term initiative with Waitakere City Council and the ARC to control and eradicate environmental weeds, especially willow, from Waitakere River and Te Henga Wetland. Crack willows, if left unchecked, will take over the wetland, clog the waterways and potentially exacerbate flooding. This reduces the quality of the habitat for birds and fish, threatening the wetland vegetation and its high ecological and scenic values.

## 2.2 Asset Management

### Utility Services

Pest management controls have continued and in some instances, been expanded at the Council's main wastewater treatment plants.

In particular, rodents and rabbits have been actively controlled at the Army Bay wastewater treatment plant, in conjunction with the Royal NZ Navy. Rats are also being controlled at Omaha/Jones Road, Snells/Algies, Denehurst and Warkworth wastewater treatment plants.

Midges are monitored and controlled year round, with a particular focus on the Omaha/Jones Road plant where populations need to be closely monitored.

Following requests from neighbouring property owners, some ad-hoc plant pest management was also carried out on plant pests with containment status (mainly gorse and pampas) in the Mangakura Dam catchment and elsewhere.

The Council has also continued its long running pest management programme relating to the Kumeu and Waitakere Rivers, including weed and erosion control, also occurring at Kaukapakapa.

## Council Properties and Buildings

Council properties are being maintained in accordance with the asset management plans. One-off pest control requirements are undertaken as required in compliance with the RDC Pesticide User Manual. Predominant activities include control of insects (including wasps, ants, spiders and cockroaches), rodents, and a range of noxious plants.

Property has also supported the active management of Council owned land where these are adjacent to other property owners and pest management activities on Council QEII covenanted properties in Warkworth.

## Parks, Reserves and Coastal

Parks has been a particularly active area this year and spending has fully expended the Annual Plan provision. Many of the pest management improvements on parks have been driven and coordinated with volunteer groups, for example, the moth plant eradication in Leigh Harbour, weed control and ground preparation for native revegetation plantings (Port Albert, Dacre cottage, Shelly beach, Matakana and Coatesville) and the inclusion of rabbit control at our rural sports parks (Sinclair, Huapai and Silverdale parks).

A number of 'weedbuster' Forest and Bird weekends have been supported by either removing the plant material via the parks contractor, CityCare, or providing skip bins for the activity. Additional amounts of rat poison have been provided to community groups to reduce the rat numbers close to urban native bush areas on request.

## Road Network

In 2009/10 RDC's Transport Department has, in line with the current spraying and intense mowing regime, looked into alternative options to manage the control of plant pests with non-chemical sprays.

With additional budget funding to investigate alternative options, a six month trial with a non-chemical based product, BioSafe, was conducted in partnership with our contractors and in consultation with the ARC. This trial though, had to be withdrawn after five months, as concerns were raised regarding the use of BioSafe and the potential problems when used near waterways.

Further investigations by our contractors are ongoing, which include the use of hot water systems. Investigations are also underway to highlight specific areas and plant pests in the region where more intense treatment may be necessary.

The Council is required to prepare a Roadside Management Plan under the RPMS vector control programme requirements. While the Working Group initiated work on this Plan, it is now appropriate that it be addressed by the new governance arrangements, with the potential for it to be done on a citywide basis. Alternatively, the new Auckland Council administrative structure may look at alternative arrangements to those currently required by the RPMS, through review or other Council determination. It is therefore not intended to progress a Roadside Management Plan at this stage.

## 2.3 Community and Tangata Whenua Engagement

Acknowledging the importance of bushlot covenants in protecting significant natural areas, the ecology and native wildlife of the District, a bushlot monitoring and communications programme is underway. To encourage landowners to more effectively protect and manage their bushlots, The Council has communicated with every bushlot owner, providing guidance on their responsibilities and encouraging the control of weed and pests. The Council completed the Mahurangi Pilot, which was reported to the Council, and has now also made significant progress in the Puhoi catchment, checking covenant requirements – assessing the health of bushlots and issues affecting its health (including weeds and pests), and fenceline inspection. The assessment allows the Council to provide constructive guidance to landowners on how best to look after their bushlot.

The Council also has an ongoing and constructive working relationship with local iwi in working to protect areas of value and importance to iwi. When appropriate, iwi will be invited to assist with projects, for example, the recent relocating of native eels that were found in a waterway in Stanmore Bay.

## 2.4 Environmental Management System

Implementation continues through the Council Environmental Management System (EMS). The Council Working Group of asset managers meets regularly and good lines of communication and engagement are in place with Council contractors.

In light of the transition to the Auckland Council, the Council made a decision not to pursue ISO accreditation for its EMS in 2009; however, the system is running well particularly for the water and wastewater asset managers.

Pesticide use monitoring has occurred through the roading study referred to in section 2.2 above. Pesticide use monitoring records must also comply with the controlled copies of the Pesticide User Manual.

## 3.0 **Conclusion**

Overall, the Council has had a constructive year with regards to pest management, making good use of constrained operational budgets. The leveraging of pest management initiatives by working alongside volunteer groups has proven to be highly effective and provides significant value for the Council. Community participation also creates 'buy in' and ownership of projects by the community.

One important piece of feedback from roading pest management contractors is that the significant reduction in resources for addressing roadside pest plant species urgently requires addressing in the next financial year. A failure to proactively manage such pest species will have ongoing implications for the District and will mean a significant increase in cost for the future. Pest and pest plant management would benefit from additional funding.

As the Council heads into the Auckland City transition, it has in place the RDC Pest Management Plan, a working Pesticide User Manual, and an active Pest Management Working Group. The EMS while not fully implemented is assisting in ensuring that Contractors meet the conditions of their contracts.

The efforts of a range of staff members in implementing the intention of the Plan need to be commended, particularly the Assets and Programming Managers and contractors. The Council can feel pleased with the steps it has taken to ensure there is a functioning Pest Management Plan and appropriate organisational support processes to ensure ongoing control and management of pest and pest plant issues within the District.

REPORT



TO Infrastructure and Environment Committee  
 ON 22 July 2010  
 FROM Damon Birchfield – Energy Management and Environment Officer  
 Gael Ogilvie – Consultant  
 APPROVED BY Murray Noone – Director: Infrastructure  
 SIGNATURE

SUBJECT **RESULTS FROM THE RODNEY DISTRICT COUNCIL CORPORATE CARBON FOOTPRINT INVENTORY**  
 FILE REF CT/1/3

PURPOSE OF REPORT:

<input checked="" type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance? No
(ii)	Implications in terms of Vision Rodney? <i>Outcome 6: Clean and green. We will continue to value, protect and enjoy the natural environment.</i>
(iii)	Implications in terms of Long Term Council Community Plan/Annual Plan? LTCCP 2009 – 2019 (p12): <i>Actions to mitigate Greenhouse Gas emissions will apply to Council activities.</i> (p22): <i>The Council will need to monitor its activities and be responsive to any carbon or GHG emissions accounting requirements.</i>
(iv)	Implications in terms of other Council Strategic documents or Council Policy? A Living Vision for Rodney's Economy.
(v)	Is a budget amendment required? No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? No

(vii)	Does a decision on this matter require Auckland Transition Agency approval? (yes / no / advice being sought?)
	No

**FINANCIAL IMPLICATIONS:**

Capital cost implications	None
Is it currently budgeted for?	Yes
Funding source of capital costs	Not applicable
Ongoing operational cost implications	Yes
Is it currently budgeted for?	Yes
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Not applicable, under current budget provision.

