

STAFF REPORT

TO: Golden Bay Community Board
FROM: Service Centres Manager
REFERENCE: E855
DATE: 30 October 2005
SUBJECT: November 2005 Report

FROM OCTOBER MEETING

Pohara Water Supply

Board Member McLellan asked that I provide a copy of the Engineering Report that provided the figures detailing the response to the Pohara Water Supply Survey. I am attaching a full copy of the report and the relevant unconfirmed minute that resolves to continue with the feasibility and preliminary design options. I have also discussed the matter with the Utilities Engineer, Jeff Cuthbertson who confirms that there is a long way to go before any decision one way or another can be considered on the water supply.

Rates and Recycling

I have discussed the matters raised by Nicola Basham (and Victoria Davis) regarding comparative rate takes/expenditure for the Golden Bay Ward and am getting some figures on total rate takes for the Bay compared with those for the Tasman District Council district. It is known that Golden Bay represents 13.7% of the District population and therefore the two percentages can be compared.

I have asked if any separate figures for expenditure in the Golden Bay Ward are available and these are very limited as most contracts are district wide. Nicola has offered to try to do an analysis by extrapolating costs based on population variances. Rates taken versus spent will always be fraught with arguments regarding inequity. A typical scenario is a farmer living down one of the back blocks (whether Golden Bay or Murchison) who may consider that he/she gets little return for their rates, however there will always be services such as roads, libraries, dog control, building inspections and the like which are commonly used by most residents and as sometimes happens one year the back country farm road may get a new bridge costing thousands of dollars. Likewise the Bay may have major expenditure projects in one year and little the next.

The move to 'user pays' by Councils has reduced some perceived inconsistencies but I suspect there will always be arguments about who gets what for their rates.

Equally an alternative consideration may be to look at how much goes into taxes from the Bay as to what is returned here.

I hope to have the recycling figures from Emma Manhart by the time the Board meets. If the pattern is similar to what occurs in the Motueka District it will be pleasing to note that a significant amount of what was once waste is now being reused with the volumes recycled improving month by month as people get used to the new system.

Cycling on Footpaths

The Board's resolution has been forwarded to Council's Road Safety Co-ordinator, Kirsty Barr, for attention. This issue is probably going to turn out to be a long and involved project involving numerous agencies as well as Council staff. The issue is as we know not just one confined to Takaka or Golden Bay, it is a national issue and perhaps is one that could be best dealt with on that basis.

Kirsty's initial thoughts are to produce an information leaflet. It is important to take an initial informative and educational approach as it is much more productive to advocate and encourage rather than dictate and alienate.

Kirsty has also noted that if we are looking at cycling we should also consider use of mobility scooters at the same time.

Kirsty is working on the leaflet idea and alternate strategies and I will keep the Board posted regarding developments.

SERVICE CENTRES MANAGER'S REPORTS FOR CONSIDERATION

Board Procedures

The Board decided to defer consideration of the matters raised in my previous report regarding Standing Orders and Code of Conduct to the Board's workshop on 20th October. Time however evaporated and so it has been decided to defer this matter until the joint workshop which now looks more likely to be in late November or December given the delays in Caucus meeting. My advice has been to contact our guest speaker after 10th November so hopefully I can email you all with arrangements.

Golden Bay Wharves

I decided to take a tour of inspection of the four wharves that the Board has been interested in. Note I am not an engineer and so my comments are purely subjective and any statements made should be taken with that in mind. Photographs are appended.

My report is as follows:

Mangarakau

This structure apparently is a partly completed project carried out in the 1950's when it must have been considered that Mangarakau may have been strategically important for coastal transport in and out of the Bay.

What remains of the structure, although sound in parts appears quite dangerous and certainly not one that should be used by the public (especially children). The old beached boat that is used as a wharfage area and as a chiller stand is seriously deteriorating and again what remains of the decks appear to be quite unsafe.

The remnants of a local fishing industry are still quite evident and it is apparent that some residential use occurs at the site. Sadly the overall appearance is one of a derelict industrial coastal activity which appears quite out of context with the otherwise beautiful and pristine natural environment.

My enquiries have revealed that the future use of this could be as a public slipway with parking for vehicles and trailers. Whether any commercial fishing and/or residential use of the site should continue would need further debate with the relevant stakeholders.

My suggested recommendations for this structure are:

- i. Remove illegal and/or dangerous structures
- ii. With the appropriate consents, fill in the already reclaimed area so as to form a solid platform that can be used as a parking area for boats
- iii. Improve the existing slipway
- iv. Improve the turning area off the road from the north

Collingwood

This structure is really a small jetty rather than a wharf. Whilst the support structures appear quite sound the decking is decidedly suspect. Again it would not be a place for small children or anyone who was unsteady on their feet. Probably this jetty could be upgraded at reasonable cost and its obvious attraction for berthing may result in the project being self-financing. An enhancement that would also be warranted would be balustrades along the walkways complying with Building Code requirements. This would also provide an area for some family fishing opportunities.