**SUMMARY:**

Rodney District Council (RDC) has recognised that predicted changes in climate will impact on its local community and infrastructure. RDC's Long Term Council Community Plan 2009 – 2019 (LTCCP) concludes that climate change will 'profoundly influence future lifestyles in Rodney'. The Council's response to risks associated with future changes in climate is multi-faceted and includes reducing Greenhouse Gas (GHG) emissions (mitigation) and adapting to predicted changes.

The purpose of conducting a carbon footprint inventory was to identify and benchmark the types and amounts of GHG emissions attributable to RDC's operations so that Council is in a position to set a course for improving its emissions profile. This report provides a corporate baseline inventory of RDC GHG emissions<sup>1</sup> for the calendar year of 2007<sup>2</sup>. The inventory has been prepared according to the GHG Protocol (2008) however it should be noted that the results have not been independently verified or certified.

The benefits of carrying out this inventory include: identifying cost saving opportunities achievable through more effective management of resources and implementation of good environmental practice; the ability to set targets to reduce emissions and report on future GHG performance; and the ability to identify and prioritise GHG mitigation actions including identification and implementation of improved data collection systems to capture corporate carbon related information.

It is envisaged that this carbon footprint inventory will support and feed into wider regional efforts currently underway to measure the GHG emissions for Auckland being driven by the Auckland Region Climate Change Working Group.

While under the current Emissions Trading Scheme (ETS), the Council has no legal obligations to offset its Scope 1 (or any other) emissions, under the current trading price, the liability for Scope 1 and 2 emissions would be \$405,137 annually, pricing carbon at \$25 per tonne. Where the ETS will have greatest effect is in any increase in prices for electricity. The Council's pursuit of better energy management processes and efficiency savings therefore provides the best means for reducing these passed on costs as a result of the trading scheme.

This report does not include a consideration of the carbon offsetting potential of Council's forestry assets, under the ETS.

<sup>1</sup> These include the six gases covered by the Kyoto Protocol: Carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulphur hexafluoride (SF<sub>6</sub>).

<sup>2</sup> The base year for this inventory is from 1 January 2007 to 31 December 2007 (2007 calendar year). This year was selected as it was the earliest most relevant point in time for which the organisation had easily accessible and appropriate data.

## RECOMMENDATION:

**That the report be received.**

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### 1.0 Background

Monitoring and reducing GHG emissions will lead to the following outcomes:

- better management of GHG risks and identifying reduction opportunities;
- public reporting and participation in voluntary GHG programmes;
- providing a benchmark against which to measure future performance.

The Council has a role to play in developing both adaptation and mitigation strategies with regards to climate change at both an organisational and district wide planning level. The LTCCP states that actions to mitigate GHG emissions will apply to the conduct of Council activities. The LTCCP also makes reference to the ETS and the potential for the scheme to impact the Council, particularly in the areas of forestry, waste and energy.

RDC joined New Zealand's Communities for Climate Protection Programme (CCP-NZ) in 2004. At that time it also committed to completing the five milestones of the programme:

1. Conduct an inventory and forecast for Community and Council greenhouse gas emissions.
2. Establish GHG emissions reduction goals.
3. Develop and adopt a local action plan.
4. Implement the local action plan and quantify the benefits of implementing actions.
5. Monitor and report on implementation of the local action plan and progress towards achieving the reduction goal.

The Council undertook its first emissions profile and audit in 2004 to complete the first of these milestones, however the inventory was not in-depth and this work was not subsequently updated. While the CCP is no longer in operation, it is hoped that this GHG inventory will provide an informative account of the organisation's emissions as Rodney transitions into the new Auckland Council.

### 2.0 Scope of inventory

In accordance with the GHG Protocol, (2008) GHG emissions are categorised and described as:

- Scope 1 emissions: arising directly from RDC activities which can be controlled via ownership of activities
- Scope 2 emissions: arising indirectly from electricity consumption
- Scope 3 emissions<sup>3</sup>: arising indirectly either from activities or services purchased from a third party or that arise, including from Scope 1 and 2 sources.

As shown in Table 1 below, where possible and practical, all sources of emissions have been included in the calculations. The GHG Protocol provides some guidance, however, some emission sources have been excluded where their contribution to the overall result is negligible or there are significant difficulties in obtaining data. This is particularly pertinent to Scope 3 emissions.

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<sup>3</sup> Under the GHG Protocol an organisation is not required to report on Scope 3 emissions, however reporting on these indirect emissions is seen as best practice when generating a comprehensive carbon footprint report.

Type of emission	Emission source	Included in inventory
<b>Scope 1 emissions</b> arising directly from RDC activities	Closed landfills	✓
	Wastewater treatment fugitive leaks	✓
	Council vehicle fleet (incl. Harbour Master Boat) & stationary generators	✓
	Natural gas	✓
	Refrigerant leaks	x
<b>Scope 2 emissions</b> arising indirectly from electricity use	Electricity used in buildings/assets	✓
<b>Scope 3 emissions</b> arising indirectly from third parties	Electricity line losses	✓
	Contractor electricity use	✓
	Contractor operational vehicle use	✓
	RDC staff air travel	✓
	RDC staff waste to landfill	✓
	RDC staff taxi use	x
	RDC staff travel to/from work	x
	RDC staff private vehicle use for work purposes	x
	RDC customer travel	x
	Contractor waste to landfill	x
	Contractor/consultant taxi use	x
	Procurement and associated transportation (incl. contractors procurement for council operations)	x
	Watercare operations	x

Table 1: Summary of emission sources included in the GHG Inventory

### 3.0 Technical limitations

There are a number of technical uncertainties inherent in preparing any GHG emissions inventory. Emission figures are calculated by converting a specific activity to an estimate of emissions of six greenhouse gases<sup>4</sup>. These gas emissions are then standardised to a 'carbon dioxide equivalent' (CO<sub>2</sub>e) using Global Warming Potential (GWP) factors. Uncertainties in the figures arise from the following factors:

- obtaining accurate data on annual activity levels can be difficult; for example, assessing how much organic waste was disposed of to landfill in the past, or the actual amount of wastewater processed annually;
- variations in the methods used for assessing emissions levels;
- converting the annual activity levels to an emission, for example, how much CO<sub>2</sub> is emitted by combusting one tonne of diesel;
- converting emission volumes from GHG gases to CO<sub>2</sub> equivalents.