Milnthorpe

Again this is a more of a jetty/fishing platform than a wharf/berthing area. The structure at first glance looks pretty strong but the large timber piles surrounding the structure do not appear to provide any support. The actual support is by substantial although significantly rusted stanchions holding up impressively sized steel beams. My concern with this structure is that inevitably salt water and iron will have its way and the support will give out. At this time it appears reasonably safe, however any lateral forces as imposed in a decent earthquake would likely wreak some damage

given the state of the very rusted small bracing elements under the platform and the actual mass of the platform itself.

An option that has been put forward here is to fill the area under the platform with rock so the platform sits directly on it. This work would again require consents and the effects on the coastal tide movements would need to be considered. An observation is that the structure has a really large area and this could be reduced by having a walkway out to a jetty-like platform that would simply be used for fishing/viewing.

Waitapu

This is the largest of the wharves under consideration and is still used today as a significant asset by fishers. There are, however, still areas of obvious maintenance required. Given the on-going commercial nature of this wharf it would seem likely that its continuance for such use be maintained, however I understand there is some silting occurring in the channel and this may eventually preclude larger vessels docking which may mean that the area is given over to more recreational-type uses.

Ownership

It has been made clear that DOC by default owns the structures that are beyond MHWS. The Tasman District Council has also made it quite clear that it has no wish to take over ownership of the structures however it does take wharfage and rental for the associated commercial activities at Waitapu. The Council applies this wharfage and rental based on its claim of ownership of the land and whilst there is no title for this land it has been shown that through its actions and associations the Territorial Local Authority have by far the best claim to the land. The other wharves/jetties are either accessed from legal road or via untitled reclaimed land that could fall within LINZ ownership.

Future

Whilst the Board may wish to continue to press the Tasman District Council to take ownership I could not as an employee of the Council make such a recommendation. Even without engineering assessment it is clear that whoever has ownership of these structures will also inherit a significant liability that would cost many thousand of dollars to fix up.

The Board is aware of a community consortium that is prepared to take these wharves on and I would recommend that the Board negotiates with this consortium to see if a suitable partnership, that would guarantee continued community use and involvement, can be pursued.

Recommendation

That the Board writes to Mr P Sangster requesting a meeting with proposed Trustees and the Board to discuss issues and options over the future of the small wharves in Golden Bay and that representatives of Department Of Conservation (John Mason) and Tasman District Council (Lloyd Kennedy and Jim Frater) be invited to participate in those discussions.

Service Centres Manager's Reports

Although I am getting into my new role I would appreciate some feedback from the Board on my reports. I feel that my reports should be more concise yet be adequately responsive to the Board's need.

If you have a few moments to consider this I would be glad to receive the Board's comments at the meeting. I will also have some suggestions of my own.

Late Item

At the Managers' Meeting of 31st October 2005, it was resolved that items from the community boards regarding department issues (eg roads, libraries, planning etc) should be addressed to the relevant department manager.

This will mean that the Board has only to deal with one contact point and each department manager will take on the responsibility for providing the Board with the response sought.

Recommendation

That the Service Centres Manager's report for November be received.

Bob Askew
Service Centres Manager

Extract from Engineering Committee Agenda and Minutes of September

“STAFF REPORT

TO: Chairman, Engineering Services Committee Members
FROM: Engineering Utilities
REFERENCE: W212
DATE: 22 September 2005
SUBJECT: Pohara Water Supply – Newsletter #1 and Public Interest Survey Update

PURPOSE

The purpose of this report is to update the Engineering Services Committee on the results of the Public Interest Survey for Pohara Water Supply Proposal, and to seek approval from the committee for further detailed investigation into the feasibility and preliminary design of a Pohara – Tata Beach Water Supply Scheme.

RESULTS

The initial interest survey was carried out in August and was distributed in conjunction with the first newsletter about the proposed water supply scheme.

Below is a break down of the overall returns from the survey.

Overall Results:

Total number of Properties Sent Survey	1025	
Total Responses	660	(64.4%)
Total in Favour	245	(37.1%)
Total Against	280	(42.4%)
Neutral	102	(15.5%)
Inconclusive Responses	33	(5.0%)

The survey covered a wide area and included the outlying regions north of Rototai and east to Wainui Bay. In these areas, there was a relatively low response and a relatively higher proportion against the proposal when compared with the overall results.

Outlying Areas:

Number of Properties Sent Survey	172	
Responses	83	(48.3%)

Total in Favour	21	(25.3%)
Total Against	27	(32.5%)
Neutral	25	(30.1%)
Inconclusive Responses	10	(12.0%)

These results would suggest that it would be appropriate to exclude these outlying areas in any proposed water supply area.

Further breakdown of the remainder of the area surveyed into two main groups, shows that the response from coastal developments (namely Pohara, Pohara Valley, Tarakohe, Ligar Bay, and Tata Beach) had a significant proportion of respondents **in favour** of the proposal, and the communities along the proposed Abel Tasman Drive pipe route (namely Sunbelt, Three Oaks, Burnside, Glenview, and Clifton) show a significant proportion of respondents **against** the proposal.