For this inventory, data on activity levels was obtained either directly from RDC information systems or from the contractors. The contractors' information could be of variable quality.

<sup>4</sup> Carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulphur hexafluoride (SF<sub>6</sub>).

#### 4.0 Inventory results summary

The calculated GHG emissions from each of the sources included in the inventory for the 2007 calendar year are summarised in Table 2<sup>5</sup>. A graphical representation of these results is presented overleaf in Figures 1 - 3.

Type of emission	Emission source	t CO <sub>2</sub> e	% of Total
<b>Scope 1 emissions</b> arising directly from RDC activities	Closed landfills	11463.90	62.3
	Wastewater treatment fugitive leaks	2211.60	12.0
	Council vehicle fleet (incl. Harbour Master Boat) and stationary generators	492.10	2.7
	Natural gas	9.80	0.1
	<b>Total</b>	<b>14177.30</b>	<b>77</b>
<b>Scope 2 emissions</b> arising indirectly from electricity use	Electricity used in buildings/assets	2027.50	11
	<b>Total</b>	<b>2027.50</b>	<b>11</b>
<b>Scope 3 emissions</b> arising indirectly from third parties	Electricity line losses	174.50	0.9
	Council's four principle infrastructure contractors	1976.40	10.7
	RDC staff air travel	30	0.2
	RDC staff waste to landfill	27	0.1
	<b>Total</b>	<b>2207.90</b>	<b>12</b>
<b>Total for all emissions</b>		<b>18412.70</b>	

Table 2: GHG emissions arising from RDC activities for the 2007 calendar year

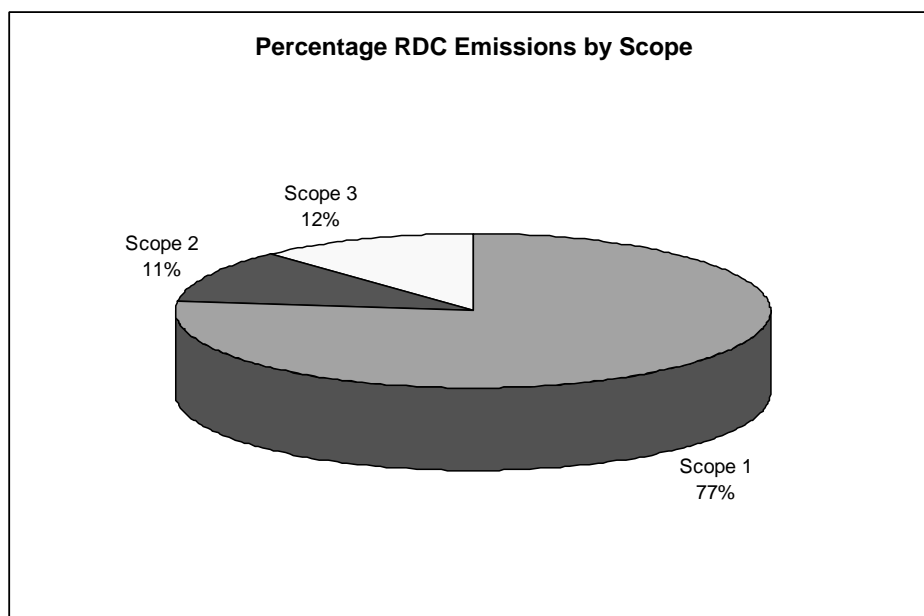


Figure 1: Percentage breakdown of GHG emissions from RDC, according to Scope

<sup>5</sup> In accordance with the GHG Protocol (2008) the results are provided in tonnes of CO<sub>2</sub> equivalents (t CO<sub>2</sub>e).

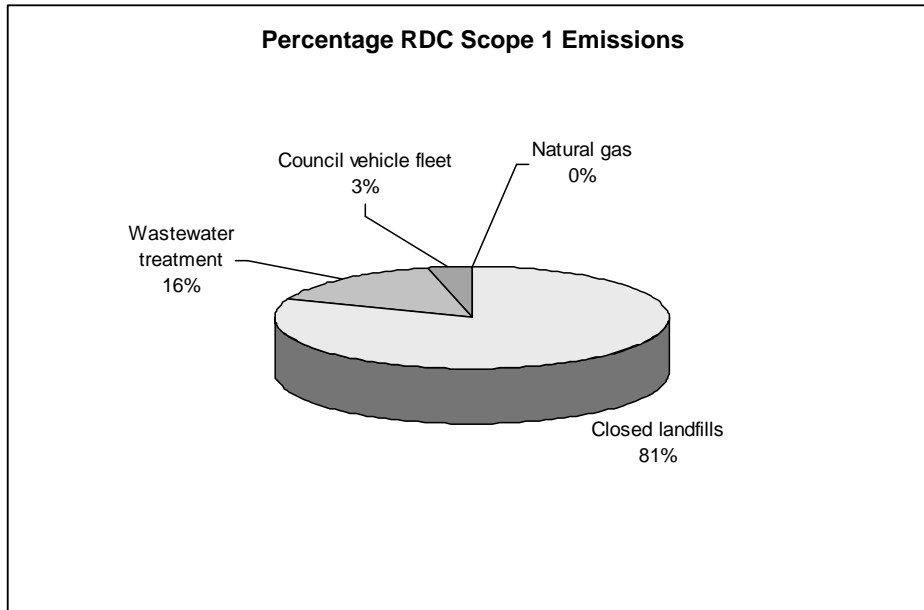


Figure 2: Percentage breakdown of GHG emissions from RDC for Scope 1 emissions

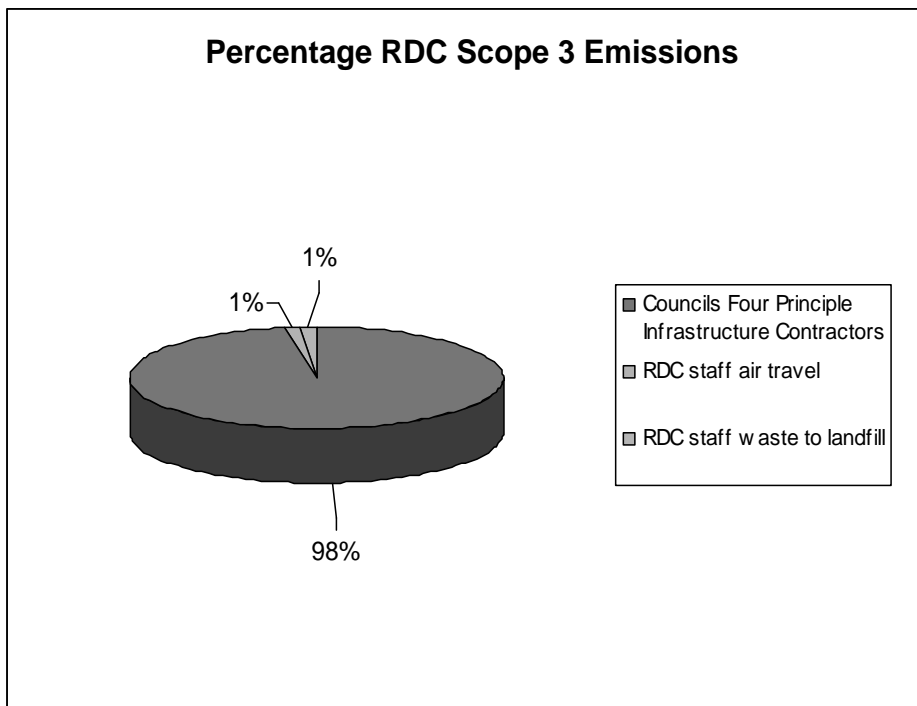


Figure 3: Percentage breakdown of GHG emissions from RDC for Scope 3 emissions

## 5.0 Discussion and mitigation opportunities

This inventory does not provide an adequate basis for comparison against other organisations, because at this stage there are too many inconsistencies in the carbon footprinting methodologies used, and more importantly in the organisational boundaries selected. For example, the RDC inventory has included emissions from closed landfills and fugitive wastewater emissions, which are the major contributors to the overall carbon footprint, whereby comparison with other territorial and regional authorities shows that these have not generally been included.

However, comparison with other inventory items such as overall energy uses, shows RDC usage emissions profiles are comparable and likely to be accurate. Some benchmarking of wastewater fugitive emissions between plants suggests the data is correct. Landfill emissions were peer reviewed by a leading expert in the field, and despite appearing to be high, were found to give 'satisfactory results'.<sup>6</sup>

<sup>6</sup> Matthew Reed, Senior Associate at URS.

Finally, it should be noted that the results from the inventory are partially skewed, due to RDC's utilisation of an outsource service model as most Council infrastructure is delivered by contracted service providers. This may in part explain the significant impact of closed landfill emissions by comparison with the relatively low number of Scope 3 emissions. It is likely that if these services were delivered in-house, the final results would look different.

## 5.1 Scope 1 emissions

As stated above, Scope 1 emissions (those under the direct control of RDC) are the largest contributors to the Council's total GHG emissions. The most significant sources of these are from closed landfills and wastewater treatment. These sources present considerable difficulties with regards to mitigation opportunities.

While the methane emissions from closed landfills seem high, there are no opportunities to capture off gasses, as the amounts from each site are too small to be economically viable in terms of methane capture, either for flaring or generating energy uses. However, it should be noted that as the landfills continue to age, the level of emissions from the sites will continue to naturally reduce.

Mitigation opportunities in the wastewater sector are also minimal. Methane capture from the wastewater treatment plants would almost certainly present a prohibitive upfront capital cost given the relatively small quantities of gas involved at each site.

Fuel usage from Council fleet vehicles and the Harbour Master boat comprises 3% of Scope 1 total emissions. The Council operates a modern fleet of well-maintained and generally fuel efficient vehicles contributing to high overall fleet performance. It is recommended that vehicle efficiency and emissions continue to be monitored. The organisation has recently launched an awareness raising campaign promoting carpooling and encouraging staff to drive vehicles more efficiently.

Emissions from natural gas are of little significance by comparison to other factors in this inventory and therefore do not warrant strong attention at this time.

## 5.2 Scope 2 emissions

Scope 2 emissions (arising indirectly from electricity use) are the smallest contributor to total GHG emissions (11%). Data on electricity consumed by RDC during 2007 was obtained by e-Bench<sup>7</sup>. Analysis by sector usage (available in the complete inventory) shows that the largest emissions by assist group are from wastewater treatment (770.5 CO<sub>2</sub>e) and street lighting (486.6 CO<sub>2</sub>e). Other significant sources include holiday parks, the leisure centre and other operational buildings with emissions ranging from 182.5 CO<sub>2</sub>e to 60.8 CO<sub>2</sub>e respectively.

As stated in section 4.1, energy emissions reduction offers the best short term measure for reducing the organisation's carbon footprint. The Council has set an informal target which aims to reduce the organisation's Energy Use Intensity (in kWh) by 10% against 2008 figures by 2012. Were this to be achieved, this would constitute a reduction in the organisation's overall emissions of 1.9%.

To achieve this target, investment in clean, renewable and distributed energy generation technologies, as well as implementation of a range of process improvements in various sectors such as wastewater and water, is required. The organisation has already seen the positive effect of investment in energy efficiency initiatives and technologies. For example, the Orewa headquarters total energy use is down by 7.5% against 2009 figures following the installation of energy conservation software into the building management system and coupled with proactive championing of energy conservation measures by staff.

Under the current ETS, the Council has no legal obligations to offset its Scope 1 (or any other) emissions, under the current trading price, the liability for Scope 1 and 2 emissions would be \$405,137 annually, pricing carbon at \$25 per tonne. Where the ETS will have greatest effect is in any increase in prices for electricity. The Council's pursuit of better energy management processes and efficiency savings therefore provides the best means for reducing these passed on costs as a result of the trading scheme.

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<sup>7</sup> E-bench is the Council's energy management software and benchmarking tool.

### 5.3 Scope 3 emissions

Scope 3 emissions (arising indirectly either from third party activities or from Scope 1 and 2 sources) make up 12% of total GHG emissions. Of these emissions, the majority (98%) are generated by contractor activities. As noted earlier, RDC's outsource service model reflects the relative results.

The best opportunity for the Council to reduce its Scope 3 emissions lies in proactively championing and encouraging contractors and suppliers to pursue increasing levels of environmental performance, including better energy management and improved performance in areas of their supply chain where carbon producing activities occur. The Council can imbed this as a procurement policy by ensuring potential and existing suppliers meet agreed standards of environmental performance and requiring a demonstration of proactive commitment to energy efficiency and carbon reducing practices.

Finally, staff air travel emissions and waste to landfill also contribute a small percentage of Scope 3 emissions, though it is acknowledged that there is some under-reporting in this category. Future mitigation measures for staff air travel could include voluntary offsetting of emissions at the point of purchase for air tickets as well as targeting a reduction in air travel when possible, potentially through greater use of virtual communications technologies and other means.