	Coastal Development		Abel Tasman Drive Route	
Total number of Properties Sent Survey	572		222	
Total Responses	398	(69.6%)	142	(64.0%)
Total in Favour	203	(51.0%)	18	(12.7%)
Total Against	129	(32.4%)	87	(61.3%)
Neutral	50	(12.6%)	33	(23.2%)
Inconclusive Responses	16	(4.0%)	4	(2.8%)

It must be noted that many of the respondents commented that their chosen option in the survey was largely dependent on any proposed costs placed on the property owner. This was irrespective of whether the response was in favour, neutral or against the proposal. At this time, an estimate of scheme cost was not available, and detailed investigation and preliminary design would be required to determine an accurate cost estimate. The proportions in favour, neutral or against may differ significantly if the respondents were able to consider property owner cost information.

CONCLUSION

Overall, the significant proportion of responses returned (64.4%) indicates a very high level of interest in the proposal.

The results of the survey indicate that any proposed water supply area should predominantly serve the communities located along the Pohara – Tata Beach coastal strip.

Many responses indicated that any contribution cost placed on the property owner may influence whether they were in favour of, or against the scheme.

A detailed investigation and preliminary design would be required to determine an estimate of overall costs of the scheme. Further investigation to include a supply area with fire fighting capability, in addition to the rural and urban supply parameters, could be considered for the Abel Tasman Drive communities.

RECOMMENDATION

THAT the Engineering Services Committee grants approval to proceed with detailed investigation into the feasibility of and preliminary design of the Pohara - Tata Water Supply Scheme.

Kim Arnold
Utilities Asset Engineer

5.2	Pohara Water Supply – Newsletter #1 and Public Interest Survey Update
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The agenda contained a report on the Pohara Water Supply which updated the Committee on the results of the public interest survey for the Pohara Water Supply Proposal.

Cr Borlase said there was a very strong lobby at the annual plan meetings that said they were happy with rainwater and considers a lot of interest for the Pohara water scheme would be coming from absentee landowners.

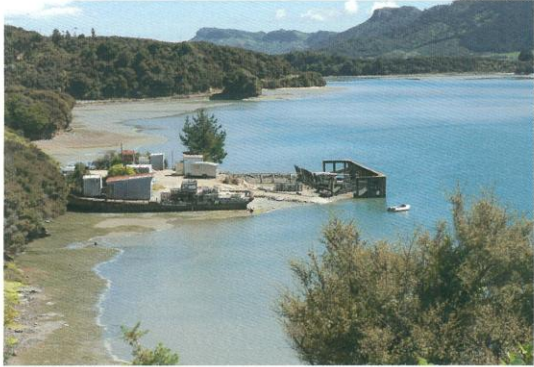
Mr Thomson said options are to run with the recommendation and staff will proceed through the feasibility study, or to work out estimates for investigation, design and construction phase, and have it as part of the draft LTCCP.

Mr Thomson said there is aggressive growth in this part of the district so Council needs to think carefully about how it will provide services into the future. At some stage we will be asked by the community to come forward with feasibility and preliminary design for a Pohara-Tata water supply scheme.

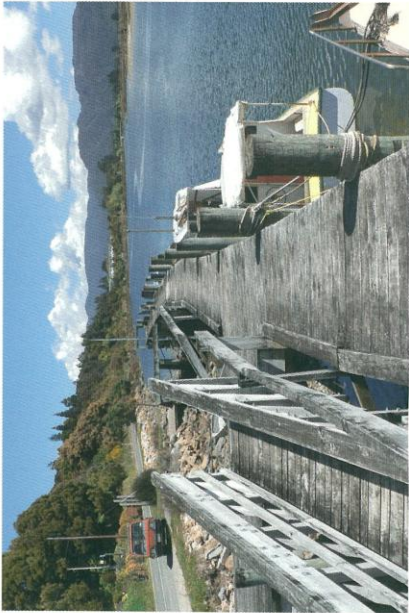
**Moved Crs Currie/Kempthorne
WK05/09/08**

**THAT the Engineering Services Committee grants approval to proceed with detailed investigation into the feasibility and preliminary design of the Pohara - Tata Water Supply Scheme.
CARRIED**

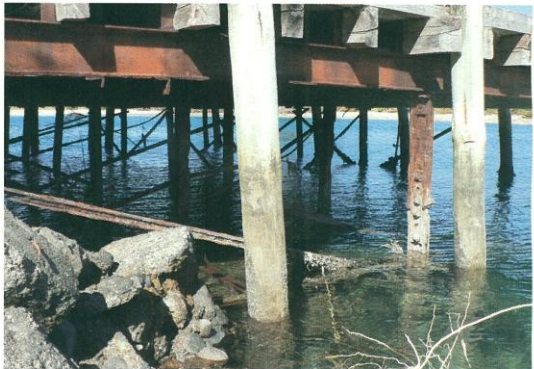
Mangarakau Wharf 25th October 2005-10-30



Collingwood Wharf



Milnthorpe Wharf



Waitapu Wharf