As part of Council's Zero Waste Plan 2005, there is ongoing auditing of the staff waste-stream and systems put in place to maximise recycling and minimise waste, however, the latest audit shows there is still considerable scope for improved performance within this system.

### 6.0 **Next steps**

Having assessed its carbon footprint, RDC is now in a good position to consolidate the report's findings by identifying specific areas of activity that could result in reduced GHG emissions, by setting emission reduction targets for high priority areas, by investigating management and treatment options for GHGs, and by embedding further management and reporting systems that will allow continued emission monitoring.

The recommended next steps for RDC therefore include the following measures:

1. Continue to commit to and invest in better energy management processes and energy efficiency initiatives.
2. Outline a clear requirement for council suppliers to demonstrate a commitment to improving their environmental performance and reduce their own organisational footprint.
3. Adopt and implement the seven carbon management principles as outlined by the Victorian Environmental Protection Agency including setting a short term and longer term carbon reduction target<sup>8</sup>.
4. Undertake economic and energy analysis to support appropriate investments in renewable and distributed energy generation sources for Council assets.
5. Continue to actively support reforestation efforts across the District and support carbon sequestration efforts.
6. Continue to work to improve the quality of Council owned forestry assets, native bush areas and covenanted bush lots.
7. Implement the recommended data collection improvement measures identified in the inventory.
8. Recommend that the new Auckland Council verify carbon reporting results and in turn seek carbon neutral certification through a suitably recognised certification initiative.

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<sup>8</sup> The seven principles are outlined in the Inventory, but include in brief: Set Objectives; Avoid; Reduce; Switch; Sequester; Assess; Offset.

## REPORT



TO Infrastructure and Environment Committee  
 ON 22 July 2010  
 FROM Marcus Braithwaite – Manager: Waste Operations  
 APPROVED BY Murray Noone – Director: Infrastructure  
 SIGNATURE

SUBJECT **SOLID WASTE CONTRACTS TERM EXTENSIONS**  
 FILE REF RE/1/1

## PURPOSE OF REPORT:

<input type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input checked="" type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

## IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance? No
(ii)	Implications in terms of Vision Rodney? Yes – <i>Outcome 6: Clean and Green.</i>
(iii)	Implications in terms of Long Term Council Community Plan / Annual Plan? No
(iv)	Implications in terms of other Council Strategic documents or Council Policy? No
(v)	Is a budget amendment required? No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? Yes, views have been obtained and no further consultation is required.
(vii)	Does a decision on this matter require Auckland Transition Agency approval? (yes / no / advice being sought?) Yes

## FINANCIAL IMPLICATIONS:

Capital cost implications	None
Is it currently budgeted for?	Not applicable
Funding source of capital costs	Not applicable
Ongoing operational cost implications	Included in the LTCCP 2009 - 2019.
Is it currently budgeted for?	Yes
Funding and rating impact (whether resulting from capital expenditure or arising directly)	Included in the LTCCP 2009 - 2019.

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## SUMMARY:

The Auckland Transition Agency (ATA) has recommended that all local authorities in the Auckland region ensure that existing solid waste service contracts remain in place until such time as the new Auckland Council is prepared to either tender for new services or extend the existing contracts (a copy of the letter is attached as **Appendix 1**). The ATA's objective is to ensure that solid waste contracts essential for regular services can continue until at least June 2013, with the flexibility to extend on an annual basis for 2014 and 2015, at the sole discretion of the Auckland Council. This will affect two Rodney District Council (RDC) solid waste contracts: C0702 Public Litter Bins Collection and C0817 Kerbside Recycling.

## RECOMMENDATION:

**That the amended contract terms for the two Rodney District Council solid waste contracts:**

- **C0702 Public Litter Bins Collection**
- **C0817 Kerbside Recycling**

**be confirmed, as requested by the Auckland Transition Agency.**

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## 1.0 Background

A key outcome for the Auckland Council is ensuring that service delivery continues uninterrupted throughout the reorganisation. For the service contracts that will sit under the new Solid Waste Business Unit in the Auckland Council, the ATA has instructed the existing local authorities to ensure that the contracts remain in place until the Auckland Council is prepared to make informed decisions on future waste services in the region.

For RDC, this applies to:

- C0702 Public Litter Bins Collection – expires 2011. The ATA requires a term extension until 2013, with two further one year extensions solely at the Auckland Council's discretion;
- C0817 Kerbside Recycling – expires 2013. The ATA requires two further one year extensions solely at the Auckland Council's discretion.

A draft agreement has been reached with the contractors: Remondis (C0702) and Smart Environmental (C0817) (A copy of these draft agreements is attached as **Appendix 2**). The next step is to receive Committee approval for these extensions. Once this is confirmed, copies of the signed draft agreements will be provided to the ATA. This report recommends that the Committee approve the contract term amendments as per the ATA's instruction.

# APPENDIX 1

# APPENDIX 2

REPORT



TO Infrastructure and Environment Committee  
 ON 22 July 2010  
 FROM Mark Johannsen – Group Manager: Property Services  
 APPROVED BY Murray Noone – Director: Infrastructure  
 SIGNATURE

SUBJECT **QUARTERLY PROPERTY TRANSACTIONS UPDATE – JUNE 2010 QUARTER**  
 FILE REF PK/1/1

**PURPOSE OF REPORT:**

<input type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input checked="" type="checkbox"/> Administrative matter			

**IMPLICATIONS:**

(i)	Is this matter significant in terms of Council's Policy on Significance? No
(ii)	Implications in terms of Vision Rodney? No
(iii)	Implications in terms of Long Term Council Community Plan / Annual Plan? No
(iv)	Implications in terms of other Council Strategic documents or Council Policy? No
(v)	Is a budget amendment required? No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? No
(vii)	Does a decision on this matter require Auckland Transition Agency approval? (yes / no / advice being sought?) No

**FINANCIAL IMPLICATIONS:**

Capital cost implications	Not applicable
Is it currently budgeted for?	Not applicable
Funding source of capital costs	Not applicable
Ongoing operational cost implications	Not applicable
Is it currently budgeted for?	Not applicable
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Not applicable

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**SUMMARY:**

This report details the results of the property transactions (settlements) that have occurred since the last report to the Council. It has been prepared in accordance with Council policy for Land Dealings 1605(c)(ii), which states:

*“The details of all property transactions are to be reported back to the Council or relevant Committee quarterly.”*

The report details sales and purchases (settlements) between 1 April 2010 and 30 June 2010 as shown in the schedule attached as **Appendix 1**.

**RECOMMENDATION:**

**That the Quarterly Property Transactions Update for the period 1 April 2010 to 30 June 2010, as shown in the schedule attached as Appendix 1 to the agenda report, be received.**

REPORT



TO Infrastructure and Environment Committee  
 ON 22 July 2010  
 FROM Bill Horne – Manager: Transport Services Major Projects  
 APPROVED BY Murray Noone – Director: Infrastructure  
 SIGNATURE

SUBJECT **DRAFT SUBMISSION ON ROADS OF NATIONAL SIGNIFICANCE – PUHOI TO WELLSFORD**  
 FILE REF RF1200/1

PURPOSE OF REPORT:

<input checked="" type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input checked="" type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance? Nil
(ii)	Implications in terms of Vision Rodney? Nil
(iii)	Implications in terms of Long Term Plan/Annual Plan? No
(iv)	Implications in terms of other Council Strategic documents or Council Policy? Transport Strategy
(v)	Is a budget amendment required? No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? Not applicable
(vii)	Does a decision on this matter require Auckland Transition Agency approval? (yes / no / advice being sought) No

**FINANCIAL IMPLICATIONS:**

Capital cost implications	No
Is it currently budgeted for?	No
Funding source of capital costs	Not applicable
Ongoing operational cost implications	No
Is it currently budgeted for?	No
Funding & rating impact (whether resulting from capital expenditure or arising directly)	None

**SUMMARY:**

The New Zealand Transport Agency (NZTA) is currently in the first stage of consultation on its Puhoi to Wellsford Roads of National Significance (RoNS) project. This project is part of the Government's objectives to promote economic development and growth in Northland and involves upgrading the route between Auckland and Whangarei, with particular attention to improved safety and transport efficiency. The present consultation is at a very early stage of project development and aimed at getting feedback on high level and generalist issues. Basically, topics promoted for comment include a new route off the line of the current state highway, commencing from the Johnstone Hill tunnels through to the north of Wellsford near Te Hana. The route will pass to the west of Warkworth and to the east of Wellsford and will include a motorway interchange to serve Warkworth with another interchange to serve Wellsford.

There is no proposal to provide an interchange that would directly service Puhoi. Reasons behind this approach to the project include: servicing only a small population (1,500 persons at Puhoi and Mahurangi West); no interchange for nominal no-growth areas, which is supported by the Council's documents; Planning Rodney, Draft Rural Strategy, Draft Puhoi Structure Plan; views of the Auckland Regional Council; costs; agreement of the Political Liaison Group, and although not specifically spelled out, the matter of tolling.

It is to be noted that alignment details have not yet been fully determined but are intended to be prepared for a further, more in-depth round of consultation about October.

Project outlines as they stand have been presented to several meetings with members of the public and so far the most public issue which Council officers are aware of is the concept of no local motorway interchange that would service Puhoi and Mahurangi West.

The balance of the draft submission will be circulated at the meeting.

**RECOMMENDATION:**

**That the draft submission on Roads of National significance – Puhoi to Wellsford, for presentation to the New Zealand Transport Agency, be endorsed.**

REPORT



TO Infrastructure and Environment Committee

ON 22 July 2010

FROM Murray Noone – Director: Infrastructure

APPROVED BY Murray Noone – Director: Infrastructure

SIGNATURE

SUBJECT **PROGRESS REPORT ON IMPLEMENTATION OF COMMITTEE DECISIONS**

FILE REF CF/1/1

PURPOSE OF REPORT:

<input checked="" type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance?
	No
(ii)	Implications in terms of Vision Rodney?
	No
(iii)	Implications in terms of Long Term Council Community Plan/Annual Plan?
	No
(iv)	Implications in terms of other Council Strategic documents or Council Policy?
	No
(v)	Is a budget amendment required?
	No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required?
	Not applicable

**FINANCIAL IMPLICATIONS:**

Capital cost implications	Not applicable
Is it currently budgeted for?	Not applicable
Funding source of capital costs	Not applicable
Ongoing operational cost implications	Not applicable
Is it currently budgeted for?	Not applicable
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Not applicable

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**SUMMARY:**

Attached as **Appendix 1** is the progress report on the implementation of decisions from the former Assets Management and Community and Environment Committees, which fall under the scope and powers of the Infrastructure and Environment Committee. Also included are full Council decisions relating to infrastructure and Environment issues.

The decisions reported on are those where some follow up action is required. Items marked as completed will be shown on two consecutive reports as such, and then drop off.

The progress report is for information only and if further resolutions are required on any of these topics, separate reports will be presented to the Infrastructure and Environment Committee.

A separate confidential item covers implementation of confidential decisions.

**RECOMMENDATION:**

**That the information be received.**

# APPENDIX 1

**PROGRESS REPORT ON IMPLEMENTATION OF DECISIONS FROM INFRASTRUCTURE AND ENVIRONMENT COMMITTEE (AND FULL COUNCIL DECISIONS RELATING TO ASSET MANAGEMENT MATTERS)**

*Updates in bold italics*

<b>Res.No. Committee</b>	<b>Summary of Decision</b>	<b>Officer/Director Responsible</b>	<b>Status/Next Action(s)</b>	<b>Completed</b>
373/04/08	<u>Helensville Town Centre Toilet Replacement</u>	Gavin Flynn District Strategy & Planning	Final consents to be approved and toilet construction 90% complete. Site works to be scheduled after Queen's Birthday weekend and completed by 9th July 2010.	<b><i>Completed</i></b>
2509/09/06	<u>Communities for Climate Protection – New Zealand (CCP-NZ)</u> Crs Delich and W Walker appointed to work with staff to investigate setting a greenhouse gas reduction target for the Council & community to achieve Milestone 2 of the CCP-NZ Programme.	Max Smitheram District Strategy & Planning	<p>Milestone 1 (Corporate &amp; Community emissions audit) has been completed and milestones 2 and 3 were progressed.</p> <p>Council participates in the Regional Response to Climate Change Process and is a party to Issues and Options: Climate Change recently produced by the Auckland Regional Council.</p> <p>ICLEI CCP-NZ has been disestablished by the Government and Councils in the region are collaborating to consider ongoing emissions reduction programmes.</p> <p>A review of corporate energy use is underway through ebench with a view to cost savings, emission reduction and improving corporate energy practice.</p> <p>An in-house team led by Damon Birchfield is pursuing cost savings and practical actions that can be achieved in the next 12+ months which reduce GHG emissions. It has an</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
			<p>RDC corporate focus and will have a legacy aspect for new governance structures.</p> <p><b>No change.</b></p>	
16/08/06	<p><u>Matakana Wastewater</u></p> <p>Implementation report on connection of Matakana Village to the Jones Road wastewater treatment plant to be provided.</p>	Anita Yahya Infrastructure	<p>Detailed design is now underway. In readiness for connection, when fund become available in 2010/11.</p> <p>We have now looked at options to divert the existing network to the proposed Matakana to Jones Road Pump Station and rising main. Ahead of the retro fit with the PWC (Pressure Wastewater Collection System).</p> <p>It is now proposed to connect part of the discharge to Jones Road WWTP ahead of the PWC installation to relieve the pressure off the Matakana WWTP and to cater for some growth.</p> <p>Investigation for new disposal area at the Golf Course area is now underway.</p> <p><b>No change.</b></p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
288/03/08	<p><u>Kumeu Huapai Riverhead Waimauku Wastewater</u></p> <p>Council received information that a full report would be made available in April.</p>	Jenny Warren Infrastructure	<p>This project is progressing steadily forward. Consultants have been engaged to write the resource consent application for Tapu Rd. A meeting has been held with ARC and Auckland Health to make them aware of Council's plans to develop a wastewater treatment plant at Tapu Road, to discuss the programme to develop the resource consent applications and give them the opportunity to advise Council of issues they consider would also need addressing. The alternative connection to Watercare Services trunk sewer is under investigation with a favourable report expected shortly. A meeting has been set up for 29 July to present the industrial and mixed residential property owners of Kumeu and Huapai with a report on progress towards providing the area with a wastewater service. The 8th Wastewater Information sheet is to be issued on 17 July as an insert in the Norwest News to keep the community advised of progress on the project.</p> <p>A detailed report on the scheme was presented to the Infrastructure &amp; Environment Committee 8 May 2008.</p>	
507/05/08	<p><u>Kumeu Huapai Riverhead Waimauku Wastewater</u></p> <p>Council resolved:</p> <p>That interim options be considered to allow landowners to subdivide/develop with on-site treatment options;</p> <p>That it did not consider use of on-site systems to be sustainable for the majority of existing and future</p>		<p>Officers have developed an Assessment of Environmental Effects reports for resource consent for a possible standalone plant at Tapu Road.</p> <p>Parallel negotiations took place with Watercare Services. A report recommending the preferred option was presented to the Council 6 November 2008.</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
	<p>development areas;</p> <p>To confirm its intention to provide a public service to these communities;</p> <p>That the preferred system be through pressurised wastewater collection (PWC) and a stand alone treatment plant;</p> <p>To continue to investigate alternate solutions using PEC and disposal to the Watercare services regional wastewater system;</p> <p>That officers pursue appropriate design, land use planning, consenting, funding, procurement and consultation as necessary to progress the project;</p> <p>That a final decision be made in June 2009, with interim reports at 3-monthly intervals;</p> <p>That \$7800,000 be made available through the Annual Plan 2008/2009;</p> <p>That a decision on the inclusion of Waimauku be deferred until after adoption of the Waimauku Structure Plan;</p> <p>That the Director: Infrastructure pursues central government funding for the project.</p>		<p>Planning Forums were successfully held in May 2009.</p> <p>The Watercare/RDC agreement for the wastewater connection is being prepared and is mostly complete. The agreement will state December 2011 as the date for the Watercare wastewater connection. Watercare met with Murray Noone and Rodger recently to discuss delaying the signing of this agreement until after the relevant legislation has been passed later this year.</p> <p>Watercare has agreed to provide water supply only by year 2013, the constraint being that the Watercare physical works may not be able to proceed prior to completion of a section of SH16. RDC would prefer to have the connection by December 2011 to align with the wastewater connection and we are working with the relevant authorities to make this happen.</p> <p>A revised LTCCP Capex timeline has been approved based on delivery of wastewater and water supply by December 2011.</p> <p>A workshop took place for Councillors and a report was presented to the Council meeting on 24 September 2009.</p> <p>All design and consent work is in progress for a project completion – Dec 2011.</p> <p>Currently in discussions with Watercare to ensure</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
			<p>that it will commit to this project post Nov 2010.</p> <p>A letter has been sent to ATA to seek support for this project.</p> <p>Watercare has confirmed its commitment to this programme subject to understanding the financial model. Finances are being discussed with Watercare.</p> <p>Watercare are now developing their overall funding strategy. Contracts are now out to tender. Private landowner permission has been granted. Application for resource consent to cross under Brighams Creek has been lodged.</p> <p><b><i>Tenders are currently being evaluated. WaterCare are participating in this evaluation.</i></b></p>	
665/06/07	<p><u>Groundwater Supply in Warkworth</u></p> <p>Drilling of a production bore and two observation wells in Sanderson Road, Warkworth, to proceed and resource consents to be applied for as soon as possible.</p>	Bruce Fulford Infrastructure	Detailed design of treatment plant and transfer pump station completed. Funding is <b><i>now</i></b> available this year to purchase land for the treatment plant <b><i>and negotiations are in progress.</i></b> Consent conditions being negotiated with ARC.	
851/08/07	<p><u>Parks Maintenance Standards Agreements</u></p> <p>Parks and Coastal Manager and Property Manager to negotiate service level agreements with WFH Properties and Kensington Properties. Proposed agreement to be presented to the Committee for confirmation.</p>	Chris Burgess Infrastructure	<p>Kensington Body Corporation is still maintaining the public areas that surround Kensington Park. An agreement is still to be reached between Kensington and RDC. RDC Legal is working on at the moment, however the playground is under construction and a café consent has been issued for this consent. This consent will rectify the developer's ownership</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
			<p>and maintenance requirements on public land.</p> <p>This has been forwarded to John Hall for discussion in regards to developer contributions.</p> <p><b>No change.</b></p>	
521/05/08	<p><u>Kumeu Cemetery</u></p> <p>The Council resolved to withdraw the variation due to strong objection to the proposed use of the site for cemetery purposes. The Council resolved that the new Auckland Council review the matter in 2012.</p>	Gavin Flynn District Strategy & Planning	<p>Auckland Council to review Kumeu Cemetery issue post July 2012.</p> <p><b>No change.</b></p> <p><b>Move to Issues Register.</b></p>	<b>Completed</b>
652/06/08	<p><u>Meerkat Warning Sirens – Northern Ward</u></p> <p>The Committee supports the stage 1 installation of Meerkat sirens at Omaha North, Point Wells and Whangateau and agrees to waive landowner consent fees for up to five siren installation sites.</p> <p>The Committee supports the sourcing &amp; installation of sirens from Meerkat Alert systems Ltd.</p> <p>The Committee supports the installation of Tsunami signage of national technical standard &amp; international best practice.</p>	Paul Green Customer Services	<p>Phase One complete.</p> <p>Sirens located at Whangateau, Point Wells and Omaha. These were successfully tested on 25 October 2009.</p> <p>Phase Two complete.</p> <p>Further sirens have been installed at Omaha. These were successfully tested on 11 April 2010.</p> <p>Phase Three has been implemented and will be completed by 1 July 2010.</p> <p>This will see the completion of all sirens at Omaha, and Point Wells. Scheduled to be completed by 31 October 2010.</p> <p><b>Currently inspecting Phase three siren installation sites which are located at Point</b></p>	

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			<p><i>Wells and Omaha. Awaiting quotes from supplier and also consent from Council departments to allow us to make use of existing Council sites to mount sirens onto. Completion of Phase three will complete the tsunami siren fit-out at the Whangateau, Omaha and Point Wells areas.</i></p>	
110/03/09	<p><u>Revocation &amp; Renaming of State Highway 17 from Silverdale to the top of Albany Hill</u></p> <p>Director Infrastructure to investigate the urgency of the request from NZTA for suggestions for the renaming of this portion of road by 18 March.</p>	Bill Horne Infrastructure	<p><i>Both the North Shore City Council and Rodney District Council have agreed to the name "Dairy Flat Highway" for the whole of State Highway 17, from Greville Road to the Silverdale motorway interchange.</i></p> <p><i>Although under discussion there is no set date for revocation at this time. It is however important that a local road name be established before the potential revocation of the highway occurs.</i></p>	

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<p>3106/12/06 69/02/07</p> <p>647/06/07</p> <p>1079/09/07</p>	<p><u>Whangaparaoa Road, Town Centre Traffic Signals</u></p> <p>To be implemented:</p> <p>Provision for two right turning movements out of Wade River Road;</p> <p>Provision of additional stacking lane capacity for west bound traffic on Whangaparaoa Road east of Wade River Road;</p> <p>Provision of recessed east bound bus bay;</p> <p>Removal of the existing traffic signals at the Whangaparaoa Road / Main Street / Tower Hill intersection;</p> <p>Installation of central median strip to prohibit right turn movements;</p> <p>Retention of left in, left-out movements;</p> <p>Installation of traffic signals at the Whangaparaoa Road/ Stanmore Bay Road intersection.</p> <p>Removal of the existing traffic signals at the Whangaparaoa Road / Main Street south end intersection;</p> <p>Installation of central median strip to prohibit right turn movements;</p> <p>Retain left-in, left-out movements;</p> <p>Provision of a zebra crossing with central refuge at Whangaparaoa Road/Main Street south end intersection.</p> <p>Consultation process to commence on the upgrade based on Option 2: 60 degree angle parking; raised median islands.</p>	<p>Barry George Infrastructure</p>	<p>Work is now subject to Penlink approval.</p> <p>Minor improvement work, east of Wade River Road intersection, now complete.</p> <p>The installation of Traffic Signals on hold – post Penlink decision.</p> <p>'Whangaparaoa Town Centre top of Plaza improvements' budget of \$227k allowed for in the LTCCP 2010/11 financial year.</p> <p>No financial provision in current year.</p> <p><b><i>No approval in 2010/11 Plan.</i></b></p>	

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	<p><u>Busway Park and Ride Project</u></p>	<p>Ahmed Khaled Infrastructure</p>	<p>Park-n-Ride Silverdale included in the LTCCP 2009/19 for implementation during 2009/12 period. \$12.5 million spread over three years has been allocated for the project. This allocation also includes cost of land which will be surplus to the project which will be used for other purposes. Cost of this surplus land will not be entitled to any NZTA subsidy.</p> <p>The project has been included in NZTA's National Land Transport Programme for 2009/12 as a Cat 2 project with project cost of \$5.25 million. The project has to compete with other similar projects nationally for funding based on project economics. Cost of land will be a major factor in determining whether or not the project achieves a fundable benefit cost ratio.</p> <p>Negotiations on purchase of land not progressing well due to above-market expectation of vendor.</p> <p>Compulsory acquisition under Public Works Act underway. A Section 18 notice has been sent to the vendor to enter the land to carry out survey work.</p> <p>Offer has been received from <b>owner</b> for <b>1 Hibiscus Coast Highway</b> frontage lot only. Currently under review by RDC solicitor.</p> <p><b><i>Public Works Act good faith negotiation proceeding with landowner.</i></b></p>	

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	<u>Right of Way Easement at the Waimauku Land fill site</u>	Stuart Howard Infrastructure	Council approved ROW easement in favour of Waimauku Properties Ltd at Infrastructure & Environment Committee meeting on 18 March. <b>Easement documents now signed by both parties and ready for registering on title. All matters to complete by end of July.</b>	
928/12/09	<u>Orewa College Walkway</u>	Murray Noone Infrastructure	<p>In consultation with Orewa College, The finalised alignment of the cycleway, fence, and location of fitness trail have all been approved at a School Board of Trustees meeting on Wednesday 26 May.</p> <p>We have put the College Walkway and Bridge sections out to public tender to be awarded by the end of June, and proposed commencement of the works in July 2010.</p> <p>The sign off from the MoE and formal easement documentation will be completed before construction commences.</p> <p><b>1 July 2010 – the Property Department is negotiating with the Ministry of Education, LINZ and Board of Trustees regarding arranging an access agreement for construction works and ultimately the land purchase</b></p> <p><b>Aaron Hill Property – Easement agreement has been prepared and has been forwarded to WFH Properties for signing.</b></p>	

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	<u>Cabeleigh Drive closure of walkway</u>	Mark Johannsen	<p>Response emailed by Mark Johannsen to Western Councillors 24/11/09: Property had agreed on transferring the property to the adjoining owner and the documentation was with their solicitor for signing. We have followed up today and have now been advised that the property is to be put on the market and they do not wish to pursue this land transaction. We are continuing with the reserve revocation and will enter dialogue with the new owner when a sale occurs. We will also contact the RE agent concerned and let them know the availability of this land to any potential buyer.</p> <p>26/02/10 - Still awaiting completion of revocation and following up to determine if a sale has occurred in order to commence new negotiations.</p> <p>29/4/2010 Revocation completed – gazette issued. Follow up message left with owner to see if she has changed her mind, and wants to purchase.</p> <p><b>01/07/2010 Original deal with adjoining owner re-established. Awaiting return of signed documents.</b></p>	

**SUBJECT PUBLIC EXCLUDED**

**Recommendation:**

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

**Agenda Item No(s) 11 and 12**

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Grounds under section 48(1) for the passing of this resolution
Kumeu, Huapai and Riverhead Special Wastewater Fund (Historic)	The disclosure of information would not be in the public interest because of the greater need to protect the privacy of natural persons, including that of deceased natural persons (section 7(2)(a) Local Government Official Information and Meetings Act 1987).	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist, under section 6 or section 7 (except section 7(2)(f)(i) of the Act). (section 48(1)(a) Local Government Official Information and Meetings Act 1987.)
Progress report on implementation of confidential committee decisions	As per the reasons given for excluding the public at the meeting(s) when these decisions were made	As per the grounds given for excluding the public at the meeting(s) when these decisions were made.

**CONFIDENTIAL**